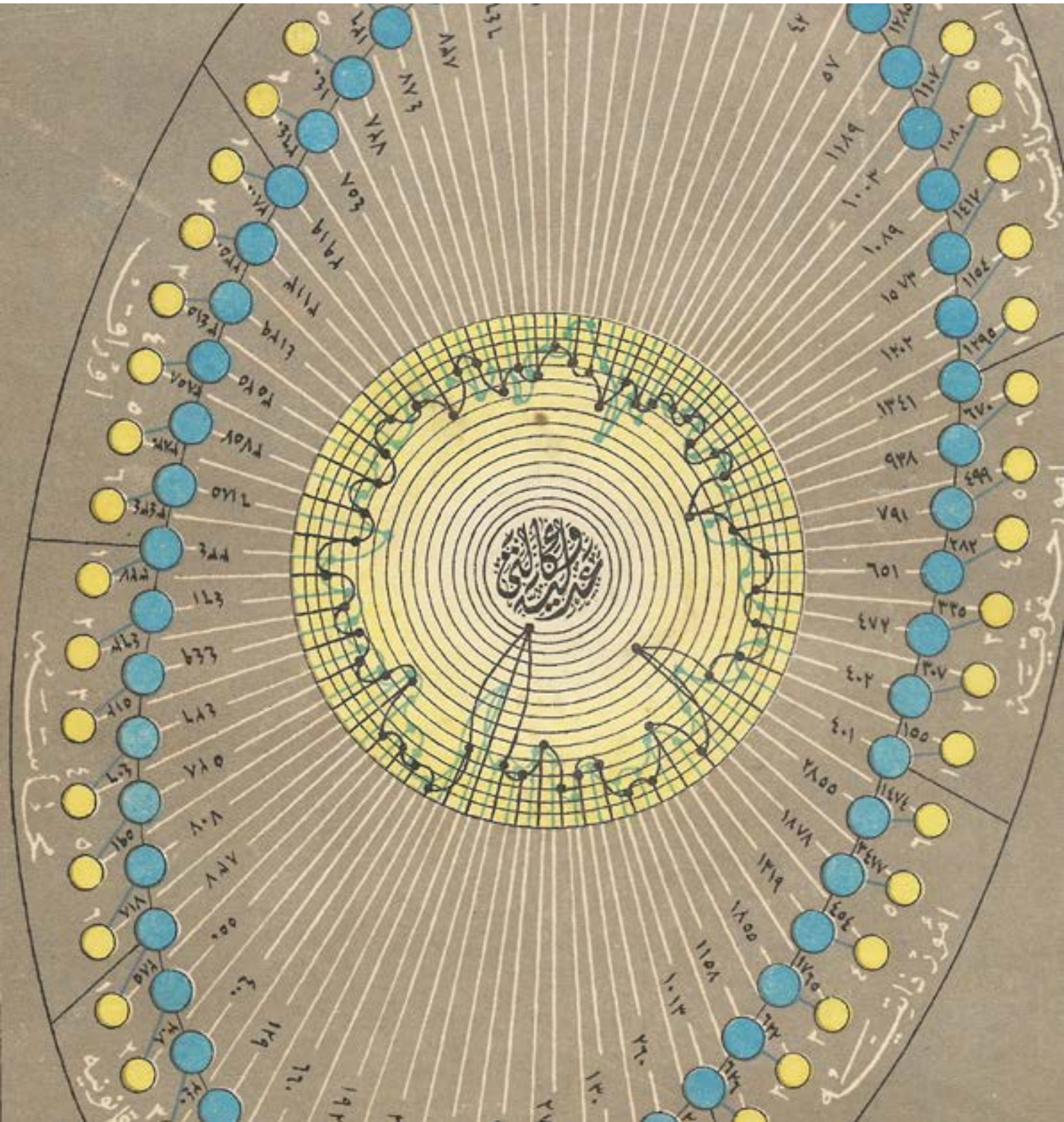
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CATALOGUE NOVEMBER 2021



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Member of:

1. Red Sea Pilots
Maritime Navigation
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A historically important and unique assemblage of three works, including Object A, being the original manuscript of the first modern Ottoman pilot guide to the Red Sea, commissioned by Sultan Abdul Hamid II, it was written by Captain Cemal Bey, who later served as the 'Bahr-i Ahmer Komodoru' (the Commander-in-Chief of the Ottoman Navy in the Red Sea), and was based upon the British Admiralty's 'Red Sea Pilot'; Object B is the extremely rare printed version of the pilot based upon the present manuscript, published in Istanbul in 1891, it is faithful in its content to its antecedent save that it credits Cemal's associate Tevfik Bey as the co-author and is augmented by an additional chapter on navigating the Suez Canal after the writings of Ferdinand de Lesseps, the present example is signed and inscribed in manuscript by Cemal Bey; and Object C, being the very rare second edition of the British Admiralty's 'The Red Sea Pilot', the first modern and comprehensive navigational guide to the Red Sea, and the inspiration for Cemal Bey's work.

A.

CEMAL BEY (Senior Ottoman Naval Officer).

رهبر بحر احمر ["Rehber-i Bahr-i Ahmer" / "The Guide to the Red Sea"].

Manuscript, Jeddah (Hejaz), 1889.

Small 4° (25 x 17.5 cm): [3], 616 pp. in reverse collation, manuscript, written in Ottoman Turkish in a neat hand in thick black ink; bound in contemporary full red silk with elaborate gilt designs, Ottoman arms to front cover, title within vignette to back cover (Internally clean, crisp and bright, just a few light stains; binding heavily worn but still holding strong); plus 2 additional items found tipped into the back cover: first, is an original photograph of Cemal Bey in naval uniform, measuring 20 x 10.5 cm (irregular size); second is a 'Carte Postale' bearing Cemal Bey's portrait in old age, with a later manuscript inscription, measuring 14 x 9 cm; all housed within a modern custom full dark green calf clamshell box, one panel featuring a glass window, gilt title to spine.



[Accompanied by:]

B.

CEMAL BEY and TEVFIK BEY.

رهبر بحر احمر [Rehber-i Bahr-i Ahmer / The Guide to the Red Sea].

Istanbul: İstepan Matbaası, 1307 [1891].

Small 4° (21.5 x 15 cm): vi, 459 pp., [1], in reverse collation, contemporary endpapers; bound in contemporary half-calf with marbled boards, gilt title and decoration to spine; inscribed and signed in manuscript by the co-author Cemal Bey on verso of title (Internally, some light staining and browning especially to early and latter leaves; early leaves creased at upper outer corners, some leaves with trimmed outer corners not affecting text, small tear to upper margin of first leaf with no loss; small tear to lower margin of second leaf with no loss, leaf of pp. 111/2 with horizontal tear entering text with no loss; leaf of pp. 425/6 with tear near gutter entering text but no loss, final leaf creased and torn at gutter with no loss; binding rubbed and worn especially at edges, with loss to upper-outer corner of verso and upper-outer corner of front cover slightly loose, abrasion to front cover).

[Accompanied by:]

C.

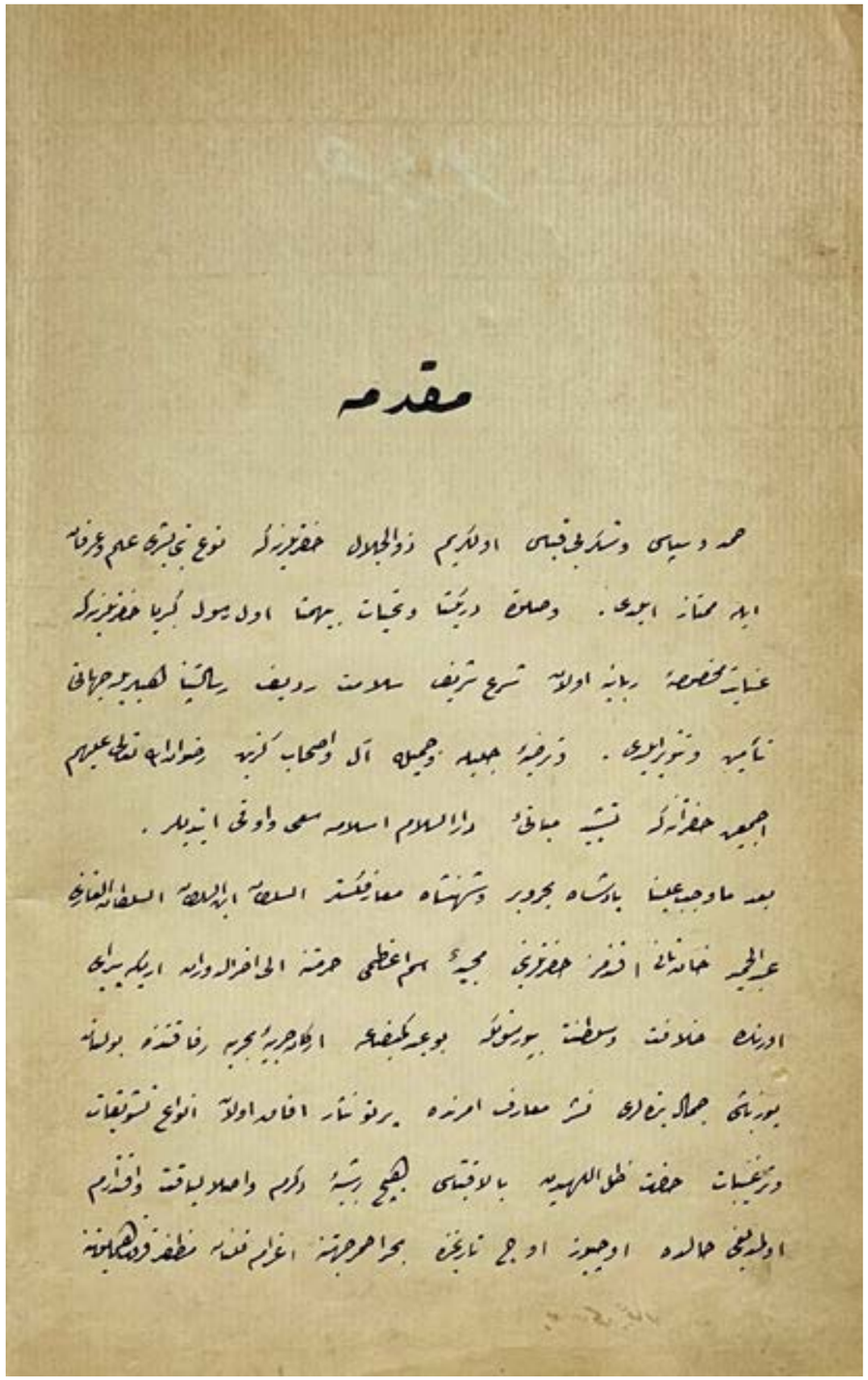
HYDROGRAPHIC OFFICE (BRITISH ADMIRALTY).

The Red Sea Pilot. From Suez and from 'Akabah to the Straits of Báb-El-Mandeb, and the Arabian Coast thence to 'Aden; with Directions for the Navigation of the Suez Canal. Second Edition.

London: George E. Eyre and William Spottiswoode for the Hydrographic Office, Admiralty, 1873.

8° (24 x 15 cm): viii, 255 pp., original light red cloth, gilt title to front cover and spine (Very Good, internally clean and crisp, just some light toning to endpapers, contemporary seller's blindstamp of 'Philip, Son & Nephew' to front endpaper; spine faded).

This is a highly important and unique assemblage of three works. Object A is the original manuscript of the first modern Ottoman pilot guide to the Red Sea. Commissioned by Sultan Abdul Hamid II, it was written by Captain Cemal Bey, who later served as the 'Bahr-i Ahmer Komodoru' (the Commander-in-Chief of the Ottoman Navy in the Red Sea) and is based upon the British Admiralty's The Red Sea Pilot. Object B is the extremely rare printed version of the pilot based upon the present manuscript, published in Istanbul in 1891, it is faithful in its content to its antecedent save that it credits Cemal's associate Tevfik Bey as the co-author and is augmented by


مقدمه

an additional chapter on navigating the Suez Canal, translated from the writings of Ferdinand de Lesseps. The present example is signed and inscribed in manuscript by Cemal Bey. Object C is the very rare second edition of the British Admiralty's The Red Sea Pilot, the first modern and comprehensive navigational guide to the Red Sea, and the inspiration for Cemal Bey's work.

Object A: Captain Cemal Bey's Manuscript "Rehber-i Bahr-i Ahmer" in Focus

This is the original manuscript of the first modern Ottoman pilot guide of the Red Sea and the Yemeni coast along the Gulf of Aden, authored by Cemal Bey, then a corvette captain in the Ottoman Navy, who later rose to become the 'Bahr-i Ahmer Komodoru' (Red Sea Commodore), the Commander-in-Chief of the Sultan's navy in the Red Sea. Written in a neat hand entirely in Ottoman Turkish, it is bound in a fine red silk biding with elaborate guilt tooling. The manuscript is the basis for the first printed Ottoman pilot of the Red Sea, Rehber-i Bahr-i Ahmer (Istanbul: İstepan Matbaası, 1307 [1891]), which is credited as being authored by Captain Cemal Bey and his colleague, Lieutenant Tevfik Bey (refer to Object B following).

Importantly, the "Rehber-i Bahr-i Ahmer" was an imperial commission. It is noted in the Introduction of the 1307 (1891) printed version, it is noted that Sultan Abdul Hamid II (reigned 1876 – 1909) charged Cemal Bey with creating the 'Rehber-i Bahr-i Ahmer'. This is significant, but not surprising, as Abdul Hamid II was known for his exceptional interest in the Red Sea region, especially as it anchored his sovereignty over Mecca and Medina, underpinning his role as the Caliph of Islam. In practical terms, Abdul Hamid II ordered the expansion of the Ottoman Navy in the Red Sea; spearhead the construction of the Hejaz Railway from Damascus to Medina (completed 1908); and supported the lengthy war against the Zaidi uprising in Yemen. The Rehber-i Bahr-i Ahmer was thus intended to be a critical tool for Ottoman mariners in the quest to maintain the Sublime Porte's authority in the Red Sea region.

Importantly, we are not aware of any other contemporary manuscript examples of Cemal Bey's Red Sea pilot. The present manuscript is clearly Cemal Bey's personal fine copy used as the basis for the printed version. Evidence suggests that the manuscript was retained for some years thereafter by the author and his family (please refer to the photograph and the 'Carte Postale' discussed following).

The text of Cemal Bey's manuscript is a faithful translation of the British Admiralty's The Red Sea Pilot (first issued London by the Hydrographic Office in 1873 but updated in several subsequent issues); the seminal work on maritime navigation in the Red Sea-Yemen region. It seems that Cemal Bey (assisted by his first officer, Lieutenant Tewfik Bey) perhaps used the 1883 third edition of the The Red Sea Pilot as their source for their translation, as the footnotes differ from that of the 1873 second edition (refer to Object C).



Cemal Bey's manuscript commences with his introduction, noting his experiences in the Ottoman Navy. It then launches into the navigational content, proceeding to describe every major harbour, shipping lane, as well as hazards in the Red Sea and the coasts of Yemen along the Gulf of Aden. First off is a description of the principal central shipping route from the Suez Canal down the length of the Red Sea past the Strait of Bab-el-Mandeb, noting such hazardous passages as the Strait of Jubla (p. 26) and Zuquar Island (p. 31). Later are notable passages on the Suwakin Archipelago (p. 186); Novarat and the Bab-el-Mandeb (p. 215); and the Sinai and the Gulf of Aqaba (p. 333).

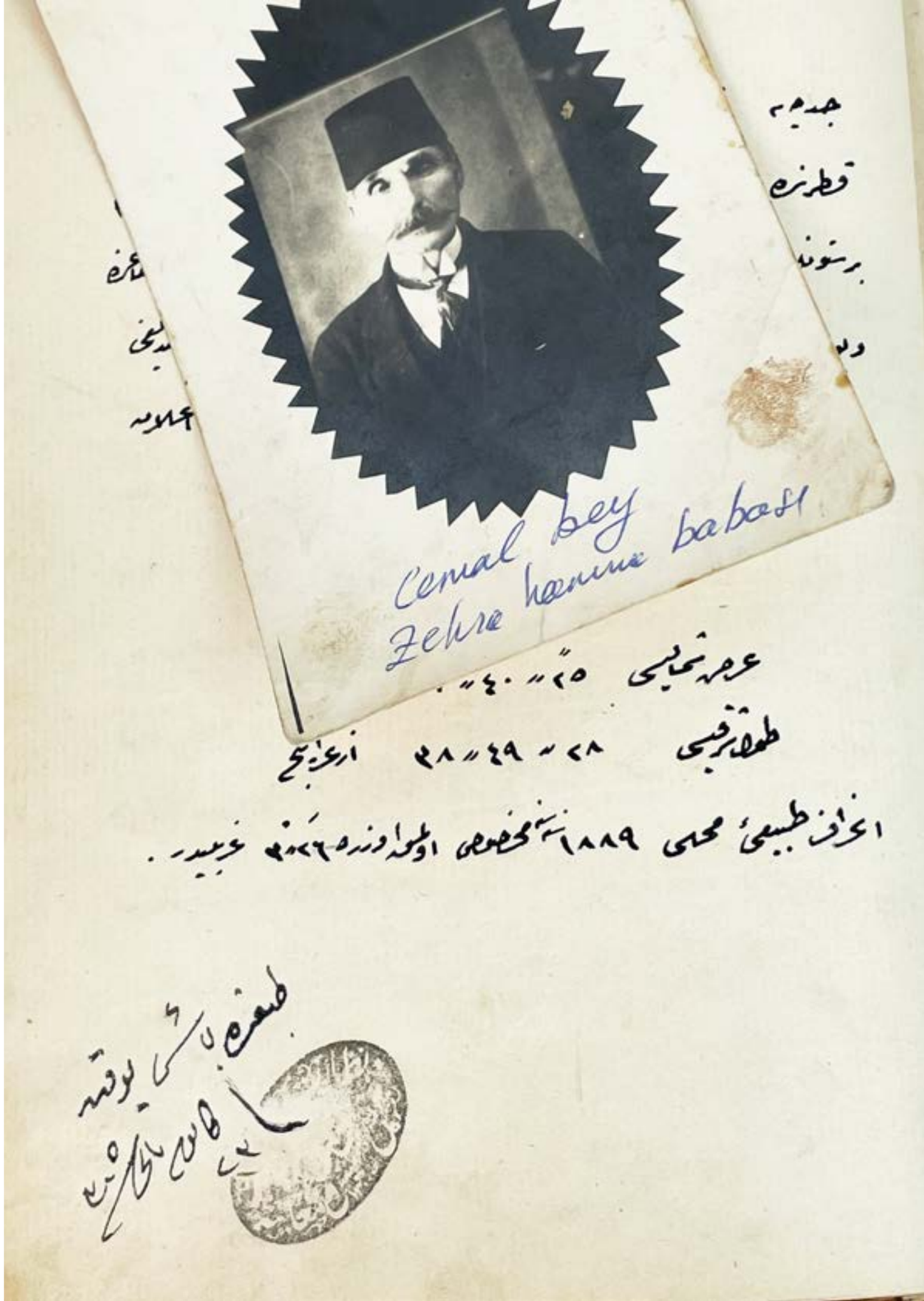
Of particular importance is a lengthy section on the harbour of Jeddah and its nearby coasts (pp. 406 – 428), being home to the main Ottoman naval base in the Red Sea, as well as the maritime gateway towards Mecca and the Hajj.

Towards the conclusion of the work is a table (pp. 593-4) noting geodetic coordinates and observations for 17 major harbours, waypoints and navigation hazards in the Red Sea and Yemen, including Port Suez; Zafarana; Ras Gharib; El Tor (Sinai); St. Catherine's Monastery (in the interior of the Sinai); Abu Radis (Sinai); Ras Muhammed; Shedwan Island (off Hurghada); Jitfun Island (off Hughada); Sofaga; Al Qoseir; Al Ikwhan Island (a navigational hazard in middle of Red Sea off El Qosair); Jeddah; Massawa; Zuquar / Abu Ali Islands (navigational hazard); Mokka; as well as key waypoint in Yemen between Al Bahriyeh and Qawah.

The opening of the Suez Canal in 1869 suddenly transformed the Red Sea into one of the world's busiest and geo-strategically important shipping lanes. This event posed a grave threat to the Ottoman Empire, which was already struggling to maintain its possessions in the region. Crucially, the Sultan felt an imperative to preserve his sovereignty over Hejaz, including the holy cities of Mecca and Medina, which anchored his claim to be the Caliph of Islam. To shore up the Ottoman presence on the Arabian side of the sea, the Ottomans established a major permanent naval based at Jeddah and mounted a full- scale invasion of North Yemen in 1872. However, Britain's move to make Aden a protectorate in 1874 and Egypt a protectorate in 1882, as well as Italy's invasion of Eritrea in the 1880s represented a heightened challenged to Ottoman interests. Moreover, fierce local resistance to Ottoman rule in Yemen and Asir tied down the Sublime Porte's over-stretched military.

While the Ottoman Navy was manned by many mariners who possessed a good working knowledge of many of the Red Sea's ports, its operations were often hindered by the lack of a modern, scientifically accurate pilot guide written in Ottoman Turkish.

In 1885, Cemal Bey, while serving as the yüzbaşı (captain) of the Ottoman corvette Muzzafer (Victorious), based at Jeddah, endeavoured to ameliorate the situation. Evidently with assistance of his second-in-command, Lieutenant Tevfik Bey, he set about translating sections from the British Admiralty's Red Sea Pilot into Ottoman Turkish, while adding his own interpretation and observations to create the present manuscript, which on the final page is noted as having been completed off Jeddah in 1889.



The manuscript then seems to have been dispatched to Istanbul to be bound in the present fine silk binding, while the official Ottoman censure's stamp, authorizing the work to be published appears on the final page (this stamp allowed the printed version to be issued in Istanbul in 1891). Notably, Tevfik Bey is not mentioned as being the co-author/translator in the present manuscript; however, he is credited as such in the subsequent printed version (Object B).

Cemal Bey's Rehber-i Bahr-i Ahmer would have been vitally useful to Ottoman officers over the succeeding generation as the navy supported major army operations towards subduing the Idrisi insurrection in Asir and the Zaidi Rebellion in Yemen, as well as facilitating its continuous operations against smuggling and slave trading throughout the Red Sea.

Notably, Cemal Bey was subsequently promoted with the post of Bahr-i Ahmer Komodoru (Red Sea Commodore), the chief Ottoman naval officer in the Red Sea. In this role, in 1909-10, Cemal Bey gained great acclaim across the empire for his brilliant efforts in supporting Ferik Yusuf Pasha's campaign against the Idrisi insurgency in Asir (For further information on Cemal Bey's exploits in the Red Sea, as well as references to the printed version of the Rehber-i Bahr-i Ahmer, please see: Mehmet Korkmaz, '20. Yüzyıl Başlarında Kızıldeniz'de Osmanlı Denizcilik Faaliyetleri' (Ph.D. Dissertation, Mimar Sinan Güzel Sanatlar Üniversitesi, 2012)).

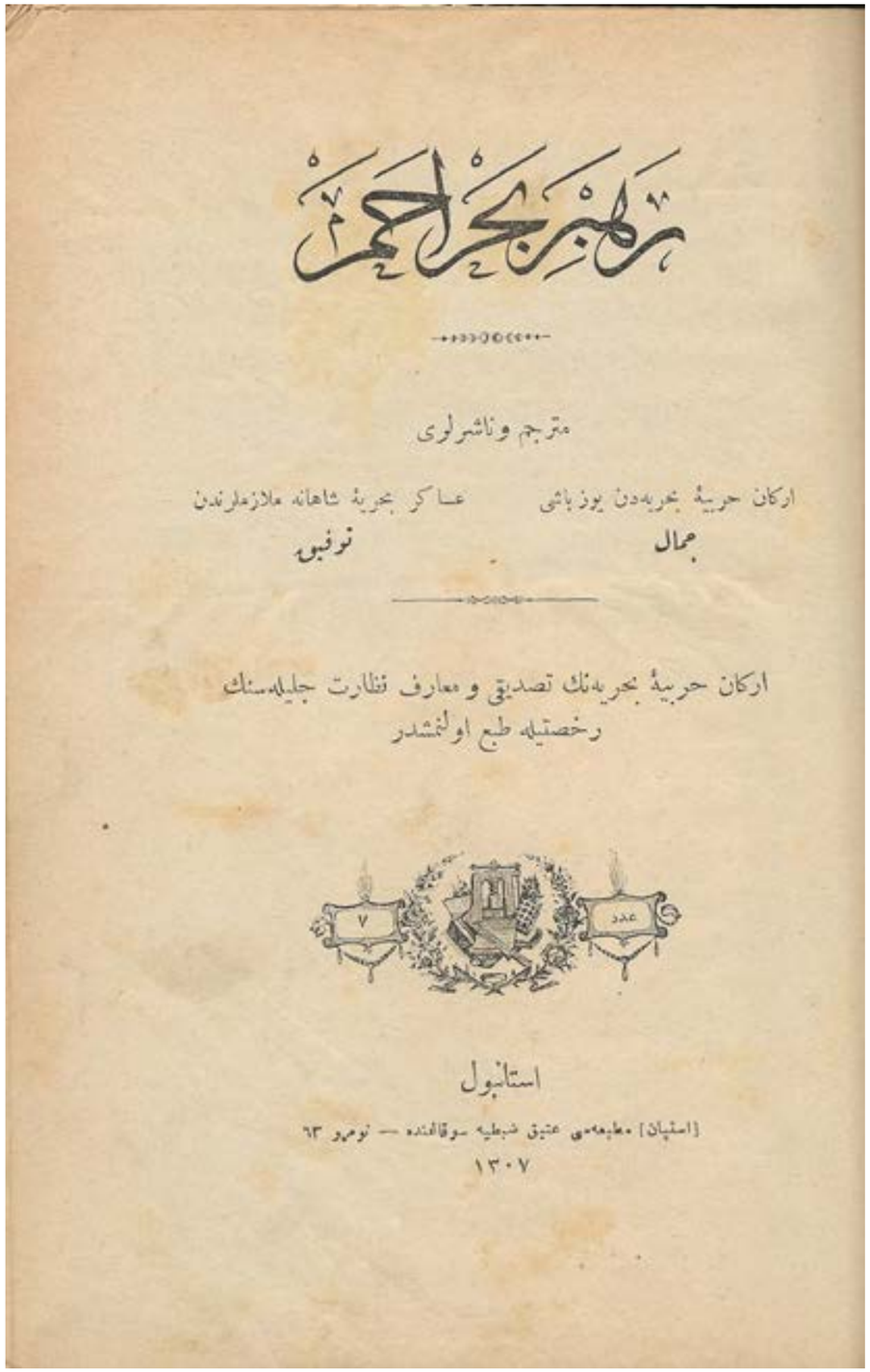
Additionally, the present manuscript is accompanied by two pieces bearing images of the author. First, is an original photograph of Cemal Bey wearing his naval uniform, taken perhaps around the time that he produced the Rehber-i Bahr-i Ahmer. Second, is a 'Carte Postale' bearing Cemal Bey's portrait in old age, seemingly after his retirement, labelled in pen in Latin script "Cemal Bey Zehra Hanım babası" (Cemal Bey, Miss Zehra's Father). As well as being intriguing artefacts that enrich the manuscript, placing it within its greater historical context, the photograph and post card weaves added personal connections to Cemal Bey, indicating that the manuscript was retained by Cemal Bey and his family for some decades after the printed edition was brought to press.

References: Present manuscript seemingly not recorded.

Object B: The Printed Edition of the Rehber-i Bahr-i Ahmer in Focus

This is an example of the extremely rare, printed edition of Cemal Bey and Tevfik Bey's Rehber-i Bahr-i Ahmer (Istanbul: İstepan Matbaası, 1307 [1891]). Importantly, this example is inscribed and signed in manuscript by Cemal Bey on a pastedown dedication the verso of the title, which reads:

"*I have finished, what his excellency Fethi Bey Efendi wrote in his royal letter and in the name of the caliph Abdul Hamid, and what the sultan commissioned Kaymakam. Cemal.*"


رهبر بحر احمر

مترجم وناشرلری

ارکان حربیهٔ بحریه‌دن یوزباشی جمال — عساکر بحریهٔ شاهانه ملازملرندن توفیق

ارکان حربیهٔ بحریه‌نك تصدیق و معارف نظارت جلیله‌سنك رخصتیله طبع اولنمشدر

عدد ۷

استانبول

[استپان] مطبعه‌سی عتیق ضبطیه سوقاقنده — نومرو ۶۳

۱۳۰۷

Thus, the inscription reveals that Abdul Hamid II's command to create the the Rehber-i Bahr-i Ahmer came via a letter to Cemal Bey from Fethi Bey Effendi, a senior Ottoman official, to whom this example is inscribed. We could not find much biographical information about Fethi Bey Effendi, although he is mentioned in contemporary salnames as senior bureaucrat at the Sublime Porte.

The printed edition is generally faithful in its content to the manuscript (Object A), and up to page 424 it features the complete text almost verbatim as that of the manuscript, save for some very minor editorial revisions, and the appropriate omission of the content of the manuscript's final page (where Cemal Bey's notes the place and date of the manuscript's production, along with the Ottoman censor's printing privilege stamp).

Beyond that, however, the printed edition features two notable differences.

First, unlike the manuscript, Tevfik Bey, Cemal's lieutenant on the Muzzafer corvette, is credited as being the co-author. Indeed, Tevfik clearly went to great effort translating text and interpreting the sources, and evidently Cemal Bey decided that he deserved the appropriate recognition in the published, and therefore public, version of the Rehber-i Bahr-i Ahmer.

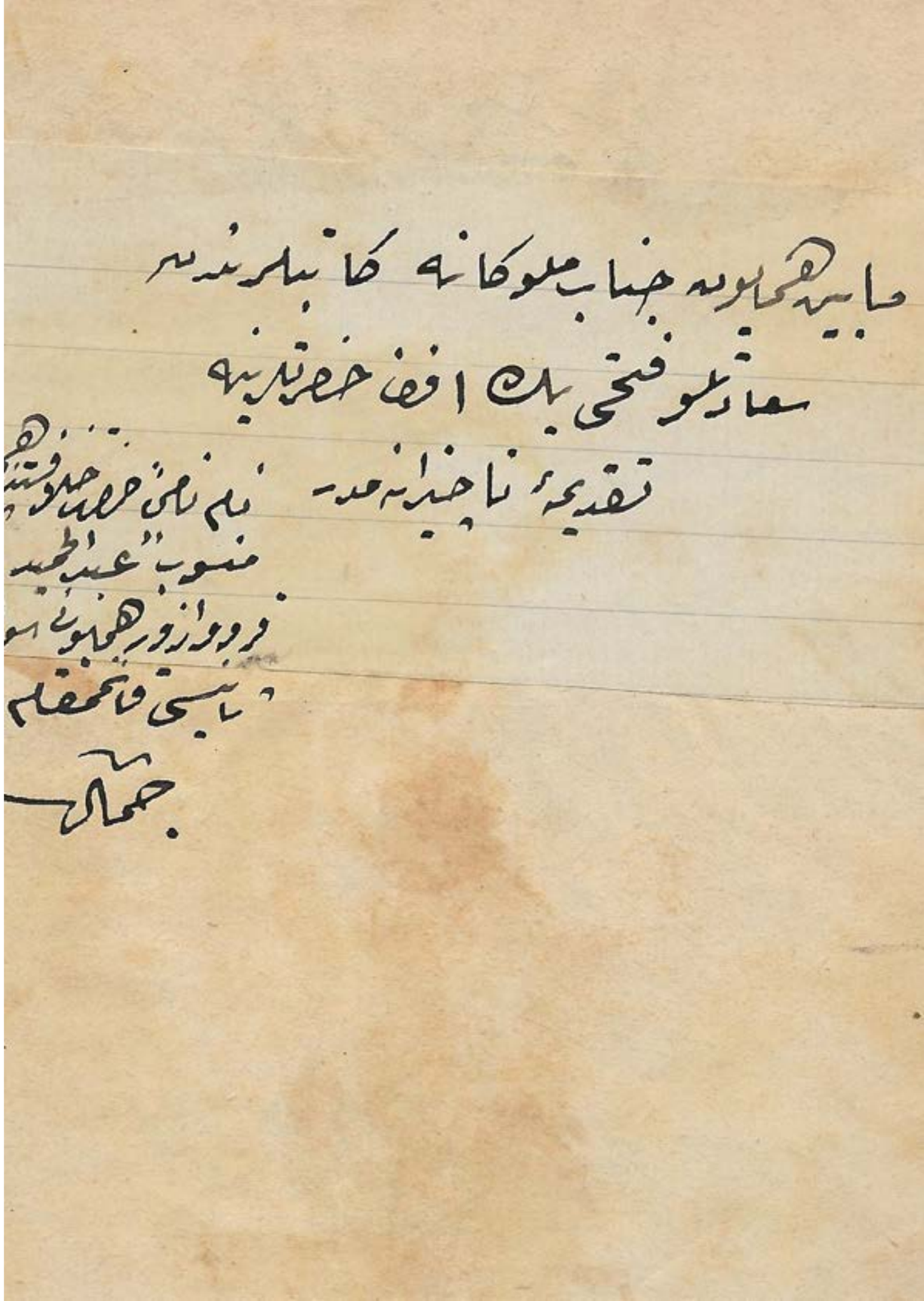
Second, the printed edition is augmented by an additional chapter that follows the conclusion of the text copied from manuscript (on pages 425 to 459). Interestingly, this section is translated into Ottoman Turkish from the writings of Ferdinand de Lesseps, the creator of the Suez Canal, and is a detailed guide for how to sail through the canal. It notes all technical procedures and protocols and is illustrated by two pages of navigational signals. This is a valuable addition to the pilot, concerning the world's most strategically important transport corridor, conveying the words of the ultimate authority, Monsieur de Lesseps.

The printed edition of the Rehber-i Bahr-i Ahmer is extensively cited in specialist Turkish academic literature regarding Ottoman maritime navigation and the history of the Red Sea.

The printed edition of Cemal Bey and Tevfik Bey's Rehber-i Bahr-i Ahmer was issued in only a single printing and is today extremely rare. It was apparently issued in only a very small print run for use by senior Ottoman naval officers and officials, and indeed many of these examples would have perished due to heavy use at sea.

We can trace only two institutional examples, held by the Türkiye Büyük Millet Meclisi (Grand National Assembly of Turkey Library, Ankara) and the Princeton University Library. Moreover, we are not aware of any other examples as having appeared on the market.

References: ÖZEGE, no. 16571; Türkiye Büyük Millet Meclisi (TBMM): [Grand Na-



National Assembly of Turkey Library]: 71001136; Princeton University Library: VK895 .R43 / OCLC: 25346094; İslâm Tarih, Sanat ve Kültür Araştırma Merkezi (IRCICA), Osmanlı coğrafya literatürü tarihi [History of Geographical Literature during the Ottoman Period] (Istanbul, 2000), pp. lxiii and 268; Mehmet KORKMAZ, '20. Yüzyıl Başlarında Kızıldeniz'de Osmanlı Denizcilik Faaliyetleri' [Ottoman Maritime Activities in the Red Sea at the Beginning of the 20th Century] (Ph.D. Dissertation, Mimar Sinan Güzel Sanatlar Üniversitesi, 2012), passim; Cevat ÜLKEKUL, Türk Seyir, Hidrografi ve Oşinografi çalişmalarının 1909 öncesi tarihi [History of Turkish Navigation, Hydrography and Oceanography studies before 1909] (Istanbul, 2009), pp. 92-5.

Object C: The Admiralty's The Red Sea Pilot in Focus

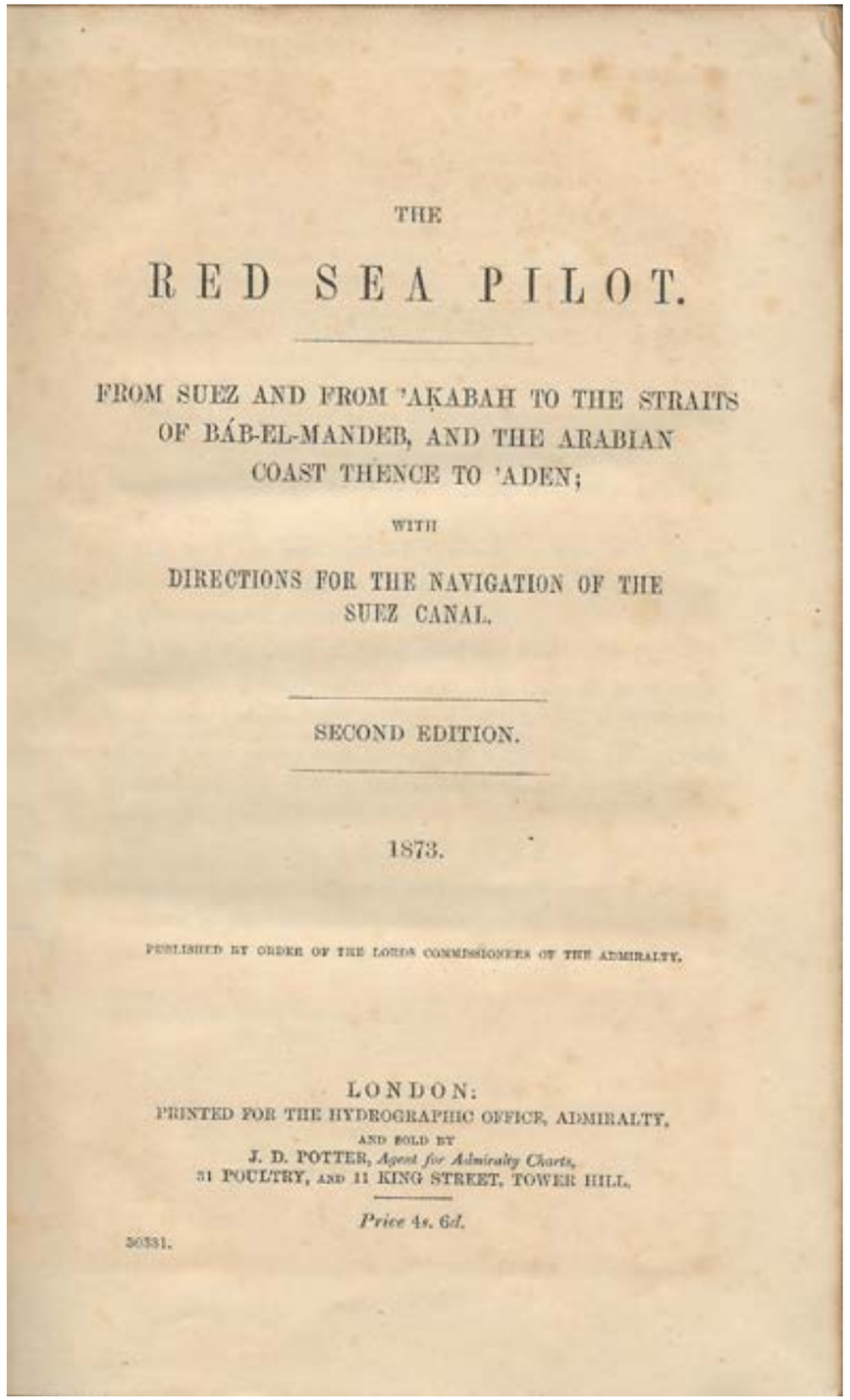
Upon the opening of the Suez Canal in 1869, the Red Sea suddenly became one the world's most important shipping lanes, the veritable nexus between East and West. However, navigation through the canal and the Red Sea was hindered by the lack of a comprehensive guide with sailing directions through the route's central passage and well as access to the region's main ports.

The Admiralty commissioned The Red Sea Pilot, the first edition of which was published by the Hydrographic Office early in 1873. The present example is of the second edition, published the same year as the first.

The 'Advertisement' at the opening the present edition, dated May 1873, states that "The Red Sea Pilot comprises the directions for the navigation of the central Channel, and both coasts, from Suez and from 'Akabah to the Straits of Báb-el-Mandeb, as also the coast of Arabia extending then to 'Aden".

The work was compiled by Staff Commander John Cummins Richards, predicated mainly on the sailing directions by Commanders Robert Moresby and Thomas Elwon, of the Indian Navy, published in 1841, but updated by intelligence from George S. Nares's 1872-3 surveys of the Gulf of Suez and the west coast of the Red Sea.

The book is divided into several coherent sections, as follows: Chapter I: The Central Channel from Suez to the Straits of Báb-el-Mandeb; Chapter II: Gulf of Suez; Chapter III: West Coast from Jifrátin Islands to Khôr Nowárát; Chapter IV: West Coast from Khôr Nowárát to Straits of Bab-el-Mandeb; Chapter V: East Coast from Rás Muhammed to Jiddah, including the Gulf of 'Akabah; Chapter VI: Coast from Jiddah to Kamarán Bay; Chapter VII: The East Coast form Kamarán Bay to Straits of Báb-el-Mandeb, including the South Coast of Arabia from Cape Báb-el-Mandeb to 'Aden. Additionally, there is a 'Table of Positions' with the geodetic coordinates of key locations, as well as a 'Tide Table', referencing various locations. The work concludes with Appendix I: The Suez Canal, with Directions for its Pilotage; and Appendix II, being a glossary of Arabic terms and pronunciation.



THE

RED SEA PILOT.

FROM SUEZ AND FROM 'AḲABAH TO THE STRAITS OF BÁB-EL-MANDEB, AND THE ARABIAN COAST THENCE TO 'ADEN;

WITH

DIRECTIONS FOR THE NAVIGATION OF THE SUEZ CANAL.

SECOND EDITION.

1873.

PUBLISHED BY ORDER OF THE LORDS COMMISSIONERS OF THE ADMIRALTY.

LONDON:
PRINTED FOR THE HYDROGRAPHIC OFFICE, ADMIRALTY,
AND SOLD BY
J. D. POTTER, *Agent for Admiralty Charts,*
31 POULTRY, AND 11 KING STREET, TOWER HILL.

Price 4*s.* 6*d.*

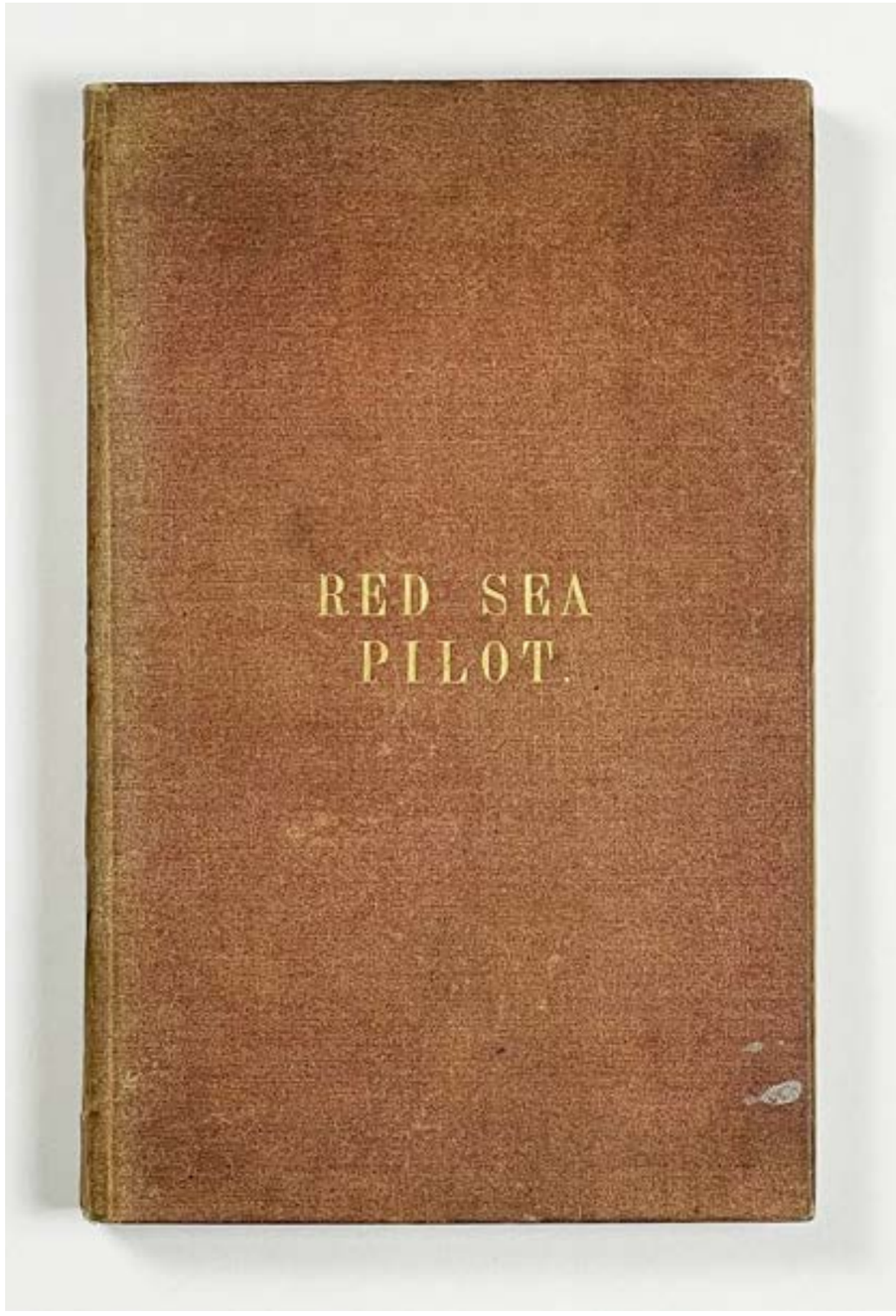
30331.

The Red Sea Pilot was reissued in regularly updated editions and remained the most authoritative guide to the Red Sea and the Yemen Coast for three generations.

All early editions of The Red Sea Pilot are extremely rare. We can trace only 2 institutional examples of the present second edition, held by the British Library and New York Public Library. It is worth nothing that we can trace only a single institutional example of the first edition, published the same year as the second, held by the New York Public Library.

References: British Library: 10496.gg.31.; New York Public Library: KAKK (Great Britain. Hydrographic office. Red Sea pilot. 1873. (ed. 2)); OCLC: 57334668 / 37316214.

32.500 EUR



2. Ottoman Manuscript on Shipbuilding

Anon.

[Ottoman Manuscript on Shipbuilding]

[S. n., S. d., but prob. Istanbul, late 19th century].

Small 4°, [64 pp.] manuscript in black ink with annotations in pencil, drawings in pancil and water-colours, unbound (minor staining and folds in corners, some pages loose, but otherwise in a good condition).

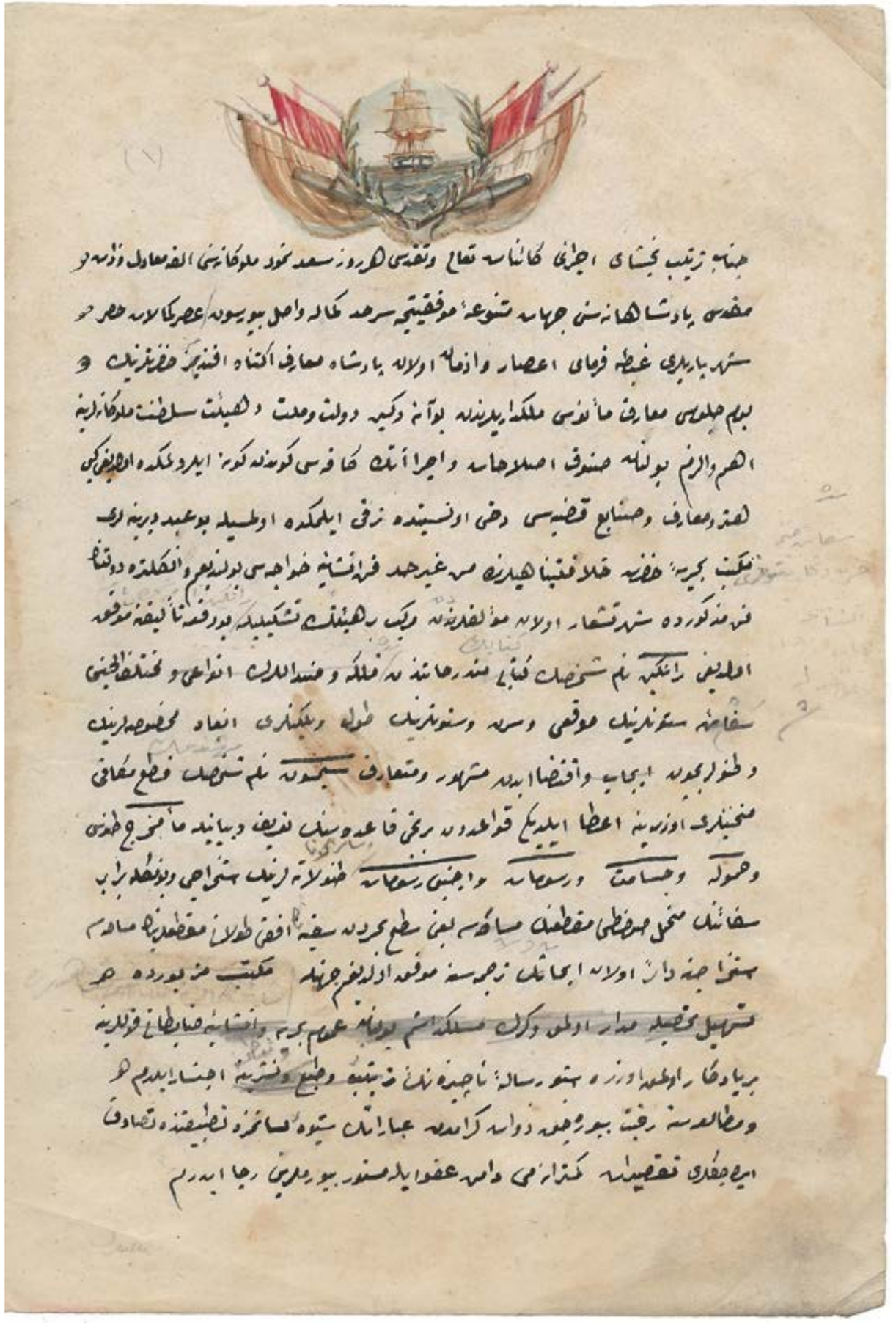
A unique Ottoman manuscript on modern shipbuilding

A unfinished unique manuscript by an anonymous author with eye-catching vignette and drawings is a late 19th century Ottoman translation of a British, German or French work on ship-building. According to the introduction it was commissioned by sultan, possibly as a project of the modernization of the army and the navy, which started with the Tanzimat just before the middle of the 19th centuy.

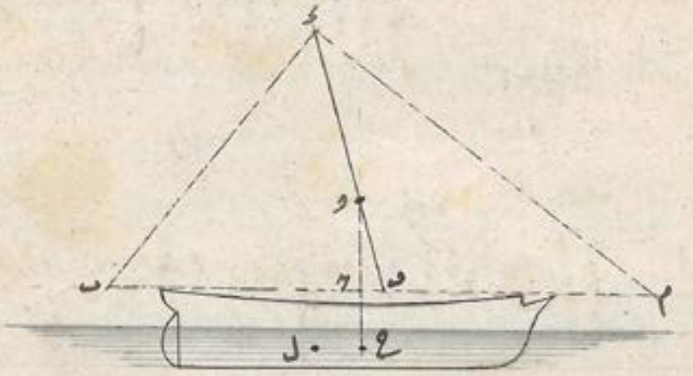
The translations in the late Ottoman empire were of high significance, as they brought first-hand information from the West to mostly Muslim controlled country and press. They were highly influential for the further development of knowledge and researches.

We could not establish, if the translation was ever finished or printed.

3.200 EUR



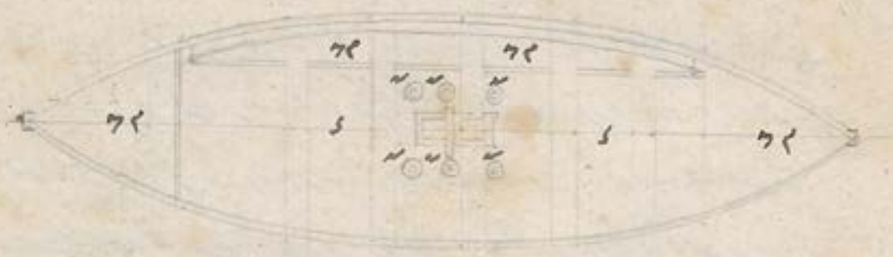
شکل ۱



وباشبیه فوه سوقیه سماکه وقسما بلکه ایکی تجهیز سفینه لره یکندا یجون قاعده
استقلال اولنمیه بالکز یکندن برقاچ قسدیر طولدی ساحه اطرافی یدیکیه قدر وقسما
ایدی مثلا ب ط ق نقطه سنده تنصیف ط د وصل اولنوب د نقطه سی وصل اینلا
اورزه اخذ ع اولنه ق ر = ب د اولدیغنه نظرا ق شکله ایدیلوب
ب ر و ر ط خطی وصل اولنوب و نقطه سی ب ر مثلث مرکزی اولدیغندن
یکندن ساحه سیدر وزینتی تقریبا مثلثدن ساحه سیدر وزینته ساوی
اولمغله بو اصول عمیانه معتمد بخه ایله تخمین اولنمیه مقداری اولدیغی
تسلیم ایدر

و د و خطی یکندن قاعده سندن روزگار مکنه تنصیف ارتفاعی اولمغله
بر قاچ یکندن وسطی ارتفاعی بغیر واطراف اولمشدر

شکل ۱۴



شکل ۱۵



شکل ۱۶



ورودجه بالا اولنان صندال طولی ٢٠ وعرضی ٧½ قدم اولوب بوده طولنه درته بینه مساویدر ومقطع اعظمده کی عرضی ایسه ٢ وبالکز تحتانیدن یکی ایچون ایسه ٤½ قدمدر وکوکرتمه منتظم منحنی اولوب کوبشه سی ایسه شکل ١٤ و١٥ ده کوسترلدیکی اوزره بوده برده معکوس منحنی ایله بوکسلوب ومقطع اعظمی مستطیل فرمی دوشکلی وبالکز تحتانیدن طوغری اولوب بوسطاری شکل ١٥ ده کوسترلدیکی اوزره آ شکلی ایله شکل اولوردی جزئی مقدار طیشاروبه طوغری اولوب وصفده مستطیل متوازی السطوح تفصیل بالا وجهله معلومدر

ایمدی شکل ١٣ و١٤ و١٦ ده ت ایله وسطی برچاقده یکیلمیه کوکرتمه اولان ایدیلوب بوسندن شاغی اولان قسم وسطده کی صندال طولنده بشده بیرندن زیاده اولمه طولی شکل ١٦ ده ق ایله کوسترلدیکی اوزره کوکرتمه جزئی تخفیف آغاچل ایله یکمیه ایدیلمیه ومقطع اعظمده و ت ایله کوکرتمه اولان شاغی اولمه لازم صواییدیکی چاقده

3. Vietnam (Quảng Bình Province)
French Conquest Of Vietnam
Vietnamese Interpretations Of Imperialism
Fine Original Artworks

PAIR (2) MAPS:

#1.
Anon. Vietnamese Artist / Cartographer.
[Untitled Map of Quảng Bình Province, Vietnam].
[Quảng Bình Province, Vietnam, 1885].

Manuscript, pen and ink and watercolour and wash on fine cloth, with contemporary manuscript additions in brown and indigo pen (Very Good, overall clean and bright, just a few light stains, old folds, some bleeding of ink to manuscript additions), 81.5 x 156.5 cm (32 x 61.5 inches).

[AND]

#2.
Anon. Vietnamese Artist / Cartographer.
[Untitled Pictographic Map of the Siege of the Đồng Hới Citadel / Thành Đồng Hới, Quảng Bình Province, Vietnam].
[Quảng Bình Province, Vietnam, 1885].

Manuscript, pen and ink and watercolour and wash on fine cloth (Very Good, overall clean and bright, a few light stains, with a more pronounced small stain in upper right corner, old folds), 82.5 x 160 cm (32.5 x 63 inches).

A related pair of monumental and artistically virtuous manuscript maps on cloth created by the same anonymous Vietnamese mapmaker in the traditional style of the country, made in the summer of 1885 when France invaded central Vietnam (Annam), with one map showcasing the Quảng Bình Province, the strategic faultline of Vietnam, and featuring contemporary annotations by a French hand; the other map being a stylized, yet detailed view of the French Storming of the Đồng Hới Citadel, in the same province, one of the seminal military events of the period; important records of both the Vietnamese perspective upon the French invasion of their country, as well as how the French adopted Vietnamese cartography for the own use during the invasion – exceptional museum quality works of art.




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Presented here are a related pair of monumental and well executed manuscript maps drafted and painted on cloth created by the same anonymous Vietnamese artist-cartographer. The colourful and lively maps, done according to traditional Vietnamese style and conventions, were made in the Summer of 1885, when France attacked central Vietnam (Annam) as part of its 'Tonkin Campaign' (1883-6) which had the aim of conquering the entire country.

The first map provides a magnificent general overview of the strategically crucial Quảng Bình Province, in north-central Vietnam, that had for centuries lay along the political-military faultline of the country. While the original toponymy on the map is in Chữ Nôm (traditional Sino-Vietnamese characters), a contemporary French hand neatly transliterated the names into Latin letters, as well as adding some details and the tracing an itinerary route. The map is thus a magnificent example of the French wartime imperative to acquire, analyze and mark-up Vietnamese maps, in order to master local geographic knowledge and to apply it to their practical advantage on the field.

The second map focuses upon the Đồng Hới Citadel, the great Vauban-style bastion that guarded the eponymous provincial capital of Quảng Bình Province. This bright and lively pictographic map shows the French storming and capture of the citadel on July 19-20, 1885. The French troops are shown disembarking from their steamships to take the fort, which flies the French tricolour, while Vietnamese people roam a bucolic countryside of villages and temples beyond. The map provides stellar insights into how the Vietnamese conceived of the French invasion of the country.

Map #1 – Map of Quảng Bình Province in Focus

This large and beautiful map of the Quảng Bình Province is drafted in the traditional Vietnamese cartographic style, which is in turn heavily influenced by the ancient genres of Chinese cartography. The entire province unfolds with a roughly southwestward-looking perspective, with the South China Sea in the foreground and the Hoành Sơn Mountain Range in the background, while betwixt is an alluvial plain permeated by numerous rivers. While the map is far from scientifically accurate and employs outsized pictographic detail, it possesses a broad planimetric accuracy that still makes it useful for orientation, at least in a strategic, if not operational sense.

The base map, made by an anonymous Vietnamese cartographer in 1885 (as it is clearly contemporary with Map #2 below) portrays towns, temples, defensive works and mountains pictographically, with major features labelled in Chữ Nôm characters (the traditional Sino-Vietnamese characters used before the modified Latin alphabet was adopted for Vietnamese). Major roads are shown by red lines, broken by outsized rivers, some of which are crossed by bridges.

Particularly important features include the French Vauban-style Đồng Hới Citadel (Thành Đồng Hới) that guarded the provincial capital, in the centre of the map, and

which was the subject of major operations during the Tonkin Campaign in the summer of 1885. This resulted in the capture of the bastion by French forces on July 19/20; the fort is accompanied by a contemporary French annotation "Prise le 20 juillet 1885" (taken July 20, 1885). Also, just to the south of the city is the Đồng Hới Wall, built by the Nguyễn Dynasty to protect their territories in South and Central Vietnam form the rival Trịnh Lords from the north. In the far right of the map, is another old wall that divided Đồng Hới Province from Hà Tĩnh Province.

Importantly, the present map was contemporary acquired by the French invading forces in Annam and features contemporary manuscript additions by a French hand that transliterates the names on the map into Latin characters (Quốc ngữ), in brown ink. There are also manuscript additions in indigo ink (lower right), adding the estuary towns of the "Port of Li-Hoa" and "Mi-Hoa", as well as tracing a terrestrial and river itinerary route from Li-Hoa up north towards the boundary of Hà Tĩnh Province.

The map was clearly used as an orientation guide by French forces during their raids upon Quảng Bình Province. Despite its lack of scientific accuracy, the map would have included many details not available on French cartography and would have additionally granted them insights into the Vietnamese conception of their own territory, valuable information for an invading power.

The map relates to several other maps of subjects in Central and Northern Vietnam, which were similarly acquired and used by the French forces. The late esteemed scholar of early Vietnamese history John Whitmore wrote of comparable maps:

"The French, in their sweep across northern Vietnam in the 1880s, seem to have availed themselves of local maps to aid their efforts. The Bibliotheque Nationale in Paris and the Bayerische Staatsbibliothek in Munich hold maps that the French apparently picked up and used in the campaign. They may even have copied or commissioned some of them in order to gain local knowledge of the terrain. The existence of romanized script (Quốc ngữ) on the maps indicates their adaptation to French needs. Three maps are of Hà-Nội, two others of Ninh-binh and Nam-dinh, provinces in the southern portion of the Red River Delta, two of San-tay Province, and the other six of mountain areas to the north and north-west (Lào Cai, Thái Nguyên and Lao-cai, Thai-nguyen, and Lạng Sơn). The maps continue the earlier mode, being generally drawn in black ink with other colors used to illustrate different features (roads in red, rivers in blue, and mountains in brown or gray). Citadels (Hà-Nội and in the provinces) are drawn to show their Vauban characteristics. These thirteen maps provide some indication of the cartography available locally in the north during the second half of the nineteenth century." (Whitmore, 'Cartography in Vietnam', pp. 506-7).

Map #2 – Map of the Storming of the Đồng Hới Citadel in Focus

This gorgeous, colourful giant pictographic map depicts the French siege of the Đồng



Hới Citadel (Thành Đồng Hới), a major base of the Nguyễn Dynasty that ruled Vietnam, in the north-central part of the country. The citadel was built by the Nguyễn in the Vauban style, to the specifications of French advisors, and was completed in 1824-5. Guarding the eponymous provincial capital, the roughly square-star shaped bastion was built of brick, having a perimeter 1860 metres and walls 4 metres high, with gates to the north, south and east, and surrounded by a moat.

In the summer of 1885, as part of the Tonkin Campaign (1883-6), the French war to conquer northern and central Vietnam, forces under General Henri Roussel de Courcey (1827-87) raided numerous key Nguyễn positions in Annam, of which the Đồng Hới Citadel was one of the key targets. After their first attack failed, the French successfully seized the citadel on July 19/20, 1885, striking a major blow to the Vietnamese cause in the northern part of the country. However, in the succeeding months, French control of the area barely extended beyond the fort, as they faced a vibrant insurgency launched by the Cần Vương, a regional movement in central Vietnam that sought to restore Nguyễn authority. From January to August 1886, the Cần Vương attacked the Đồng Hới Citadel three times, breaching the perimeter and causing much damage to the enemy garrison, although the French were able to regain control of the citadel on each occasion.

Focusing upon the map, it was clearly drafted by the same anonymous Vietnamese artist who made Map #1, and in a charmingly abstract but extremely beautiful pictorial style, employs similar conventions of colour and style. The Đồng Hới Citadel occupies the pride of place in the centre, shown with its main wall in red, with its three gates, surrounded by moats, and with its subsidiary stone walls in its outer perimeters. The map captures the scene after the French forces had successfully taken the fort, as the bastion's flagpole prominently flies the French tricolour, while lines of French soldiers (variously clad in black, blue and white uniforms) are shown streaming into the fort, having landed from their flotilla of steamships, which are shown cruising offshore. The landscape beyond the fort is dominated by villages and temples, Vietnamese people can be seem traveling the roads, either on foot, or riding oxen.

The map thus provides a highly valuable and authentic Vietnamese perspective on one of the major events of the French invasion of their country.

France eventually managed to pacify central Vietnam, while gaining control of the entire country. In the coming years, the as the French came to see the Vietnamese citadels as obsolete impediments to modern urban planning (yet also a potential liability in case of local insurgencies), the Đồng Hới Citadel, like many other such bastions, was largely dismantled. Much of what remained after the French colonial period perished in the American aerial bombing of Đồng Hới during the Vietnam War (Đồng Hới occupied a strategic position, just in North Vietnam, near the South Vietnamese border). Today all that survives of the original citadel is one of the main gats, some sections of the wall, and the overall groundplan of the fort, although a restoration programme has been authorized by the authorities.

Historical Context: The French Conquest of Vietnam

After a long period of civil war, from 1802, Vietnam was ruled as a unified state by the Nguyễn Dynasty. In addition to controlling the three traditional regions of Vietnam, being Cohinchina (the south), Annam (central) and Tonkin (north), the Nguyễn also ruled over parts of Cambodia and Laos. Curiously, during the late 18th century, French interests backed the Nguyễn ascendency. For a time, the Nguyễn emperor's righthand man was a French missionary, Pierre Georges Pigneau (1741-99), who introduced French military architecture to Vietnam. Beginning in late 18th century, and for decades thereafter, numerous Vauban-style citadels (like Đồng Hới, completed in 1824-5) were built across the country. Through the first half of the 19th century, France considered Vietnam to be a place of special interest, and it spent much effort spreading Catholicism and gaining special trading and legal privileges in the country, while technically supporting the sovereignty of the Nguyễn regime.

Emperor Napoleon III (reigned 1852-70), embarked upon an aggressive policy of colonial expansion which placed French control of Indochina as a top priority. In 1862, France took control over Saigon and much of the rest of Cochinchina, making it a protectorate. The following year, they assumed control over much of Cambodia. Over the coming years, relations between the Nguyễn Dynasty and France remained tense, as it became increasingly clear that the colonial usurpers wanted much more.

In what became known as the Tonkin Campaign (June 1883 to April 1886), France endeavored to conquer all of Vietnam. This war was bewilderingly complex and is difficult to summarize. Franco-Vietnamese hostilities commenced in the spring of 1882, when a French force struck Hanoi, taking the city's citadel on April 25. From then on, sporadic fighting occurred throughout northern Vietnam.

A full-scale war did not begin until June 1883, then the Tonkin Expeditionary Force (which eventually numbered 35,000 French troops) arrived with the object of pacifying northern Vietnam. The force possessed an overwhelming technological advantage. Yet, over the next two years brutal fighting followed, and while the French often able to mount technical victories in conventional battles, they were unable to effectively counter the ingenious guerilla tactics of the Vietnamese. The result was that while the French possessed more and more citadels and some major cities, they were unable to gain any real control of the countryside. As such, their isolated garrisons lived under the constant threat of stealth attack, creating an uneasy, fluid atmosphere.

To make matters more complex, in what became known as the Sino-French War (August 1884-April 1885), China invaded Tonkin and attacked French forces (Chins long considered Vietnam to be a 'tributary state'). While France botched many elements of the conflict as it extended into China, it was able to gain the upper hand in the fighting in Vietnam, effectively removing China from the equation.

During the final phase of the formal Franco-Vietnamese conflict, in what can be called the period of the 'pacification' of Tonkin' and the 'raids' upon Annam (April 1885 to April 1886), French forces sought to seize control over the countryside of Tonkin, while making strategic strikes upon key targets in Annam (a full-on invasion of Annam was overruled by Paris, as it would stretch French forces too thin).

The French became involved in a savage guerilla conflict in Tonkin and barely managed to secure the perimeters of their key bases, while their troops were ravaged by a cholera epidemic.

In Annam, the French were incensed to hear reports of Nguyễn forces attacking Vietnamese Christians (whom they accused of being loyal to France), and this drove them to prosecute their operations with greater drive and brutality. However, the French faced the Cần Vương (Vietnamese for 'Aid the King') movement, which fought a determined guerrilla war in the name of the Nguyễn emperor.

The French operations in Annam were often poorly executed, and while some important citadels (like Đồng Hới) were taken, many missions failed, or the invaders were later often forced to give up their gains.

A modern academic analysis of this phase of the campaign aptly described it as:

"Comme dans un drame shakespearien, des grotesques s'agitent sur le devant de la scène pendant que la tragédie se poursuit dans le sang, sur toute l'étendue du Tonkin ravagé et de l'Annam…" [As in a Shakesperian drama, clowns gambolled at the front of the stage while the tragedy was played out in blood, not only across ravaged Tonkin but in Annam too...]
(Fourniau, C., *Annam–Tonkin 1885–1896: lettrés et paysans vietnamiens face à la conquête coloniale* (Paris, 1989), p. 23).

Annam descended into total anarchy, and it was only in the spring of 1886 that the French, having received massive reinforcements, managed to gain control over much of Tonkin and Annam. It is at this point that France publicly declared victory, claiming the conquest of all Vietnam. In 1887, the country was rolled into the new, giant colony of Indochine française (which included all modern Vietnam, Cambodia and Laos). However, the French still had only limited control of the countryside in Tonkin and Annam, and had to fight a determined and, in some cases, large-scale, Vietnamese resistance until 1896.

References: N/A- Present Manuscripts Unrecorded. Cf. Marie de RUGY, Aux confins des empires: Cartes et constructions territoriales dans le nord de la péninsule Indochinoise (1885-1914) (2018); John K. WHITMORE, 'Cartography in Vietnam', in The History of Cartography, Volume 2, Book 2: Cartography in the Traditional East and Southeast Asian Socieites, 2: pp. 478–508. The History of Cartography Series (Chicago: University of Chicago Press, 1994).

19.500 EUR

4. St. Christopher (St. Kitts) / Basseterre Imprint

John A. HOWE, Publisher.

Howe's Almanac, for 1842: Second after Bissextile or Leap-Year. The Astronomical Calculations are adapted, by a Scientific Gentleman of Nevis, to the Meridian of St. Christopher, (Lat. 17. 18. N., Long. 62. 40. W.) and serving, with Little Variation, for all the Leeward Islands.

[St Kitts]: printed at the Gazette Office, Basseterre, by John A. Howe, [1841].

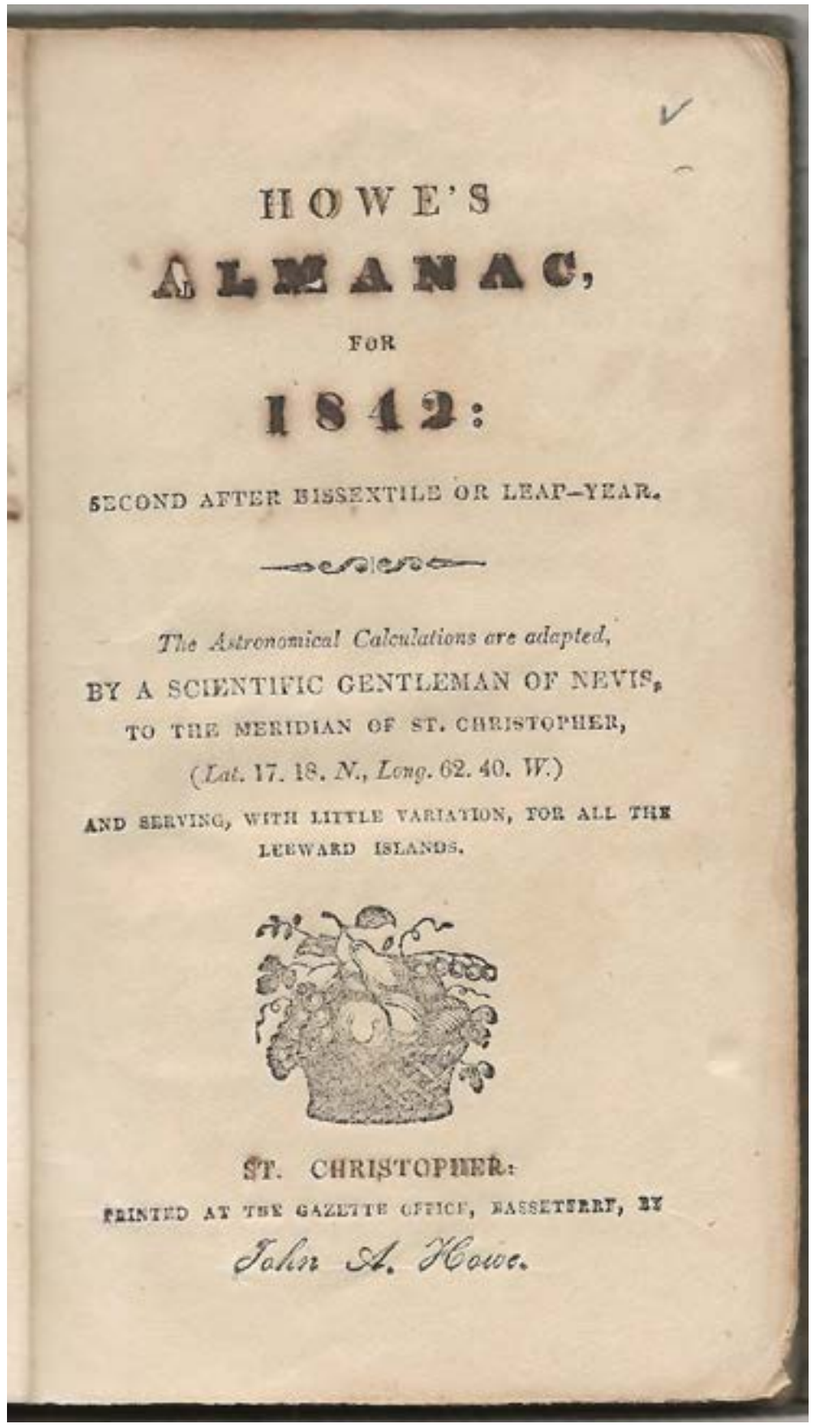
12° (15.5 x 9.6 cm): 74 pp., some blank pages interleaved, front free endpapers with copious contemporary notes, signed "Wigley" and "W.M. Wigley" inside front over, recent binding (Good, light spotting and toning, some old manuscript notes in pen to calendar, small holes to title lettering where traced over with contemporary pen).

Exceedingly rare – no other examples traced – a St. Christopher (St. Kitts) Almanac published in Basseterre by the Howe family, the island's oldest dynasty of printers, featuring a wealth of valuable information on St. Kitts and the related islands of Nevis, Tortola and Anguilla - with excellent provenance, having belonged to Francis Spencer Wigley, the Attorney General and President of St. Kitts.

This is an exceptionally rare edition of an almanac for St. Christopher (St. Kitts), printed in Basseterre by John. A Howe, the scion of the island's oldest publishing dynasty. It was published for the year 1842, during a period when St. Kitts and its related islands (Nevis, Tortola (British Virgin Islands) and Anguilla) were undergoing a difficult economic transition in the wake of the abolition of slavery, while enduring a succession of natural disasters of almost biblical proportions.

The present example of the almanac has a stellar provenance, having belonged to Francis Spencer Wigley (1805 - 1872), who served as the Attorney General and, later, as President (essentially the lieutenant governor, or chief executive) of St. Kitts. It was handed down in the family to his grandson, W.G. Wigley, who served as the island's Crown Attorney in the 1920s.

As one would expect from a colonial almanac, the work features a vast wealth of information on St. Kitts and its related islands, predicated upon the best sources. Its contents include Key Dates; 'Celestial Phenomena, 1842'; Table of the Weather; Phases of the Moon; Calendar (pp. 7-18); Brief History of St. Kitts (p. 19);


HOWE'S
ALMANAC,
FOR
1842:
SECOND AFTER BISSEXTILE OR LEAP-YEAR.
The Astronomical Calculations are adapted,
BY A SCIENTIFIC GENTLEMAN OF NEVIS,
TO THE MERIDIAN OF ST. CHRISTOPHER,
(*Lat.* 17. 18. *N., Long.* 62. 40. *W.*)
AND SERVING, WITH LITTLE VARIATION, FOR ALL THE
LEEWARD ISLANDS.
ST. CHRISTOPHER:
PRINTED AT THE GAZETTE OFFICE, BASSETERRE, BY
John A. Howe.

Dimensions of Pall-Mall Square, Basseterre (p. 19); Chronology 1841 (pp. 20-22); Seasons for Fruits; Table of Presidency (organization of the St. Kitts Government); Census of the Population (1838) recording a total of 21,608 residents (p. 25); the Leeward Islands Government; the St. Kitts Establishment (pp. 26-32); Forts and Fortifications; Banks; Masonic Lodges; Military Establishment: Ecclesiastical Establishment; Length of Roads on the island (p. 42); Abstract of Revenue, showing that the island had a balanced budget totaling £9614 and change (including £221 and change for printing costs) (p. 43); Duties, Value of Coins; Abstracts of Legislative Acts (pp. 47-51); Information on related islands, being the Nevis Establishment (pp. 52-57), Tortola (British Virgin Islands) Establishment, (pp. 58-61) and the Anguilla Establishment (pp. 62-3); Information on the British Government (Whitehall); other British Colonial Governments, the Royal Family; the West Indies Military Staff; List of Colonial Agents in London; Information on Steam and Mail Packets (pp. 70-2); and, finally Postal Information and a table of distances between key points in the Eastern Caribbean (p. 74).

A Note on Rarity

Howe's Almanac, for 1842 is exceedingly rare; we cannot trace any institutional examples or sales records for another example. The only mention of the work we can find is a reference in the sources of a history work on the Leeward Islands (Douglas Hall, Five of the Leewards, 1834-1870: The Major Problems of the Post-emancipation Period in Antigua, Barbuda, Montserrat, Nevis, and St. Kitts (Ann Arbor, MI, 1971), p. 183), suggesting that there may be another example somewhere.

All St. Kitt's almanacs, of any year or publisher, are great arities, many are known in only a single example and issues of many years are not known to survive at all.

St. Kitts during a Difficult Period of Transition

St. Christopher, popularly known as 'St. Kitts', while a small West Indian island (with an area of 174 km sq.), possesses an outsized role in history. It was first settled by English planters in 1624, and by the French the following year. The centre part of the island was controlled by England, whole both ends were French zones. While St. Kitts was continually fought over between France and England, and was tormented by frequent piratical raids, earthquakes and hurricanes, the settlers persisted, as the island possessed some of the world's most fertile agrarian lands, perfect for supporting a slave-sugar economy.

Britain assumed full control of St. Kitts in 1713, and over the succeeding decades created the world's most proportionately productive agrarian powerhouse. Many historians believe that by 1776 the island's small planter community (a class barely numbering 1,500) were per capita the wealthiest people in the world! Until the Napoleonic Wars, St. Kitts planters possessed profound political and economic power in the greater British Empire. However, events would soon reveal this prosperity to be fragile.

St. Kitts's wealth was built upon the ignoble, and increasingly controversial, institution of slavery, and was dangerously reliant upon a single industry. In 1807, Britain banned the global slave trade, preventing West Indian planters from replenishing their labour force, while ever more restrictions on slavery were imposed until in 1833, when Whitehall ordered the abolition of slavery throughout the empire. As in all the other British colonies, slavery was phased out in St. Kitts from 1834 to 1838. On the island, 19,780 people gained their freedom from bondage, accounting for about 80% of the island's population.

The present almanac thus appeared at a time when virtually all British West Indian planters had fallen into dire financial straits. Since the Napoleonic Wars, sugar prices dramatically declined, as the global market was deluged with a glut of product from the East. While the crown awarded 'compensation' to former slave owners, these funds were nowhere near adequate to make up for their losses. Moreover, the newly liberated former slaves (understandably) showed an unwillingness to work their former captors' lands, at least not terms that were commercially viable for the planters, causing a severe labour shortage.

St. Kitts also suffered what can almost be called a succession of tragedies of Biblical proportions. The island was ravaged by a hurricane in 1835, suffered a severe drought in 1836-7, while an earthquake stuck in 1843. If that was not enough, in 1853-4, St. Kitts was struck by a cholera epidemic which carried away almost 4,000 people, or around 18% of its population. Moreover, many people decided to emigrate, exacerbating the existing labour crisis. The island's population declined from 23,177, in 1844, to 20,741 in 1855.

By 1855, St. Kitts was in a state of crisis. The island was viewed as a nearly bankrupt incubus of disease, damned by natural disasters, and it seemed that virtually anyone industrious wanted nothing to do with the place.

In response, over the succeeding years, the colonial government attempted to enact policies to encourage immigration, advance the living conditions of labourers and former slaves, improving public health and education, developing communications and infrastructure, managing taxation, as well as alleviating the effects of the natural disasters. While progress was slow, towards end of the century they had managed to arrest the island's decline, leading to a 'new normal' of relative stability.

A Brief History of Printing on St. Kitts and the Almanacs Issued on the Island

St. Christopher has an impressive printing history given the small size of the island and its literate population; the surprisingly prolific flourishing of the press being driven by St. Kitts's great wealth and its importance to the greater British imperial economy. The first press was established on the island in 1747 by an Irishman, Thomas Howe, who founded The St. Christopher's Gazette, the island's first newspaper. He was

also appointed as the government printer, a post that he and his successors would hold for decades. This was a lucrative position, as the crown regularly paid Howe to print all government legislative books, bills and broadsides. Thomas Howe's wealth and standing on the island was greatly augmented in 1766 when he married the daughter of one of the great St. Kitts plantation families, Ann Risdon. Thomas Howe was succeeded in the busines by his eldest son, John Risdon Howe, who was in turn followed by his son, John A. Howe, who published the present almanac.

As an interesting aside, George Howe (1769 – 1821), Thomas Howe's second son, who was trained as a master printer at the family firm, was arrested in 1799 in London for shoplifting and sent to New South Wales, Australia. Soon pardoned, his talent as a printer was acknowledged by the colonial governor, and in 1802 he became the government printer and founded the first newspaper in Australia, the Sydney Gazette.

Turning back to St. Kitts, other printing houses were established on the island over the coming years, but few lasted long, as competition was fierce in such a small market. The only enduring rival to the Howe enterprise, was the press founded by Richard Cable in 1782, that published the St. Christopher Advertiser and Weekly Intelligence.

The history of the publication of almanacs in St. Christopher is only haphazardly researched. They were issued in only very small print runs, and their survival rate today is very low. Such works were long printed in the mainland British North American colonies and had been published in Jamaica since 1775. As far as we can tell, the first almanac published in St. Kitts was issued by the boutiquey publisher Edward Low, as Low's Pocket Almanack, for the Year of our Lord MDCCXCI (St. Christopher: Printed by Edward Luther Low, in Cayon-Street, Basseterre. Price half-a-dollar, [1790]). Subsequently, from the 1790s until around 1811, almanacs were published by the Cable press.

To the best of our knowledge, the first almanac printed by the Howe family press was for the year 1806, and we gather that editions were issued annually until the 1860s, although for many years no known examples survive, or are even recorded. As such, all remaining examples of St Christopher almanacs from before the 1860s are either unique or exist in at most a few examples.

Provenance: The Wigley Political Dynasty of St. Kitts

The present almanac was in the possession of three generations of the Wigley family, prominent attorneys and politicians in St. Christopher for almost a century. It was found accompanied by other books and manuscripts from the Wigley estate.

Inside the front cover is written the name "Wigley" in manuscript, while front free endpapers feature copious notes, including a list of "Land Rent for Aug. 1843" and street addresses for people in Britain. These notes were clearly made by the founder of the family dynasty, Francis Spencer Wigley (1805 - 1872), usually known as 'F. Spencer Wigley (1805 - 1872), usually known as 'F. Spencer Wigley', a native of London who was trained as a barrister. In London, he formed a legal partnership with Archibald Paull Burt (1810 – 1879), who hailed from a wealthy St. Kitts planter family. Wigley and Burt pooled their money and invested in land and other assets in St. Kitts. In 1834, Wigley married Burt's sister, Eliza, and moved to St. Kitts, with Burt returning to his home island around the same time.

Wigley became a leading attorney on the island and held great political influence through the Burt family. Archibald Burt became the Speaker of the St. Kitts Assembly, and from 1848 to 1860 served as the Attorney General of the island. In late 1860, Burt moved 'Down Under' to become the Chief Justice of Western Australia, leaving Wigley to succeed him as Attorney General, whereupon he served for a decade.

From late 1870 until his death in March 1872, Wigley served as the Administrator, or President, of St. Kitts. Curiously, in 1873, Archibald Burt visited St. Kitts to assess the status of the estates he had jointly owned with Wigley but was shocked to find that these assets were "bankrupt".

Wigley's son, Francis Spencer Wigley II (1844 - 1911), was in his own right was a prominent attorney and political figure, serving as the Acting President of St. Kitts from 1888 to 1889.

Also written inside the front cover is the name "W.G. Wigley", referring to Francis Spencer Wigley II's son, W.G. Wigley, who served as the Crown Attorney of St. Kitts and the Acting Attorney General of St. Kitts, Nevis and Anguilla up into the 1920s. This shows that the almanac was handed down through at least three generations of the Wigley family.

References: No examples traced in institutional holdings. Citation to the work in literature: Douglas HALL, Five of the Leewards, 1834-1870: The Major Problems of the Post-emancipation Period in Antigua, Barbuda, Montserrat, Nevis, and St. Kitts (Ann Arbor, MI, 1971), p. 183.

1.400 EUR

5. Puerto Rico (Ponce) Imprint

Miguel GARCÍA CUESTA (1803 – 1873).
Catecismo para uso del pueblo acerca del protestantismo, compuesto por el Cardinal Cuesta. Arzobispo de Santiago. Reimpreso por la Asociacion de católicos de Ponce. Ponce (Puerto Rico): Imp. a Cargo de Martinez, 1869.

Small 8° (13 x 9.5 cm): 95 pp., 1 f., old handstamp of the 'Bibliotheca…S. Josephum' (Brussels) to p. 3, bound in modern black cloth (Very Good, overall clean but with a few leaves trimmed in outer margins with minor loss to text due to printer's error).

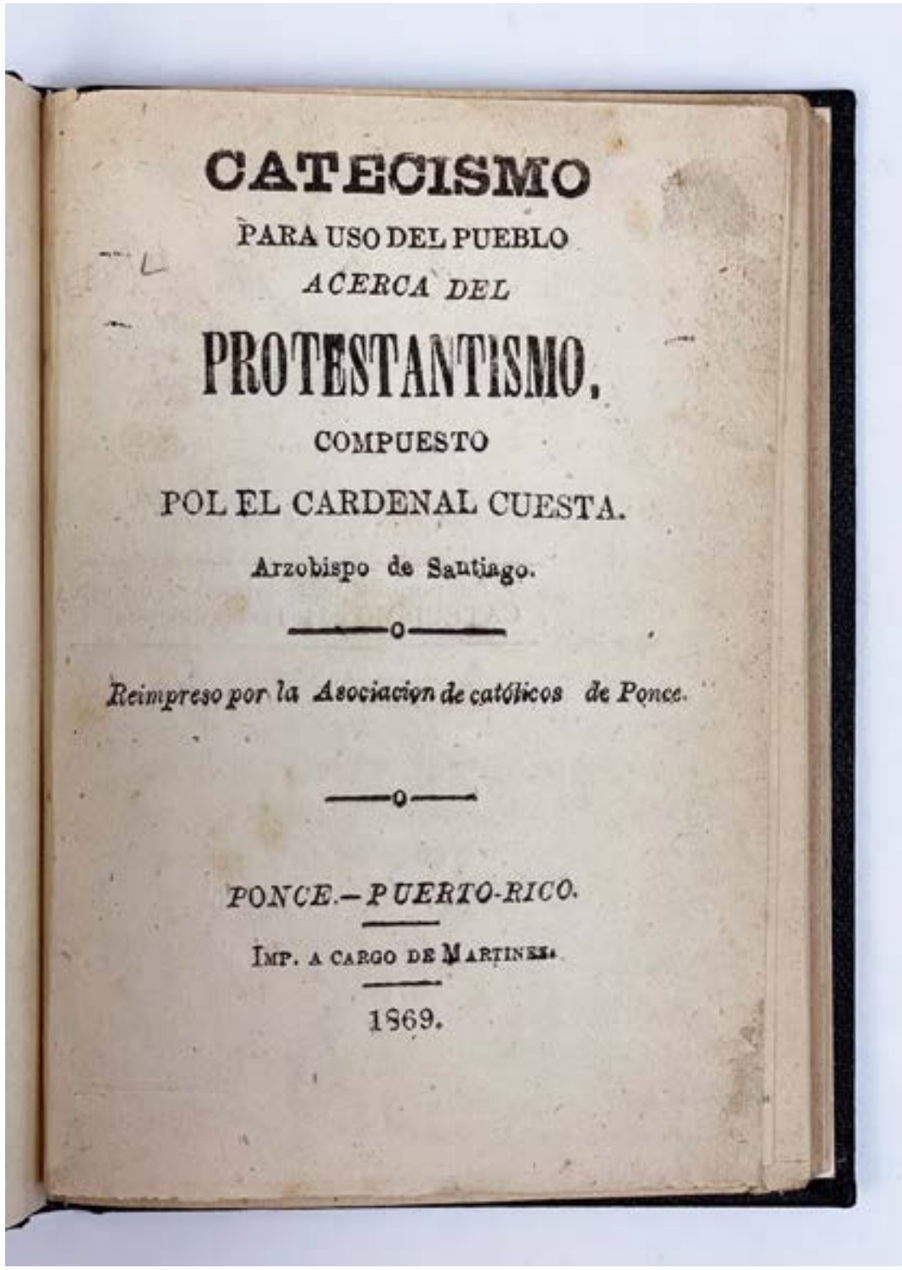
This is a seemingly unrecorded Ponce, Puerto Rico imprint of a wonderfully crude provincial quality. It is a clever work of Catholic propaganda against Protestantism. Taking the form of a 'catechism', an exposition of religious doctrine by way of questions and answers, Cardinal García Cuesta provides a learned, but very biased, overview of Protestantism, that aims to leave the reader with a preference for the 'true faith'.

A seemingly unrecorded Ponce, Puerto Rico imprint, being an edition of Cardinal Miguel García Cuesta, the Archbishop of Santiago's popular 'catechism' on Protestantism, a clever intellectual critique of that faith – a wonderfully crude provincial imprint.

García Cuesta published the first edition of the Catecismo in 1868 (Santiago: Imp. de J. Souto é Hijo), only the year before the present issue. The work proved highly popular throughout the Hispanic world, running into numerous editions until 1895. In addition to several Spanish issues published in various cities, editions were printed in Mexico City (1871) and Las Vegas, New Mexico (1889) and, of course, Ponce, Puerto Rico.

We cannot find much information on the publisher 'Martinez' of Ponce. Judging by the printing quality of the present work, he ran a provincial, boutiquey operation with limited production. We can trace that he published a newspaper, El Anunciador (1867 - ?) and a poetry work, Bernardino Mera's Horas de ociosidad; colecciones de poesías serias y jocosas (1868).

Miguel García Cuesta (1803 - 1873) was a prominent Spanish prelate, academic, politician and prolific author on religious affairs. Ordained as a priest, and after serving as Professor of Philosophy at the University of Salamanca for over twenty years, in 1848

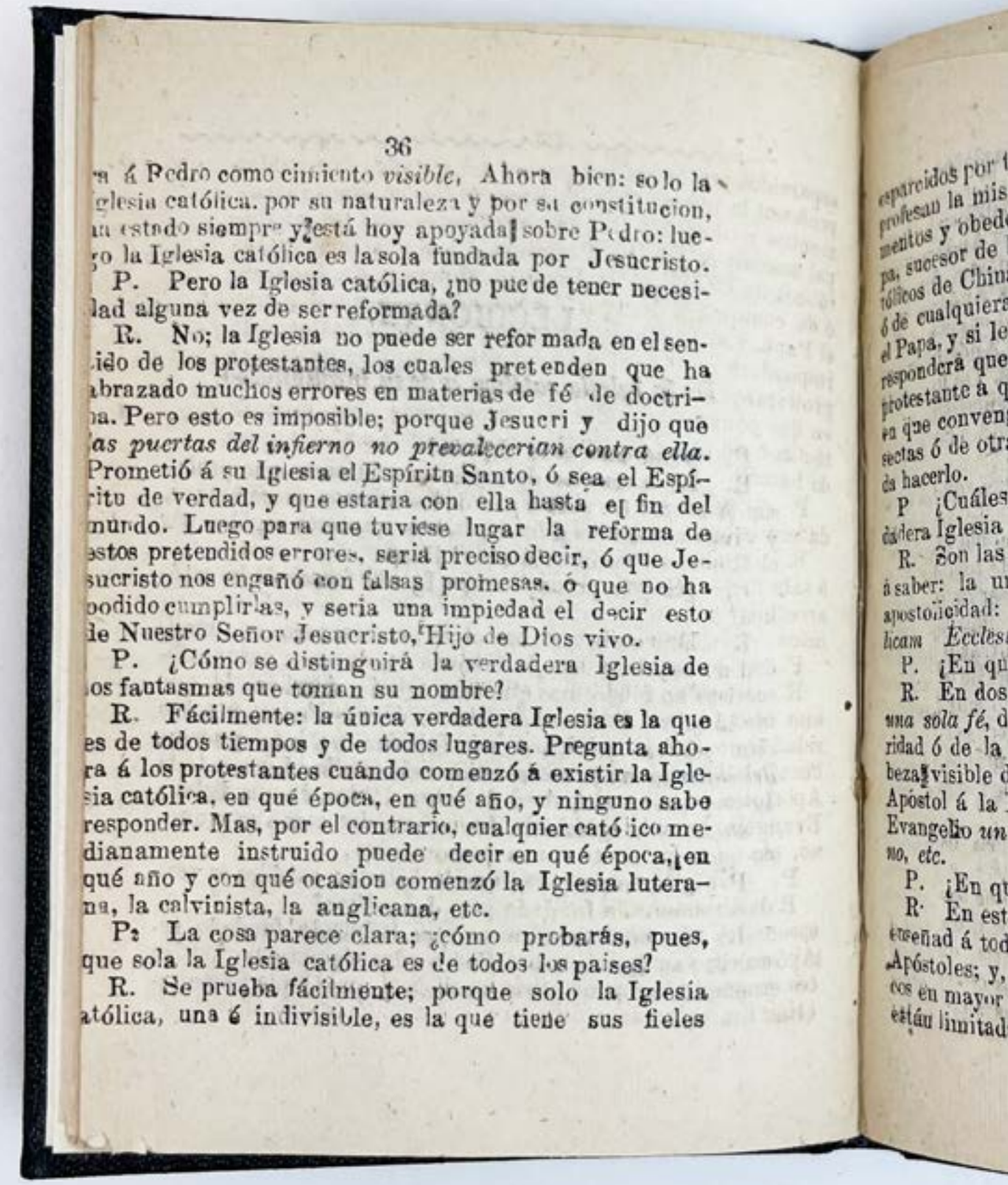

CATECISMO
PARA USO DEL PUEBLO
ACERCA DEL
PROTESTANTISMO,
COMPUESTO
POL EL CARDENAL CUESTA.
Arzobispo de Santiago.
Reimpreso por la Asociacion de católicos de Ponce.
PONCE.—PUERTO-RICO.
Imp. a cargo de Martinez.
1869.

he became the Bishop of Jaca. In 1851, he was promoted to Archbishop of Santiago de Compostela. He was also a member of the Spanish Senate, and weighed heavily into national politics, taking a conservative line that won had many followers but also great controversy. In 1861, he was appointed a cardinal, and remained in office in Santiago until his death.

The present Ponce edition is apparently unrecorded. We cannot trace even a reference to the work, let alone the location of any examples.

References: N/A – Seemingly unrecorded; Not in Palau.

980 EUR



36

á Pedro como cimiento *visible*. Ahora bien: solo la Iglesia católica, por su naturaleza y por su constitucion, ha estado siempre y está hoy apoyada sobre Pedro: luego la Iglesia católica es la sola fundada por Jesucristo.

P. Pero la Iglesia católica, ¿no puede tener necesidad alguna vez de ser reformada?

R. No; la Iglesia no puede ser reformada en el sentido de los protestantes, los cuales pretenden que ha abrazado muchos errores en materias de fé de doctrina. Pero esto es imposible; porque Jesucristo dijo que *las puertas del infierno no prevalecerian contra ella.* Prometió á su Iglesia el Espíritu Santo, ó sea el Espíritu de verdad, y que estaria con ella hasta el fin del mundo. Luego para que tuviese lugar la reforma de estos pretendidos errores, seria preciso decir, ó que Jesucristo nos engañó con falsas promesas, ó que no ha podido cumplirlas, y seria una impiedad el decir esto de Nuestro Señor Jesucristo, Hijo de Dios vivo.

P. ¿Cómo se distinguirá la verdadera Iglesia de los fantasmas que toman su nombre?

R. Fácilmente: la única verdadera Iglesia es la que es de todos tiempos y de todos lugares. Pregunta ahora á los protestantes cuándo comenzó á existir la Iglesia católica, en qué época, en qué año, y ninguno sabe responder. Mas, por el contrario, cualquier católico medianamente instruido puede decir en qué época, en qué año y con qué ocasion comenzó la Iglesia luterana, la calvinista, la anglicana, etc.

P. La cosa parece clara; ¿cómo probarás, pues, que sola la Iglesia católica es de todos los paises?

R. Se prueba fácilmente; porque solo la Iglesia católica, una é indivisible, es la que tiene sus fieles

6. Demonic Typography
Satans & Demons

Anonymous

Satanas

[S. l., S. d., binding and paper first years of the 20th century, images prob. last third of the 20th century].

8°: [68 pp.] with 35 drawings in colour, recto only, art nouveau black calf with debossed decoration and a clasp, later gilt decoration and manuscript title, art nouveau patterned end papers (minor war to the binding, otherwise in a good condition).

An unusual series of drawings in different styles, depicting Satan and demons in various forms from the traditional 666 and the pentagon through monograms to Hitler and Stalin

A unique collection of high-quality drawings embraces the author's numerous interpretations of Satan and the demons. They vary from classic forms such as pentagon and 666 to more elaborate monograms, based on various types, retro styles and decorative compositions, and combine several techniques, from more traditional drawings in dark brown ink, to art deco forms, and vividly coloured modern images, ornated with metallic colours.

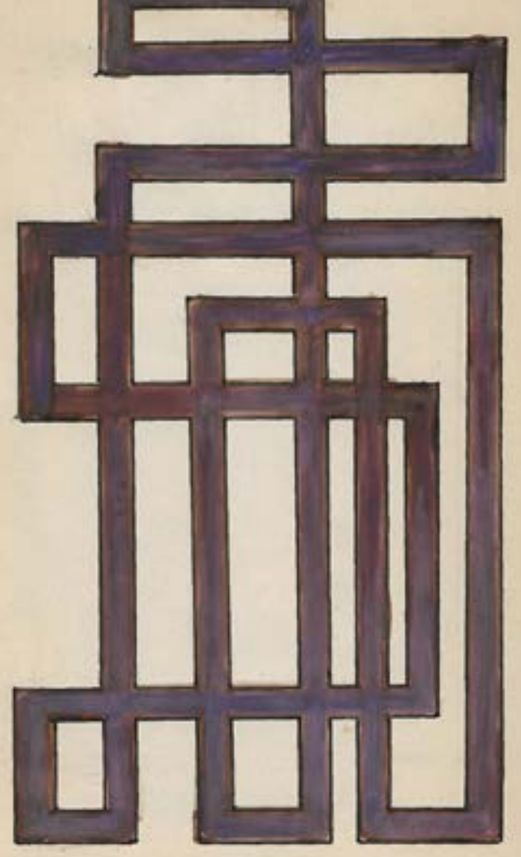
The images include among others Buer in a shape of a pentagon, Behemoth, based on the Collin de Plancy's *Dictionnaire Infernal,* from 1863, a modern version of the demon Ipès, based on the same work, Moloch (Molech, Molek) in bright red and gold colours, Hitler and Stalin as modern age demons, and various other dark spirits represented trough monograms and highly decorative forms.

The images are painted in an art nouveau album, but could be, despite their deceiving art deco forms, be dated in the second half of the 20th century due to the forms of some of the images and colouring.

2.600 EUR



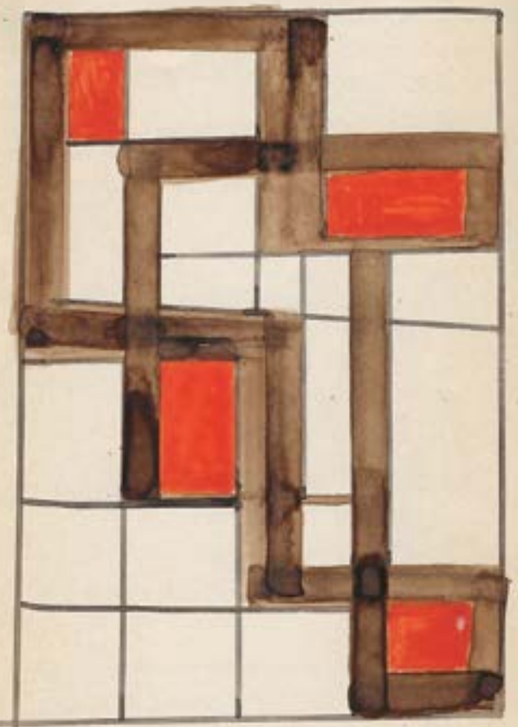


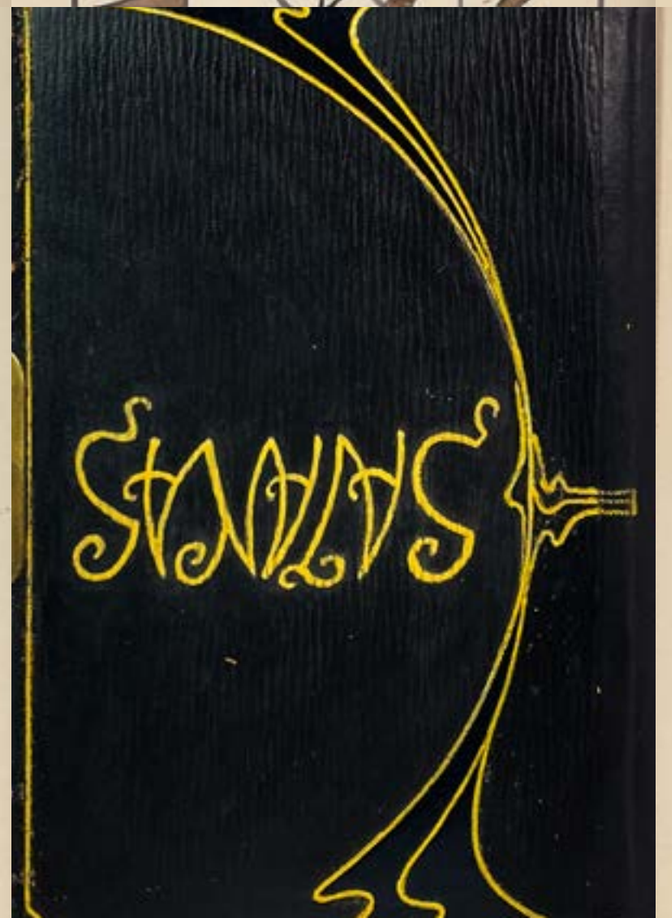


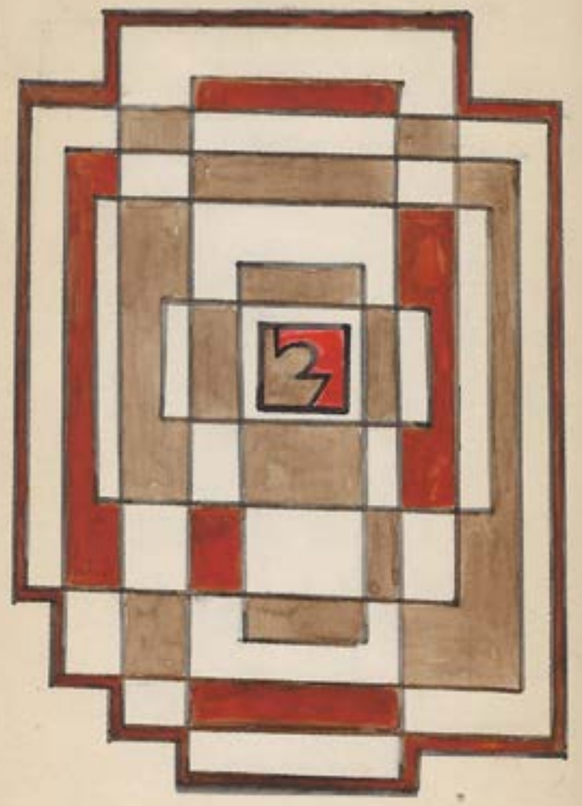









STATUS



7. World Map – Aviation History Japanese Board Game

OSAKA MAINICHI SHINBUN. [OSAKA DAILY NEWS].
征空すごろく [Sugoroku Conquest].
Osaka: Osaka Mainichi Shinbun, Showa 5 [1930].

Colour print (Very Good, overall clean and bright, some light wear along old folds and at edges and some tiny holes at fold vertices, a couple tiny stains), 76.5 x 106.5 cm (30 x 42 inches).

An amazing Japanese celebration of the Early Aviation Age, being a large format World map that doubles as a 'Sugoroku' gameboard, inviting players to explore every part of the globe by either airplane or Zeppelin airship.

This captivating, large format Japanese world map doubles as a 'Sugoroku' gameboard and was issued by the Osaka Mainichi Shinbun newspaper as a 1930 'New Year's Supplement', a special reward to its readers. The composition is dominated by a stylized, colourful world map, depicting all major countries adorned with their flags. All major cities are labelled and connected by flight routes, while images of famous aircraft, such as Charles Lindbergh's 'Spirit of St. Louis' (the first plane to cross the Atlantic in 1927) and the legendary German Zeppelin airships are shown crossing the seas. The margins feature photographic images of the wonders of the world, whether they be great edifices, archeological sites, exotic animals or people in local garb.

The map is the product of Japan's intense contemporary fascination with the outside world and its embrace of technology, including aeronautics. In fact, during the 1920s and '30s Japan moved rapidly from having no domestic aircraft industry to possessing world class production. Unfortunately, these developments were channeled into Japan's rising hyper-militarism that led to World War II.

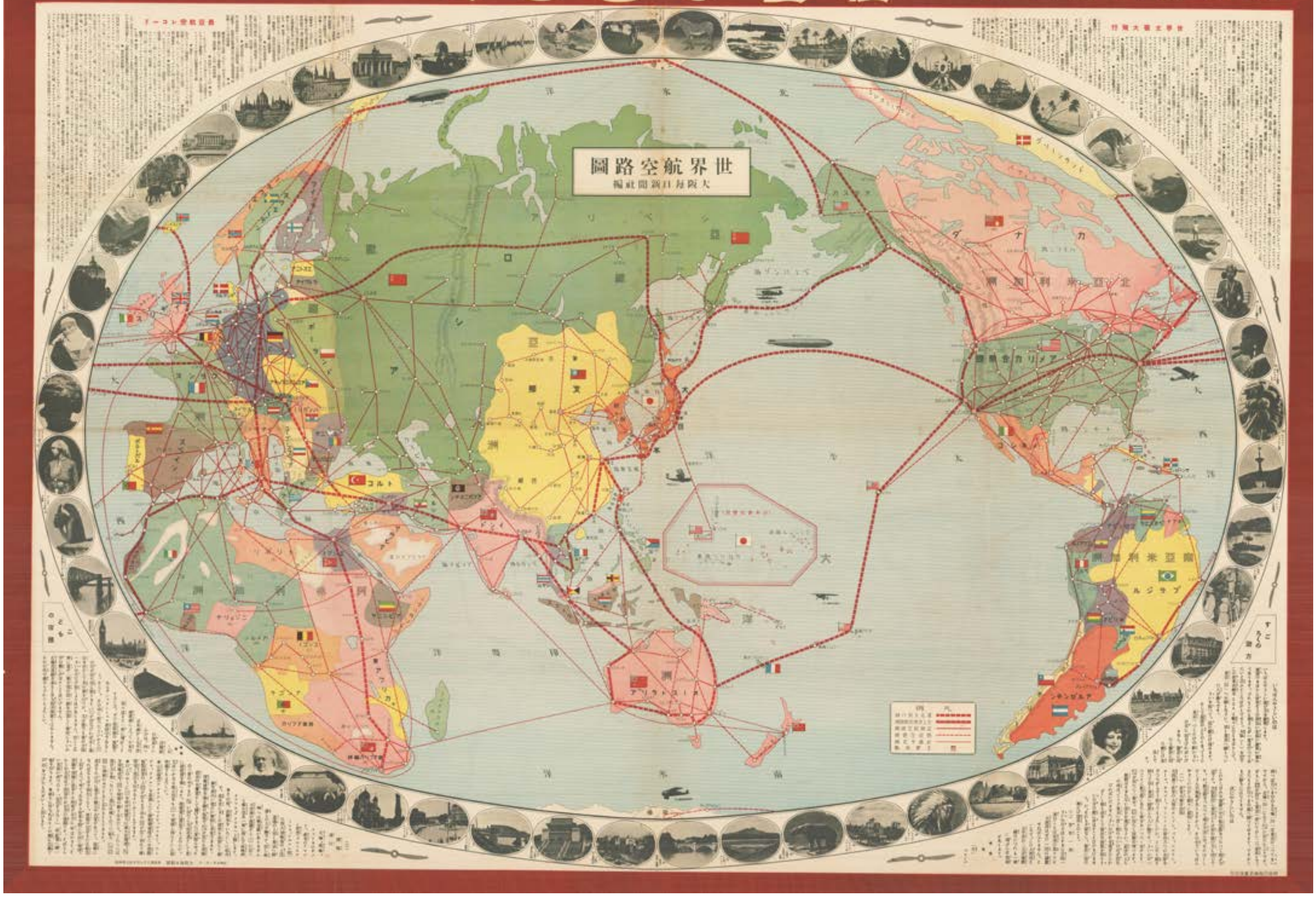
Sugoroku is a Japanese game that can perhaps best be likened to backgammon. In the lower right corner, the map features the directions for playing 'The Easiest Way', as Interpreted by The David Rumsey Map Collection:



新時代教育遊戯

征空すごろく

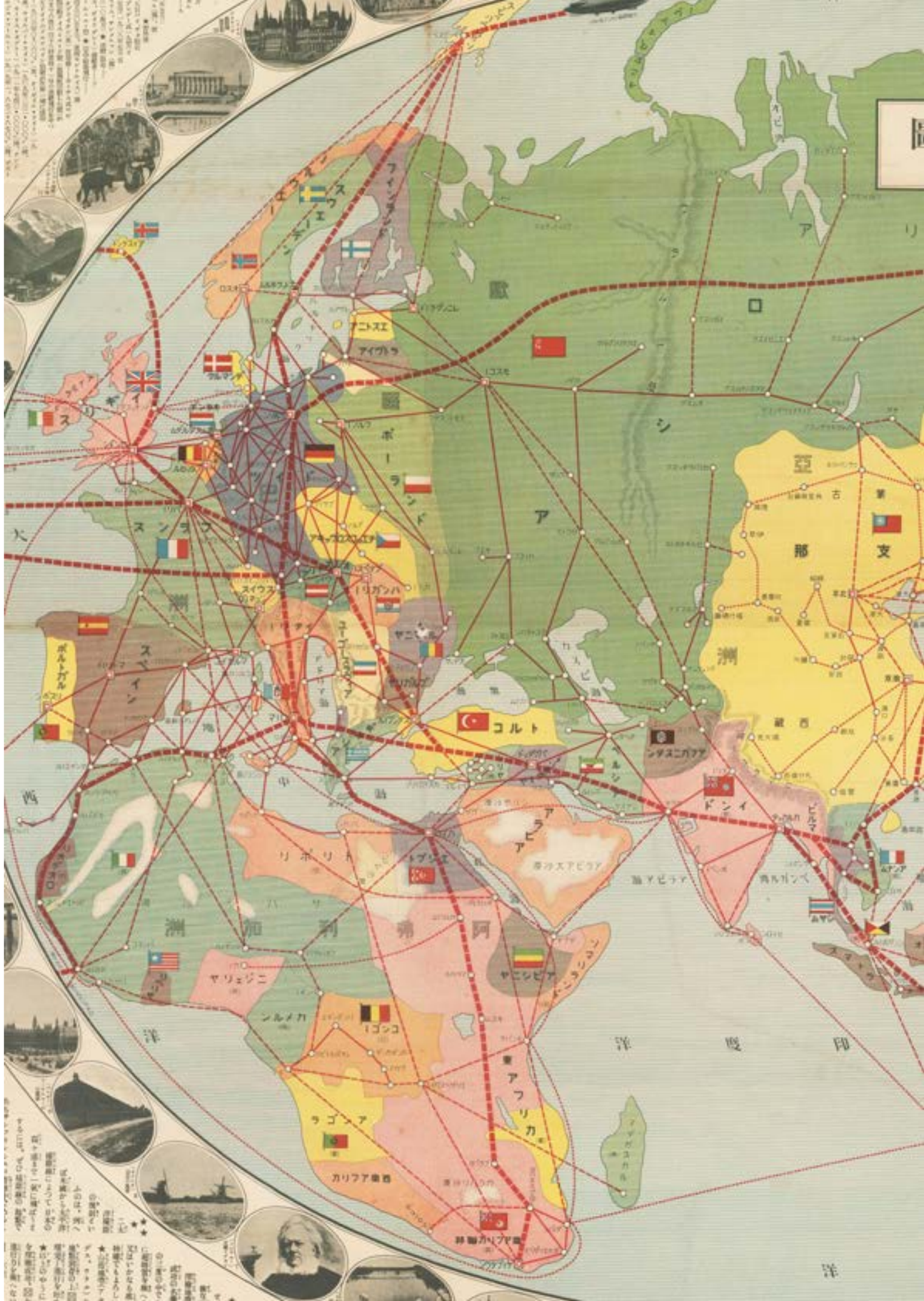
大阪毎日新聞新年附録



“Departing from Osaka [1] and moving to all the places in order of 2, 3, 4, you then return to Tokyo [52]. the player who reaches there first is the winner. "throw the dice and proceed as many places as the number you cast..." upper right text informs players of distances between locations, with basic geographic facts. the legend, toward the bottom of the map oval, shows 5 types of red lines & 1 square: 1. well-known large aircraft route (refers to Zeppelin, seen center of map) 2. first-class limited time route 3. liner air route 4. air route already mastered/controlled/conquered 5. planned route. main localities [red square inside black square].”

References: David Rusmey Map Collection: 7926.000.

750 EUR



8. Mozambique

[MINISTÉRIO DO ULTRAMAR. / PORTUGUESE COLONIAL MINISTRY].
República Portuguesa, Estado de Moçambique.
Lisbon: Lito. de Portugal, 1974.

Colour print, contemporary manuscript additions in red marker in German (Very Good, light wear along old folds), 100 x 75 cm (39.5 x 29.5 inches).

The last major Portuguese general map of Mozambique made before the county gained its independence following the Mozambican War of Independence (1964-74), so ending 400 years of colonial rule, published in Lisbon by the Portuguese Colonial Ministry – with contemporary manuscript additions in German relating to coal mining exploration.

Mozambique (Moçambique) had been considered Portuguese territory since Vasco da Gama first arrived along its shores in 1498, with trading outposts being founded shortly thereafter. Over the coming generations, Mozambique became so deeply weaved into the global Lusitanian empire, that many Portuguese considered it to be an inalienable part of Portugal, as opposed to far-flung colony. Until deep into the 19th century the Portuguese enslaved the indigenous peoples, and even after that, ran a harsh regime that cared little for public welfare.

During the mid-20th Century, Mozambique was swept up in the pan-African wave of independentist sentiment. The average Mozambican lived in poverty while most of the country's wealth was siphoned off by foreigners, with their country governed by the white appointees of the Portuguese dictator António de Oliveira Salazar.

In due course, an armed rebel movement, FRELIMO (Frente de Libertação de Moçambique), mounted the Mozambican War of Independence (1964-74), a brutal decade-long conflict. Employing guerrilla tactics, FRELIMO eventually wore down the Portuguese Army, resulting in ceasefire in 1974, around when the present map was made.

Mozambique gained its full independence in 1975. Sadly, its moment of triumph was to be short lived, as the county was plunged into the horrnesouds Mozambican Civil War (1977–1992). It was only in 1993, after almost 30 years of conflict that Mozambique came to enjoy some level of stability under democratic government.



The Map in Focus

The present map was made on the orders of the Portuguese Colonial Ministry right near the end of the Mozambican War of Independence, just as Portugal was compelled to give up its 400-year-long hold overt the country. All major topographic features are marked, with each province coloured in its own bright hue. The 'Legenda', in the lower right, details the symbols used to denote various levels of Portuguese administrative centres, political boundaries, railways and roads of various levels (both in use and under construction), as well as certain features of the landscape.

Interestingly, the present example of the map features contemporary manuscript additions in German, referring to two coal mining areas, revealing that even during such a turbulent period, international investors were still trying to profit from Mozambique great natural resources bounty. Also, the naming of the capital city, Lourenço Marques, is shown crossed out and preplaced in manuscript with "Mabuto" (Maputo), which became the official name for the city in 1976.

The map is rare, outside of Portugal we can trace only 3 institutional examples, held by the Library of Congress, Stanford University, and the University of California-Santa Barbara.

References: Library of Congress: G8450 1974 .R4; OCLC: 5834598.

250 EUR



9. Early Automotive Map / Madras Imprint

MADRAS SURVEY. / Rao Bahadur M. RAMAN Avargal.
Map of the Madras Presidency. Showing the Roads & Distances.
Madras: Madras Central Survey Office, 1929.

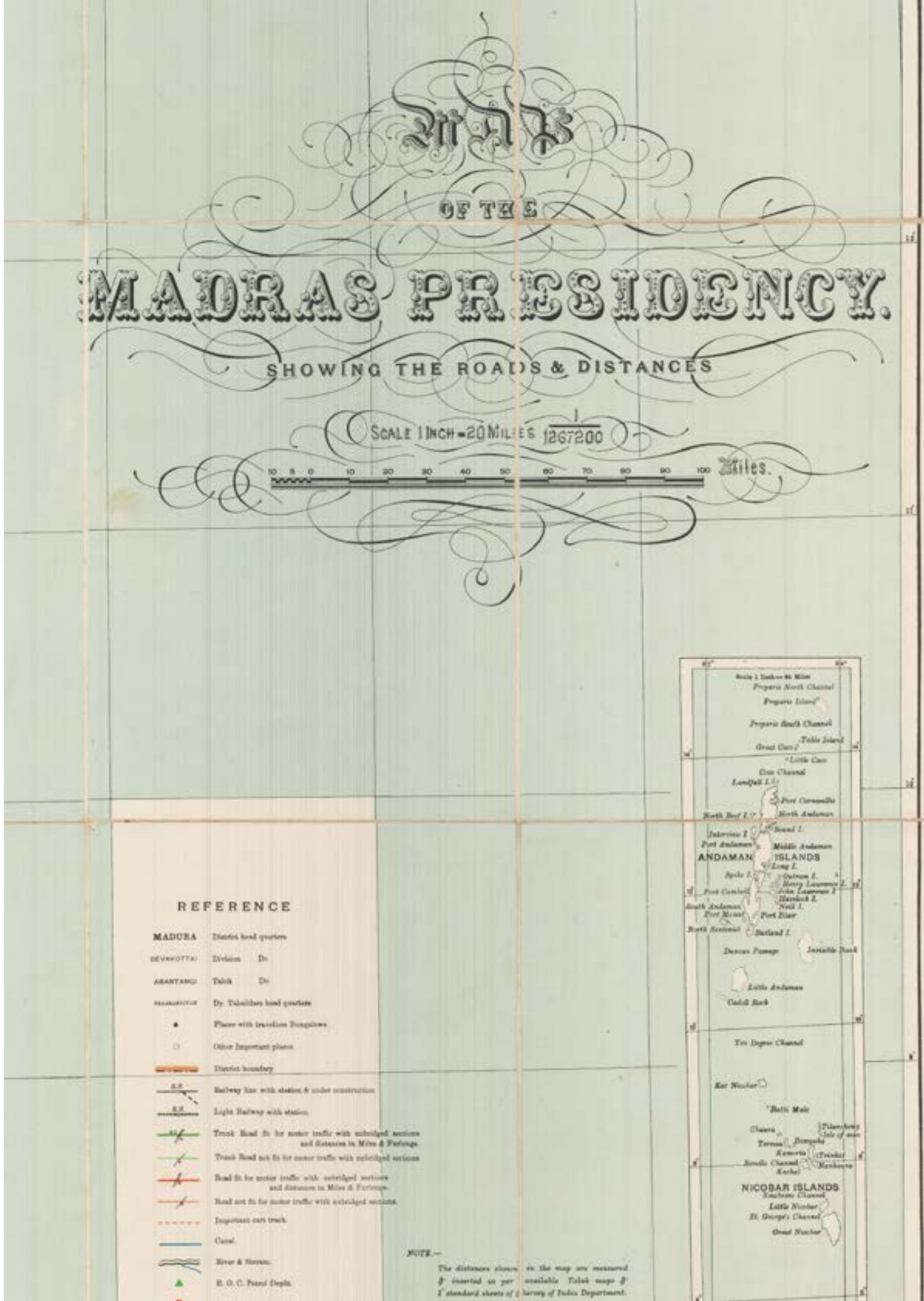
Heliozincograph in colour, dissected into 42 sections and mounted upon original linen, list of petrol stations and newspaper distributors printed to verso, with only orange paper back cover remaining (Very Good, overall bright and clean, missing paper front cover), 115 x 98 cm (45.5 x 38.5 inches).

Very Rare – an attractive, large format work that represents one of the earliest automotive maps of the Madras Presidency (today's Tamil Nadu, Kerala, Karnataka, Andhra Pradesh), showing roads fit for cars and gas stations, created from the best sources at the Madras Survey Office under the supervision of the Tamil cartographer, Rao Bahadur M. Raman Avargal.

This attractively rendered map embraces the Madras Presidency, the British colonial jurisdiction that encompassed all Southern India, including all of most of today's states of Tamil Nadu, Kerala, Karnataka and Andhra Pradesh. The map has the distinction of being one of the first maps of Southern India created specifically to aid the drivers of automobiles, as through the 1920s were gradually gaining a greater presence on the region's roads. The map was published by the Madras Survey from the very best official information, drafted under the supervision of Rao Bahadur M. Raman Avargal, a Tamil cartographer, who served as the Assistant Director of the Survey.

The Automobile Era revolutionized travel in Southern India, allowing journeys into the interior (away from the railway lines) that previously took days by horse and cart to be accomplished in only a matter of hours. However, as the present map indicates, the new means of transport required a massive infrastructure boom, upgrading roads to make then suitable for cars, as well as the creation of a networks of petrol stations.

The 'Reference', below the title, lower right corner, explains the symbols used to describe the region's travel network; showing Divisional Boundaries (orange lines); the locations of various levels of local government offices; Railways; Traveler's Bungalows; Trunk Roads (in Bold Green Lines, being fit for motor traffic, while all others are not); regional roads fit for motor traffic (Bold Red Lines), while the others are not; and the locations of 'B.O.C. Petrol Depots' (Green Triangles);



as well as places distributing the Madras Mail newspaper.

The inset in the lower left, 'Enlargement of Nilgiris', highlights the Nilgiri Hills, with the town of Ootacamund, a lovely mountain resort area much favoured by British colonial grandees.

This official map was primarily intended to aid travelling senior civil servants and military officers who had access to automobiles but would also have been available to the few very wealthy private citizens who could afford cars. Indeed, while through the 1920s automobiles became more common in India, only a tiny sliver of the population could ever hope to travel in, let alone own, a car. Thus, this map wass geared to very select, niche audience.

A Note on Editions and Rarity

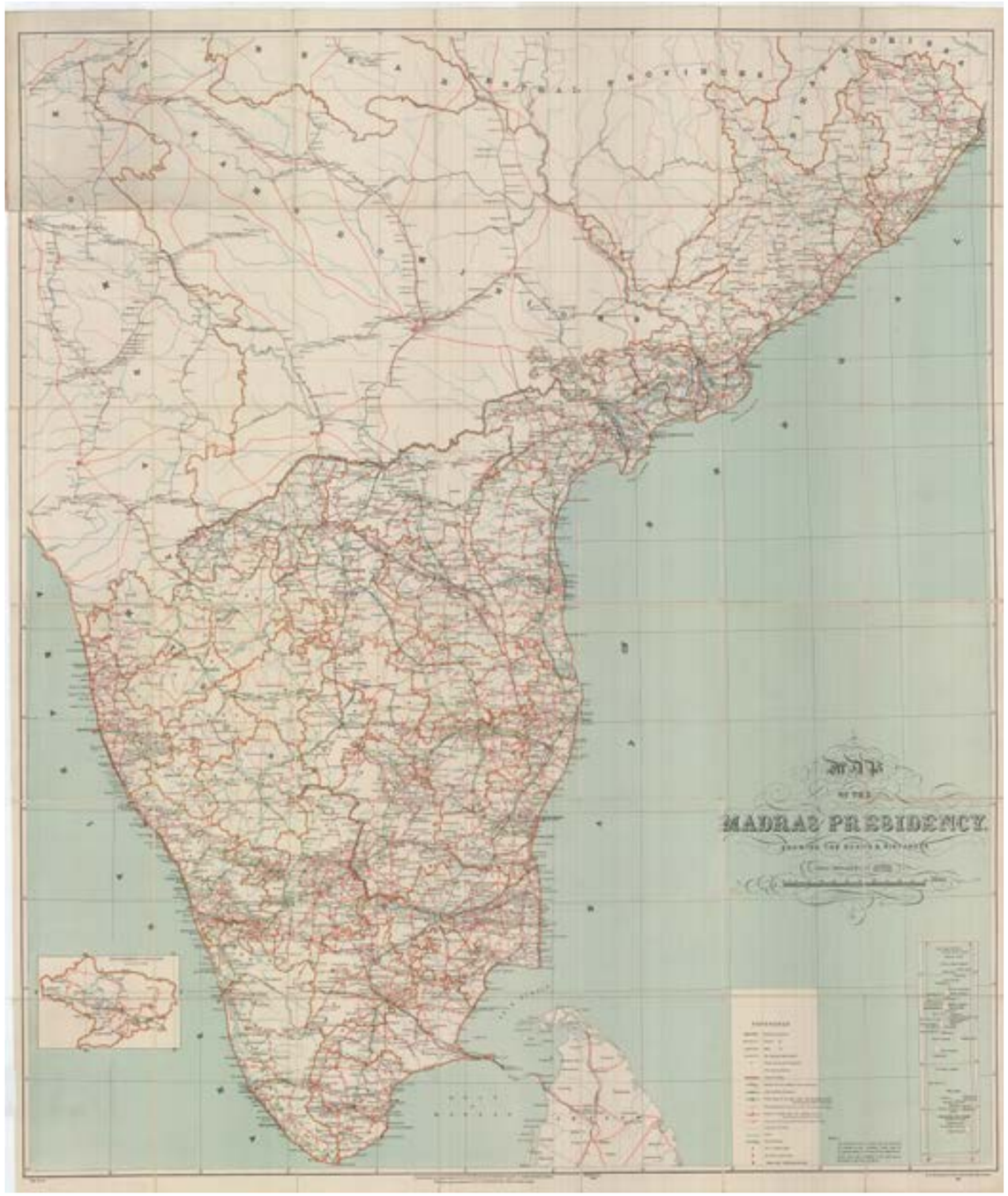
The map was issued by the Madras Survey in 3 editions, in 1926, 1929 (being the present example) and 1936. All editions are extremely rare, as they would have had only a very small print run due to the small audience of people who had access to automobiles; moreover, the survival rate of such large maps made for use in the field in India is very low.

We can trace only a single institutional example of any of the editions, being an example of the 1936 held by the Royal Danish Library (Copenhagen). Beyond that, we are aware of an example of the 1926 edition as having once appeared on the market.

The archaic style of the title cartouche is due the fact that the present map was modified from. a pre-automobile era transport map of the Madras Presidency, published in Calcutta by the Survey of India, in 1896 (re-issued in 1909).

References: N/A – No examples of the present 1929 ed. recorded. Cf. (1936 ed.:) Royal Danish Library (Copenhagen): KBK 8-668 2009-190; OCLC: 788891776.

550 EUR



10. Mexico City

COMISIÓN GEOGRÁFICA DE GUERRA Y FOMENTO / COMISIÓN GEOGRÁFICO-EXPLORADORA (CGE).
[Ciudad de México] Carta de la Republica Mexicana, á la 100 000a. 1a. Serie. Hoja 19-I-(M).
Mexico City: Comisión Geográfico-Exploradora, 1909.

Colour zincograph (Very Good, a wide margined example, light wear long old folds and some light spots of discolouration especially along centre and left-hand vertical folds), 65 x 84.5 cm (25.5 x 33 inches).

The rare Mexico City sheet from the famed 'Carta de la Republica Mexicana', the awesomely ambitious, but ultimately unfinished mega-project to map all of Mexico to a scale of 1:100 000, conducted by the Comisión Geográfico-Exploradora; importantly, this sheet was separately issued and is a complete publication in and of itself; one of the seminal maps of the Metropolitan Mexico City from the late 'Porfiriato'.

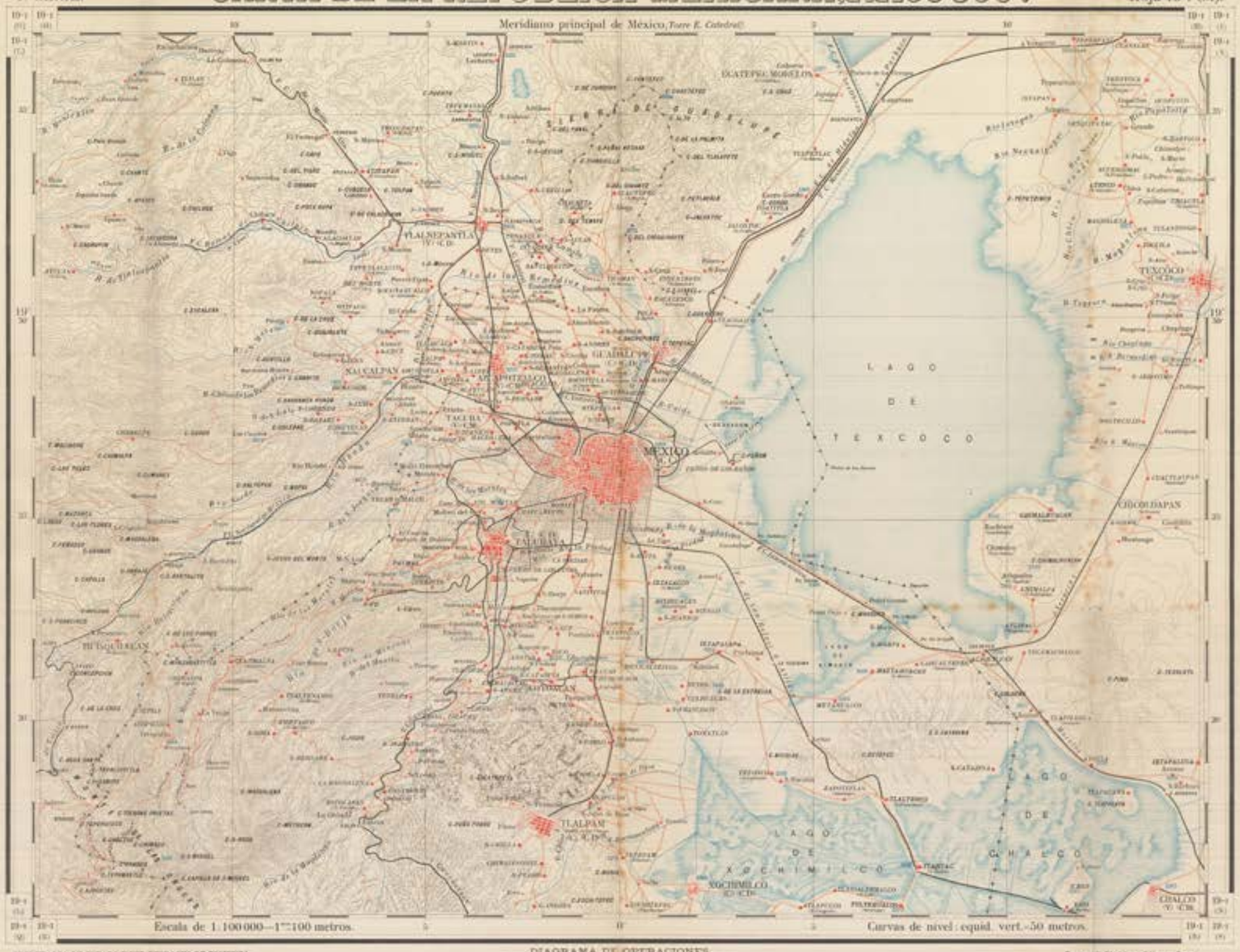
From 1876 to 1911, Mexico was ruled by the military strongman Porfirio Díaz Mori (1830 -1915), who presided over an era of unprecedented political stability, economic growth and scientific progress, known as the 'Porfiriato'. One of Díaz's signature modernization projects was the creation in 1877 of the Comisión Geográfico-Exploradora (CGE), a national mapping agency whose principal objective was to systematically and scientifically map all of Mexico's territory. The envisaged grand national map, the Carta de la Republica Mexicana, á la 100 000a, was to consist of 1,100 interconnecting sheets done to a uniform scale of 1:100,000, and to a consistent size and format. This was an astoundingly ambitious undertaking, and while stellar work was accomplished by exceedingly competent and dedicated military engineers, by the time that the CGE's work was suspended during the Mexican Revolution (1910-20), only 204 of the planned map sheets had been completed, as only areas in Central and North-western Mexico had been mapped to a sufficient standard to warrant their inclusion in the programme.

The sheets of the Carta de la Republica Mexicana were issued separately as standalone maps, although each sheet could be merged with adjacent sheets to expand the picture. Thus, importantly, the present work is complete publication in and of itself. The first sheets were published by the CGE in Mexico City in 1886, with more sheets appearing gradually every year thereaf-

1ª SERIE.

CARTA DE LA REPUBLICA MEXICANA, á la 100 000ª

Hoja 19-1-(M).



SECRETARIA DE ESTADO Y DEL DESPACHO DE FOMENTO.

COMISION GEOGRAFICA EXPLORADORA Y FOMENTO.

Bajo la dirección del General Brigadier ANGEL G. PEÑA.

COORDENADAS GEOGRAFICAS DETERMINADAS.

LUGAR y número progresivo.	LATITUD Norte.	LONGITUD de México.	AUTORIDAD y método empleado.
Cerro viejo Peregrino.	19 12 53	96 12 46 E.	Tte. cnel. retd. Ingeniero (E.) y Geodesia (C.).
Cuajimalpa (serv. iglesia).	19 21 29	99 18 12 O.	
Mixtla (serv. E. Oriental).	19 16 45	98 44 40	
Xonaltlco (serv. Peregrino).	19 29 20	98 47 17	
S. Angel (plano Oeste).	19 20 47	99 10 23	
Tacuba (serv. iglesia).	19 27 38	99 14 14	Trilateración y Astronomía. Ests. (A.) y Alvarado (J.).
Tacubaya (serv. Peregrino).	19 23 47	99 10 13	
Tamaulipas (serv. iglesia).	19 23 53	99 13 51	
Tezcoco (serv. E-Poniente).	19 30 13	98 54 17	
Tlalpan.	19 7 13	99 10 04	Trilat. del Valle de Méx. Com. Cons. del Valle.
Tulpetlac (plano).	19 34 34	99 05 34	
Xochimilco (serv. Peregrino).	19 15 42	99 06 12	

Notas: 1ª—Las latitudes están referidas en ambos sentidos á la línea meridiana.

2ª—La explicación de signos, caracteres y abreviaturas usados en el Reglamento respectivo formado por la Comisión Geográfica.

3ª—Más se han puesto en la tabla las posiciones geográficas de los puntos astronómicos á la construcción de la hoja.

Advertencia: La unión de esta hoja con sus adyacentes 19-1 (G) y 19 se ha asegurado de acuerdo con la 2ª Edición que se publicará en las cintas (E.) y (N.).

DIAGRAMA DE OPERACIONES.



DECLINACION DE LA AGUJA MAGNETICA.

En México. . . . . 8° 7' 52" W. E. . . . . (medio de 1910.)

ADVERTENCIA.—Deseando mejorar las ediciones posteriores, pueden remitirse las observaciones ó noticias que se juzguen oportunas á la Secretaría de Estado y del Despacho de Fomento.

TRABAJOS TOPOGRAFICOS EJECUTADOS.

LINEAS DE ITINERARIOS.

ALTITUDES	INDICACION DE LOS VOLUMENES
Alvarado (J.). . . . . 1er Ing.	
Camargo (E.). . . . . Cap. 1°	S. M. E.
Comas (R.).	
González Montes (J.). . . . . 1er Ing.	Cap. 1° S. M. E.
Montelongo (J.). . . . . Teniente	S. M. E.
Reyes (J.). . . . . Cap. 1°	

LEVANTAMIENTOS ESPECIALES.

1. Cuenca del Valle de México.	Com. Cons. del Valle.
2. — — — (Distrito Federal).	Publicado por Secr. de Fomento.
3. Plano de la región S.O. del Valle de México.	Com. Milit. del Ayunt. de Méx.
4. Acueducto de México.	Por Señores Dantagnac (J.).
5. Plano de encauzamiento.	— Montes (A.).
6. — — — las Municip. de Ixtacapotzalco y Guadalupe.	— la Com. del Catastro.
7. Cuadrilátero del Valle de México.	Com. (A.) y Fabela (T.).
8. Ciudad de Tacubaya y alrededores.	Práctica Colegio Militar.
9. Interpretación Militar, Serie No. IV.	— — — —
10. Plano de la Isla Grande.	Por Comp. (E.) y Acosta (P.).
11. — — — — (Xico).	— — — —
12. — — — — (Tequixquac).	— Fabela (J.).
13. Declinación del Sol. (Coordenadas).	— Lancaster (A. G.).
14. Levantamiento de pequeños.	— Ortiz (G.) y Alvarado (J.).
Ferrocarril Linea de vapor.	

3ª Edición 1909.—Publicada en 1909.

Grabados, dibujó, escribió y configuró:
Dibujante G. Rivera y Tello.

Bajo la inspección del Ing. CRISTOBAL T. ALVAREZ.

ter. Some of the more important sheets were issued in multiple updated editions over the years.

The present sheet is of the 3rd of three editions of the Mexico City sheet (Hoja 19-I-(M)), dated 1909; the 1st edition was issued around 1890, while the 2nd edition was published in 1907.

The present map depicts Mexico City and its environs as it appeared three decades into the Porfiriato, during which it had been radically transformed from a somewhat ramshackle colonial centre into a grand modern showpiece city worthy of the capital of large and ambitious republic. Díaz, modelling the urban plan on Paris, had Mexico City 'Hausmannized', creating grand boulevards and squares lined with French-inspired edifices, as well as the construction of many monumental and fabulously expensive pubic buildings. Adding to this was a 'Railway Boom' whereby Mexico City became the hub of vast network of lines connecting it with the rest of the country. At the time that the present map was published Mexico City was a large modern metropolis with population of around 500,000 (but still a far cry from the population of today's metropolitan area which stands at 21.6 million!).

On the present map, one can clearly see the dense urban blocks, coloured in orange, and the new neighbourhoods then being built to the south and west, coloured in grisaille, while numerous named rail lines run in all directions into the countryside. Marking the transition between old and new, this development is juxtaposed against the appearance of the lakes and swamps that typified Mexico City's colonial surroundings, and which were yet to be fully drained and developed. All considered, the present map presents a fascinating picture of metropolitan Mexico City on the eve of the explosive population growth that would make it one of the world's largest urban conglomerations.

On the present sheet, in the area below the map proper, are tables of geodetic coordinates, plus information on how the CGE executed the surveys in the Mexico City area. Of special interest is the 'Diagrama de operaciones' a key map which illustrates the different components of the survey. The format of the present sheet is, by design, precisely the same as that of all the other Carta de la Republica Mexicana sheets.

A Note on Rarity

All sheets from the Carta de la Republica Mexicana are today rare. We cannot trace an example of the 1st edition (1890) and can locate only a single example of the 2nd edition (1907), held by the David Rumsey Map Collection. We can trace only 3 examples of the present 3rd edition (1909) in institutional collections, held by the Museo Nacional de los Ferrocarriles Mexicanos; the University of Chicago Library; and at the Queen's University Library (Kingston, Ontario).

The 'Porfiriato' & the Comisión Geográfico-Exploradora

The 'Porfiriato', being the 35-year long presidency of Porfirio Díaz Mori (1876 - 1911) marked an era of unprecedented political stability, economic growth and scientific progress. Following decades of economic stagnation, internal instability, and foreign invasions that robbed Mexico of a third of her territory and much of her potential, Díaz restored his nation's pride, forming a strong, modern state. That being said, the Porfiriato, which collapsed into a decade of revolutionary turmoil, holds a controversial legacy, as it also saw profligate corruption, cronyism, political repression and rising income inequality.

Díaz succeeded in rapidly modernizing Mexico, fostering industrialization, international trade and investment, infrastructure programs, privatization, educational reforms, and advancements in science. His agenda was anchored in several developments that would rely greatly on accurate cartography. First, was the privatization of vast amounts of federal land. Second, was fostering the 'Railway Boom' (very much evident upon the present map!) that utterly transformed the country. Third, was the professionalization and deployment of the armed forces to secure the countryside and the integrity of the republic's borders. Fourth, were programs to improve land management, especially with respect to agriculture and forestry. Fifth, maps were required to manage industrialization, urban growth and mining.

Upon Díaz's assumption of the presidency in 1876, his administration was confronted by a challenge – there were very few regional maps of Mexico that were sufficiently accurate for operational planning, nor were there any general maps of the country sufficiently accurate for strategic planning. While the established official map of the republic, Antonio Garcia y Cubas's Carta General de la Republica Mexicana (Mexico, 1863), represented a spectacular achievement, given the chaotic circumstances under which it was prepared, it featured serious geodetic inaccuracies that undercut its effectiveness as an administrative aid. Moreover, there was no central body to manage mapping programs across the country or to arrange for the publication of official maps.

In response, in 1877, Díaz formed the Comisión Geográfico-Exploradora (CGE), an autonomous institute that was charged with surveying the republic and publishing official maps. While technically, under the supervision of the Secretaria de Formento, Colonización e Industria (the Ministry of Public Works, Colonization and Industry), most of its field staff were military engineers.

The CGE's ultimate goal was the execution of a systematic scientific survey of the entire country, with a view to forming the Carta de la Republica Mexicana á la 100,000a, a massive map of a planned 1,100 sheets (the 'map' part of each measuring 40 x 53 cm), done to a large scale of 1.58 miles to an inch. While the CGE initially envisaged that the survey would be conducted by the advanced standards of triangulation, due to the size of the country and staffing limitations ensured that they had to settle for more modest scientific standards. This would consist of measuring basepoints precisely by

astronomical observations and then surveying the countryside in between through route traverse mapping, aided by compasses and perambulators. This 'old school method' nevertheless produced results that prove to be, on average, accurate to within one-hundredth of a percent.

It was recognized from the outset that this mega-project would take many years to complete. The surveying for the Carta de la Republica Mexicana project commenced in the relatively developed regions of eastern Mexico, stretching from the U.S. border down though Veracruz state and then inland to Mexico City.

Meanwhile, to facilitate the on-going implementation of its agenda while awaiting the completion of the CGE's grand project, the Díaz administration commissioned private surveyors to conduct cadastral surveys across the country, while private corporations (ex. railway and mining companies) made maps related to their activities. Moreover, local governments commissioned surveys of various kinds. While the quality of the resulting maps varied greatly, they were generally a vast improvement over those that existed before, and cumulatively provided a wealth of information towards an accurate general national map (albeit subject to careful editing).

As some of the sheets from the CGE's epic project were completed and the various private and local government surveys arrived in Mexico City, every once and while the Ministry of Public Works commissioned official general maps of the republic based on the compilation of available information, representing 'interim' steps toward the eventual goal. These notably included the great wall maps: Carta general de la Republica Mexicana formada en el Ministerio de Fomento con los datos mas recientes por disposicion del Secretario del Ramo General Carlos Pacheco (1890); and Manuel Fernández Leal's Carta General De La República Mexicana (1894, reissued 1899); with both followed by various unofficial derivatives.

By 1910, the CGE had measured over 800 geodetic basepoints and the Carta de la Republica Mexicana programme had systematically measured 210,708 km2 of territory, equal to over one-fifth of Mexico's area, encompassing its most populated regions. This mapping comprised 197 of the envisaged 1,100 sheets, and covered all the states of Nuevo Léon, Tamaulipas, San Luis Potosí, Veracruz, Puebla, Morelos, Tlaxcala and the Federal District, as well as parts of Mexico State, Sonora and Chihuahua. This led to the production of Olegario Molina Solís's Carta General de la Republica Mexicana Formada en la Secretaria de Fomento por disposicon del Secretario del Ramo, Lic. Olegario Molina (Mexico City, 1910), the finest and most complete national map resulting from the CGE's endeavours.

Meanwhile, the Díaz regime was not long for this world. A series of political missteps by the octogenarian president, coupled with rising popular discontent, had empowered the administration's enemies. Armed insurrections began to break out in the country in November 1910, and by May 1911, President Díaz was forced to relinquish his office and flee the country. The Mexican Revolution (1910-20) represented a decade of armed revolts, assassinations and a revolving door of governments, so dramatic and bewilderingly complex that it defies summation here.

The Revolution naturally had a devastating impact upon the CGE. First, as most of its field staff was military engineers, they were suddenly spirited from its ranks in favour of combat duty. Second, the constant turmoil brought civilian surveys across the country to a halt. Third, many of the Revolutionary leaders of Mexico had a particular distain for the CGE, an organization that was so intimately linked to the Porfiriato and its policies. Thus, from early 1911 onwards, the CGE was essentially on hiatus, although it would officially remain in operation until its dissolution on the orders of President Venustiano Carranza in 1918.

While the Carta de la Republica Mexicana was never completed as planned, the excellent mapping that was accomplished formed a stellar basis upon which Mexican cartography was able to progress in the era of national reconstruction that commenced in the 1920s.

References: University of Chicago Library: G4410 s100 .M4 19-I; OCLC: 268803523; [Background:] B. García Martínez 'La Comisión Geográfico-Exploradora', Historia Mexicana, no. 96, vol. xxiv (1975), pp. 485-555; R.H. Holden, 'Priorities of the State in the Survey of the Public Land in Mexico, 1876-1911', The Hispanic American Historical Review, vol. 70, no. 4 (Nov. 1990), pp. 579-608.

650 EUR

11. Bombay (Mumbai), India

BENNETT COLEMAN & CO. LTD. (TIMES OF INDIA), Cartographer; EDWARD STANFORD LTD., Publisher.
Map of Bombay and Twenty Miles Around.
London: Edward Stanford's Geographical Establishment, [1911].

Colour lithograph, mounted upon original linen, folding, contemporary hand-stamp of 'King & Co. Booksellers, News Agents. Fort, Bombay' to verso linen (Good, save for conspicuous staining along vertical centrefold and in lower right quadrant, irregular creasing and wear along old folds), 79 x 67.5 cm (31 x 26.5 inches).

A rare, large format map depicting Greater Bombay just before World War I, when it was one of the busiest ports in the world and the 'Gateway of India', drafted by the office of the 'Times of India' and published in London by the venerable firm of Edward Stanford.

This rare and detailed map depicts the Greater Bombay area as it appeared shortly before World War I, when it was one of the busiest ports in the world and the 'Gateway of India' (the idea for building the famous arch of that name on the city's waterfront was conceived the year that the map was made and completed in 1924). Bombay Island appears centre left, with the city occupying the southern portion. He map's scope extends north up to Bassein and past Thane and inland beyond the hill station of Matharan, and south along the coast past Alibag. Greater Bombay then had population of 1,108,388 according the 1911 census (today it has over 22 million inhabitants!). Bombay's great natural harbour is portrayed in full, with nautical information, with the elevations of the interior are expressed by shading.

Then Bombay region was geographically dynamic, constantly altered by large-scale land reclamation schemes. Indeed, until the 1850s, Bombay Island consisted of seven islands until they were joined and filled in. Since the time when the present map was made, much more land reclamation has occurred around the harbour, while pretty much the entire region is today covered by urban sprawl, creating a very different picture than that portrayed here.

Bombay, a great transport hub, is show with its several major labeled quays along its waterfront, while the extensive railway systems connect the city to all parts of India


BOMBAY
Elephanta I.
Butcher
Arsenal
Bandra Station
Sion Sta.
Mahim Sta.
Dadar Sta
Parel Sta.
Lower Parel Sta.
Siwri Fl.
Timber Ponds
Pir Pau
Trombay Island
Trombay
Mahul
Morauli
Vadavli
Mandala
Kanjur
Vikhroli Sta.
Ghatkopar Station
Kirol
Powai Lake
Pawai
Pachkoli
Pawai Hills
Saki
Juhu
Parla Sta.
Vilapdila
Bamangadi
Sahar
Chakala
Kondavta
Mogra
Ambauli
Andheri Sta.
Gundeli
Mahol Caves
Mogra
Bassein
Vesava
Marh Fl.
Fiver Beds
Bhandup Sta.
Sheva
Uran
Oronagiri Hill
Karanja
Beri
Elephanta Buoy
Princes Dock
Victoria Terminus
Victoria Dock
Victoria Basin
Colaba Rly Sta.
Colaba Observatory
One Gun Battery
Oyster Bank Battery
Middle Ground Shoal
Karanja I. Beacon
Butcher Reef
Tucker Beacon
Uran Beacon
Malabar Hill Reservoir
Malabar Pt.
Government Hs.
Church Gate Sta.
Marine Lines Sta.
Charni Rd. Sta.
Grant Rd. Sta.
Mazagaon Sta.
Mahalakshmi Temple
Mahalakshmi Sta.
Byculla Sta.
Elphinstone Rd. Sta.
Warli Fl.
Mahim Fl.
Bandra Fl.
Cadcon
Chanda
Kalakáryan
Santa Cruz Station
Jackal Hill
Sher Back Hill
Harrishchandra Valley
Malad
Chakala
Jackal Hill
Andheri Sta.
Gundeli
Mahol Caves
Mogra
Ambauli
Marh Fl.
Vesava
Bassein
Fiver Beds
Bhandup Sta.
Kanjur
Pawai Lake
Pachkoli
Pawai Hills
Saki
Juhu
Parla Sta.
Vilapdila
Bamangadi
Sahar
Chakala
Kondavta
Mogra
Ambauli
Andheri Sta.
Gundeli
Mahol Caves
Mogra
Bassein
Vesava
Marh Fl.

from the 'Victoria Terminus' (today's' Chhatrapati Shivaji Terminus, completed in 1888), one of the world's largest train stations. The map also shows the waterlines that connected the city to the lakes of Salsett Island.

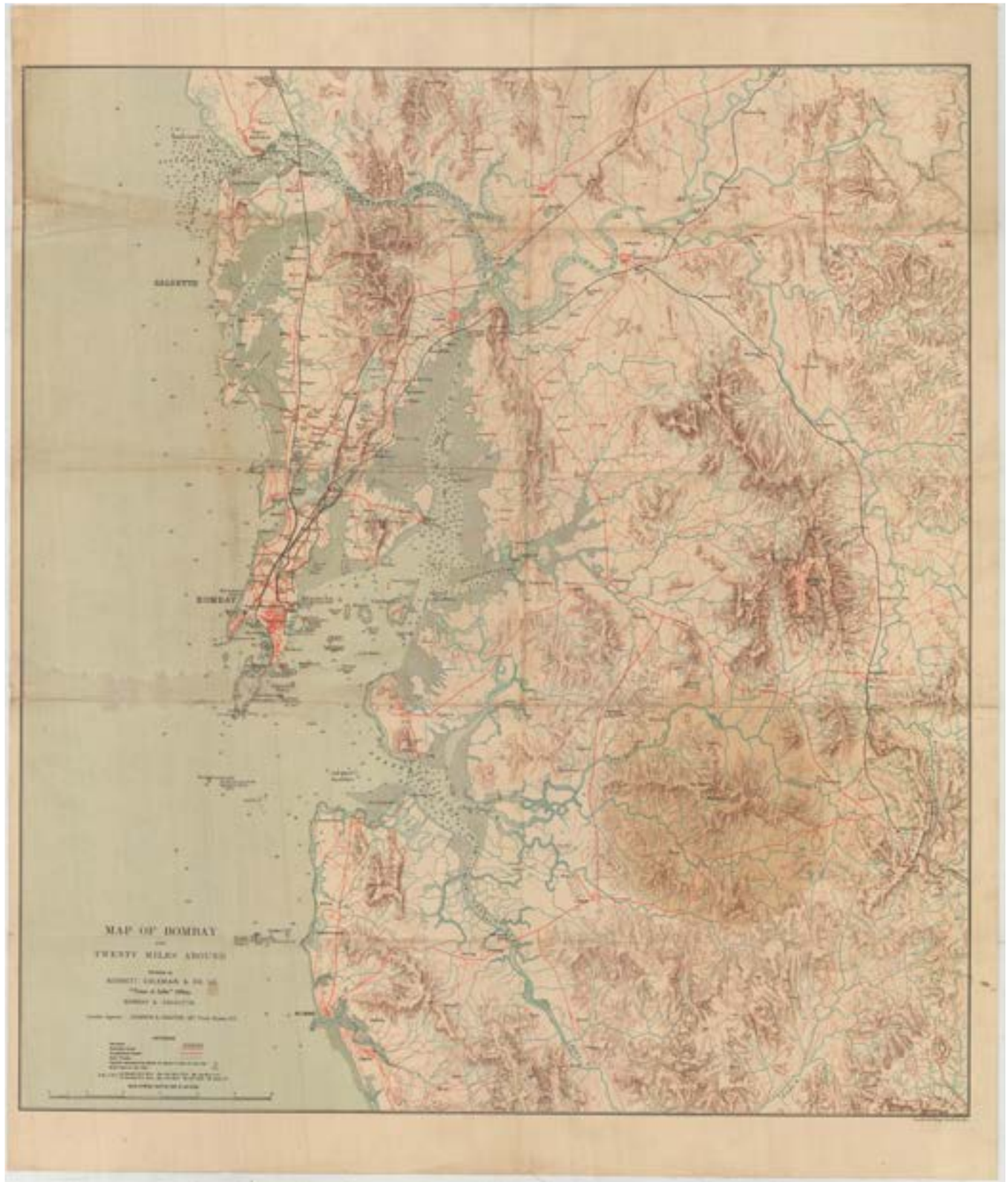
The map was drafted by the offices of the firm of Bennett, Coleman and Company Limited, that owned the Times of India, the subcontinent's most prestigious newspaper (est. 1838). It was printed in the London by Edward Stanford Ltd., for years by far and away the most important private map house in the world.

A Note on Rarity

The present map is rare. We can locate 6 institutional examples, held by Johns Hopkins University Library; University of Washington; ZBW - Leibniz-Informationszentrum Wirtschaft (Kiel, Germany); University of Strathclyde Archives and Special Collections (Glasgow); Bharatiya Vidya Bhavan Library (Mumbai); and the Mumbai Archives. We are not aware of any examples as having appeared on the market.

References: Johns Hopkins University Library: G7651.B6A1 s126 c. 1; University of Washington: G7654.B8 1910 E3; ZBW - Leibniz-Informationszentrum Wirtschaft: K 1037; University of Strathclyde Archives and Special Collections (Glasgow): GB 249 T-GED/22/1/1204; OCLC: 1038078771, 254925893; Bharatiya Vidya Bhavan Library (Mumbai): 912.547/TIM/10748; Bhaskar DHATAVKAR (ed.), Catlogue of Maps in the Bombay Archives, vol. II (Bombay, 1985), no. 2106 (p. 113); The Geographical Journal, vol. 38 (1910), p. 451.

1.400 EUR



12. Iraq / WWI Mesopotamian Campaign
Dehra Dun Imprint

SURVEY OF INDIA.
Lower Mesopotamia.
Dehra Dun: Survey of India, 1914.

Bi-chrome heliozincograph, contemporary manuscript title in Ottoman to verso (Very Good, some toning along old folds and a couple tiny stains) 54.5 x 48.5 cm (21.5 x 19 inches).

Exceedingly rare and historically important – the precise edition of the War Office's groundbreaking map of Lower Mesopotamia (including central and southern Iraq, Kuwait and southwestern Persia) printed in Dehra Dun specifically to be given to British Imperial commanders in India as a vital strategic aid as they launched the WWI Mesopotamian Campaign, their epic invasion of Ottoman Iraq.

This exceedingly rare map depicts central and southern Iraq, Kuwait and southwestern Persia, as it appeared on the eve of World War I, in advance of the British Imperial invasion of Ottoman Iraq, known as the Mesopotamian Campaign. This epic mission, launched from India, first moved to secure Britain's all-important petroleum assets in southwestern Persia, while going on the seize Iraq, which was thought to likewise be rich in oil resources.

Importantly, the present example of the map is the precise edition that was given to British Imperial commanders in India before they launched the campaign. Predicated upon the most accurate available cartography, the map served as an aid for broad strategic planning, as opposed to on-the-ground operations. The map was not made for public distribution, but rather confined to high-level official circles.

Published by the Survey of India, at their field office in Dehra Dun, in a print run of only 500 examples, the map was both issued separately to senior army officers and civilian planners, while some examples were inserted inside copies of the a 'Secret' report that explained the plans for the British Imperial forces as they made their landings in southwestern Persia and southern Iraq, the General Staff of India's Plan of Operations for the Support of Muhammareh (Simla: Government Monotype Press, 1914). Please see a link to the example of the report held by the British Library, digitized courtesy of the Digital



Library of the Middle East:

https://dlmenetwork.org/library/catalog/81055%2Fvdc_100023612233.0x000001_dlme

The map embraces all of central and southern Iraq (dominated by the great basin of the Euphrates and Tigris Rivers), from Baghdad and the lower part of the 'Sunni Triangle', in the north; down past Basra, the gateway to the Persian Gulf, in the south; plus, most of Kuwait and the Khuzestan Province (also known as 'Arabistan' due to its large Arab population), in southwestern Persia. Critically, upon the outbreak of World War I, the part of Mesopotamia depicted here made up the Ottoman vilayets of Basra and Baghdad, while Kuwait was a British protectorate, while southern Persia was a British zone of influence (dominated by the Anglo-Persian Oil Company, the forerunner to British Petroleum).

The present map is derived from the British War Office, Geographical Section's Lower Mesopotamia Between Baghdad and the Persian Gulf (London, 1911), being the first accurate general topographical rendering of the region. While initially created in the pre-war years to aid oil exploration, the building of pipelines, as well as transportation infrastructure, the British War Office always had its military utility in mind. Due to the desert climate of Iraq, the water levels of the mighty Euphrates and Tigris Rivers, and the surrounding swamps, experience dramatic seasonal fluctuations, making the area incredibly difficult to traverse.

The map features all the necessary information into aid military movement, including the locations of the various channels of the rivers; swampy areas; the locations of towns; roads; railways; fortifications; desert wells; telegraph lines (both on land and running under the Persian Gulf); caravan tracks; as well as points of elevation.

Notably, the map also charts the Anglo-Persian Oil Company's Pipeline, the first in the middle East, that ran from the oil wells at Maidan-i Naftun down the Company's great petroleum refinery and depot at Abadan Island, near Muhammareh (Khorramshahr); this was Britain's greatest asset in the entire region that had to be protected at all costs.

The map also features information on the nature of the terrain; the identities of the native tribes; as well as countless archaeological sites in what was the cradle of Middle Eastern-European Civilization.

The map's depiction of Iraq incudes highly important new discoveries from such sources as Sir William Willcock's irrigation surveys of Lower Mesopotamia, conducted on behalf of the Ottoman Government from 1909 to 1911; river maps made for the Lynch Brothers Shipping Company in 1909, an enterprise which sought a monopoly on commercial shipping on the Tigris and Euphrates; Captain Frank R. Teesdale's military reconnaissance of the Lower Euphrates; amongst many other stellar sources.

The depiction of Kuwait is ground-breaking, predicated upon the 1910 surveys by the famed British military adventurer, Captain William Henry Irvine Shakespear (1878 - 1915), who befriended the country's ruler, while also forging an alliance with the Saud Dynasty of the Nejd. Much of the mapping of Khuzestan, Persia, comes from oil and infrastructure surveys conducted by the Anglo-Persian Oil Company in 1910; while a good part of the area connecting Iraq and Persia is based upon the itinerary maps of the esteemed archaeologist Dr. Ernst Herzfeld, notably his Routenkarte von Bagdad nach Shiraz (1907) – indicating that the modern mapping of the region was never an entirely British exercise.

A Note on Editions and Rarity

The present map seems to have been issued in two, apparently identical, editions. Both editions were printed in Dehra Dun by the Survey of India in 1914, the first issue (the present example) was printed in a run of 500 copies, while the second was issued in 750 copies.

The maps would have been exposed to heavy use, leading to an incredibly low survival rate.

We can trace only a single institutional example of the present edition (of 500 copies), as part of the report, Plan of Operations for the Support of Muhammareh, held by the British Library. The University of Glasgow Library holds an example of the edition printed in 750 copies; beyond that we cannot trace any records for examples in either library catalogues or sales records.

Interestingly, the present example of the map features the title written in pencil in Ottoman to the verso, suggesting that it may had beenacquired by an Ottoman soldier during the war.

Espionage, Oil, War and the Contest for Mesopotamia

Mesopotamia, today known as Iraq, was the cradle of civilization in the Middle East and Europe, having over the millennia formed a key part of many empires. Since 1534, the region fell to Suleiman the Magnificent's armies, becoming part of the Ottoman Empire. It was duly divided into the three vilayets (provinces) of Basra, Baghdad and Mosul. Mesopotamia was perhaps the most ethnically and religiously diverse part of the Middle East and Ottoman rule over the country was generally weak, with practical power invested in local leaders.

In the wake of the Napoleonic Wars, Britain aimed to expand its empire in India and to gain total dominance over the Indian Ocean. The Persian Gulf was viewed by Whitehall as vital to its strategic interests and, beginning in 1820, Britain began signing protectorate treaties with the Arab Gulf States, hitherto known as the 'Trucial States', which progressively allowed the Royal Navy to make the Gulf into a 'British lake'.

Beyond its proximity the Gulf, Mesopotamia held a special place in the British mind.

Those intellectually inclined were enthralled by the possibility of uncovering the archaeological wonders of the region, while figures of a more business-like disposition saw Mesopotamia as providing the key part of an overland route from Europe to India.

Beginning in 1826, members of the British Indian Navy, with the Sublime Porte's reluctant permission (Britain was a key ally of Constantinople, albeit a meddlesome and exploitative one), commenced charting the notoriously treacherous Euphrates and Tigris Rivers in search of routes for steamships that would account for a critical stretch of the overland route.
Beginning in the 1850s, British Indian engineers commenced topographical surveys of the lowlands near the rivers, while also conducting rudimentary archaeological surveys. In the 1860s, the British proceeded to make surveys and set up telegraph lines in Mesopotamia, as part of an eventual rapid communications system connecting India with Berlin and London (via Persia and Russia).

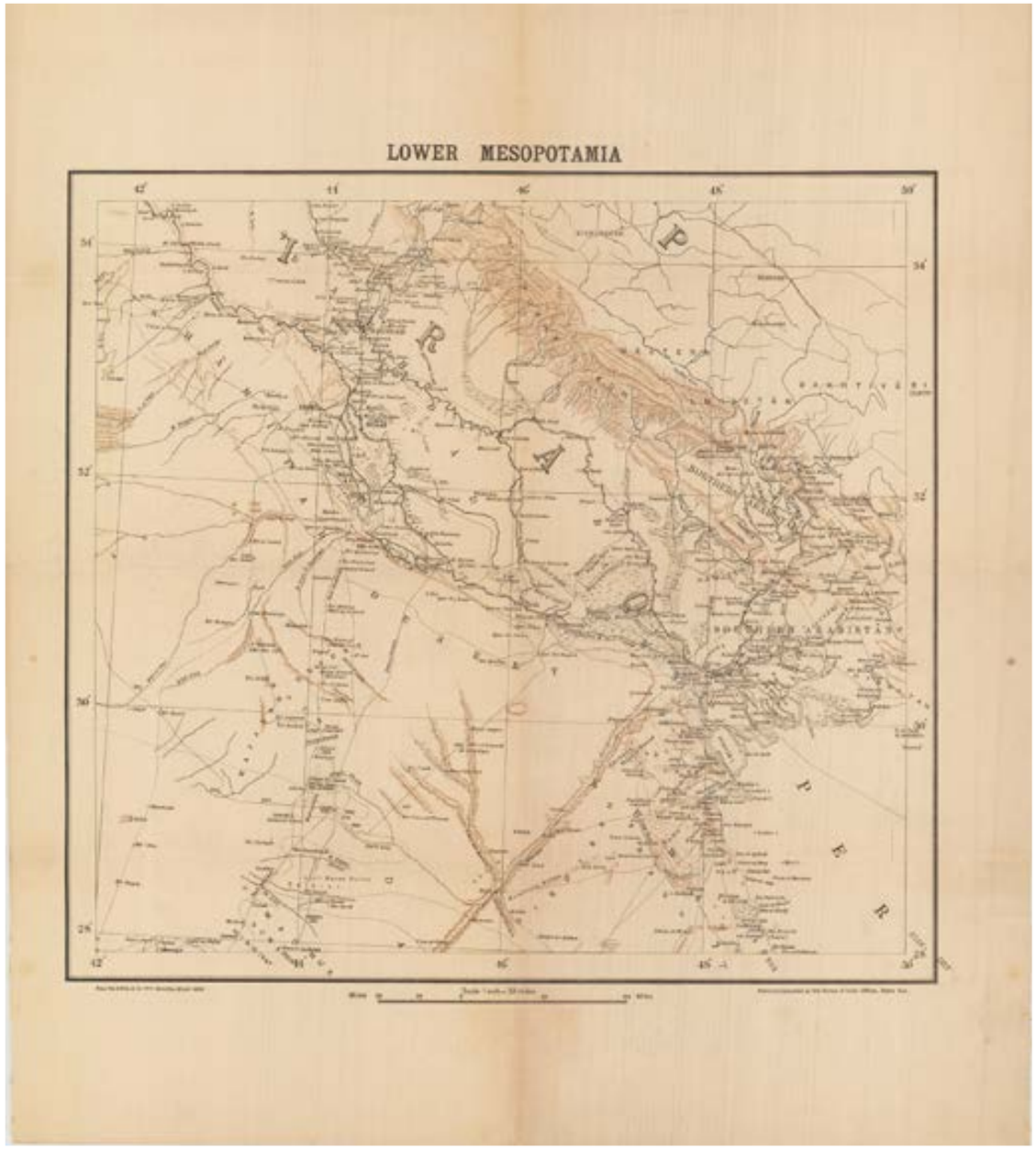
Importantly, while these surveys were conducted for their stated purposes, they all had a dual role. The surveyors were all spies, under instructions to make observations on the land, the local people and the political and military situation, before presenting their findings to officials in both London and Calcutta. By the late 19th Century, Britain had a stellar knowledge of the region that was, in some respects, more comprehensive than that possessed by the Sublime Porte! British merchants in Basra and Baghdad also played a key role in the economy of the country.

To assert its control of the head of the Persian Gulf, in 1899 Britain recognized Kuwait as separate state from the Ottoman Empire. In 1914, Kuwait became a British protectorate, in a manner like the Trucial States.

Around the turn of the century, geologists were reporting that the Persian Gulf region was likely home to vast petroleum reserves. Oil was not only the key fuel for the next stage in the West's industrial development, but if supplies enough to support the Royal Navy's fleets to transition from coal to petroleum, it promised to give Britain an indomitable military edge.
With the signing of the Anglo-Russian Convention of 1907, whereupon Britain and Russia ended 'The Great Game', their decades-long cold war, Britain gained suzerainty over southern Persia.

In 1908, oil was discovered in Persia at Masjed Suleyman, in the Khuzestan region of southwestern Persia (labelled as 'Masjid Suliman' on the middle of the of the far-left side of the present map), and the British founded the Anglo-Persian Oil Company (APOC) to guard and exploit these discoveries (APOC was the precursor of today's British Petroleum).

The British then turned their sights to Mesopotamia, which geologists believed contained massive petroleum deposits, in both the north (the Mosul and Kirkuk region), as well the far south of the country, near Basra (adjacent to Khuzestan). This sparked a massive surge in British interest in Mesopotamia, including a diverse array of megaprojects from irrigation schemes, to shipping lines, to mercantile enterprise and



military reconnaissance missions. In a familiar refrain, all these endeavours were also espionage missions, with detailed intelligence being reported in a steady stream to Whitehall.

Enter Germany, which likewise possessed extensive interests in Mesopotamia. Since the late 1880s, it had worked to gradually displace Britain and France as the major foreign financial and military player at the Sublime Porte. Deutsche Bank, Kaiser Wilhelm II's preferred financial vehicle, assumed control of the Orient Express (the famed rail route that connected Constantinople to the heart to Europe) and the Anatolian Railway, the uncompleted line that was to run across Turkey. In 1903, the Germans agreed to expand the Anatolian route through to Baghdad (and perhaps even Basra), creating the Baghdad Railway (German: Bagdadbahn), the envisaged Berlin-Baghdad Express. This line, if ever completed, would pose a terrifying threat to British interests in the Persian Gulf, especially the petroleum industry.

In 1912, the British backed the formation of the Turkish Oil Company to search for petroleum in Mesopotamia. This international affair curiously not only included British investors, but in an example of 'keeping your enemies closer', had Deutsche Bank as a major stakeholder, while the firm was headed by the brilliant Armenian tycoon and art collector Calouste Gulbenkian. Ironically, despite its name, the company did not feature the involvement of the Sublime Porte. While the venture showed enormous promise, the advent of the World War I ensured that any projects could not be realized for some years.

The outbreak of the Great War seemed to catch everyone in the Middle East a bit by surprise. However, the British, fearing for its interests in the Persian Gulf, had the Indian Army move quickly to invade Mesopotamia. In what became known as the Mesopotamian Campaign, the Indian Army arrived on scene in November 1914 and easily took Basra and most of the surrounding vilayet.

Importantly, during World War I both sides placed an incredibly high priority on obtaining geographic intelligence, especially in the Turkish-Middle Eastern theatres, where the topography was not so well known. The creation and acquisition of maps sufficiently accurate and detailed to aid military movement was often not only a supporting, but rather a decisive, factor upon tactical operations in theatres such as Gallipoli, the Sinai and Mesopotamia. The present map is one of the most consequential examples of the transference of geographic intelligence between sides during the conflict.

In 1915, the British gradually advanced up the Tigris and Euphrates valleys, scoring victory after victory against the Ottomans. However, they grew overconfident and overextended their lines. Meanwhile, the Ottomans received major reinforcements from Turkey (carried by the partially-completed Bagdadbahn, which could transport troops from Constantinople to Baghdad in only 21 days), while the Germans provided massive assistance in the form of sophisticated artillery and airplanes. Moreover, they dispatched Field Marshal Colmar Freiherr von der Goltz, better known as 'Goltz Pasha', the famed Prussian strategist and long-time military advisor to the Sublime Porte, , to oversee the Central Powers' efforts.

The British rashly attempted to take Baghdad but were defeated by the reinvigorated Ottoman-German forces at the Battle of Ctesiphon (November 22-25, 1915), only 35 miles south of the city. The main British force under Major-General Charles Townshend was then driven south to the strategically important (yet vulnerable) town of Kut-al-Amara, located on a bend in the Tigris, about 160 miles south-east of Baghdad (in upper centre of the map). The town was encircled by Goltz Pasha and the Ottomans, commencing the Siege of Kut (December 7, 1915 to April 29, 1916). After almost five months, the starving British garrison surrendered to the Ottomans. In what was one of the greatest Allied defeats of the war, only 13,164 of the original 45,000 British imperial troops had survived the siege (while most of these men subsequently died during the POWs' 'death march' to Anatolia). This was not only a devastating blow to British pride and morale, but for a while it threatened to cause the many of the hundreds of millions of Muslims living in the British Empire to question their loyalty to the seemingly flagging Allied case.

Later in 1916, the British were determined to recover and avenge their defeat, sending massive reinforcements to Mesopotamia commanded by a vigorous new leader, Lieutenant-General Sir Stanley Maude. Meanwhile, the death of Goltz Pasha, due to cholera, on April 19, 1916, was a great blow to the Ottoman-German effort.

Beginning in December 1916, Maude's force methodically made its way up the Tigris and Euphrates. The British spooked the Ottomans into retreating, abandoning Baghdad to Maude on December 11, 1917. Henceforth, the British continued their conquest northward, albeit slowly. While World War I in the Ottoman lands ended upon the Armistice of Mudros (October 30, 1918), in contravention of the agreement, British forces continued to move north, taking Mosul on November 14, 1918 (so giving British control of the most promising potential petroleum region!).

The Treaty of Versailles (1919) hailed the dissolution of the Ottoman Empire and made Iraq into British-controlled mandate (essentially a protectorate). The Turkish Petroleum Company ramped up its exploration ventures, discovering the massive Kirkuk fields in 1927. Renamed the Iraq Petroleum Company in 1929, the firm went on to discover many new oil fields, including in the Basra region, located on the present map. While Iraq technically became independent in 1932, Britain continued to dominate its politics and oil production until the July 14 Revolution of 1958 brought in a nationalist republican regime opposed to Western hegemony.

References: (re: map inside report:) British Library: IOR/L/MIL/17/15/87; cf. (re: another edition:) University of Glasgow: Maps D19:7 101; OCLC: 62731182.

950 EUR

13. World War I Mesopotamian Campaign

GEORGE NEWNES, LIMITED.
The "Strand" Coloured Detail Map of Mesopotamia.
[London:] George Newnes, Ltd., [1915].

Colour print on ephemeral newsprint like paper, printed covers / advertisements to verso, contemporary owner's mss. inscription to front cover of "M.S. 23-9-16" and some contemporary neat mss. markings to map (Very Good, overall clean and bright, very light wear along original folds and slight marginal creasing), 50 x 62 cm (19.5 x 24.5 inches).

A very rare, ephemeral pictorial map showcasing much of Iraq, Kuwait, and southwestern Iran in vivid colours, with engaging vignettes on culture, archeology, military affairs and the oil industry, published in London by the popular printing house of George Newnes Ltd. to inform the public during the height of World War I's Mesopotamian Campaign, when the British Empire launched a full-scale invasion of Ottoman Iraq.

The present pictorial map showcases central and southern Iraq, Kuwait and southwestern Persia and was created in order to inform the general public on the theatre of World War I's Mesopotamia Campaign, whereby British Imperial forces launched a full-scale invasion of Ottoman Iraq. The map was drafted with great skill by Byron Studios, a leading commercial art house, and was printed by George Newnes, Ltd., a publisher of top-selling popular magazines. It is certainly the most engaging work of its kind of the region we have ever encountered.

The map embraces all of Iraq from Baghdad south, as well as Kuwait (then a British protectorate) and the Khuzestan Province of southwestern Persia (then home to the first petroleum industry in the Middle East, controlled by official British interests). The region's varied landscape is captured by the vivid draftsmanship, showing the lush, green lowlands of Mesopotamia, in between the dry mountains and deserts of Persia and Arabia, to either side.

Cities, towns and major sites are portrayed pictographically, with the 'References' in the lower left, explaining the symbols for Telegraph Lines (and offices), as well as translating the Arabic terms: Imam (shrine); Jebel (mountain), Shatt (river), Khor (marshes or sea inlets), Pul (bridge); Bir (well), and Kasr (fort).

As the region is one of the most culturally ancient and archeologically rich places



THE "STRAND" COLOURED DETAIL MAP OF MESOPOTAMIA.



IMMEDIATELY on the declaration of war by Turkey a British Force set out for the Persian Gulf, with the idea of keeping the trade routes to India intact.

Basra was captured in April 1915, and from there the force pressed on toward Baghdad, and after occupying Kurna and Nasiriyeh, reached Kut-el-Amara on September 28th. This was captured after a stiff fight and the force proceeded onwards steadily, finally reaching, and carrying by assault on November 22nd the village of Ctesiphon, only 18 miles from Baghdad.

The Turks having received considerable reinforcements, however, the British Force had to retire to Kut-el-Amara, which they reached on December 6th, and where they have since been besieged.

Relief columns have since fought their way up to Sheikh-Saad, only a few miles from Kut, where they are held up by floods. It should only be a short time before the relief (which has been largely assisted by the striking Russian victory at Erzerum) should be effected and Baghdad itself invested and captured.

Designed by the Byron Studios.

Printed by L. Upcott Gill & Son, Ltd.

on earth, as well as a global focus of political-economic interest, places throughout the map are described by numerous short notes. For instance, 'Koweit – British Naval Station'; the featuring of an overview of the petroleum industry in southwestern Persia, 'Abadan – Anglo Persian Oil Co's Depot' and the 'Oil pipe line' leading from the 'Oil Fields – the Property of the British Admiralty'; 'Baghdad – population 180,000, founded 763, Capital of the Saracen Empire till 13th Century'; the 'Ruins of the Tower of Babel' near Hindie; 'Ruins of Babylon' near Hillah; the 'Pilgrim Route Mecca', leading through the desert south from Najaf; 'Stone dam 815 ft. long, 30 ft, high, first part of the great irrigation scheme constructed bs Sir William Willcocks', plus, many more.

The present map was issued in early 1916, when the British forces, having made stellar progress in taking southern Iraq, failed to take Baghdad, and then found their main advance army surrounded by the enemy at the Siege of Al Kut (December 7, 1915, to April 29, 1916). While the narrative in the in upper right corner strikes an optimistic note, declaring that "it should only be a short time before the relief… should be effected and Baghdad itself should be invested and captured", in reality the British would face a long and winding road to victory. The British forces at Al Kut were eventually forced to surrender, marking one of the worst military defeats in modern British imperial history. While the British would eventually take Baghdad (in March 1917) this was accomplished only after much hard fighting.

The Mesopotamian Campaign was of great interest to the British public, who thirsted for knowledge of the distant and mysterious region which was hitherto known to them only by its appearance in the Bible or in the odd newspaper article. The present map was commissioned by George Newnes, Ltd to show the campaign theatre in an engaging, and broadly accurate, fashion. It was, as the advertisement on the verso reads 'On Sale Everywhere' (mainly on newsstands) and was separately used for a price of 6 pence (7 pence with postage mailed directly from the publisher). The map was linked to the Newnes's leading monthly magazine, The Strand, and was part of series of maps of the various WWI theatres, including The "Strand" Colored Detailed Maps… of Europe; the Balkan States; and the Dardanelles (the Gallipoli Campaign).

A Note on Rarity

The present map is very rare, which is not surprising as the survival rate of such fragile maps sold on newsstands is very low.

We can trace 5 institutional examples, held by the British Library (2 examples); Oxford University - Bodleian Library; National Library of Scotland; and the Royal Danish Library (Copenhagen). We are not aware of any sales records.

Espionage, Oil, War and the Contest for Mesopotamia

Mesopotamia, today known as Iraq, was the cradle of civilization in the Middle East and Europe, having over the millennia formed a key part of many empires. Since 1534, the region fell to Suleiman the Magnificent's armies, becoming part of the Ottoman Empire. It was duly divided into the three vilayets (provinces) of Basra, Baghdad and Mosul. Mesopotamia was perhaps the most ethnically and religiously diverse part of the Middle East and Ottoman rule over the country was generally weak, with practical power invested in local leaders.

In the wake of the Napoleonic Wars, Britain aimed to expand its empire in India and to gain total dominance over the Indian Ocean. The Persian Gulf was viewed by Whitehall as vital to its strategic interests and, beginning in 1820, Britain began signing protectorate treaties with the Arab Gulf States, hitherto known as the 'Trucial States', which progressively allowed the Royal Navy to make the Gulf into a 'British lake'.

Beyond its proximity the Gulf, Mesopotamia held a special place in the British mind. Those intellectually inclined were enthralled by the possibility of uncovering the archaeological wonders of the region, while figures of a more business-like disposition saw Mesopotamia as providing the key part of an overland route from Europe to India.

Beginning in 1826, members of the British Indian Navy, with the Sublime Porte's reluctant permission (Britain was a key ally of Constantinople, albeit a meddlesome and exploitative one), commenced charting the notoriously treacherous Euphrates and Tigris Rivers in search of routes for steamships that would account for a critical stretch of the overland route.
Beginning in the 1850s, British Indian engineers commenced topographical surveys of the lowlands near the rivers, while also conducting rudimentary archaeological surveys. In the 1860s, the British proceeded to make surveys and set up telegraph lines in Mesopotamia, as part of an eventual rapid communications system connecting India with Berlin and London (via Persia and Russia).

Importantly, while these surveys were conducted for their stated purposes, they all had a dual role. The surveyors were all spies, under instructions to make observations on the land, the local people and the political and military situation, before presenting their findings to officials in both London and Calcutta. By the late 19th Century, Britain had a stellar knowledge of the region that was, in some respects, more comprehensive than that possessed by the Sublime Porte! British merchants in Basra and Baghdad also played a key role in the economy of the country.

To assert its control of the head of the Persian Gulf, in 1899 Britain recognized Kuwait as separate state from the Ottoman Empire. In 1914, Kuwait became a British protectorate, in a manner like the Trucial States.

Around the turn of the century, geologists were reporting that the Persian Gulf region was likely home to vast petroleum reserves. Oil was not only the key fuel for the next stage in the West's industrial development, but if supplies enough to support the

Royal Navy's fleets to transition from coal to petroleum, it promised to give Britain an indomitable military edge.
With the signing of the Anglo-Russian Convention of 1907, whereupon Britain and Russia ended 'The Great Game', their decades-long cold war, Britain gained suzerainty over southern Persia.

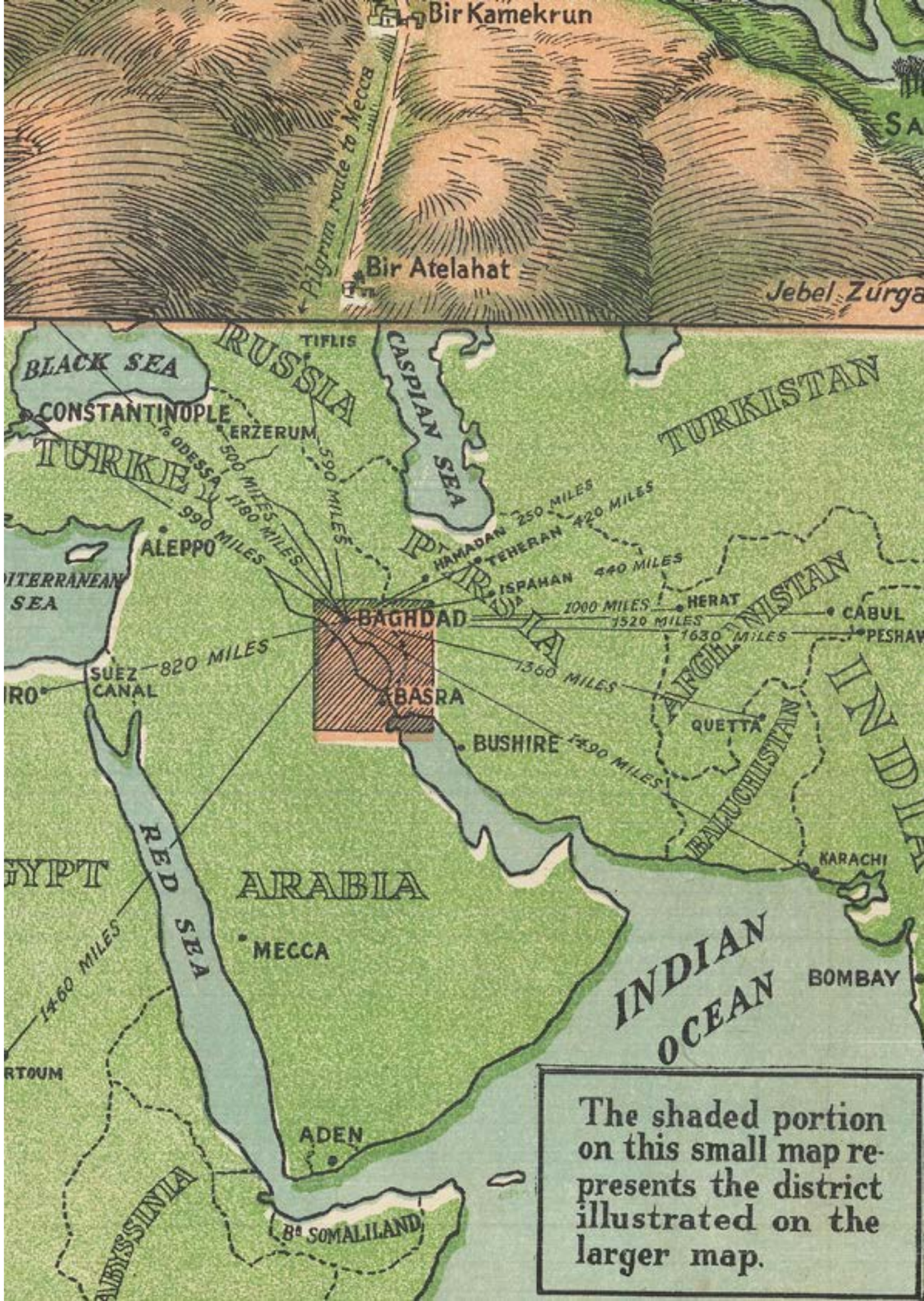
In 1908, oil was discovered in Persia at Masjed Suleyman, in the Khuzestan region of southwestern Persia (labelled as 'Masjid Suliman' on the middle of the of the far-left side of the present map), and the British founded the Anglo-Persian Oil Company (APOC) to guard and exploit these discoveries (APOC was the precursor of today's British Petroleum).

The British then turned their sights to Mesopotamia, which geologists believed contained massive petroleum deposits, in both the north (the Mosul and Kirkuk region), as well the far south of the country, near Basra (adjacent to Khuzestan). This sparked a massive surge in British interest in Mesopotamia, including a diverse array of megaprojects from irrigation schemes, to shipping lines, to mercantile enterprise and military reconnaissance missions. In a familiar refrain, all these endeavours were also espionage missions, with detailed intelligence being reported in a steady stream to Whitehall.

Enter Germany, which likewise possessed extensive interests in Mesopotamia. Since the late 1880s, it had worked to gradually displace Britain and France as the major foreign financial and military player at the Sublime Porte. Deutsche Bank, Kaiser Wilhelm II's preferred financial vehicle, assumed control of the Orient Express (the famed rail route that connected Constantinople to the heart to Europe) and the Anatolian Railway, the uncompleted line that was to run across Turkey. In 1903, the Germans agreed to expand the Anatolian route through to Baghdad (and perhaps even Basra), creating the Baghdad Railway (German: Bagdadbahn), the envisaged Berlin-Baghdad Express. This line, if ever completed, would pose a terrifying threat to British interests in the Persian Gulf, especially the petroleum industry.

In 1912, the British backed the formation of the Turkish Oil Company to search for petroleum in Mesopotamia. This international affair curiously not only included British investors, but in an example of 'keeping your enemies closer', had Deutsche Bank as a major stakeholder, while the firm was headed by the brilliant Armenian tycoon and art collector Calouste Gulbenkian. Ironically, despite its name, the company did not feature the involvement of the Sublime Porte. While the venture showed enormous promise, the advent of the World War I ensured that any projects could not be realized for some years.

The outbreak of the Great War seemed to catch everyone in the Middle East a bit by surprise. However, the British, fearing for its interests in the Persian Gulf, had the Indian Army move quickly to invade Mesopotamia. In what became known as the Mesopotamian Campaign, the Indian Army arrived on scene in November 1914 and easily took Basra and most of the surrounding vilayet.



Importantly, during World War I both sides placed an incredibly high priority on obtaining geographic intelligence, especially in the Turkish-Middle Eastern theatres, where the topography was not so well known. The creation and acquisition of maps sufficiently accurate and detailed to aid military movement was often not only a supporting, but rather a decisive, factor upon tactical operations in theatres such as Gallipoli, the Sinai and Mesopotamia. The present map is one of the most consequential examples of the transference of geographic intelligence between sides during the conflict.

In 1915, the British gradually advanced up the Tigris and Euphrates valleys, scoring victory after victory against the Ottomans. However, they grew overconfident and overextended their lines. Meanwhile, the Ottomans received major reinforcements from Turkey (carried by the partially-completed Bagdadbahn, which could transport troops from Constantinople to Baghdad in only 21 days), while the Germans provided massive assistance in the form of sophisticated artillery and airplanes. Moreover, they dispatched Field Marshal Colmar Freiherr von der Goltz, better known as 'Goltz Pasha', the famed Prussian strategist and long-time military advisor to the Sublime Porte, to oversee the Central Powers' efforts.

The British rashly attempted to take Baghdad but were defeated by the reinvigorated Ottoman-German forces at the Battle of Ctesiphon (November 22-25, 1915), only 35 miles south of the city. The main British force under Major-General Charles Townshend was then driven south to the strategically important (yet vulnerable) town of Kut-al-Amara, located on a bend in the Tigris, about 160 miles south-east of Baghdad (in upper centre of the map). The town was encircled by Goltz Pasha and the Ottomans, commencing the Siege of Kut (December 7, 1915 to April 29, 1916). After almost five months, the starving British garrison surrendered to the Ottomans. In what was one of the greatest Allied defeats of the war, only 13,164 of the original 45,000 British imperial troops had survived the siege (while most of these men subsequently died during the POWs' 'death march' to Anatolia). This was not only a devastating blow to British pride and morale, but for a while it threatened to cause the many of the hundreds of millions of Muslims living in the British Empire to question their loyalty to the seemingly flagging Allied case.

Later in 1916, the British were determined to recover and avenge their defeat, sending massive reinforcements to Mesopotamia commanded by a vigorous new leader, Lieutenant-General Sir Stanley Maude. Meanwhile, the death of Goltz Pasha, due to cholera, on April 19, 1916, was a great blow to the Ottoman-German effort.

Beginning in December 1916, Maude's force methodically made its way up the Tigris and Euphrates. The British spooked the Ottomans into retreating, abandoning Baghdad to Maude on December 11, 1917. Henceforth, the British continued their conquest northward, albeit slowly. While World War I in the Ottoman lands ended upon the Armistice of Mudros (October 30, 1918), in contravention of the agreement, British forces continued to move north, taking Mosul on November 14, 1918 (so giving British control of the most promising potential petroleum region!).

The Treaty of Versailles (1919) hailed the dissolution of the Ottoman Empire and made Iraq into British-controlled mandate (essentially a protectorate). The Turkish Petroleum Company ramped up its exploration ventures, discovering the massive Kirkuk fields in 1927. Renamed the Iraq Petroleum Company in 1929, the firm went on to discover many new oil fields, including in the Basra region, located on the present map. While Iraq technically became independent in 1932, Britain continued to dominate its politics and oil production until the July 14 Revolution of 1958 brought in a nationalist republican regime opposed to Western hegemony.

References: British Library (2 examples): Cartographic Items Maps 48495.(19.) and Cartographic Items Maps 48495.(20.); Oxford University: Bodleian Library: D19:8 (3); National Library of Scotland: Map.s.36.10; Royal Danish Library (Copenhagen): UB1 Gl. Samling, Til hjemlån (skal bestilles) As. 12550 8°; OCLC: 465804601, 556590225, 863254223.

680 EUR

14. China – Hankow / Hankou (Wuhan) Urbanism / Foreign Treaty Ports

R.N. HEWITT, CIVIL ENGINEERS & ARCHITECT.
Foreign Settlement, Hankow, China.
Hankow: R.N. Hewitt, Civil Engineers & Architect, [1927 - 1929].

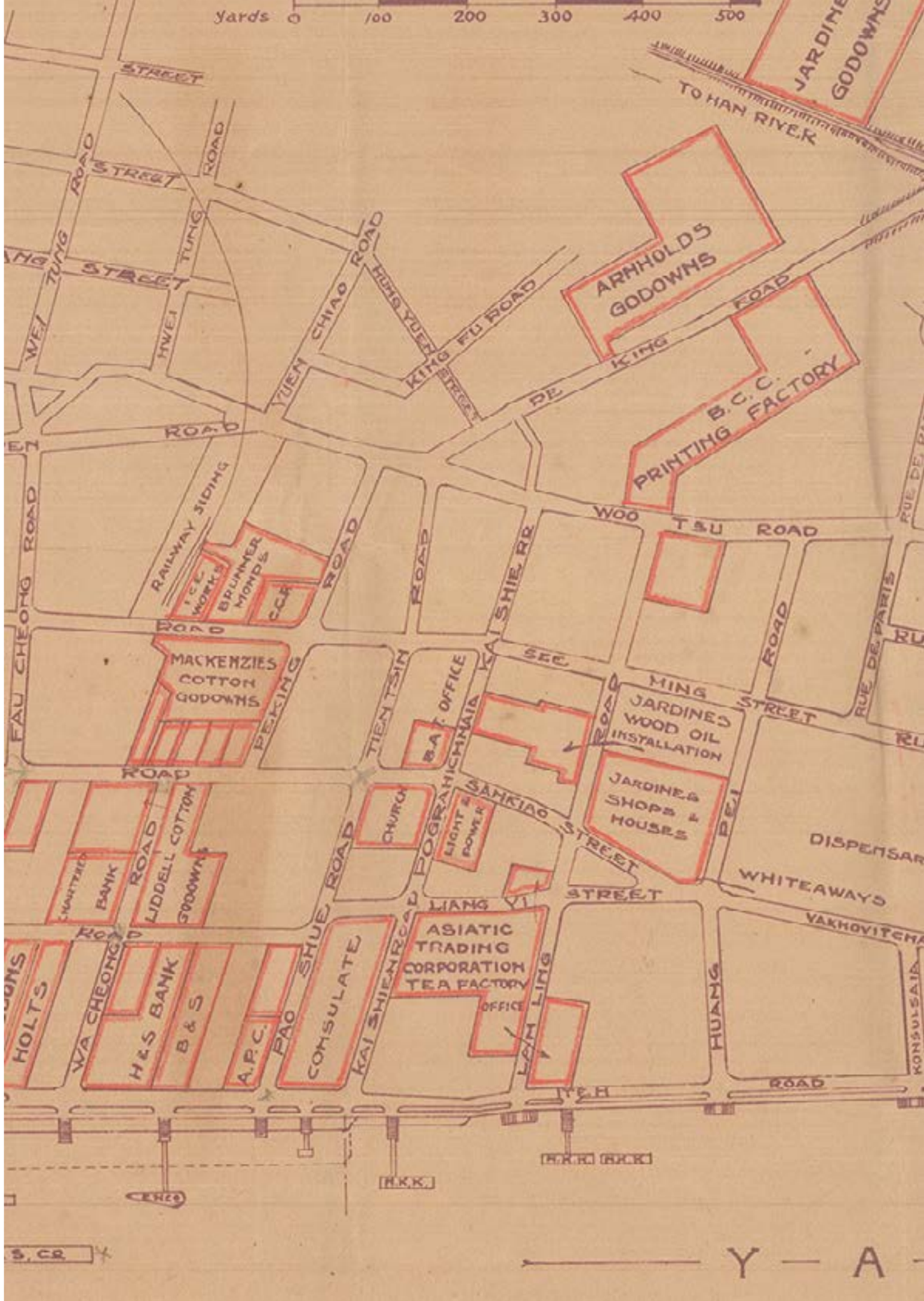
Whiteprint, with some details outlined in original pink crayon (Very Good, overall clean and bright, small light stain on left-hand side, old folds, just a 3 cm tear entering neatline in lower left corner repaired from verso), 33 x 66 cm (13 x 26 inches).

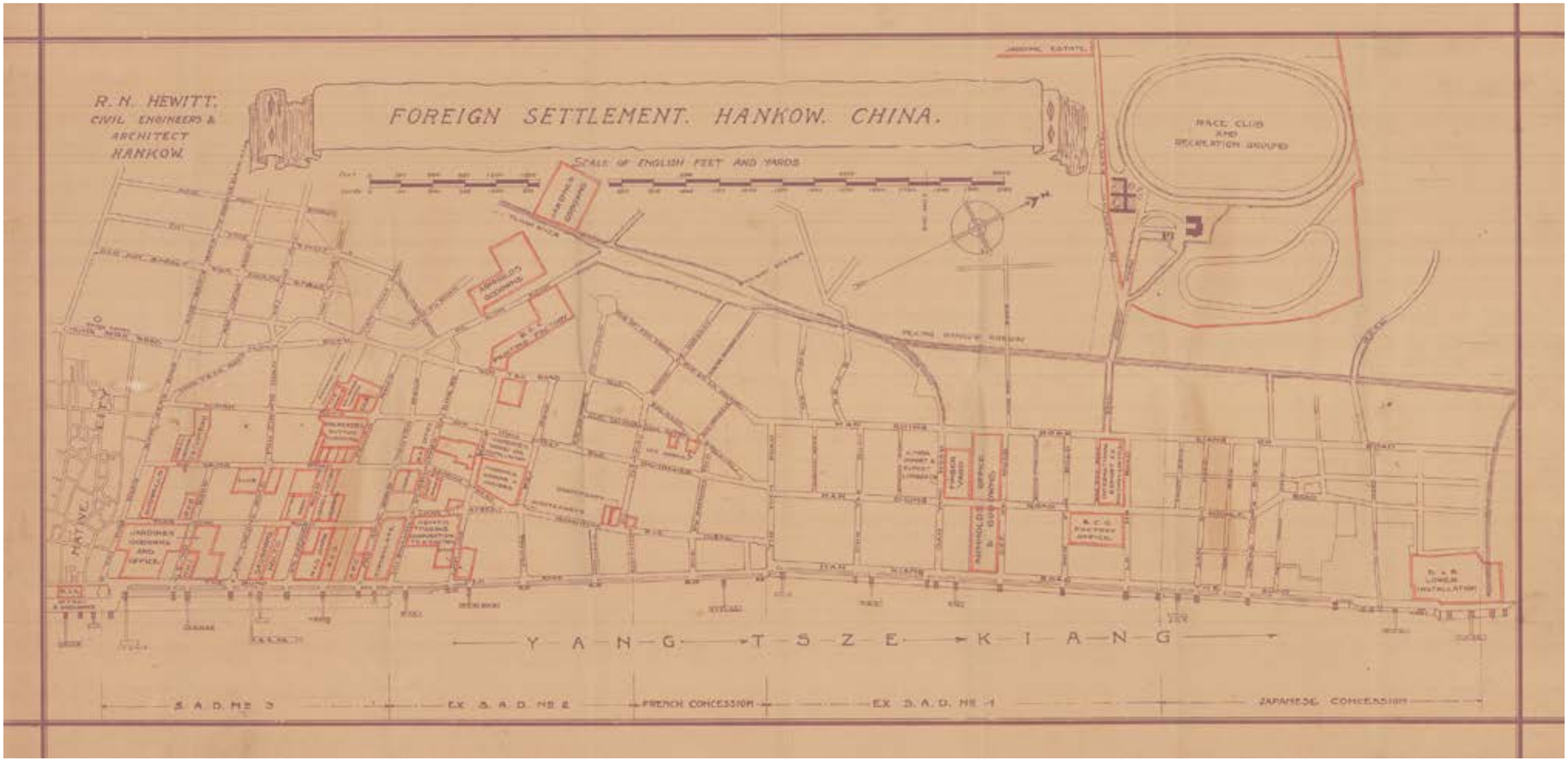
A seemingly unrecorded whiteprint map of the 'Foreign Settlements' of Hankow (today part of Wuhan), which was long the industrial and logistics hub of inland China and a major focus of Western investment; created towards the end of the 'Roaring Twenties' by the prominent local architect and engineer R.N. Hewitt likely for the private use of a major British commercial or diplomatic concern; one of the only surviving detailed maps of a district that played an outsized role in the modern history of China, a valuable and authentic artefact worthy of further academic study.

Hankow (also Hankou, now part of Wuhan) was from the 1860s to the 1930s the industrial and logistical hub of the interior of China, often compared to the role Chicago occupied in the United States. Located in Hebei Province, it was on the banks of the mighty, navigable Yangtze River, just below its junction with the Han River, and it first became a major trading hub at the beginning of the 18th century.

In the wake of the Second Opium War (1856-60), the Convention of Peking permitted European powers to set up concessions, or commercial bases, throughout China where they could carry out trade with low or no taxes or duties, with their citizens enjoying extra-territorial rights. Given China's resources and its large internal market, the business potential of the country was (as it is today) unlimited. While most of these so-called 'treaty ports' were established along or near the coasts (ex. Shanghai), the creation of a concession in Hankow became one of Britain's top priorities in China.

In 1862, Britain set up a consulate and established a 115-acre concession in Hankow. The greatest trading firms of Hong Kong and India flooded into the city, making swift and large profits from the vibrant Yangtze economy. Britain was later joined by the other main powers who established their concessions adjacent to the British zone, forming the 'Foreign




R. N. HEWITT.
CIVIL ENGINEERS &
ARCHITECT
HANKOW.
FOREIGN SETTLEMENT. HANKOW. CHINA.
SCALE OF ENGLISH FEET AND YARDS
RACE CLUB
AND
RECREATION GROUND
NATIVE CITY
Y A N G T S Z E K I A N G
S. A. D. No 3
EX S. A. D. No 2
FRENCH CONCESSION
EX S. A. D. No 1
JAPANESE CONCESSION

Settlement', including France, in 1886 (on a lot of 60 acres); Russia, also in 1886 (24 acres); Germany, in 1895 (40 acres); and Japan, in 1898 (32 acres).

Amazingly, even though China was often rocked by extreme political instability, for years the foreign concessions managed to flourish. Until World War I, the various European concessions, while rivals, often worked together on lucrative business deals and fostered the capital investment that made the Hankow area into one of the most industrialized and prosperous regions of China. The small foreign communities created their own complete mini-societies in Hankow, with their own clubs, church groups, schools and stores, with lifestyles completely separate from the greater Chinese realm.

The Revolution of 1911, that brought an end to imperial rule in China, commenced in one of Hankow's two sister cities, Wuchang, just up and across the Yangtze (the third city was Hanyang, located just to the south of Hankow, across the Han River). The new Republican regime, while wanting to preserve economic relations with the foreign powers, was nevertheless eager to reassert China's sovereignty, even as the country splintered into factions, leading to a confusing series of rebellions and civil conflicts.

World War I hailed the beginning of the end of the foreign concessions in Hankow. The German Concession was seized by the Chinese authorities in March 1917, when China entered the conflict on the Entente side; the concession was then designated as the 'Special Administrative District No. 1', or 'S.A.D. No. 1'. The Russian concession was likewise taken over during the Russian Revolution, in November 1920, with the area formally coming under complete Chinese control 1924, pursuant to a Chinese-Soviet agreement (the former concession was then known for a time as the 'Special Administrative District No. 2', or 'S.A.D. No. 2').

In September 1926, one of the main Chinese factions, the Nationalists (Kuomintang), mounted the Northern Campaign in an attempt to reunite China. While they were not opposed to the continued Western presence in the country, they also wished to restore Chinese sovereignty, and they occupied all of Hankow in September 1926. The British Concession as abolished in January 3, 1927, but pursuant to the Chen-O'Malley Agreement (February 3, 1927) the British were to retain their property and commercial rights in the city. The former British zone was redesignated as the 'Special Administrative District No. 3' (or 'S.A.D. No. 3') and was to be governed by the 'Committee of Six' commissioners (3 being British, and 3 Chinese), with a Director, appointed by the Chinese Ministry of Foreign Affairs, representing the tie vote, essentially giving the Chinese a veto. During the same period, the Chinese authorities abolished the Special Administrative Districts Nos. 1 and 2, placing them fully under their civil authority. Yet, the Chinese had little interest in interfering with the British and foreign commercial activities, from which they earned a great deal of desperately need revenue. Only the French and Japanese Concessions still remained. The present map seems to have been made in the wake of the Chen-O'Malley Agreement.

In early 1929, the Chinese government dissolved the Special Administrative District No. 3 (the former British Concession) and brought the neighbourhood under direct and complete Chinese rule. Once again, however, the business interests of the Britain

No. 3 (the former British Concession) and brought the neighbourhood under direct and complete Chinese rule. Once again, however, the business interests of the Britain and the other foreign powers in the city were permitted to operate without interference, as they did before, for the Chinese did not want to lose the great investment and revenues they provided. In early 1931, Hankow had population of 804,000, with only 3,515 residents being foreigners (including 2,041 Japanese, 496 Britons, 292 Russians, 258 Americans, 207 Germans, 76 Italians and 52 French).

In the summer of 1931, Hankow and much of central and eastern China were hit by the catastrophic Yangtze-Huai River Floods. The high-water mark of the deluge occurred on August 19, when the Yangtze's level peaked at 53 feet above the average at Hankow. While this caused much destruction to the city, especially to the native Chinese quarters, many of the key buildings of the European and Japanese districts were saved (or salvaged from total destruction) due to the valiant efforts of the local authorities and businesses.

The Foreign Settlement at Hankow continued to thrive until the autumn of 1938, when the city fell to the Japanese Army, during the Sino-Japanese War (1937-45), which dovetailed into World War II. The British, French and American interests had to vacate Hankow, leaving most of their assets behind. While some efforts were made to rebuild the Western presence in Hankow in the wake of the conflict, the Communist takeover in 1949 hailed the end of the foreign presence in China, at least for the next four decades. Also, upon the taekover, the new regime amalgamated Hankow, Hanyang and Wuchang to form the mega-city of Wuhan.

The foreign presence in Wuhan was gradually revived following China's reformation under Deng Xiaopingm which commenced in 1979. Today, despite it being 'ground zero' for Coronavirus, Wuhan, with a population of 11 million, is one of the anchors of China's economy and the focus of billions of dollars of foreign investment.

The Present Map in Focus

The present 'whiteprint' map is a fascinated, highly detailed artefact from the twilight of the Foreign Settlement in Hankow. While undated, its details point to it having been drafted between early 1927 and the beginning of 1929. The 'give away' are the names used on the map to describe the former British Concession, which is here labelled as 'S.A.D. No. 3', a designation it held only between February 1927 and January 1929.

The was drafted by R.N. Hewitt, Civil Engineers & Architect, one of the city's most prominent British firms in the field. It was then common for engineers and architects to create maps by the whiteprint method (the opposite of blueprint), a medium that was affordable and easy to execute, but could only produce a small number of copies, usually for private, episodic use.

Along the Yangtze, is the great thoroughfare and quayside, 'The Bund', featuring many named piers owned by commercial shipping firms. The dashed lines coming up from the bottom of the map delimit the boundaries of the former British Concession (described here as 'S.A.D. No. 3') occupied the district between 'Yih Yuen Road' and 'Kieh Shien Road'. Also demarcated are the boundaries of the former Russian Concession (here the 'Ex-S.A.D. no. 2'), located immediately to the right of the British zone, featuring many Russian street names, while further on is the 'French Concession, with its Gallic-flavoured street names. Even further still is the former German Concession (here the 'Ex-S.A.D. no. 1'), while to its right is the 'Japanese Concession'.

Clearly, Hewitt's made the map to focus upon British business interests, as numerous stores. 'Godowns' (the Indian-East Asian term for warehouse) and offices are outlined and named, with the greatest concentration occurring in the former British zone. Most notable are the numerous properties owned by 'Jardines', referring to Jardine Mathieson & Co., a colossal Hong Kong-based trading, logistics and commodities empire founded in 1832 (which exists to the present day as multi-billion-dollar behemoth). Jardine Matheson was by far and away the largest Western commercial entity in China, and its dominance over Hankow is capped by the appearance of the massive 'Jardine Estate', labelled in the far upper right of the map.

Another major concern was 'Sassoons', referring to the trading company, E.D. Sassoon & Co. (founded 1867 by a Baghdadi Jewish family), one of the great movers of the British Empire in Asia. The properties labelled 'Anhold' refer to Arnhold & Co., originally established by German entrepreneurs in Canton in 1866, it became a British company during World War I, when it was taken over by the Sassoons. The properties labelled 'B.C.C.', refer to the premises of the British and Chinese Corporation, a major civil engineering and railway concern formed in 1898, as a joint investment of Jardines and the Shanghai Banking Corporation. Also notable are the establishments of the Liddell Brothers textile empire.

Other key features include the train 'Station', the British 'Consulate', the 'Light & Power' company, the 'Church', the 'Club', various banks, the tea factory, ice works, dispensary, timber yard, and the 'Race Course and Recreation Ground' which was the epicentre of ex-patriot life in Hankow.

Despite Hankow being one of the most important international commercial centres in China for three generations, surprisingly few good maps of the city survive, with only handful of maps showing Hankow's Foreign Settlement in detail existing in libraries or archives. This is likely due to the fact that most of the highly quality maps of the international districts were ephemeral works made for the private use of local commercial or administrative entities, often being manuscripts or made through improvised printing techniques (such as the present map); the survival rate of such works is incredible low.

The present map is seemingly unrecorded, which is perhaps not so surprising at it would have been issued by Hewitt in only a very small print run for 'inhouse use'. It provides a far more detailed rendering of the former British Concession than any other map of which we are aware, making it a valuable artefact of 'Roaring Twenties' Hankow, worthy of further academic study.

References: N / A – Seemingly Unrecorded. Cf. [Re: historical background:] Decennial Reports on the Trade Navigation Industries, Etc., of the Ports Open to Foreign Commerce in China and Corea, and on the Conditions and Development of the Treaty Port Provinces (1933), pp. 572-577.

1.600 EUR

15. ‘The Aramco Map’ - Saudi Arabia Oil Petrolium Map

Glen Francis BROWN (1911 - 2001) et al. / UNITED STATES GEOLOGICAL SURVEY OF THE KINGDOM OF SAUDI ARABIA.
Arabian Peninsula. Map I-270 B-1.
Washington, D.C.: The Survey (U.S. Geological Society), 1958.

Colour off-set print (Very Good, overall clean and bright, just some very light wear along old folds and some marginal creasing), 121 x 138 cm (47.5 x 54.5 inches).

This is one of the most important and influential oil maps ever produced, being the first accurate and comprehensive general oil / petroleum map of Saudi Arabia, with coverage of the entire Arabian Peninsula. It is the result of 14 years of effort by a partnership between the Saudi government, the U.S. Geological Survey (USGS) and Arab American Oil Company (Aramco). All the Arabian Peninsula’s topographical features are shown in detail, while the major oil fields of north-eastern and eastern Saudi Arabia (near the Arabian Gulf) are expressed in red, along with the routes of major oil pipelines and petroleum shipping terminals. Much of the information relating to the oil / petroleum industry appears here for the first time on a printed general map, with many of the fields having been lately discovered and the infrastructure recently built.

The first edition of ‘The Aramco Map’, perhaps the single most important and influential oil / petroleum map of Saudi Arabia, made by the United States Geological Survey for the Kingdom of Saudi Arabia and the Arab American Oil Company, under the direction of the eminent geologist Glen F. Brown.

While Saudi Arabia has long been the World’s greatest oil / petroleum producer, the development of its industry on a mass scale occurred long after the rise of the oil industry in Persia and Iraq. While geologists knew that Saudi Arabia possessed the right geological deposits that would yield oil, for years they were frustrated that a big oil strike had eluded them. The California-Arabian Standard Oil Company, formed in 1933, took the lead in oil exploration in Saudi Arabia. Finally, in 1938, geologists found a massive oil deposit near Dhahran, called Dammam No. 7, that immediately yielded 1,500 per diem, such that it fostered more intense oil exploration in the area. This reconnaissance bore fruit, such in 1944 that the California-Arabian Standard Oil Company was transformed into a grander venture, the Arab American Oil Company (Aramco).

American interests initially wholly owned Aramco; however, in 1950, King Abdulaziz demanded, and received, a 50% share in the enterprise that was to utterly transform his country and, indeed, the global economy at large. Aramco grew explosively due to continuous new discoveries and the fierce global thirst for oil during the post-WW2 economy. In 1951, Aramco discovered the Safinya Oil Field, the largest offshore field ever discovered. However, the greatest find was the Ghawar Field, near the city of Al-Hofuf, in eastern Saudi Arabia, discovered in 1957, being the largest oil field ever discovered before or since.

Enter Dr. Glen Francis Brown (1911 - 2001), an American who was one of the most talented and consequential geologists of the 20th Century. He first arrived in Saudi Arabia in early 1945, and greatly impressed King Abulaziz with his uncanny ability to find oil reserves. Brown went abroad for a time, but in 1950, the king personally requested that Brown return to Saudi Arabia to lead the oil search effort and to geologically map the country. Brown, working for a partnership of the Saudi government, the U.S. Geological Survey and Aramco, oversaw teams that made excellent surveys of the oil-producing parts of the country, which were drafted into exquisite regional geological-petroleum maps.

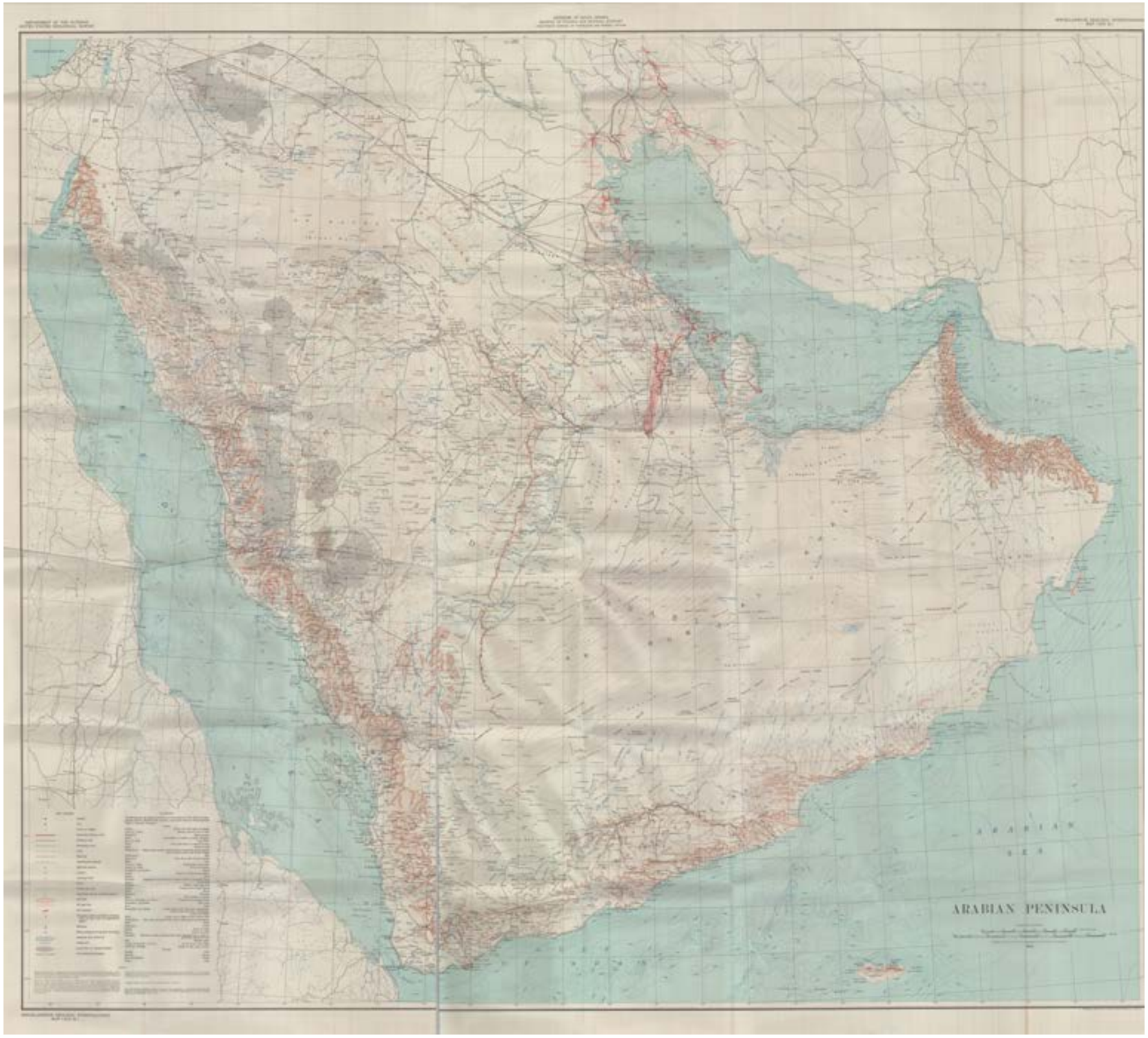
While the regional maps were useful in the field, for the longest time, there was no accurate general map of Saudi Arabia that would put all the new oil finds into their broader context. Both the Saudi government and Aramco ardently desired such a map, and in 1954, Brown was placed in charge of developing what would be an epic publication. Brown and his team carefully edited their own oil surveys and acquired the best sources from neighbouring countries to create this magnificent general map that embraces the entire Arabian Peninsula.

Brown’s final manuscript was sent to the USGS, which had the present first edition of the map published in 1958, in Washington, D.C. Examples of the map quickly found their pride of place on the walls of palaces and government offices, on corporate boardroom tables and in petroleum field stations, from Houston to Riyadh. The present map was at the centre of many strategic decisions that involved hundreds of billions of dollars, not to mention inestimable political capital. The map served as the gold standard and basis for all subsequent oil maps of Saudi Arabia, and a second, revised version was issued in 1963.

The Saudi Arabian government assumed full ownership of Aramco in 1980, and the company’s name was charged in 1988 to Saudi-Aramco. It is today considered by some estimates to be the world’s largest company, with over U.S. $300 Billion in annual revenue.

References: Jo Ann Heath (ed.), Bibliography of Reports Resulting from U.S. Geological Survey Participation in the United States Technical Assistance Program, 1940-65 (Washington, D.C., 1965), no. 601; James V. Parry, ‘Mapping Arabia’, Saudi Aramco World, 2004/1, p. 20ff.; OCLC 30099393.

2.800 EUR


ARABIAN PENINSULA

16. Genealogy Of The Arab Peoples
Cairo Imprint

محمد أمين بن السويدي (Muhammad Amin SUWAYDI, 1786 - 1831).
سبائك الذهب في معرفة قبائل العرب
[Sabā᾽ik al-dhahab fī ma‘rifat qabā᾽il al-‘Arab / The Book of Gold Bullion in the Knowledge of the Arab Tribes]
Egypt [Cairo]: المكتبة التجارية الكبرى [Great Commercial Library] [circa 1925].

4° (32.5 x 23.5 cm): 120 pp. photolithographed, in reverse collation, of which pp. 10 to 99 inclusive comprise a continuous genealogical tree; bound in contemporary debossed dark green calf boards with black sheepskin spine with lettering, heavily annotated in pink colour pencil and blue and pink ball pen, including on the endpapers (Good, sporadic cracks in the gutters, tiny tears in margins, leaves lightly loose, small scratches do the front endpapers, otherwise in a good condition).

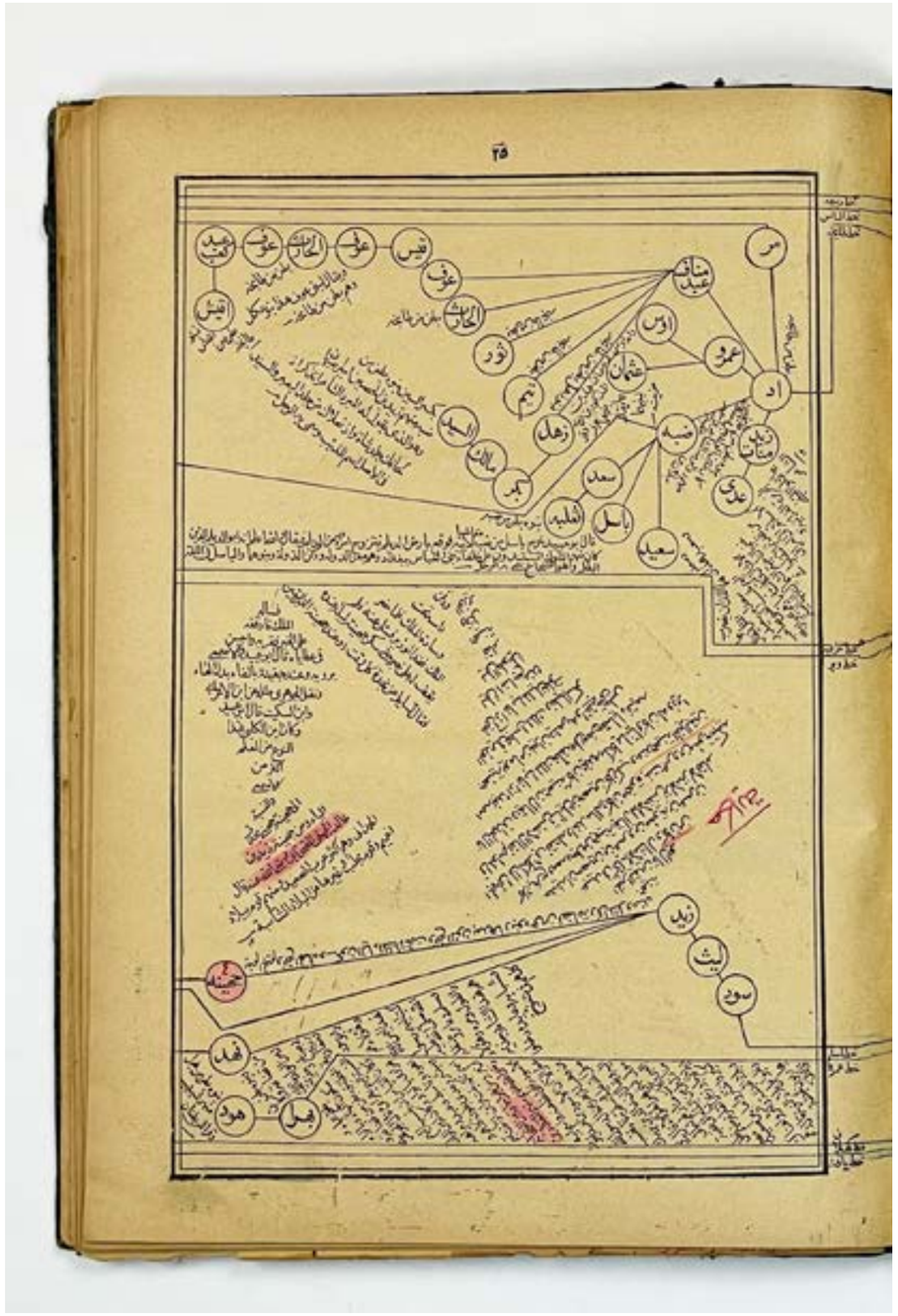
An very rare and important work of on the genealogy of the Arab tribes, as well as a sophisticated early work of lithography from the Arab World by Muhammad Amin Suwaydi', a revised and expanded interpretation of the legendary Medieval Egyptian scholar Ahmad ibn Ali Qalqashandi's 'Dictionary of the Arab Genealogy', featuring a 90 page-long genealogical chart; published in Cairo circa 1925.

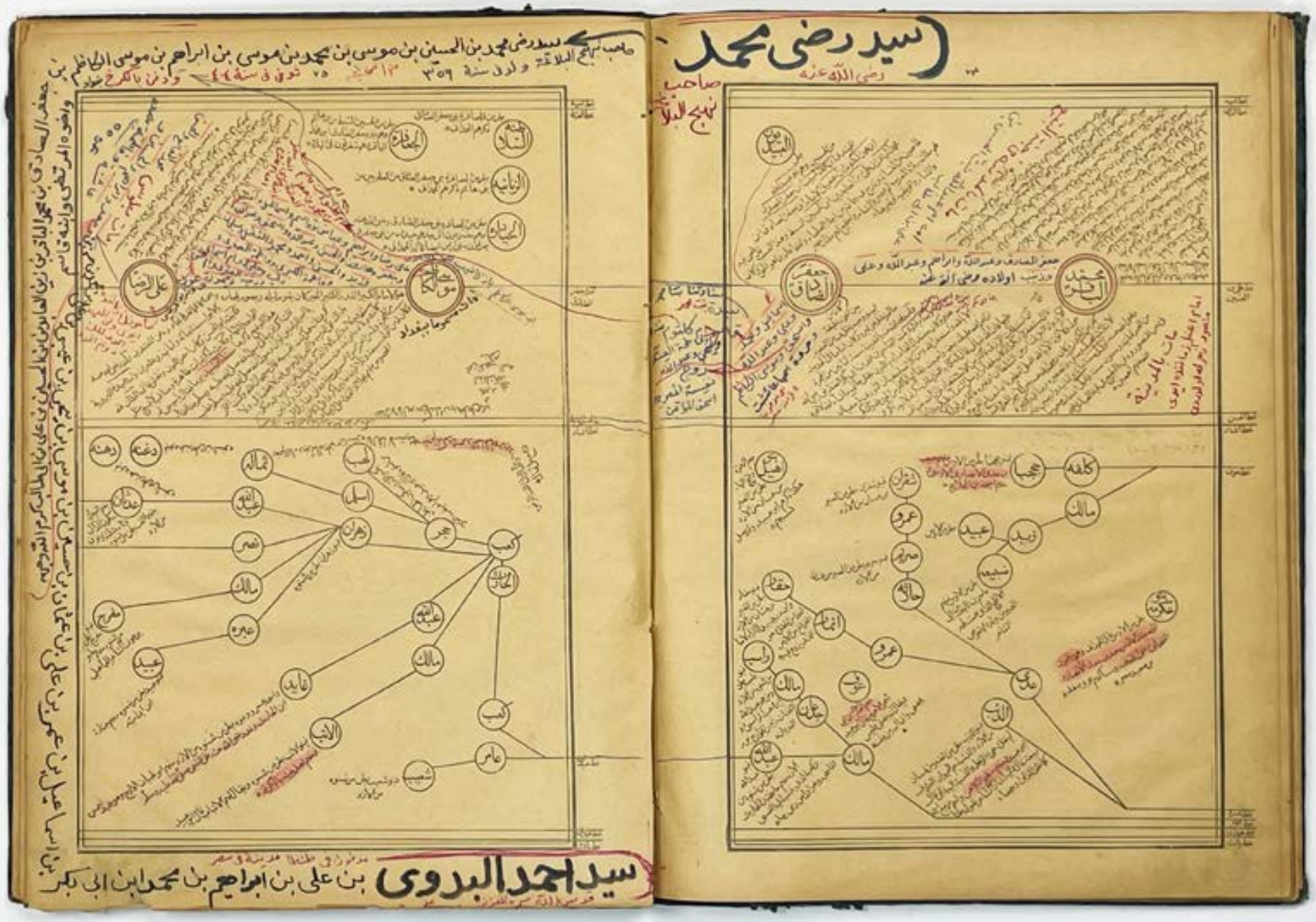
Richly annotated by a 20th century Arab scholar

This very rare work is an important treatise on the genealogy and classification of the Arab tribes written by Muhammad Amin Suwaydi, a prominent Iraqi theologian and historian. Published in Cairo around 1925, it features an elaborate, 90 page-long continuous genealogical table. Here Suwaydi revised and expanded upon the legendary Egyptian Medieval scholar Ahmad ibn Ali Qalqashandi's 'Dictionary of Arab Genealogy', one of the greatest theoretical works on the subject; notably Suwaydi continued the genealogical profile up to modern times.

Our example is richly annotated by a 20th century Arab scholar.

The present work seeks to trace the genealogy of the Arab peoples, and the branches of their tribes, from Biblical Times, up though the age of Mohammed, and then down to the modern era. It consists of an introductory text, followed by the grand genealogical




سید رضی محمد
صاحب نہج البلاغہ
سید احمد البدوی

table, and finally an alphabetical dictionary and analytical section.

Suwaydi is thought to have commenced preparation the work as early as 1814, although he did not complete the treatise until 1830 or 1831, shortly before his death. Highly regarded in its time, for some years a small number of manuscript copies circulated in Islamic academic circles. The first edition was issued in Baghdad in 1864. The second edition was published in Bombay in 1877 (and is likewise rare). Our version is probably the third edition, printed in circa 1925 in Cairo.

Muhammad Amin Suwaydi [also Suveydi or Suweidi, or Muhammad Amin al-Baghdadi] (1786 - 1831) was one of the early 19th Century Arab World's leading religious scholars and historians. Born in Baghdad, he was schooled by his father, a prominent local theologian. A pious man, he led a virtuous life and mentored many of Iraq's leading Islamic scholars. He also mounted spirited defences of several prominent Islamic figures whom he felt were unjustly attacked by their theological or political rivals.
The present *Sabā'ik al-dhahab fī ma'rifat qabā'il al-'Arab* was Suwaydi's most prominent work. Additionally, he wrote influential treatises on the analysis of the hadiths; Islamic mysticism; the history of science; as well as the proper timing of the Qibla. In addition to possessing an uncommonly brilliant analytical mind, he was a master of prose, as well as a virtuous poet. Sadly, he died in 1831 of the plague while visiting the Nejd.

Ahmad ibn Ali Qalqashandi (1355/6 - 1418) was one of the foremost scholars of Medieval Egypt. He was the Clerk of the Mamluk court in Cairo, and is best known for his magnum opus, the 'Ṣubḥ al-Aʿshá', a grand encyclopaedia. Another of his masterpieces was his نهاية الأرب في معرفة أنساب العرب [Dictionary of Arab Genealogy], which Suwaydi used as the inspiration for the present work.

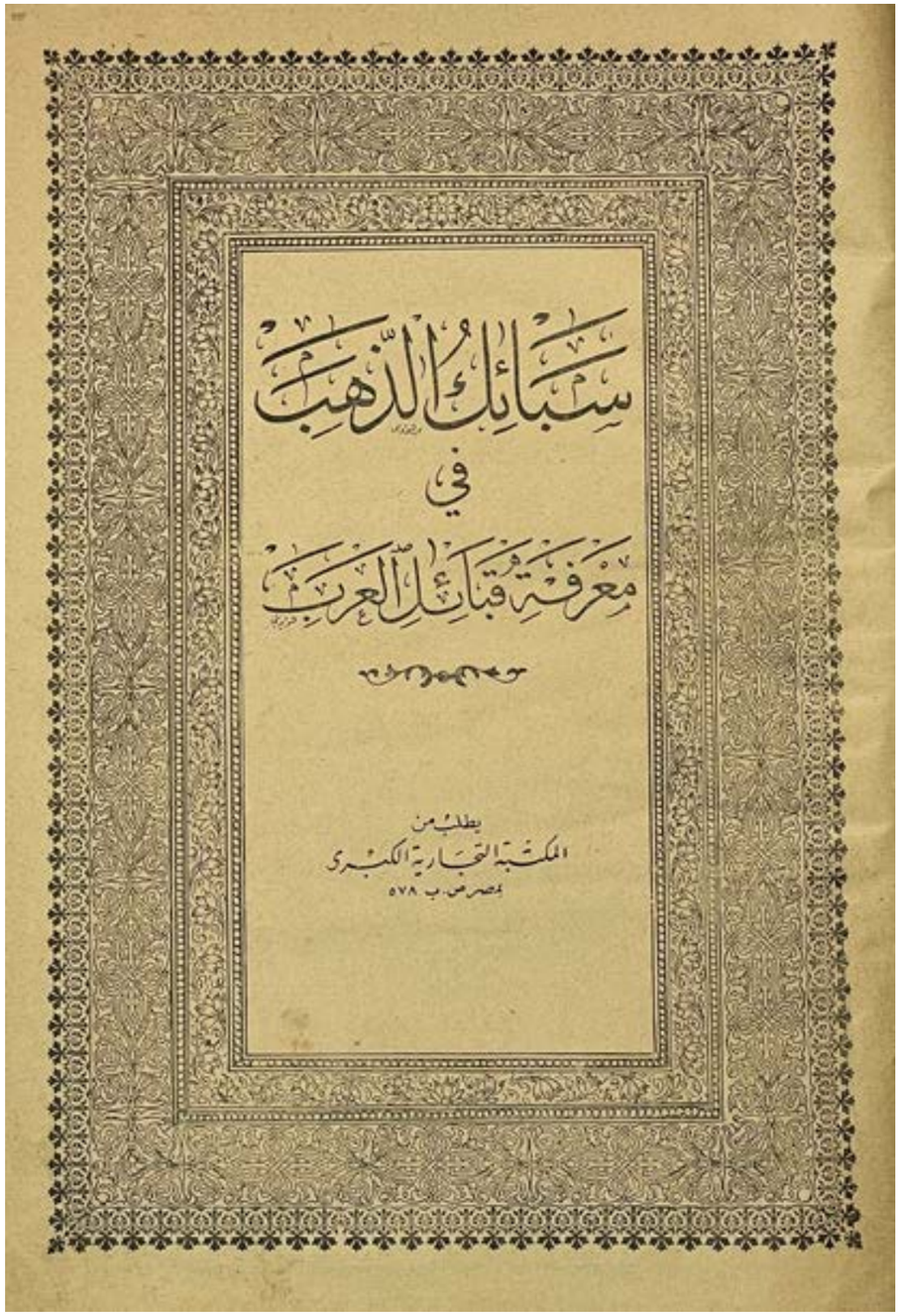
The present work is not dated, but can be by the quality of the binding, paper and especially endpapers set in the early 20th century. Libraries date, possibly falsely, the book in various decades up to 1950. Dr. Muhammad bin Abdulaziz Al-Faisal, the associate professor of literature and criticism at the College for Arabic Language at the Al-Imam University, in Baladiyah al-Shemal in northern Riyadh, Saudi Arabia, dates this book in 1925 in his interview for "Al-Riyadh" on September 2nd 2021 ("أدب الكاتب": زيارة إلى مكتبة. محمد الفيصل النواة الأولى لمكتبتي).

A Note on Rarity

The present work is very rare. Worldcat mixes various editions and eBooks, but we could trace circa 5 examples : Columbia University Library, Cornell University Library, Hamburg University Library, Niedersächsische Staats- und Universitätsbibliothek Göttingen and Eberhard Karls Universität Tübingen.

References: OCLC: 1103729998 (together with other editions and eBooks); İzzeddin ALEMÜDDIN, Ḫazâʾinü'l-kütübi'l-ʿArabiyye, MMİADm., VIII/8 (1928), p. 452.; [Re: Biography of Suwaydi:] https://islamansiklopedisi.org.tr/suveydi-muhammed-emin. Cf. [Re: On early lithography in Iraq:] A. AL-RAWI, Media Practice in Iraq (2012), passim.

1.800 EUR



17. Egypt – Nile River
Major Engineering Projects

SURVEY OF EGYPT. / MINISTRY OF FINANCE (EGYPT).
The Delta Barrage.
[El Giza:] Survey of Egypt, 1926.

Colour photolithograph mounted upon original linen and folding into original printed boards (Good, some stripes of toning in upper part of map, wear along old folds, covers a little worn), 84 x 95.5 cm (33 x 37.5 inches).

The Nile Delta has since ancient times been one of the most fertile and productive agrarian lands in the world. However, the variations in the flow of the Nile from upriver regularly caused cycles of flooding and water shortages that could play havoc upon the harvests. It was long recognized that if the Nile's water levels flowing through the main channels of the delta, the Rosetta Branch and Damietta Branch, could be regulated than agrarian production could be made both more reliable, while producing higher yields.

A very rare masterplan of the 'Delta Barrage', the grand construction built by the Egyptian Government to regulate the Nile to provide reliable irrigation to the Nile Delta, made from fresh mapping by the Survey of Egypt.

The solution would be to construct a barrage across both the Rosetta and Damietta Branches, near what is Al Qanatir Al Khayriyyah (about 20 km downstream from Cairo), that could be partially closed when necessary to regulate the waterflow downstream to keep it as constant as possible, so preventing flooding or drought. However, this was inarguably a great feat of engineering and for a long time well beyond the abilities of the Egyptian Government.

However, Muhammad Ali Pasha, the ruler of Egypt from 1805 to 1848, was a bold visionary and modernizer, who never took 'no' for an answer. In 1833, he commissioned the Nile Delta Barrage, a project that would take almost three decades, being completed in 1862.

Unfortunately, many liberties were taken with the engineering plans and the construction materials, and it eventually became clear the barrage's foundations were faulty. As a result, the barrage could never handle the force necessary to do its job regulating the river and it came to be dismissed as a 'romantic folly'.

In 1882, when the British took over Egypt, making it a protectorate, they immediately recognized the crucial necessity of the Delta Barrage. The extensively retrofitted the

works, restored the foundations and improved the hydraulics such that the barrage became fully functional.

The working Nile Barrage proved successful – perhaps even too successful! The regulated water levels dramatically lowed the ease and costs of irrigation and labour in the Delta, while cotton production doubled. This caused a glut of product to flood the market, while land prices doubled. While these excesses were eventually moderated, but for a time it proved quite a shock to the local economy and society. In the long run, the barrage proved to be the great boon to the Delta's prosperity that it was always hoped to be.

The Map in Focus

The present work is by far and away the best and most authoritative map of the Delta Barrage. It was based on a special survey made the Survey of Egypt, completed in August 1925, at the behest of the Egyptian Ministry of Finance (who owned the Delta Barrage). The main map focuses upon the part of the Nile just after its split into the Rosetta and Damietta branches. It shows the two main barrages crossing each branch that, in addition to the smaller constructions, make up the larger project. Railways are shown to cross the Nile over the barrage sections, while a highly detailed rendering is given of the surrounding countryside. Many facilities ae labeled, such as the Hydraulic Research Station, Staff Living Quarters, Directors House, the Irrigation Office and workshop, and even a 'Museum of Models'.

The inset in the lower right corner, a 'Map showing Communications between Cairo and the Barrage', provides the greater geographical picture.

Epilogue

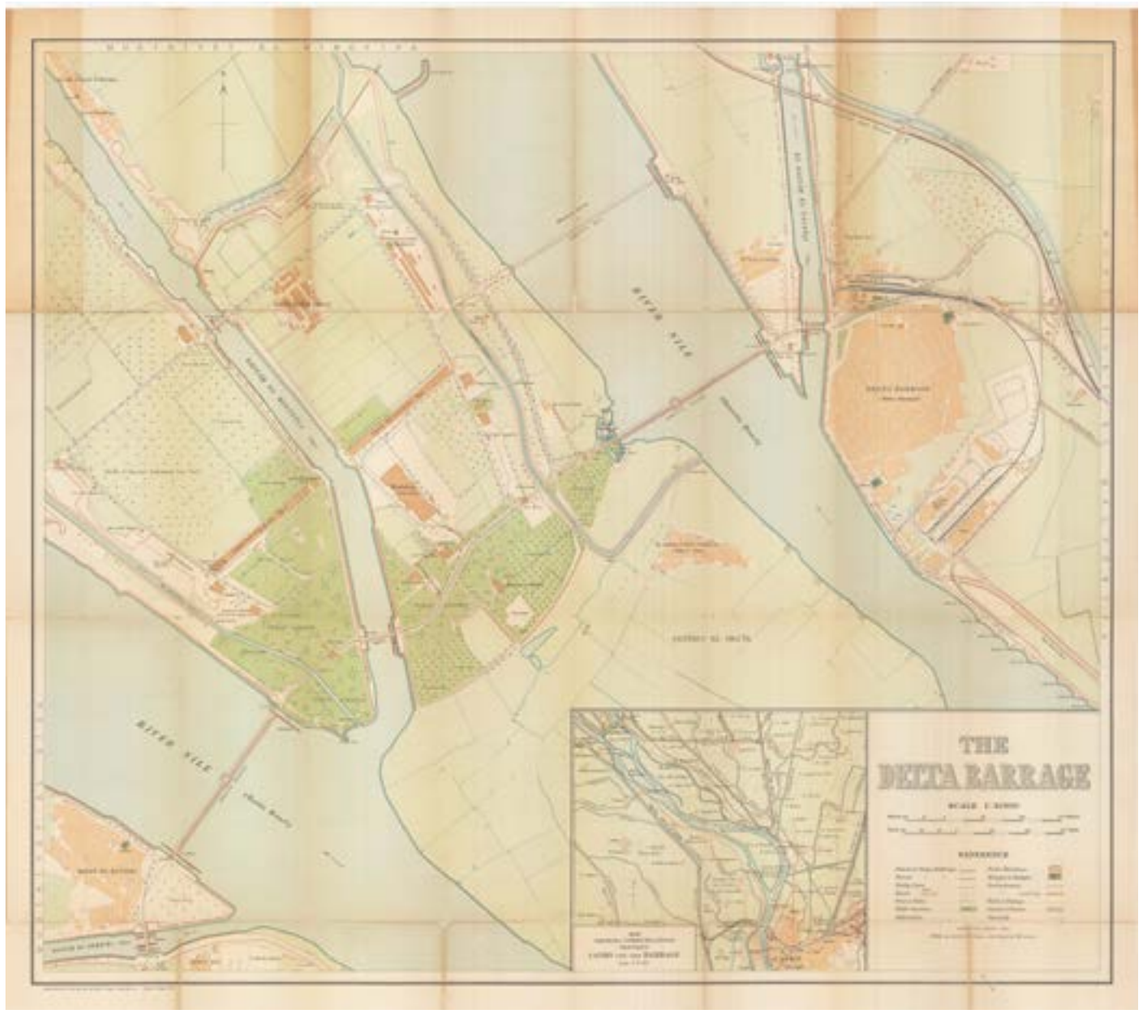
By the 1930s, the maintenance costs of the old barrage, which was by then almost a century old in places, was proving too great, while technological innovations made some of its systems obsolete. In its place, the British oversaw the construction of an entirely new project, the Mohammed Ali Barrage, built by the firm of McDonald Gibbs & Co. (Engineers), between 1936 and 1939. The Delta Barrage was the abandoned; today it remains a road bridge and a wonderful historical monument.

A Note on Rarity

The present map is very rare, it seems that only a small number of examples were issued for official use. We can trace only 3 institutional examples, held by the British Library; American Geographical Society Collection – University of Wisconsin-Milwaukee; and the Penn State University Library.

References: British Library: Cartographic Items Maps 64465.(36.); American Geographical Society Collection – University of Wisconsin-Milwaukee: 316-c .D4B3 A-1925; Penn State University Library: G8202.N5N2 1925.D4; OCLC: 556816350, 55724189, 905677663.

540 EUR



18. World / ‘Gotha School’ Cartoghraphy

Hermann BERGHAUS (1828 - 1890).
Chart of the World on Mercators Projection. Entirely Reconstructed by Hermann Habenicht (for the Sea) and Bruno Domann (for the Land). XIIth Edition 1897.
Gotha: Justus Perthes, 1897.

Colour lithograph, dissected into 32 sections and mounted upon original grey linen (Very Good, overall clean and bright, old tack marks to upper margins), 97 x 158 cm (38.2 x 62.2 inches).

An astoundingly detailed and exquisitely designed world map that is the epitome of the German ‘Gotha School’ of cartography that valued scientific precision and clarity, based upon a template constructed by Hermann Berghaus, and later revised by his colleagues Hermann Habenicht and Bruno Domann.

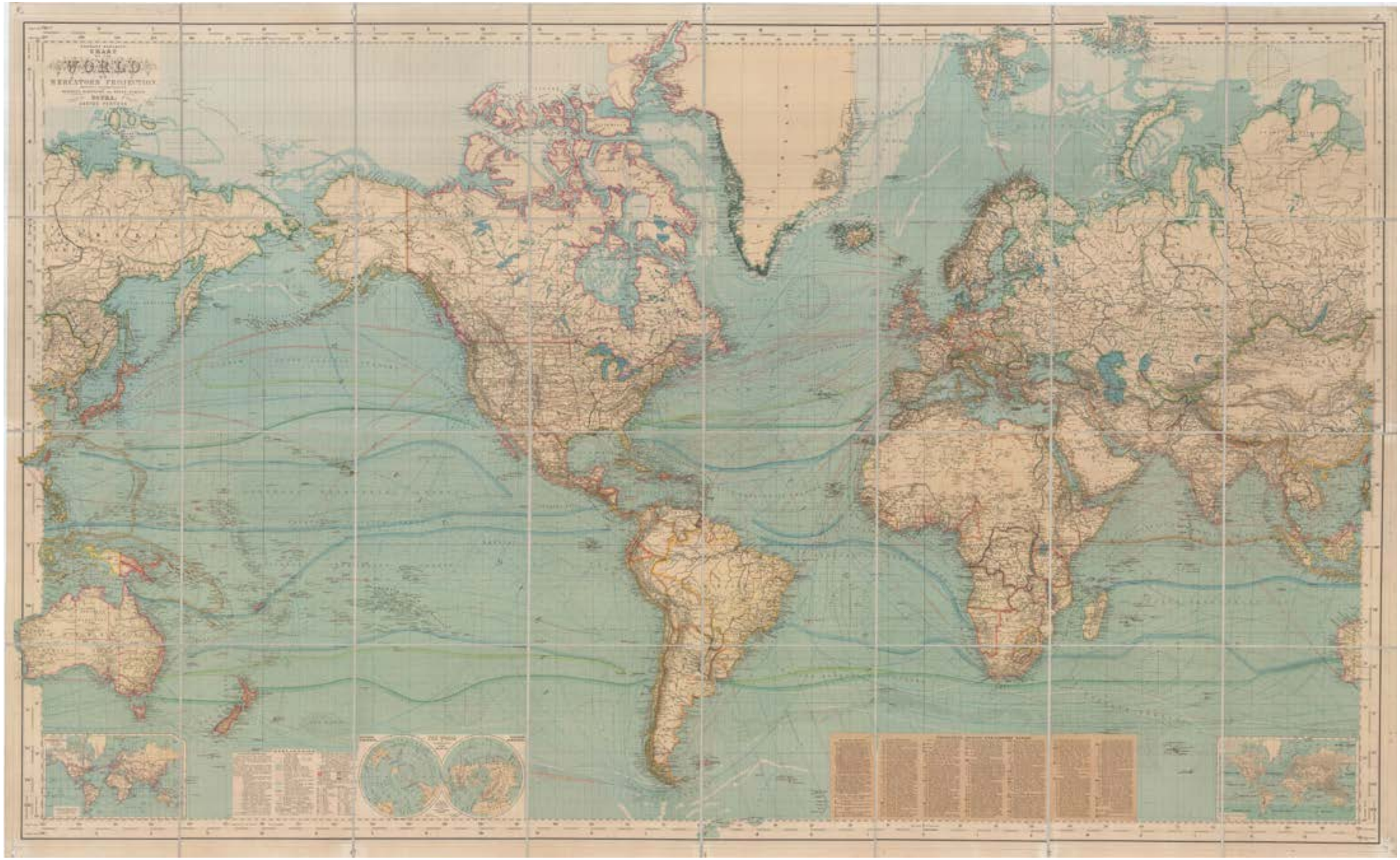
This incredibly detailed and precise world map was designed by the prominent German cartographer Hermann Berghaus and is one of the most impressive productions of the ‘Gotha School’ of cartography which prioritized scientific exactitude and clarity. In very high quality colour lithography, it showcases the entire world on a Mercator Projection in a very large format, carefully colour coding countries, noting large jurisdictions and labelling innumerable cities and topographical features. It shows the world just near the end of the Victorian Era when the European powers had pretty much completely divided up Asia and Africa between themselves, while North America was well settled coast-to-coast.

Of note, the map charts dozens of ocean currents and shipping routes, then the lifelines of global trade; the large table in the bottom centre details the principal international steamship lines. It also traces major railroads, such as the under construction Trans-Siberian Railway and the transcontinental railways in North America.

The three insets in the lower part of the map detail the telegraph lines, wind currents, and the world in hemispheres projected from the Poles.

The first edition of Berghaus’s map was issued in 1863 by the revered publishing house of the Geographical Institute of Justus Perthes in Gotha (est. 1772), a pioneering




CHART
OF THE
WORLD
MERCATORS PROJECTION

maker of thematic and grand topographic maps. Published in the English language for the global market, it proved highly popular and ran into fourteen regularly updated editions until 1909 (the present example is of the twelfth edition). The latter editions, such as the present, were revised by Berghaus's colleagues Hermann Habenicht and Bruno Domann.

Hermann Berghaus (1828 - 1890) was a respected cartographer in the employ of the Perthes Institute, and the the nephew of the globally important mapmaker Heinrich Berghaus (1797 - 1884). Hermann was renowned for his attention to exacting detail, so much so that his eyesight failed due to his countless hours correcting minutiae. The sequence that included the present map is perhaps his most famous work; however, he also known for his wall map of Africa, Wand-Karte von Afrika (c. 1881) and his revision of his uncle's Physikalischer Atlas (1886).

References: Staatsbibliothek zu Berlin: Kart. 27246 Wa; OCLC: 493464866, 66168167, 249811558.

1.400 EUR



19. Ottoman Science Magazine

Beşir Fuat, editor; Abdülhak Hamid (Tarhan), Ahmet Rasim, Hüseyin Avni, Muallim Naci, Şemsettin Sami (Sami Frashëri) et al., authors.
كونش
[Güneş / The Sun]
Istanbul: مهران مطبعەسى [Mihran Matbaası] 1301 [1884-1885].

8°: Nos. 2-12 (missing no. 1), 586 pp. running numeration, contemporary green cloth binding, old paper label on the spine (front endpapers with small tears in the gutter, light staining and recent inscripts, signature on the first title page, cover with light stains, scratches and a lack of image due to an old label).

The Ottoman magazine *Güneş*, meaning the Sun, was published for only for one year in 1301 AH (circa 1884) in 12 issues and was influenced by the pioneering Ottoman Science magazine *Mecmua-i Fünûn* (please see the previous item).

After a promising cover, representing the space exploration, the texts are not only concentrated on the science, but also on the literature, poems and populistic subjects. Same as *Mecmua-i Fünûn*, also *Güneş* promises no discussions on the politics. Important scientific articles were written by the Ottoman-Albanian writer Sami bey Frashëri (also Şemseddin Sami Bey, 1850 – 1904).

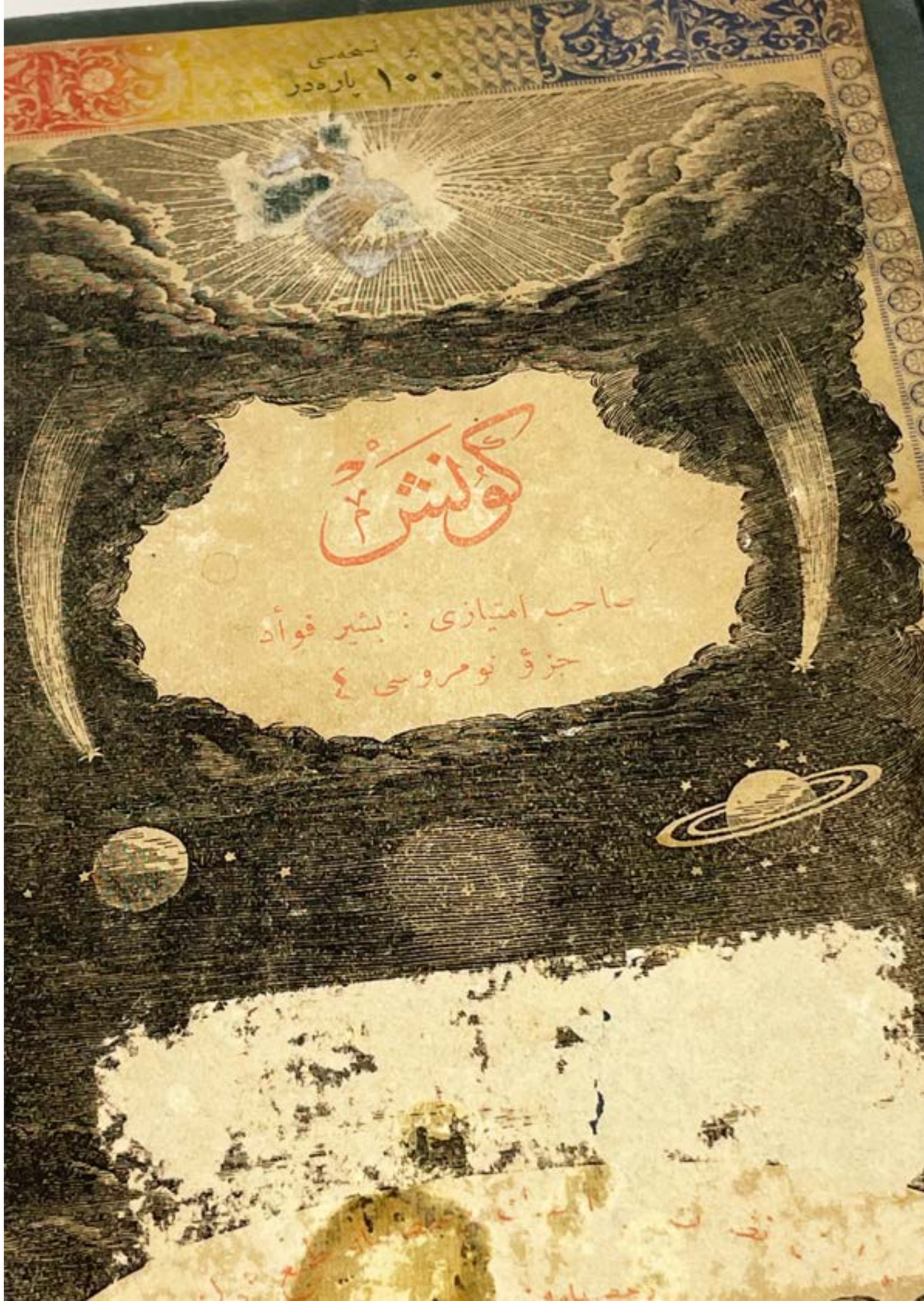
A series of a literary and science magazine The Sun (Güneş) with a rare to find original cover, representing the Sun, Saturn, Moon and Comets

The editor Beşir Fuad (1852 – 1887) was an extravagant Ottoman intellectual, author and parliamentarian. He is today known as the first Ottoman biographer, critic, essayist and materialist. The magazine Güneş, heavily influenced by the Western world, is Beşir Fuat's first major project after leaving the army in 1884. During only three years, before tragically committing suicide in 1887, he authored more than 200 articles and 16 books, as well as several translations of famous foreign authors. In 1885, he wrote a book on Victor Hugo, which is considered the first critical biography in the Ottoman language.

Believing in the science until his death Beşir Fuad recorded his own suicide and donated his cadaver to the Medical School - a wish, which was not granted by his family.

References: OCLC 22475150, 1260660811, 643780059, 780200285 & 22475150 (mostly eBooks); Erol A.F. Baykal, The Ottoman Press (1908-1923), 2019, p . 248; Michael ERDMAN, Pre-1928 Ottoman Turkish Literary Periodicals, 2020 (Erdman-HAZINE-Ottoman-Literary-Periodicals-Guide.pdf).

1.200 EUR



20. Astronomy
American Scientist in Beirut

محمد كامل الطرابلسي (Muhammad Kamal bin Mustafa al-Tarabulsi, 1830 – 1897), author; Robert WEST (1862-1906), author of the introduction.

اكتشاف مسألة جديدة من الجغرافيا الرياضية اي علم هيئة الارض
[Observation of the New Problem of Mathematical Geography, i.e. the Science of the Earth's Sphere]

Beirut: المطبعة الكاثوليكية للآباء اليسوعيين [Catholic Press of Jesuit Fathers] 1897 (title page) – 1898 (cover).

8°. 23 pp. with illustrations, printed in yellow and red, original blue wrappers with lettering; stapled (wrappers slightly stained and dusty with a small loss of paper in one corner inside in a good, clean condition).

An exceedingly rare treatise on the length of the day in various parts of the Earth, written by an Arab / Libyan scholar Muhammad Kamal al-Tarabulsi with an introduction of a Beirut-based American scholar Robert West

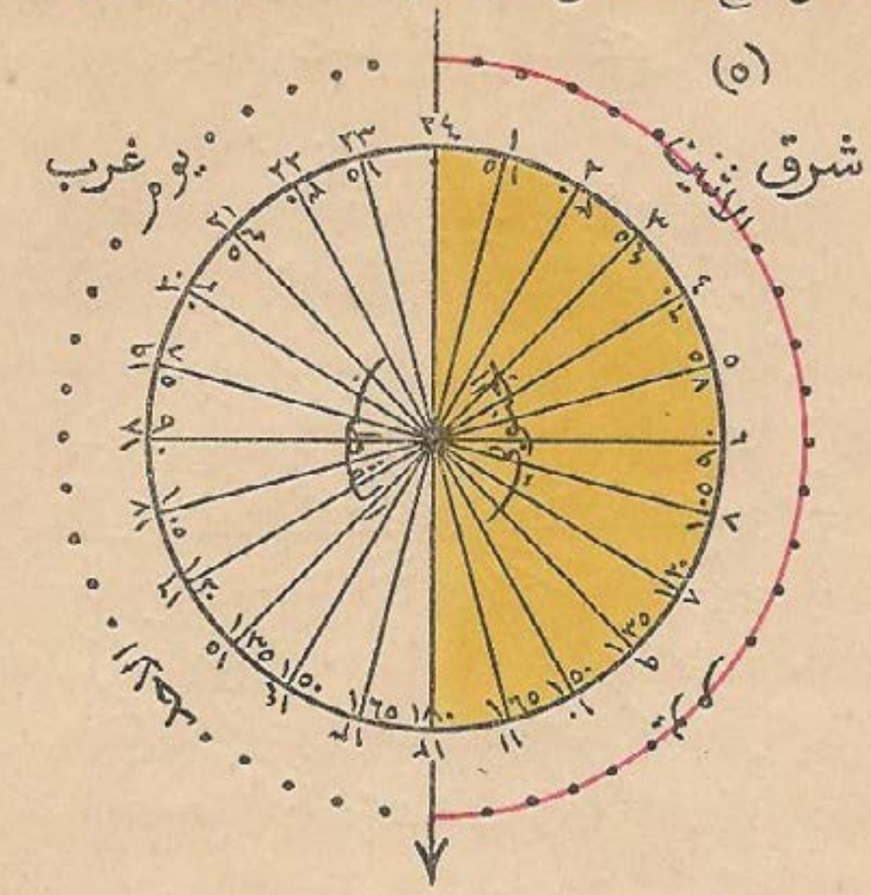
This rare book on the length of the day in various parts of the Earth, accompanied with charming illustrations, printed in colour, was issued in Arabic language by the Jesuit Press in Beirut, the capital of the Ottoman vilayet of Syria. The author was Muhammad Kamal al-Tarabulsi (1830-1897), a Muslim scholar, born in Zawiya, Libya. He was schooled in Tripoli and later in Al-Azhar Mosque in Cairo, specializing in Islamic law.

The letter of the introduction (title page verso) was written by an American scholar Robert Haldane West (1862-1906), who arrived to Beirut in 1883, aged 21. He eventually became a professor of astronomy and mathematics, director of the Lee Observatory, principal of the Preparatory Department and finally dean of the School of Arts and Sciences. The West Hall at the American University in Beirut is named after him. (Lynn Mahoney, History of West Hall, online source: https://www.aub.edu.lb/SAO/Documents/history-west.pdf).

The book is very rare. We could not find any institutional examples in Worldcat.

1.500 EUR

ثم بعد ٦ ساعات من وقوع الاوقات على الارض كما في شكل (٤) تصير عليها كما في هذا الشكل (٥)



ادرنا هنا صورة الارض (٩٠°) نحو الشرق عن مقتضى وضعها في شكل (٤) فانتقلت كل ساعة من المحلّ الذي كانت بهِ هناك الى ما يبعد عنهُ (٩٠°) نحو الغرب : فصار تمام الساعة ٢٤ من يوم الاحد في مبدأ الطول وتمام الساعة ٢٣ منهُ في طول (١٥°غ) الى ان تقول وفي (١٦٥°غ) تمام الساعة ١٣ منهُ وتكون اللحظة الاولى من هذه الساعة بلصيق نهاية الطول . واما نهاية الطول فقد صار فيهِ تمام الساعة ١٢ من يوم الاثنين وفي (١٦٥ ش) تمام الساعة ١١ منهُ الى ان تقول وفي (١٥°ش) تمام الساعة ١ منهُ واللحظة الاولى من هذه الساعة بلصيق مبدأ الطول

فامتدّ يوم الاثنين حينئذٍ من نهاية الطول حيث يكون بهِ تمام الساعة ١٢ من اليوم المذكور (اي منتصف ذاك اليوم) الى لصيق مبدأ الطول من الاطوال الشرقية حيث يكون هناك اللحظة الاولى منهُ . واما يوم الاحد فهو حينئذٍ في مبدأ الطول وجميع القسم الغربي حيث

21. First Printed Ottoman Book on Geology

Rusçuklu Ali FETHI Efendi *also* Mehmet Ali FETHI (1809 - 1857), translator, based on the work by: Ahmed FAYID Efendi, after Nérée Boubée (1806-1862).
علم طبقات ارضيه
[İlm-i Tabakâtü'l-arz *also* Ilm-i tabakat-i arz / Stratigraphy]
[Istanbul]: [Dar üt-Tıbaat ül-Amire] 1269 [1853]

8°: 9 pp., [6 pp.], 146 pp., colour folding plate, contemporary yellow and black card binding with gilt debossed decoration (rear cover scratched, stained and with small loss of material, minor staining, plate with soft folds, binding scratched on the edges, text pages clean).

This is a rare first printed Ottoman book on Geology with a highly decorative originally coloured plate.

The text is based on an Arabian translation of French work *Géologie Populaire à la Portée de Tout le Monde Appliquée à l'Agriculture et à l'Industrie* by Nérée Boubée, published in Paris, in 1833. The Arabic edition was published in Cairo in 1842 under a title *Al-Aqwal al-Murziya fi 'ilm Bunyat al-Kura al Ardiyya*.

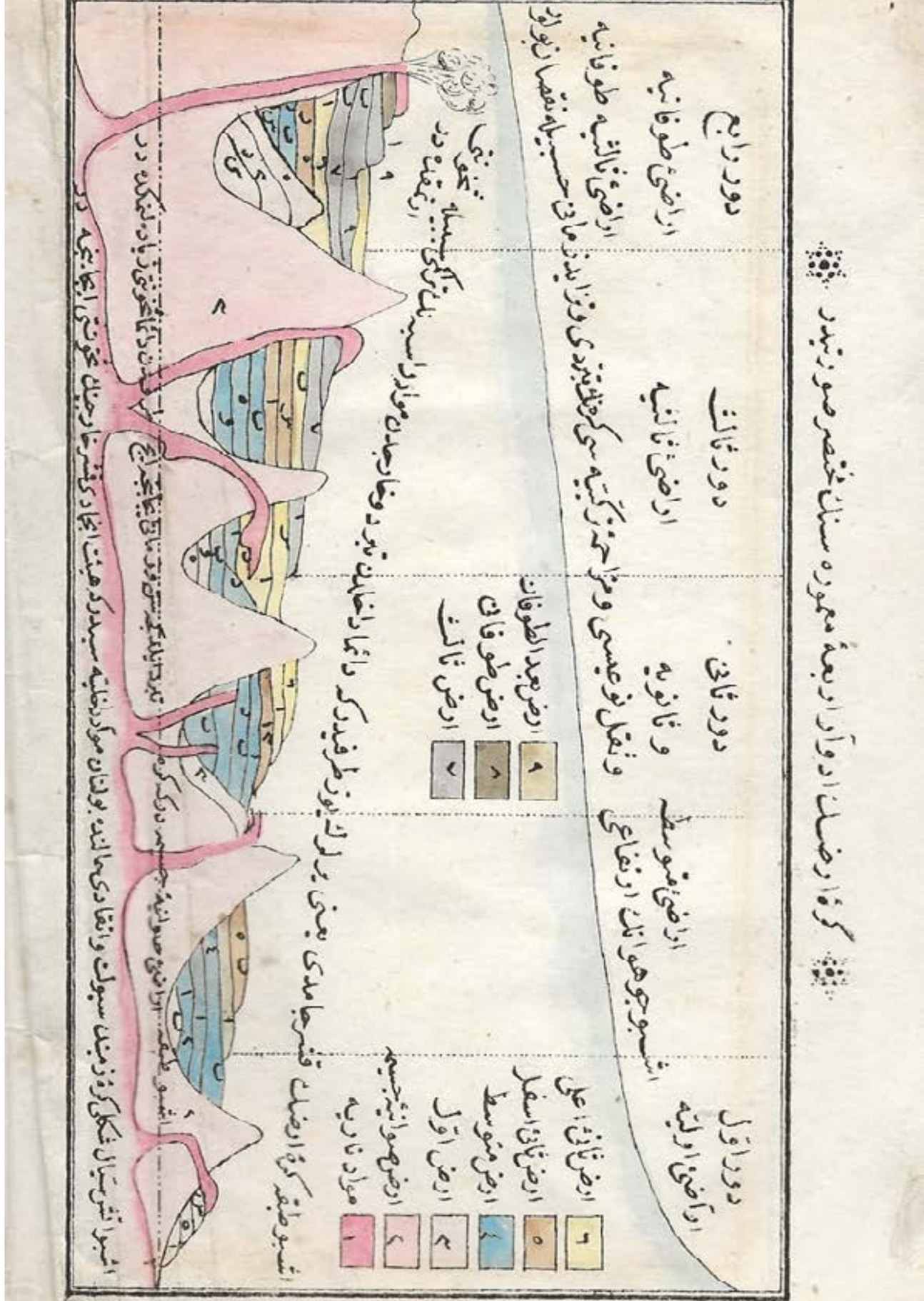
The author of the Ottoman adapted translation was Rusçuklu Ali Fethi, a scientist and a pioneer of the modern Ottoman geology and philosophy. Ali Fethi Efendi was born in Ruse in today's Bulgaria and made his career in the scientific institutions affiliated with Istanbul mosques. Beside the translations of scientific works and authoring his own books Ali Fethi is also known for the first library catalogue on the Ottoman empire. He was working on this work titled *el-Âsârü'l-âliyye fî Hazâini'l-Kütübi'l-Osmaâniyye* for a better part of five years and included the inventory of 47 libraries.

A rare first printed Ottoman book on Geology

We could find circa 3 examples of the book on Worldcat. The other examples appear to be eBooks.

References: OCLC 320002641. AEKMK - BDK - MİL- ÖZEGE; 9015. Cf.: Celâl ŞENGÖR, Osmanli'nin ilk jeoloji kitabi ve osmanli'da jeolojinin durumu hakkinda öğrettikleri, 2010; Ferhat Ozcep – Tazegul Ozcep, Notes On The History Of Geophysics In Ottoman Empire. In: History of Geo- and Space Sciences, September 2014, 5(2), pp. 163-174.

1.800 EUR







بسم الله الرحمن الرحيم

حمد لايحصى * اول خداى لايزاله لايق ورواد ركه * اشبو يرلرى
ويرلرده موجود اولان جميع شيلرى براى منافع عباد * فضل وكرميله
خلق وايجاد * بيوردى * وصلوات وتسليمات * اول جنس عالئ
ممكنات * ومفخر موجودات * سيديمز سيد كائنات (ابو القاسم
حضرت محمد المصطفى عليه اتم التحيات * واكمل التسليمات
حضرتلرينك ذات اولويت آيات حضرت احمدى * وجناب آخريت
مآب محمد يلرينه * شايان وسزادر كه اشبو عرضيات ارض وآسمان
وتعينات ادوار وازمانى * اول (بديع السموات والارض) تعالى شان
فعاله عن شائبة العلل والاغراض والفرض * حضرتلرى انجق انلرك
هر وجود شفاعتموجود شريفلرى شرف وحرمتنه ابداع
سان بيوردى * دخى تسليمات ابد قيام يا لجمله آل واصحاب كراملرى
تنه بجادر كه * اول ذوات هدايتسماتك هر برى اريكه حكمت
ويده يكانه سلطان * ودركاه

22. First Ottoman Book on Darwinism

Suphi Ethem (also Subhi Edhem or İsmail Suphi, 1880s – prob. 1920 or 1923)
داروینیزم
[Darvinizm / Darwinism]
Manastır (*Today* Bitola, North Macedonia): بین الملل تجارت مطبعه سی [Beynelmilel Ticaret Matbaası] 1327.

8°. 200 pp. with two interleaved black and white portraits, [4 pp.], original debossed tan wrappers with lettering (wrappers slightly scuffed with stronger water-staining, first pages with light staining in margins, inside slightly age-toned with light foxing, but overall in a good clean condition, old inscription in black ink in Ottoman on the title page, old annotations in thick black ink in the lower blank part of the first unnumbered page in the last part of the book)

In his revolutionary Ottoman work Suphi Ethem represents the history of Pre-Darwinian Evolutionary Theory and Darwin's discoveries as a final result of them. The text is accompanied with a portrait of Jean-Baptiste Lamarck and Georges Cuvier.

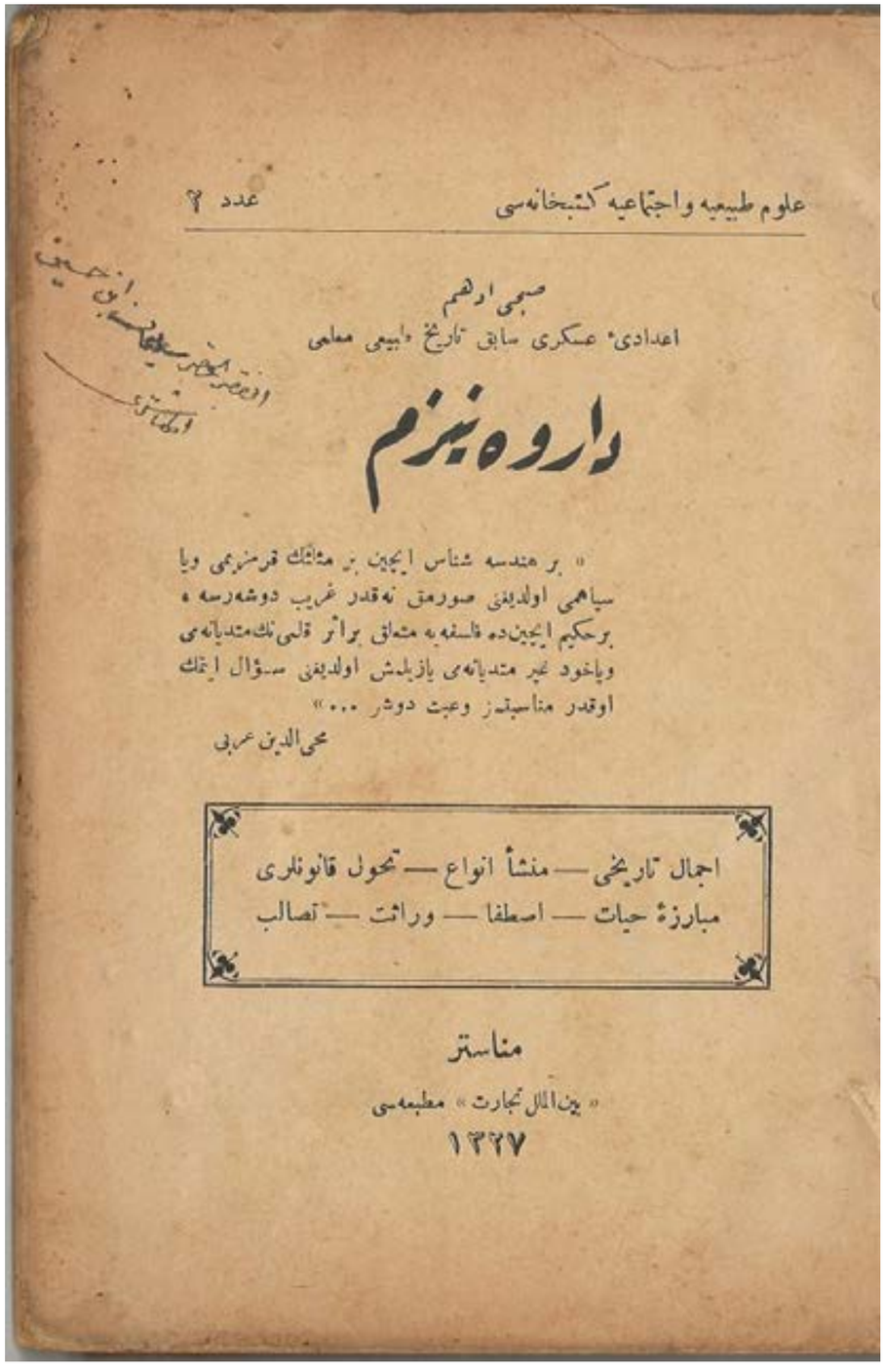
An exceedingly rare first Ottoman Book on Darwinism, printed in Bitola

Suphi Ethem (1880s – prob. 1920 or 1923) was a pioneer of the rvolutionary psychology in the Ottoman Empire. He authored several important works of the late Ottoman period, such as the first work on botanical history İlm-i Nebâtât Târîhi and the encyclopaedical work Ulum-ı Tabî'iyye Lûgati, published in Bitola (Manastır) in 1911, as well as articles in contemporary progressive and scientific newspapers. Not much is known about Suphi Ethem after WWI, when he moved to Germany to continue his education of veterinary science.

Worldcat does not list any institutional examples.

References: MIL, BDK - ÖZEGE; 3635.

1.800 EUR



23. Last Ottoman Book on Darwinism

داروين

[Darvin / Darwin]

Istanbul: ثبات مطبعه سی [Sebat Matbaası] 1927

8°. 15 pp. with illustrated cover (tiny loss of paper on the spine, light water-staining in the lower corner, lower margin of the cover cut into the low part of the printing, without loss of text, otherwise in a good condition).

An ephemeral biography of Charles Darwin was issued in the series Büyük Adamlar Serisi (Series of Important Men) with Ottoman lettering in the last year before the Atatürk's reformation of the script in the Republic of Turkey.

As the previous Ottoman books on Darwin from this catalogue still discussed the Darwinism, this biography already places the scientist in the series established men.

We could not find any examples on Worldcat, although it is possible, that the title was miscatalogued as it often happened with the Ottoman titles.

References: TBTK; 11662.

450 EUR



24. Theory of Relativity

محمد رفيق Mehmed REFIK [FENMEN] (1182-1951)

آينشتايز نظريه سى. مكان، زمان، و كتله مفهوملرينن تبدلى

[Aynştayn Nazarîyesi. Mekan, Zaman ve Kütle Mefhumlarının Tebdili / Einstein's Theory. Disclosure of the Concepts of Space, Time and Mass]

Istanbul: Matbaa-i Âmire 1338 [1922]

Large 8°. 40 pp. with black and white illustrations, original illustrated wrappers (minor foxing, wrappers slightly scratched and stained, cracks and holes around the spine, otherwise in a good condition).´

A rare book on the theory of relativity was written by one of the first Ottoman electrical engineers Mehmed Refik and contains various experiments, which should be tested in order to confirm Einstein's theory, published in the final form in 1916.

Mehmed Refik Fenmen (1182-1951) was born in a well-educated family. His maternal grandfather was an influential statesman during the Tanzimat period Midhat Pasha (1822-1883), and his father Vefik was a governor of Aleppo. After finishing the French lycée in Istanbul Mehmed Refik moved to Lausanne, where he graduated from mathematics and physics at the University of Lausanne, and after that to Liège, where he specialized in electricity at the Montefiore Institute.

After his return to Istanbul Mehmed Refik became a lecturer of mathematics and physics at the Darülfünun (University). In 1912, he authored a schoolbook on electricity Fenn-i Elektrik ve Tatbikât-ı Sınâiyesi (The Science of Electric and Its Industrial Application) and later founded a popular science magazine Fen Alemi (World of Science).

In the next years Refik became a director of Hendese-i Mülkiye Mektebi (Civil Engineering School) and Mühendis Mekteb-i Âlîsi (The Imperial School of Enginering).

We could not find any institutional examples on Worldcat.

References: BDK - ÖZEGE; 1406.Cf.: Gurdal OZCAKIR, Examination of Mehmet Refik Fenmen' life in that scientists and educationist. Journal for the Education of Gifted Young Scientists, 2015, 3 (1), pp. 29-41; Emine ÖZTANER, Technology as a Multidirectional Construction: Electrification of Istanbul in the Late Nineteenth and Early Twentieth Centuries, 2014.

1.200 EUR



(شكل ١)



(شكل ٢)

25. Modern Astronomy in the Ottoman Empire

Hovannes HAGOPYAN also Ohanes AGOBYAN or AGOPIAN; Salih ZEKI (1864-1921), editor.
عوالم فلكيه
[Avâlim-i Felekiyye / Cosmic Worlds]
Istanbul: Boyacıyan Agop Matbaası 1909.

8°. [4 pp.] introduction, folding plate, 247 pp. with black and white illustrations in text, [2 pp.] blank, 19 interleaved photographs with irregular numeration, one double-page celestial chart, original broen cloth binding with debossed decoration and gilt lettering on the spine (old annotations in text, binding slightly rubbed on the corners, soft folds, otherwise in a good condition).

An Ottoman book on modern western astronomical discoveries, edited by Selih Zeki, the director of the Imperial Observatory

The texts, accompanied by illustrations and photographs, is based on the latest international researches and includes sunspots, detailed photographs of lunar surface, surface of the Mars based on the researches of the astronomer Percival Lowel (1855-1916) *Mars* (1895), *Mars and Its Canals* (1906), and *Mars As the Abode of Life* (1908), comets, supernovae, solar eclipse etc. The images were taken from contemporary foreign literature.

The editor Salih Zeki (1864-1021) was an Ottoman electrical engineer, mathematician, physicist, astronomer, historian of science and a director of the Imperial Observatory for about 14 years from the early 1896 on. Zeki, who studied at École Supérieure de Télegraphie in Paris, developed interests in astronomy during his post as an assistant-director of the Technical Office of the Ottoman Administration of Posts and Telegraphs, where he was educated by a colleague, Emile Lacoine (1835-1899), who worked as a technical council at the same institution and as a vice-director of the Imperial Meteorological Observatory. Lacoine was a pioneer of electric engineering in the Ottoman Empire, who improved telegraphs and was among others employed at the Suez Canal. Before his sudden death during an appendicectomy, in 1899, Emile Lacoine influenced important scientists such as Salih Zeki and Mehmet Emin Kalmuk (1869 - 1954), a prominent engineer of the late Ottoman Empire and the Early Turkish Republic.



Salih Zeki was also employed as a professor of mathematics, physics and astronomy at the Istanbul University (Darülfünun) and participated on projects, involving international scientists, such as observation of the total solar eclipse in Trebizond on August 21st, 1914.

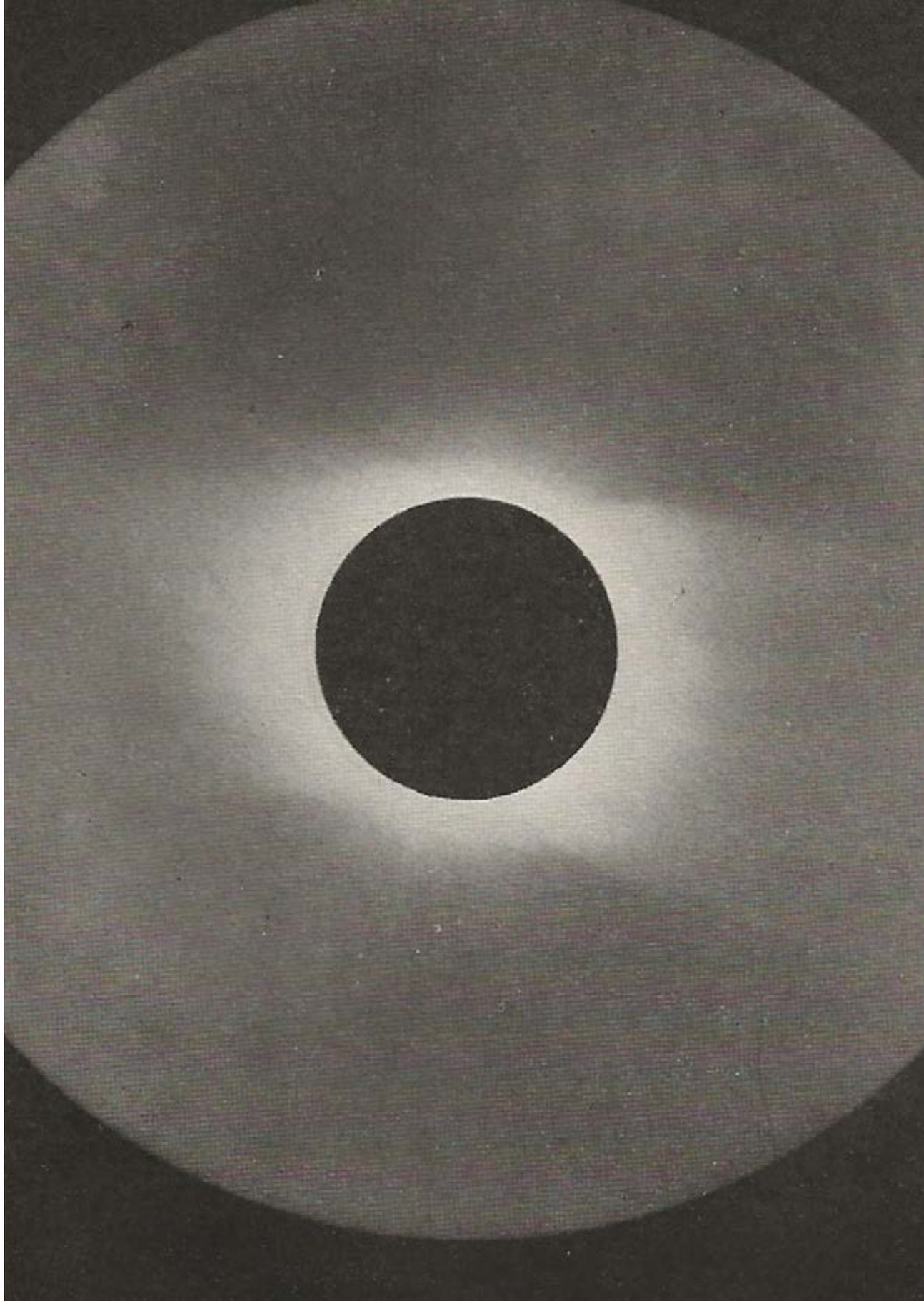
The book was published in the year, when the Imperial Observatory was destroyed in the so called “31 March Incident”, a riot following the 1908 Young Turk Revolution. After the destruction Salih Zeki left his post of the director of the institution and held his first lectures on the astronomy at the Istanbul University.

The text was written by an Ottoman-Anatolian educator of Armenian origins Hovannes Hagopyan. Not much is known about Hagopyan, who was probably chosen to write the book under Zeki’s supervision to approach the language to educational purposes. He was a member of the Armenian Protestant Church and connected to the American Missionary School. Hagopyan was probably deported and murdered in the Armenian genocide in 1915.

Worldcat lists six institutions housing an example of the book, although it is unclear how many of them are electronic examples.

References: OCLC 54750217, 780179385 (eBooks?); BDK - MİL - ÖZEGE; 1263 - TBTK; 5166; Cf.: Feza GÜNERGUN, Salih Zeki ve astronomi: Rasathane-i Amire müdürlü ğü’nden 1914 tam güne ş tutulmasina, Osmanlı Bilimi Araştırmaları, VII/1, 2005, pp. 97-122.

750 EUR



26. Ottoman Data Visualization

جریدهء عدلیه

[Cerîde-i Adliye also Cerîde-i Adliyye]

Year 3

Istanbul: Cumhuriyet Matbaası 1340-1341 [1924-1925]

No. 26: Small 4°. 938-1016, [2 pp.], original illustrated wrappers (wrappers with minor staining and tears in the spine, a tiny punch hole through the inner part of the text in the last pages, otherwise in a good condition).

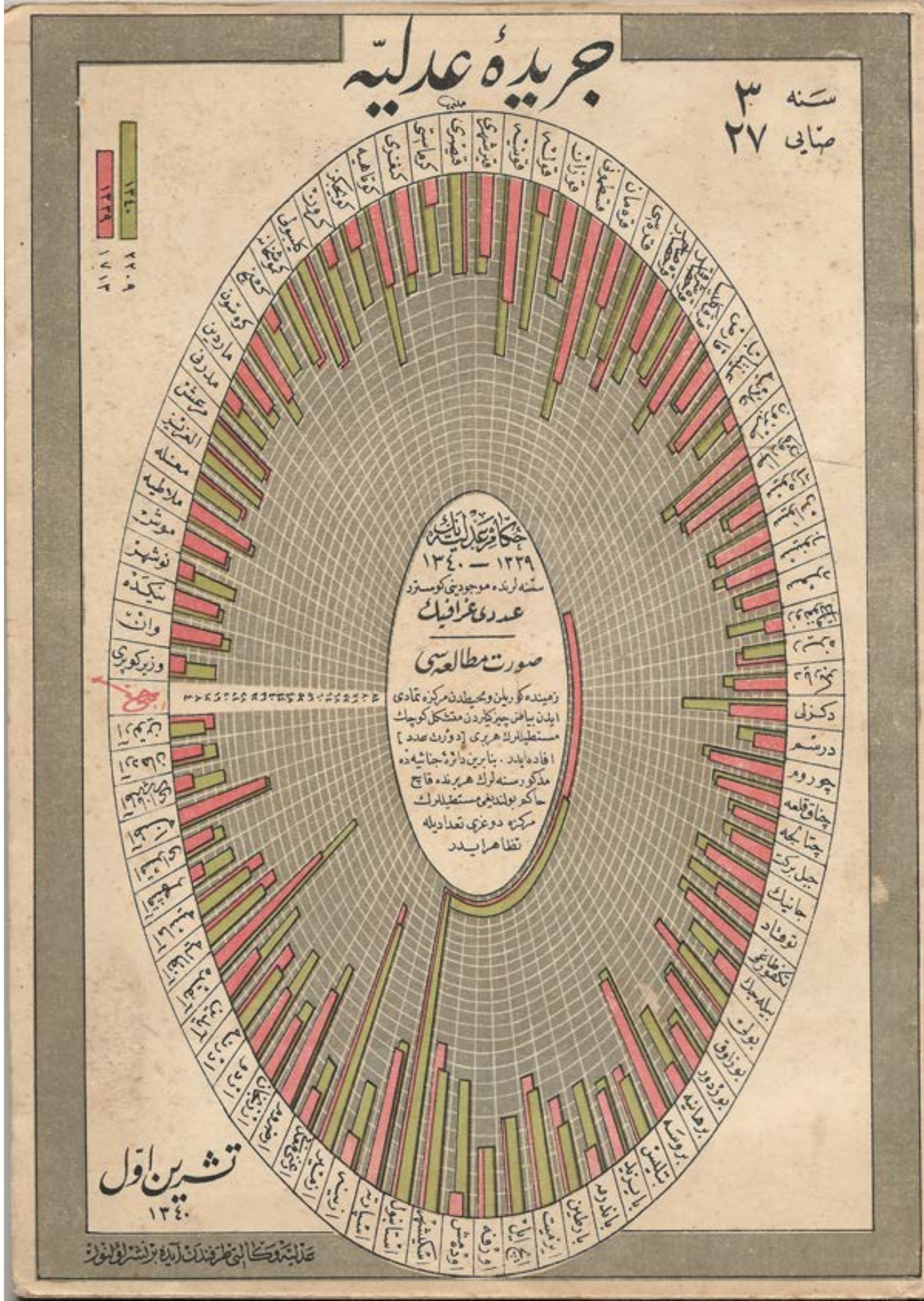
[together with:]

No. 27: Small 4°. [2 pp.], 1019-1100, 16 pp., interleaved title on pink paper stripe, 17-32, interleaved title on pink paper stripe, 17-32, 2 loose sheets with illustrations, printed on both sides, original illustrated wrappers (wrappers with minor staining, otherwise in a good condition).

11 issues of the Ottoman law magazine Cerîde-i Adliyye with 9 colourful statistic covers

[together with:]

9 issues bound in 1 volume. All small 4°.
No. 28: original cover, [2 pp.], 1103-1179 with four interleaved plates on two sheets, 17-48.
No.29: original cover, [2 pp.], 1183-1276, 16 pp., 25-40, interleaved title on pink paper stripe, 33-40, 16 pp.
No. 30: original cover, [2 pp.], 1279- 1339, 28 pp., interleaved title on green paper stripe, 41-51, interleaved title on green paper, 17-48 with one folding plate, 16 pp.
No. 31: original cover, [3 pp.], 1344-1388, [2 pp.], interleaved title on pink paper stripe, 33-43, [5 pp.] blank, interleaved title on pink paper stripe, 65-78 with two interleaved charts, interleaved title on pink paper stripe, 50-64, 16 pp.,
No. 32: original cover, 1390-1436, 8 pp., 12 pp., 65-80 pp., 17-24 with mounted title on green paper stripe, [2pp.],
No 33: 1439-1453, 1458, 1459, 1456, 1457, 1454 (misbound, but complete), 1460-1484, 66-80, 16 pp.
Nos. 34-35-36: original cover, 23 pp. on green paper stripe, 1486-1516, folding chart, 82-96, 8 pp., 7 colour and black and white plates, 19 pp., 16. pp., 81-104, 49-64 pp., 17-38 pp., [2 pp.] blank.
Nos. 37-38-39: original cover, 14 pp., [2 pp.] blank, 1518-1564, 8 pp., interleaved title on green paper stripe, 8 pp., 98-104, interleaved title on green paper stripe, 17-32.



Nos. 40-41-42: 1566-1596, 16 pp., 106-112, 33-48, interleaved title on green paper stripe, 25-32, interleaved title on green paper stripe, 9-24, 9-16.

Bound in later back cloth with gilt lettering on the spine.

Small tears in the inner side of one text page, two covers missing, minor staining, overall in a good condition.

Presented here are 11 issues of a Turkish governmental magazine in Ottoman language, published in 1924 and 1925. 9 title pages of the issues include unique graphical presentations of the governmental statistics, unlike any others in Turkey nor in the western countries. The charts represent the financial data of the government, court, agriculture etc. in patterns, mimicking the title of the main subject, and combine the visual aspect with the sophisticated data in surrealistic complicated patterns.

The magazine was first published by the Ministry of Justice on December 18th, 1909, and is still issued as a bimonthly today. The name changed from the original *Cerîde-i Mehâkim-i Adliyye* to *Cerîde-i Adliyye to Resmi Kararlar Dergisi, Adalet Dergisi and finally* to *Adalet Dergisi* (The Journal of Justice).

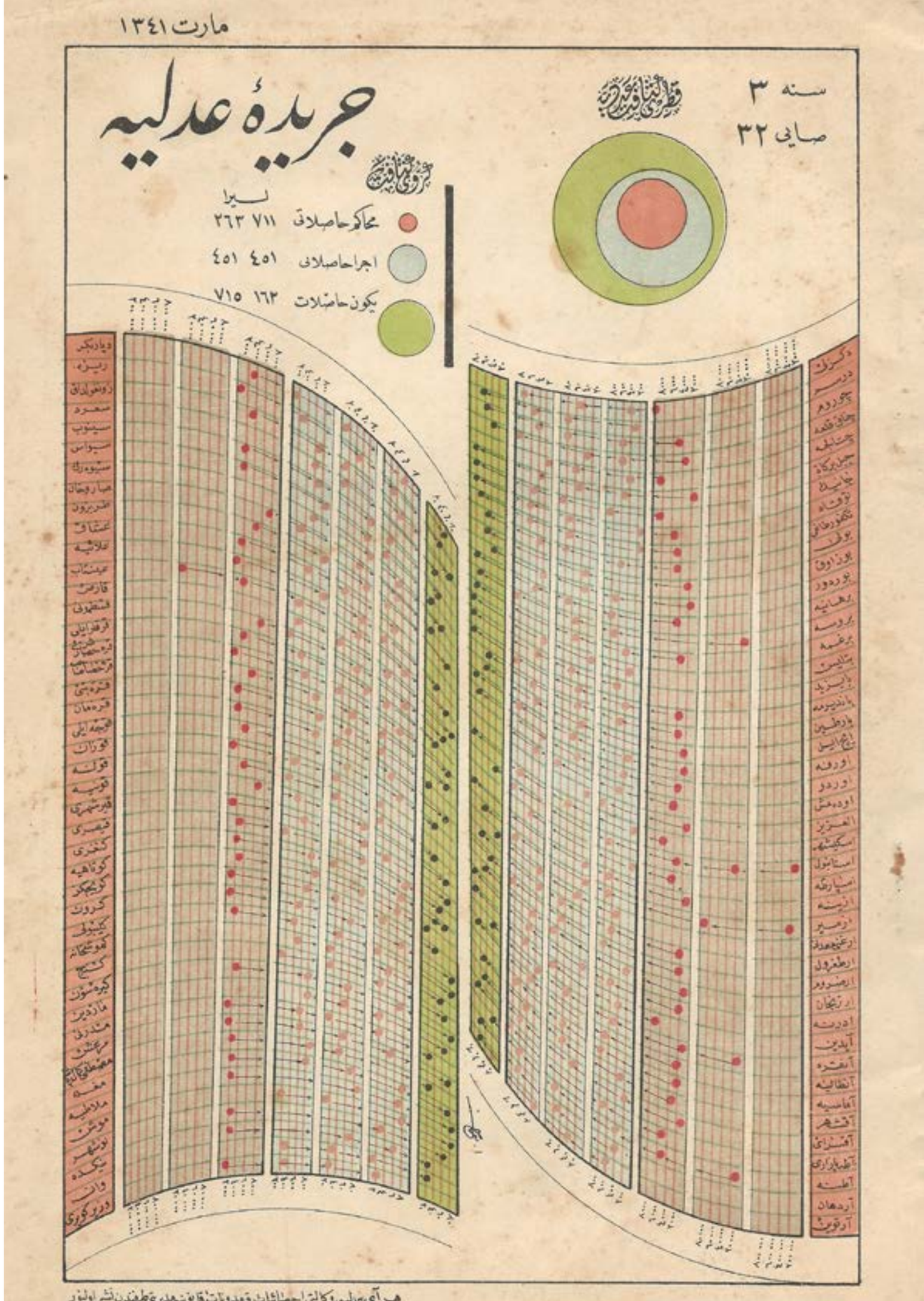
The magazines only rarely survive with original covers and we could not establish how many were issued with data visualization charts.

In 2017, some of the covers of the magazines were included in the exhibition *Gözlere Konuşmak* or *Speak to the Eyes.* Visualizing Information from the Ottoman Era to the Republic at Studio-X, founded at the initiative of Columbia University Graduate School of Architecture, Planning and Preservation (GSAPP) in Istanbul.

The magazine is scarce in the western Libraries. The Bavarian State Library and Orient-Institute in Istanbul house a complete series until no. 20 of 1929, as the Berlin State Library owes sporadic series.

References: OCLC 643364690.

2.800 EUR



کانون اول
۱۳٤۰

موقوفین ومحکومین حقنده آلتی آیلق کتافی دیاغرامی



موقوفین یکون

محکومین یکون

جنایت محکومیتی

جنحه محکومیتی

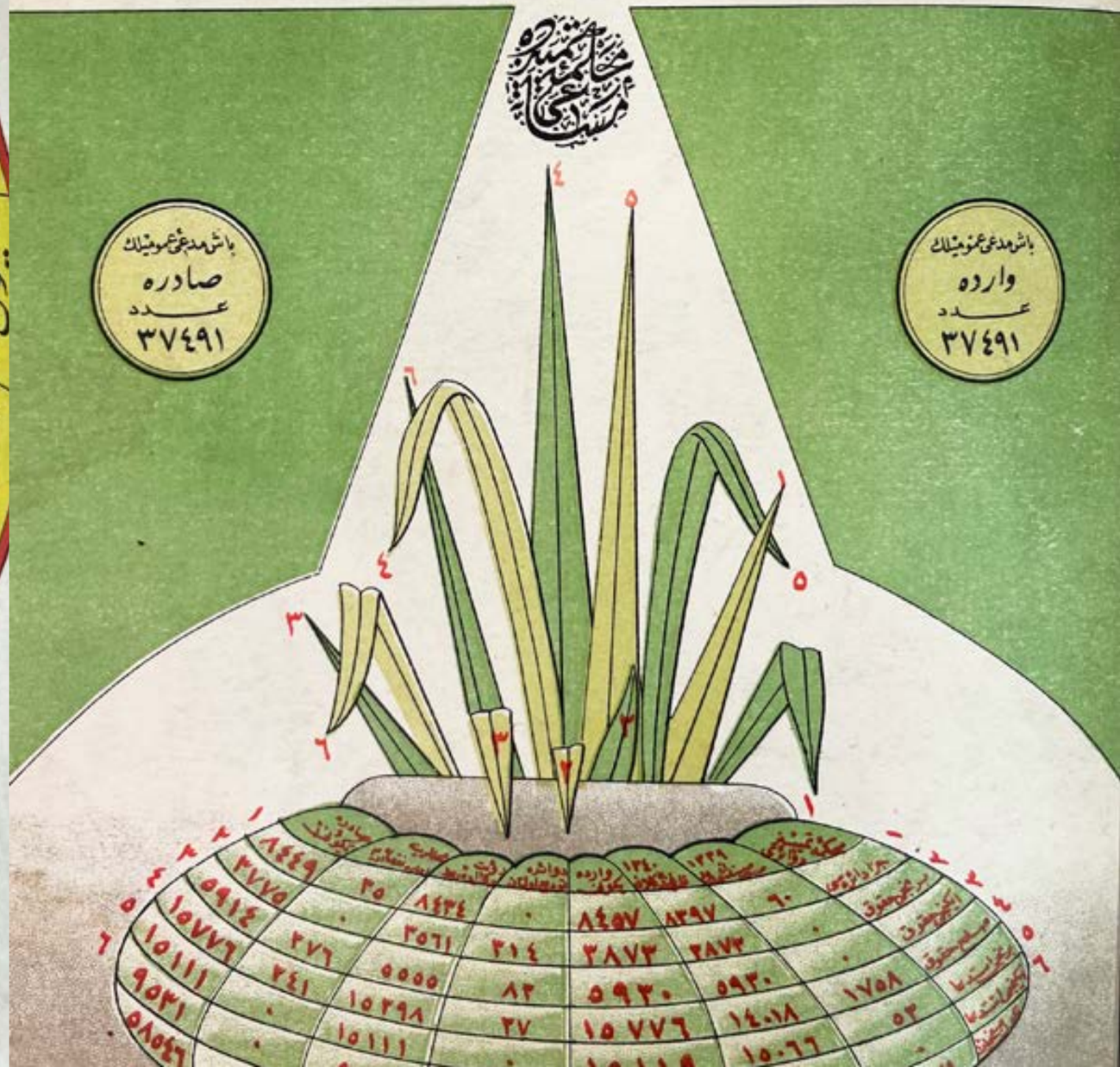
قباحت محکومیتی

موقوفین ومحکومین

جریدهٔ عدلیّه



آلتمره ده دردست انشا عدلیه سرایی



27. Ottoman Data Visualization

İsmail Hakkı Baltacıoğlu (1886 – 1978)
معارف عموميه نظارتى. جغرافيانك اصول تدريسى
[Coğrafyanın Usûl-i Tedrisi / Perspective of General Knowledge. Geography Teaching Methods]
Istanbul: Matbaa-i Âmire 1329-1330 [1913-1914], charts dated 1915.

8°. 39 pp., 19 black and white plates, blank page, interleaved four colour folding charts, original pink wrappers with lettering; stapled (wrappers with tiny tears, otherwise in a good condition).

The book, written by a professor of pedagogy İsmail Hakkı Baltacıoğlu presents new methods of teaching geography through historical images, monuments, three-dimensional and propaganda maps, as well as with statistical charts, here showcasing the trade with grains, minerals, animals and economy in various countries.

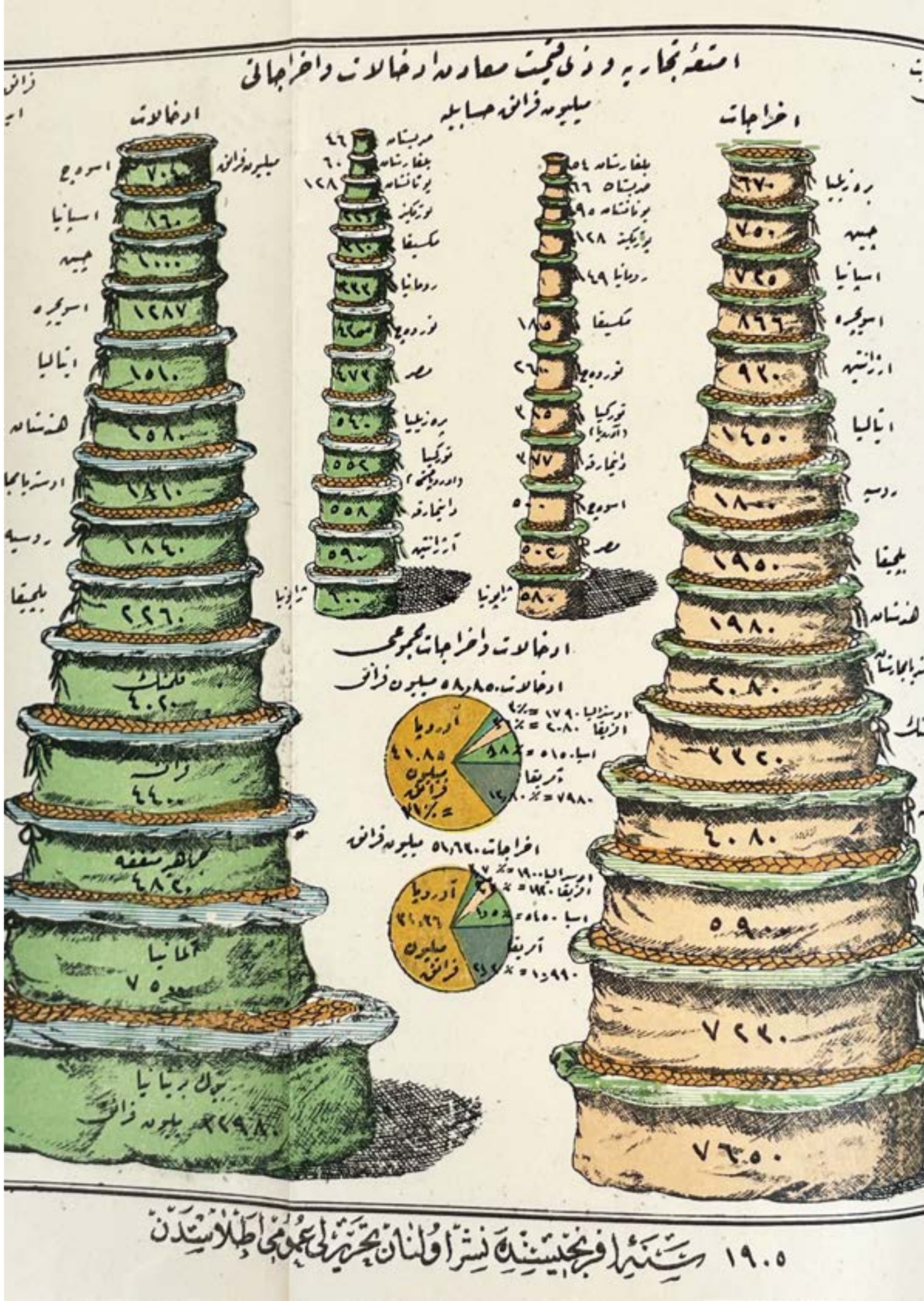
A pedagogical book on the new teaching methods for lessons of geography, including propaganda and three-dimensional maps, as well as progressive statistical charts, written by one of the founders of modern education in the late Ottoman Empire İsmail Hakkı Baltacıoğlu

The author İsmail Hakkı Baltacıoğlu (1886 – 1978), also known as a theater writer, politician and calligrapher, was one of the most active representatives of the so called Education Reform Movement (Eğitim Reformu Akımı). In 1923, he became the first rector of the university in the Turkish Republic.

He based much of his publications on the European school system, which he studied on his travels in 1910 and 1911. This book was published during his teaching of pedagogy at Darülfünun, the profession he practiced for the next two decades. İsmail Hakkı Baltacıoğlu's plans for revolutionary changes in the Ottoman schooling system, based on the western models, first faced resistance among his contemporaries.

References: 780194779 (including eBooks); BDK - MİL - ÖZEGE; 3109 - TBTK; 7634.

450 EUR



28. Engineering in the Late Ottoman Empire
Ottoman Railwais and Bridges

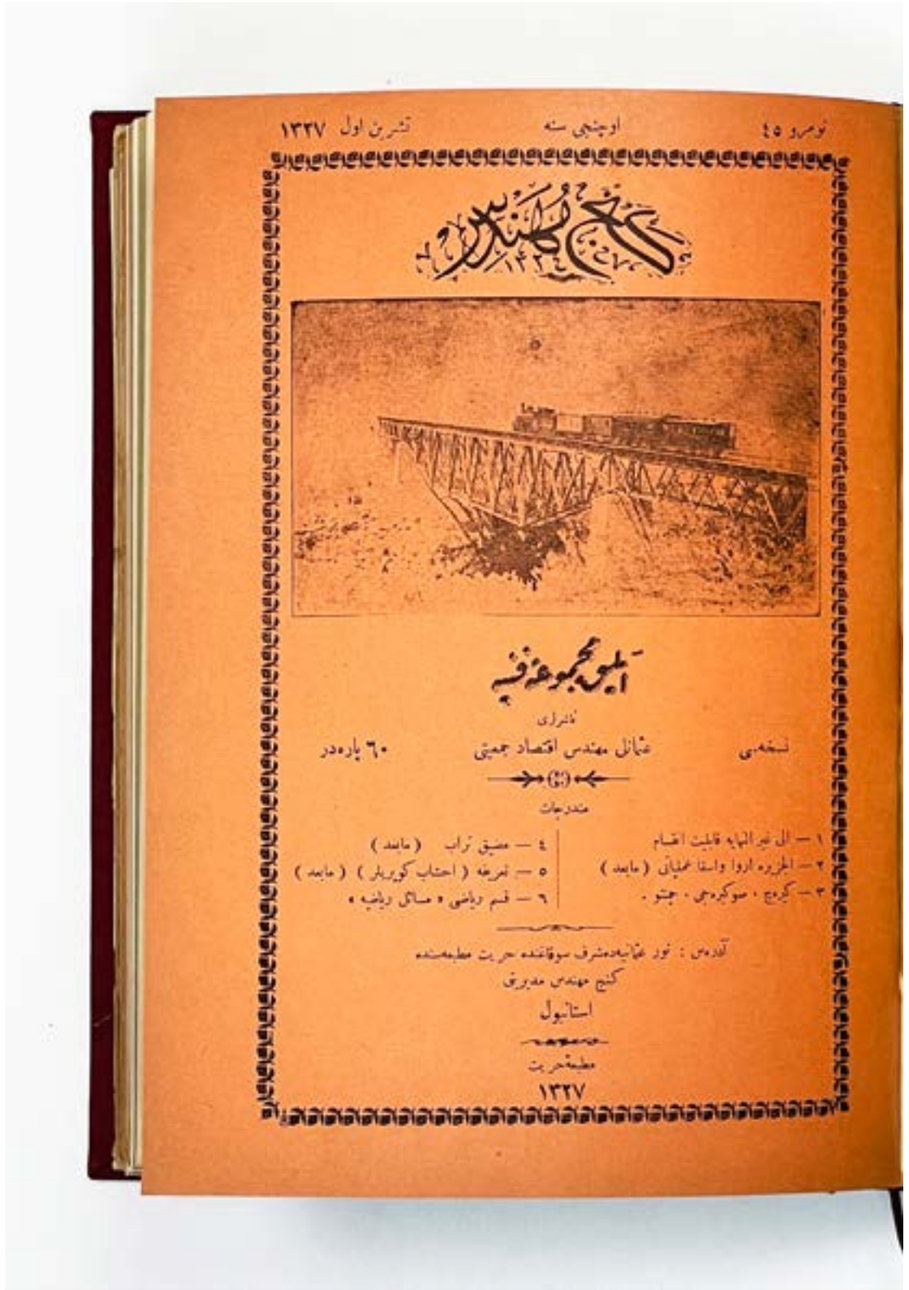
MÜHENDIS MEKTEBI İKTISAD CEMIYETI [Ottoman Society of Engineering and Economy]. Hasan RASIM - Hüseyin HILMI - Osman NURI (ed.). VARIOUS AUTHORS.
كنج مهندس
[Genç mühendis / Young Engineer]
Istanbul: [Various Publishers] 1324-1330 [1909-1914]

46 issues (of 62) in one volume, 4°: issues to no. 50 black photographically multiplied text with illustrations, from no. 51 printed text. Bound in a modern red cloth with debossed decoration and gilt lettering.

No. 2: [8 pp.]; No. 7: [8 pp.]; No. 9: [8 pp.]; No. 10: 8 pp.; No. 11: [8 pp.]; No. 12: [8 pp.]; No. 13: [8 pp.]; No. 14: [8 pp.]; No. 15: [8 pp.]; No. 16: [8 pp.]; No. 17: [8 pp.]; No. 18: [8 pp.]; No. 19: [8 pp.]; No. 20: [8 pp.]; No. 21: [8 pp.]; No. 22: [8 pp.]; No. 23: [8 pp.]; No. 24: [8 pp.]; No. 25: 12 pp with a double-page illustration); No. 26: 14 pp. intraleaved illustrations with text verso, original blue wrappers with lettering; No. 27: [16], original pink wrappers with lettering; No. 28: [16], original blue wrappers with lettering; No. 29: [16]; No. 30: [16] original pink wrappers with lettering; No. 32: [16] original tan wrappers with lettering; No. 33: [16]; No. 34: [16] original orange wrappers with lettering; No. 35: [16]; No. 36: [16], original orange wrappers with lettering; No. 37: [24], original green card wrappers with lettering; No. 41: [24], original green card wrappers with lettering; No. 42: [16]; No. 43: [24], original green card front wrapper with lettering; No. 44: [24], original green card wrappers with lettering; No. 45: [24], original colour card wrappers with lettering; No. 47: [16], original colour card wrappers with lettering; No. 51: [24], original colour card wrappers with lettering; No. 53: [24], original colour card wrappers with lettering; No. 54: [24], original colour card wrappers with lettering; No. 55: [24], original colour card wrappers with lettering; No. 56: 16 pp., 8 pp., 2 folding plates, original colour card wrappers with lettering; No. 57: [24], folding plate, original colour card wrappers with lettering; No. 58: [24], folding plate, original wrappers with lettering; No. 59: [24], folding plate, original wrappers with lettering; No. 60: [24], folding plate, original wrappers with lettering; No. 61: [24], folding plate, original wrappers with lettering.

A series of a rare, first professional Ottoman magazine for engineers, focusing on the construction achievements such as the bridges of the Baghdad and Hejaz Railway, and railways in Palestine

Incomplete series – please see the collation above, but each issue complete, only minor sporadic tears in margins, light sporadic staining and water-stining in margins, one wrapper loose, but overall a good, clean and crisp seemingly unread and partly uncut condition, some issues with irregular pagination, but complete.



صحیفه — ۸

ممالک عثمانیه در بولدیی کوستر خریطه

قسمه دکز

ایران

عربستان جزیره

ابتدای اولاد دیریولر

انتهای تلغراف دیریولر

This is a set of a rare Ottoman magazines on the modern engineering, issued by Ottoman Society of Engineering and Economy and focusing on the latest achievements, mostly on the railway and bridge-building, which was at the time perfected to construct railways through geologically and geographically difficult terrains of the Middle East with two major projects of the Baghdad and Hejaz railways.

The magazine was inviting young engineers from the Ottoman Empire and from abroad to publish their articles and sketches. Numerous texts were written by various important engineers and architect, such as Mimar Kemalettin, as several of the articles were published unsigned.

The subjects are mostly concentrated on construction of bridges and railways, but also on modern machinery, mathematics, they include a report on the construction of the Hejaz Railway to Mada'in Salih, engineering solutions on various parts of the Baghdad railway, an article on Al-Haram al-Sharif (Temple Mount) by Mimar Kemalettin, report on Ottoman engineers schooled in Germany etc.

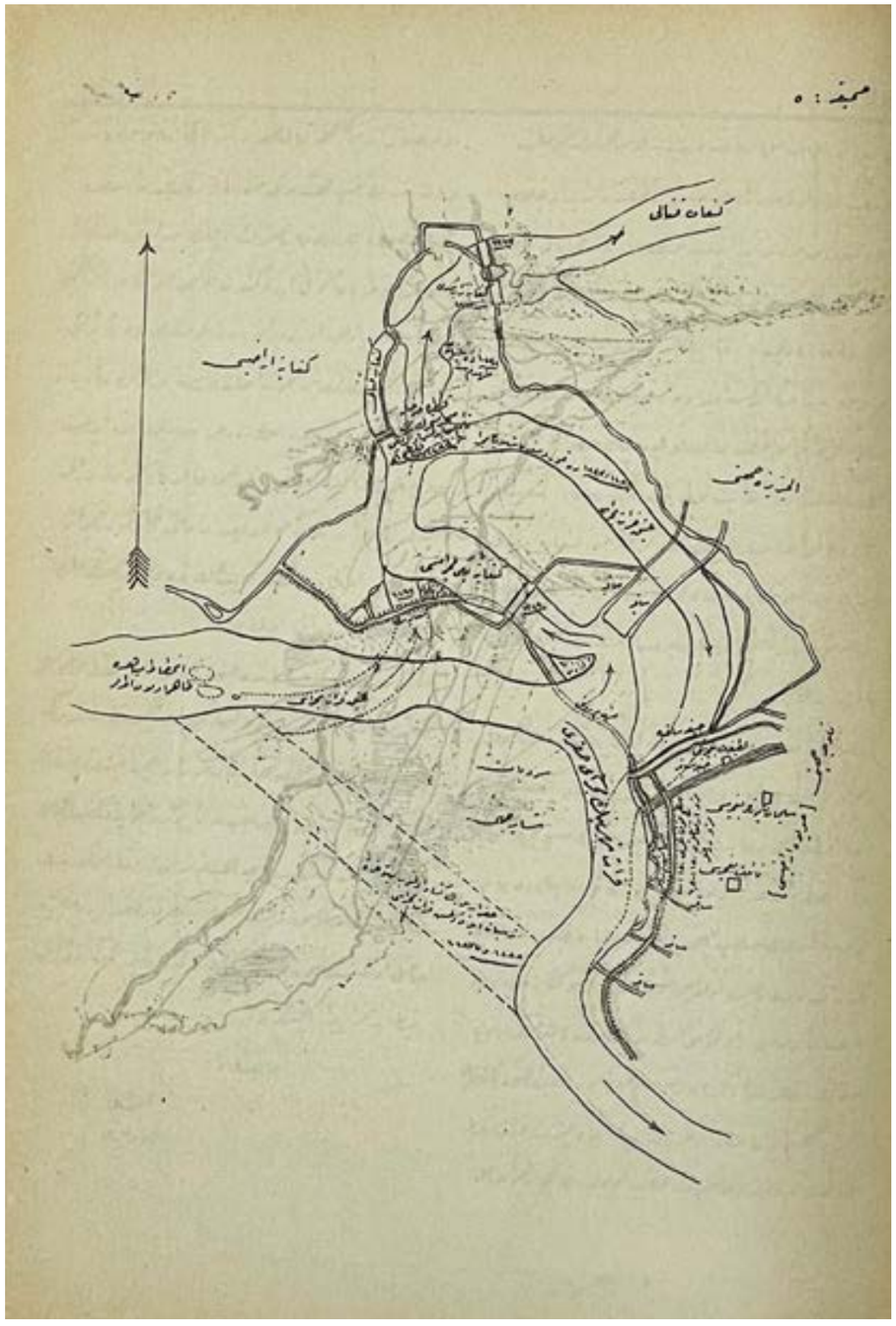
The intriguing topic is a project of water regulation and irrigation from Baghdad toward Basra and the Persian Gulf, which would improve the agriculture and transportation of products. The subject is embraced in an illustrated article Al-Jazeera: Irrigation and Water Projects (الجزیره اروا و اسقا عملیاتی), which was published as a sequel in several issues.

The last circa 8 issues concentrate more on the urban planning, architecture and street-cars.

Worldcat lists two institutional examples (National Library of Israel, Universiteitsbibliotheek Leiden).

References: OCLC 1122578209, 73530299.

3.600 EUR



29. Ottoman Water Engineering

Süleyman Sırrı
صوجيلقدن اصلاح انهار
[Suculuktan Islah-ı Enhar / Water Engineering (*Lit.* From Flooding to Repairing the Rivers)]
Istanbul: Matbaa-i Osmaniye 1341 [1925].

4°: 16 pp., 176 pp., [12 pp.], [14 pp.], [2 pp.] blank, 32 folding plates, maps and charts, original brown wrappers with lettering (wrappers with tiny tears, otherwise in a good condition).

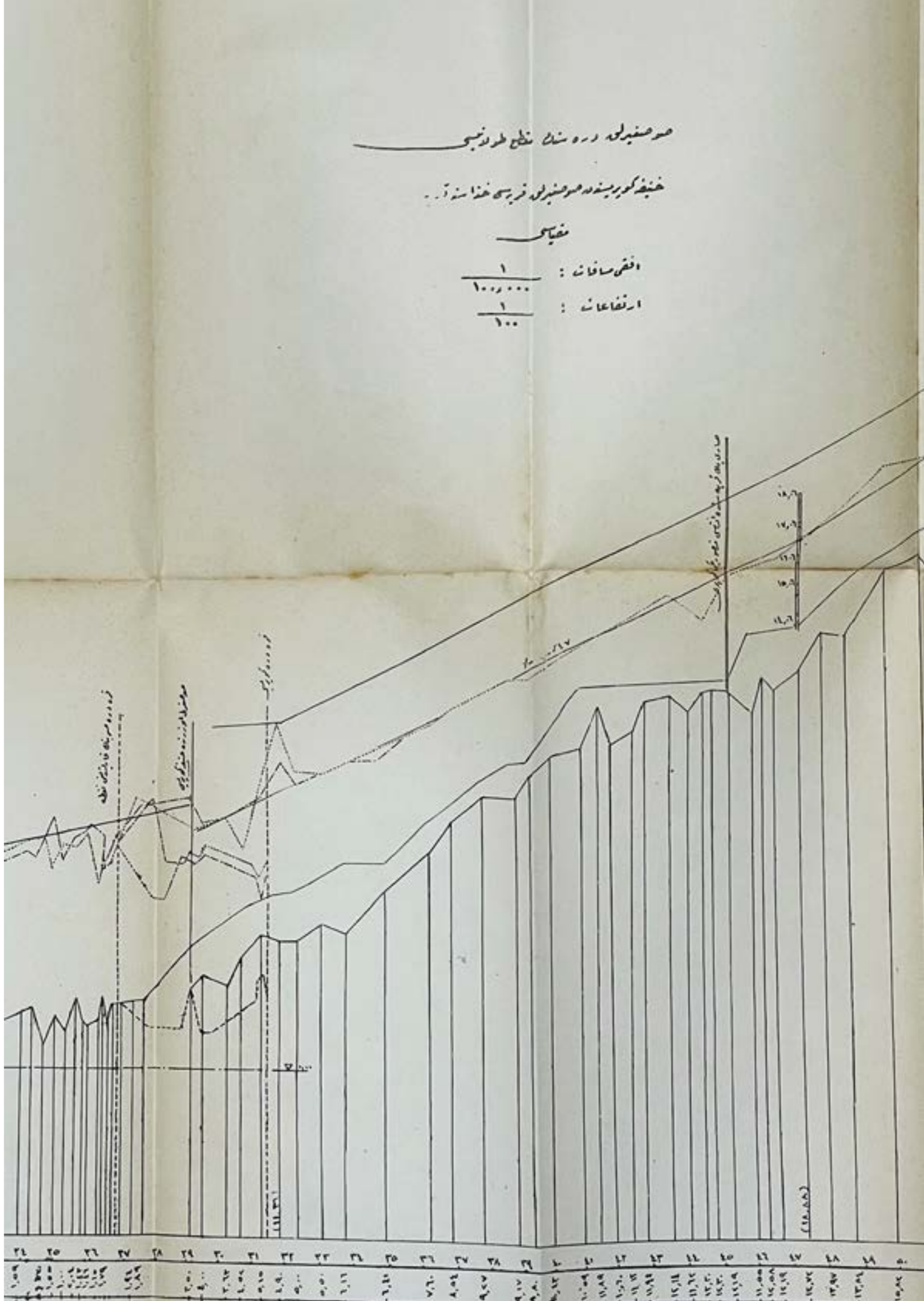
A detailed book on water engineering was written by an Ottoman / Turkish civil engineer and teacher Süleyman Sırrı. The examples, such as water regulations, damps, richly illustrated with large folding plates at the back are based on the contemporary achievements of engineering, taken from the parts of the former Ottoman Empire and North America.

The book was published in a series, issued by the Ministry of Engineering.

Worldcat lists one institutional example (Library of Congress).

References: OCLC 949555747; ÖZEGE 18271.

340 EUR



30. Trigonometry, Survey and Perspective in the Ottoman Empire

ضيا (Ziya PAŞA, died 1919)
مثلثات مستويه. اثر
[Müsellesat-ı Müsteviye / Euclidean Geometry]
Istanbul: Mekteb-i Fünûn-u Harbiye-i Şâhâne Matbaası 1302-1303 [1886-1887]
159 pp. letterpress with mounted illustrations, last partly folded pages lithographed.

[together with:]

ضيا (Ziya PAŞA, died 1919)
مثلثات كرويه
[Müsellesat-ı Küreviye / Spherical Trigonometry]
Istanbul: Mekteb-i Fünûn-u Harbiye-i Şâhâne Matbaası 1302-1304 (1886-1888)
42 pp., letterpress with lithographed illustrations.

Two titles bound together, both large 8°, original purple cloth boards with gilt and debossed decorations, original black calf spine with debossed decoration (minor age toning and light foxing, binding slightly rubbed and stained, otherwise in a good condition)

This is a rare first edition of Euclidean geometry and spherical trigonometry in Ottoman language, published by the Imperial Military Printing Office. The first title includes illustrations of geometrical drawings, landscape surveys and perspective measurements printed on separate sheets and mounted in the text.

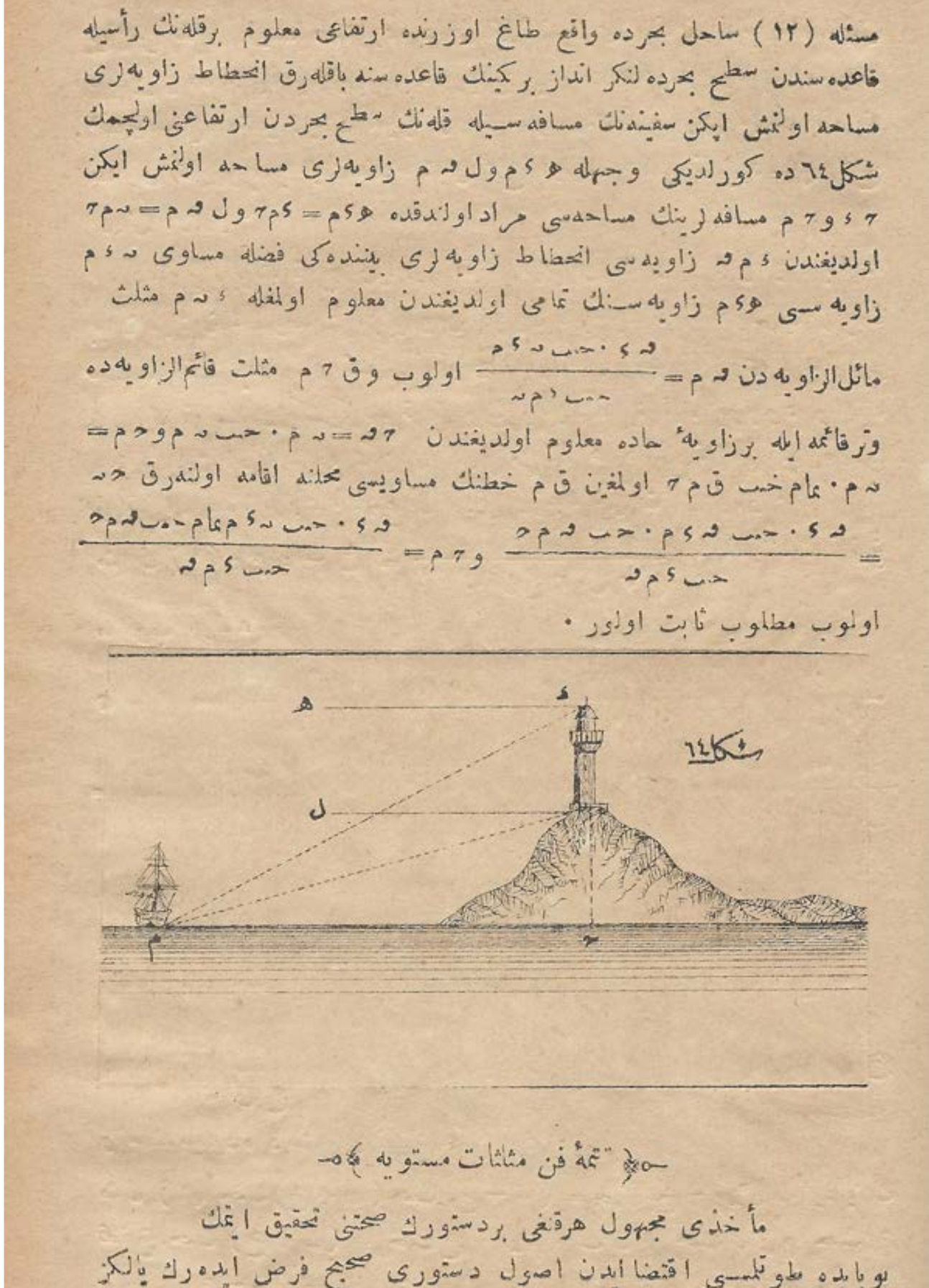
Two rare Ottoman books on trigonometry, perspective and survey, written by an Ottoman educator and mathematician Ziya Paşa

The author was Ziya Pasha (died 1919), an Ottoman educator and mathematician. Not much is known about Ziya. He was born in East Turkistan and worked in Istanbul as a lecturer at the Kuleli High-school and at the Military Medical High School. He authored eight books on mathematics.

We could not find any examples on Worldcat. Boğaziçi University Library houses a later edition with different pagination (OCLC 949523407).

References: BDK - ÖZEGE; 14956 ÖZEGE; 14950. Beşir ÖZMEN, Matematik ve Darüşşafaka, 1997, 13, 372, 5 & 6.

520 EUR



31. Mathematics and Engineering in the Ottoman Empire

İsmail Hakkı İzmirli (1869 - 1946)
فن ميخانيك
[Fenn-i Mihanik also Fenn-i menahic / The Art of Mechanics]
[Istanbul:] دده عثمانيه روم عبطم تيرحت 1326 [1910]
192 pp., 39 pp. photolithographed text with illustrations, [8 pp.] blank.

References: ÖZEGE; 5557 - TBTK; 10687.

[together with:]

Mustafa Salim Bey
مكنه رياضى. نوطلرى
[Makine-i Riyaziye. Notları / Mathematics for Mechanical Engineering. Notes]
Istanbul: 1329 [1913]
238 pp. photolithographed text with illustrations.

[together with:]

[together with:]

Mustafa Salim Bey
مكنه رياضى. سائلى
[Makine-i Riyaziye. Saila / Mathematics for Mechanical Engineering. Hydraulics]
[Istanbul]: 1330 [1914]
128 pp. photolithographed text with illustrations.

4°: 3 titles bound in one volume, contemporary black cloth boards and calf spine with glit lettering and decoration, contemporary patterned end-papers (slightly scuffed on the corners of the binding, otherwise in a good condition).

Three rare Ottoman books, printed in the technique of photolithography, were made for the first year of the studies of engineering in Istanbul on the eve of WWI.

The first title is an unusual combination of a scientific-educational book and religious text. The author İsmail Hakkı İzmirli (1869 - 1946) , who is today more known by his religious mystic works, analyses the methodology of mathematics, physics, natural and moral sciences, and approaches the classification of sciences from philosophical point



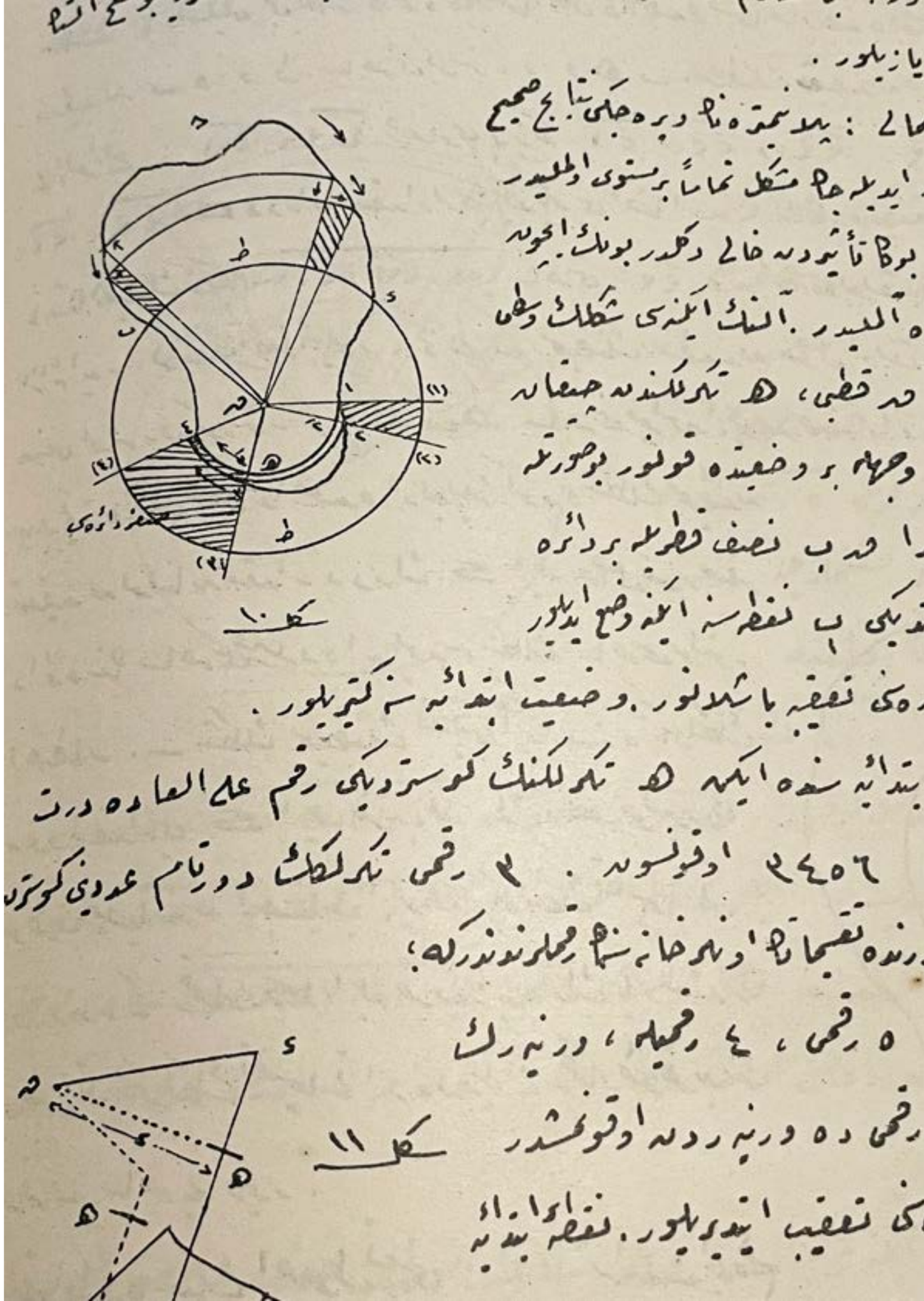
of view.

The author of the next two works was Mustafa Salim Bey a Thessaloniki-born mathematician and lecturer, who thought mathematics at the Imperial Engineering School and later Mathematical Mechanics at the University between 1921 and 1923.

All three titles are very rare. They do not appear in the Ottoman reference book Özege. Woldcat only mentions one example of the first title (Princeton University Library; OCLC 780174301, the others appear to be electronic copies). The other two tiles do not appear on Worldcat.

References: Title 1: Worldcat only lists one example (Princeton University Library; OCLC 780174301), the others appear to be electronic copies.

620 EUR



32. Ottoman Technology
Telegraph

Mustafa Efendi (1834 – ?).
تلغراف رساله سی
[Telgraf Risalesi / A Telegraph Report]
Istanbul: Matbaa-i Âmire 1273 [1857].

12°, 32 pp., folding plate, later marbled paper wrappers (minor staining, soft folds in the corners, old bookseller's stamp in ottoman on the first blank page, otherwise in a good condition).

The first Ottoman printed pamphlet on electric telegraphs was written in 1857 and includes a draft for the first Ottoman code, adjusted to the language and called the Mustafa Alphabet (Mustafa Alfabesi).
The author Mustafa Efendi was born in Istanbul and worked in Aleppo, Wallachia and Moldavia.

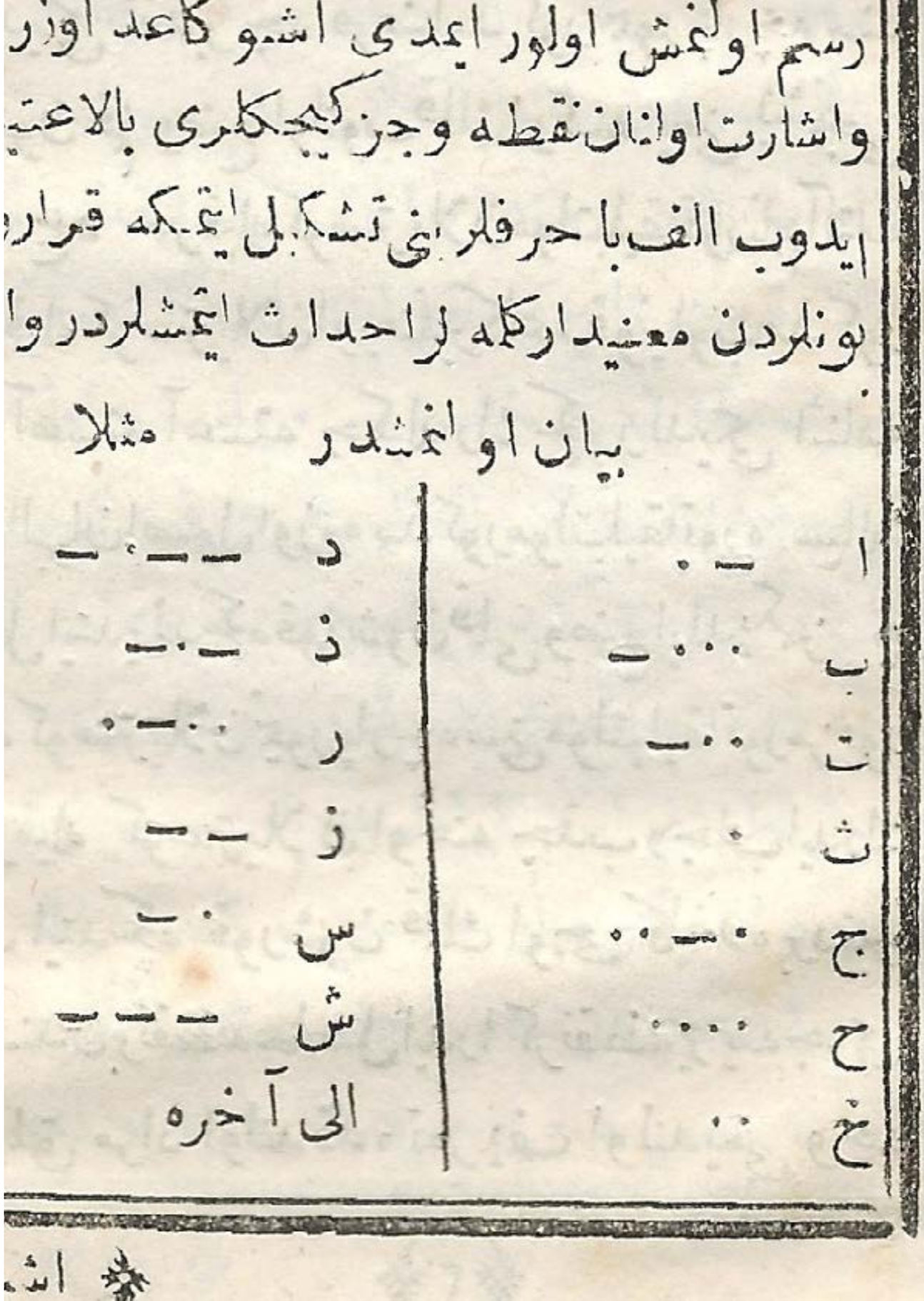
The first Ottoman printed pamphlet on electric telegraphs, introducing the Mustafa Alphabet, the code adjusted to the Ottoman language

The author was in the past often mistakenly identified as a contemporary medical doctor Mustafa Hami Paşa, who is known by more than 30 works, mostly on the subject of medicine, and his description of Yemen, accompanied with illustrations. On the other hand Telgraf Risalesi is Mustafa Efendi's only book. The second edition of the work was published in 1312 (1896).

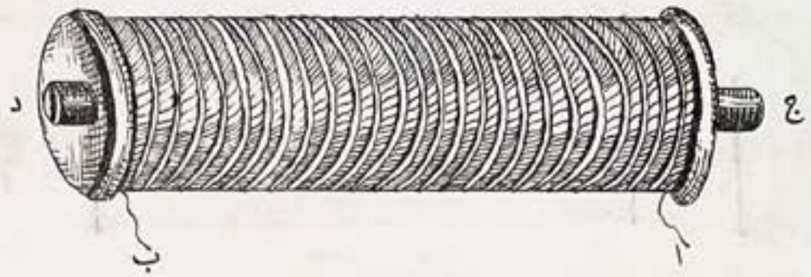
A Brief History of the Telegraph Systems in the Ottoman Empire

In few other places in the world did the advent of the telegraph have a more revolutionary effect. The Ottoman Empire was a vast land straddling three continents with a notoriously bad transportation system. Traditionally it took people – and information – weeks, and often months, to travel even small distances, as beyond the most populated coastal areas, the roads were seldom better than mule paths. The slothful pace of infrastructure development long placed a damper on the Ottoman economy and severely affected the Sublime Porte's ability to maintain political control across realms riven by internal dissent.

Truing to the global scene, the earliest viable telegraph technology was invented in



دردنجی شکل

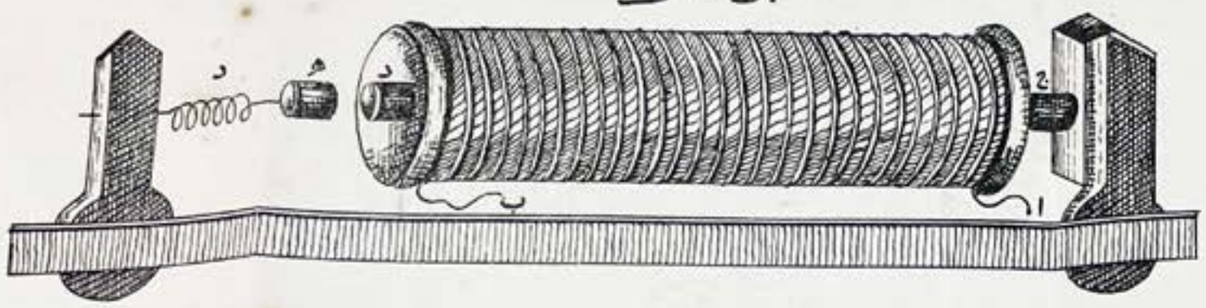






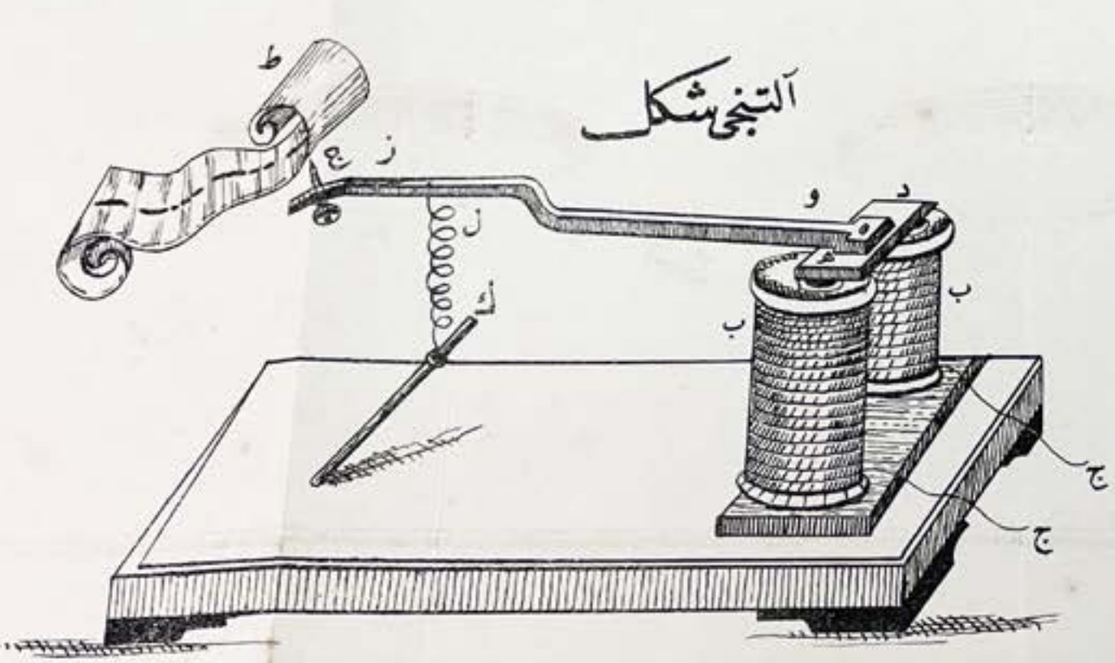


بشنجی شکل



یدنجی شکل

آلتنجی شکل



1837, and was quickly improved, spreading rapidly. The first successful long-distance telegraph line in the world was inaugurated between Berlin and Frankfurt in 1848. From that point onwards, thousands of miles of lines were soon laid out across Europe, America and India, utterly revolutionizing communications. Information that previously took months to travel from A to B, could be transferred in hours or even minutes. The economic, political, military and social ramifications were profound.

The Sublime Porte, which formally established its imperial postal system in 1840, was intrigued by telegraph technology at an early stage. In the 1847, Sultan Abdülmecid II commissioned an American group to investigate setting up a telegraph line from Istanbul to Edirne. However, political and economic instability, combined with resistance on the part of some rural stakeholders, ensured that the project never got off the ground.

The Crimean War (1853-6) was the catalyst to realizing telegraphy in the Ottoman Empire. The Sublime Porte's allies in the conflict, Britain and France, insisted that that Istanbul be linked to the European telegraph system, as instant communication with London and Paris were considered a military necessity. By September 1855, French technicians had successfully completed a line from Istanbul to Shumen (Bulgaria), so connecting the Ottoman capital to the pan-European network.

The first telegram from Istanbul to Europe was dated September 10th, 1855, and said "Allied Soldiers entered Sebastopol".

Immediately after the war, in 1857, Mustafa Hami Efendi published the first Ottoman book on telegraphs, suggesting a code system, adjusted to the Ottoman language, called the Mustafa alphabet (Mustafa Alfabesi).

With British and French assistance, the Ottoman telegraph network was rapidly expanded in both the Balkans and Anatolia, with thousands of kilometres of lines built every year beginning in the early 1860s. Special corps of soldiers and technicians were formed to protect and maintain the networks. As telegraph lines were much easier to build than railways, in most cases, the telegraph was the only means of maintaining good contact with most areas.

Telegraph construction in the Ottoman Empire was, in part, driven by the British imperative to create a rapid communications link between London and India; the most obvious routes for these lines ran through the Ottoman lands. Two main routes for connecting Europe and India were identified: first, would be the Red Sea route, running from Egypt down to Aden and then over to India, largely relying upon undersea cables; second, would be a line running through Iraq, the Persian Gulf and then on to India.

Attempts to build the Red Sea telegraph route failed due to technical reasons, and the project was put on ice in 1861. Attention then shifted to the route via Iraq. The Ottoman telegraph network reached Baghdad by 1863, while at the same time the British had completed an undersea cable from Karachi to Bushire, Persia. Over the next two years, great efforts were made to close the Bushire-Baghdad gap, which was achieved in 1865, with the completion of lines running via Al Faw and Basra. For the very first time, one could send a message in minutes (a time soon cut to seconds) between India and London; a development that utterly transformed the governance of the British Raj.

In 1870, improved undersea cable technology allowed the Eastern Telegraph Company to successfully run a line from Suez down the Red Sea, and then over to Bombay.

In 1871, the Sublime Porte merged their postal and telegraph systems, creating the Administration impériale des postes et télégraphes, which brought a new level of organization and resources to the system. Soon innumerable branch lines were built, off of the Red Sea, Istanbul-Thessaloniki-Belgrade and Istanbul-Al Faw main lines. As the present maps show, by the 1880s virtually every major city and town across the empire was linked to the global telegraph network, usually long before railways or even macadamized roads reached the same locations.

The Ottoman telegraph system continued to expand and develop, with new lines and better technology, until World War I. During the conflict, maintaining the lines across the empire was a key task of the Ottoman and German militaries, as the British went to great efforts to destroy or sabotage the lines. In places where the British were successful, entire regions were cut off from communication with Istanbul, often with severe military consequences.

In the wake of the war, the telegraph systems in the former Ottoman lands were rebuilt by the empire's successor states, but only operated for short time, as the lines were gradually superseded by wireless technology.

References: Vural BAŞARAN - Remzi DEMİR, Telgrafçı Mustafa Hami Efendi'nin Telgraf Risalesi, Dört Öge-Yıl, 9, 17, 2020 pp. 71-93.

980 EUR

33. Voltaire in Ottoman

VOLTAIRE (1674-1778), author – [Ahmed VEFIK Pasha, translator (1821-1891)].
حکایه حکمیه مکرومغا
[Hikâye-i Hikemiyye-i Mikromega / A Moralizing Story Micromégas]
Istanbul: باب عالی قارشوسنده ٥٧ عددلو مطبعه [Bâbıâli Karşısında 57 Numaralı Matbaa] 1288 [1872].

8°: 31 pp., original tan wrappers, later spine (wrappers with light staining and foxing, inside in a clean, partly uncut condition with hardly noticeable foxing to the last pages).

This is an uncommon Ottoman translation of Voltaire's short science fiction story *Micromégа*. The story, involving extraterrestrials visiting Earth and observing the inhabitants, combined influences of the contemporary scientific discoveries and critical views on the humankind, religion and morale.

A rare Ottoman translation of Voltaite's science fiction short story Micromégas

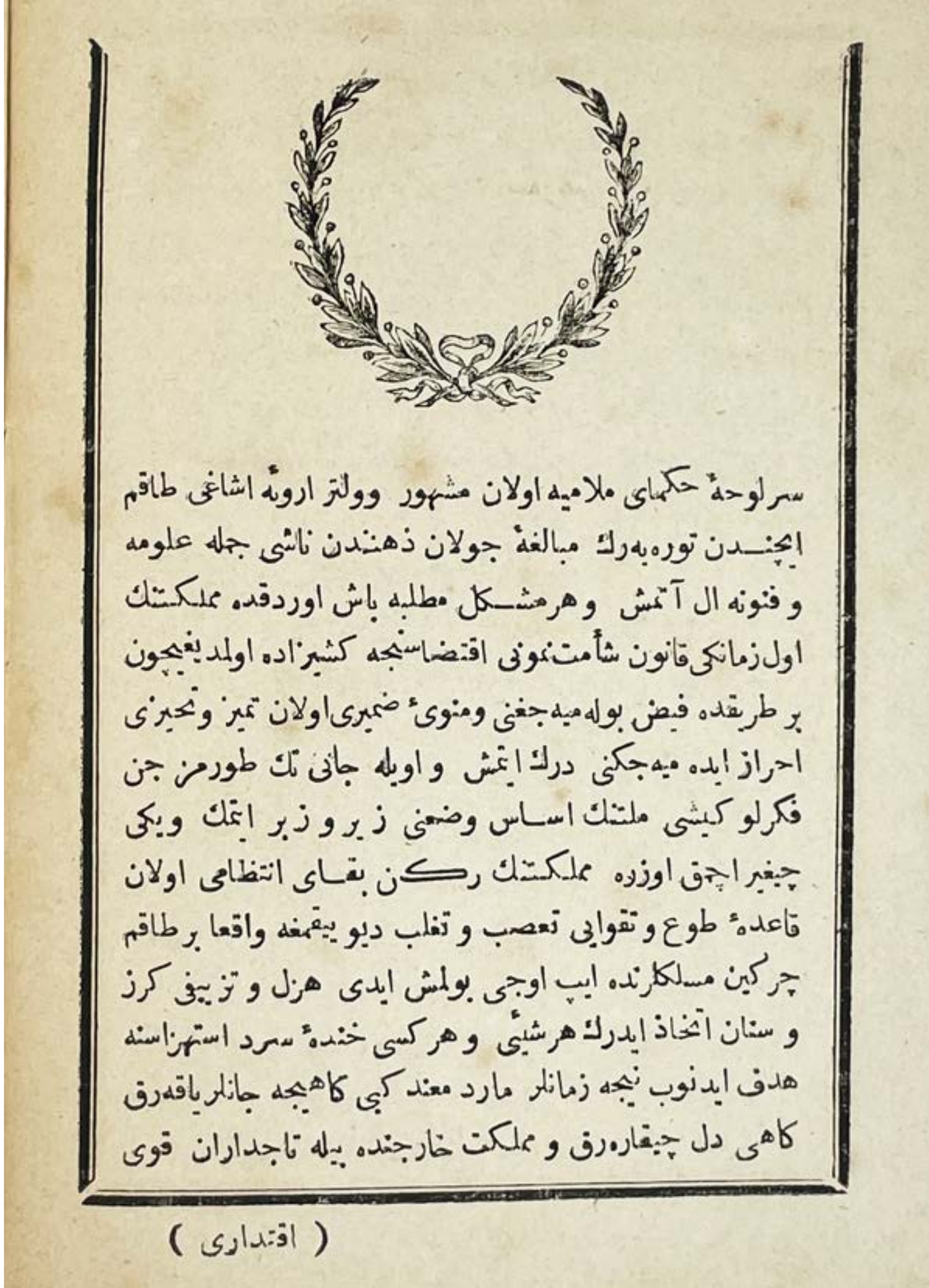
The translation of the *Micromégas* to Ottoman, made by Ahmed Vefik Pasha, was first published in 1871, in parts, in seven issues of the magazine Diyojen. Soon after, contemporary with our edition, another undated pamphlet with the translation without an imprint was published under the title Hikâye-i Feylesofiye-i Mikromega.

Ahmed Vefik Pasha (1821-1891) was an Ottoman scholar, diplomat and politician, who was in 1877 elected the president of the first Ottoman parliament. He translated classic authors such as Molière and Victor Hugo to Ottoman.

We could not find any Institutional examples on Worldcat.

References: ÖZEGE; 7530.

420 EUR


سرلوحهٔ حکمای ملامیه اولان مشهور وولتر اروپهٔ اشاغی طاقم
ایچندن توره به‌رك مبالغهٔ جولان ذهندن ناشی جمله علومه
و فنونه ال آتمش وهرمشکل مطلبه باش اوردقده مملکتك
اول زمانکی قانون شأمت‌نمونی اقتضاسنجه کشیزاده اولمدیغیچون
بر طریقده فیض بوله‌میه‌جغنی ومنوئ ضمیری اولان تمیز وتحیزی
احراز ایده میه‌جکنی درك ایتمش واویله جانی تك طورمز جن
فکرلو کیشی ملتك اساس وضعنی زیر و زبر ایتمك ویکی
چیغیر اچق اوزره مملکتك رکن بقای انتظامی اولان
قاعدهٔ طوع و تقوایی تعصب و تغلب دیو یقمغه واقعا بر طاقم
چرکین مسلکلرنده ایپ اوجی بولمش ایدی هزل و تزیینی کرز
و سنان اتخاذ ایدرك هرشیئی وهرکسی خندهٔ سرد استهزاسنه
هدف ایدنوب نیچه زمانلر مارد معند کبی کاهیجه جانلر یاقه‌رق
کاهی دل چیقاره‌رق و مملکت خارجنده پیله تاجداران قوی

(اقتداری)

34. Georgia

محمد عارف (Mehmed Arif (Ismetzade)
كورجى كويلرى
[Gürcü Köyleri / Gerorgian Villages]
Istanbul: محمود بك مطبعه سى [Mahmud Bey Matbaası] 1311 [1894 or 1895].

12°: 56 pp., later black cloth binding with gilt lettering (old repairs to the title page and blank margins on p. 1, minor age toning and staining, old hand-written price on the rear inner side of the rear board).

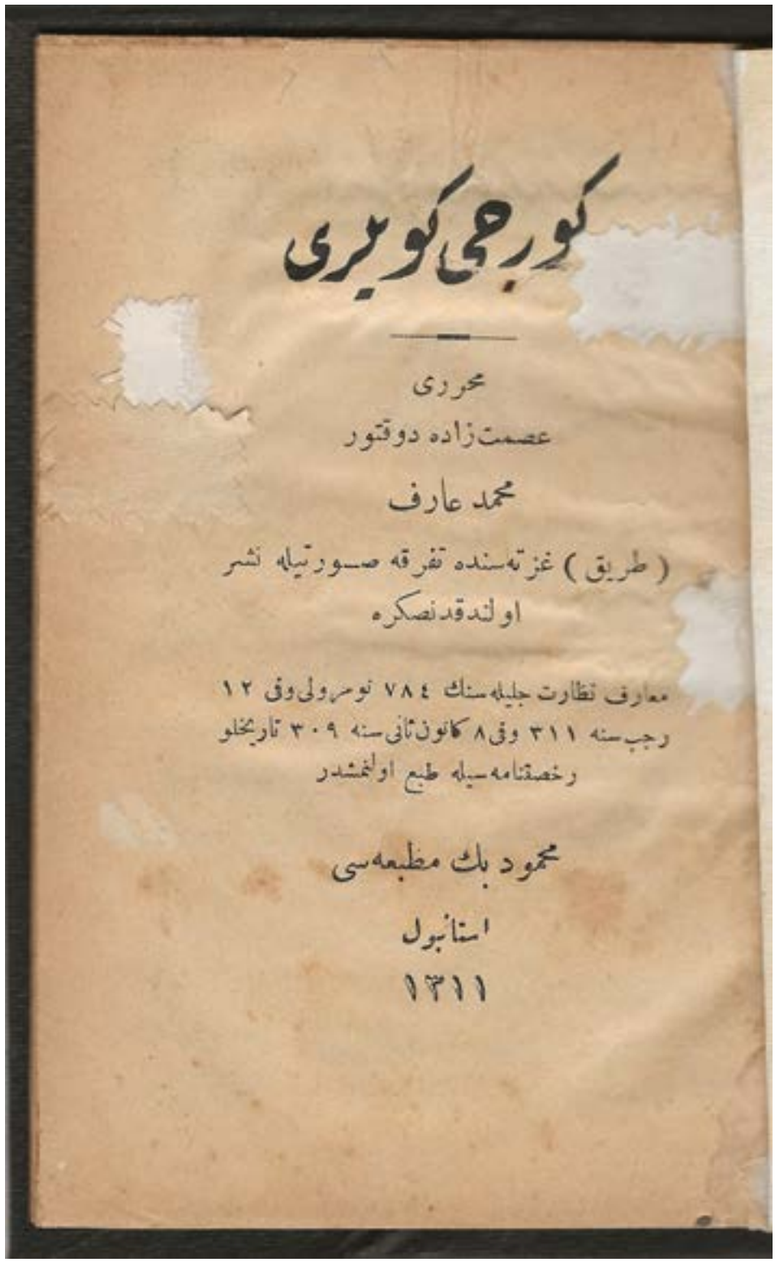
This small rare pamphlet in the Ottoman language is an important report on the Georgian communities on the north coast of Anatolia.

The author Mehmed Arif travelled to the region of Samsun, to research the settlements of the Georgians, who escaped from the Russian suppression in the years 1877-78. According to the text, about 15 years later the émigrés still lived following their old traditions.

Worldcat appears to only list one example (Boğaziçi University Library), the others appear to be eBooks.

References: OCLC 56093562.

420 EUR


كورجى كويرى

محررى
عصمت زاده دوقتور
محمد عارف

(طريق) غزته سنده تفرقه صورتيله نشر
اولندقدنصكره

معارف نظارت جليله سنك ٧٨٤ نومرولى وفى ١٢
رجب سنه ٣١١ وفى ٨ كانون ثانى سنه ٣٠٩ تاريخلو
رخصتنامه سيله طبع اولنمشدر

محمود بك مطبعه سى
استانبول
١٣١١

35. Ottoman Cookbook

آشجی باشی طوسون (Aşçıbaşı Mahmud Nedim bin Tosun i. e. Master Chef Tosun)
أوده آشجی قادین یاخود مکمل یمك کتابی
[Evde Aşcı Kadın yahud Mükemmel Yemek Kitabı / The Home Chef or the Perfect Cook-book]
Istanbul: آمدی مطبعه سی [Amedî Matbaası] 1927

8°: 339 pp., 16 pp., contemporary red boards and blue cloth spine with lettering, old ottoman paper label on the spine (minor staining and foxing, small loss of upper white margins partly repaired with later paper, a tiny part of text covered with see-through brown paper).

A famous cookbook in Ottoman language, known as "the last page of the Ottoman and the first page of the new Turkish cuisine".

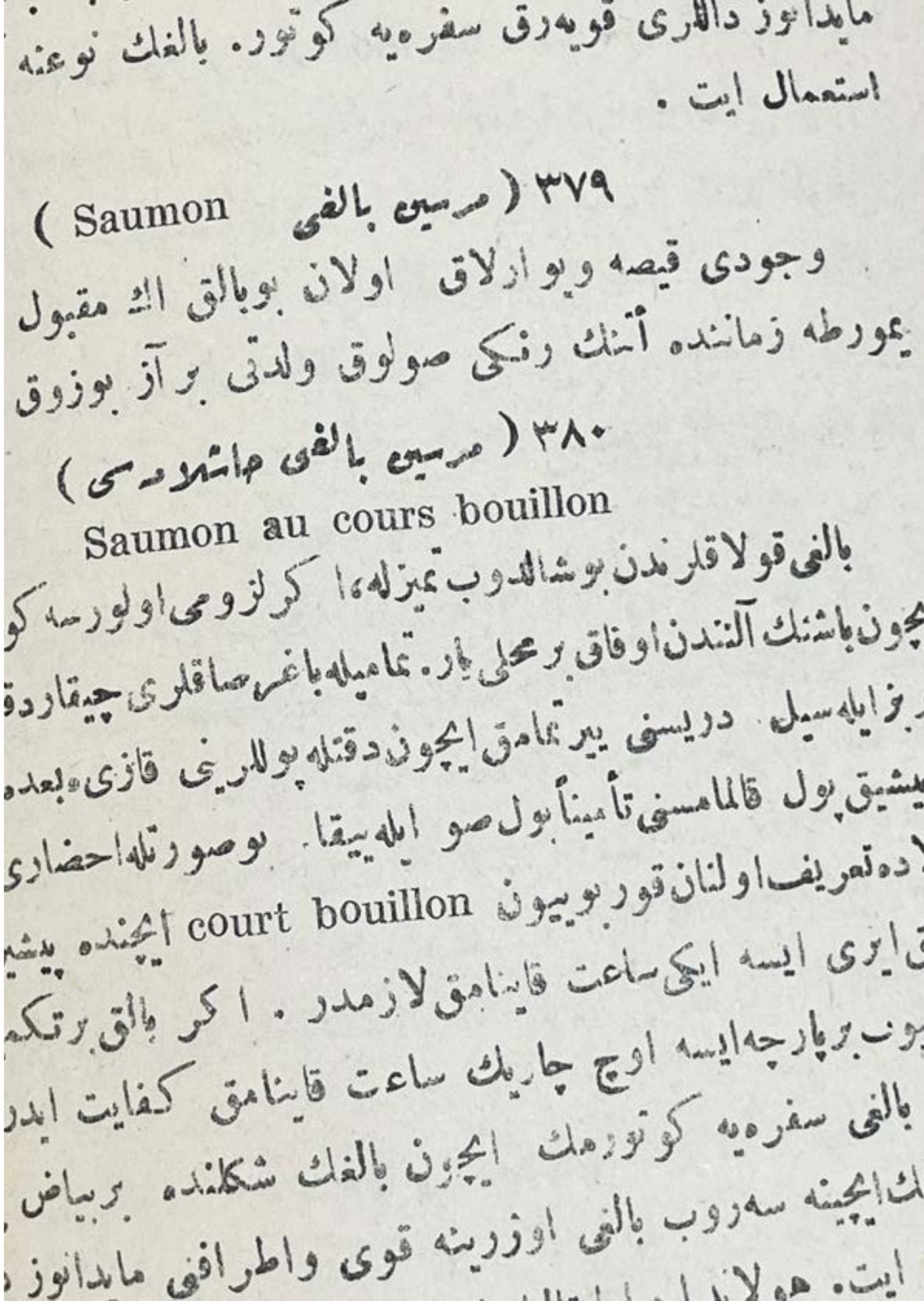
A book with hundreds of cooking recipes in Ottoman language, accompanied with French titles, was published in the Turkish Republic in 1927, in Ottoman script. Not much is known about the author Mahmud Nedim bin Tosun, Aşçıbaşı or the Master Cheft, as he calls himself. He was probably of Cretan origins and was at wone point employed by the army. In the introduction he admits, that as a child he helped his mother in the kitchen and the latest articles, intended mostly for female readers, were exceedingly helpful to his profession.

This is the second edition published in 1927. The first edition was issued in 1919.

We could find four institutional examples (Boğaziçi University Library, Harvard University, Universiteitsbibliotheek Leiden, KOÇ University Library).

References: OCLC 1030090957, 1030090957, 1030090957. ÖZEGE; 5257. Cf. Uroš Urošević, Cooking in the Times of Change: Mahmud Nedim bin Tosun's Aşçıbaşı and the Ottoman Cuisine between Asia and Europe, From Kebab to Ćevapčići, 2018.

550 EUR



احمد نظمی (Ahmed Nazmi)
آعاج دیکمك. آعاج دیکمه نك فائده لری و فنی اصولی
[Ağaç Dikmek, Ağaç Dikmenin Faydaları ve Fennî Usûlü / Planting Trees, Benefits of Planting Trees and Scientific Method]
Istanbul: معرفت مطبعه سی [Marifet Matbaası] 1347 – 1928.
8°: 160 pp.

[together with:]
م. فاضل (M. Fazıl)
چیچك باغچه سی
[Çiçek Bahçesi / Garden Flowers]
Istanbul: کتابخانه سودی [Kitabhane-yi Sudi] 1339 [1923].
8°: 76 pp. with black and white illustrations, [4 pp.] blank, illustrated cover.

[together with:]
م. فاضل (M. Fazıl)
میوه باغچه سی
[Meyve Bahçesi / Garden Fruit]
Istanbul: کتابخانه سودی [Kitabhane-yi Sudi] 1339 – 1923.
8°: 67 pp. with black and white illustrations, illustrated cover.

3 titles bound in 1 volume, contemporary cloth binding with gilt lettering on the spine, original patterned endpapers (minor foxing, binding with small chips, sporadic light water-staining in corners, otherwise in a good condition). 427059571, ÖZEGE; 13420.

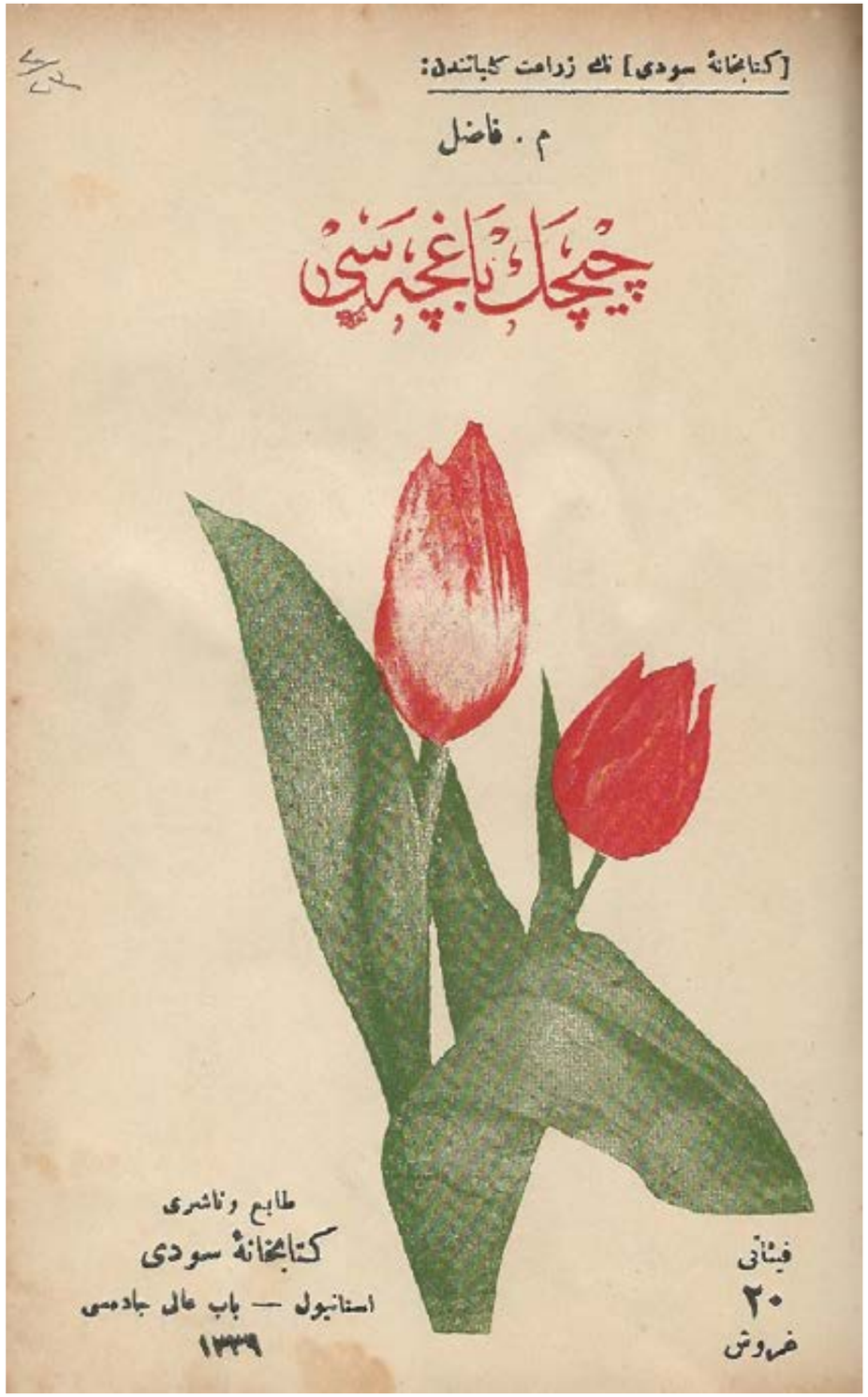
The first book is an unusual Ottoman work on silviculture. The instructions on controlling of growth of trees and the benefits of green surfaces are accompanied with quotes from the Quran.

The work is followed by a second book, with a beautiful cover and illustrated text, which describes garden plants. The third book by the same author described fruit trees.

All the works are rare. Worldcat list the title without any institutional examples for the first tile, and the only two examples of the second and third title are housed at the University of California, Los Angeles.

References: Title 1: OCLC 984413652; ÖZEGE, 143. Title 2: OCLC 654417429; ÖZEGE; 3324. Title 3: OCLC 427059571, ÖZEGE; 13420.

260 EUR



37. Ottoman Geography

حسين رفقى (Hüseyin Rıfkı Tamani, circa 1750 - circa1817)
المدخل في الجغرفيا
[El-Medhal fî'l-Coğrafya / Introduction to Geography]
Istanbul: تقويمحانه عامره [Takvimhane-i Âmire Matbaası] 1266 [1850]

8°. 88 pp., 8 folding plates, original binding with marbled paper covers and brown cloth spine (minor staining, sporadic old annotations and underlined words, old manuscript mathematical drawing in black ink on the inner side of the front cover, binding slightly rubbed mostly around the spine with loss of cloth).

This Ottoman book on the basics of modern geography, survey and map making was the first popular publication on this subject. It includes images representing basic trigonometry, symbols for map-making, images of the solar system and astronomy.

Hüseyin Rıfkı Tamani (1750 - 1817) was one of the founders of the Mühendislikhane-i Berrî-i Hümâyûn, a military engineering school, and the head teacher at the institution between 1910 and 1916.

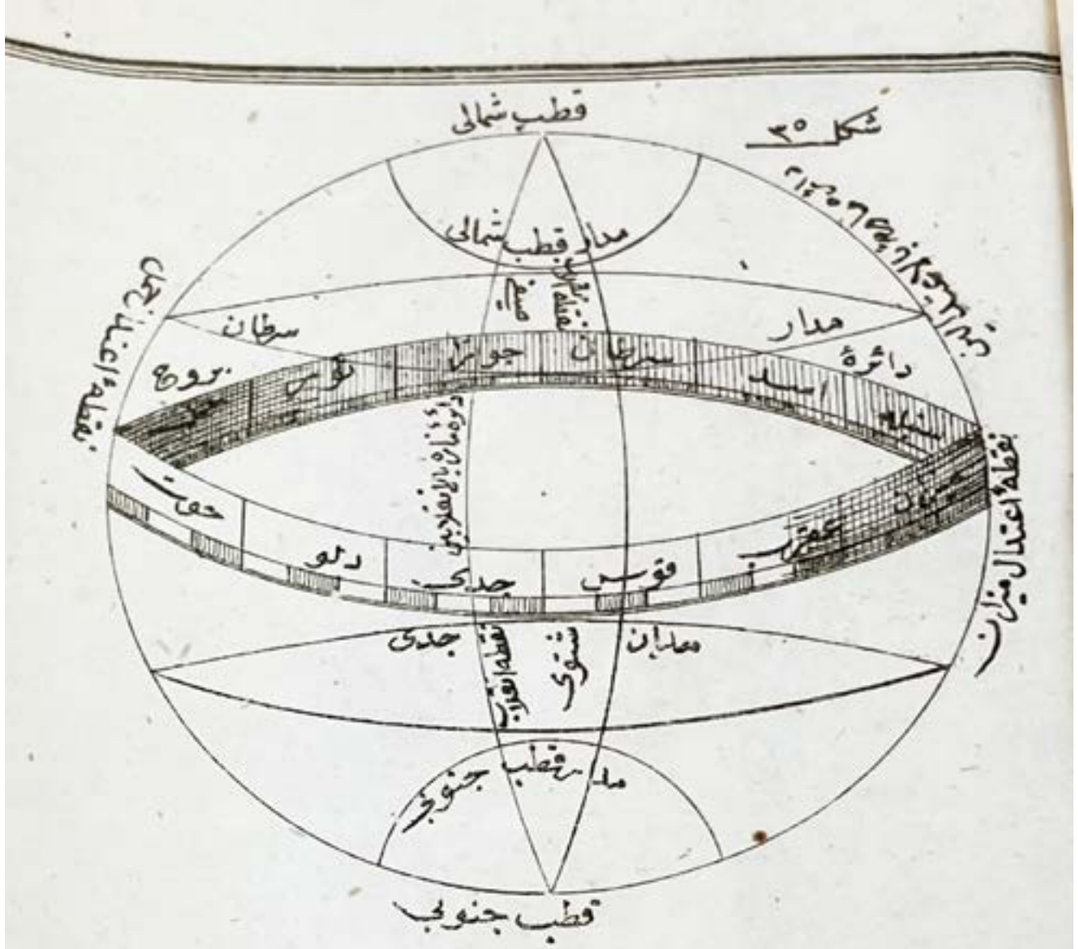
First popular Ottoman book on modern geography and survey

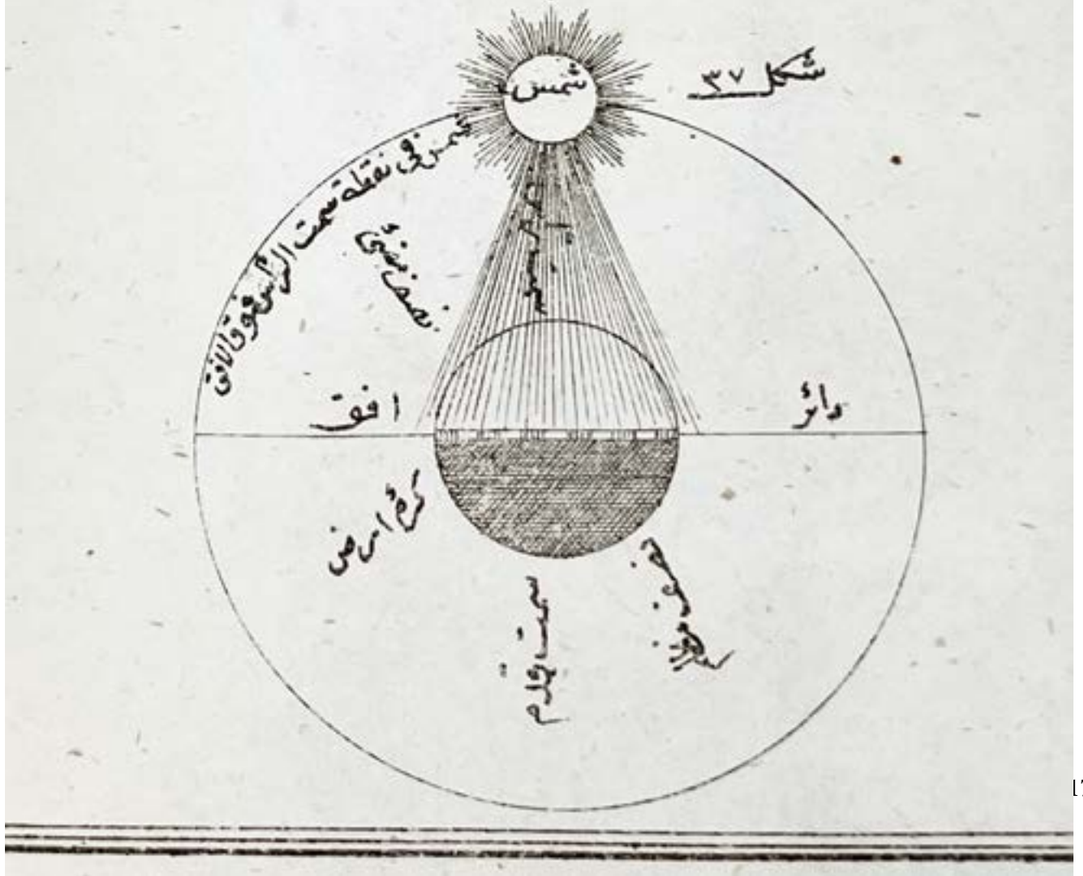
Hüseyin Rıfkı was heavily influenced by the Western sciences. In 1903, he moved to London, where he learned English and studied latest works published on the subject of science. Upon his return to Istanbul, Hüseyin authored several pioneering Ottoman works on mathematics and engineering and translated contemporary western text on the subject.

Six editions of this highly popular work were published in Ottoman between circa 1831 and 1876 (1247 and 1292 AH). This is a second corrected and enlarged edition, with 8 folding plates bound at the end of the text, as the 1831 edition only included 4. This text was, according to the imprint on the back page, edited in 1829 (1246 AH) and was published for the first time a year later.

We could only find one example of this edition on Worldcat (University of California, Los Angeles).

References: MİL - ÖZEGE; 12658 - TBTK; 14353. Fatma ÖZDEMİR, Coğrafya alaninda hazirlanmiş resimli ilk matbu kitaplar ve resimlerinin incelenmesi, The First Printed Books with Pictures Prepared in the Field of Geography and Examining Their Pictures, Çukurova Üniversitesi İlahiyat Fakültesi Dergisi, 2020, 20 / 2, pp. 509-534, no. 3.
1.200 EUR





38. Ottoman-German Relations - WWI School System

Karl MATTHESIUS (?).
آلمان مكتبلرى
[Alman Mektepleri / German Schools]
Istanbul: احمد احسان و شركاسى [Ahmed İhsan ve Şürekâsı] 1331 [1915].

12°: 22 pp., [2 pp.] blank] on pink paper, later black cloth binding with debossed decoration and gilt title, later green endpapers (title page with minimal staining and old collector's stamp, minor staining, otherwise in a good condition).

A rare pamphlet, printed on pink paper, on the German school system is according to the imprint on the title page translated from an Weimar-based author Karl Matthesius (?). It was published at the beginning of WWI, when the Ottoman Empire and Germany joined their forces in politics and combats.

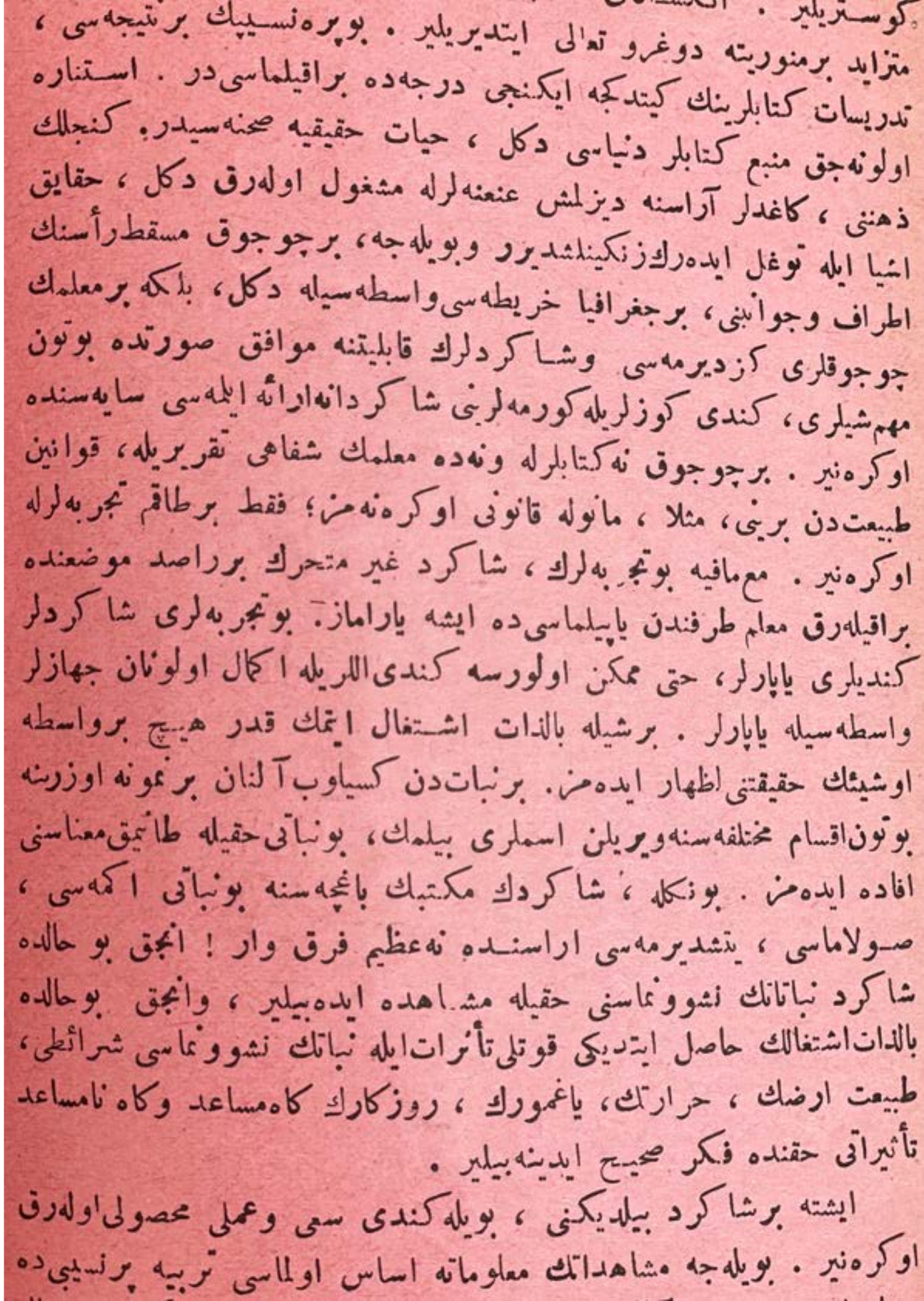
The German school in Istanbul was founded in 1868 and was from circa 1900 until the end of WWI also used by the Turkish pupils. When the emperor William II visited Istanbul in 1898 he gave the institution a special privilege to issue German diplomas – the only institution allowed to do so outside Germany.

In the same time, especially during the war, more and more Ottomans were schooled in Germany at various institutions.

We could not find any institutional examples on Worldcat.

References: ÖZEGE 455.

450 EUR



39. Ottoman-German Relations - WWI School System

م. عادل (Muslihiddin Âdil [Taylan] (1881-1944)).
آلمان حیات عرفانی
[Alman Hayat-ı İrfanı / German Knowledge of Life]
Istanbul: مطبعه عامره [Matbaa-i Âmire] 1917-1333.

8°: 235 pp., [3 pp.] original green wrappers with lettering (minor folds, wrappers with light stains, small repairs to the spine, but overall in a good condition).

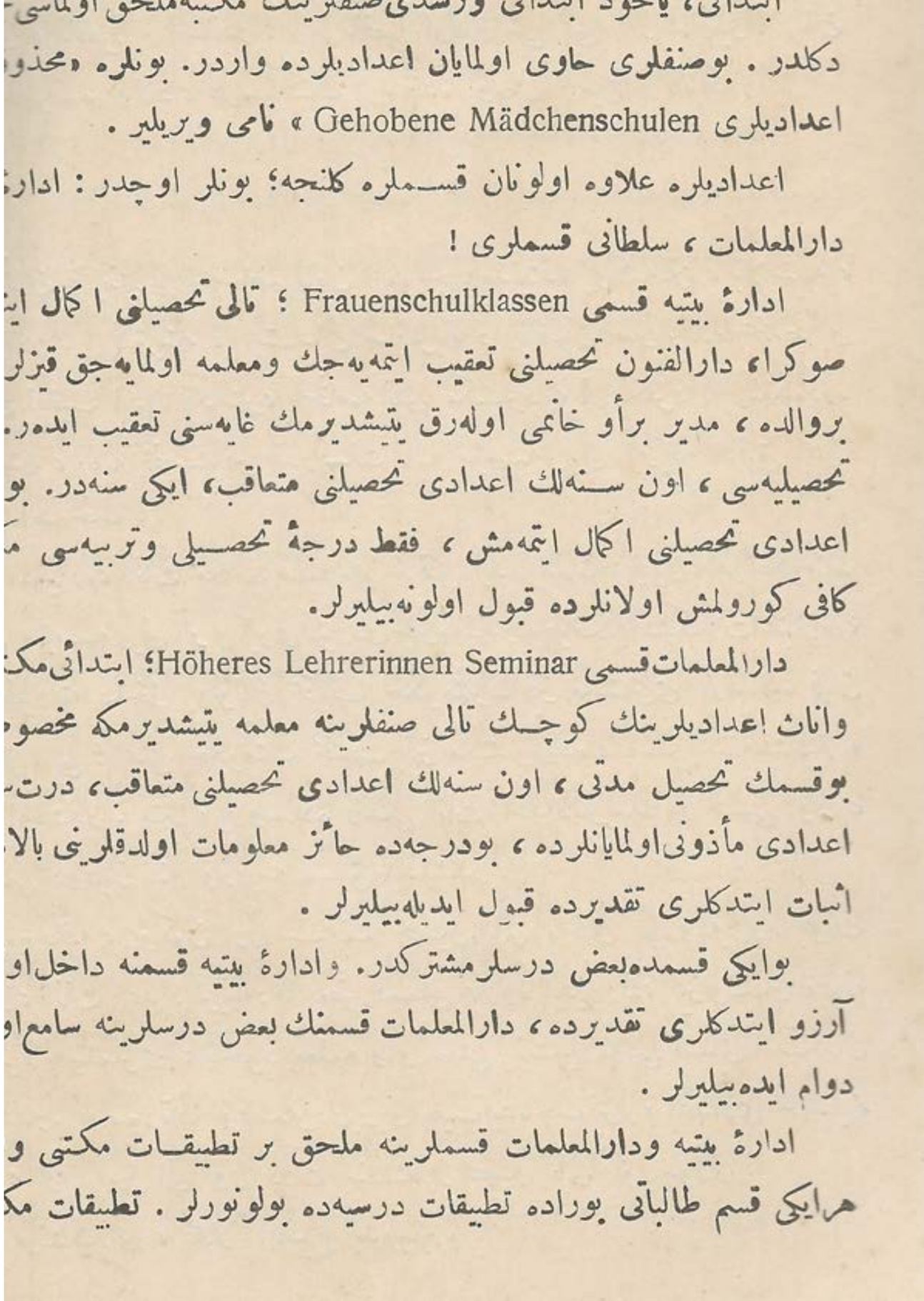
Another Ottoman book on the German educational system (please see our previous item), which was published during WWI, explains in details various stages of schooling in Germany and instituional programes, including the schools for females. The Ottoman text is accompanied with German terms.

The author Muslihiddin Âdil was an Ottoman educator and journalist, born in Thessaloniki. He served the General Director of Primary Education at the Ministry of Education in 1913 and a year later General Director of Secondary Education. He was later an editor of the nationalistic magazine Tarik and a consultant to the Turkish Delegation at the Lausanne Conference.

Worldcat lists three institutional examples (Staatsbibliothek zu Berlin - Preußischer Kulturbesitz, Haus Potsdamer Straße, Universitätsbibliothek Kiel, Zentralbibliothek, Universitätsbibliothek Kiel, Zentralbibliothek).

References: OCLC 254211800. ÖZEGE 442.

380 EUR



40. Ottoman-German Relations - WWI School System

اعوان زاده م. سلیمان (Avanzâde Mehmed Süleyman, 1871-1922)
آلمان تربیه سی
[Alman Terbiyesi / German Education
Istanbul: اورخانیه مطبعه سی [Orhaniye Matbaası] 1335 [1918 or 1919].

Long 8°: 24 pp., later wrappers (light age-toning and staining, later wrappers, tiny tears in margins, otherwise a good, uncut example).

The rare pamphlet in Ottoman language on the education in Germany was written at the end of WWI, which marked close friendship between Germany and the Ottoman Empire, in contrast with the 19th century, when the Empire was mostly influenced by France. Fin de siècle and the time of the war the Ottoman Empire was heavily marked by the propaganda of German economy, military and discipline.

The book was written by a prolific Ottoman writer Avanzâde Mehmed Süleyman, 1871-1922), who graduated from the pharmacy and medicine, worked as an educator at the Haydarpaşa Military Practice School, writer, translator and later pharmaceutical inspector at the Ministry of War Sanitation Department.

His early 20th century books, pamphlets and articles were mostly educational on the populistic level. He also authored several highly popular texts on and for women.

We could not find any examples on Worldcat.

References: ÖZEGE; 467 - TBTK; 5179.

180 EUR


آلمان تربیه‌سی

آلمان تربیه‌سیله چوجق یتشدیرمك

مؤلفی :

اعوان زاده م . سلیمان

صاحب و ناشری :

جمعیت کتبخانه‌سی

دارسعادت

اورخانیه مطبعه‌سی

۱۳۳۵

41. Freudism in Ottoman

Sigmund Freud (1956-1939), author; Mustafa Şekib [Tunç], 1886-1958), translator.
فرویدیزم. پسیقوآنالیزه دائر بش درس
[Fröydizm [Freudizm]. Psikoanaliza Dair Beş Ders / Freudism. Five Lectures on Psychoanalysis / Über Psychoanalyse: Fünf Vorlesungen]
Istanbul: Millî Matbaa 1926

Small 4°: 57 pp., original tan wrappers with lettering (wrappers with light staining, later spine

A first Ottoman translation of the Freud's groundbreaking work on psychoanalysis, sexual origins of neurosis and the Oedipus complex, written by the pioneer of the modern Ottoman psychology

This is the first Ottoman translation of Freud's revolutionary work *Five Lectures on Psychoanalysis* (*Über Psychoanalyse: Fünf Vorlesungen*), involving at the time controversial analysis of sexual origins of neurosis, infantile sexuality, the Oedipus complex, homosexuality, sadism and masochism. The translation is based on the speech in German, delivered by Freud without written notes in September 1909, at Clark University in Worcester, Massachusetts.

The text includes French technical terms and four pages of literature in German language.

The translator Mustafa Şekib was a pioneer in the field of modern psychology and psychoanalysis in the late Ottoman Empire and early Republic of Turkey.

After finishing the education in Istanbul, Mustafa Şekib was appointed a teacher in Skopje, where he noticed that the contemporary educational system required a better psychological approach, as it started being practiced in the central and western Europe.

Mustafa's wish to gain the modern western knowledge on psychology came true, when after the Balkan Wars, in 1913, he was sent to Europe together with 14 other teachers by the Ottoman Ministry of Education. He studied the history of French literature in Lausanne and eventually entered the JeanJacques Rousseau Institute (also Academy of Geneva), the first institute of educational science in Europe, founded in 1912. The at the time exceedingly progressive institute, specialized in an a new idea of putting the child in the center of the educational system.

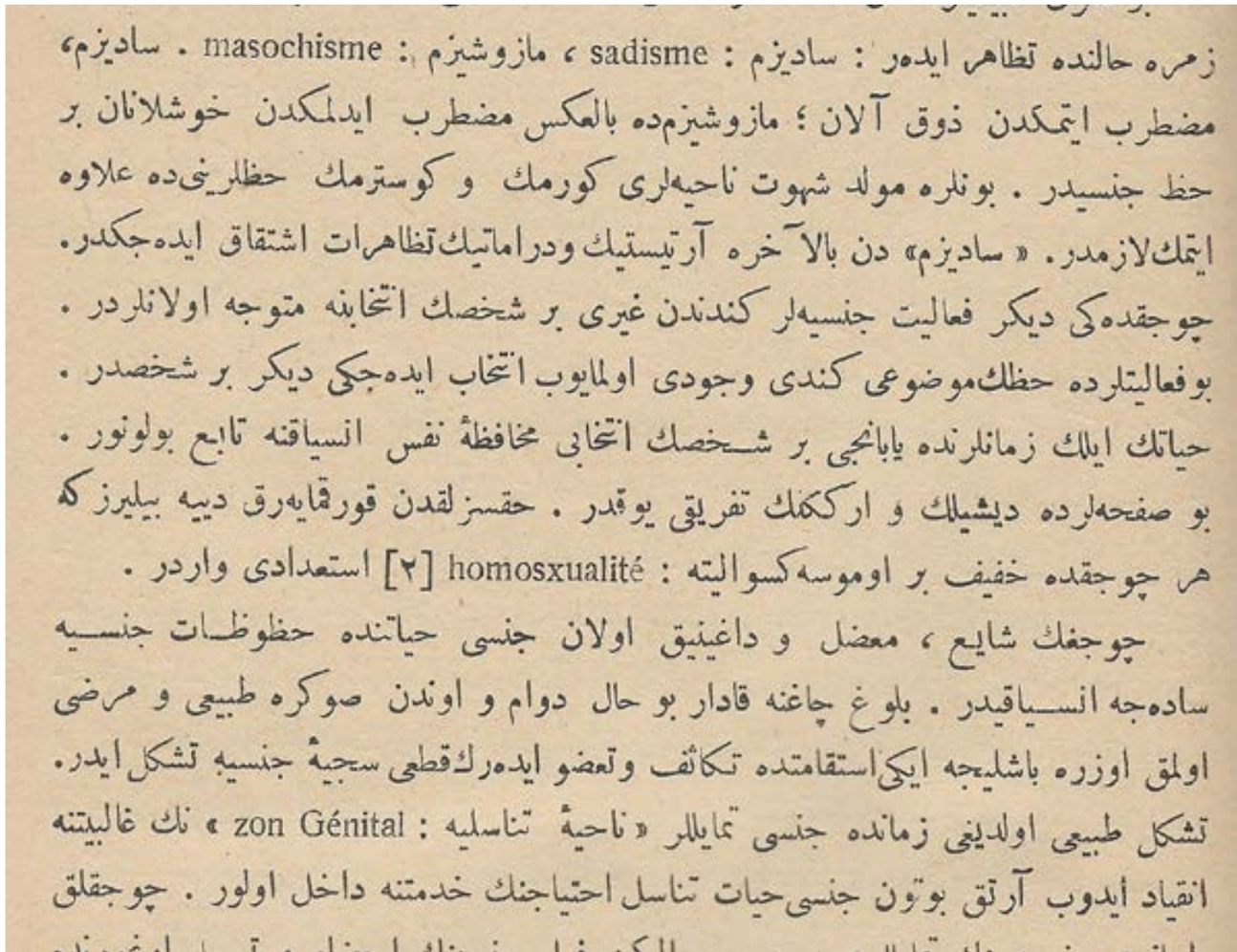
After his returning to Istanbul Mustafa Şekib worked at the Ministry for Education, before becoming professor for psychology at the university. His written works, original works and translations, as well as hundreds of translations, are an important contribution to the development of the modern psychology and psychoanalysis in the late Ottoman Empire and later in the Republic of Turkey.

This is the first edition. The work was reprinted in modern Turkish in 1931 and in 1948.

We could find one institutional example on Worldcat (Orient-Institut Istanbul).

References: OCLC 1030933554. ÖZEGE; 5984 – TBTK; 11106.

420 EUR


زمره حالنده تظاهر ایدەر : سادیزم ، sadisme : مازوشیزم . masochisme :
مضطرب ایتمکدن ذوق آلان ؛ مازوشیزمده بالعکس مضطرب ایدلمکدن خوشلانان بر
حظ جنسیدر . بونلره مولد شهوت ناحیەلری کورمك و کوسترمك حظلرینده علاوه
ایتمك لازمدر . « سادیزم » دن بالآخره آرتیستیك ودراماتیك تظاهرات اشتقاق ایدەجکدر .
چوجقدەکی دیکر فعالیت جنسیەلر کندندن غیری بر شخصك انتخابنه متوجه اولانلردر .
بوفعالیتلرده حظك موضوعی کندی وجودی اولمایوب انتخاب ایدەجکی دیکر بر شخصدر .
حیاتك ایلك زمانلرنده یابانجی بر شخصك انتخابی محافظهٔ نفس انسیاقنه تابع بولونور .
بو صفحەلرده دیشیلك و ارککلك تفریقی یوقدر . حقسز لقدن قورقمایەرق دیه بیلیرز که
هر چوجقده خفیف بر اوموسەکسوالیته : homosxualité [۲] استعدادی واردر .
چوجغك شایع ، معضل و داغینیق اولان جنسی حیاتنده حظوظات جنسیه
سادەجه انسیاقیدر . بلوغ چاغنه قادار بو حال دوام و اوندن صوکره طبیعی و مرضی
اولمق اوزره باشلیجه ایکی استقامتده تکاثف وتعضو ایدەرك قطعی سجیهٔ جنسیه تشکل ایدر .
تشکل طبیعی اولدینی زمانده جنسی تمایللر « ناحیهٔ تناسلیه : zon Génital » نك غالبیتنه
انقیاد ایدوب آرتق بوتون جنسی حیات تناسل احتیاجنك خدمتنه داخل اولور . چوجقلق

42. Tatar Printing in Tokyo

ص. بیکبولاط
[Sun'atullah Bikbulat]
اسلام تأریخی
[Islam Tarih-I / History of Islam]
Tokyo: Islamic Press 1932.

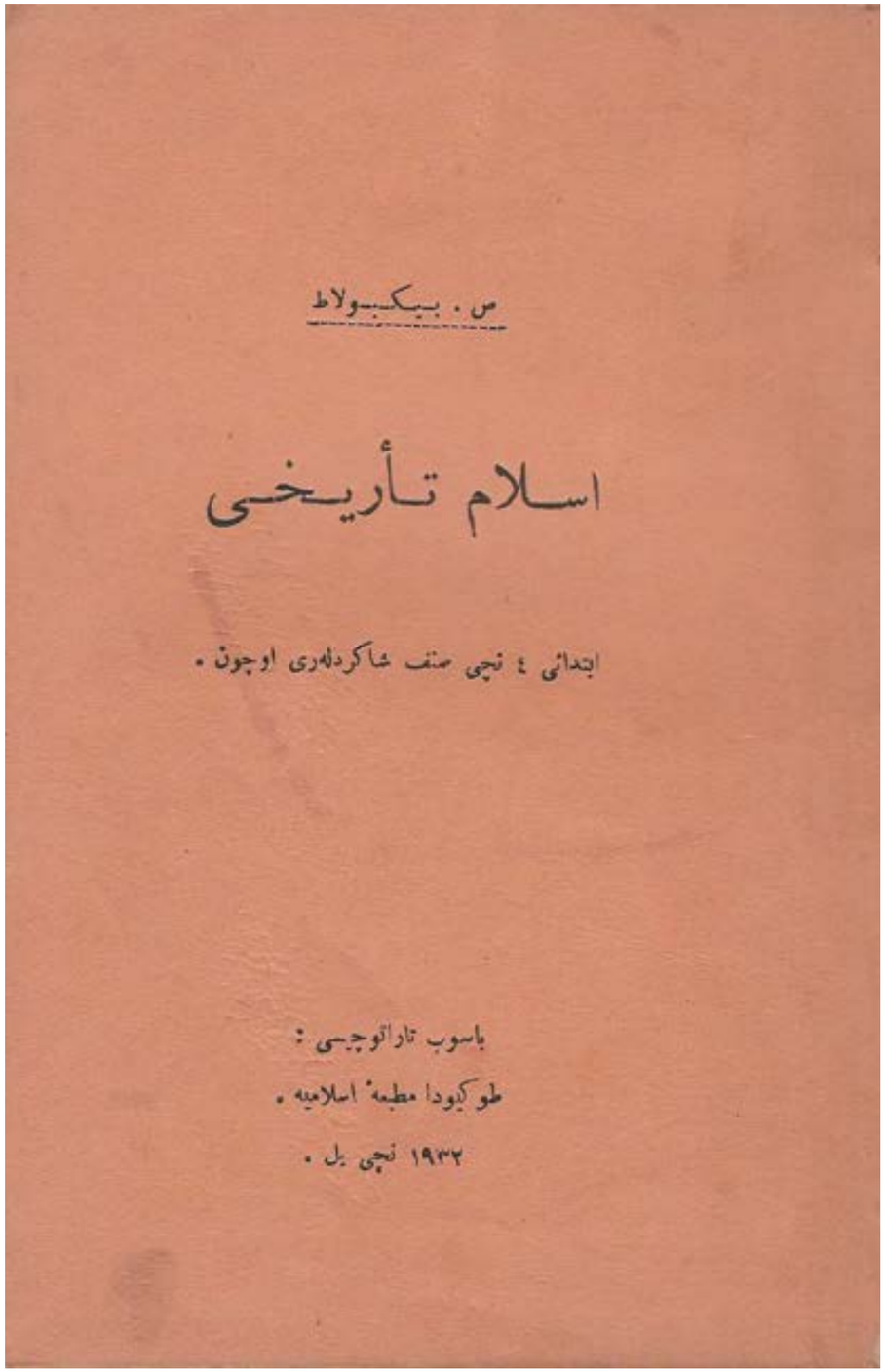
8°: 125 pp., imprint in Japanese, original wrappers with lettering, later spine (tiny tears in margins, light staining, but overall in a good condition).

The Tatar community in Japan was founded after the Russian Revolution by the immigrants, fleeing the Bolsheviks through Siberia and Vladivostok, under the leadership of imam MuhammedGabdulkhay Kurbangaliev (1889-1972). In 1936, they founded the first school in Kobe, which was followed by a school in Tokyo two years later. In the same year, n 1938, the Tatars founded the first mosque in Tokyo. The Tokyo Mohammedan Press was founded in 1929. It was publishing books and a journal in Tatar language.

Japanese welcomed Tatars in their country, especially on the eve and during the war, when the Tatars sided with the Axis Powers in hope to defeat the Bolsheviks and return to their homeland.

References: Ali Merthan Dündar, The Turco-Tatar Diaspora in Japan and Tokyo'da Matbaa-I Islamiye, in Books in Tatar-Turkish printed by Tokyo'da Matbaa-I Islamije (1930-38), 2010, no. 1.

420 EUR



43. Tatar Printing in Tokyo

M.Sadik SARATAVI
محمد علیه السلام تاریخی
[Muhammed Aleyhi as-Selam Tarihi / Mohammad galaihi al-salam tarikhy / History of Muhammad, Peace be Upon Him]
Tokyo: Islamic Press June 25, 1930

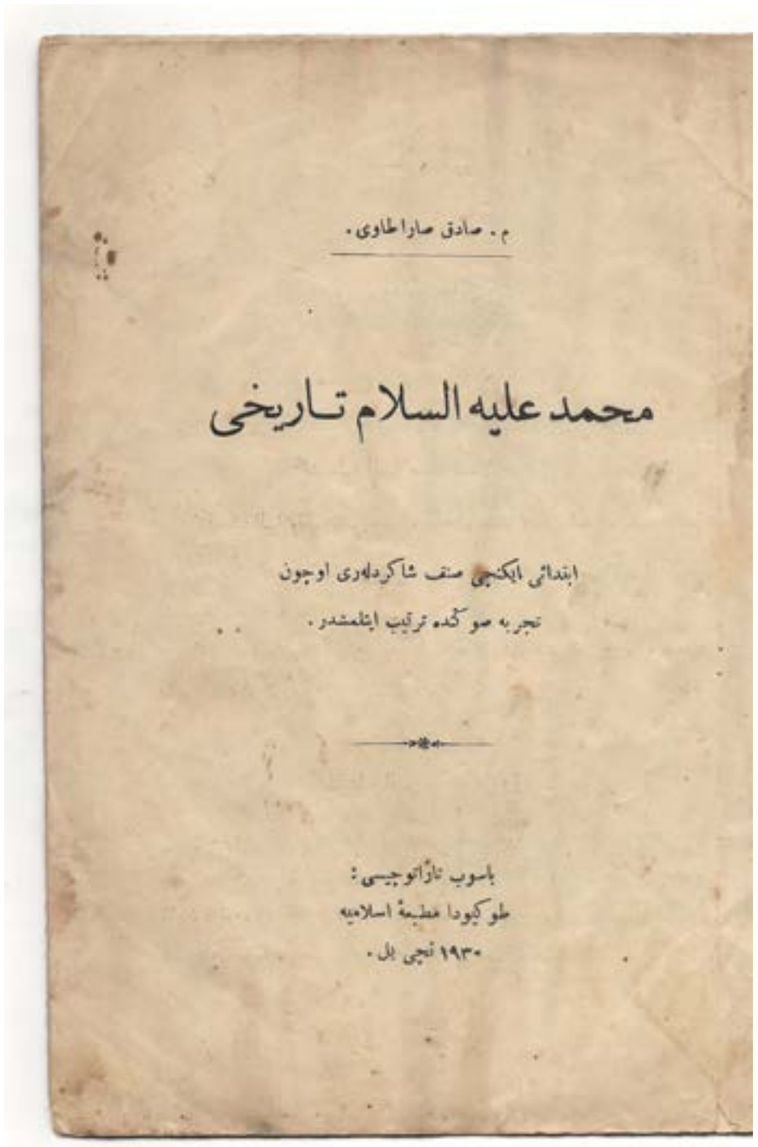
8°: 11 pp., [2 pp.] with imprint in English and Japanese, later marbled paper wrappers (sporadic annotations in pencil, slightly stained and with light foxing, tiny tears in margins, otherwise in a good condition).

A short biograph of the prophet Muhammad, printed by the Tatars at the Islamic Press in Tokyo.

Please see the previous item for a detailed description of the Tokyo Tatars.

References: Ali Merthan Dündar, The Turco-Tatar Diaspora in Japan and Tokyo'da Matbaa-I Islamiye, in Books in Tatar-Turkish printed by Tokyo'da Matbaa-I Islamije (1930-38), 2010, no. 18.

380 EUR


م. صادق صارا طاوی.

محمد علیه السلام تاریخی

ابتدائی ایکنجی صنف شاکردلەری اوچون
تجربه صوکدە ترتیب اپلمشدر.

باسوب تاڑاتوجیسی:
طوکیودا مطبعهٔ اسلامیه
۱۹۳۰ نجی یل.

44. Communism

Maxim GORKY (1868 – 1936), author - Fuat Sabit AĞACIK (1887-1957), translator.
Lenin
Istanbul: Bozkurd Matbaası 1936.

8°, 45 pp., [3 pp.] blank, original wrappers with illustrated cover (minor staining, tiny folds and small tears in margins, but overall in a good condition).

A Turkish translation of Gorky's work on Lenin with an attractive cover design was made by a medical doctor Fuat Sabit (1887-1957), who came in contact with communism around 1920 in Baku. He became one of the founders of the Turkish Communist Party and insisted, that all Muslims in the Caucasus embrace communism as protection against Armenian and Georgian imperialism (Richard G. Hovannisian, Armenia and the Caucasus in the Genesis of the Soviet-Turkish Entente, *International Journal of Middle East Studies*, Vol. 4, No. 2 (Apr., 1973), p. 143).

A Turkish translation of Gorky's Lenin by a medical doctor, who believed that the Communism would protect the Caucasus Muslims from Armenian and Georgian imperialism.

In 1928, Fuat Sabit retired from the medical profession and dedicated himself to wine growing. In the same period he translated this book. During WWII, he joined the army, again as a medical doctor, a profession he would continue until his death in 1957.

Worldcat lists two institutional examples (International Institute of Social History (IISG), Boğaziçi University Library).

References: OCLC 70043281.

140 EUR

