ANTIQUARIAT DAŠA PAHOR

CATALOGUE DECEMBER 2021



antiquariat
Daša Pahor

ANSWERS TO THE MOST COMMON QUESTIONS

- We offer worldwide free shipping.
- We cover the customs fees, provide all the paperwork and deal with the customs. We send outside the EU daily and we are used to taking over the control of exporting and importing.
- For all the manuscripts, ordered from outside the EU, please give us approximately 10 days to deal with the additional paperwork.
- We offer a 20% institutional discount.
- We offer original researches and high resolution scans of our maps and prints, which we are happy to forward to the buyers and researchers on request.

All items are subject to prior sale and are at the discretion of the vendor.
Possession of the item(s) does not pass to the client until the invoice has been paid in full. Prices are in EURO. All items are subject to return within 1 month of date or invoice, provided the item is returned in the same condition as which it was sold.

© 2021 Antiquariat Daša Pahor GbR – Alexander Johnson & Daša Pahor

https://pahor.de

Antiquariat Daša Pahor GbR
Alexander Johnson, Ph.D. & Daša Pahor, Ph.D.

Jakob-Klar-Str. 12
Germany - 80796 München
+49 89 27 37 23 52
www.pahor.de
antiquariat@pahor.de

Member of:



1. Telegraphs – Official World Map

BUREAU INTERNATIONAL DES ADMINISTRATIONS TÉLÉGRAPHIQUES (INTERNATIONAL TELEGRAPH UNION). / Georg Christian von HOVEN (1841 - 1924).

Carte des communications télégraphiques du régime extra-européen dressée d'après des documents officiels par le bureau international des administrations télégraphiques.

Bern: [F. Lips], 1917.

Colour lithograph, on 4 un-joined sheets (Very Good, minor tears and folds in margins, very light water staining), each sheet: 50 x 80 cm (19.7 x 31.5 inches).

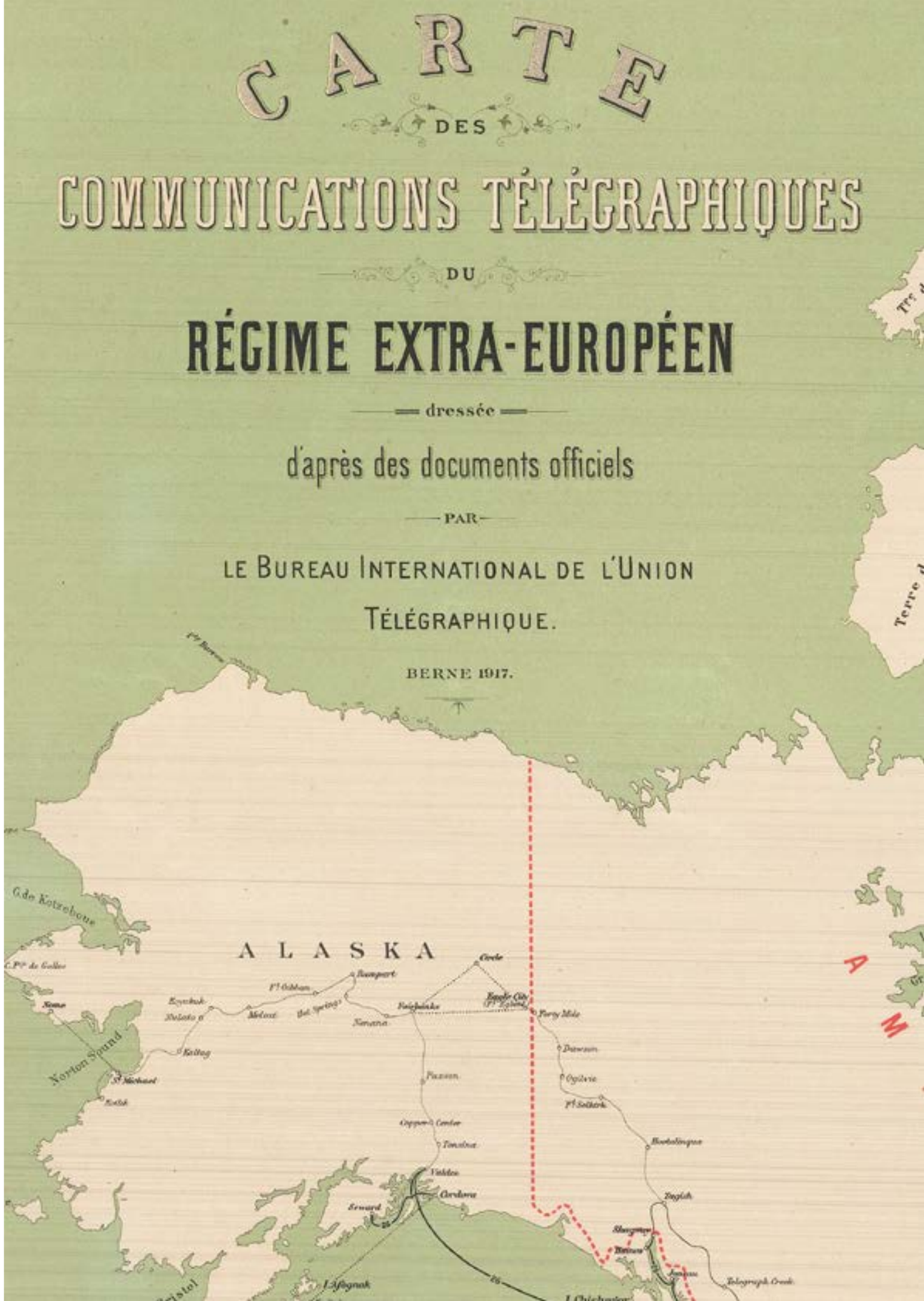
This very rare, attractive, large format work is seemingly the unrecorded only World War I edition of the official map of the global telegraph system, made for the Bureau International des Administrations Télégraphiques, known in English as the International Telegraph Union (TU), the Swiss-based organization that regulated the network.

A seemingly unrecorded World War I edition of the official world telegraph map created for the International Telegraph Union, the Swiss-based agency that was responsible for regulating the global wire communications system, a large format separately issued wall map intended for telegraph offices, showing the hundreds of lines and nodes that connected the world in almost real-time.

It depicts the entire World on a Mercator Projection, with international boundaries clearly marked, and the seas bathed in an appealing aquamarine hue, with all nomenclature in French (the official language of the TU). Innumerable cities and towns all over the world are marked, being telegraph nodes, connected by the thousands of lines that by this time circumnavigated the globe and crisscrossed the populated areas of all continents. Indeed, since the first Trans-Pacific cable came online in 1903, messages could be sent between any connected places anywhere in matter of minutes, revolutionizing politics, diplomacy, commerce and social connectivity.

This official map was intended as wall map to be displayed in telegraph offices, or the bureaus of major telegraph clients (ex. large businesses and government agencies), and great efforts were made to ensure that the map was as up to date as possible.

The present edition appeared in 1917, at a difficult time for the TU, which struggled to



CARTE

DES COMMUNICATIONS TÉLÉGRAPHIQUES

DU RÉGIME EXTRA-EUROPÉEN

Dressée des documents officiels

par

le Bureau international de l'Union Télégraphique

OCEAN GLACIAL ARCTIQUE

RUSSIE

LEGENDE

maintain the operations of the global telegraph system amidst the turbulence of World War I. At that time, the Entente Powers (with Britain's lead), controlled most international telegraph lines, and were able to generally ensure that their global service was not interrupted by Germany and her Allies. On the other side, the Entente Powers were able to cripple Germany's telegraphic communications beyond Central and Eastern Europe and the Levant, forcing Berlin to improvise with wireless and other methods, which were far less reliable. Britain's ability to keep in touch with its colonies and overseas allies gave it a key advantage in the conflict.

The TU commissioned the first edition of the map in 1874, which was designed by Georg Christian von Hoven (1841 - 1924) and published in Bern by the firm of F. Lips.

The rapid expansion of the telegraph system required the map to be continually updated, while closely following Hoven's original design. We can identify at least 14 editions of the map, printed in 1874, 1881, 1882, 1886, 1888, 1890, 1892, 1898, 1902, 1909, 1917 (the present) and the final issue in 1923 (which unlike all other editions was apparently redesigned by W. Bonacker, and published in Bern by Kummerly & Frey).

All editions are very rare, generally known in only a few examples. The print runs of the would have been limited, and the survival rate of such large wall maps meant is very low.

We cannot trace a reference to the 1917 edition, let alone the location of any other examples. We are aware of only a single other example of the map (being an 1882 edition) as having appeared in the market in recent years.

The Global Telegraph Revolution

The creation of long-distance telegraph lines was one of the transformative scientific developments in human history. For the first time, news and information that took many weeks or months to travel from source to destination could now travel in a matter of hours. This had a revolutionary effect on commerce, politics and military affairs.

The first long distance telegraph line was completed, in 1848, between Berlin and Frankfurt-am-Main, Germany, by the Telegraphen-Bauanstalt von Siemens & Halske, the precursor to the modern electronics giant Siemens. From that point onwards, regional telegraph lines proliferated rapidly across the globe. For instance, by 1856, British India possessed over 5,000 miles of internal telegraph lines. That being said, information exchange between the continents still travelled at a snail's pace, in the absence of the extreme long-distance and trans-oceanic cable lines.

For instance, during the Indian Uprising of 1857 it took at least 30 days for a message to travel one-way between London and the British Indian capital of Calcutta, leading to a response time of two months!

However, the creation of ultra-long distance lines was then on the frontier of technological feasibility. In 1858, the attempt to complete the first Trans-Atlantic telegraph line ended in disaster, as the communications were open for only three weeks before the line failed. It would not be until 1866 that permanent line was accomplished – a transformative breakthrough. Given that a transcontinental line had been opened across North America, from New York to San Francisco, in 1861, it was now possible to send messages from Europe and to California in almost real-time.

Meanwhile, in 1865, the major world powers and owners of the international telegraph lines formed the Bureau International des Administrations Télégraphiques, known in English as the International Telegraph Union (TU). Headquartered in Bern, the capital of neutral Switzerland, this body was meant to manage the rules by which global wire communications were to operate. To be clear, the ultimate authority over the lines remained with the individual nations and companies that physically controlled the lines, with the TU responsible only for enforcing any mutually agreed standards and rules (much as the United Nations attempts to regulate world diplomacy today). Nevertheless, the TU played an important role in fostering continued improvements to the system.

By 1870, India was reliably connected to Europe by telegraph (via two lines, running through the Red Sea and through Persia). Australia was first connected to the global telegraph system in 1872.

This left crossing the Pacific Ocean with telegraph lines as the only major gap in the global system. This was finally achieved in 1903, when a line was completed from San Francisco to the Philippines (via Hawaii and Guam). On July 4 of that year, President Teddy Roosevelt sent the first pan-global message, wishing U.S. states and territories a happy Independence Day; it took 9 minutes for the note to circumnavigate the world. World War I was a challenging time for the TU and the global telegraph system. Britain overwhelmingly dominated the network, statistics show that in 1892, British entities owned and operated two-thirds of the world's cables, while by 1923 they still controlled 42.7%. Add Britain's share to that of their Allies (the U.S., France, etc.), the Entente Powers were able to maintain control over the global system, severely disrupting Germany and her allies' access to the network.

While the telegraph system continued to be important in many areas, its international prominence declined in the 1920s, as other forms of communication (wireless, telephones, etc.) improved.

References: N/A – Present 1917 edition seemingly unrecorded. Cf. 1909 edition: 558071274; 1923 edition: OCLC: 795579701; Simone FERI, The Formative Years of the Telegraph Union (Cambridge, U.K., 2015).

2.800 EUR

2. Portuguese Colonies
Atlas – Macau, Goa, Angola, Mozambique, Etc.

COMISSÃO DE CARTOGRAFIA (PORTUGAL), MINISTÉRIO DAS COLÓNIAS.

Atlas Colonial Português.

Lisbon: [Imprensa Nacional], 1914.

Small Folio (40 x 28 cm): [4 pp.], 44 leaves featuring 22 double-page colour lithographed maps on 44 leaves, bound in original baby blue printed boards with cloth spine, bookplate of 'Fernando de Mello Mendes' to inside of front cover (Very Good, internally clean and bright, covers with marginal wear and chipping and very mild staining).

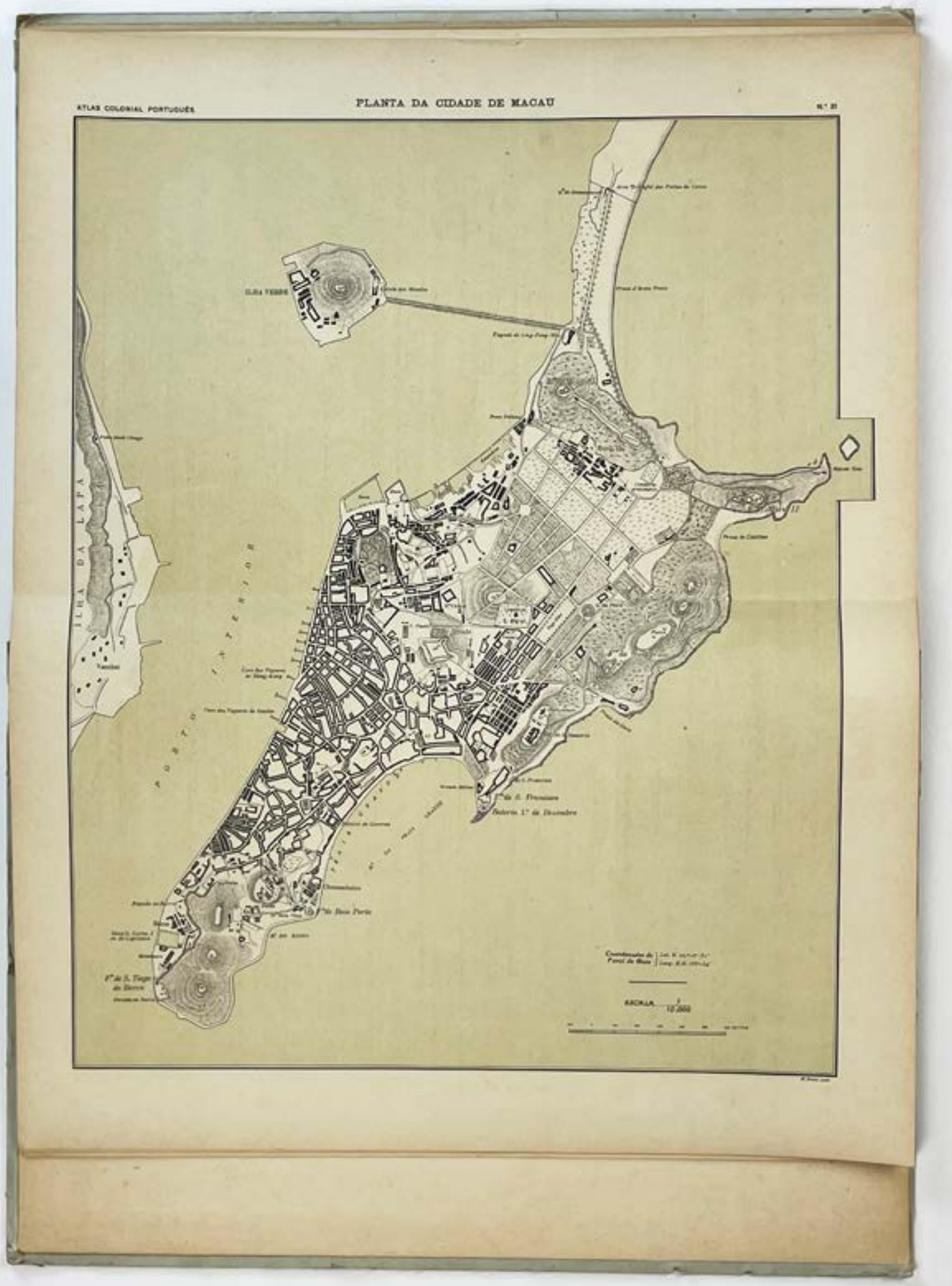
This attractive and technically advanced atlas showcases Portugal's overseas empire which then included Mozambique; Angola; Macau, China; Goa, India, along with its dependencies Damão, Diu and Dadra & Nagar Haveli; Cabo Verde; São Tomé & Principe; Guiné (today Guinea-Bissau); and Timor-Leste (East Timor, in the Indonesian Archipelago). It was made by the Comissão de Cartografia, Portugal's special state-run colonial mapping agency (founded in 1883). Most of the 22 double-page, coloured maps are scientifically precise topographical maps of the various colonies, or parts thereof, predicated upon the last official surveys.

A high-quality official atlas of Portugal's overseas empire, made by the Comissão de Cartografia, the country's specialist colonial mapping agency, featuring 22 stellar double-page colour maps based upon the latest surveys, including a detailed plan of Macau; the atlas published on the eve of World War I, when Portugal was forced to defend Mozambique from a surprisingly effective German guerilla invasion – very rare for the atlas to be found in such fine condition.

The present edition of the atlas appeared on the eve of World War I, when Portugal (along with its ally Britain) had to defend Mozambique against a surpassingly effective German guerilla invasion.

The 22 Maps include:

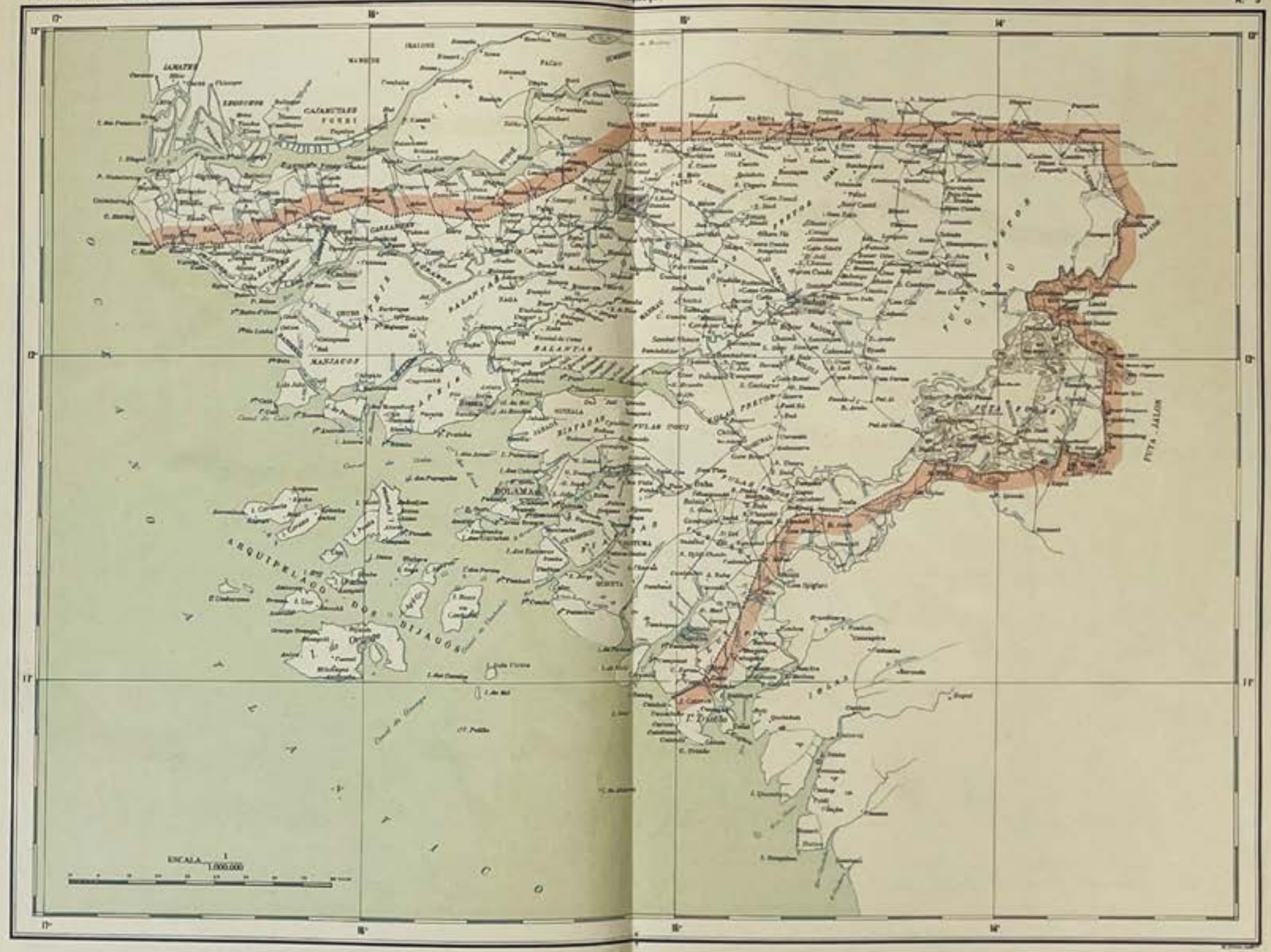
No. 1. Distribuição geographica das colonias e paises de imigração portuguesa.
No. 2. Arquipelago de Cabo Verde.
No. 3. Provincia da Guiné.
No. 4. Ilhas de S. Thomé e Principe.
No. 5. Ilha de S. Thomé.
No. 6. Ilha do Principe.
No. 7. Colonias portuguesas na Africa meridional.
No. 8. Provincia de Angola.
No. 9. Angola (Loanda e Congo).
No. 10. Angola (Lunda).



11934

PROVINCIA DA GUINÉ

(Explorações)



No. 11. Angola (Benguella, Mossamedes e Huilla).
No. 12. Angola (Benguella e Huilla).
No. 13. Provincia de Moçambique.
[Nos. 14 to 15 can be combined to form a large map of Mozambique:]
No. 14. Moçambique (Folha Norte).
No. 15. Moçambique (Folha Sul).
No. 16. Lourenço Marques.
No. 17. Estado da India (Situação relativa dos distritos).
No. 18. Territorio de Gôa.
No. 19. Distrito de Damão. Distrito de Diu.
No. 20. Macau e territorios visinhos.
No. 21. Planta da cidade de Macau.
No. 22. Provincia de Timor.

While all the maps have their merits, some of the highlights include No. 1. Distribuição geographica das colonias e paises de imigração portuguesa, which not only shows Portugal's current empire, but its greater influence due to the Portuguese diaspora in foreign lands. Occupying the pride of place is Brazil (by far the largest Portuguese speaking land on earth, which was the 'gem' of the Portuguese empire from 1532 until its independence in 1822, although it still maintained incredibly close ties to Portugal); the United States (in the Northeast: New York, Boston, Providence, RI; New Bedford, Mass; in California, San Francisco, Los Angeles, San Luis Obispo; and Hawaii); and in Asia, including Canton and Shanghai, China and Rangoon, Burma.

Nos. 9 to 12 inclusive can be combined to form a 4-sheet map of Angola.

No. 19. Distrito de Damão. Distrito de Diu, includes one of the few detailed depictions of Diu, the strategically important island off the Gujarat coast.

No. 21. Planta da cidade de Macau, is a fine street plan of the urbanized, peninsular part of the colony located on China's Pearl River Delta.

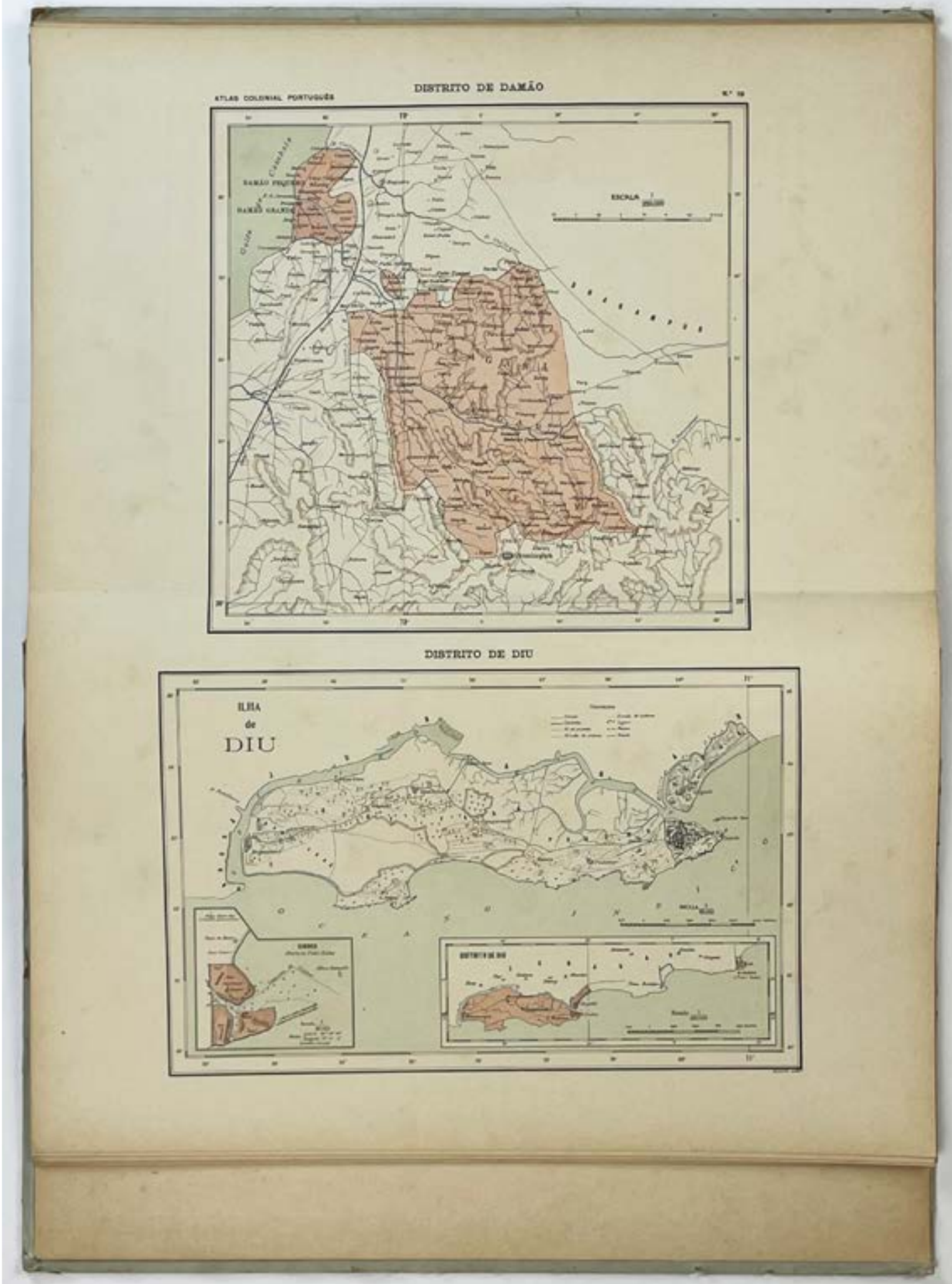
The atlas was produced in 3 editions, of which the present example is of the third edition. The first edition (1903) and the second edition (1909) were labeled as 'edição reduzida' (Reduced Editions), and so are admittedly very different works from the present, being of smaller formats and including only 10 and 11 maps respectively; the third edition is thus an 'upgrade', featuring twice as many maps.

While there are several examples of the 1909 expanded edition in institutional collections worldwide, it is scarce on the market, and while examples appear from time to time, they are seldom found in such pleasing condition as here.

The present example of the atlas bears the ex libris of Professor Dr. Fernando de Mello Mendes, a prominent Portuguese mining engineer who did important work in Africa.

Portugal's 'Ultramar': The First European Overseas Empire

Portugal established the first and one of the longest lasting European colonial empires, commenced by the amazingly audacious maritime projects of Prince Henry the Navigator



(1394 – 1460). By the early 16th century Portugal's empire, including both held colonial territories and trading posts, extended from South America all the way around Africa and thorough the Indian Ocean to the Asia Pacific, as far as Japan.

Portugal's disastrous union with Spain (1580-1640) severely weakened the empire, causing it to lose many of its colonies and trading posts to the Netherlands and England. However, in the aftermath, Portugal still retained a massive colonial empire that included (with dates of their establishment as colonies): Cabo Verde (1462); São Tomé & Principe (1486); Mozambique (1506); Goa, India (1510), along with its dependencies Damão, Diu and Dadra & Nagar Haveli; Brazil (1532), the gem of the empire; Macao, China (1557); Angola (1571); Guiné (1588), today Guinea-Bissau; and Timor-Leste (1769), or East Timor, in the Indonesian Archipelago.

While Brazil became an independent mega-state, ruled by a branch of the Portuguese royal family, in 1822 (albeit maintaining close ties the Lisbon), Portugal retained its remaining colonies for a longer time that most other European powers. In fact, in modern times, these lands were classified as 'overseas provinces', or integral parts of Portugal proper, and not as colonies (the residents of those lands were even given full Portuguese citizenship); for example, Angola was legally just as much part of Portugal as Lisbon. Over the generations, hundreds of thousands of ethic Portuguese people had also migrated to the overseas provinces, with generations of their stock born there. While many (but not all) of the indigenous peoples had different notions, the Portuguese national psyche held the overseas domains as an inalienable part of the country's identity.

The atlas appeared on the eve of World War I, when Portugal, in alliance with Britain, had to defend Mozambique from a surprisingly effective German invasion launched by the master-guerrilla leader, General Paul von Lettow-Vorbeck. While the Anglo-Portuguese side eventually prevailed, this came after only many shocking trials and tribulations.

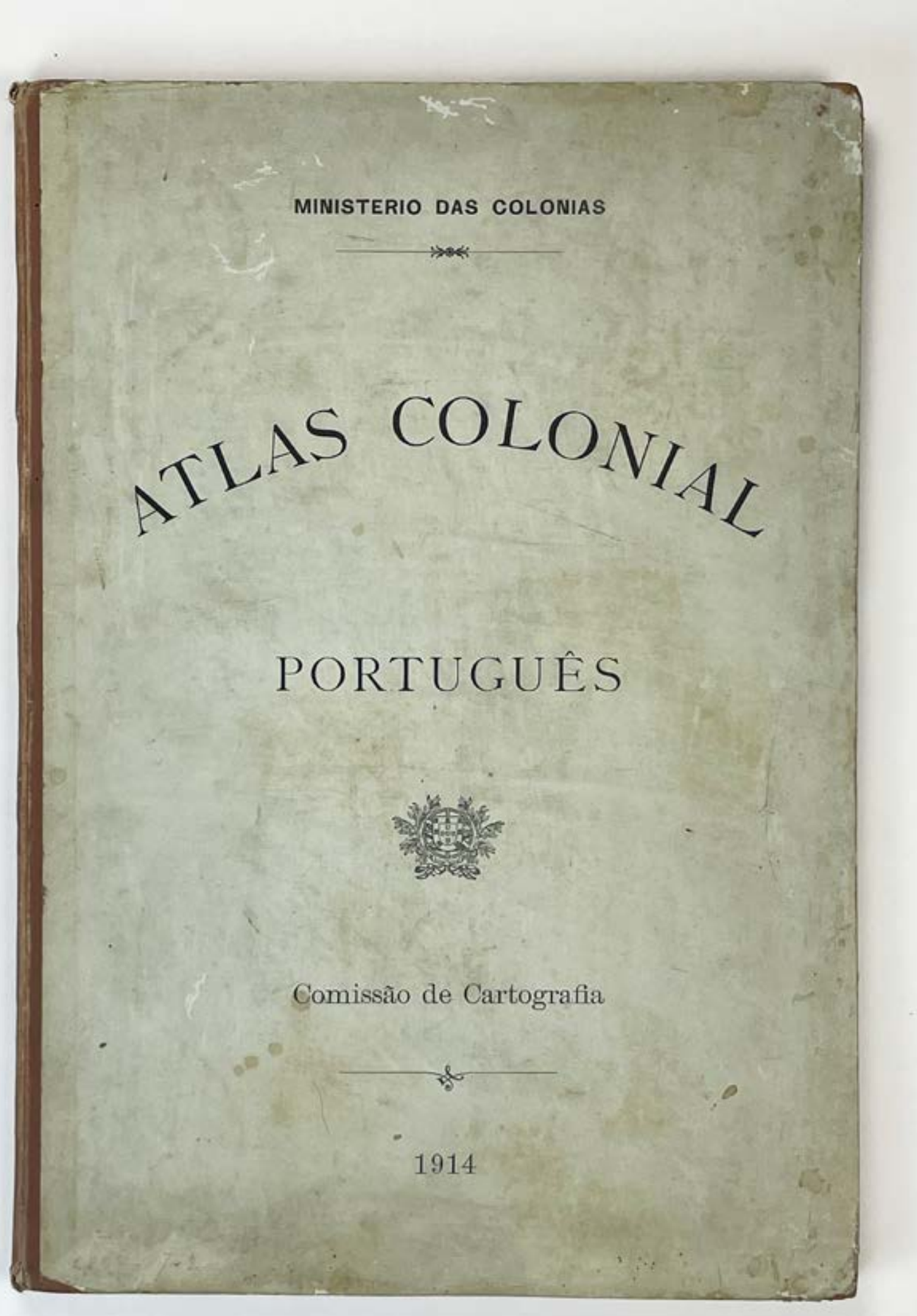
Under the 'Estado Novo' regime (1926-74), ruled most of the time by the dictator António de Oliveira Salazar, Portugal stubbornly resisted the anti-colonialism movements that were sweeping the world. Portugal sent in the army to suppress rebellions in Angola and Mozambique and were for a time successful. However, in 1961, India seized Goa in a lightening military strike, 'Operation Vijay', hailing the beginning of the end of the Portuguese overseas empire.

Portugal's 'Carnation Revolution' of 1974 saw the collapse of the Estado Nova regime, which was replaced with a liberal democratic government. Portugal then allowed all the remaining colonies to gain their independence (although Timor Leste was soon invaded and conquered by Indonesia; it attained its independence in 2002), except for Macao, which was retained until 1999, when it was voluntarily handed back to China.

While Portugal no longer possesses any colonies, it retains very strong social and economic ties with its former overseas realms. Well over a million of Portugal's residents are of colonial decent (either ethnic Portuguese or from ingenious stock, or mixed), such that the colonial legacy is still very much part of the modern Portuguese identity.

References: British Library: Cartographic Items Maps 9.dd.18.; OCLC: 897540711, 557064610, 761746041.

1.200 EUR



3. Montevideo, Uruguay
Great Siege of Montevideo (1843-51)

Pedro PICO (1810 - 1888).

Plano topografico de la ciudad y cercanias de Montevideo, en el que se demuestra las posiciones de las fuerzas de la plaza y las del ejército sitiador. Levantado por el Agrimensor. D. Pedro Pico.

Paris: N. Chaix et Cie., 1846.

Lithograph (Good, some light toning along vertical centerfold and marginal toning and chipping just entering neatline in places and with loss of imprint in lower left margin, old guard mounted to verso), 51 x 40.5 cm (20 x 16 inches).

An early and important separately issued map of Montevideo, showcasing the city during the Great Siege of Montevideo (1843-51), the seminal event of the Grande Guerra, or Uruguayan Civil War (1839-51), based upon original surveys by the military engineer Pedro Pico who was stationed in the besieged city, the map provides a stellar overview of the urban areas and environs, as well as detailing the locations of the front lines of the two opposing armies and their various forts and artillery positions.

This rare, separately issued map depicts Montevideo and its environs during the Great Siege of Montevideo (1843-51), the central event of the Uruguayan Civil War, known locally as the Grande Guerra (1839-51). It is based upon original mapping executed by Pedro Pico, a military engineer serving the forces that were besieged within Montevideo.

To set the backstory, in 1832, not long after Uruguay gained its independence (in 1828), a severe rift developed between the country's founding fathers. Over the 1830s, a low-grade conflict developed until it broke out into civil war, in 1839, between the Colorado party, led by Fructuoso Rivera (who served as President of Uruguay, 1830-4), and the Blanco party led by Manuel Oribe (who served as President, 1835-8). As Uruguay was of great interest to international trade, foreign involvement escalated the conflict, with Brazil, Britain and France supporting the Colorados, while Argentina backed the Blancos. Foreigners generally preferred the Colorados as they advocated an open economy, while the Blancos supported protectionism.

Oribe's Blancos initially gained the upper hand, taking most the country and besieging Rivera's Colorado forces and his foreign allies within Montevideo. While the city could be occasionally accessed and resupplied by ship, it was entirely cut off from the rest of the country, hemmed in by the Blanco lines along a heavily armed battle front.

PLANO TOPOGRAFICO

de la ciudad y cercanias de

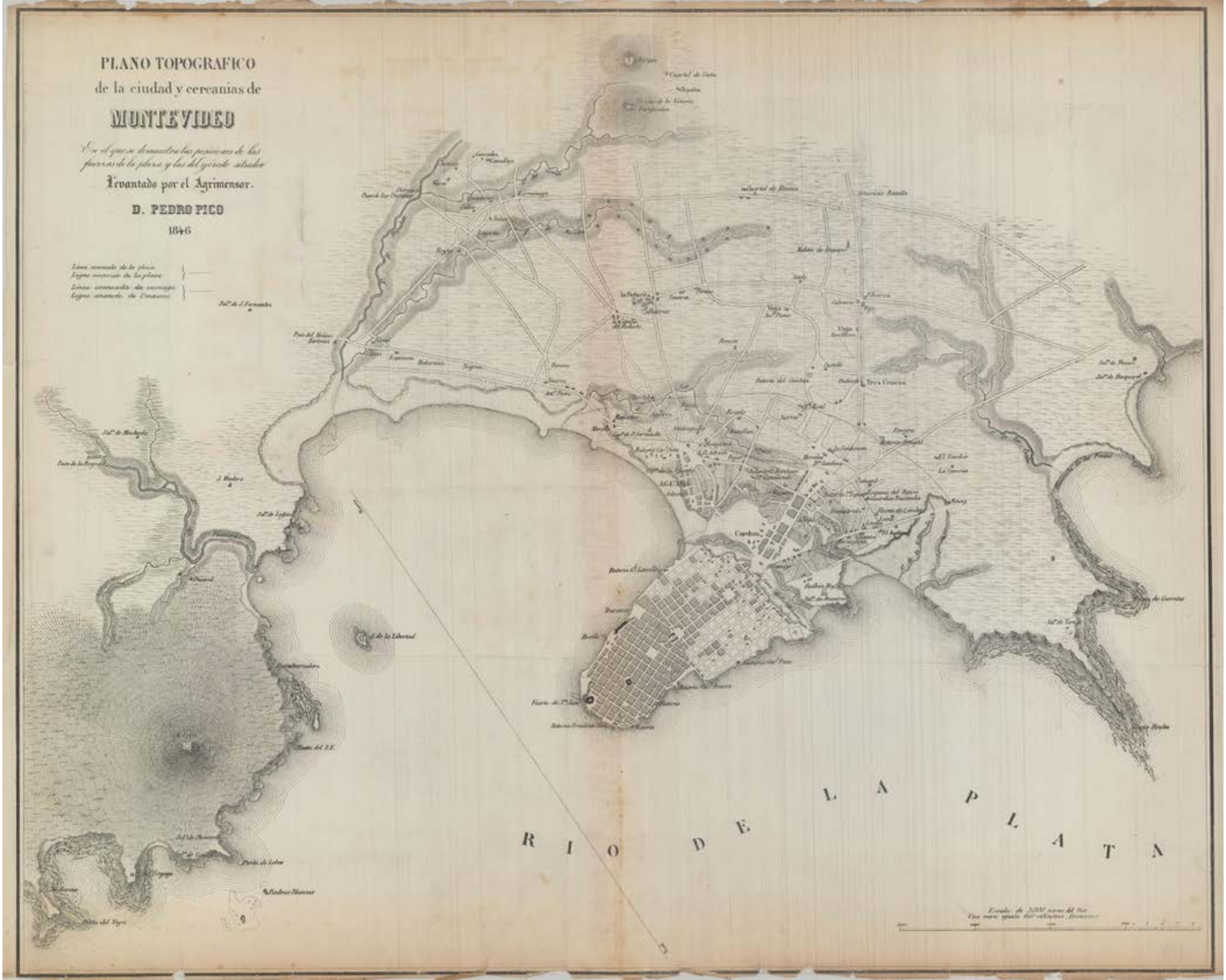
MONTEVIDEO

En el que se demuestran las posiciones de las fuerzas de la plaza y las del ejército sitiador

Levantado por el Agrimensor.

D. PEDRO PICO

1846


Línea ocupada de la plaza
Línea ocupada de los sitiadores
Cuartel de Cerro
Capilla
Cuartel de la Victoria
Fuerte de la Victoria
Cementerio
Cementerio Nuevo
Cuartel de Marina
Molino de Pedro
Molino de Barrios
Molino de Bonpland
Molino de Cubas
Molino de Ramos
Molino de Sarandi
Molino de Sosa
Molino de Vera
Molino de Villagran
Molino de Zabala
Molino de Zamora
Molino de Zapicán
Molino de Zavala
Molino de Zubiaurre
Molino de Zumarán
Molino de Zuviría
Molino de Zuzaya
Molino de Zuzaya Nuevo
Molino de Zuzaya Viejo
Molino de Zuzaya Viejo Nuevo
Molino de Zuzaya Viejo Viejo
Molino de Zuzaya Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo
Molino de Zuzaya Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Viejo Nuevo
Molino de Zuzaya Viejo
Molino de Zuzaya Viejo Nuevo
Molino de Zuzaya Viejo
Molino de Zuzaya Viejo Nuevo
Molino de Zuzaya Viejo
Molino de Zuzaya Viejo Nuevo
Molino de Zuzaya Viejo
Molino de Zuzaya Viejo Nuevo
Molino de Zuzaya Viejo
Molino de Zuzaya Viejo

Montevideo would be besieged for eighth years, with the Blancos unable to break into the city and the Colorados unable to permeate the siege lines.

The Colorados benefitted from heavy foreign support, including a young Giuseppe Garibaldi, who fought a part of the Italian Redshirts unit. Montevideo was incredibly cosmopolitan, a census of 1843 recorded that the city had population of 30,000, with only about 10,000 being Uruguayans, and with 4,205 Italians, 3,406 Spaniards, 2,553 Argentines, 659 Portuguese, 606 English and 492 Brazilians. The siege was a major internal media sensation, inspiring Alexandre Dumas to write the novel Montevideo, ou une nouvelle Troie (1850).

Focusing upon the present map, which was made a few years into the siege, it provides one of the earliest accurate, detailed printed renderings of Montevideo, based upon excellent scientific surveys. Pico, a professional surveyor, served as a military engineer for the Colorados throughout the siege and his journal of the part of the event, "Diario llevado por don Pedro Pico del Cuerpo de ingenieros militares de la plaza, manuscrit, Montevideo" (1842) (Museo Histórico del Uruguay, Manuscritos, Acevedo, no. 71), remains a definitive historical source.

The map shows that Montevideo then occupied only the peninsula that today accounts for today's core downtown, built upon a rational grid of streets. The neck of the peninsula is protected by a line of fortifications, while beyond, the countryside unfolds, with elevation expressed by hachures, while numerous roads, villages and named private estates are marked. Importantly, the battle lines of the siege are shown, with the inner line being the Colorados advance positions, and the outer being the Blanco front. The map marks numerous forts and batteries on either side, indicating that while Montevideo was well defended, it was also tightly surrounded, so resulting in such a lengthy stalemate.

The map was published in 2 editions. The first edition was issued in Montevideo in 1846, printed by the lithographer Mege y Lebas. The second edition (present here) was published not long thereafter in Paris by the firm of N. Chaix et Cie., and while entirely redrawn, it is faithful the first issue in content and style, save that the legend for the battle lines is bilingual. It is no surprise that an edition was issued in Paris, as the France's involvement in the siege was truly significant.

Both editions of the map are rare. We can locate 4 examples of the present Paris edition in institutional collections, held by the Bibliothèque nationale de France (2 examples); University of Michigan; and the American Geographical Society Collection at the University of Wisconsin-Milwaukee.

While the map was separately issued, the present example is folded and has a guard mounted to the verso along the vertical centrefold, suggesting that it may have once been bound as a supplement in some kind of portfolio or printed work. Interestingly, one of the examples held by the Bibliothèque nationale de France was also at one point bound within a French parliamentary paper.

The Trials, Tribulation and Rise of Montevideo

San Felipe y Santiago de Montevideo was founded in 1724 by the Spanish on a fine natural harbour on the north side of the Río de la Plata Estuary. Initially populated by fifty families from Galicia and the Canary Islands, Montevideo was intended to be a simple buffer fortress to keep the Portuguese, from Brazil, out of the area, preserving Spain's control over Buenos Aires and the Estuary. Over the coming decades, the town experienced steady growth, as mariners preferred Montevideo's harbour to that of Buenos Aires, causing a rivalry between the two cities. In 1776, Montevideo received a great boost when it was selected as the Armada Real's principal naval base (Real Apostadero de Marina) for the South Atlantic. By the end of the century, the Old Town (Ciudad Vieja) had developed on the peninsula located along the southern side of the harbour.

The first half of the 19th Century was unkind to Montevideo, as the Banda Oriental, the region that what would become Uruguay, was continually swept up by political instability and warfare. The city was variously invaded, besieged and contested by several different parties during the era of the Napoleonic Wars and the Latin American Wars of Independence, of which the brief British occupation of the city in 1807 was especially memorable. The Banda Oriental was annexed to Brazil in 1816, something resented by Montevideo's majority Spanish-speaking population. However, the region eventually won its independence, founding the new República Oriental del Uruguay in 1828, with Montevideo as its capital.

For a moment, all was looking up for Montevideo. The city walls were demolished in 1829, with grand plans to expand the city into the Ciudad Nueva. However, this was not to be – at least not for many years. Uruguay quickly descended into internal discord, leading to the Guerra Grande (1843-51), during which Montevideo was besieged for eight years, only occasionally receiving provisions from the sea.

Following the war, Montevideo experienced steady growth and gained many modern improvements. Scheduled stagecoach lines connected the city to the rest of the country from 1853, and gas streetlights were introduced shortly thereafter. A modern sewer system as constructed from 1854 to 1861 and by 1866, Montevideo was connected to Buenos Aires by a telegraph line. By this time, the building out of the Ciudad Nueva was progressing a strong pace and, in 1868, the community of Villa del Cerro was established at the other end of Montevideo Bay. That same year the Compañía de Tranvías al Paso del Molino y Cerro established a system of horse-drawn trams across the city, of which its subsequently expanded network is depicted on the present map. The railway arrived in Montevideo in 1869 and, during the following years, the barrios of Colón, Nuevo París and La Comercial were founded. By 1877, Montevideo had a population of around 90,000.

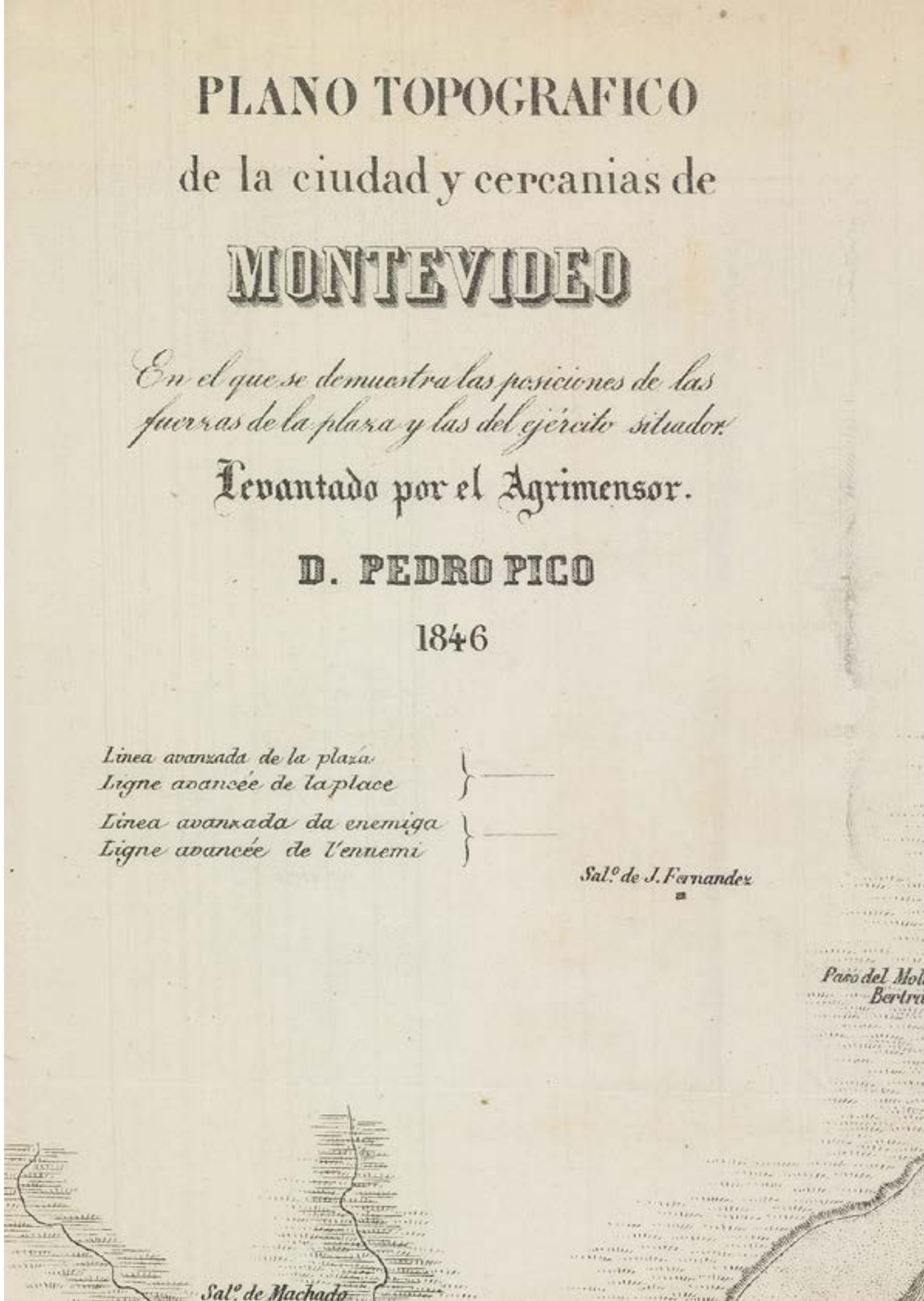
In the period after the creation of the present map, Montevideo continued to grow rapidly. In 1878, the Bulevar Circunvalación was built (later renamed Artigas Boulevard) which framed the development around the east end of the bay. In 1882, Monte-

Video installed its first telephone lines and, in 1886, its first electric streetlights. After recovering from a brief recession brought about by the collapse of Baring's Bank (a prime underwriter of investment in Uruguay), Montevideo resumed its expansion. The new port was built in 1894 and the Central Railway Station was completed in 1897.

In 1903, José Batlle y Ordoñez was elected president, ushering in a generation of economic prosperity and relative political stability for Uruguay. Montevideo saw mass immigration from Europe (particularly from Italy and Germany) and great foreign investment. From 1900 to 1930, Montevideo's population doubled from 250,000 to 500,000, fuelling an intense and sustained building boom, which resulted in many Art Nouveau and Art Deco masterpieces. The good times would roll through Montevideo hosting the first Football World Cup in 1930, after which the Great Depression dampened the city's economy.

References: Bibliothèque nationale de France (2 examples): GED-7693 and Ge FF 3252; University of Michigan: Maps 1-D-1846 Pi; AGS Wisconsin-Milwaukee: Rare Maps 266-d .M66 B-1846; OCLC: 495031113, 84431464, 494918781.

850 EUR



4. World War II / North Africa - The Western Desert Campaign / Libya - Allied Recapture Of Tobruk

14th FIELD SURVEY COMPANY (BRITISH ARMY), Surveyors. / 46th SURVEY COMPANY (SOUTH AFRICAN ARMY), Cartographers. / [BRITISH ARMY DISTRICT HQ TOBRUK, Compilers of Map Mosaic].

[Mosaic Map of the Tobruk Vicinity, Libya]. Tobruk. / Marsa ez Zeitun…

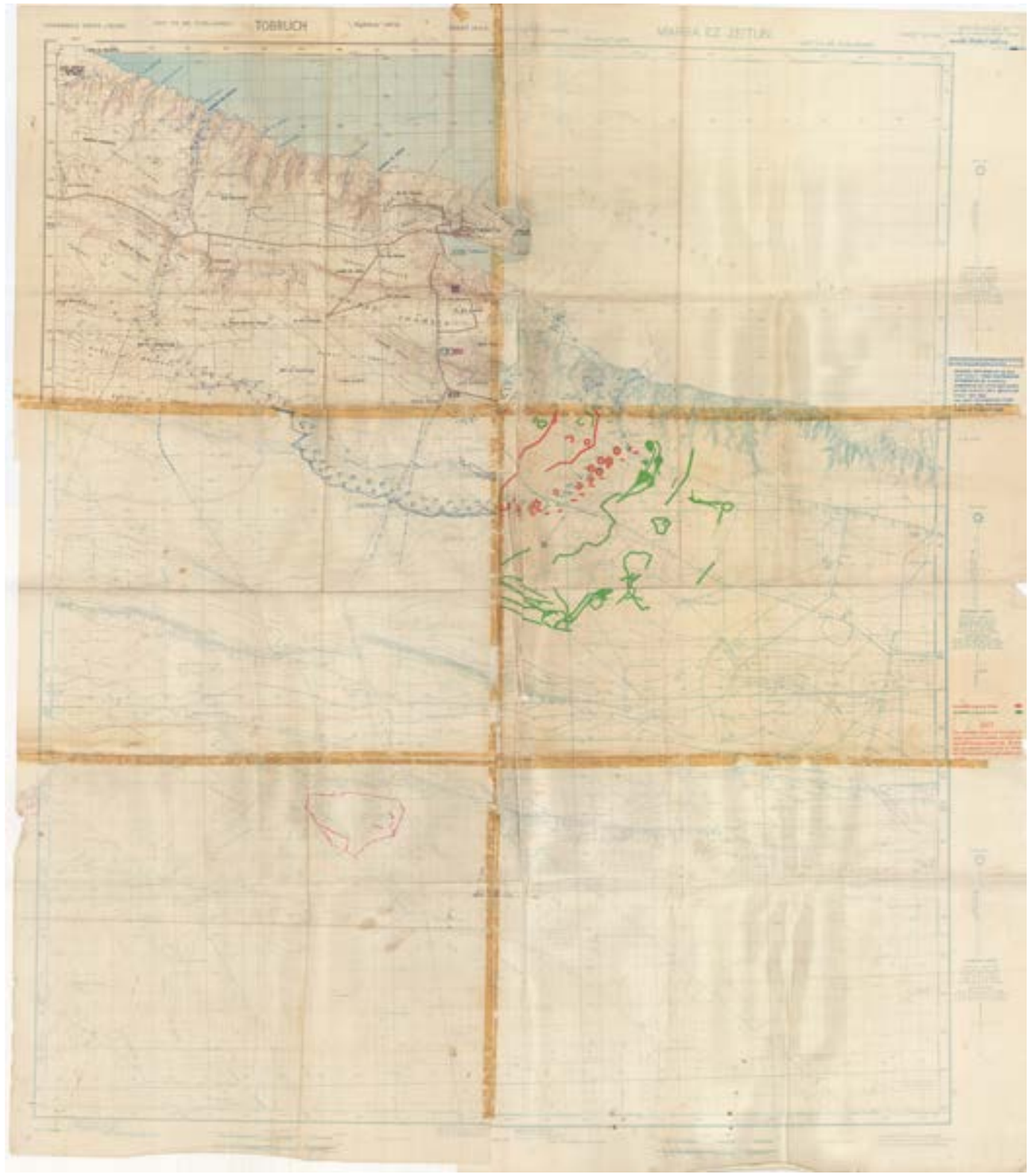
Published by the Lithography Section of the South African Engineer Corps [in Egypt or Libya], May – November 1942, [Composition Assembled near Tobruk, Early November 1942].

Cartographic Mosaic of 6 joined separately issued maps, with some cotemporary manuscript additions (Good, wear and some abrasions along old folds, contemporary sellotape stains along joints, some light stains and areas of toning), 124 x 108 cm (48.8 x 42.5 inches).

An amazing 'Headquarters Map' used by Allied commanders as they planned their successful attack upon Tobruk (the most fought over place during World War II in North Africa) on November 11, 1942, as a corollary to their game-changing victory at the Second Battle of El Alamein; the map assuming the form of a mosaic of 6 joined separately issued maps, based upon fresh field surveys by Allied troops, published on mobile printing presses by the South African Engineer Corps – featuring contemporary manuscript additions, notably locating the British and Free French forward HQ's (where the present map was quite likely used).

This unique and authentic artefact of World War II in North Africa is an Allied 'Headquarters Map' of the vicinity of Tobruk, the port city in northeastern Libya that was the strategic keystone of the Western Desert Campaign. German General Erwin Rommel, the 'Desert Fox' went to immense effort to capture the city from Allied forces, trying once from April-November 1941, and succeeding in June 1942, as a necessary step towards his stunning invasion of Egypt. However, in the immediate wake of the Rommel's decisive defeat at the Second Battle of El Alamein, the Allies surged west into Libya, taking Tobruk on November 11, 1942, marking the final time that the city changed hands during the war.

The present map is a mosaic composed of six separate maps from different editions (variously dated between May and early November 1942), based upon surveys made by Allied reconnaissance teams and printed in the desert on mobile presses by South African engineers. Each of the constituent maps are extremely rare in their own right, but were here joined together likely at the Allied Forward Headquarters to form a complete and up-to-date picture of the greater Tobruk area



RENAICA SERIES 1:50,000 NOT TO BE PUBLISHED TOBRUCH "PURPLE" GRID SHEET 19 S.E.

"PURPLE" GRID MARSA EZ ZEITUN SHEET 20 S.W.

"NOT TO BE PUBLISHED

MEDITERRANEAN SEA

TOBRUCH

MARSA TOBRUCH

CHARGA

Sghifet el Chuer

Sahel

Tobruch

Gaser el Arid

Gasr el Mehdi

Bir el Gammisa

Gasr Gasem

Bir el Hamaluaa

Bir el Gasr

Marsa el Arid

Marsa ez Zeitun

Defences positioned by ... Coy. S.A.E.C. from photographs ... interpreted by A.A.P.I. ... overprinted by Litho ... 4 Fr Coy. S.A.E.C., A.P.T. ... S.A.E.C. Nov 1943. Military information ... A.A.P.I.U. from photographs taken up to 28 Oct 1943.

for the strategic and operational use of senior Allied commanders as they approached taking Tobruk on November 11, 1942.

Composed of different editions, and of varying print qualities and colours, the mosaic provides an immensely detailed rendering to the varied topography around Tobruk, labeling infrastructure, fortifications, artillery emplacements, minefields, and numerus other details all gained variously from Allied aerial and field reconnaissance. Some of the constituent map sheets are updated to show the scene as of October 28, 1942, only two weeks before the final run on Tobruk.

Importantly, the map features battle-period manuscript editions, including the marking of the British and Free French froward headquarters during the assault, located to the south of Tobruk (and likely where the present map was composed and used). There are also manuscript markings of the location of a major fort, as well as other military installations.

The map is an amazing survivor, as very few such 'Headquarters Maps' lasted the war, due to their fragility and large size in what was a highly kinetic environment.

Tobruk: The Keystone of WWII's Western Desert Campaign

Tobruk is an ancient city located on what many consider to be the finest natural harbour along the coast of North Africa. In 1911, it became a major Italian military base, and holding the city was the keystone to controlling the Libyan littoral.

While World War II in North Africa, known as the The Western Desert Campaign (1940-3), does not always possess the highest profile in popular memory, all contemporary stakeholders, as well as all of historians today, know it to have been of paramount importance. The region featured Egypt, which included the Suez Canal, the lifeline of the British Empire, while also guarding the approaches to Italy, the soft underbelly of Axis-controlled Europe. If the Germans ran the table in North Africa, Britain would likely be knocked out of the war, while if the Allies gained control, they would have a clear run to invade Axis-dominated Southern Europe.

The British started the war with overwhelming advantages in numbers and firepower, while possessing strong positions in Egypt. By the beginning of 1941, they not only easily beat back an attempted Italian invasion of Egypt but had conquered the eastern half of Italian Libya.

As was the case in other theatres, the Nazis had to step in to save their hapless Italian allies, in what was to be known as Operation Sonnenblume (Unternehmen Sonnenblume / Operation Sunflower, February 6 – May 25, 1941), the Axis reconquest of Libya. However, upon the start of the operation, things did not look so good for the Germans, at least on paper, as the Allies had huge numerical and technical advantages in all categories, while having gained some offensive momentum. The Wehrmacht, bogged down in Europe, could spare only limited resources to form the 'Afrika Korps', their relatively small, but well-trained army in North Africa.

However, the great equalizer was Lieutenant General Erwin Rommel (1891 - 1944), who would prove to be by far and away to best World War II German military commander and the only Nazi officer who is internationally esteemed – even to the present day. Hitler despised and feared Rommel, so decided to banish him to this far-away campaign, but consequently unwittingly made Rommel a hero.

The Afrika Korps was almost always severely outnumbered but managed to inflict many shocking defeats upon the Allies, while suddenly appearing and disappearing into the hinterland, giving Rommel the nickname, the 'Desert Fox'. While the German designs in North Africa were ultimately unsuccessful, against all odds they gave the Allies a run for their money that is today the stuff of military legend.

The Allied forces in North Africa were initially overconfident, and viewed the Afrika Korps as a mere nuisance, as opposed to an existential threat – this was big mistake!

Rommel, a master at reading his opposition, smelled blood, and after consolidating his control over western Libya, planned the offensive aspect of Operation Sonnenblume, a bold frontal invasion of Allied-held Cyrenaica, setting up an eventual drive into Egypt.

Over the coming weeks, the Germans surged up through Cyrenaica, mowing down the positions of the overstretched Allied forces.

The Germans pinned the Allies down at the Siege of Tobruk (April 10 to November 27, 1941), in far western Libya. The Allies were determined to hold the city, as its vital port would give Rommel a perfect supply base to for the conquest of Egypt. The Allies managed to hold out for 241 days, before the siege was lifted by a relief force.

The events at Tobruk succeeded in negating Rommel's momentum, and the Afrika Korps was bogged down in Cyrenaica, until they manged to score a decisive defeat upon the Allies at the Battle of Gazala (May 26 to June 21, 1942), fought about 60 km west of Tobruk.

Towards the end of the same operation, in what was called the Fall of Tobruk, or the Second Battle of Tobruk (June 17-21, 1942) Rommel's Panzer Divisions surged into the city, forcing the capitulation of the entire Allied garrison of 33,000 troops, being the second largest British surrender in WWII (after the fall of Singapore, earlier that same year).

The capture of Tobruk opened the door to the German invasion of Egypt, which placed the Allied HQ in Cairo in state of total panic.

At the beginning of July 1942, Rommel's forces arrived at El Alamein, only a short distance east of Alexandria. Everyone knew that if Alexandria were to be lost, the Allied positions across Egypt would fall like dominos. There the two sides fought the fierce, nearly month-long First Battle of El Alamein (July 1-27, 1942), which ultimately proved inconclusive.

In the wake of this showdown, the Allies tried, on numerous occasions, to destroy the Afrika Korps with superior numbers and firepower, but every time Rommel slipped way, like a desert fox, only to continue to threaten Alexandria. However, by this time, Rommel's supply lines had become dangerously overextended, while the Royal Navy and Air Force was intercepting many of the German supply convoys from Italy. Rommel also came to face a truly worthy adversary for the first time, in the person of the new Allied commander in North Africa, General Bernard Montgomery

At the Second Battle of El Alamein (October 23 to November 11, 1942) the Allies scored a decisive victory. The Germans were henceforth on the run, heading westwards into Libya with the Allies in hot pursuit.

As a corollary to their victory at El Alamein, the Allies took Tobruk from the Axis forces, on November 11, 1942. This marked a key turning point, as Britain had saved Egypt, while the conquest of Libya remained in their sights.

While Rommel escaped to fight another day, Germany's plans to conquer North Africa were in ruins. Nevertheless, Rommel's skill and tenacity in the face of overwhelming odds won him enduring admiration from friends and foes alike.

North Africa's profound strategic importance was proven when it was used by the Allies as a springboard to invade Italy, beginning in September 1943, so turning the war in Europe decisively against the Third Reich.

References: N / A – The mosaic is a unique, apparently unrecorded artifact, while the constituent maps are all extremely rare.

1.800 EUR

5. The Great Game (The Tournament Of Shadows) Central Asia / Official Russian ‘Headquarters Map’

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

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

[St. Petersburg:] Cartographic Institute of the Military-Topographic Department of the General Staff, 1877.

Chromolithograph, dissected into 48 sections and mounted upon original canvas, small extension side flap (10 x 4 cm) to right side, original brass eyelets to upper corners, with contemporary manuscript additions of placenames in Russian and underlining of printed locations in neat blue and orange crayon (Excellent condition, remarkably clean, bright and crisp, just some light toning), 144.5 x 202 cm (57 x 79.5 inches).

The ultimate ‘Great Game’ map – the first edition of the exceedingly rare, colossal map of Central Asia, that served as the ‘Headquarters Map’ made for the exclusive use of the Russian Army High Command, drafted by military engineers in Tashkent from ground-breaking surveys newly arrived from the field, making it by far and away the most accurate and detailed map of the heart of Asia, made towards the dramatic crescendo of the Anglo-Russian rivalry that the Russians called the ‘Tournament of Shadows’; chromolithographed in St. Petersburg.

This gargantuan work is the official ‘Headquarters Map’ of Central Asia made for the exclusive use of the most senior Russian military officers, whether at the General Staff offices at the Ministry of War in St. Peterburg, or at the regional headquarters in Tashkent. It was made in 1877, towards the crescendo of the ‘Great Game’, which the Russian poetically called the ‘Tournament of Shadows’, a decades-long Anglo-Russian contest for mastery over the heart of Asia, considered to be the first ‘Cold War’.



КАРТА ТУРКЕСТАНСКАГО ВОЕННАГО ОКРУГА

СОСТАВЛЕНА ПРИ ТУРКЕСТАНСКОМЪ ВОЕННО-ТОПОГРАФИЧЕСКОМЪ ОТДѢЛѢ ВЪ 1877 ГОДУ ПО НОВѢЙШИМЪ СВѢДѢНІЯМЪ

Масштабъ

УСЛОВНЫЕ ЗНАКИ



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

As indicated by the title, the map is centred upon the Turkestan Military District, a special army zone created in 1867 that embraced modern Uzbekistan and Turkmenistan, as well as parts of Tajikistan, Kyrgyzstan and Kazakhstan; while almost exactly in the middle of the map is Tashkent, home of the regional Russian High Command. However, the map's ambitious cope extends far beyond the district, running as far north as the 52nd parallel North, in Siberia (Orenburg is in the far upper left); as far south as roughly the 36th parallel to the northernmost tip of British India; while the map runs from the middle of Caspian Sea, in the west, over east deep within Xinjiang Province, China, beyond Urumqi, while taking much of Tibet. Within the Turkestan Military District, the map depicts the famous Silk Road cities of Khiva, Bukhara, Merv and Samarkand, that had been the objects of recent Russian military endeavours.

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

Interestingly, the present example of the map features contemporary manuscript additions of placenames in Russian and underlining of printed locations, in neat blue and orange crayon, which suggests that it was heavily consulted and used by a Russian officer.

The map was made in 1877, towards the crescendo of the Great Game, or the Tournament of Shadows, when after decades of cold war characterized by territorial aggrandizement, proxy battles and complicated diplomatic manoeuvres, Russia and Britain found themselves eye to eye, as their respective Asian empires had expanded to the point where they directly bordered each other for the first time.

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

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

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

As best as we are aware, the present map was issued in two editions; the first (represented by the present example) was published in 1877, while the second was printed in 1881. There are notable differences between the two editions. The first edition embraces the same territory as the second, save that the later adds extra panels to the south, extending its coverage down to around the 28th parallel, considering the theatre of the Second Anglo-Afghan War, as well as including some updated information with regards the mutually covered territories.

A Note on Rarity

Both editions of the map are exceedingly rare. They would have been issued in only very small print runs exclusively for high-level official use. Moreover, the survival rate

of such ‘headquarters’ wall maps is very low, as they were exposed to extensive wear from use and the elements.

While the present first edition of 1877 is cited in several Russian publications, we can definitively trace only a single institutional example, held by the National Library of the Republic of Kazakhstan (Almaty), although there are surely a few other examples in Russian or other former Soviet libraries and archives that we have not been able to trace online. The second edition of 1881 seems to be known in only a single example, of which we had the pleasure of handling earlier this year. Beyond that, we are not aware of any other examples of either edition as having appeared on the market.

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

References: National Library of the Republic of Kazakhstan (NLRK): Turkestan Collection. - 1882 .-- T. 280.; Vladimir Izmailovich MEZHOV, Туркестанский сборник сочиненій и статей, относящихся до Средней Азіи вообще и Туркестанскаго края в особенности [Collection of Essays on Turkestan and Articles related to Central Asia in General and the Turkestan Region in Particular] (St. Petersburg, 1884), p. 41; Zinaida Kuzminichna SOKOLOVSKAYA, Картографические и геодезические работы в Росии в XIX-начале XX в [Cartographic and Geodetic Works in Russia in the 19th and early 20th Centuries] (Moscow, 1967), p. 108; Eleonora Ivanovna IVANCHIKOVA, Казахстан на страницах "Туркестанского сборника": аннотированный библиографический указатель литературы [Kazakhstan in the ‘Turkestan Collection’: An Annotated Bibliographic Index of Literature] (Astana: Institute of Eurasian Integration, 2002), p. 184.

6.500 EUR

6. Late Ottoman Fascination of the Western World

Various Authors. Ahmet İHSAN TOKGÖZ (1868 – 1942), editor.

ثروت فنون
[Servet-i Fünun / Wealth of Knowledge]

Istanbul: Ahmed İhsan 1340 [1924] -1928.

11 issues in 11 volumes (10 volumes with each 20 issues, 1 volume with 11 issues), all small folio, each issue with 16 pp. with black and with illustrations and illustrated cover, sporadic issues with colour cover, each issue with ca 8 pp. advertisements on tan paper, all issues missing the rear cover, bound in original three quarter black calf with gilt lettering on the spine and black cloth boards (binding with small loss of material, inside in a clean crisp condition with sporadic tiny folds and tears, with partly uncut margins).

A rare complete last series of the legendary Ottoman intellectual magazine Servet-I Fünun, which introduced the popular Western culture to the East

Servet-i Fünun (ثروت فنون) or the *Wealth of Knowledg*e was a famous Ottoman magazine, published between 1891 and 1944. Starting as an illustrated with scientific articles and reports, accompanied with humour and literature, it soon turned into a leading literary magazine, publishing modern Ottoman poetry and literature. The group of authors, which gathered around the magazine between 1896 and 1901, passed into the history of literature under titles “New Literature” or the “Servet-i Fünun Lietrarure”.

This is a complete set of the last 211 issues in Ottoman language starting with no. 1 after the reformation of the newspaper in 1924 and ending with the transformation of the script to Latin in 1928. Although the magazine was continued being published after this date for another 16 years, it lost much of its charm.

The choice of motifs of the articles shows the newspaper’s fascination of the West. The articles especially promote the women’s liberation, in the sense of exposing female bodies in roles of dancers, movie actresses and flappers, but also as emancipated women, female pilots, horse riders and women wearing men’s clothing.

Although following the politics of newly founded Republic of Turkey and countries of the former Ottoman Empire, such as Saudi Arabia, Servet-i Fünun published most of the articles on the foreign subjects. The journalists were especially fascinated by the



عالم بویله کلدی ، بویله کیدییور . من دیمجه صاقین صاغلیملیم که انسانلر یوکسه‌لدکجه اسکی عنعنه‌لریه بکزه‌مه‌مك دن صاقینمش اولسونلر . فضیل دیه‌رك اعتقادات باطله وارسه فلرده‌ده اعتقادات باطله واردر. هر ایکیسنك وظیفه‌سی بردر . محاکمات عقلیه‌مزی حقیقت‌دن انحراف ایتدیرمك .. لاوتی برحاکمهٔ عقلیه‌یه باطل برشه صاپدی‌یی؟ معجزه‌لرك ، یاصمه قالب شکلنده سوزلرك تشویق ایتدیکی دینی برحاکمه قدرمحدود ، کوزیه‌سنه «سه‌قه‌ره» چه‌سته اولور . فنی بواطنك اسیرلری اسرای دین‌دن‌ده بدتردر. چونکه اعتراض قبول ایتمه‌کدن باشقه بو اعتراضك فه‌معارض برقوت‌دن‌ماهم اولدیغی ذهنیه‌ده قیلیلرلر .

دهاسی وار : فرده ناصلسه برباطل اعتقاده بالذات وجود ویرمش اولمانلردن زیاده بو اعتقادی اولدیغی کبی کندیلرینه مال ایتمش اولانلر دها مدهشدرلر .

مثلا قادینلرك مادونیتی اساسی بری قوتلش . بوندن دیکرلری آلا آلا ، دیکرلرینه ویره ویره بوکی نس شکلنده اویله تعمیم ایتشلرکه بیچه عالمیله قادینی عکسی ادعا عادتا دیوانه‌لك فرض ایدیلمکه قدر وارمش .

ایشته بو مدهش کورونن عائلرك روح الانوارمقتضاسه اعتراض‌دن بری عدالتکاری نظریه‌لرنده‌کی فاحش بطلان حادثات سیاسیه‌نك جریانده بك آجی صورتده ظاهر اولدی . ۱۸۷۰ دن اول مغلوب حسیات ، مفتون خیالات کوردکلری آلمانلرا اویله‌یی چیقدی؟ وکون بوك‌ویك پروسیه ایحاد ایدن روسلری هانکی مدقق و تحلیلکار رعالم بزه بویله کوسترمش‌دی ؟ عکسی ادعا ایدنلر ایسه بك چوقدی .

رمانك واقعی و فضائلی شرائط حیاتیه‌سنه تابع‌در. شرائط حیاتیه واقتصادیه‌سی ، وضع سیاسیسی ، تجارت و صنایعی ده کیشدیرمکنز . غیرقابل تبدل وابدی صاندیقکز اوصاف‌ده تبدل ایدر . ایشته قادینلرده‌کی حادثات عین برشه‌در .

بر مدت قادینلرك فعالیت اوقاتی ، یانلری خفیف ، عقلری قیط نظریه‌سیه اولانلره‌قدر ، اکثه‌کدن سوکرا واقعا عائلر دها دیرین تدقیقاته کیریشه‌بلر . بر چوق تجربه‌لردن سوکرا تحصیل و تربیه ایله ، تکملات عقلیه‌یه دماغلرك بوودیکی ، فعالیت دماغیه‌نك منتظم شکل آلدیغی قناعتی تقویه ایده‌بلر . مثلا بك یوکسك تحصیل کورمش ، آز بر تحصیل کورمش ، هیچ تحصیل کورمه‌مش ، اوقومه یازمه بلمه اوکرنه‌مه‌مش انسانلردن یوزلرجه‌سنك فعالیتی معاینه



ژاپون ایمپراطوری موتسوهیتو

متوفی ایمپراطور « موتسوهیتو » ۳۱ آغستوس ۸۷۹ ده توکیوده دوغمش و ۱۹۰۰ تاریخنده برنس « میکیساقا » نك کریمه‌سی برنسس « ساداکو » ایله ازدواج ایله‌مش و ۱۹۱۲ سنه‌سنده ژاپون تختنه چیقمشدر



یکی ژاپون ایمپراطوری « هیروهیتو »

توکیوده ۲۹ نیسان ۱۹۰۱ تاریخنده دوغمش و ۱۹۲٤ تاریخنده برنس « توی » نك کریمه‌سی برنسس « ناغاکو » ایله‌ناهل اتحشدر . یکی ایمپراطور ، متوفی ایمپراطورك حسه‌لنك باشلانغیچی اولان ۱۹۲۱ سنه‌سندن بری نائب حکومت بولونمقده‌ایدی .

ایله‌برابر ، اکثیجه‌لرده نشو ونمانك زیاده ، اکثیجه‌لرده آز ، اوچیونجه‌لرده دها آز اولدیغی کیجه سنه واردیلر . کیت کیده اوروپانك ایچی پولوژی عالماسندن برطاقمی فاه طالملرنك تشکلی اعتباریله اوروپا قادینلرینك ذکاسنه اوکنکلردن آشاغی اولمادقلری کبی اوکنکلردن فرقسز بولوندقلرینی سویلیلر . حتی بو آخرویوزیسلردن وایسباخ ، مانه‌قازاکی بر قاچ قادینلری تشکلات قحبه‌خانه نظرندن اوکنکلردن یوکسك عدالتکاه قدر واردیلر .

دماغك ثقلی ده ذکایه براویله بایلمق‌دن وازکچلدی ، حیواتر ایچنده دماغی انسانلردن بك آغیر اولانلر وار . پولردن انسانلردن دها ذکی‌می؟ دماغك ثقلتی وجودك ثقلتیه نسبت ایده‌رك بوندن بر حکم چیقارمق ایستنلدی . فرضا کدی‌نك دماغی ثقلتی بدنیه‌سنك ۱۰۶ ده بری‌در . آرسلانك دماغی ایسه ثقلت بدنیه‌سنك ۵۰۶ ده بری‌در . شیمدی بوندن بر حکم چیقارمق ایچون آرسلان کدی‌دن بش دفعه دها بویالدر ، دیمك‌می لازم کلاجك ؟ بوئله‌ده معقول بر طرق یوق .

انسانر حقنده بعض نسبتر کوسته‌ریورلر. مثلا بر چوجوق اوچ آیلق ایکن دماغك ثقلتی ، یتوکن ثقلت بدنیه‌سنك بشده‌بری‌در. پدی یاشنه کیردیکی زمان اون یشده بری‌در. تام بر آدم اولوقجه انسانك دماغی ثقلت بدنیه‌سنك اوتوز اوچده بری قدر اولور . قرق یش یاشندن صوکرا دماغك ثقلتی آزالمه باشلار . بالخاصه ممارسهٔ ذهنیه بولونمایانلرده ، یعنی تدقیق و مطالعه کبی مساعی ذهنیه ایله مشغول اولمایانلرده دها چابوق آزالیر .

بوکتینك قادینلرله اوکنکلر بینه‌سنك تفوق‌نحقنه برتمایلی یوق. قادینلرك مادونیتی اوکنکلرك مافوق کوسترمك غیرتندن دوغمق فارغ اولامایانلر دها باشنه قیلیلرده باش ووزیورلر .

فرضا قادینلرده تعارض دماغیه اوکنکلره کلدی قدر متباروز دکلمش . فوبول ، بچاره حیوان برآز احتیاطله مقهور ایکن واقعی انسانلر وقصوری پوزینه ووروللی موقعده «فوبول فاقلی!» دیه‌بلمك اوغرارکن فوبولك تعارض دماغیه‌سی بك کوزه‌لدر. قادینلرده متبارز اولادیغنه قصور وفوبوزلرده فوبولك کیبه ثقلتی اعلان افتخار ایتمه‌ورلر .

دماغ یحتمده طوندورمایجه فکر نه انتقال !

قادینلرك فکرنده کرکوات هر اوکنکلرك آزمش . اوکنکلر قانمده برمیلیونده بر مکسه دورت یوجوق میلیون کره‌ده بوزورلرکن قادینك قانمده اوچ یوجوق میلیون وارمش .

modern world in Germany, France and in the United States, including the rights of the African Americans, the contemporary Japanese politics, explorations, technology etc.

The editor of the magazine from the first number in 1888 until his death in 1942 was Ahmed İhsan Tokgöz (1868 – 1942), a fascinating influential figure of the late Ottoman Empire, a publisher, whiter and translator, who connected the influences from the West with Ottoman tradition.

Growing up in Shkodra, Albania, and Damascus, Syria, Ahmed İhsan finished a law degree. A keen translator and a big fan of the Jules Verne novels, he made first translations of Verne's text to Ottoman, starting a new genre of the adventure novels in the Ottoman world. İhsan also authored the first modern travelogue through Europe, mentioning the Orient Express.

7.800 EUR



Reisicumhurumuz Gazi Hz. Istanbuldan Ankaraya avdet seyahetlerinde, Sivasda latin harflerinin talim ve tamimini teşvik için bizzat bu harflerle verilen bir derste hazır bulunurken.

رئیس جمهوریمز غازی حضرتلری استانبولدن آنقره‌یه عودت سیاحتلرنده ، «سیواس» ده لاتین حرفلرینك تعلیم‌وتعمیمنی تشویق ایچون بالذات بو حرفلرله ویریلن بردرسده حاضر بولونورکن .

برم استانبول قالیور. بلکه تازه‌لکدن ته زمان باشلادیغی ، نه یولده انکشاف کوسترمکده اولان مقدمه معلوماتدر یوق . بلکه بر صیرا دوشونجه ، شهر اماننده محمومیسی ، یوخاری ایچی آچیلمیری مقدمه‌لری قیمتلی بولمقده کی ، برمقاله ایله بزی ارشاد ایدر.

استانبول و موارینه سطحی بر نظر عطف ایدنجه‌لک اسکی پیرامیده روما اصول بایسلاری قالدیرملری ، ـ احتمال بر چوق تعمیرلر کورمش در ـ موجود اولدیغی کورورز . غایت ایری طاشلرلک یاپیلمه کتیرلمه‌سی ، درمیانلیمه‌سی ایله ـ محکمجه برطیل اولونمه ـ وجوده کتیرلمش و قالدیرملردن استانبولک مالی یارلاندیغی پشته وآصما آلته دوغرو اولان یوکسکلکلرده اوزره ارانه اولونمایدر . ازمیت کورفزنده قره مرسل دن دامله دوغرو کیدن یولدایری عاشقلره بایلمش قالدیرملی بر پول وارمش اسکی بر روما شهراهلک علامتی عد ایدلمکده اولدیغی بیلیر .

استانبول اوزون زمانلر ، سوءاداره آثارلرک قالدیرمی دنیلن اصولده قالدیرلمامشدر .

جامع حوالیلرنک منظم قالدیرملری وکذلک بر چوق روما قالدیرملرینک معظم آثاری عد ایدیلیر . سوکرا کیت کیده یوزده پارکه دنیلن قالدیرملر میدان آلدی که شیمدی استانبولک اکر سوءاداره و طاشلره دوشه‌لمش ، بلکه زمانه یوزلرجه خرابات عاشی اولماغله قازی استانبولده قازی‌لر حیلی زمانلردن بری مهم بر قالدیرم عاشی منعدمی وظیفه‌سی ایفا ایتمش در .

استانبول جاده‌لری و حیلی سوقاقلرینی پارکه ایله دوشه‌مش اولمقله برابر بو قالدیرملرده آسفالت دوشه‌لمشدر . برنجی شوفور اوتوموبیلی ، وبالخصوص آخیر قامیونی قالدیرمی اوزرینه یپدیرمدن آزمرسه ، یقمازسه بوکر یاپدیرایجون حیلی دلیدر . مجلس مبعوثان چراغانه اولان جاده قسمی کاملاً آسفالت دوشه‌لمشدر . آز زمانده بوزلرجه ، چوقلرل سامل اولمق . قالدیرملری .

مکتب قالدیرم طاشلری کی کیمامش کوتو. نظریه نحته قالدیرملر یاپیلمه باشلادیغی کی اوقات برچوق تجربه‌دن صکره نحته قالدیرملر یاپیلمه باشلادیغی کی اوقات برچوق تجربه‌دن صکره[نحته] و اصول استانبولده تطبیق اولونمادی .

نحته قالدیرملرک مسیر ، عدالیر ، صدمه‌لری آز اولدیغی اعتباره رحمتان وارلما ، چوق



ترکیه وسویه صدوری تعیین مأمور تورك وفرانسز وسویه مرحصری برآزده

سولدن صاغه : دکتور اکنورمش بولاتر ؛ فرانسز هیئت مرحصی قومیسه‌ری ودیپی مهرآی بوآیه — تصحیح حدود اوتوموبیلی ترکیه جاپانلی جدال کمرانسه — تورك هیئت مرحصی قومیسه‌ری عزیز بك — ایاقصوصوندن صاغه دکتور ؛ تورك شوفورلرك صاغی طوپچی بك ، فرانسز شوفورلرك صاغی ملازم سعادتی ، تورك شوفورلرنك صاغی یکباشی سری بك — قومیسر معاونی فهمی بك — دیکر قومیسر معاونی شفیق بك — جدال ترانسلك یاووز یکباشی نوری — فرانسز قومیسر معاونی یکباشی نور — فرانسز قومیسر معاونی امیر ایوبی بك — ملازم‌لرك یاوی راضیلرلی ، مشاور صاغی .



نیویورقده یکی بر رادیو مرکزی

آشپاسی ، مصرفك چوق اولاسی کی اعتبارله زمان مقایسه کورولمش در.

مملکتمزده اك زیاده لعم ایتش اولان ، آناطولی‌لك شهرلری و قصبه‌لری . حالا بولنر لق دن نظم و شکیلات آرقه‌سی آیلماملری واردر. بری برینه رغما ایدلی مالی آدام اصولی شومه لردر . سوءاداره‌لری

آناطولی یولری دیلمکه مالی آدام میستی عقله کلیر. استانبول حوالیده وحتی ایچنده هنوز بوچوق شوسه‌لر مالی آدامدر. استانبول کی حواری واسع بر برده‌ده باشقه دونیو امکان یوق در . آغره‌ده‌ده، یوخاردن ، دوز زمان زمان محله مکتفه‌لیه ، طریق‌لر قدیمی برچه اهالی یه آچیلمه‌رمق صورتیله‌ده پول یاپه چالیشیلمش در.

مالی آدام اصولیله پول ، برکره یولکدیکی مهندسلرجه تعیین اولونمدن صوکرا ، یولیه کوره تسویهٔ ترایه‌یی یاپمق ، کوپرلر ، یکدل ، مغدل احمالات صناعیه‌یی آیرمق ، تسویهٔ ترایه‌دن صوکرا تحل مقامنده آنات طرفه آیرمه طاشلر دوکمك ، دها اوسته اوفاق اوفاق قیرلش طاش دوشه‌مك ، اوزرنده رقاج دمه آثار میدانه‌کره چیقه‌رمك وطاشلری آزمك وری یرینه ریکیشدیرمك، اك اوسته امتراطی قوم دوکمك ، شوسه‌لك سطحی برکشه حالنه کتیرمه‌یه قدر صو دوکوب سیلیندیرمك ..

نه‌قدر دقت واعتنا اولونسه مالی آدام شوسه‌لر قیشین چامورلی یاغمورلی کونلرده یورمه قابلیتدر. بر شوسه‌لك اوزونه مدت دوامی ، آخذ فائونیه اصولك تطبیقنده کورولمه‌لر وار .

بوك یرلره ، مناسب مسافه‌لره یولمأمورلری اقامه ایتمك ، بوکره بر مکتبخانه‌دن باشقه قاریه کوره‌لك سائر آلات تعمیریه ویرمك ، بوکره‌لرك یولی دولاشارق یوزوق ، چوکونتی ، یقینی ، کورورلرسه درحال تعمیر ایتنه‌وجه‌سیله‌وظیفه‌دار طوتمق ، وقتیله یزده یرقاج مهم شوسه‌ده‌کی‌مه‌سه‌لرینی اما تعمیر ایدیلمه‌دی .

اوتوموبیلر ، یولرك انشاسنده پك‌چوقلرینی ایجاب ایدنجه و یو ضروری کشدکه [دها زیاده آکلاتمغه یوکر ایچوزده « مصری » دنیلن دیکر یولر دوشونولدی . اساسی آسفالت ، باخود بتوم اولق اوزره بر طاقم تركیبلر اجرا ایدلدی .



نیویورقده یکی بانیان تلفون مرکز دائره‌سی



نیویورقده مالی یولك اشیا معامله‌لرینك صوك بانیان جاسی

بولانیق ، ترینیداد ، آرژانتین ، بولیوك ، فولاس ... الخ

* *

یولری ، ایشلر ایسه‌کز ، اوتوموبیلرك سیر وسفریه مساعد برحالده انواع ایتك مرووزی حاصل اولمه‌سی ، قیردوشونجه‌لر وطرف‌دن اوتوموبیلرك کثرتله وحرکته کوزه یه‌لمق ایچون یولك ایکی طرفنده مقرلاریله قیردوبرلی ، یپدیلی طاشلرك ایری قیمیلری اورتاسنه لیمه ، وقیریق طاش صندوقلری ، هر کوشه لرنده بر آز بوشلق کوسترمیلیدر ، یعنی حتمی آکثریق اداری قبول ایتدیرمه‌سه بوندن‌ده کچی اولور . دوکلمیکی طاشلرك قصدنده دایکی سایه‌سنده‌و آشیرمه یه متعهدلك کاربه بازیلیر ، اوتوموبیلرك اعتیاللی دوغمه کتیرمه‌لری یپدیلمه‌سی ایچون طوز قومه لغی کورور ، بوندن‌ده آری بر حدت بیقار . قبول موقت ، قبول‌ایتمه‌دن موسل‌ه یردن کوزه یاپار یول تسلیم ایدر. اما ، یولك ، متعهدلك کاری چوق قولای نیشه ، عمری آزدر.

* *

ملکتمزك فنی وانکشاف ایچون اساسلی صورتده بر معطله مستلزم حل اولمق ایچون حکومتك تعقیب ایتدیکی شمندوفر سیاستی شایان تشکردر. جوسیاست مملکتك هیئت عمومیه‌سی جهتیله خلاصکارانه اولور . شهر ومعموره حیاتی ، شهر جواری و داخلی یولری ، بالخاصه اوتوموبیلرك یو قدر خرج عام اولدیغی ، غایات مخصوصه‌نك فصلاردن بلاردن قطع نظر ، بو درجه فائده تأمین ایتدیکی حالده ، مسافه اچکده امکان یوقدر . یوکون شهرلرك باشلیجه مشغول اولاجقلری مسائل دن بری‌ده یودر. آخره‌ده بررواباطرله شهر آوانسده اوتوموبیلر ایشه‌دلکه باشلادقلری شهرلك حیات اجتماعیه‌سنه بر روش ویرمی ، هرکس‌دن زیاده آخره شهر اهالیسنه بالخاصه آخره‌لك غایات ووسائط نقلیه‌سیه انکشافاته قارشی یولری اوتوموبیلرله واوتو. بوسلرله هر آنمك طوتش خصوصی دوشونولمك باشلانمش در . طبیعی بنی دوشونجه‌ه بزم شهر اهالیزده راجح در .

واخاصل وسائط نقلیه ، السانلرك آلدمه یولونان یوکونك علو و صنعت قوتیله ، بری‌برله آهنکدار اولمالی‌کی یولردن انتظار اولونان انتفاع مدی حتیله حاصل اولسون . . آتلر یوك ، آت یولور ، میدان یولوتاز ، میدان یولور ، آت یولوتاز ، سوزی عقله کلمسون . دیلرك قوجه قوجه دکزلر سامه حولان . . یوکون هوای کسیمی طیاره‌لرك مالکانه طیراق .. شمندوفرلرك واه حاصی وار . دوشونمك اوزه‌ده اوتوموبیلر قالدی ! ..

محمود صادق

سوننی قندیلار

مؤلفی : مالمقمری

دارالطابع صحه‌سنده یوبوك بر موفقیت قازانان بو مهم اثر آدی کیمی بر شکده طبع ایدیلرك انتشار ایلدی. مرکز توزیعی اقبال کتبخانه‌سی و دیکر .. غروشدر . فارتلرمزه توصیه ایدرز .



آلمانیاده بره‌سلاو تیاتروسنده یکی اویناتمه باشلامان « له‌دی‌هامیلتون » اوپرتنك برنجی پرده‌سندن برصحنه



آلمانیاده مانهایم تیاتروسنده اخیراً اویناتمق « اوزانا مکتبی » پیه‌سندن برصحنه

تیاتروللرك بو سنه برقاج شاباق دق
قابیلرینی آچمش اولدیغندن بحث ایدیر

بونلردن بری آلمان تیاترو مؤلف
شته‌رنهایم » ك « اوزنا مکتبی » عن
مانهایم ، قولونیا ، هامبورغ شهرلر
عینی زمانده صحنه‌یه وضع ایدلش
بوانزنده تام‌سرپستیلرینی آلدهایدن د
ایسته‌ین « حرب‌دن صوکراکی قد
بر تعبیرجه « قیود اخلاقیه‌دن آزا
تصورایتمك ایسته‌مش « اوزنا مکتبی »
نمونه اولق اوزره ، برقاج مثال

بالذات اولان تخلیه‌خصوصی
مقاوله آتیه‌یه تعلیق ایتمك
مقصده موافق کوریله‌مه-
یکندن بحثله تأیید حقوق
وتعیین‌زمان تخلیه‌مطالبلرینه
برلکده تشبث ایدلمك» [۱]
بولده عرض مطالعات
ایلهدی. بومطالعات متخالفه
سلطان حمیدك ایسه‌بوتون
فکرینی تردید ایله شو
تشبثك اجراسنه حائل
اولدی . و مسئله علی‌حاله
قالدی. اوچه‌دولته مظاهرت
سیاسیه و مادیه وعدیله
مقاوله‌ٔ منعقده‌نك تصدیقنه
مانع اولمش اولان فرانسزلر
ایسه ۸ نیسان ۱۹۰٤
تاریخنده فاس مسئله‌سنده انکلیزلرله اوبو-
شه‌رق‌مصراوزرنده هر درلوادعادن فراغت
و انکلیزلره سربستی تام بخش ایله‌ملریله
مصرقطعه‌سی بالنتیجه بوکونکی حالی آلدی.

- مابعدی وار -

علی فؤاد

---

[۱] بو افادات سعید پاشانك خاطراتنده‌ده مندرجدر



آلمانیاده یکی‌کوسترمکه باشلامان «فائده‌سزانسانلر» فیلمندن برصحنه
[قاچاق کاپن پوپو کان ایچنده]

مستقبلده مصر حکم-
دارلیله عقده تصدی
ایله‌یه جکلردن اندیشه
ایده‌رك، تخلیه‌خصو-
صنه ایلریده دولتین
پیننده بشقه‌جه قرار
ویرلمك اوزره خطهٔ
مصریه جه حقوق
سلطنت‌سنیه‌نك تأمینه‌مدار اوله‌جق شرائط
ایله یکدیگرن برمقاوله عقدایتمك ایسته‌یوردی.
حتی اولبابده سلطان‌عبدالحمیده تقدیم ایتمش
اولدیغی عریضه‌ده « نکلتره دولتنه بلاشرط
مصری تخلیه‌ایتدیرمه‌جك برمقاوله‌نامه قبول
ایتدیرمکده کندیسی عاجز بولدیغندن هر
کیم بویله بر مقاوله عقدینه حکومت مشار-
الیهایی امالهیه مقتدر اولورسه وقت فوت
اولمزدن اول ایجاب حالك اجراسنه توسل
قلمسی» لزومنی بیان‌ایدیوردی. بوخصوص
ایچون عقد اولونان انجمنه دعوت ایدیلن
سعید پاشا ایسه « یالکز محفوظیت حقوقه
متعلق تامینات‌اخذیله اکتفا اولنوبده مقصود



Amerikalı muhteri Edison

آمریقالی مشهور مخترع خوماس ئه‌دیسون ، حالا کنج کورونیور . یکن سنه 80نجی سنه‌سنی ادراك ایتمش‌در .

جنوب ساحلنده ، استراحت و تعطیل زمانلرنده
معتاداً ته‌نیس اویناممش‌دکر .
معروف احتیارلردن آمریقالی میلیاردر جون
روق فه‌للر الیوم 90 یاشنده‌در . بو یاشه کادیکی
حالده سه‌ودیکی غولف اویونی پر تورلو ترك
ایدهمه‌یور .
آوسترپا رئیس جمهوری میقائیل هاینش
70 یاشنده‌در ، فقط بوتون اطوار و حرکاتی
کنجلکنی محافظه ایتدیکنی کوسترمکده‌در .
کندیسی ده‌کیل ، 90 یاشنه کیرمش اولان
والده‌سی بیله طیاره‌قرار-
کاهلرنده دولاشمق‌دن ،
زنده‌لکنی کوسترمك‌دن
فارغ اولمایور .



Almanya Reisicumhuru Hindenburg حکومتی فون هیندنبورغ . 80 یاشنده آوده کزرکن .

آوسترپا ایمپراطوری متوفی فرانسوا ژوزف
حرب سنه‌لرنده 87 یاشنده وفات ایتمش‌در .
قرالرك اك اختیاری او زمانه قدار بو ایدی .
بشنجی کوستاو یتمش یاشنی دولدیرمش‌در .
ولادتی 1858 ده‌در . بویله ایکن برکنج کبی
بك‌سه‌ودیکی ته‌نیس اویونندن فراغت ایتمش‌در.
بو سنه یازی بادن قابلیجه‌لرنده بحر سفیدك



İngiliz edibi Bernard Şav güneş qanyosu yaparken
معروف محرر و تیاترو مؤلفی برنادشاو ، بر دالغالق کوی کونشلنمه

Mont de Vénus دیورلر
انکه فرجك‌مدخانده بركمی‌د
اجراسی اك‌حساس نقطه‌سی‌در .
ك آشنده قالیر ، دیره‌لیر .
یه بویروراوزاریش سانتیمه‌تر و
لیه‌سنده کیلن‌وقیصالدیلان
جراحلرندن « به‌کربراون »
شلر اوزرنده بو عملیه‌ی
(قابیتودیده‌کتومی) cli-
ی ویرلمش‌در . ازکلمك
نده غایه تمیزلك ده‌کیل‌در
التنده طویلامان پیسلك
b دعوت ایدر ، ازکك
ادینلرده عضو تناسلك
آراسنده طویلامان
فرجه vulvite قادین
ن صاقینمق آنجق میق
رویت ایتمکه‌ممکن ..
ك قادینلری‌سنتله‌مه‌سی
سی یوزندن اونلرك
ی کستیرمکه انهمك
لکه دوشمه‌لرینی‌منع

خوشلرینه کیتمکه
، اورتایه برسنت
رلریزك قادینلرك
تبرایتسه‌لر آ ! .

Mahmut S

ثروت فنون

نومرو: ۱۱۰ — ۱۶۸۴
اوتوز بشنجی سنه

صاحبی و مدیر مسئولی :
احمد احسان

تحریر : استانبول ـ ثروت فنون

عشرینی ۲۳ کانون اول ۱۹۲۹
۶۱ نجی جلد

احمد احسان مطبعه‌سی

تلفون : استانبول ۱۴۰۲-۱۴۰۳



نجد سلطانی ، حجاز قرالی

عبدالعزیز ابن السعود

باریسی ۸۸ نجی صحیفه‌ده

آمریقانك یلی زنجیلری

اونه‌دن بری غرتلر طرفندن یازلمیشه ، سیاحلرك نقل ایتدیکنه کوره آمریقانك یلی اهالیسندن اولان زنجیلر ، آمریقانك کشفندن صوکرا اوروپادن هجرت ایتمش ، شیمدی آمریقا اهالیسی تشکیل ایلهمش بولونان عرق ابیضه منسوب اولانلر قدر حقوق وامتیازاته نائل اولامامشلر ، عرق ابیضك مادونده کورولمکتدرلر . حتی بالنسبه یقین دورلرده ، اسارتك الفاسه‌سندن قدر آمریقالیلر ، عرق ابیضه منسوب آدملر طرفندن یولنره اسیر معامله‌سی یاپیلمقده ، تحت اسارتده طوتولمقده ، بویله چالیشدیرلمقده ایدی .

آمریقا زنجیلری ، آفریقا زنجیلری کبی قویو سیاه رنکده دکلدرلر . لوآ اسمرجه وجیشیلر کبی درلر . معمافیه آمریقاده یولنر اسمروسیاه عد ایدیلدیکی حالده ، بیاض و سیاه ضدیتی کورولمکتدر . اسارتك الغاسندن صوکرا یولنر بشری حقوقه نائل ایدیلش اولدقلری حالده ، عرف و عادت بر مدت دها تأثیرینی



آمریقالیلرندن شوصیرالرده ، آلمانیاده شهرت آلمش اولان موسیقی شناس ، تهنور « رولاندهایس »

کوسترمکدن آمریقالیلری مادون بر موقعده طوتو- لمشلردی .

مثلا قیصه بر مدت آمریقایی زیارت ایتمش ، یاخود آمریقاحقنده کتابلر و سیاحتنامه‌لر اوقومش اولان آوروپالیلر ، شمالی آمریقاده یولیلرك آزاده ، جیلق ، لوسترجیلق ، نهایت ده‌میرچولرقوندره‌جیلری کبی خدمتلرده قوللانیلدیغی ، متحدهٔ آمریقاحکومتنك جنوبی اباتلرنده زراعت ایشلر-



اسمر اهالیدن نیویورق دارالفنونده برلکده اکمال تحصیل ایدرك دیپلومه‌لرینی آلمش اولان برچیفت : میستر ومیستریس « فلیا سپانلو »

ندهٔ ، مزرعه‌لرده چالیشدیرلدیغی آرا صیرا یولنرده ، براعت کورولدیمی ، بوقلمات عرق ابیضه‌قارشی ، « حشمتناهه تجاوزه » شکنده تلقی ایدلدیمی ، طاشه طوتولارق ، یاخود صوپرله قصدی یارچالانه‌رق سوقاق اورتهسنده برکوتا تعیینات عدایه‌یه اوغرامادن ، خلق طرفندن اولدیرلدیکی ذکر ه تشلردی . فقط صوك سنه‌لرده ایشك رنکده کیشمش ، ملرلیکله برآز رنکلری ده ، علائم وجهه‌لری ده تبدله اوغرامایه باشلایان آمریقا یولیلری ، عرق ابیضه منسوب دیکر آمریقالیلر کبی مدنی ، اجتماعی حیاته آتیلمش ، مهم موقعلر طوتمشدر . مثلا بوکون زنجی دماغلی آمریقالی یولی عرقه منسوب اولانلردن قدیم وارکت میلیونرلر بولندیغی کبی یاخلردن آشاغی



آمریقا یولی اهالیسندن طیاره‌جی « روبرت جولیان »



ایستانبولدیکی زمان اوتوموبیل وایستندیکی زمان چادرلی اولاولان سیاحت اوتوسی

قالیفارق دارالفنونلرده یاپولاق امتحانلرنه تعزلره دیپلوما آلمش قیزلر وکنجلرده چوقدر . آمریقاده یولر خصمان عمومیه‌ده یوکسك موقعلره جیقمه باشلامشلردر . یولردن باشقه آمریقا رنکلی اهالیسنك ترقیات وانکشافنه چالیشمق اوزره تشکل ایتمش اولان هیئتلرك ، جمعیتلرك سنه‌لردن بری صرف ابتکاری مساعی سایه‌سنده ، آمریقا اسمر اهالیسی الیوم پك واسع تشکیلات ، کندیلرینه مخصوص مکتبلره ، معلملره ، دوقتورلره ، خسته خانه‌لره ، کلیسالره ، باقه‌لره ، تجارتخانه‌لره ، سینوطه‌شرکتلرینه ، حقوق مؤسسه‌لرینه مالکدرلر . یولرك مختلف کلیسا ومعبد تشکیلاتی ده واردر . یولرده منسوب اولانلرك عددی بش میلیون نفوسی بولمقده‌در . آمریقا یولیلری آراسنده بر چوق دین ومذهب انتشار ایتمشدر . باپتستلر ، مه‌تودیستلر یولوندیغی کبی قتولکلر وموسویلرده‌وار . اسمر عرقدن پشمش اولان معلملرك عددی الیوم (۴۰،۰۰۰) راده‌سنده‌در . یولردن (۵،۰۰۰)ی دارالفنون مأذونیدر . اسمرلرك دار- الفنونلره مداوم یولونان طالبات وطلبه‌لك مقداری (۱۰۰،۰۰۰) ، وار- مشدر . یولرك تحصیل و تدریس مصرفی هرسنه (۱۵) میلیون دولاری یکمکده- در . بزم پارامزله اوتوز میلیون لیرا دیمکدر .

آمریقا یولیلری آرا- سنده اوقوپوب بازمه بیلمه‌یولرك نسبتی یوزده (۱۵) اولارق تعیین اولونیورکه اوروپاده ایتالیا واسپانیانه نزولنده یولامامش در .

7. Albania
Albanian Printing in Vienna / Political Priopaganda

“GNI GHEGHET ĆI DON VÊNNIN E VET” (GHEG WHO LOVES HIS COUNTRY). But actually Lajos THALLÓCZY (Ludwig von THALLÓCZY 1857 - 1916); Translated by and later wrongly attributed to Shtjefën *or* Tefë CURANI (*also* Stefan ZURANI, 1865 - 1941).

T’nnoλunat e Scćypniis

Shkodër, Albania [but actually Vienna, Austria]: 1898.

8°: 148 pp. with black and white illustrations, original card boards with illustrated cover, black cloth spine (minor staining, mostly to the covers, a small tear on the top of the title page, but overall in a good lean condition).

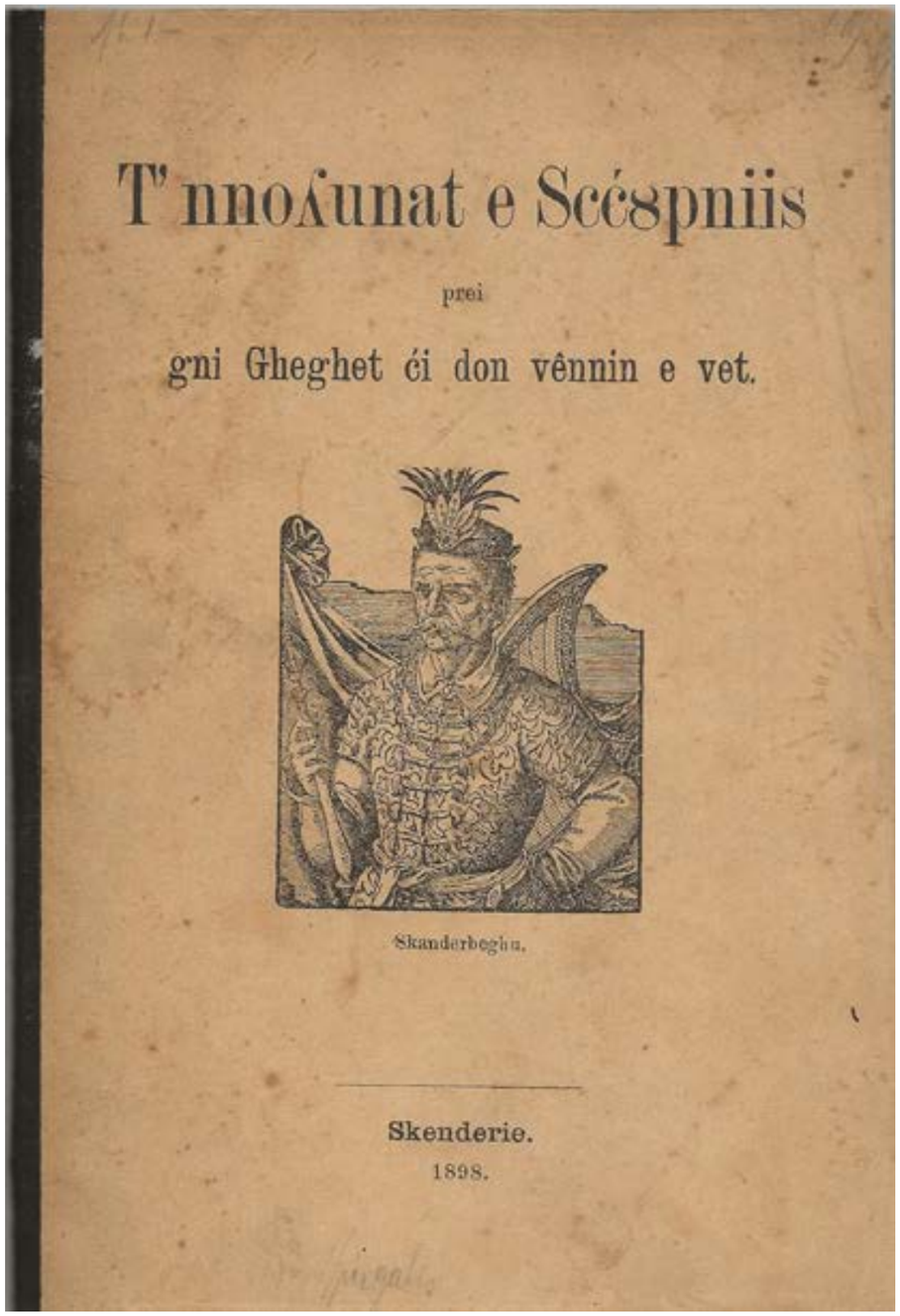
This groundbreaking work for Albania is the first history of the country, published in Albanian language. Featuring the national hero Skanderbeg (Gjergj Kastrioti Skënderbeu, 1405 –1468) on the cover, it was according to the imprint written by “gni Gheghet ći don vênnin e vet” (“Gheg who loves his country”(a Gheg being one of two major dialectal subgroups of Albanians)) and published in Shkodër in Albania.

An exceedingly rare first book in Albaninan language on the history of Albania, published anonymously and sponsored as a propaganda piece by the Austrian government with a goal to increase the Albanian nationalism to oppose the Ottoman Empire

The book embraces the history of Albania as an independent country with a powerful nationalistic tone. In the second edition of the book, in 1939, Shtjefën Curani (1865 - 1941) declared himself the author of the work. Curani was a Christian Albanian, who was schooled in Vienna, where he studied German, Persian, Arabic and English. In the first years of the independence of Albania, he was involved in several pioneering geological and financial projects.

Only recent researches showed, that the book was actually printed in Vienna as a part of the Austro-Hungarian project to collapse the Ottoman power on the Balkans. The Austro-Hungarian government namely tried to increase local nationalism on the borderline countries of the collapsing Ottoman Empire with the goal to support and later supervise these areas.

In 1878, Austro-Hungary obtained the occupation and administration of Bosnia and Herzegovina and in the next years it was working on obtaining further territories towards the south, including Albania.


T' nnoλunat e Scćspniis

prei

gni Gheghet ći don vênnin e vet.

Skanderbegiu.

Skenderie.

1898.

This book was made as a part of a propaganda against the Ottomans and played on the Albanian nationalism, which was suppressed for centuries under the Ottoman rule. The author of the book was actually a Hungarian historian Lajos Thallóczy (Ludwig von Thallóczy, 1857 –1916), who authored the book in German language. The text was translated to Albanian by Shtjefën Curani (and possibly some other authors), a young Albanian student in Vienna, who four decades later proclaimed himself the author of the work.

Lajos Thallóczy was a great Hungarian politician, historian and a pioneer of the modern Hungarian orientalism, who developed a personal interest in the Balkan history, especially in Bosnia and Herzegovina and Albania. He travelled to the country on the eve of WWI. Together with Milan Šufflay and Konstantin Jireček ha authored Acta et diplomata res Albaniae mediae aetatis illustrousantia (published in 1913 and 1918), a collection or transcriptions of documents from the archives, connected with the Albanian history. He also helped creating the first Albanian flag and coat of arms.

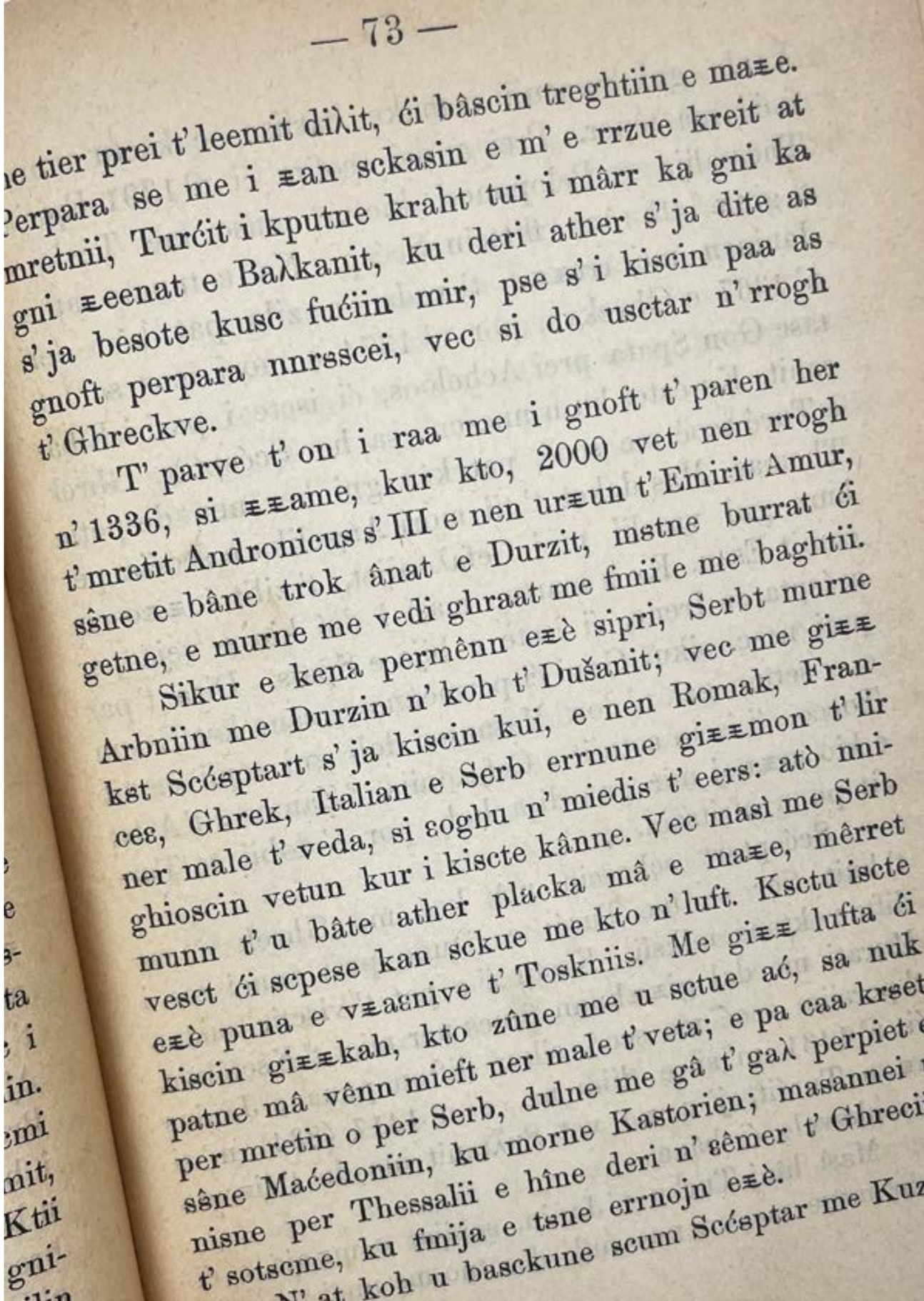
Lajos Thallóczy wrote over 40 books, many of them under a pseudonym. Many of his works, such as this one were published anonymously. He also authored a textbook in Albanian language (see our next item).

In January 1916, Lajos Thallóczy was appointed the governor of Serbia. He tragically lost his life on December 1st of the same year, in the Herceghalom rail crash, returning to Vienna for Emperor Franz Joseph's funeral.

The Austrians achieved their goal with this book. It raised the nationalism through the local history, explained in Albanian language for the first time. 14 years later, on November 28, 1912 Albania declared independence from the Ottoman Empire after a series of rebellions. This book is today considered as one of the milestones in the Albanian history.

The book is exceedingly rare. We could not find any institutional examples on Woldcat.

1.200 EUR



8. Albania
Albanian Printing in Vienna / Political Priopaganda

Anon. [Ndre MJEDA (1866 - 1937) - Anton XANONI (*also* Ndoc ZANONI, 1862 -1915)].

Kəndime per Školə tə para tə Škypəniəsə. pjesa e para
[Singing for Primary Schools. First Part]

[S. l., S. d., but Vienna : 1902]

8°: 139 with black and white illustrations, later black cloth binding with mounted original wrappers (wrappers with minor staining, but overall in a good clean condition).

This unusual, exceedingly rare illustrated Albanian primer and textbook includes words, which were meant to be sung (or possibly read loudly) in classrooms in order to learn the alphabet. The book was written by an Albanian scholar and priest Ndre Mjeda (1866 - 1937),and published anonymously in Vienna in 1902.

Slavic letters such as š and č are used to mark sounds at the time, when Albania was still struggling to establish its official alphabet. As an image for a bridge in the text, the author used a view of Mostar, at the time under Austro-Hungarian rule.

An exceedingly rare early Albanian primer, with words, that were meant to be sung in the classrooms to learn the alphabet, was written by an Albanian scholar Ndre Mjeda, who developed his own Albanian alphabet, partly based on the Croatian letters, and published in Vienna

Date and Authorship

The author Robert Elsie (1950 – 2017), a specialist in Albanian literature, attributed this work to Ndre Mjeda (1866 - 1937), an Albanian scholar and author. In the struggle to mark the sounds of the Albanian language, before the country developed its own alphabet, Mjeda partly adopted Croatian letters, which he learned during his studies in Croatia.

Mjeda was one of the main supporters of press in Albanian language and of the founders of *Shoqnia e bashkimit të gjuhës shqipe* (Society for the Unity of the Albanian Language) in 1899. He was schooled in Spain, Italy and Croatia, and in 1902 he travelled for Hamburg for an Oriental conference. Between 1920 and 1924 Mjeda was a member of the parliament.

Jašar Redžepagić in his work on the Albanian schooling until 1918 mentions the book as printed in Vienna during WWI. He also points out the use of Slavic letters (Razvoj



prosvete i školstva albanske narodnosti na teritoriji današnje Jugoslavije do 1918 godine, 1968, p.314, n. 617).

Later researches, which enabled insight in various editions, revealed, that the there were three edition or parts of this title, all printed in Vienna: I (1902), II (1908) and III (1912) (Ragip Gjoshi, Chronicle of designing of textbooks – ABC books, reading comprehension and grammar books in Albanian language in Kosovo 1886 – 2019, 2019, pp. 7). Our book is part I from 1902.

Gjoshi's article on the Albanian ABC books also attributes the work to Ndre Mjeda (1866 - 1937), in cooperation with the Albanian Jesuit Anton Xanoni (also Ndoc Zanoni, 1862 -1915).

The book is not to be confused with a work with a similar title *Këndime për shkollat e para* published in Thessaloniki in 1910.

Publications in the Time of Austro-Hungarian support for the Albanian Nationalism

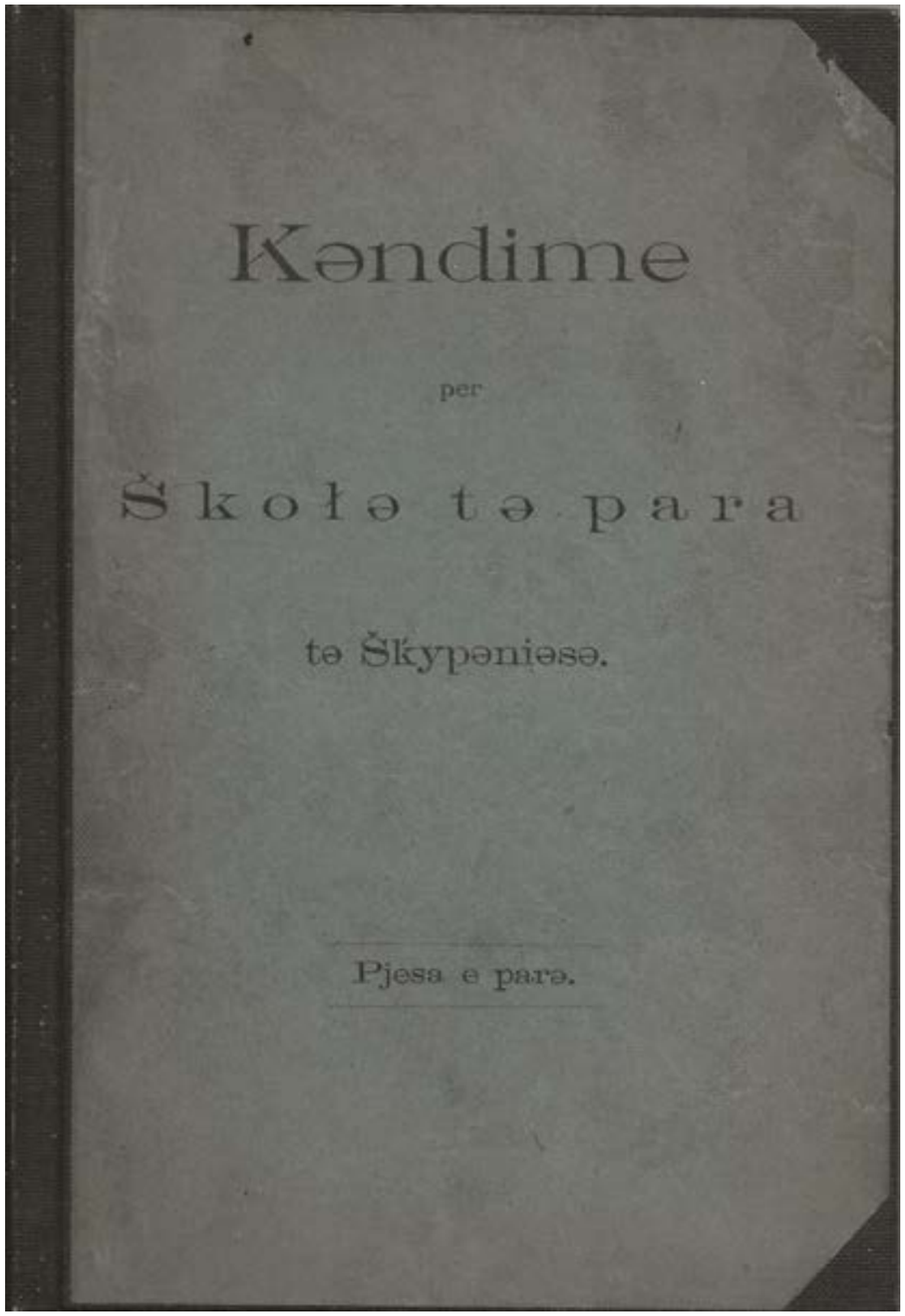
The primer was published in Vienna, when Austro-Hungary supported the growth of the nationalism in Albania, at the time still a part of the Ottoman Empire, with the goal to push the Ottoman border towards the south by creating rebellious Balkan countries, longing for treir independence.

In 1878, Austro-Hungary obtained the occupation and administration of Bosnia and Herzegovina and in the next years it was working on obtaining further territories of the Balkans. Several books in Albanian language, which feed the nationalism, were printed in Vienna at the time as a part of the governmental program (see also the previous item).

It is possible, that Ndre Mjeda brought the manuscript to Vienna in 1902, when he travelled to the conference of orientalists in Hamburg in the same year. We can assume, that the primer was printed in cooperation with Hungarian author Lajos Thallóczy (Ludwig von Thallóczy, 1857 –1916), who was at the time actively involved in publications on Albanian as a pert of the Austro-Hungarian political program (please also see the previous item for the details). It is known from Thallóczy's biography, that he was at the time involved in a publication of an Albanian textbook, which could be possibly our title.

We could find one institutional example (Martin Barleti Library, Tirana). Worldcat does not list any examples. Bibliothek der Freien Universität Berlin houses the third part from 1912 (OCLC 956556865).

680 EUR



9. Albania
Albanian Printing in Vienna / Political Priopaganda

Kalendari i Šoknisə "Dija" pər vjetən 1906

[S. l., S. d., but Vienna: 1905]

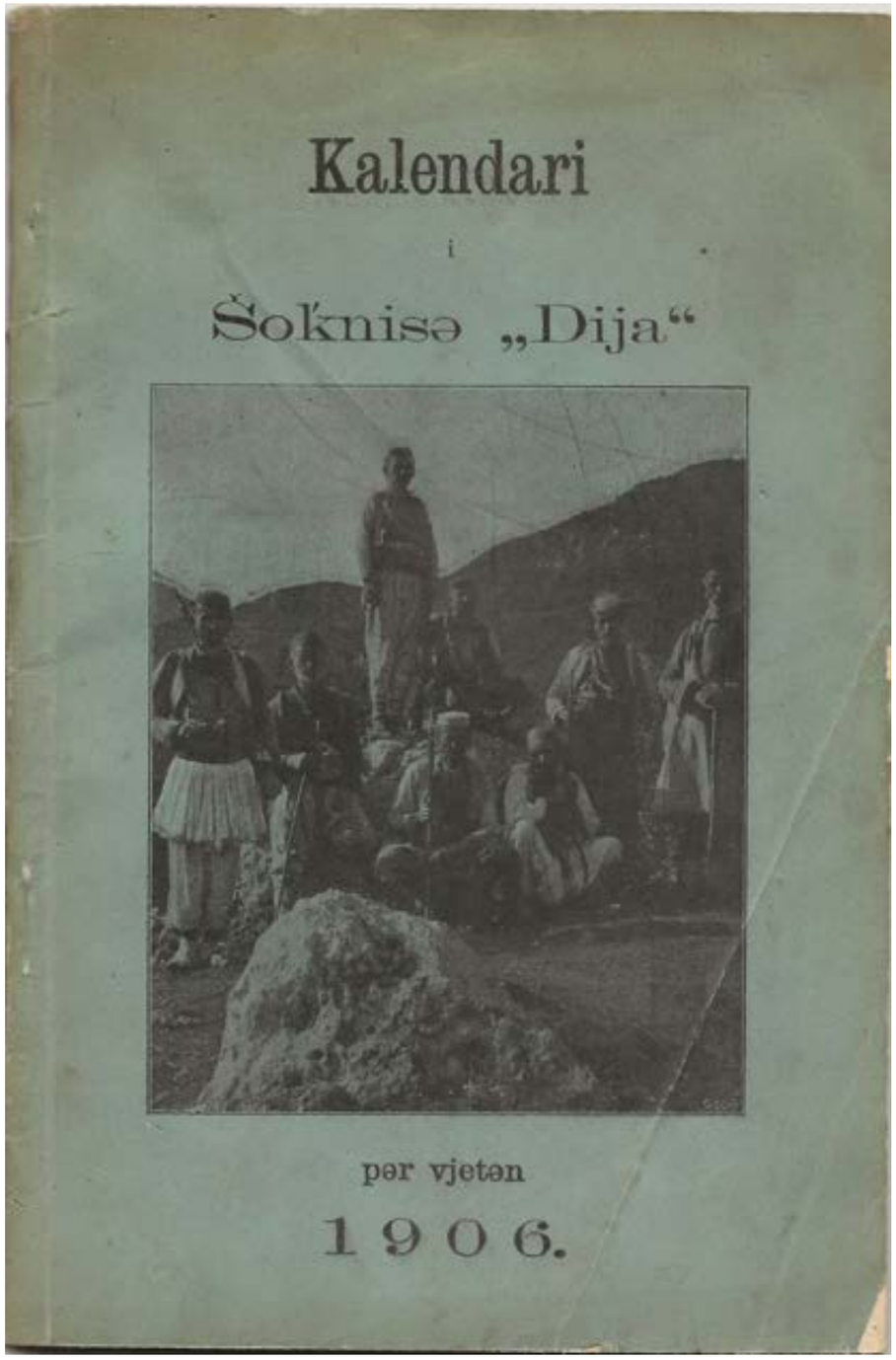
8°: 91 pp. with black and white illustrations, illustrated blue wrappers (soft folds and tiny tears, but overall in a good condition).

A very rare calendar for 1906 in Albanian language was printed in Vienna as a part of Austro-Hungarian propaganda against the Ottoman Empire (please see the previous two items for longer descriptions).

The book include a calendar for 1906 with names of the Christian saints, measurements, statistical charts on the geography of the world, short stories, poetry and train schedules between Albania and various places in the Austro-Hungarian Empire.

The publication is very rare. We could not find any institutional examples on Worldcat.

520 EUR



10. Montenegro

Fedor von KARACSAY (1787 - 1859).

КАРТА ЦРНЕГОРЕ.
خريطه مملكت قره طاغ
Carte du Pays de Montenegro dressée d'après les opérations géodétiques sur les lieux et recherches les plus soigneuses, par Mr. le Comte Fedor de Karacsay, Colonel au Service d'Autriche.

Vienna: 1854.

Lithograph with original outline colour, dissected into 6 sections and mounted upon original linen, some place names contemporarily underlined in original colours or marked with brown ink dots, lines of borders corrected with old blue pencil (Very Good, light even toning and staining, contemporarily trimmed with loss of neatline, tiny tears and chips in margins), 42 x 58 cm (16.5 x 23 inches).

Rare and historically important - the second corrected edition of the first broadly accurate map of Montenegro, after the surveys of the Hungarian military engineer Colonel Count Fedor von Karacsay.

This excellent work is one of the most important 19th Century regional maps of the Balkans, being the first printing of the first broadly accurate map of Montenegro, predicated upon the pioneering scientific surveys of Colonel Count Fedor von Karacsay, a Hungarian artist and cartographer, who was the Austrian military commander of Cattaro (Kotor). Karacsay conduced his surveys in 1836 upon the invitation of the Montenegrin ruler, Petar II Petrović-Njegoš, with whom had formed a personal friendship.

The map embraces the larger region extending from Ragusa (Dubrovnik), in the north-west, down to Scutari (Shkoder), in Ottoman Albania in the south-east. The map is centred upon the Prince-Bishopric of Montenegro, which was then an autonomous part of the Ottoman Empire, but was for all practical purposes an independent state. While most of the map is printed in French (then the premier Pan-European intellectual language), the title is written in Serbo-Montenegrin, Ottoman Turkish and French, while the names of certain regions are likewise given in Ottoman Turkish.

КАРТА

ЦРНЕГОРЕ

у тинѣна и сотнѣна одъ Колонела Графа Карацаи

خريط ، مملكت

قره طاغ

CARTE

DU PAYS DE

MONTENEGRO

dressée

d'après des opérations géodétiques sur les lieux
et recherches les plus soigneuses

par Mr. le Comte Fedor de Karacsay, Colonel au service d'Autriche

1854

1859.

Explication des signes

GRANDE VILLE	*Sommet de Montagne nommé dans cette Carte*	*Confins de l'Albanie et de la Herzegovine*
Petite Ville		*du Pays de Montenegro*
Bourg	*Sommet de Montagne non nommé*	*de Nahies*
Village	*Fort, Couvent, Eglise isolée*	*P.t Cap, M. Mont, L. Lac, F. Fleuve.*

KAPTA
ΙΙ,ΡΗΓΟΡΕ

γ' τοις Ξένοις η εστιν Ξένος ο εις Κοσμικα Τραφεν Καρτάνι

خريط ، مملكت
قره طاغ

CARTE
DU PAYS DE
MONTENEGRO
dressee

d'après des operations geodetiques sur les lieux
et recherches les plus exactes

par M. le Comte Pedro de Kasatzoy Colonel au service d'Autriche.

1854

Explication des signes

- GRANDE VILLE
- Petite Ville
- Bourg
- Village

- Frontière de Montenegro nommé
- Limite entre Cercle
- Grand Chemin Montagneux non nommé
- Petit Chemin Grand
- Eglise isolée
- Chapelle de S. Blasius et de la Montagnarde
- des Pays de Montenegro
- de Sabiac
- Cl. Cap. K. Kast. L. Lac. F. Fleuve

N.B. Pour rendre uniforme l'orographie les Villes et Bourgs également nommés en français, l'on est toujours obligé de se conformer à leur prononciation chez le Turk

TABLEAU STATISTIQUE DU PAYS DE MONTENEGRO
dans l'année 1838

		Cercles	Sous-Cercles	Habitans
I	Nahia de Katounska	Cercle Katounska	Sous-Cercle Katounska	4.000
			Sous-Cercle Rieka	3.000
II	Nahia de Zeta	Cercle Zetska	Sous-Cercle Zetska	12.000
			Sous-Cercle Spouje	3.000
III	Nahia de Rieka	Cercle Rieka	Sous-Cercle Rieka	12.000
			Sous-Cercle Crmnitza	3.000
IV	Nahia de Crmnitza	Cercle Crmnitza	Sous-Cercle Crmnitza	6.000
			Sous-Cercle Ostrog	3.000
V	Nahia de Berda Blechopavlitchki	Cercle Berdanski	Sous-Cercle Berdanski	12.000
			Sous-Cercle Podgoritzki	
			Sous-Cercle Spuzki	
VI	Nahia de Berda Piperi	Cercle Piperi	Sous-Cercle Piperi	9.000
			Sous-Cercle Vrankovitch	
VII	Nahia de Berda Rovtchi-Matchka	Cercle Rovtchi	Sous-Cercle Rovtchi	10.000
			Sous-Cercle Matchka	
			Sous-Cercle Kolaschin	
VIII	Nahia de Berda Kutchka	Cercle Kutchka	Sous-Cercle Kutchka	11.000
			Sous-Cercle Vassoyevitch	
			Sous-Cercle Ivlanac	
		Totale		86.000

HERZEGOVINE
BOSNIE
ALBANIE
LAC DE SCUTARI
LAC DE PLAVA
MONTI
MIRIDITI

Montenegro, outlined in green, then occupied a smaller territory than today's state, only comprising the interior heartland, with its capital at 'Zettine' (Cetinje). The adjacent coastal areas, outlined in pink, are shown to be part of Austrian-controlled Dalmatia, while the regions bordering Montenegro in the interior, Hercegovina, Bosnia and Albania are lands under direct Ottoman administration. The topography is shown in great detail, based upon Karacsay's itinerary surveys, which while not as accurate as systematic trigonometric surveys, were adequate to give a broadly accurate projection, being a dramatic improvement over all previous mapping endeavours. While the coastal areas had been scientifically surveyed by the British Royal Navy earlier in the century, prior to Karacsay's mapping, Montenegro's wild and rigged interior had never been charted to any serious degree of planimetric accuracy.

Montenegro is shown divided into its various districts, while the country's numerous mountain ranges are expressed through fine hachures. Throughout the map, all cities, towns and villages of various sizes are labelled, as are all significant roads. The table of signs, in the lower-right, identifies the symbols used to denote the locations of forts, convents and country churches. Overall, the map provides a wealth of valuable information, correctly placing the locations of dozens of historically important sites on a map for the first time.

Curiously, the present example of the map features some key military posts contemporarily underlined in blue and certain towns marked with a red dot, indicating that it may have seen practical use in the field.

The map is adorned with the 'Tablaeu statistique du Pays de Montenegro dans l'année 1838', a statistical chart noting the number of families and persons resident in each of Montenegro's eight districts.

The present first issue of the map was lithographed by the Milanese master Pietro Allodi and printed in Vienna. While undated, it is thought to had been published late in 1838. A second edition of the map, with little revision, was issued in Vienna by Artaria & Co. in 1854.

A Note on Rarity

We can trace 6 examples of the first (1838) edition in institutions, at the U.K. National Archives; Biblioteca Teresiana (Mantova); Charles University (Prague); Muzeum Brněnska (Brno); Bayerische Staatsbibliothek; and the University of Illinois at Urbana-Champaign. We locate only two examples of the second (1854) edition, at the Moravská zemská knihovna v Brně (Brno) and Württembergische Landesbibliothek.

Historical Context: The Rise of an Independent Montenegro

The interior of today's Montenegro, a Slavic, Orthodox Christian land, became an Ottoman vassal in late 15th Century, while much of the adjacent coastal areas were controlled by the Republic of Venice. The interior regions were eventually organized into the Ottoman Vilayet of Montenegro.

From 1696, much of Montenegro was ruled by the Prince-Bishops of Cetinje (vladika), of the Petrović-Njegoš dynasty, under the aegis of the Ottomans. From 1711, Montenegro gained its autonomy from the Sublime Porte and was a virtually independent state, save for the fact that it still had to pay annual tribute money to Constantinople. In the years following the Napoleonic Wars, the Montenegrin vladika, Petar I Petrović-Njegoš (reigned 1784 - 1830), embarked upon a more assertive national policy. He openly challenged the Ottoman Empire's suzerainty over the region and sought to expand Montenegro's borders. This not only placed him at odds with the Sublime Porte (which still directly ruled bordering regions such as Bosnia & Hercegovina, Albania and Macedonia), but also the Austrian Habsburg Empire, which ruled the Montenegrin Coast, including the great port city of Cattaro (Kotor). Petar I also revived the historical concept of the Serbian Empire (Montenegrins have close cultural connections to Serbs), seeking Russian support.

Petar I's successor, Petar II Petrović-Njegoš (1813-51, reigned 1830-51), popularly known simply as 'Njegoš', was a dashing young ruler and a highly accomplished writer and poet. He strengthened Montenegro's ties with Serbia and Russia, ensuring that Pan-Slavism became a major threat to both Ottoman and Austrian rule in the Southwestern Balkans. Njegoš was a reformer who implemented Montenegro's first national tax system in 1833 and commenced the process of opening the country up to the modern world. His decision to allow Fedor von Karacsay to conduct the first survey of Montenegro was a testament to his interest in science and progress. Njegoš has a legacy that lasts to this day, as he was the author of The Mountain Wreath [Serbian: Gorski vijenac] (Vienna, 1847), one of the great classics of Montenegrin-Serbian literature. Njegoš's successors, Danilo I and Nikola I, continued Montenegro's drive for complete independence, which was finally achieved in 1878.

Count Fedor von Karacsay: Hungarian Adventurer, Artist and Cartographer

Fedor von Karacsay (1787 - 1859) was a fascinating figure who combined his military duties with cultural, artistic and scientific inquiry in several countries across the Europe, the Near and Middle East, as well as Central Asia. Karacsay hailed from a Hungarian noble family, and while little is known of his early life, he is recorded as having graduated from the Theresianum, the prestigious Austrian military academy in Wiener Neustadt. By 1805, he was a cadet in the Austrian Army and worked his way up the ranks to serve as a lieutenant at the Battle of Dresden (1813). He subsequently served in Mantova as the chamberlain of Archduke Miksa József of Hapsburg-Este. During his early career, Karacsay gained formal training in military engineering and

advanced surveying methods.

Karacsay distinguished himself for his great competence and energy, and by the 1830s he was promoted to the rank of Colonel and given the highly important post of garrison commander of Cattaro (Kotor). Kotor was a flashpoint in the southwestern Balkans, as it was an Austrian-ruled port city with a restless majority-Slavic population. It was openly coveted by Montenegro, whose borders lay just a few kilometres inland. While never breaking out into open warfare, the relationship between Montenegro and Austria was tense at best.

However, Karacsay was not your normal Austrian garrison commander. He had a kind and humorous manner that appealed to the local people, including ethnic Montenegrins, and he ensured that Hapsburg rule over Kotor was gentler and more culturally sensitive that it had traditionally been. He was an accomplished artist and travelled around the countryside making beautiful watercolour views, many of which are today preserved in museums.

Amazingly, despite the rocky relationship between Austria and Montenegro, in 1836 Karacsay was invited to visit Petar II Petrović-Njegoš at his court in Cetinje. The two men became fast friends and formed a relationship that transcended national rivalries. Petar II allowed Karacsay to conduct the first scientific survey of the Montenegrin interior, resulting in the present map.

Following his time in Kotor, Karascsay was posted in a variety of different locations, leading him to publish well-regarded travel books on Sicily (including a fine map), Rome, Naples, London, as well as Moldavia, Bukovina, Wallachia and Bessarabia.

In 1849, during the last days of the1848-9 Revolutions, Karacsay was sent to Belgrade at the head of a high-level diplomatic mission to secure the Hapsburg Empire's southern borders. He subsequently travelled to Constantinople as a special envoy to Sultan Abdülmecid I.

During the early 1850s, Karacsay was based in Brno, and later in Budapest, where he conducted research into Hungarian history in coordination with the Hungarian Academy of Sciences. Karacsay became fascinated with Pan-Turanism, the notion that Hungarians share ancestry with the Turkic peoples, as well as other Asiatic ethnic groups. He travelled to Herat, Balkh, Bokhara, and Samarkand, seeking to find ancient links between Hungarian and local cultures. Holding the rank of General, Karacsay died in Tehran in 1859.

References: OCLC: 1158590174; Annales des voyages, de la géographie, vol. 3 (Paris, 1844), pp. 109 – 112; Bulletin de la Société de géographie, 2nd series, vol. XIX (1843), p. 490; Jahrbücher der Literatur, vol. 100 (Vienna, 1842), p. 32.

1.800 EUR

11. Congo River – Portuguese Exploration ‘Scramble For Africa’ / Henry Morton Stanley

Hermenegildo CAPELLO (1841 - 1917) and Roberto IVENS (1850 - 1898) / COMISSÃO DE CARTOGRAFIA (PORTUGAL).

Carta do curso do Rio Zaire de Stanley Pool ao Oceano. / Coordenada por Capello e Ivens. / Commissão de Cartographia Junto do Ministerio da Marinha e Ultramar.

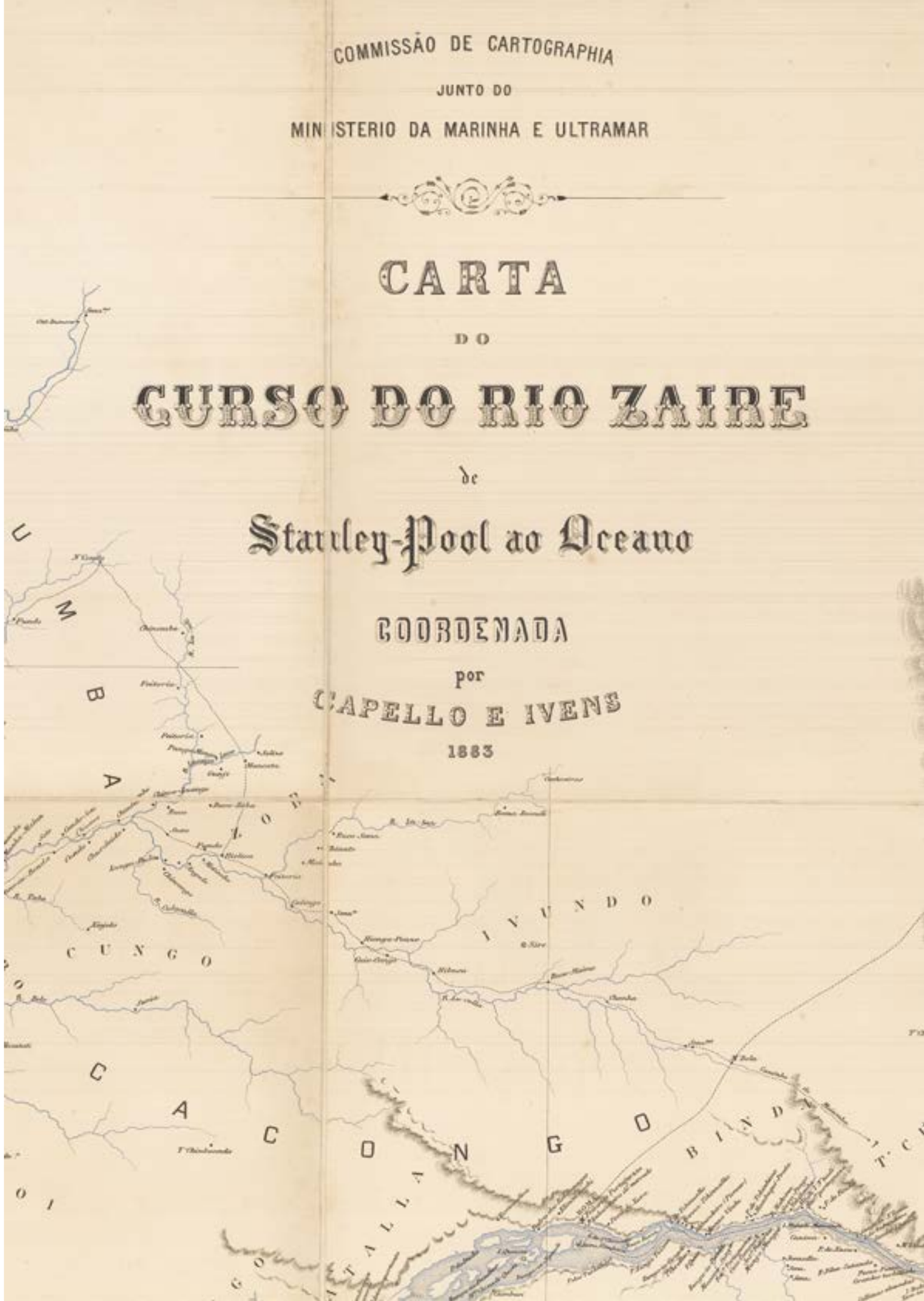
Paris: Erhard Frères, 1883.

Lithograph in 2 colours (black, blue), dissected into 10 sections and mounted upon contemporary linen, marbled endpapers bearing contemporary pastedown mapseller’s label of ‘Edward Stanford / London’ with a manuscript signature (Very Good, minor age-toning and staining) 66.5 x 117 cm (26 x 46 inches).

A very rare, highly detailed and accurate large format map of the lower Congo River, made by the leading Portuguese cartographer-explorers Hermenegildo Capello and Roberto Ivens, created in response to the famed explorer Henry Morton Stanley efforts to found a commercial empire in the region on behalf of the Belgian King Léopold I, so encroaching upon a traditional region of Portuguese interest, one of the first maps created for the Commissão de Cartographia, Portugal’s new overseas mapping agency.

The Congo River (usually called the Rio Zaire by the Portuguese) is the gateway into the heart of Africa, and its immense natural resources wealth. However, while navigable for about 160 km from the sea, passage further upstream is barred by a succession of astoundingly violent rapids and cataracts. While the Portuguese were the first Europeans to explore the lower part of the river in 1482, for almost three centuries thereafter, outsiders refrained from attempting to venture above the rapids. While Portugal and the Netherlands maintained small trading posts along the lower stretch of the river, the Congo was for the longest time never a priority for any colonial power.

All that radically changed in the context of the ‘Scramble for Africa’, following the legendary Welsh-American explorer and tireless self-promoter Henry Morton Stanley’s epic expedition of 1876-7, during which he became the first Westerner to explore the upper reaches the Congo, proving that from ‘Stanley Pool’ (Pool Malebo, near Kinshasa-Brazzaville), the river was navigable for steamboats 1,600 kms further into the interior. This opened the possibility of the creation of a vast inland empire of limitless natural resources wealth. It also availed Christian missionaries with the possibility of ‘saving’ millions of souls in the heart of Africa, with the first of many missions established in the Congo in 1878.



COMMISSÃO DE CARTOGRAPHIA

JUNTO DO

MINISTERIO DA MARINHA E ULTRAMAR

CARTA

DO

CURSO DO RIO ZAIRE

DE

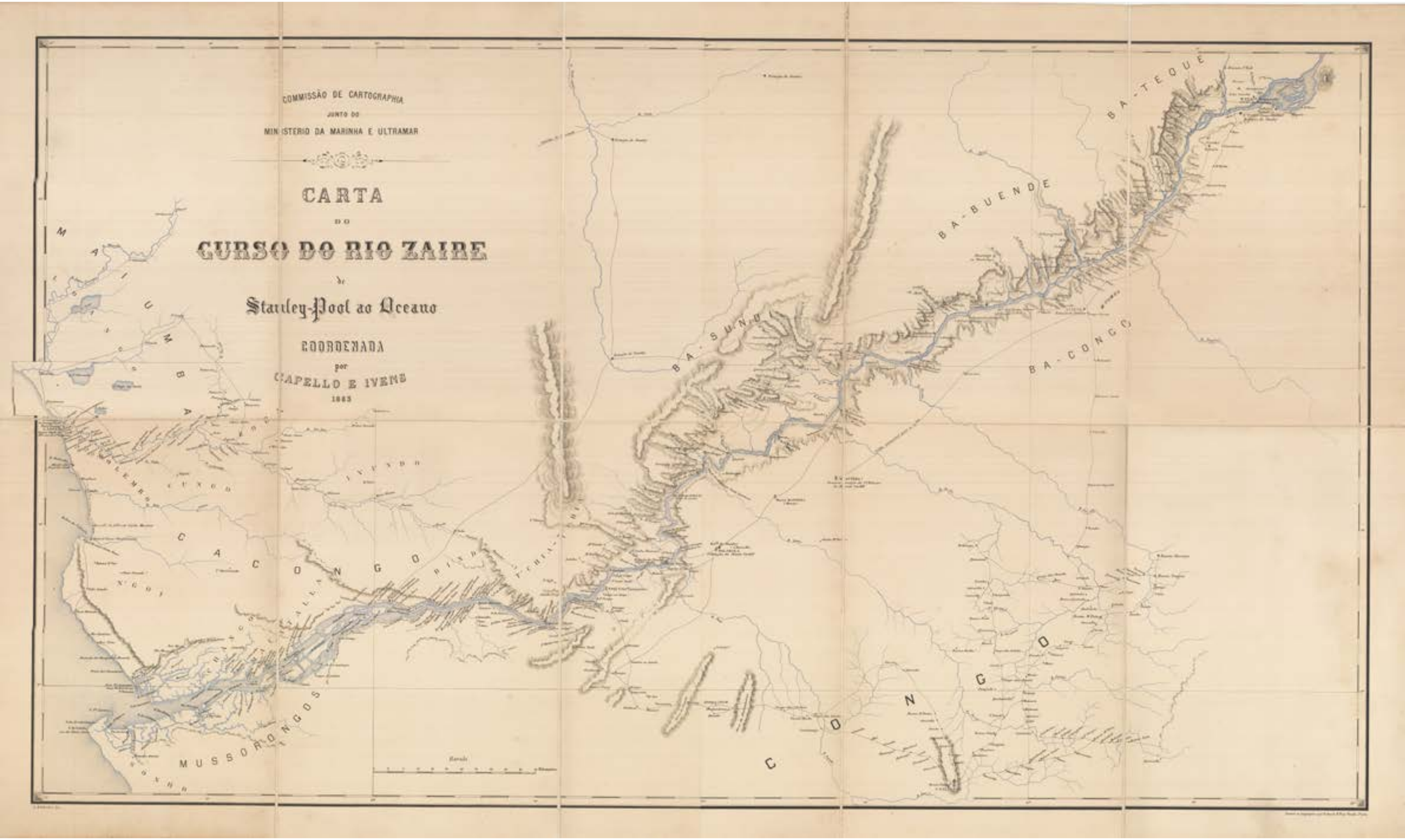
Stanley-Pool ao Oceano

COORDENADA

por

CAPELLO E IVENS

1883



King Leopold I of Belgium seized upon the economic-political opportunity, and in 1881 hired Stanley to be his agent with the mandate of establishing the Congo Basin as an empire owned by his person, as opposed to the Belgian state (the kingdom's parliamentary government rejected any involvement in the scheme). With remarkable skill and speed, over the next four years Stanley founded many trading posts along and near the Congo River, including Léopoldville (Kinshasa), in 1881, ideally located at the base of the Congo's vast inland navigation. The French, led by Pierre Savorgnan de Brazza (the founder of Brazzaville), were also setting up outposts in the right bank of the Congo.

Meanwhile, Portugal was deeply unnerved by Morton's mission on behalf of Léopold. While it had no intention of developing the Congo Basin itself, it was concerned that its adjacent long-established colony of Angola (first settled in 1575) was under threat. The Portuguese had only settled the coastal regions of Angola, leaving its vast interior as a 'no man's land', as far as the Europeans were concerned. Belgian expansion from the Congo could end up swallowing the hinterland of Angola, leaving Portugal with an untenable rump colony.

The Portuguese had anticipated enhanced foreign interest in the Congo. In 1876, they deployed Lieutenant Roberto Ivens (1850-1898), a naval officer and native of the Azores, on a mission to the lower Congo River. Ivens, who had been exploring Angola since 1872, would prove himself as one of the most technically gifted cartographers of the great age of African exploration, with his hydrographic mapping of rivers described as "amazingly perfect".

From the Portuguese post of Boma, Ivens explored and charted the lower Congo up past Noqui, notably mapping the notoriously treacherous Fuma-Fuma eddies.

Since Ivens's mission, the Portuguese had sent numerous agents and spies to the Congo in order the gather intelligence on Stanley and Brazza's operations. From 1877 to 1880, Ivens, and his friend and frequent collaborator, Captain Hermenegildo de Brito Capello (1841-1917), a naval officer with a generation of experience sailing African waters, made an epic expedition to the heart of Angola, to shore up Portugal's claim to the interior of the country, blocking excessive Belgian expansion.

In 1883, the Portuguese Ministry of the Navy and the Colonies created the Comissão de Cartografia, a special geographic bureau based in Lisbon whose mandate was to map the country's overseas possessions and areas of interest to the highest scientific standards.
One is the Comissão's first acts was to charge Ivens and Capello with creating a definitive map of the lower Congo that could be used for high level political and diplomatic (and, if necessary, military) planning.

The Map in Focus

Capello and Ivens had access the best Portuguese, Dutch and British sources in making the present map, including some secret explorers' manuscripts, creating an incredibly detailed and accurate picture. In grand format, the map embraces all the Lower Congo River and its immediate tributaries, extending from Stanley Pool, in the northeast, down to the river's mouth at the Atlantic, in southwest. The immense river, which its numerous islands, rapids, cataracts and eddies, is carefully detailed, accompanied by many notes on its qualities. Areas of elevation are shown by hachures, the domains of indigenous tribes are noted, while major travel routes are noted by dashed lines.

The map labels hundreds of native villages, and the many 'Estação de Stanley', outposts made for King Léopold, that often occupied the most advantageous locations along the river. Of note is Stanley's main base, 'N'Tamo', or Léopoldville (todays' Kinshasa), and 'M'Fua', or Brazzaville, the French base, located across the river.

Further down the system are various 'Feitorias portuguezas' (Portuguese trading post) and 'Feitorias hollandaizes' (Dutch trading posts), as well as 'missão' (Christian, usually Protestant, missions).

Of note, Ivens's 1876 route up the river from Boma is labelled and marked with a dashed line.

While the map may had been incredibly useful to Portuguese administrators, it would not have provided comfort. It gives the impression that Stanley has successfully muscled out his competition (the Portuguese, Dutch and French), taking the lions' share of the Congo for his Belgian patron.

Epilogue

At the Berlin Conference (1884-5), whereby the European powers divided Africa between themselves, King Léopold was given control over the majority of the Congo Basin, creating a personal domain called the Congo Free State. Run on slavery, exploitation and terror, its environment inspired Joseph Conrad to write The Heart of Darkness (1899).

At the same time, Portugal was given clear title to coastal Angola and Mozambique, while the fate of the interior regions was left up in the air, with both Lisbon and London coveting what would become Rhodesia and Nyasaland (Zimbabwe, Zambia, Malawi). By 1891, Portugal managed to gain ample inland territory for both Angola and Mozambique although it lost control over in the heartland of southern Africa to Britain.

The Belgian government assumed control over the Congo Free State in 1908, creating the Belgian Congo, which it would rule with a deplorable human rights record until 1960.

A Note on Rarity

The Comissão de Cartografia, especially in its early days, issued maps in only very small print runs, intended mainly for high level official use. The present map is very rare. We can trace 7 institutional examples, held by the Biblioteca Nacional de Portugal; Bibliothèque nationale de France; British Library; Universiteit Antwerp; Biblioteca Nacional de España; Arquivo Histórico Ultramarino (Lisbon); and the Portuguese Economic Ministry Library. Moreover, we cannot find any sales records for any other examples.

Curiously, the present example of the map, bearing the mapseller's label of 'Edward Stanford / London' shows that the map, surely due to its high quality, was of great interest well beyond Portugal.

References: Biblioteca Nacional de Portugal: cc-340-1-2-a; Bibliothèque nationale de France, département Cartes et plans, GEC-362.; British Library: Cartographic Items Maps 65815.(6.); Universiteit Antwerp: c:lvd:799829; Biblioteca Nacional de España: MR/33-41/3097; Arquivo Histórico Ultramarino (Lisbon): PT/AHU/CARTI/095/01252; Portuguese Economic Ministry Library: C 0214-9 C|BAHOP; OCLC: 1061960654, 494840549, 494196232.

2.500 EUR

12. Macau – Geology
Thematic Cartography

João CARRINGTON DA COSTA (1891 - 1982) and Manuel João LEMOS DE SOUSA (b. 1937).

Fisiografia e geologia da província de Macau. / Edição do Centro de Informação e Turismo / Governo da Província de Macau.

Maucau: Imprensa Nacional, 1964.

4°: 53 pp., plus 1 f. and 23 monochrome glossy photographic plates (some folding) and 1 large folding geological map (cm), in original printed cream-coloured card wrappers (Very Good, internally clean and crisp, just some toning to spine).

Macau, a former Portuguese colony, is located on the south coast of China, across the Pearl River estuary from Hong Kong. The territory was acquired by Portugal in 1557 and was transferred back to China in 1999.

The foundational modern study of the physical geography and geology of Macau, by the leading Portuguese geologists João Carrington da Costa and Manuel João Lemos de Sousa, illustrated by numerous photographic plates and a large geological map of the colony, published in Macau.

Traditionally, the colony consisted of three distinct parts, the peninsula of Macau and the islands of Taipa and Coloane, located further to the south. Throughout the 20th century, Macau's area increased due to land reclamation; notably from 1912 to 1957, the area of the Macau Peninsula grew from 3.5 to 5.5 km2.

In the earls 1960s, the colonial government commissioned João Carrington Simões da Costa (1891 - 1982), Portugal's leading geologist and Professor at the University of Potro and his Ph.D. student, Manuel João Lemos de Sousa (b. 1937 and still active), later a famous geologist in his own right, to execute the definitive study of the physical geography and geology of Macau.

The present resulting work features detailed quantitative and statistical analysis of the colony's geology and topography and is illustrated with 23 monochrome photographic plates (featuring 33 images).

Additionally, and perhaps the highlight of the work, is the large, colorful geological map of the colony, the Esboço geológico da província ultramarina de Macau, completed by Lemos de Sousa in 1963. The detail topographic map is overlaid with 9 geological zones, divided into Modern (land reclamation), Pleistocene and Eruptive (volcanic) classifications.

While several examples of the work appear in institutional collections, it seldom appears on the market.

References: OCLC: 31358445, 640026791.

350 EUR



ILHA
DA
LAPA

Ilha Verde

Patane

Areia Preta

Macau Boat

Reservatório

Porto Exterior

Porto Interior

Praia Grande

PENÍNSULA DE MACAU

Ponta da Barra

Siu Má Lao Chao

Tai Má Lao Chao

MORRO DA [illegible] DE TIRO

TAIPA PEQUENA

PONTA DA CABRITA

Ponta da Cabrita

TAIPA GRANDE

TAIPA

Baía de Nossa Senhora da Esperança

ILHOTE DA PEDRA

Ilhéu de Kai Keang

ILHA DA TAIPA

20 19 18 17 16 15 14 13

13. Panama
Panama Canal Zone

PANAMA CANAL ZONE GOVERNMENT ENGINEERS.

Road Map of Republic of Panama. / The Panama Canal / Department of Operation and Maintenance / Office Engineering Division / Balboa Heights, Canal Zone.

Balboa, Panama Canal Zone, December 10, 1940.

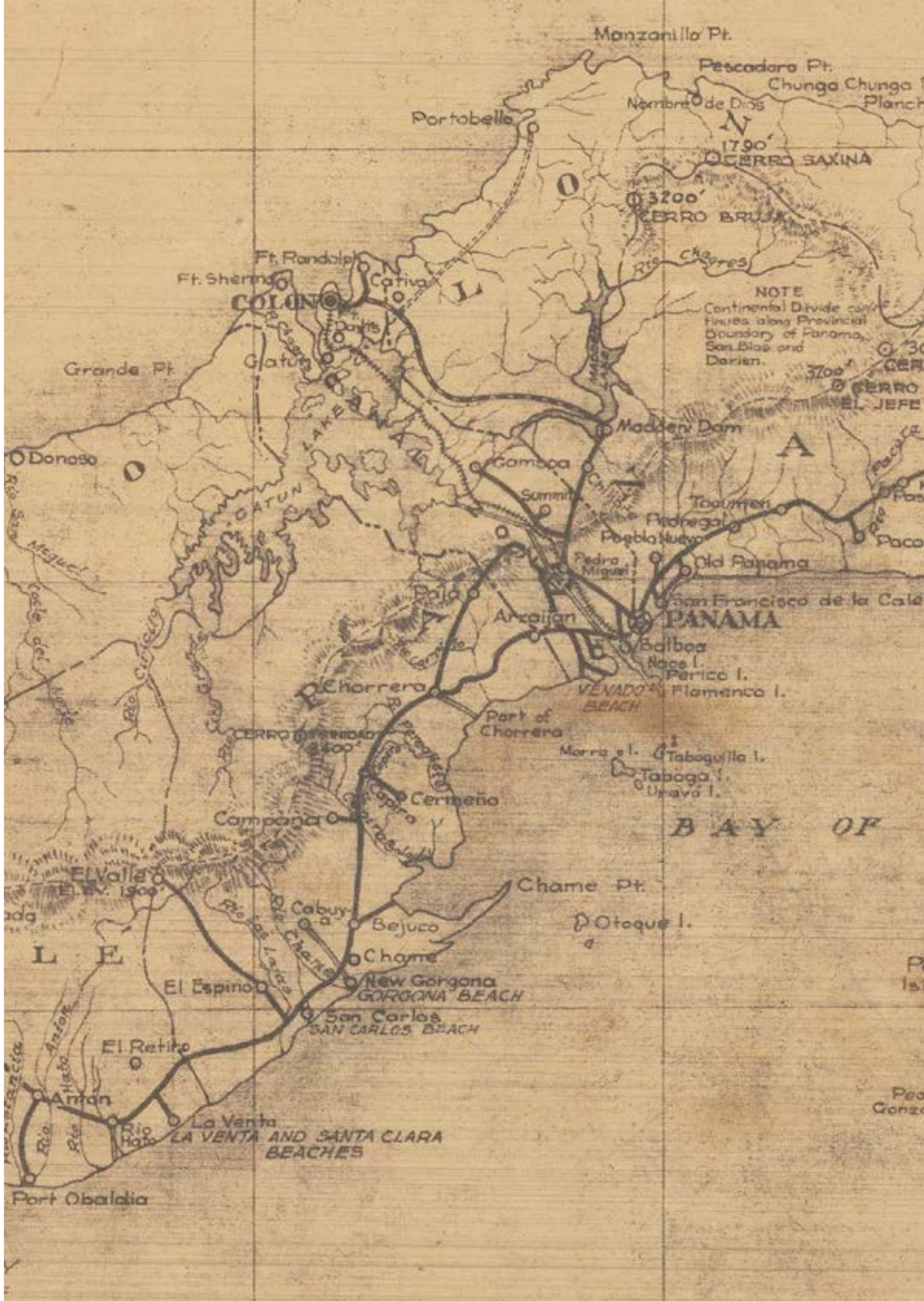
Photographically reproduced print from original manuscript (Very Good, some light stains, old tack marks to blank margins), 46 x 95 cm

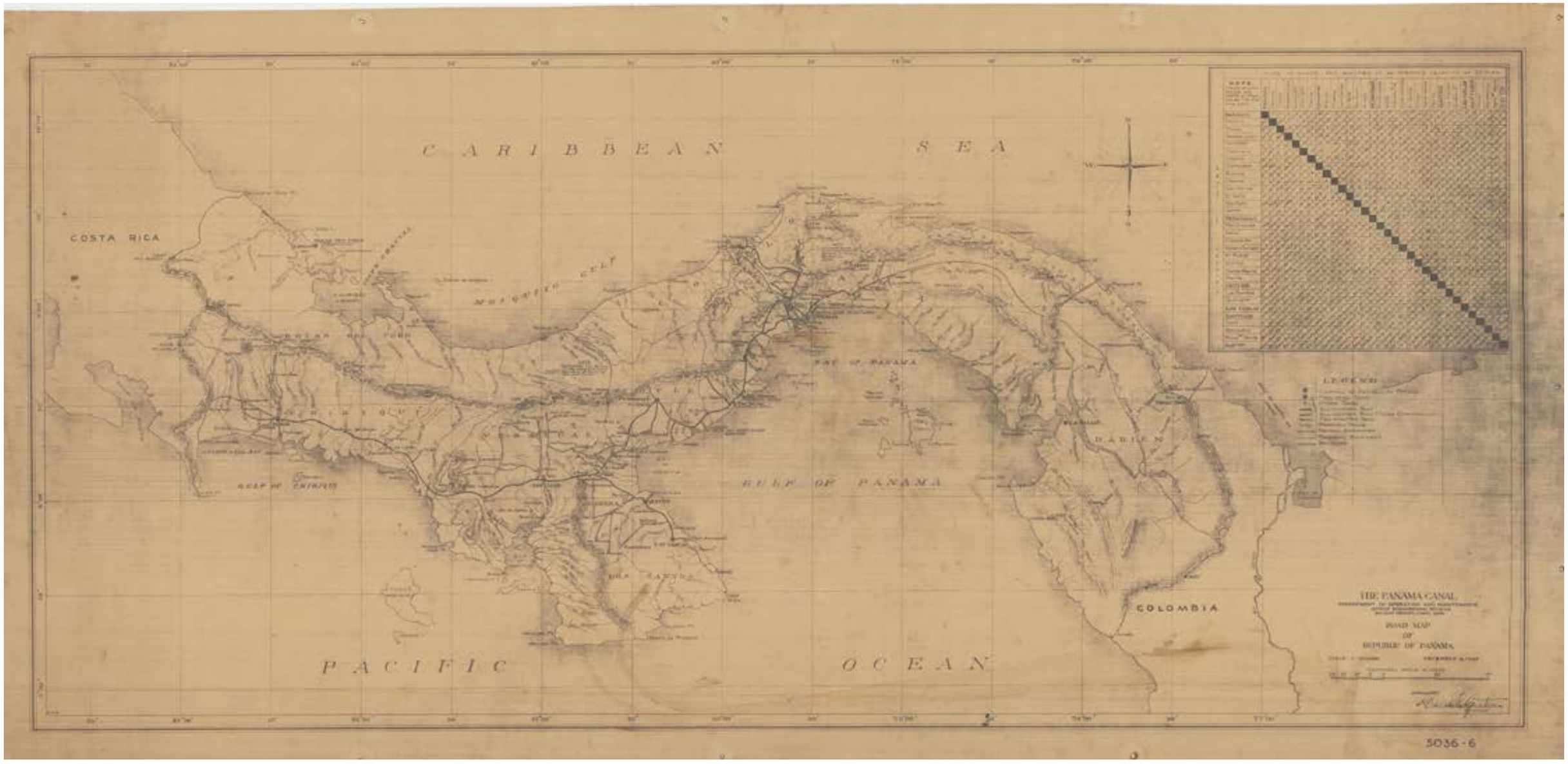
A whiteprint issue of an apparently unrecorded official large-format transportation map of Panama made by the engineers of the U.S.-run Panama Canal Zone Government, issued early in World War II, when the canal was of special geostrategic concern; signed as "Approved" by Glen Edgar Edgerton, the Governor of the Canal Zone.

The Republic of Panama was essentially a fabrication of U.S. President Teddy Roosevelt's buccaneering foreign policy. The Americans coveted the Panamanian Isthmus in order to build and control the Panama Canal. Panama was traditionally a province of Colombia, a large nation that would be difficult to manipulate. Thus, American agents created a 'popular revolution' for independence in Panama, resulting in the country breaking away from Colombia in 1903. The new nation became a puppet state of Washington, and the U.S. arranged for it to be given sovereign control of a strip of territory running across the isthmus, called the Panama Canal Zone. As a U.S. Unincorporated Territory, the Canal Zone had its own government appointed by Washington. The Panama Canal was constructed under the supervision of U.S. engineers between 1904 and 1914, giving the Americans control over one of the world's greatest nexuses of trade and military transport.

The present map is an official transportation map of the entire Republic of Panama, drafted by the Canal Zone Government engineers and signed in print as "Approved" by Glen Edgar Edgerton, the Governor of the Canal Zone, and a professional military engineer.

The map was issued in the ephemeral whiteprint method, and shows the Canal Zone running across its midriff, and labels all cities, towns and forts, and delineates the country's road network, including the unfinished Pan-American Highway, that was




CARIBBEAN SEA
COSTA RICA
MOSQUITO GULF
GULF OF CHIRIQUI
BAY OF PANAMA
GULF OF PANAMA
DARIEN
COLOMBIA
PACIFIC OCEAN
LEGEND
THE PANAMA CANAL
ROAD MAP
OF
REPUBLIC OF PANAMA
5036-6

planned to provide the only land connection between North and South America (today it remains uncompleted). Panama's only railway is shown running the length of the Canal Zone. The map also shows the many mountain ranges and named peaks the run along the spine of Panama, marking the Continental Divide.

The Panama Canal gained heightened geostrategic importance during World War II, when the present map was made. The United States agreed to transfer the Canal Zone to joint U.S.-Panamanian Administration in 1979, while the zone came under full Panamanian sovereignty in 1999.

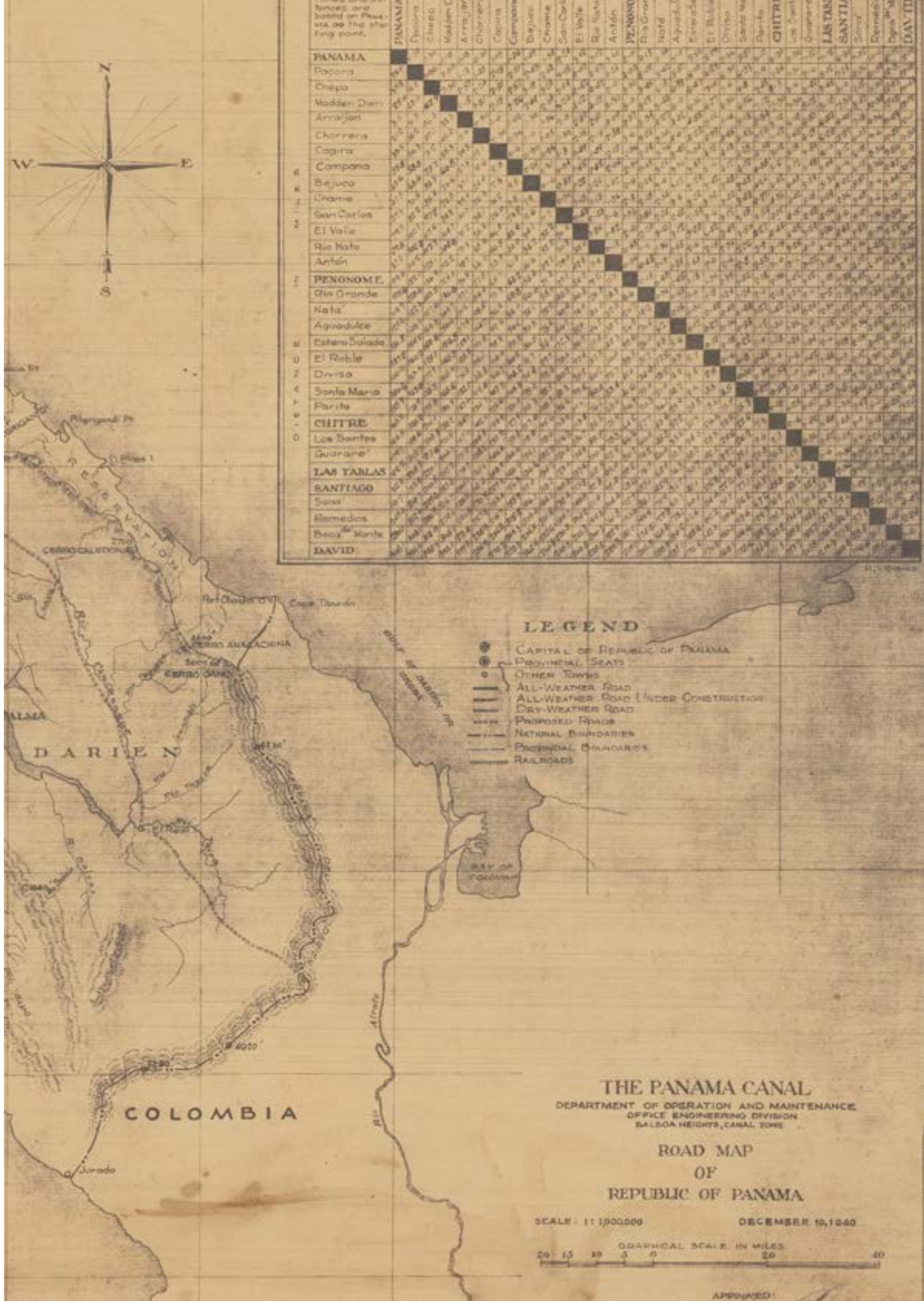
We cannot trace any references to the map, in any form. The map was created for internal use, while the whiteprint method allowed for only a small number of examples to be made. Moreover, such large format maps made for practical use have a low survival rate, such that the present map may quite likely be the only remaining example.

It is worth noting that the Library of Congress holds a collection of maps of similar styles and techniques made by the canal engineers that were previously in the collection of the Canal Zone Library-Museum.

While clearly a different work, the map may relate to a Road Map of the Republic of Panama ([Panama]: Panama American Pub. Co., [1930?]), of which examples are held by the Cleveland Public Library and the University of Arizona Library.

References: N/A- map seemingly unrecorded. Cf. (re: a possibly related map:) OCLC: 25325403.

650 EUR



14. Mozambique / Zimbabwe / Malawi / Zambia

Bernardo de Sá Nogueira de Figueiredo, Marquis de SÁ DA BANDEIRA (1795 - 1876).

Zambezia e Sofálla: Mappa coordenado sobre numerosos documentos antiguos e modernos portuguezes e estrangeiros pelo V.de de Sá da Bandeira.

Lisbon: Lith. Belga, 1861.

Lithograph with original outline hand colour (slightly dusty, minor repaired V-shaped tears in the fold), 52 x 68 cm (20.5 x 26.8 inches).

This is the first edition of an extremely important separately issued map that represents the first serious attempt to map 'Zambezia', being the lower Zambezi River basin in what is today central Mozambique, eastern Zimbabwe, southern Malawi and eastern Zambia. It was the personal project of Bernardo de Sá Nogueira de Figueiredo, Viscount (later Marquis) de Sá da Bandeira, who while one of Portugal's leading statesmen, having served as prime minister on five separate occasions, nevertheless found the countless hours to create the present map, predicated upon his access to the best Portuguese and British sources, including hitherto secret explorers' manuscripts. He made the map in direct response to David Livingstone's ongoing Zambezi Expedition (1858-64), the first of what would be many British 'incursions' upon the region. The map, much copied and cited, became one of the seminal documents underpinning Portugal's maximal claims to all Zambezia, and for the next three decades it represented an 'inconvenient truth' for Britain, as it sought to brazenly grab land from its ancient ally.

Of great historical importance – the first serious attempt to map 'Zambezia', being what is today central Mozambique, eastern Zimbabwe, southern Malawi and eastern Zambia, a personal project of the skilled cartographer and five-time Portuguese prime minister, the Marquis de Sá da Bandeira, created to underpin Portugal's claim to the region in the face of incursions by British missionary-explorers (namely David Livingstone) – extremely rare on the market.

An amazing work of frontier cartography, the map showcases the lower Zambezi and its tributaries in unprecedented detail, even if some of the areas high in the hinterland remain conjectural or ill-defined. Numerous rivers and lakes are carefully delineated, 'Serras', or mountain ranges, are expressed by hachures while the territories of the various indigenous tribes are labeled, while there are many notes regarding the quality of the land and the political situation. What is today known

ZAMBEZIA
E
SOFÁLLA

Mappa coordenado sobre numerosos documentos antigos e modernos portuguezes e estrangeiros

PELO

V.ce DE SA DA BANDEIRA

1861

EXPLICAÇÕES

Prazo ou Prazo da Coroa, é um territorio que paga impostos á Coroa. Alguns Prazos são tão vastos como principados, taes são, entre outros, Cheringoma, Gorongoza e Tambara.

Todo o litoral da Zambezia desde as Bocas do Rio Zambeze até á Mazaza, no Districto de Sofalla, está dividido em Prazos da Coroa, igualmente o litoral do Districto de Sofalla desde a Mazaza até aos limites do Districto de Inhambane no Rio Save, junto ao Cabo de S. Sebastião.

Lupata, é uma garganta ou desfiladeiro em uma Serra por onde passa um rio ou caminho.

Bar, é um logar onde se faz mineração de ouro.

Ha na Zambezia e Sofalla muitas minas de ferro, ouro e tambem de ferro, carvão &c.

As linhas ——— designam limites entre os Districtos.

No rio Zambeze navega-se até Cabrabassa, e no Chire até as cataractas.

O leito do rio Mute-Braço do Zambeze, fica em seco parte do anno. O paiz produz algodão, canna d'assucar, café, tabaco &c.

L. Oliva. P. Barr. R. Paz.

NOTAS

Na foz do Lualo chamado Mamiwenge em Languinha um porto fiscal portuguez.

O itinerario indicado no mappa da Villa de Inhambane á de Zumpanhenga foi seguido em 1853 pelo Padre Montanha e Alferes Ferreira.

No Districto de Inhambane ha uns 60 Regulos ou Cabos, chefes das terras maritimas e do Sertão que pagam tributo á Coroa de Portugal

Lith. Rollet, Largo do Pelourinho, N.º 11

as Lake Malawi, first encountered by the Portuguese in 1846, is shown in an amorphous form as the 'Lago Nhanja Mucuro', while 'Lago Chirua' (Lake Chilwa) is clearly mapped to the south.

The areas definitively identified as Portuguese territory (outlined in pink) are anchored by the Districts of Inhambane, Sofálla, Tete, Senna, Quelimane and Moçambique. Notably, the 'Rio Chire' (Shire River) valley, largely in todays' Malawi, and a particular area of interest to Livingstone, is shown to be under Portuguese control as the local tribes are labeled to be 'Súbdito Portuguez' (Portuguese Subjects). Beyond that, the realms outlined in yellow are either the territories of the 'Republica Africana do Sul' (South African Republic, or Transvaal), in the southwest, while the areas to the north (in what is today Zimbabwe and Zambia) are presumably a 'no man's land', but still open to Portuguese domination.

Importantly, the map labels innumerable villages, many of which appear on a map for the first time. Major Portuguese bases are identified by double circles, and while most settlements are of indigenous people, those labelled as 'Prazos' or prefixed by a 'P', are Portuguese crown estates controlled by ethnic Portuguese colonists.

In the upper left corner, the map features a lengthy 'Explanation':

Explicações – Prazo, ou Prazo da Coroa; è um territorio que paga impostos à Coroa, Alguns Prazos são tão vastos como provincias, taes são, entre outros, Cheringoma, Goroingoza e Tambara. Todo o littoral da Zambezia desde as Bocas do Rio Giuzngo até à Macaia, no Districto de Sofálla, está dividido em Prazos da Coroa, e egualmente o litoral do Districto de Sofálla desde a Macaia, até aos limites do Districto de Inhambane, no Rio Piau, junto Cabo de S. Sebastião.
Lupata; è uma garganta ou desfiladeiro em uma Serra por onde passa um rio ou caminho.
Bar; è um logar onde se faz mineração de oiro. Ha na Zambezia e Sofálla muitas minas deste metal, e tambem de ferro, carvão, &c.
As limbas – designam limites entre os Districtos.
No Rio Zambeze navega-se até Cabrabassa, e no Chire até ás cataractas.
O leito do Rio Muto, braço do Zambeze, fica em seco parte do anno. O paiz produz algodão, canna d'assucar, café, cereaea &c.
I. Isla / P. Prazo / R. Rio.

[Explanations – the 'Prazos da Coroa', or Crown Estates Term, are territories that pay taxes to the Crown. Some of these estates are as vast as provinces, such as Cheringoma, Goroingoza and Tambara, among others. The entire littoral of Zambezia from the mouths of the Rio Giuzngo to Macaia, in the District of Sofálla, is divided into Corwn Estates, and equally the coast of the District of Sofálla from Macaia to the limits of the District of Inhambane, in the Rio Piau, near Cabo de S. Sebastião.
Lupata; It is a gorge or gorge in a mountain range through which a river or path passes.

Bar; it is a place where gold is mined. There are in Zambezia and Sofálla many mines of this metal, and also of iron, coal, &c.
The lines - designate boundaries between Districts.
On the Zambezi River, sail to Cabrabassa, and on the Chire to the waterfalls.
The bed of the Muto River, an arm of the Zambezi, remains dry for part of the year.
The country produces cotton, sugarcane, sugar, coffee, cereal &c.
I. Islands / P. 'Prazos da Coroa', or Crown Estates / R. Rivers].

The map also features several itinerary routes into the interior, of which a key route is described in the note, in the lower right corner:

Nota – Na foz do Luobo, chamada Nbamissengo on Congune, foa um posto fiscal portuguez. O itinierario indicado no mappa, da Villa de Inhambane à de Zoupansberg foi seguido em 1855 pelo Padre Montanba e Alfereo Texiera. No Districto de Inhambane ba uns 60 Regulos, ou Cabos, chefes das terras maritimas e do Sertão, que pagam tribute à Coroa de Portugal.'

[Note – At the mouth of Luobo, Chamba Nbamissengo on Congune, was a Portuguese tax post. The itinerary indicated on the map, from Villa de Inhambane to that of Zoupansberg [South African Republic] was followed in 1855 by Father Montanba and Alfereo Texiera. In the District of Inhambane there are some 60 Regulos, or Cabos, chiefs of the maritime lands and the Hinterland, who pay tribute to the Crown of Portugal].

Portugal vs. Britain in the 'Scramble for Africa': Europe's Oldest Allies Turn on Each Other

During the mid-19th century, Portugal controlled the coasts of Angola and Mozambique, as it had for three centuries, although its presence in the interior of the later was limited to the lower Zambesi Valley below Tete. The inland regions were home to many often-less-than-welcoming native nations and riddled with deadly tropical diseases, and the Portuguese, as a maritime people, were inherently ill-suited to such places. While admirable efforts were made from 1840 to 1869 to buttress their littoral holdings with increased settlement in the Sertão (hinterland), as well as sponsoring exploratory expeditions (such as to Lake Malawi), Portugal was initially unprepared for the 'Scramble for Africa' that was to ensue amongst the European powers. The present map is an early attempt to 'set the record straight' with regards to Portugal's 'rights' of primacy in the greater Zambezia region.

Lisbon was especially concerned by Britain's increasingly aggressive designs, which threatened to undermine what was the world's oldest diplomatic alliance (England and Portugal had been allies since the Treaty of Windsor (1386)). Britain had ruled the Cape Colony since the 1806, while the eastern interior of South Africa was home to the independent Afrikaner states of the South African Republic (ZAR, or Transvaal) and the Orange Free State, officially founded in the 1850s. The interior to the north

of Mozambique proper remained largely an enigma to Europeans until the explorations of David Livingston, in the 1850s, who visited the Great Lakes of Africa, including Lake Nyasa (Lake Malawi).

The discovery of the world's largest reserves of diamonds on the frontiers of the Cape Colony and the Orange Free State, in 1868, dramatically increased British interest the Southern Africa, placing pressure upon both Portugal and the Afrikaner republics. In the 1870s, British Protestant missionaries founded settlements in the Lake Nyasa area, while the British established the African Lakes Company in 1877, to trade in the greater region. Britain also turned its sights upon Portuguese territory, making a preposterous claim to part of Delgoa Bay, near the major Portuguese town of Lourenço Marques (today Maputo), although this bid was dismissed by arbitration in 1875.

These developments had deeply surprised and alarmed Portugal, as Britain, gripped by lust for natural resources wealth, was transomed from being its oldest ally into a ravenous and unpredictable foe – the infamous 'Perfidious Albion'. To protect its position, since 1869, Lisbon commissioned several expeditions deep the into the heart of Southern Africa, with the objective of claiming the vast region that lay between Angola and Mozambique as a Portuguese zone. The most important of these missions were the transcontinental treks made by Alexandre de Serpa Pinto (1877-8) and Hermenegildo Capelo and Roberto Ivens (1884-5).

Portugal's fears intensified when Britain unsuccessfully sought to annex the Afrikaner republics, fighting against the ZAR during the First Anglo-Boer War (1880-1).

At the Berlin Conference (1884-5), whereby the European powers divided Africa between themselves, Portugal was given clear title to coastal Angola and Mozambique, while the fate of the interior regions was left up in the air. The Conference held that the future colonial control of undesignated areas would be determined by reasons of historical discovery and recent exploration. Consequently, both Britain and Portugal intensified their exploration activities in what is today Zimbabwe and Zambia, while Britain expanded its presence in the Lake Nyasa area.

In 1886, the Portuguese government commissioned the Mapa cor-de-rosa, known in English as the 'Pink Map' whereby Lisbon unambiguously declared its possession of virtually all of what is today Zimbabwe and much of Zambia and Malawi. Portugal's move did not go unnoticed in London, whereby Whitehall stiffened its resolve. Indeed, British interests in Southern Africa dramatically increased due to the discovery of the world's largest gold deposits in the Witwatersrand region of the ZAR, which occurred that same year.

In 1888, the soon-to-be legendary Cecil Rhodes, formed the British South Africa Company, with a mandate to colonize what is today Zimbabwe and Zambia (soon to become 'Rhodesia'), which were thought to be home to vast mineral wealth. He also envisioned the creation of a British colonial domain that would someday extend uninterrupted from the 'Cape to Cairo', connected by a railway.

The British Prime Minister Lord Salisbury, egged on by colonial grandees, made a bold and what many considered a very 'rude' move. He issued the '1890 British Ultimatum', whereby Britain directly threatened Portugal with military consequences unless it agreed to relinquish its claims to the interior regions between Angola and Mozambique. This was totally against international law and the diplomatic dispute mechanisms ordained by the Berlin Conference.

The Portuguese government was shocked by this betrayal at the hands of their oldest ally. However, it simply had no choice but to comply, initially agreeing to the Treaty of London (August 20, 1890). In this proposed accord, Portugal would surrender its claims to all of what is today Zimbabwe, Zambia and Malawi to Britain, plus ceding some lands that were commonly considered to be parts of Mozambique proper.

At the end of August 1890, the treaty provisions were made public, sparking a furore among the Portuguese people of an intensity that had not been seen in three generations. The Portuguese people had deep emotional and economic attachment to what were their last remaining major colonies, and felt betrayed by their own government, seen the London treaty as an intolerable humiliation. The backlash was fierce, causing the Portuguese parliamentary government to collapse, while doing permanent damage to the monarchy (indeed the 1910 Republican Revolution that toppled the crown held the outrage over the 1890 treaty as one of its leading causes). Portugal thus did not ratify the accord, while even many leading figures in London believed that the treaty's terms were unnecessarily harsh against Portugal. Both sides went back the negotiating table.

The Anglo-Portuguese Treaty of 1891 (June 11) was agreed by both powers, and included an improved settlement for Portugal, although the overall result remained that Britain was to gain title to 'Rhodesia', forever killing the notion of linking Angola with Mozambique in all-Portuguese band running across Southern Africa. Specifically, the treaty awarded valuable additional territory to Mozambique north of the Zambesi River, while Britain was given Manicaland (in today's Zimbabwe). While the settlement fell well short of Portugal's ambitions, it at least guaranteed both Mozambique and Angola ample inland territory, while presumably eliminating threat of future British aggression.

As Britain had essentially gotten what it wanted, it returned to being Portugal's steadfast ally and protector, and the two nations notably fought together during World War I to fend off (albeit with great difficulty) the German General Paul von Lettow-Vorbeck's amazingly vigorous invasion of British East Africa, Mozambique and Rhodesia.

Portugal would continue to rule Angola and Mozambique until 1975.

Marquis de Sá da Bandeira: Five-Time Portuguese Prime Minister and Cartographer

Bernardo de Sá Nogueira de Figueiredo, Marquis de Sá da Bandeira (1795 - 1876) was one of the leading Portuguese political and diplomatic figures of the 19th century, renowned for his controversial liberal stances, and his extraordinary intellectual rigour. A military man, he first rose to prominence during the Liberal Wars (1828-34), in which he fought bravely, losing an arm. In the wake of that civil conflict, he became a resolute liberal voice, notably supporting the abolition of slavery (which would not occur in Portugal's overseas empire until 1869).
For four decades, Sá da Bandeira was at the forefront of Portuguese politics, serving as prime minister on five separate occasions, albeit only for short stints (5 November 1836 – 1 June 1837; 10 August 1837 – 18 April 1839; 17 April 1865 – 5 September 1865; 22 July 1868 – 11 August 1869; 29 August – 29 October 1870). He was made a baron in 1833; a viscount in 1834; and a marquis in 1864.
Sá da Bandeira was an intellectual and prolific author who always took a 'hands on' approach to his work. Unusually for such senior figure, he spent hours every day doing his own research and writing, resulting in countless books, pamphlets and memoranda on Portuguese politics and diplomacy, which were of considerable influence. While serving in the army, he become a skilled cartographer and analyzer of maps and he placed the geographic dimension at the forefront of his work.

Sá da Bandeira had a special interest in the affairs of Angola and Mozambique, which were so critical to Portugal's economy and imperial identity. When he saw that his country's claim to all of 'Zambezia' was threatened by David Livingstone's ongoing Zambezi Expedition (1858-64), he wrote a convincing paper supporting his country's preexisting maximal territorial claims by right of exploration, settlement and the numerous accords signed with local indigenous chiefs, entitled 'Nota relativa a alguns lagos da Africa oriental e aos rios Zambeze e Chire' (January 1861).

However, the centrepiece of Sá da Bandeira's advocacy in favour of Portugal's claims in Zambezia was the present map, the first serious attempt to map the interior of the region, which he painstaking assembled from the best available sources (both Portuguese and British, including hitherto secret explorer's manuscripts. While published separately from the 'Nota relativa', the map was a fitting corollary to his textual arguments.

Likewise, in 1864, Sá da Bandeira, co-authored, with the colonial administrator Fernando da Costa Leal, a ground-breaking map of Angola.

While the marquis died in 1876, well before the territorial questions regarding the boundaries of Mozambique and Angola were resolved, his mapping and treatises on these matters had an enduring influence in that they undermined Britain's moral and legal positions, even if Britain ended up gaining most of what it wanted by the threat of force.

A Note on Editions and Rarity

The present first edition of the map is very rare. Prior to the creation of the Comissão de Cartografia, the special geographic bureau established in Lisbon in 1883 by the Portuguese Ministry of the Navy and the Colonies to map the country's overseas possessions, official Portuguese maps of Africa were generally created on an 'ad hoc' basis, with the works personally commissioned by ministers or explores and issued in small print runs by 'boutique' Lisbon map houses.
The present map, issued in 1861, was published by the Lithograpfia Belga, the 'Belgian Lithography Louse', a small Lisbon outfit that specialized in portraits and views, as well as the odd map.
We are not aware of any other examples of the first edition as having appeared on the market in the last 25 years. While we can trace several examples held by Portuguese institutions, we can locate only 3 examples abroad, held by the Bibliothèque nationale de France; Biblioteca Nacional de España; and the Staatsbibliothek zu Berlin.

The map proved highly influential, and it was published in a reduced (half-sized) form under the same title within the December 1862 issue of the prestigious French journal, Bulletin de la Société de géographie. Please see a link courtesy of the Harvard University Library:
https://curiosity.lib.harvard.edu/scanned-maps/catalog/44-990127083620203941

The official second, and dramatically revised, edition of the map was issued under the title Zambezia e paizes adjacentes: mappa coordenado sobre numerosos documentos em que se comprehendem as viagens do dr. Lacerda, Monteiro e Gamitto, Montanha e Teixeira, Green, Chapman e outros, e muito especialmente as do ilustre dr. Livingstone (Lisbon: Imprensa Nacional, 1867), please see link:

http://objdigital.bn.br/objdigital2/acervo_digital/div_cartografia/cart217138/cart217138.jpg
References: Biblioteca Nacional de Portugal: C.C. 123 A.; Biblioteca Nacional de España: MV/28; Staatsbibliothek zu Berlin: Kart. C 17040; Bibliothèque nationale de France: GE D-8383; OCLC: 1268330725, 431670000; Instituto Geográfico Português: 0582IGP; Arquivo Histórico Ultramarino: PT/AHU/CARTI/064/00756; Portuguese Economic Ministry Library: C 0012-10 B|BAHOP; Bulletin de la Société de géographie, t. III, 5e. sér. (Paris, 1862), p. 129; Ana CANAS (ed.), Arquivo Histórico Ultramarino Coleção de Cartografia Impressa – Moçambique (Lisbon, 2017), p. 92; COMISSÃO NACIONAL PARA AS COMEMORAÇÕES DOS DESCOBRIMENTOS PORTUGUESES, As fronteiras de África (Lisbon, 1997), p. 17; Ana Cristina ROQUE and Lívia FERRÃO, 'Reconhecimentos Hidrográficos na Cartografia Portuguesa da Costa Centro e sul de Moçambique no século XIX', Africana Studia, Nº 9, 2006, Edição do Centro de Estudos Africanos da Universidade do Porto (CEAUP), pp. 187-203, eps. Pp. 189-90 and Fig. 3.

2.500 EUR

15. Kenya / Uganda – Uganda Railway
World War I In East Africa

WAR OFFICE (GREAT BRITAIN), GEOGRAPHICAL SECTION, GENERAL STAFF.

Mombasa-Victoria (Uganda) Railway and Busoga Railway.

Southampton: Ordnance Survey, 1913.

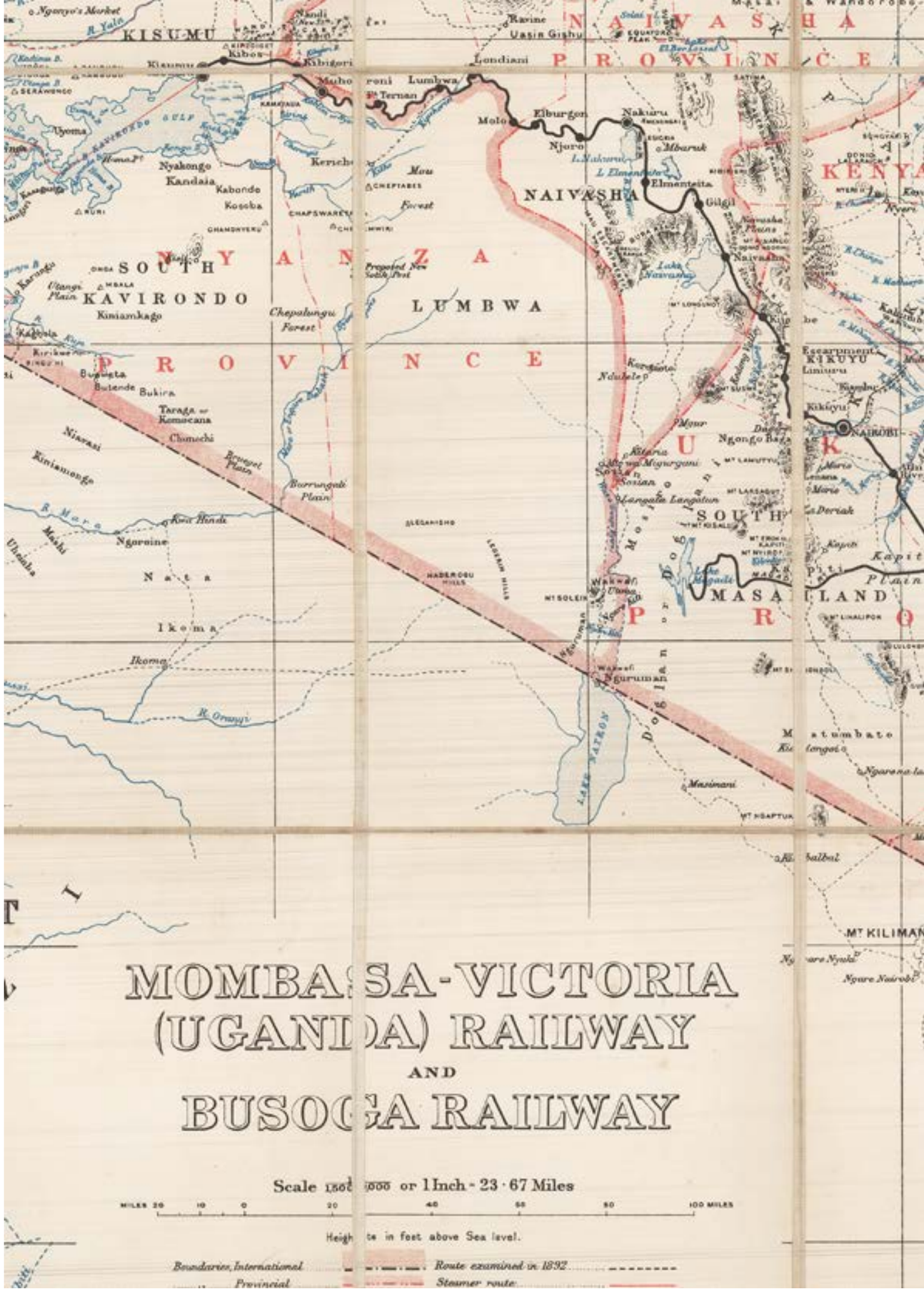
Colour photolithograph, dissected into 32 sections and mounted upon original linen, bound in contemporary cloth boards with printed mapseller's label of 'Edward Stanford Ltd. / London' to front cover (Very Good, map clean and bright, just some toning to linen along folds, spine and boards a touch faded), 54 x 81 cm (21 x 32 inches).

A very rare, authoritative map of the Mombasa-Uganda Railway, the megaproject that connected the Indian Ocean to Lake Victoria and jumpstarted the creation of modern Kenya and Uganda, made by the British War Office and predicated upon the best surveys, it appeared on the eve of World War I, when the railway was a target of German General Paul von Lettow-Vorbeck's ingenious guerrilla raids.

At the Berlin Conference (1884-5), whereby the European powers divided Africa amongst themselves into colonial holdings, Britain was awarded what is today Kenya and Uganda. Uganda became a British Protectorate in 1894, while what would become Kenya (in 1920) was known as the East Africa Protectorate. The East Africa Protectorate was home to the stellar natural harbour of Mombasa (the protectorate's first capital), as well as millions of acres of glorious, but undeveloped (at least by European standards) ranchland in the interior, while Uganda was a lush and verdant land that Winston Churchill would later describe as the "Pearl of Africa".

The problem was that the interior, even a little way inland from the Indian Ocean coastline, was almost inaccessible. Even short journeys took many days through rough country inhabited by sometimes inhospitable locals and plagued by tropical diseases. To consolidate Britain's hold upon its new realm, in 1890 the colonial authorities completed the Mackinnon-Sclater Road, a 970 km-long ox cart road that ran from Mombasa all the way across the protectorate to Busa, on Lake Victoria. However, while this represented a major improvement, it would not suffice to ensure commodious transportation and the maintenance of imperial authority.

In December 1891, Captain James Macdonald commenced a survey for the route of a proposed railway from Mombasa to Lake Victoria. Macdonald and his men trekked almost 7,000 km of trails across the country, leading



MOMBASA-VICTORIA (UGANDA) RAILWAY AND BUSOGA RAILWAY

Scale one inch = 11 inch = 23·67 Miles

Geographical Section, General Staff, No. 2002

to the first mapping of the interior of what is today Kenya. They settled upon the ideal route for the railway, and authorization, funding and technical support from Britain followed.

Construction of the Mombasa-Uganda Railway, often simply known as the 'Uganda Railway', commenced in 1896, and by 1901 the 1,060 km route from Mombasa to Kisumu, on Lake Victoria, was completed. From Kisumu, a steamship ferry system was established to facilitate transportation to Uganda and other points on the lake. In the coming years, the Bugosa Railway was bult in Uganda, along the Victoria Nile, from the port of Jinja to Namasagali.

The railways utterly transformed Uganda and the East Africa Protectorate, unlocking the interior to development. Nairobi, founded as a railway depot in 1899, at a malaria-free elevation of 1,795 metres, grew rapidly, becoming the place most favoured by the British in the colony. It was made the protectorate's capital in 1907 and eventually grew to be the commercial and cultural centre of East Africa (today it has a population of over 4.5 million). The railways also allowed Britain to rush troops into the heart of Africa, maintaining their authority in what was an inherently unstable land, home to restless indigenous nations and coveted by rival European powers.

During World War I, whereupon East Africa was major theatre, the Uganda Railway played a central role. In the early days of the conflict, the brilliant guerilla fighter, the German General Paul von Lettow-Vorbeck, shocked the British by invading the East Africa Protectorate from German East Africa (Tanganyika), striking and temporarily disabling the line at several points. The British thus had to dedicate scarce manpower to repairing the line, which remained vital to their ability to move troops and defend their frontier. As the war dragged on, the conflict moved further south, taking the railway and the East Africa Protectorate out of danger.

In the coming years, the Mombasa-Uganda Railway system was substantially expanded, with branch lines and an extension around the top of Lake Victoria, eventually connecting to the Ugandan capital of Kampala. The system continues to operate to the present day (but generally running on a new set of tracks on slightly different routes), playing a major role in the economy and society of East Africa.

The Present Map in Focus

Importantly, the present map was that which was used by senior British commanders in East Africa, as well as politicians at Westminster, to provide the authoritative strategic overview of the battle theatre in the region during the early days of World War I.

The map shows what is today's southern Kenya and much of Uganda with great accuracy, predicated upon the best available surveys. The protectorates are shown divided into provinces, with the region's dramatic topography clearly expressed, with the mountains expressed by hachures. Innumerable towns and villages are marked, along with hundreds of trekking paths traversing the countryside.

The route of the Mombasa-Uganda Railway, expressed as a bold black line, is shown to snake across the southern band of the East Africa Protectorate, from Mombasa up to Kisumu, on Lake Victoria. Normal stations along the line are labelled with dots, while 'Head Quarters Stations', including the East Africa Protectorate's capital, Nairobi, are noted as double dots. The map also charts Captain Macdonald's initial route for the railway, realized in 1892, as well as marking telegraph lines. Steamship routes are delineated on Lake Victoria, including the critical connection between Kisumu and the Bugosa Railway in Uganda.

A Note on Editions and Rarity

The present work superseded various earlier maps of the Mombasa-Uganda Railway, including those published by the War Office. As best as we are aware, the map was issued in three editions, in 1913 (as here), 1916 and 1918.

All editions of the map are very rare. We can trace only 3 institutional examples of the present 1913 first edition, held by the British Library; Bibliothèque nationale de France; and the Staatsbibliothek zu Berlin. Moreover, we cannot trace any sales records for any other examples, in any of the three editions.

References: British Library: Cartographic Items Maps MOD GSGS 2687; Bibliothèque nationale de France: GE C-4347; Staatsbibliothek zu Berlin: Kart. C 16724/64; OCLC: 124158001, 921705728, 1237630441.

1.400 EUR

16. Angola

Hermenegildo CAPELLO (1841 - 1917) and Roberto IVENS (1850 - 1898).

De Benguella ás terras de Iácca: descripção de uma viagem na Africa Central e Occidental.

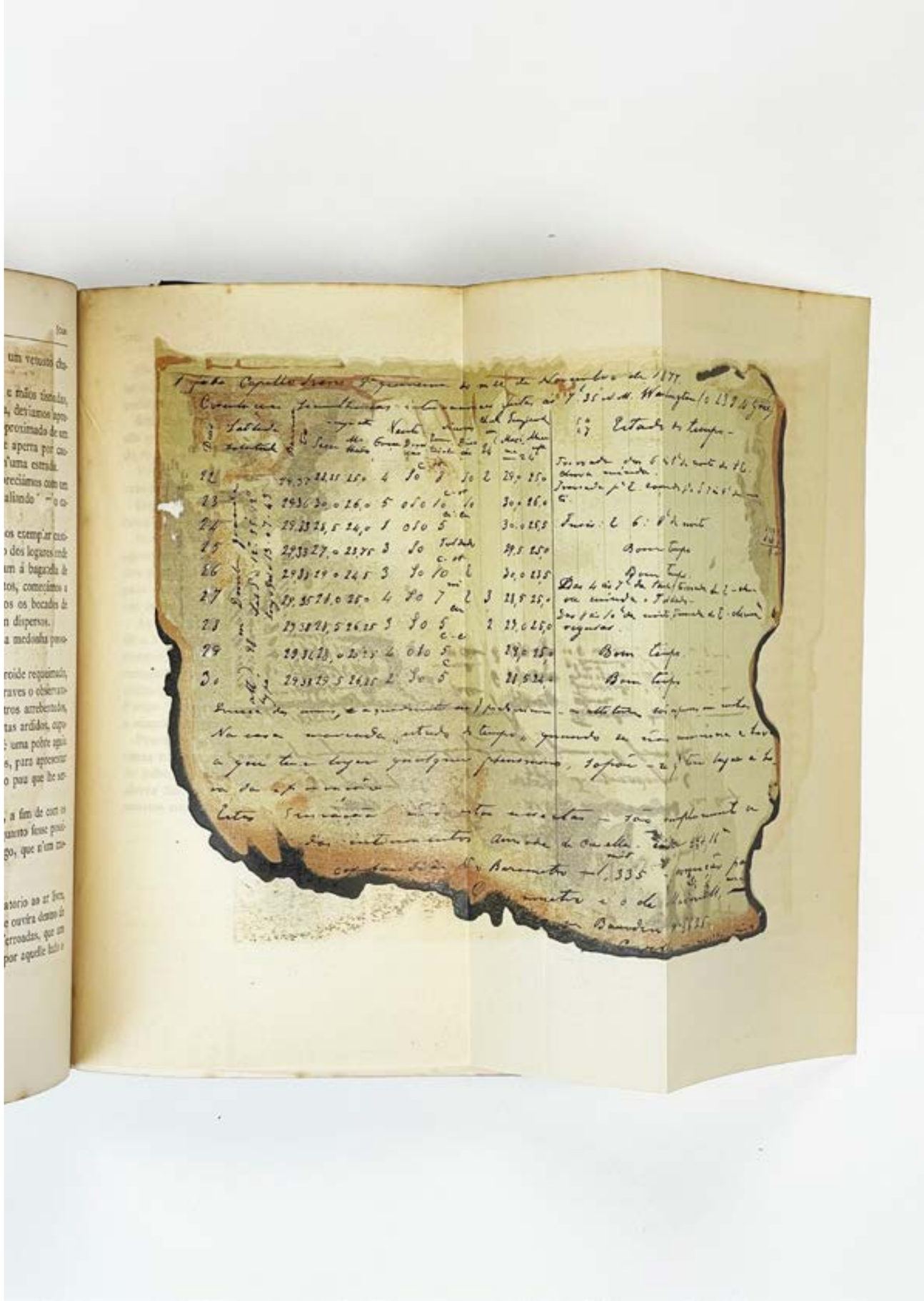
Lisbon: Imprensa Nacional, 1881.

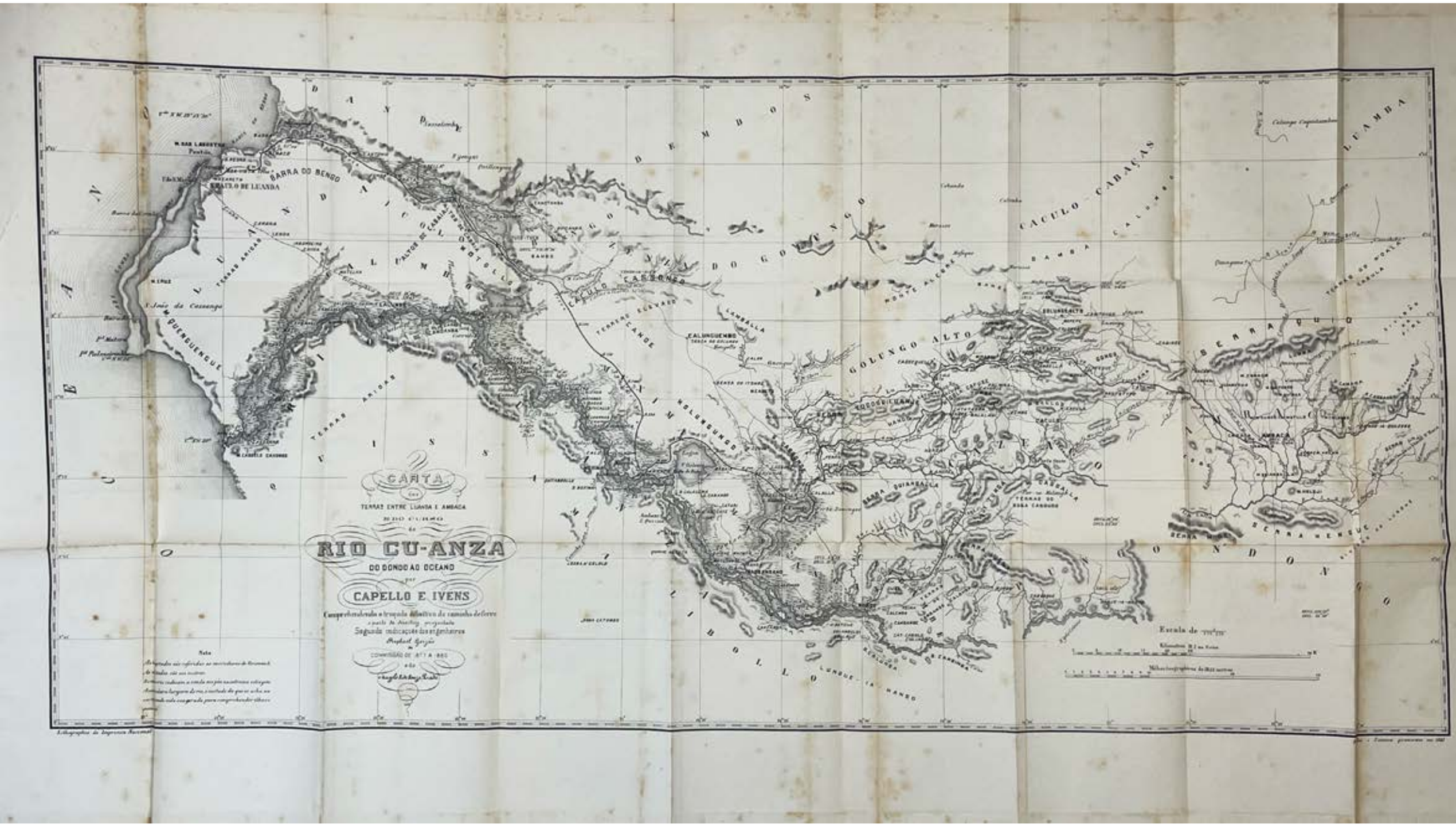
4° (cm): 2 volumes – Vol. I: 2 ff., xlv, 379 pp. (with dozens of illustrations imbedded in text), plus 16 full page monochrome illustrated plates 2 bi-chrome maps (1 folding) interleaved through text, plus 1 large folding lithographed map (120 x 90 cm) at end; Vol. II: 1f., xii, 413 pp. (with dozens of illustrations imbedded in text), plus 12 full page monochrome illustrated plates and 7 coloured plates of maps and a diagram (some folding) interleaved through text, plus 1 large folding lithographed map (40 x 80 cm) at end, bound in contemporary quarter calf and purple marbled boards, gilt title and tooling to spine (Bindings slightly rubbed and scuffed on the vorners, cracks on the spine of vol. 1 restored, light foxing, sporadic cracks in the gutters with still firm binding, overall in a good condition).

The first edition of the single most important work on exploration of the interior of Angola, recording the momentous expedition of Hermenegildo Capello and Roberto Ivens who carved an arch of discovery from Benguela to Bié and Iaca in 1877-80; profusely illustrated with dozens of images of the landscape and native peoples, as well as several original maps, including the first printing of the grand base map for the modern cartography of Angola.

While Portugal had maintained a fixed colonial present along the coast of Angola since 1575, for centuries little effort had been made to explore the interior regions. While rich in natural resources, these territories were rugged, populated by often unwelcoming locals and hosted tropical diseases which easily overwhelmed European constitutions. The Portuguese thus preferred to trade from their coastal bases with the indigenous peoples, instead of venturing inland.

During the 'Scramble for Africa', in the mid to late 19th century, Portugal suddenly saw its colonial position in Angola and Mozambique challenged by rival European powers. While the exact shape of these threats did not develop until the early 1880s, Portugal's hold on Angola faced being squeezed by Belgian interests in the Congo River (led by Henry Morton Stanley); German ambitions in Namibia; and British dreams of controlling the interior of Africa between Angola and Mozambique. Portugal risked losing control of the potentially valuable interior of Angola, and this caused it act with alacrity to shore up its claims by way of exploration and settlement.




CARTA
DAS
TERRAS ENTRE LUANDA E AMBACA
DO
RIO CU-ANZA
DO DONDO AO OCEANO
POR
CAPELLO E IVENS
Escala de

Portugal's response was spearheaded by Luciano Cordeiro, who in 1875 founded the Portuguese National Commission of Exploration and Civilization of Africa (Comissão Nacional Portuguesa de Exploração e Civilização da África), better known simply as the Commission of Africa. The Commission had the responsibility for gathering the resources and settling the course for Portuguese exploring expeditions in Africa.

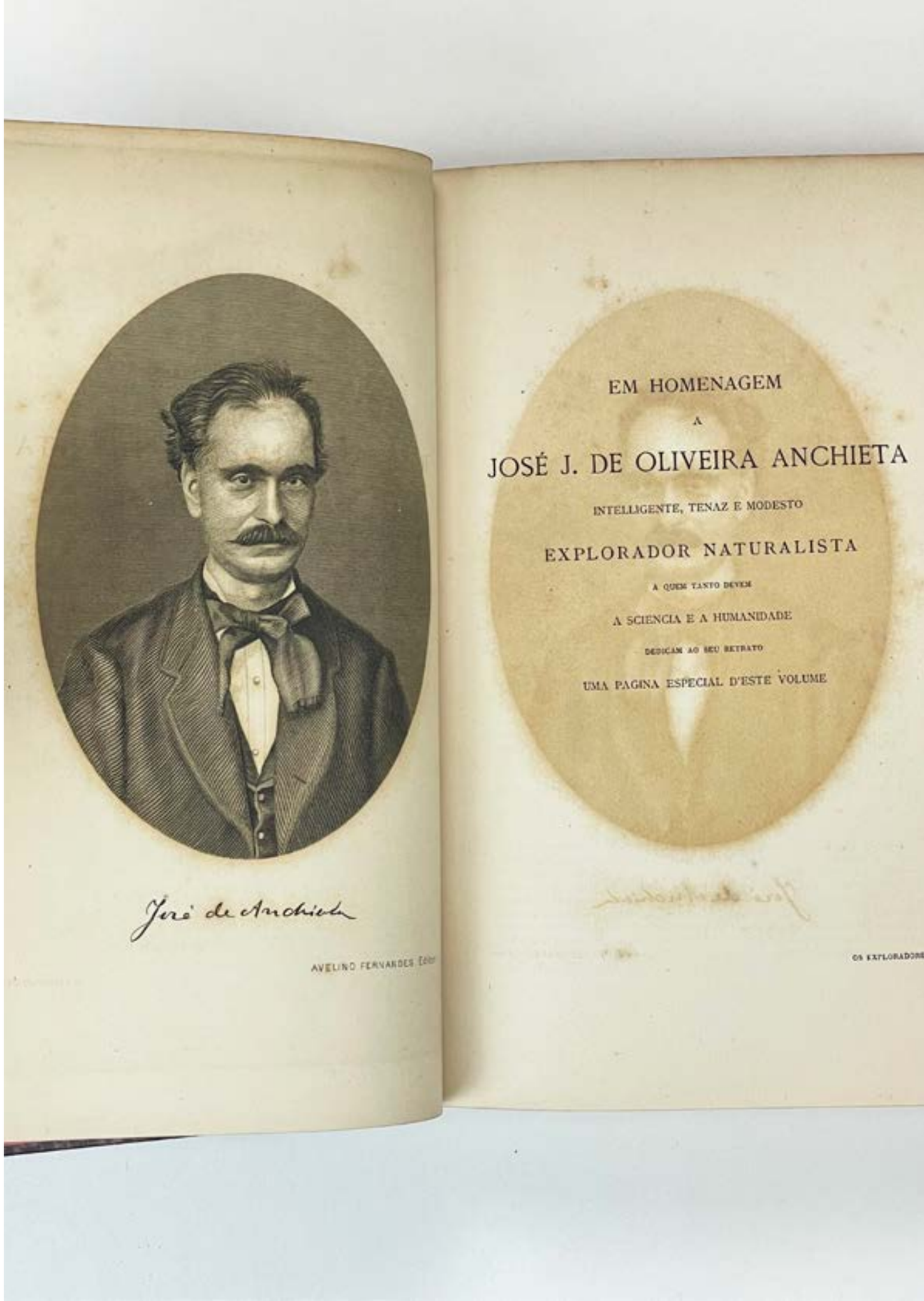
Cordeiro's primary objective was to fund a scientific expedition into the interior of Angola with the aim of making a "…study of the Cuango river in its relations with Zaire and with the Portuguese territories on the west coast, as well as the entire region comprising the origins of the Zambezi and Cunene rivers and extends to the North, until it enters the Cuanza and Cuango hydrographic basins…".
The expedition was intended to be a full-scale scientific endeavour, with a mandate to conduct ethnographic studies on the local peoples, catalogue the extraordinary flora and fauna and record the hitherto enigmatic topography by way of high-quality field surveys.

An all-star team was recruited for the mission. This included Captain Hermenegildo de Brito Capello (1841-1917), a naval officer with a generation of experience sailing African waters. He was joined by Lieutenant Roberto Ivens (1850-1898), a naval officer and native of the Azores who had already spent the years 1872 to 1876 exploring the Congo River as well as various parts of the Angola's near-interior. Importantly, Ivens was one of the most technically gifted cartographers of the great age of African exploration, with his hydrographic map of rivers described as "amazingly perfect". Rounding out the leadership was Alexandre Alberto da Rocha de Serpa Pinto (1846-1900), who had already established himself as the most accomplished Portuguese explorer in Africa.

The expedition set out from Benguela, on the middle coast of Angola, on July 7, 1877. However, a short time later Serpa Pinto came into disagreement with Capello and Ivens. He wanted to pursue a more southerly course, heading towards Mozambique (contrary to Cordeiro's instructions), while Capello and Ivens wished to follow the mission's mandate as proscribed. Serpa Pinto thus parted company from Capello and Ivens to pursue his own objectives.

Capello and Ivens traced a great arch of exploration that took them from Benguela to Bié and then up into northern Angola, in the Iaca country. They explored and mapped many regions that have never been visited by Europeans and made many sketches of the wonderous sights, peoples and animals then encountered along the way. They notably also charted the courses of the Luando, Kubango and Tohicapa Rivers.

At the end of their mission, on March 1, 1880, Capello and Ivens sent a triumphant telegraph to Lisbon, which was received with great fanfare. Through the scientific thoroughness of their mapping and their forging of relationships with the local chiefs, they successfully secured Portugal's claim to the heart of Angola.



The Capello and Ivens's Book in Focus

Upon Capello and Ivens's return to Lisbon they spent months compiling their official account of their expedition, being the present work, which was published at the crown's expense by the Imprensa Nacional. The engaging written work is full of fascinating encounters with tribal leaders, amazing sights and exotic animals in what was a vast and magnificent land hitherto unknown to Westerners. Their story is backed up with rigorous scientific analysis and statistics, and features dozens of images from the explorers' original sketches.

Importantly, the book represents one of the foundational works of the modern cartography of Angola, including several high-quality regional maps of hitherto uncharted places. However, the cartographic highlights are the two large format lithographed maps that fold at the end of each volume.

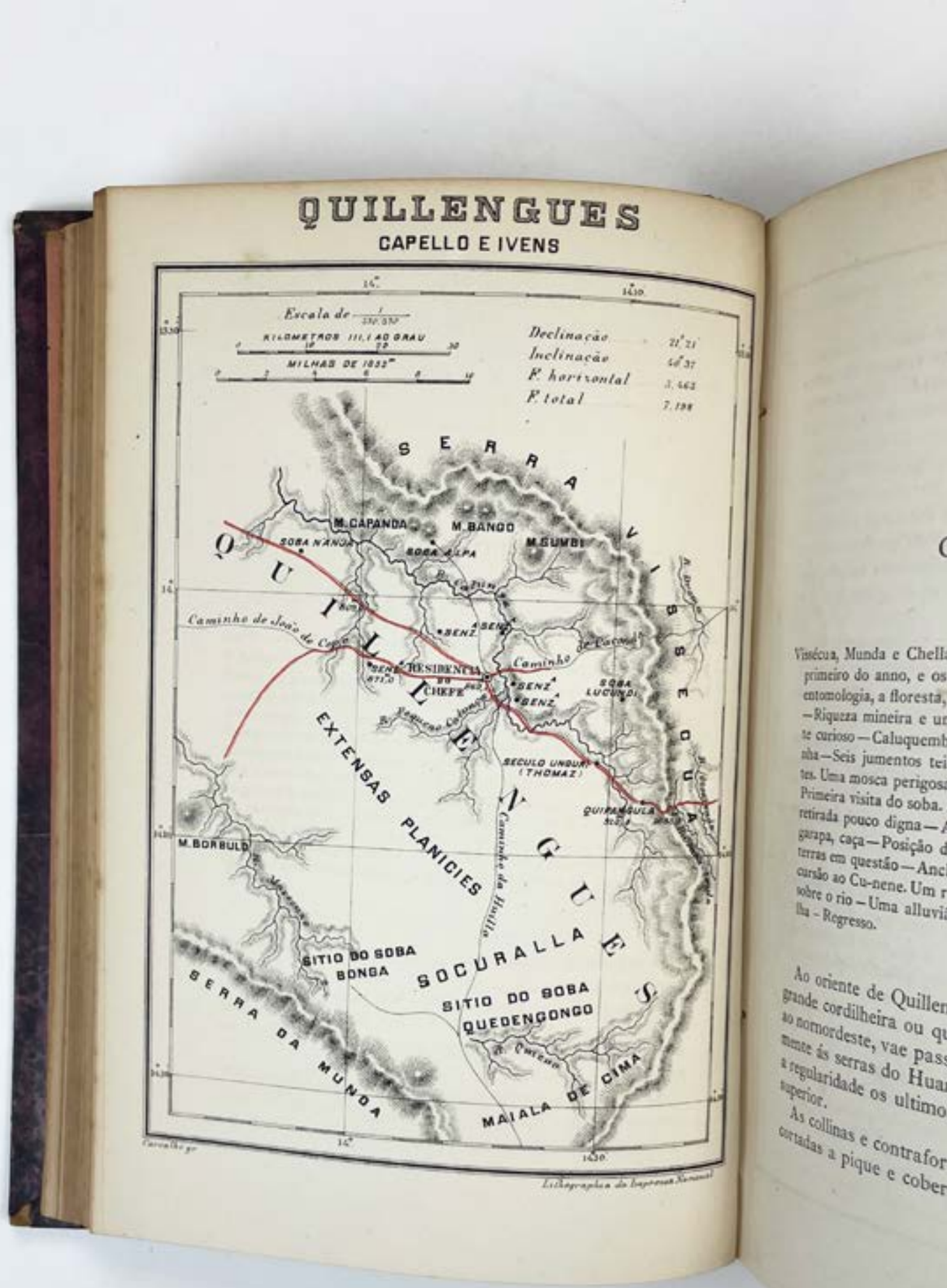
In Volume I is the Carta da Africa occidental austro-equatorial contendo e itinerario e exploracoes de Capello e Ivens 1877-1880 (measuring 120 x 90 cm), a tremendous work of frontier mapping, that traces Capello and Ivens's grand arch of discovers from Benguela to Bié to Iasa. These interior regions are mapped with remarkable detail and accuracy. The map, in good part executed by Ivens, shows his virtually peerless skill as a cartographer operating under what would were very difficult conditions.
Please see a link to a high-resolution scan, courtesy of the Biblioteca Nacional de Portugal:
https://purl.pt/1926

Critically, this map formed the basis of the modern cartography of Angola, in that the first modern general map of the country, the Comissão de Cartografia's Carta de Angola Contendo indicações de producção e salubridade (Lisbon, 1885), is heavily based upon Capello and Ivens's work, please see a link to this map, courtesy of the Biblioteca Nacional de Portugal:
https://purl.pt/22209/2/

In Volume II is the large and fascinating Carta das terras entre Luanda e Ambaca e do curso do rio Cu-Anza do dondo ao oceano por Capello e Ivens / Comprehendendo o traçado difinitivo do caminho de ferro e parte da directriz projectada Segundo indicaçóes dos engenheiros Raphael Gorjáo da Commissão de 1877 a 1880 e de Angelo S. de Souza Prado, which charts the intended course of the Luanda Railway, a line that was to reach deep into the Angolan hinterland, so consolidating the Portuguese claims made by Capello and Ivens's expedition. Construction of the railway commenced in 1889, and by 1909 it extended over 400 km inland, as far as Malanje.

Please see a link to this map in high resolution, courtesy of the La Biblioteca Virtual del Patrimonio Bibliográfico (Spanish Culture Ministry):

https://bvpb.mcu.es/i18n/catalogo_imagenes/imagen_id.cmd?idImagen=2757140



The present first edition of the book is scarce. While examples appear on the market from time to time, they are often lacking one or both or the two large folding maps. Epilogue

Capello and Ivens's work proved very popular internationally, being translated into English as the bestseller From Benguella to the Territory of Yacca. Description of a Journey into Central and West Africa. Comprising narratives adventures and important surveys of the sources of the Rivers Cunene Cubango (London: Sampson Low Marston Searle & Rivington 1882).

In 1884-5, Capello and Ivens made another great expedition, this time across the interior of southern Africa, from Angola to Mozambique, so supporting Portugal's claims to the lands in between its two established colonies (i.e., the future Zambia and Zimbabwe). Upon their return to Lisbon, in 1886, they were received by King Luís I as national heroes. Their resulting book De Angola à Contra-Costa (1886), was an international bestseller.

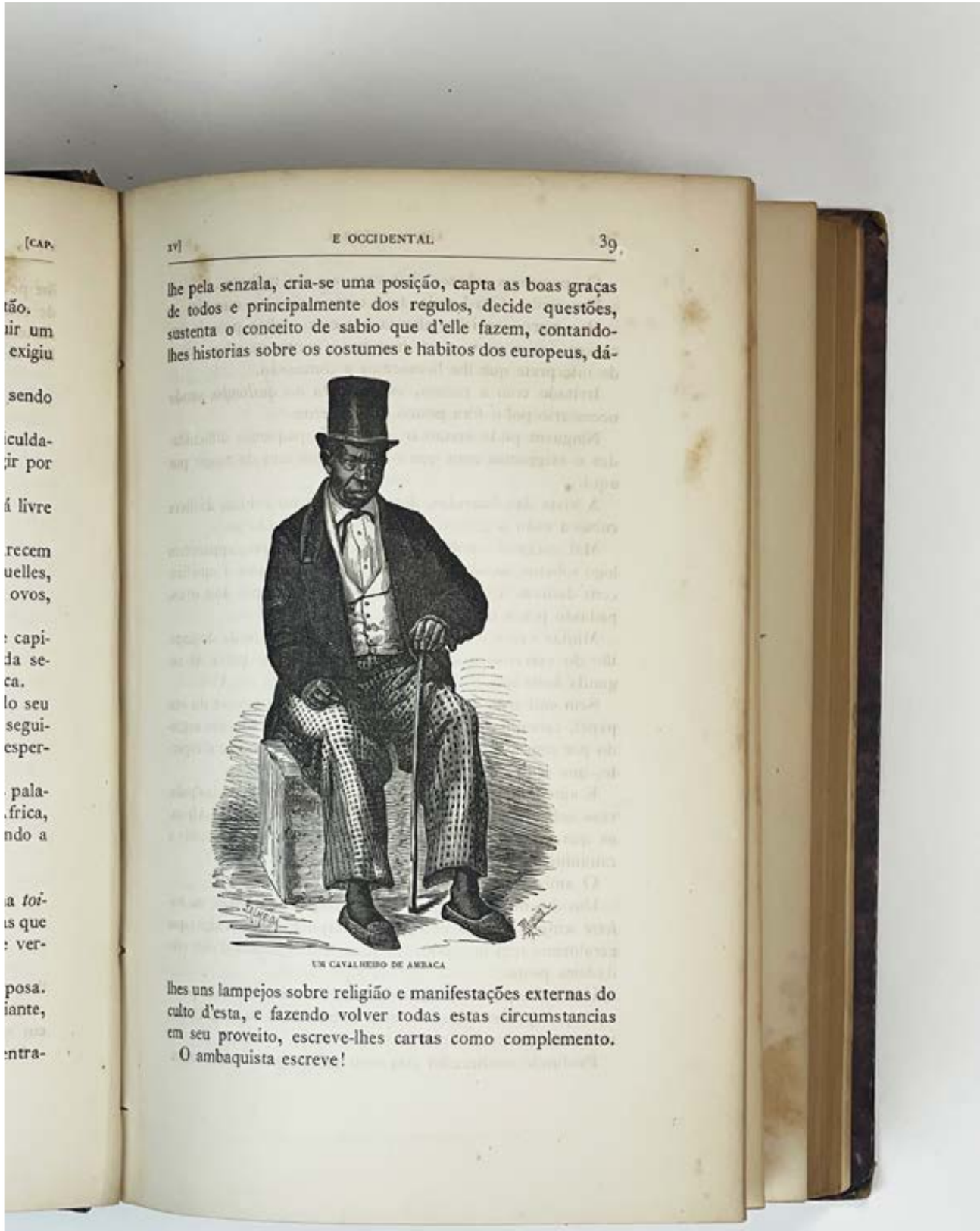
However, the noble efforts of Portuguese explorers such as Capello, Ivens and Serpa Pinto to support Portugal's maximal territorial claims, were overpowered by the ambitions of Britain, hitherto Portugal's oldest ally.

The British Prime Minister Lord Salisbury, egged on by colonial grandees, made a bold and what many consider a very 'rude' move. He issued the '1890 British Ultimatum', whereby Britain directly threatened Portugal with military consequences unless it agreed to relinquish its claims to the interior regions between Angola and Mozambique. This was totally against international law and the diplomatic dispute mechanisms ordained by the Berlin Conference.

After Portuguese protests, the parties eventually agreed upon the Anglo-Portuguese Treaty of 1891 (June 11) which included an improved settlement for Portugal. Although the overall result remained that Britain was to gain title to 'Rhodesia', forever killing the notion of linking Angola with Mozambique in all-Portuguese band running across Southern Africa, Mozambique and Angola were given ample inland territory, the latter in good part due to Capello and Ivens's Benguela-Iaca Expedition.

References: OCLC: 14372737, 807656889; Inocêncio, Dicionário bibliográfico portuguez, vol. XI, p. 261.

1.500 EUR


[CAP.
tão.
ir um
exigiu
sendo
iculda-
ir por
á livre
recem
uelles,
ovos,
capi-
da se-
ca.
lo seu
seguí-
esper-
pala-
frica,
ndo a
a *toi-*
s que
ver-
posa.
iante,
ntra-

IV] E OCCIDENTAL 39

lhe pela senzala, cria-se uma posição, capta as boas graças de todos e principalmente dos regulos, decide questões, sustenta o conceito de sabio que d'elle fazem, contando-lhes historias sobre os costumes e habitos dos europeus, dá-

UM CAVALHEIRO DE AMBACA

lhes uns lampejos sobre religião e manifestações externas do culto d'esta, e fazendo volver todas estas circumstancias em seu proveito, escreve-lhes cartas como complemento. O ambaquista escreve!

17. Female Ottoman Mapmaker
WWI

شكوفه مقبل [Şukufe Mukbil]
Atlas of the World
[Istanbul]: 1333 [1916]

8°: [140 pp.] with 49 full page hand-drawn maps in black ink, coloured with colour pencils, recto, and 21 flags verso, one page with manuscript in Ottoman and French in black and blue ink, other sheets blank, original brown cloth binding with gilt name of the author on the cover, hand-patterned endpapers (at least 3 maps cut out, repairs to cracks in the butters of endpapers, otherwise in a good condition).

This stunning WWI manuscript atlas of the world in art deco forms was made in 1916 by a female Ottoman student and it is an early, if not the first known atlas by a female mapmaker in the Islamic world.

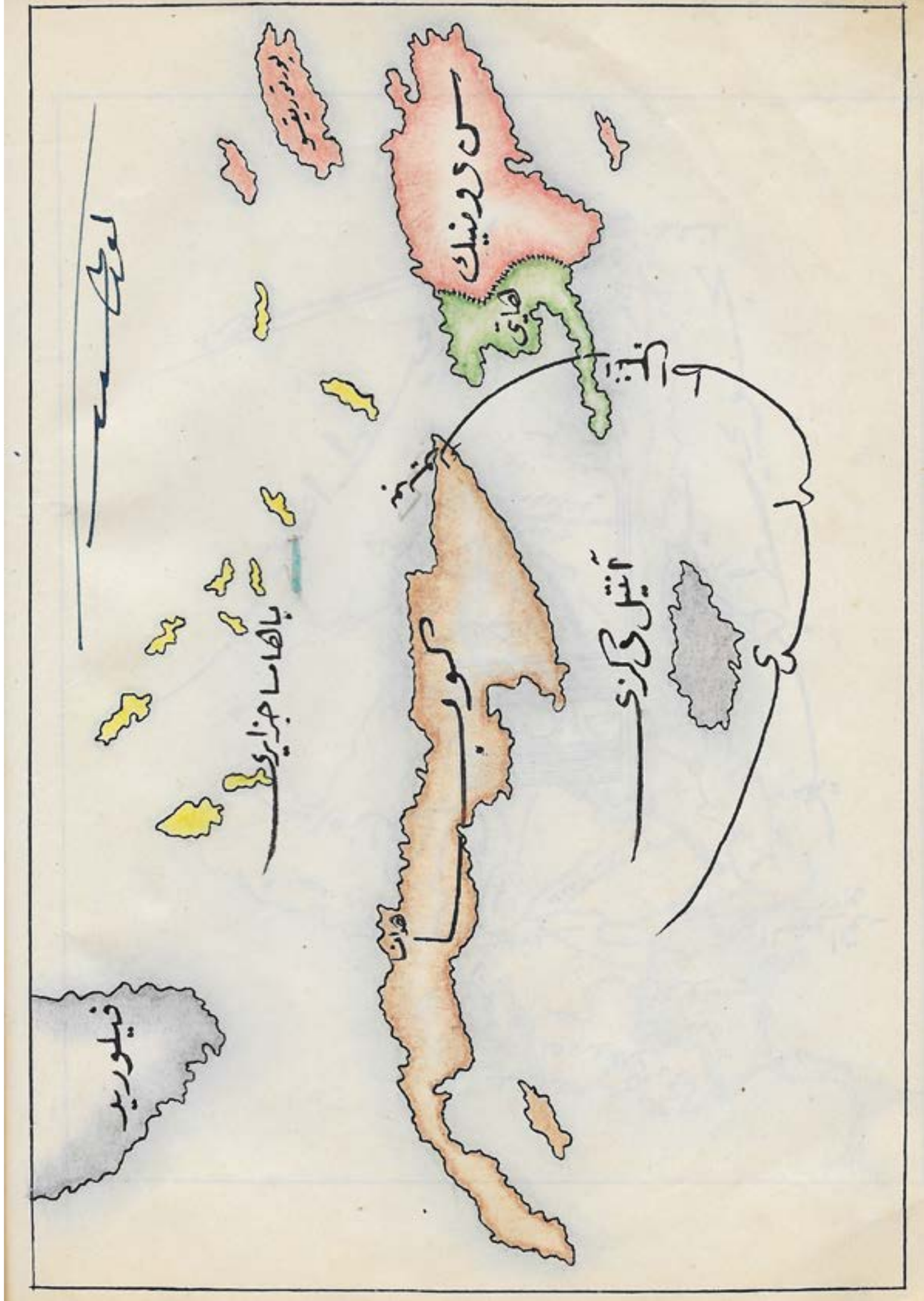
One of the earliest known atlases, made by an Ottoman and Islamic female mapmaker, designed in a wonderful minimalistic early art deco style

The author is signed as Şukufe Mukbil and the atlas was made as a school project. Each map is signed by a teacher, as "controlled". The two inscriptions on the last page, made by the author and possibly a teacher (please see below), confirm this.

The maps represent various continents, countries and parts of the world, some of them with railway systems. The maps are represented in unique minimalistic forms and coloured with attractive colours in outline.

The maps represent the following regions:

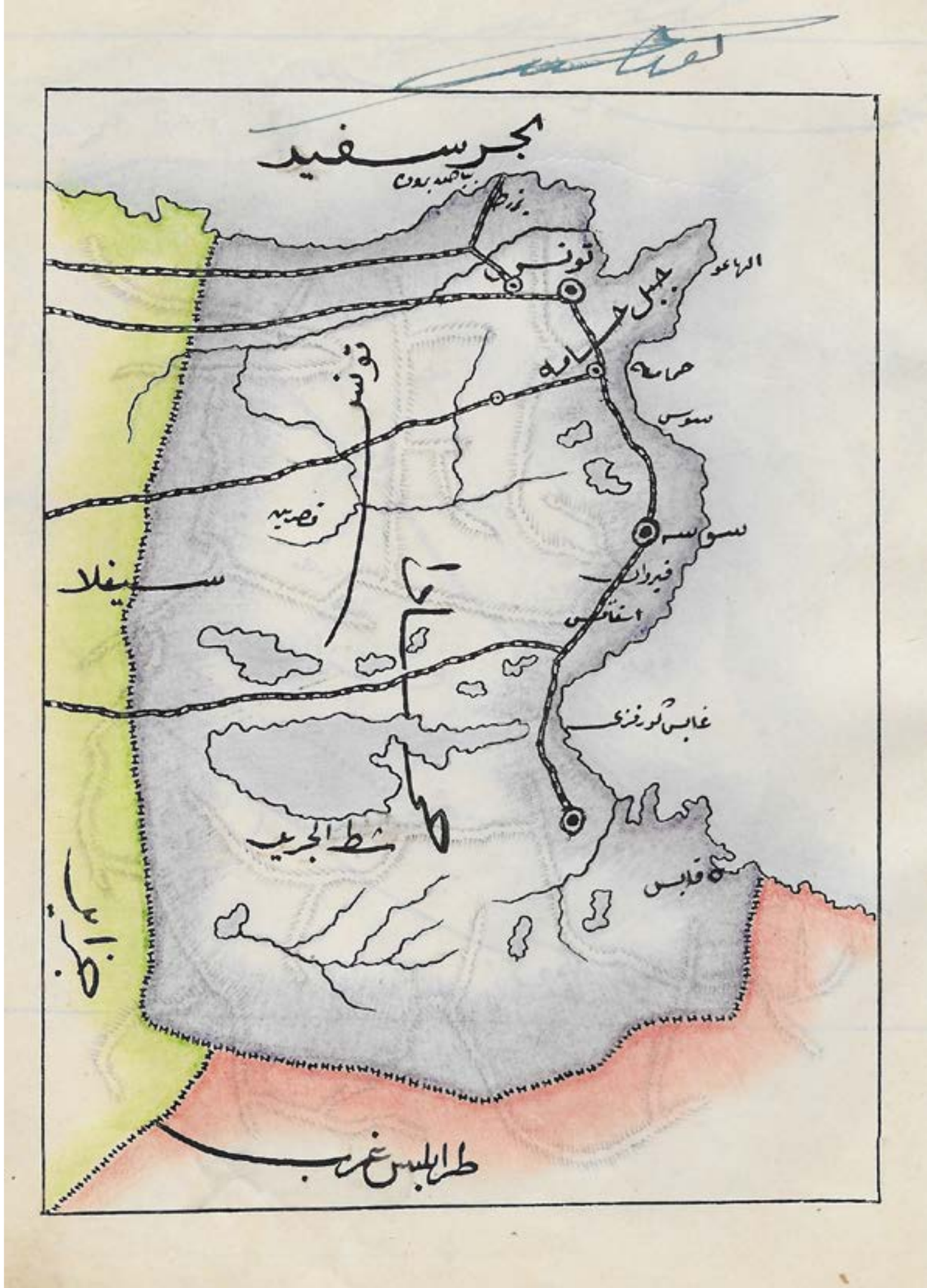
- Rivers of Europe,
- Political map of Europe,
- Bulgaria,
- Serbia,
- Romania,
- Greece,
- Montenegro,
- European Russia with railroads,
- Austro-Hungary,
- Germany,
- France,

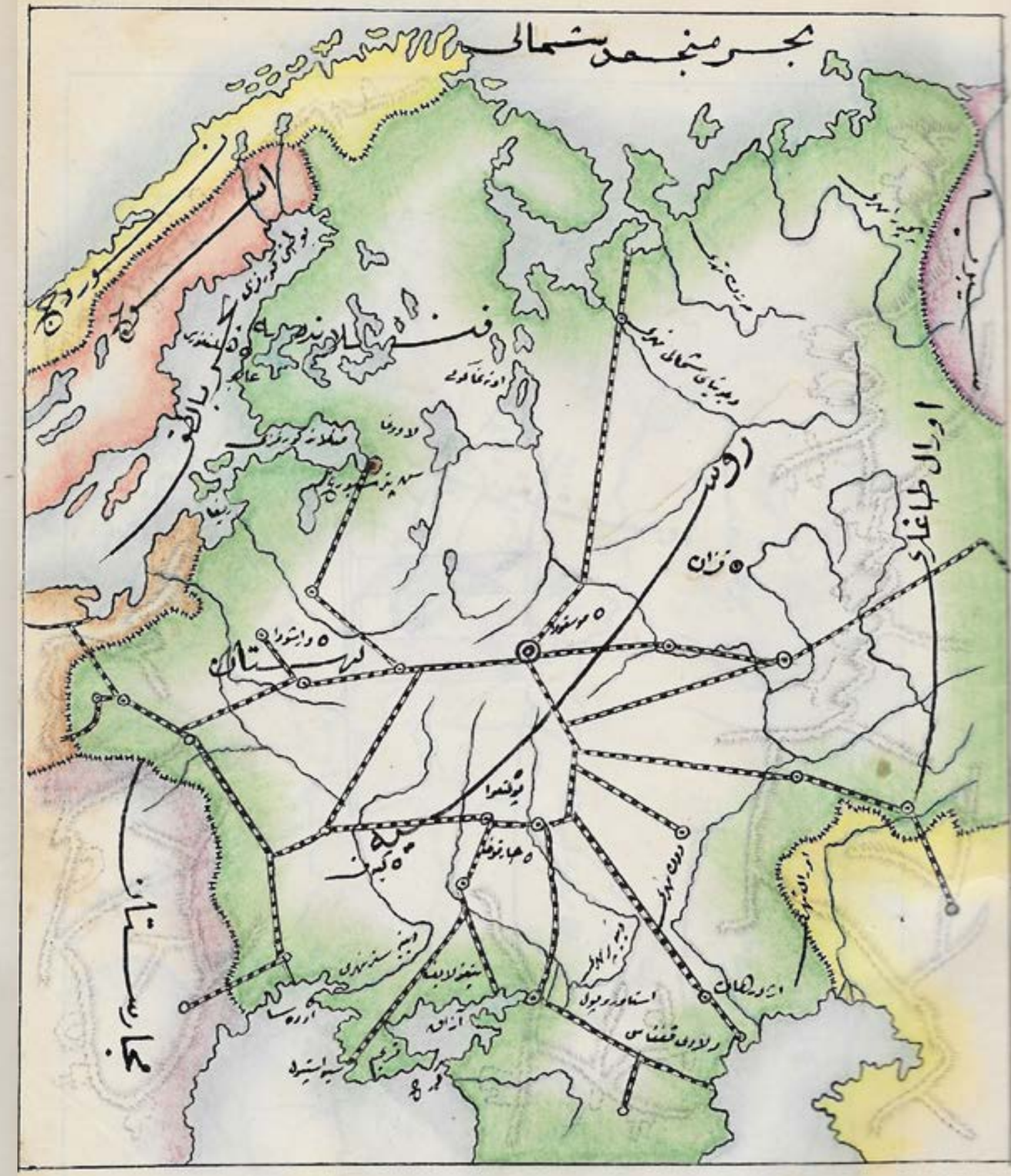


- Great Britain and Ireland,
- Italy with railroads,
- Scandinavia,
- Iceland,
- Denmark,
- Luxemburg with railroads,
- Benelux,
- Switzerland,
- The Caucasus with railroads,
- Iran,
- Afghanistan and Pakistan,
- Asia,
- China and Korea,
- Japan and Korea with railroads,
- Indonesia,
- Indochina,
- Africa,
- Tunisia with railroads,
- Libya,
- Egypt with railroads,
- Morocco and Algiers,
- South Africa,
- Tanzania as a German Colony and Belgian Congo,
- East Africa,
- North and Central America,
- North and Central America with Railroads,
- Rivers of South America,
- Canada,
- United States with railroads,
- Central America with railroads,
- Central America,
- The Caribbean,
- South America with Railroads,
- Australia,
- Papua New Guinea,
- New Zealand and Tasmania,
- Australia with neighboring islands and railroads,
- Turkey.

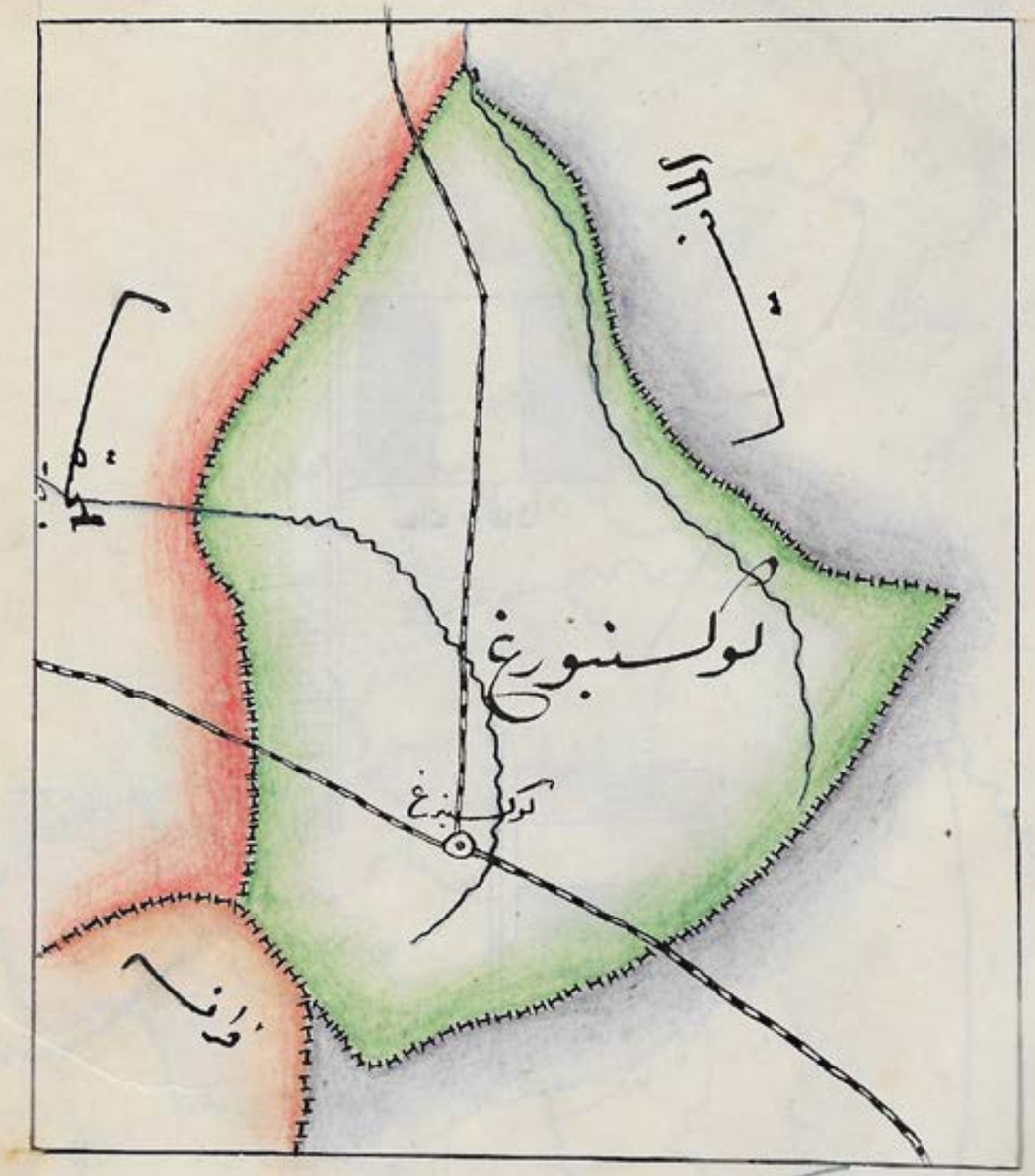
First Classes in Geography for Women in the Ottoman Empire - İnas Darülfünun

The atlas was made in the time of a major feminist movement in the Ottoman Empire, when women demanded same rights as men, and could be possibly connected with the first Ottoman female university for women İnas Darülfünun, which was estab-




بحر منجمد شمالی
اسکاندیناوی
فنلاند
سوئد
نروژ
روسیه
لهستان
پروس
اتریش
مجارستان
رومانی
بلغارستان
یونان
ترکیه
ایران
افغانستان
هندوستان
چین
ژاپن

روسیه


لوکسنبورغ
فرانسه

lished in 1912 as a part of growing female emaciation in the Ottoman Empire and as a reply on similar foreign schools for girls. Geography and ethnography were obligatory subjects in the first year (Ali Arslan - Özlem Akpınar, İnas , Darülfününu (1914-1921) Osmanlı Bilimi Araştırmaları VI/2, 2005, p. 227).

The classes, which started in October of 1914, were free and were in the first year attended by 22 girls, of which 20 graduated three years later. All together 53 female students received the diploma until 1919, when the university joined with the regular Istanbul university Darülfünun, which was until then only reserved for men.

The initiative to joint with the male university was made in 1918 by a female student, a later famous author and feminist Şükûfe Nihal Başar (1896-1973), who in a few years became the first Ottoman female to finish the regular Ottoman university and the first official Ottoman mapmaker. She could be identical with Şükûfe Mukbil, who made our atlas.

Date and Author

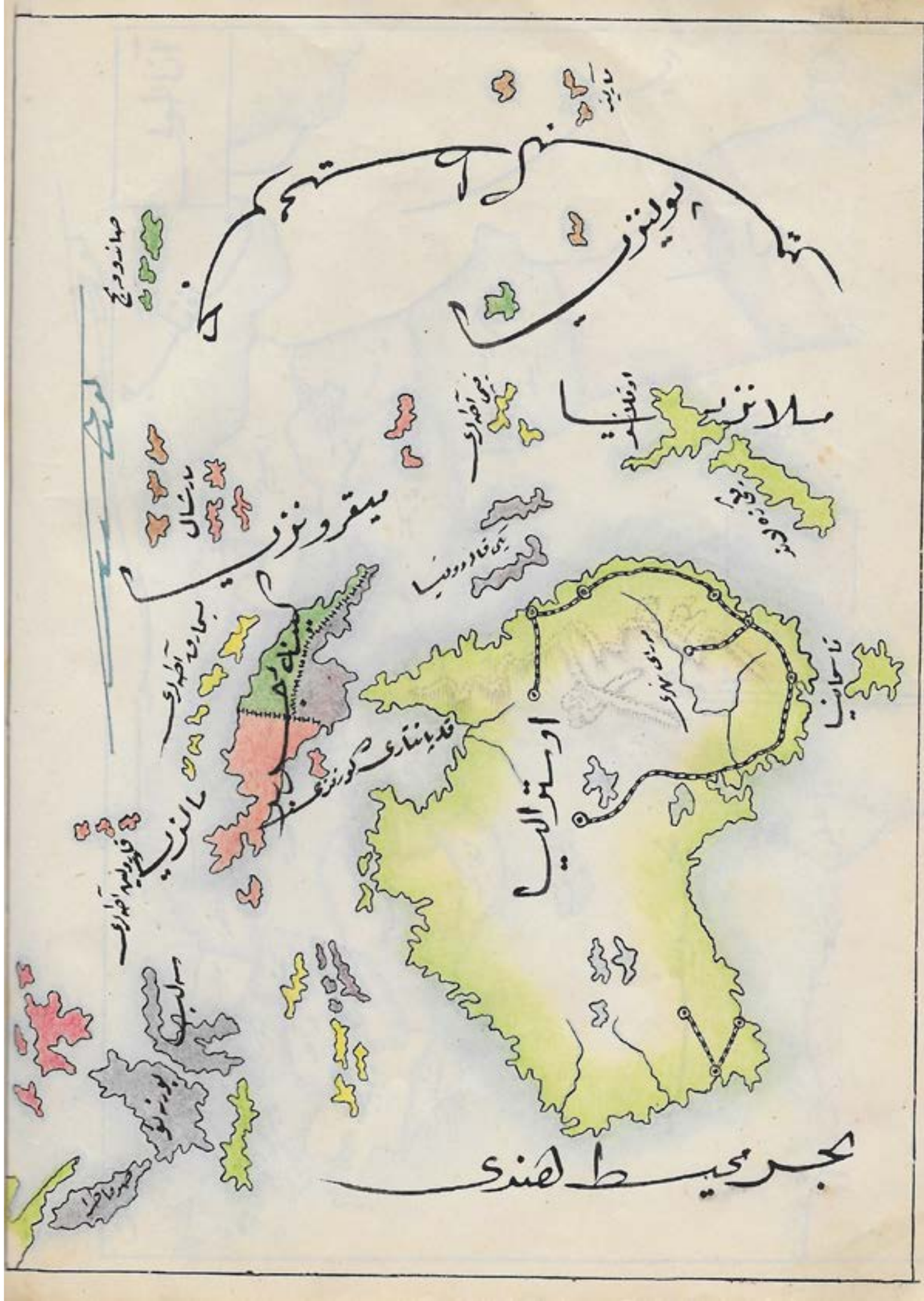
The book is dated under the hand-written dedication at the end with a year, which first seems like 1322 AH or 1906 AD, but the borders of the countries on the maps suggest, that the atlas was made after the Balkan Wars, that is why the hand written date should be rather read as 1333 AH (please note the almost identical Arabic digits 2 and 3, when written per hand) or 1916 of the Christian calendar.

The year 1916 also supports the image of the territory of Silistra, which was at the year juggled between Romania and Bulgaria.

The author is signed on the cover as Şukufe Mukbil, a female Ottoman student. The atlas bears inscriptions by two hands on the verso of the last map. The first one says, that this is an extraordinary work by a female student, signed by Mehmed, probably a teacher.

The dedication below in Ottoman and French was made by the author herself. She quotes, that she is giving this book to her female teacher as a present on November 1st 1333 (1916).

Today no records are known yet about Şukufe Mukbil, which is not surprising, as most of the early data of Ottoman women were traditionally not recorded. She could be possibly identical with the first Ottoman female mapmaker Şükûfe Nihal (1896-1973), who entered İnas Darülfünun, the first Ottoman university for women in 1916, the same year that our atlas was made. She was 20 years old at the time, married for 4 years and mother of a small son. Previously schooled by foreign tutors and speaking several languages, she could only enter the university with the permission of her husband. Şükûfe would become the first Ottoman woman to finish the university along



with the male students and the first women in the empire, who earned a degree in mapmaking.

Şükûfe, who later filed for a divorce and married her fellow student, the geographer Ahmet Hamdi Başar (1897-1971), later became one of the most famous female poets of the early Turkish Republic and a fierce fighter for female rights.

No researches so far have been made on her early work as a mapmaker.

At the moment the question, if Şukufe Mukbil is identical to Şükûfe Nihal, who lived and was schooled in the same milieu at the same time, remains open. Until the surname law in Turkey in 1934, which was a part of the reformations of the old system under Atatürk, the family names were not fixed and they changed depending on the status, profession and place of living of the individual. The females were usually only referred to by their first name, followed by “Hanım”, meaning a woman.

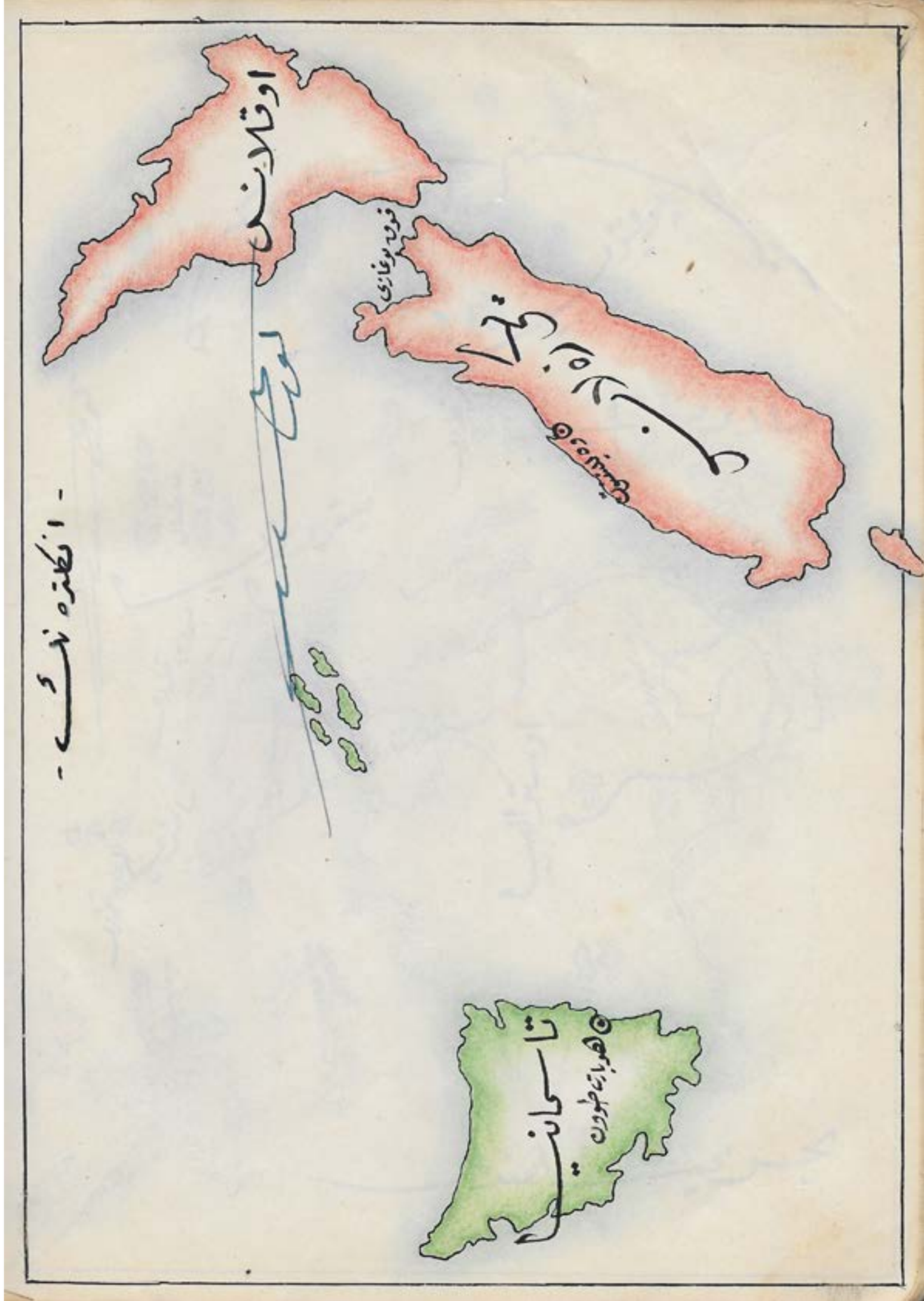
The name Mukbil means fortunate, fortune or fortuna, and could be adopted only for short period of time by the author.

It is also possible, that this highly talented mapmaker never created any other recorded maps and decided to traditionally dedicate herself to a family life after finishing her education.

In any case this exceptional, visually highly progressive atlas remains one of the earlier examples of mapmaking by a female author in the Ottoman Empire and in the Islamic World.

We could not find any similar examples.

4.200 EUR



18. Ottoman Atlas

عثمان مكرم بن اسماعيج فاتح [Osman Mükerrem b. İsmail – Fatih]
تجدد مكتب آطلاسى
[Teceddüd mekteb atlası / New School Atlas]
Istanbul : Marifet Matbaası 1341 -1925.

8°: 16 pp., 12 colour double-page maps, original card boards with black and red lettering, original brown cloth spine (old signature in Ottoman on the inner side of the boards, boards slightly stained and rubbed on the corners, but otherwise in a good, clean condition with only sporadic staining).

This rare small-format charming Ottoman Atlas of the World was made after the foundation of the Republic of Turkey and represents the latest borders of countries. The text describes various countries of the world.

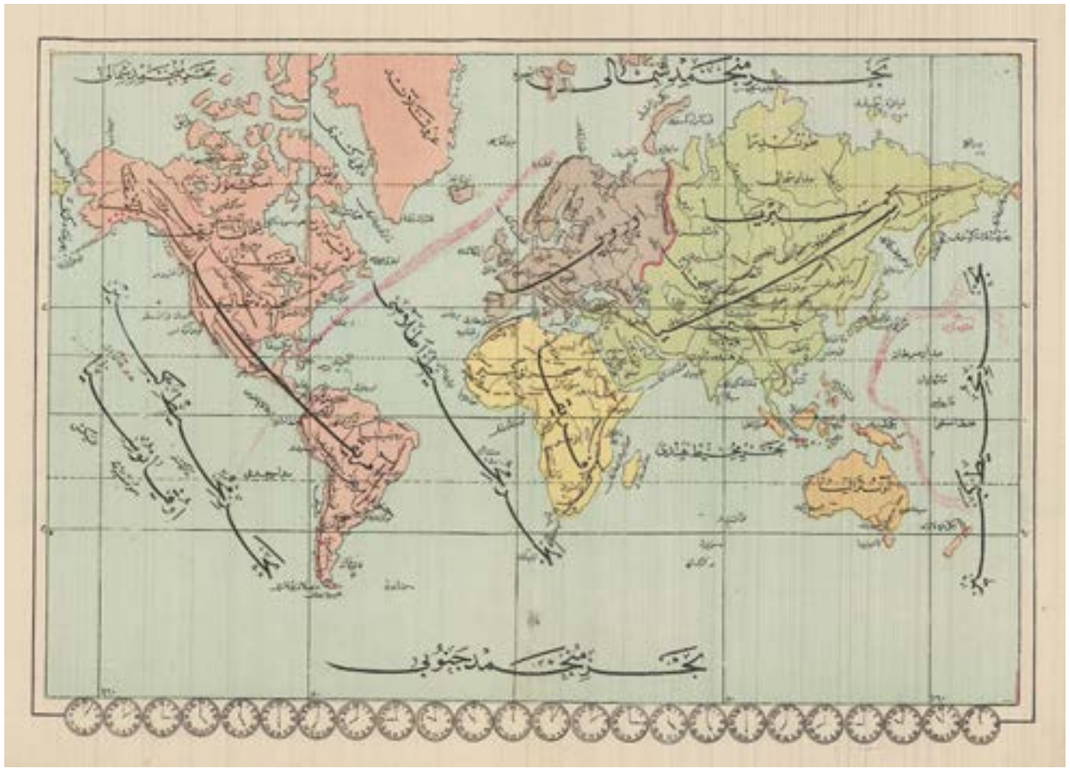
The maps represent: the solar system, two hemispheres, map of the world with marked main streams and time zones, Oceania, Asia, Africa with an in-set map of the Suez Canal, Europe, the Balkans, North America, South America, Turkey and the Caucasus. The advertisement on the back lists 8 wall maps by the same publisher and maps of Turkey in three different scales.

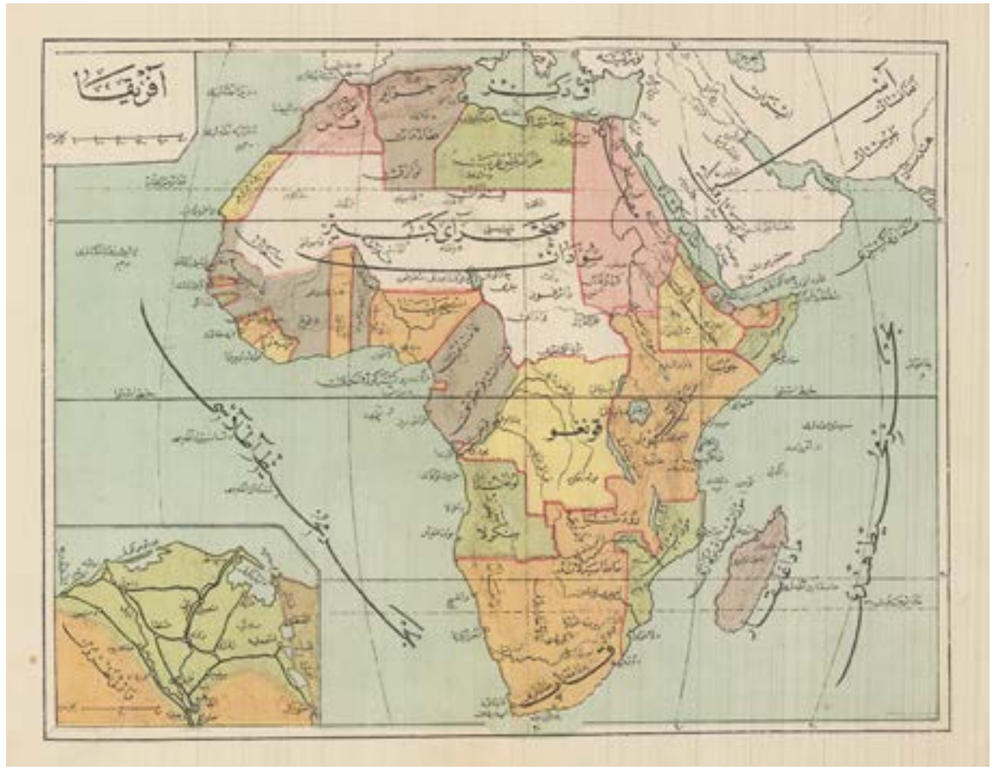
Osman Mükerrem was a late Ottoman / early Turkish cartographer, who was responsible for mostly educational maps.

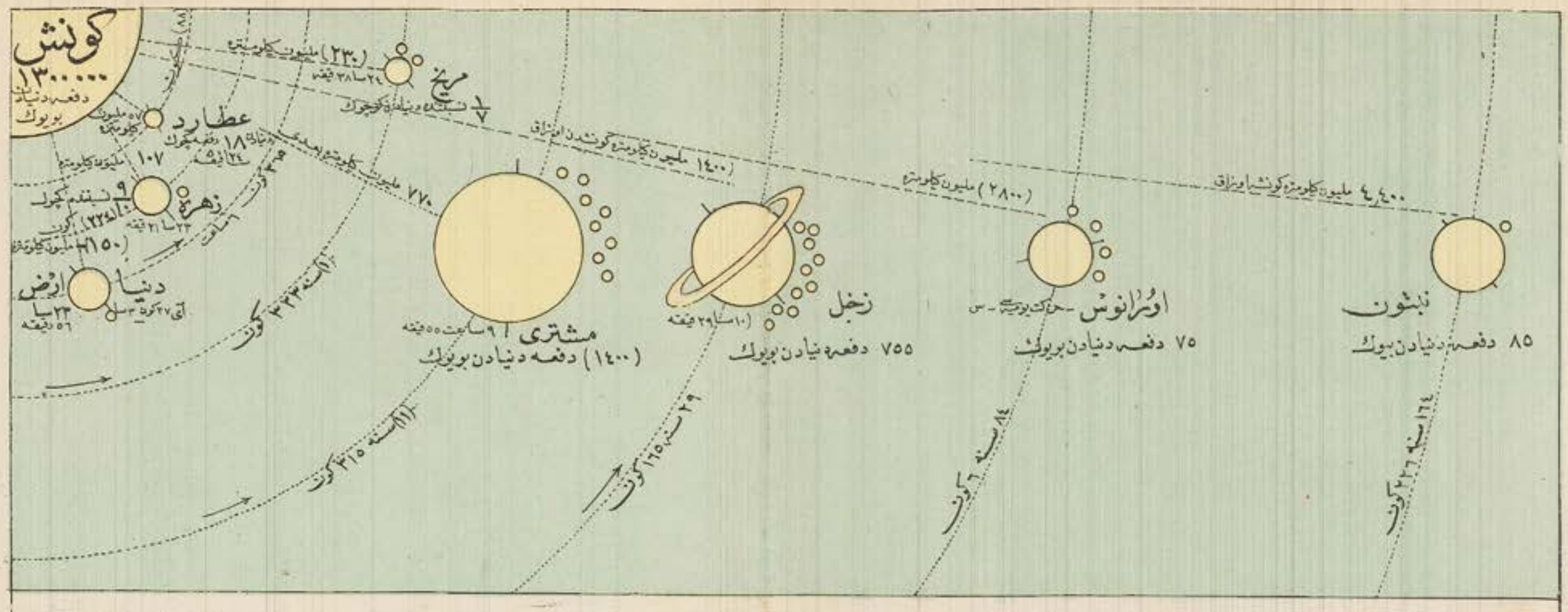
Worldcat lists one institutional example (University of Chicago Library).

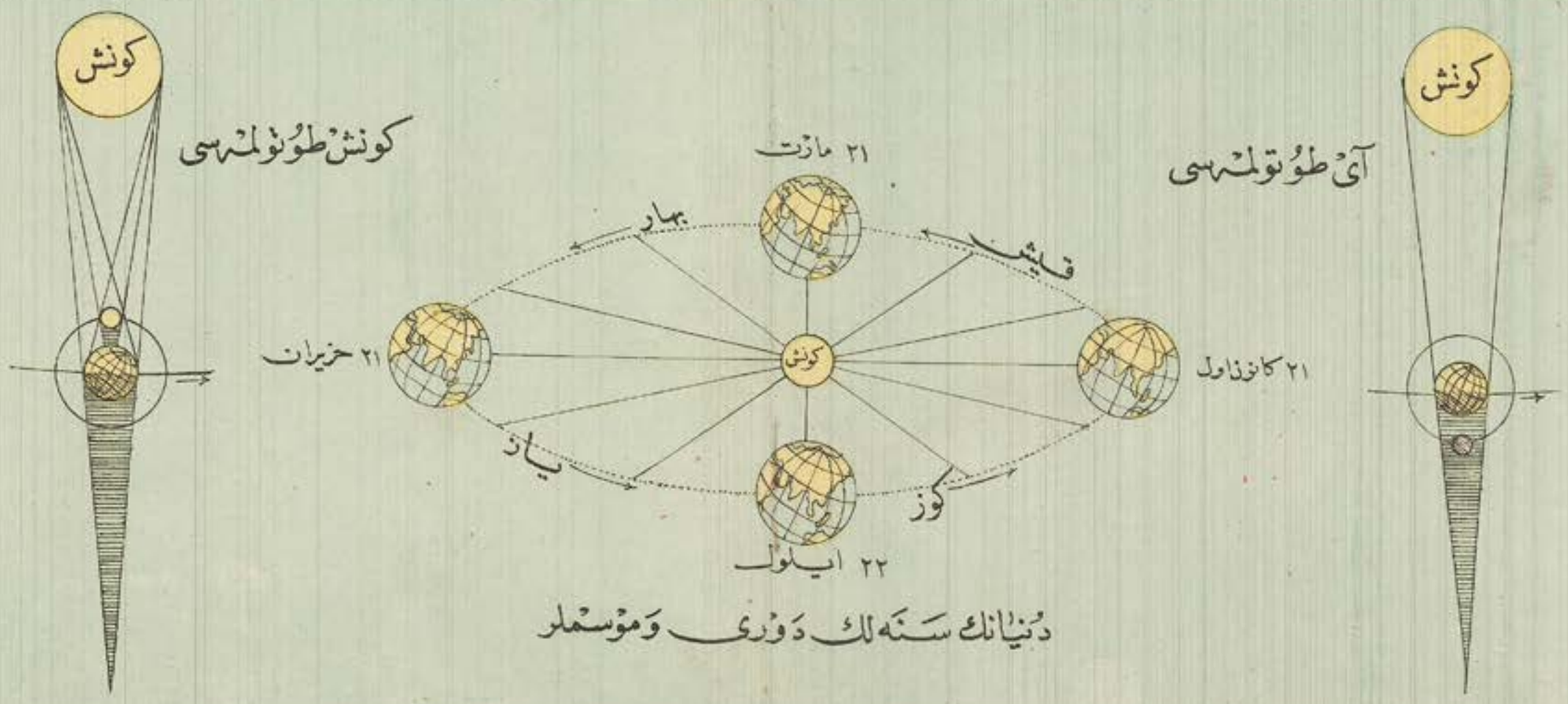
References: OCLC 922933943.

550 EUR






کونش
۱۳۰۰۰۰۰
دفعه دنیادن بویوك
عطارد
۱۸ دفعه چویرك
زهره
۲۲ ساعت ۲۱ دقیقه
دنیا
ارض
۲۳ ساعت ۵۶ دقیقه
آی ۲۷ کره ۳ ساعت
مریخ
۲۴ ساعت ۳۸ دقیقه
مشتری
۹ ساعت ۵۵ دقیقه
(۱۴۰۰) دفعه دنیادن بویوك
زحل
(۱۰ ساعت ۲۹ دقیقه)
۷۵۵ دفعه دنیادن بویوك
اورانوس
۷۵ دفعه دنیادن بویوك
نپتون
۸۵ دفعه دنیادن بویوك
(۲۳۰) ملیون کیلومتره
۱۰۷ ملیونه کیلومتره
۷۷۰ ملیون کیلومتره
(۱۴۰۰) ملیونه کیلومتره کونشدن اوزاق
(۲۸۰۰) ملیون کیلومتره
۴٬۴۰۰ ملیونه کیلومتره کونشدن اوزاق
۲۴ ساعت ۳۴ کره
۲۹ ساعت ۱۶۵ کره
۸۴ سنه کره
۱۶۴ سنه کره


کونش
کونش طوتولمه سی
آی طوتولمه سی
۲۱ مارت
بهار
قیش
۲۱ حزیران
کونش
۲۱ کانون اول
یاز
کوز
۲۲ ایلول
دنیانك سنه لك دوری وموسملر

19. Broadside - Balkan Wars / WWI
Late Ottoman Imprint

وطن صادقلرینی ربمر منصور عزیز ایله مجموعی ۱۳۲۸

[s. l., Istanbul?]: Mehmed Osman Efendi 1330 [1914]

Colour print, 57 x 40 cm (22.4 x 15.7 inches) (minor staining, soft folds, verso proof state impression of a larger similar print).

An unusual visualization of the end of the Balkan Wars and the beginning of the World War I, representing the last stages of the collapse of the Ottoman Empire, connecting rotating nationalistic thoughts in a flower-shaped pattern, centralized on the word "Homeland"

The unusual, highly decorative late Ottoman broadside, was made in 1914, as the end of the Balkan Wars, when the Ottoman Empire lost large parts of the Balkans in forms of new independent Slavic countries. This represented one of the last stages of the final collapse of the Empire and was a prelude in WWI, which started in the same year. The loss of the Balkan territory not only caused frustrations in Istanbul, the capital, but also among the large percentage of Turkish / Ottoman inhabitants of these now officially Slavic territories.

The Balkan Wars resulted in formations of various nationalistic groups, most famous of which are possibly the Serbian radicals, whose member Gavrilo Princip assassinated Archduke Franz Ferdinand of Austria and his wife Sophie in Sarajevo on 28 June 1914, which started WWI.

The broadside was made by the Ottoman nationalists is composed of various texts and paroles, connected to the Balkan Wars and love for the home country. A large flower shaped circles, filled with colour text, embraces the Ottoman royal insignia in the upper part and joins all the paroles in the centerpiece titled with Vatan, Homeland.

The broadside is very rare and we could not find any other examples. Our broadside is printed on the back of a proof state for a larger version of it, repeating the same circles, showing, that is was probably made in an smaller printing shop, which had to save on material.

1.500 EUR



20. Russo-Ottoman Relations
Russian Revolution

تشكيلات مركزية. تشكيلات محليه

[Teşkilat Merkeziye. Teşkilat Mahaliye / Central Agencies. Local Agencies].
[S. l., S. d., but probably Istanbul: 1918]

2 manuscript broadsides, 33 x 41 cm (13 x 16.1 inches) & 34 x 42 cm (13.4 x 16.5 inches) (slightly age-toned and stained, soft folds, tiny tears and holes).

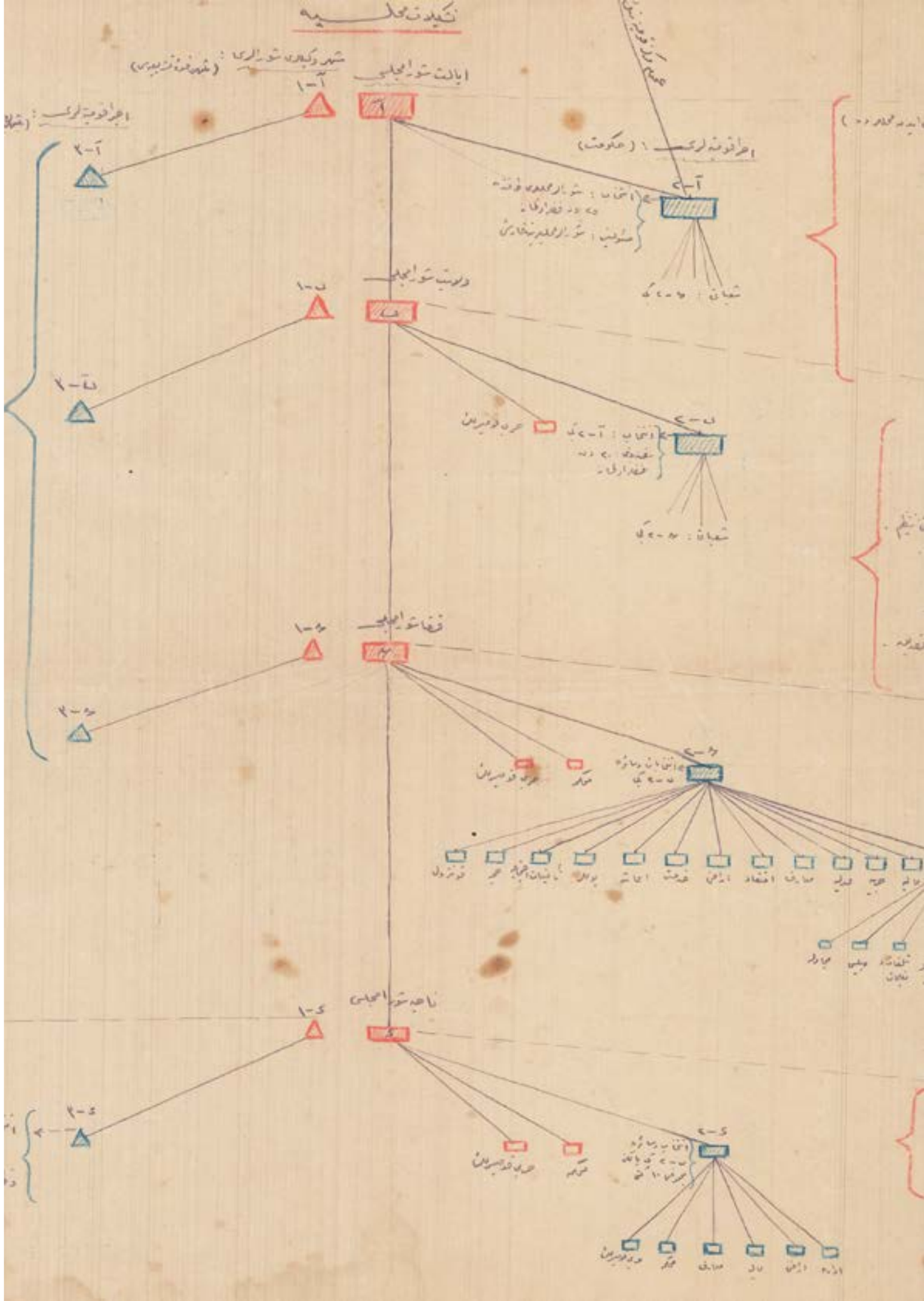
Two detailed manuscript broadsides in Ottoman language represent the structure of the new Soviet government, as formed on July 10th, 1918.

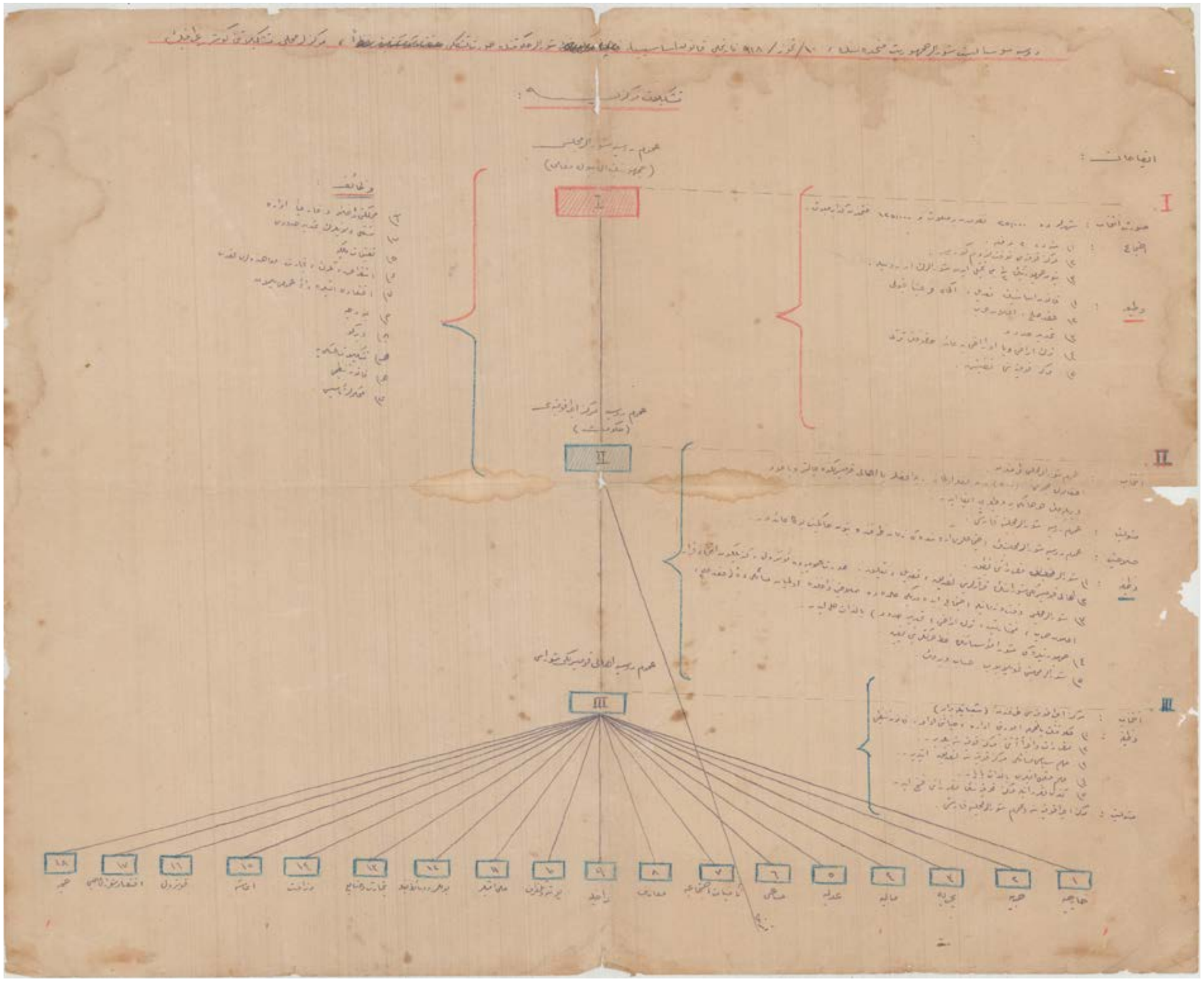
The Ottoman Empire and Russia nourished for centuries a love-hate relationship, which resulted in several wars and complex cultural and diplomatic relations. The countries were heavily connected through the trade and religion, as the large Christian population of the Ottoman Empire was centralized on the Russian Orthodox church, and the Islamic inhabitants of Russian Near East regions on the Ottoman territories.

Ottoman mapping of the new Soviet government

The collapse of the old Russian system after the revolution was therefore closely followed by the Ottomans, themselves on the verge of losing large parts of its territory and becoming the Republic of Turkey.

520 EUR





21. Japanese Movie Map of Paris

Le Plan de Cinema à Paris
[Japan: probably mid 1970s]

Coloured lithograph, 53 x 73 cm (20.8 x 28.7 inches), printed from both sides (soft folds slightly rubbed, otherwise in a good condition).

An unusual map of Paris in Japanese language showcases locations of famous movies, accompanied with caricatures of the actors and short descriptions in Japanese. The movies include À bout de souffle (1960) with Jean Seaberg and Jean-Paul Belmondo and Last Tango in Paris (1972) with Marlon Brando and Maria Schneider, and portraits famous actors such as Danielle Darrieux and Jean Gabin.

The in-set map in the lower right corner marks the locations of film studios.

The black and white map on verso is showing Europe with locations of famous films and with portraits of international stars such as Sofia Loren and Kirk Douglas in Vincent van Gogh.

The map was issued as an appendix to a Japanese movie magazine.

650 EUR



徹底的映画地図
LE PLAN DES CINEMA à PARIS

イラスト 宮崎祐治 「季刊・映画宝庫」別付録

BOIS DE BOULOGNE

SEINE

MONTMARTRE
モンマルトル

QUARTIER LATIN
カルチェラタン

シテ島

サンルイ島

モンパルナス
MONTPARNASSE

BOIS DE VINCENNES

カルチェラタン

徹底的映画館ガイド(5区)

22. Ankara
Urban Planning

Ankara

[S.l. S. d., but probably 1940s]

Colour print, 63 x 46 cm (inches) (soft folds, minor age-toning, but overall in a good condition).

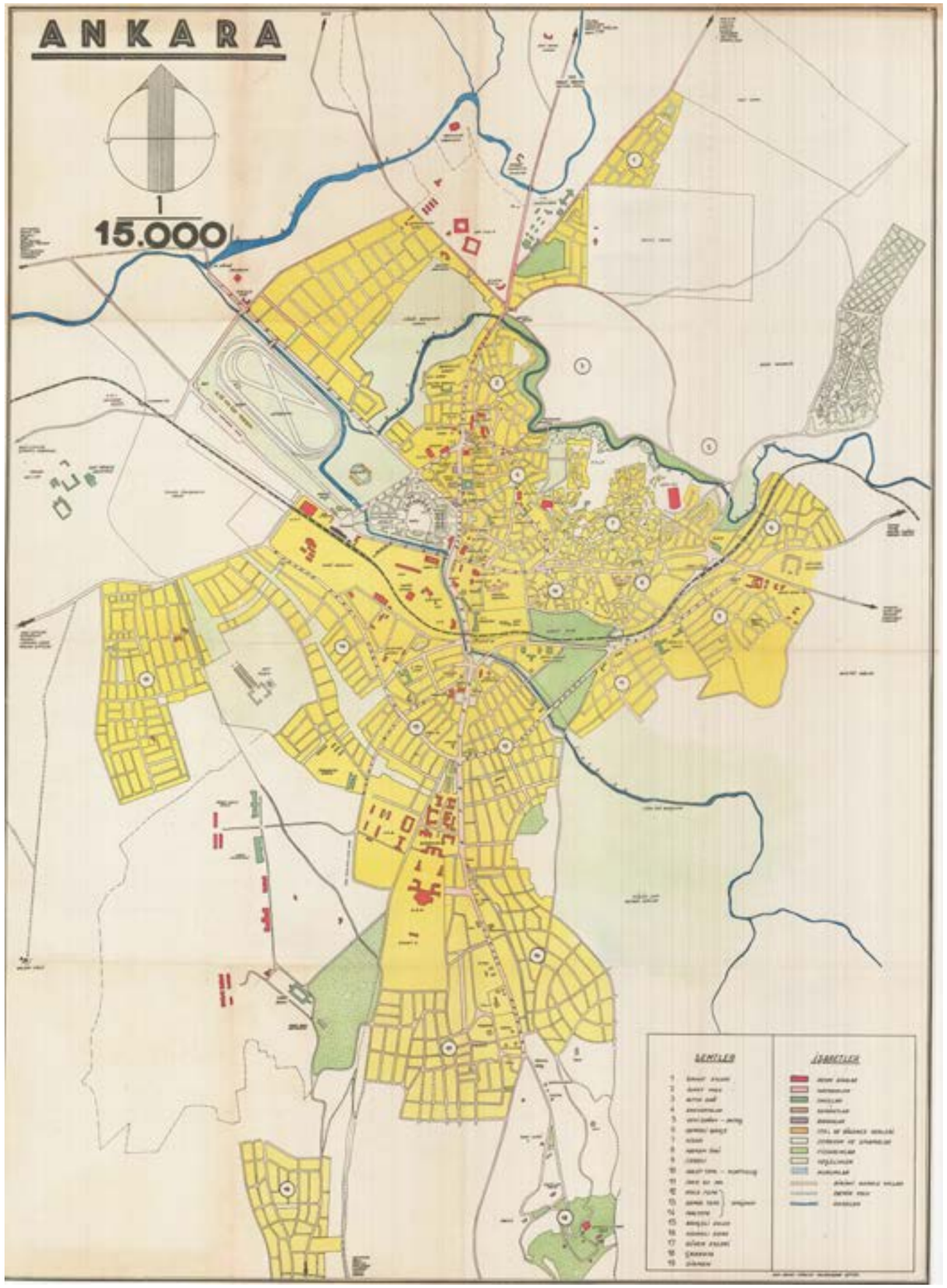
Ankara is an ancient city; however, it only became highly important in recent times. It became a distinct community during Hittite period, and by Roman times was a key regional centre, home to the Temple of Augustus and Rome (Monumentum Ancyranum) that features the only complete contemporary surviving inscription of the Res Gestae Divi Augusti, the great poem that was penned as memorial to Emperor Augustus.

A decorative late art deco map showcases Ankara with its modern neighborhoods

During Ottoman times, Ankara was a commercial hub for West-Central Anatolia, amidst an area that was productive in leather, wool, mohair and cereal grains. It had a heyday in the 17th and 18tth Centuries, while most of the 19th Century saw difficult economic conditions and stagnant population growth. Indeed, Ankara's prospects were then limited because its road connections to the rest of Turkey were poor. For instance, it took on average 14 to 16 days for a cart laden with produce to reach Istanbul!

Ankara received a major boost at the end of 1892, when a spur of the Anatolian Railway was completed to the city, providing a fast link to Istanbul. This bought an end to Ankara's isolation, and it quickly grew in importance as a logistics and military hub, even as its population remained small.

World War I was hard on Ankara, a fire in 1916 destroyed a good part of the old city centre, below the ruined citadel. The fact that that most of the city's male population was then away on military service made containing the fire at an early stage impossible, and severely retarded rebuilding efforts. Additionally, sectarian tensions ensured that most of Ankara's longstanding Armenian and Greek populations departed, while



thousands of ethnic Turks migrated to the city. This population exchange caused great dislocation, as on top of the wartime problems, many of the city's leading businesses had been owned by the departed minority communities.

In 1920, during the Turkish War of Independence (1919-23), Kemal Mustafa Pasha (later President 'Atatürk') made Ankara his military headquarters and the political seat of the Grand National Assembly (the government-in-waiting of the envisioned new Turkish state). Ankara had the advantage of having good access to food and materials critical to the war effort yet possessed a deep inland location that made it almost impossible for his European enemies to attack.

Kemal Mustafa envisaged a great future for Ankara but initially found urban planning to be virtually futile due to the lack of an accurate and detailed city plan. In April 1921, he summoned an elite team of 22 military surveyors and draftsmen to come to the city. For the better part of three years, they conducted painstaking trigonometric surveys of the entire city and its environs.

In 1923, as the victorious Atatürk prepared to establish the new Turkish state, he chose Ankara to be its permanent capital, in the place of Istanbul. While Istanbul had the prestige of having been the centre of multinational empires for 1,600 years, Atatürk desired a rupture from the past, instead creating a modern, yet distinctly Turkish state. Ankara was quintessentially Anatolian (as opposed to European, like Istanbul). It was also a small city, surrounded by open countryside that provided a blank canvas upon which a new, ideal city could be built.

On October 29, 1923, Ankara became the capital of the new Republic of Turkey. That same month saw the foundation of the Mübadele, İmâr ve İskân Vekâleti [Ministry of Population Exchange, Development and Settlement], which oversaw all matters of urban planning across the country. The Ministry designated Ankara as the republic's first Şehremaneti [Municipality] and initiated a process that would lead to the creation of a grand new masterplan that would realize the modern capital as envisaged by Atatürk. Beyond the important, but unglamorous, imperative to install sewage, water and electricity systems though the existing city, the plan was to build the new Ankara outwards along a 'garden city' design, with geometrically rational boulevards and squares, large public parks and gardens, and with offices, services and apartment buildings all well integrated with the infrastructure.

The Ankara Şehremaneti Law stated:

"The city of Ankara constitutes a Şehremaneti including the vineyards, gardens, fields and pastures inside the limits that will pass through the surrounding hills. This boundary is determined and the map of the city is prepared by the Municipality. This map becomes valid after its approval by the Ministry of the Interior."

Meanwhile, authorities had commissioned the prominent Berlin architect Carl Christian Lörcher to produce a masterplan for the future development of the city, from which the Sehremeneti Map was to be his departure point. Lörcher's design, illustrated with a map, Plan zum Aufbau der Türk Haupstadt - Angora – Altstadt u. Regierungstadt 'Tschankaya' (1925), was a masterpiece of modernist urbanism. However, it was ultimately rejected by officials for being too radical, as it called for the levelling of large parts of the Urus (considered undesirable and traumatic by the city's residents) and would promise to be too expensive.

Meanwhile, Ankara continued to grow briskly, by 1927 its population had risen to 75,000. However, authorities strictly controlled growth in the parts of the new city that were already developed, so as not to preclude to implementation of the still-desired masterplan.
In 1929, the esteemed German city planner Hermann Jansen developed a new masterplan for the future of Ankara, winning a high-profile international competition to be given that chance to see it through. Jansen admired Lörcher's work, and incorporated some of his key ideas; however, he developed a less radical vision for Ankara that ensured that its historical neighbourhoods would be preserved, while an entirely new, practical modern city developed in the countryside beyond. A series of grand curving avenues were to divide neighbourhoods of square blocks, everywhere interspaced with greenbelts, while the city was to be divided into distinct specialized zones. Jansen's 1932 map, which regulated the plan, was in the succeeding years largely followed as the blueprint for expanding the city to the west and the south. Indeed, the outlines of his boulevards and major building blocks are still evident in today's Ankara.
Jansen's plan was brilliant, and it created one of the world's most pleasant and functional new cities. However, it only included provisions for Ankara to grow to 300,000 inhabitants, and while the city grew in an orderly fashion, and to plan, until the early 1950s, by this time the population crossed the 300,000 mark. Front that point onwards, waves of migration from across Anatolia, and a loosening of zoning laws ensured that the growth of the city outside of bounds of Jansen's plan was disorganized, often resulting in relatively chaotic, less pleasant outer areas. This problem worsened as Ankara grew to have 1.5 million residents by 1973 and continued to intensify up the present day, whereupon Ankara has almost 6 million residents – twelve times that envisaged by Jansen's plan! That all being said, today, while Ankara suffers from many of the problems of modern hyper-urbanization, the central part of the city is still one of Asia' most pleasant capitals, the enduring legacy of foresight of Ankara's 1920s and 1930s leaders.

References: Sinem Türkoğlu Önge, 'Spatial Representation of Power: Making the Urban Space of Ankara in the Early Republican Period', in Jonathan Osmond and Ausma Cimdiņa (eds.), Power and culture: identity, ideology, representation (Pisa, 2007), pp. 71-94

350 EUR

23. Russia - World War II
Eastern Front / Kursk

ГЕНЕРАЛЬНОГО ШТАБА РККА [GENERAL STAFF – RED ARMY], but here reproduced by the GERMAN ARMY.

“Kursk” / Курск.

[Russia: Printed on a Mobile Field Press by a German Army ‘Vermessungs- und Karten-Abteilung (Mot.)’, 1941 - 1943].

Indigo photographic print, with title in manuscript (pencil) in Latin script (soft folds, tiny tears in margins, but overall in a good condition), 50 x 44 cm (19.7 x 17.3 inches).

An exceedingly rare – possibly unique – artifact from the World War II Nazi German invasion of the Soviet Union, being a indigo photographic print of a Red Army map of Kursk, Russia, made on a portable printing press by one of the German Army’s ‘Motorized Surveying and Map Detachments’; Kursk, occupied by the Germans from November 1941 to February 1943, and subsequently regained by the Soviets, was later the site of the Battle of Kursk (July 5 – August 23, 1943), the world’s largest tank battle and the final Nazi offensive on the Eastern Front, the Soviet victory there was said to have guaranteed the Fall of the Third Reich.

This is a stellar rendering of the strategically important Russian city of Kursk (located 450 kms southeast of Moscow) as it appeared in 1919, based upon surveys made during the Russian Civil War by the General Staff of the Рабоче-Крестьянской Красной Армии (РККА) (the Workers’ and Peasants’ Red Army), better known simply as the Red Army.

However, the present example of the map is a reprint, by the indigo photographic process, issued on portable press by one of the Nazi German Army’s Vermessungs- und Karten-Abteilung (Motorisiert), roughly translating as a ‘Motorized Surveying and Map Detachments’, made during the German invasion of the Soviet Union. While the map features no German imprint, it was found with a cache of definitive WWII Nazi maps, including other indigo photoprints.

The mere mention of ‘Kursk’ recalls one of the greatest military events of World War II. While the Nazis occupied the city, from November 4, 1941 to February 8, 1943, during their invasion, they were forced to relinquish the city when their forces were pushed back west due the Germans’ crushing loss at the Battle of Stalingrad (August 23, 1942 – February 2, 1943).

By the summer of 1943, the Wehrmacht regrouped and took the offensive, beginning the Battle of Kursk (July



5 – August 23, 1943). In what was called Operation Citadel, the German attempted to form a pincer movement to encircle Kursk, capturing its large Red Army contingent. The battle that ensued was horrendous, involving between 780,000 to 940,000 German troops and an astounding 1.9 to 2.5 million Soviet soldiers at any one time. It was the largest tank battle in history, including over 11,000 tanks, not to mention the participation of over 5,000 aircraft.

The Soviets eventually managed to counter the German onslaught, launching their Kursk Strategic Offensive Operation. This overpowered the Nazis, allowing the Red Army to gain territory along a 2,000 km wide front after the battle. Critically, the showdown represented the last time that the Germans ever took the offensive along the Eastern Front. From that point onwards, the Wehrmacht was always on the run, until the final fall of the Third Reich in the spring of 1945.

It is not clear if the German Army issued the present version of the map in the autumn of 1941, as the Wehrmacht first prepared to take Kursk, or sometime around the Battle of Kursk, in the summer of 1943, or at some point between then. However, they certainly would have valued this high-quality Russian map, that while dated, still shows Kursk's major topographic and infrastructure features with great accuracy.

Although surprisingly not well researched, the German Army's Vermessungs- und Karten-Abteilung (Motorisiert), being their 'Motorized Surveying and Map Detachments', were responsible for especially impressive feats. They were completely integrated units of surveyors, draftsman, photographers and printers, who traveled with all their equipment to the front lines in every theatre in which the Wehrmacht fought (on many occasions they traveled aboard special trains). The Detachments were usually assigned to and followed the progress of specific army corps and their workshops could be instantly set up close to battle fronts, where new maps could be made, or existing maps reprinted, or updated, predicated upon fresh aerial reconnaissance and field intelligence. In many cases, new maps could be generated within hours of source maps arriving at their workshops, called 'Armee-Kartenstelle'.

During the invasion of the Soviet Union, the Nazis benefitted greatly for the fact that the exiting Soviet maps of the country were of exceedingly high quality. Every inch of European Russia was mapped in large scale to precise standards of accuracy, and full sets of these maps had been acquired by the Wehrmacht long before the war. However, while the Soviets maps correctly located all major topographic features, civilian infrastructure and the outlines of cities, etc., they intentionally omitted sensitive military information (which the Soviet high command usually added in manuscript to their own secret sets of maps).

Not surprisingly, we have not been able to locate another example of this Nazi reprinting of the Red Army map of Kursk. Only a handful of examples would have been made for immediate use in the field, and the survival rate of such maps is incredibly low.

References: N / A – Seemingly unrecorded

650 EUR



24. Russo-Japanese War
‘Japanomania’ In The Ottoman Empire

İbrahim HILMI (1876 - 1963).

مانچوری دار الحرکات نقاط مهمه سی
[Important Operation Location Points in Manchuria...]

Istanbul: Ibrahim Hilmi 1322 [1906]

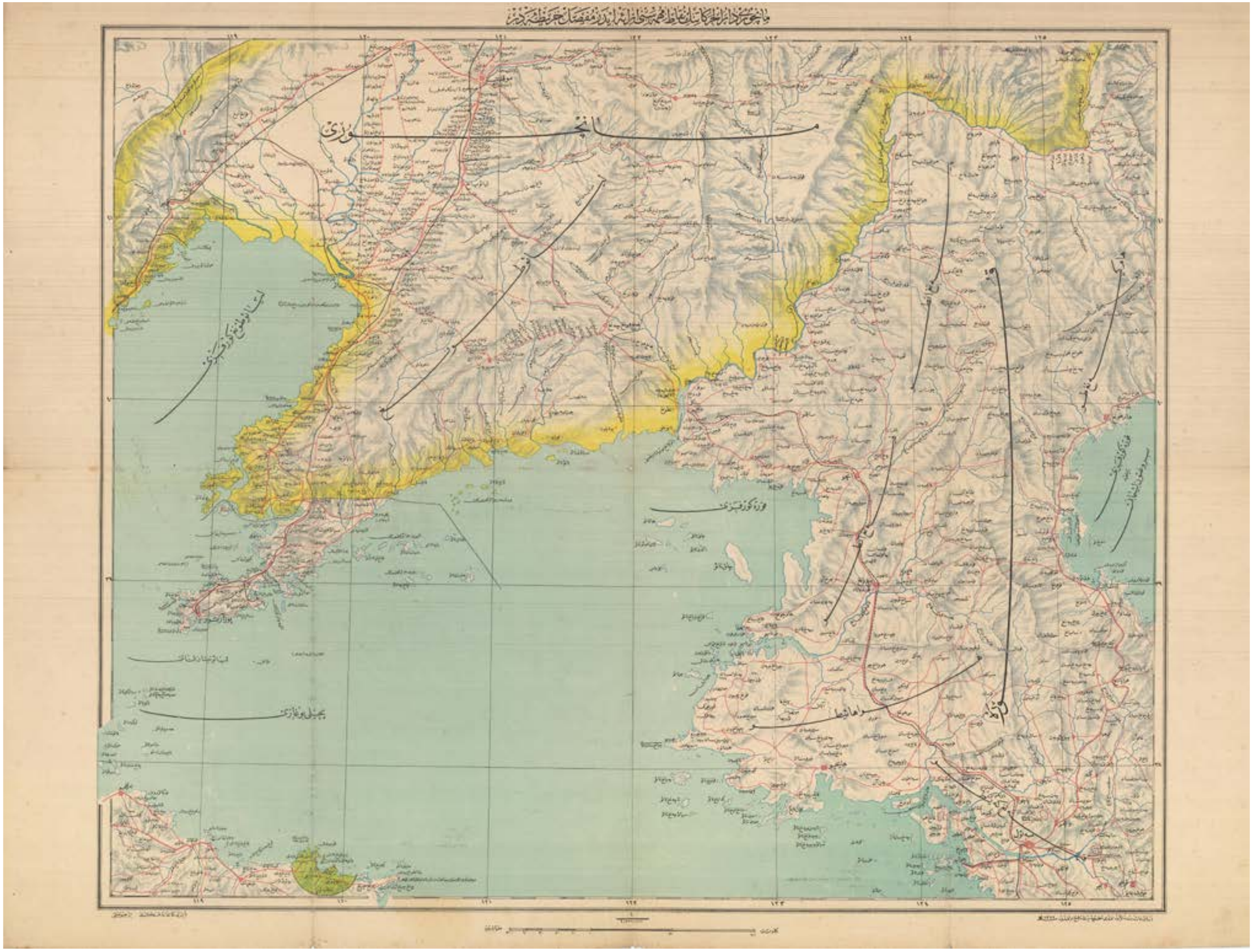
Colour lithograph (Very Good, some light wear along old folds, very light staining), 58 x 77

An extremely rare broadside map depicting the main land theatre of the Russo-Japanese War (1904-5), centred around the Japanese Siege of the Russian base of Port Arthur in China, issued in Istanbul by the leading Ottoman publisher İbrahim Hilmi to capitalize upon the ‘Japanomania’ amongst the Turkish public which drove an amazingly intense interest in the conflict.

This extremely rare broadside map was issued in Istanbul by the leading Ottoman publisher İbrahim Hilmi to depict the main terrestrial theatre of the Russo-Japanese War (1904-5). It embraces the mouth of China’s Bohai Gulf, with Liaoning Province to the south and Shandong Province to the north, and extends eastward to take in much of Korea, including Pyongyang and Seoul. Its focus is the Liaotung Peninsula, which included the city of Port Arthur (today the Lüshunkou District of the city of Dalian), which the Russians had leased from China in 1898, and which had fallen to the Japanese in January 1905 after a long siege.

The former dividing line between the Russian zone and China proper can be seen running across the northern end of the peninsula, with Chinese territory outlined in a bright yellow hue. To the south of the Bohai Strait (the maritime gateway towards Beijing), is the Liaodong Peninsula, featuring the British enclave of ‘Weihaiwei’, and the city of Port Edward (Weihai), represented by a green semi-circle which the British controlled between 1898 and 1930. Otherwise, the map labels all cities and towns of note, marking fortifications and the defensive perimeters of major cities, while all main roads and railways are delineated, along with all topographic features, with areas of elevation represented by shading. Notably, the map shows the spur of the Chinese Eastern Railway that the Russians had built from Shenyang to Port Arthur.

Hilmi published the present broadside to satisfy the intense, peculiar and multi-


مانچوری
بحیرهٔ اصفر
بحیرهٔ یابان
بحیرهٔ کوره
بحیرهٔ فارموزا
بحیرهٔ فیلیپین
بحیرهٔ جاوه
بحیرهٔ هند

commanded by Major-General Baron Anatoly Stoessel, considered a rather lacklustre leader. The Japanese were initially overconfident, believing that since they had easily taken Port Arthur from China in 1894, that the city would once again fall quickly. This assumption was wrong, as in the previous six years, the Russians had made Port Arthur into one of the most heavily fortified sites in the world.

During what was by far and away the longest and bloodiest aspect of the entire war, Port Arthur was subjected to a constant barrage of heavy ordnance, while the Russians returned fire upon the Japanese lines, often to devastating effect. One of the shocking new inventions used in the siege was the 28-inch howitzer that could lodge 217 kg shells over 8 kilometres!

The events of the siege were followed daily by millions of newspaper readers across the globe. The Russians, running out of supplies and ammunition, finally surrendered to Count Nogi on January 2, 1905. The toll of siege was astounding, the Russians suffered 31,000 casualties, while the Japanese endured 57,000.

The loss of Port Arthur was a death blow to Russia's land campaign. To reset things, Czar Nicholas II sent a fleet consisting of 38 of the Russian Navy's best and most modern ships all way the from St. Petersburg to the Far East. However, the Russian flotilla was intercepted in the waters between Korea and Japan by a Japanese fleet of 89 ships which proceeded to utterly decimate the Russian fleet at the Battle of Tsushima (May 27-28, 1905). This defeat knocked Russia out of the war, and facing a rebellion at home, the czar sued for peace, resulting in the Treaty of Portsmouth (September 5, 1905). This agreement confirmed Japan as the foremost power in the Far East until World War II.

'Japanomania': The Ottoman Fascination with Japan and the Russo-Japanese War

At first glance, it might seem that no two countries would have less to do with each other than the Ottoman Empire and Japan – Istanbul is almost 9,000 km from Tokyo, and until the late 19th century, the countries had virtually no direct contact. However, during the Russo-Japanese War, a form a 'Japanomania' developed in Istanbul, with the political and intellectual classes admiring Japanese achievements, while the literate public thirsted for the latest news from the battlefronts in the Far East.

The intense and peculiar interest in Japan had a strong impact upon print culture in Istanbul, as 47 books on Japan were printed in the Ottoman capital during the period from 1891 to 1917, with most of these directly relating the Russo-Japanese War. In addition, there were at least four Ottoman magazines dedicated to the war, not to mention ephemeral works such as separately issued maps (as here), pamphlets and broadsides, etc., as well as innumerable stories on the war in daily newspapers.

There were three main reasons behind the development of 'Japanomania' in the Ottoman Empire, and they range from the conventional to the slightly eccentric.

faceted fascination that the Ottoman public held over a conflict that saw an Asian country defeat a leading European power in a major conflict for the first time in modern history. The war fueled 'Japanomania' in some rarified Turkish political and intellectual circles, in addition to causing hype in the mass media (Please see below for a greater discussion of this surprising phenomenon).
The Russo-Japanese War: The Rise of the First Modern Asian Superpower

The Russo-Japanese War was one of the great global military events of the generation leading up to World War I and was one of the first conflicts to be covered in almost real-time by the world media through photography and breaking news delivered by telegraph.

To make a long story short, by the beginning of the 20th century, Russia and the newly hyperindustrialized Meiji Japan had expanded their zones of control, or influence, in the Far East for decades, with their gains coming largely at the expense of China. Inevitably, Russia and Japan came to loggerheads in Manchuria. Japan coveted the entire region, while Russia was building the Trans-Siberian Railway through the area, having founded the great inland hub of Harbin (in 1898) and acquiring the fine harbour of Port Arthur, in the same year. Simply put, there was not room for both great powers in Manchuria, and something would have to give.

Japan initiated the Russo-Japanese War (February 8, 1904 – September 5, 1905), deploying its large, well-trained military, backed by the most modern equipment, against Russia's Chinese outposts. Russia was caught off guard, while severely underestimating Japan's capabilities. Officials in St. Petersburg simply could not believe that an 'Asian' country could defeat a leading European power in a modern conflict.

In the opening salvo, the Japanese mounted a 'sneak attack', shelling Russian ships off Port Arthur (without besieging the city), even before a declaration of war was made. Czar Nicholas II considered this to be a dishonourable act, setting an ugly tone for the conflict.

Through the early months of 1904, the Japanese moved massive forces onto Manchuria, while Russian mobilization was slow. Taking Port Arthur was the prime Japanese objective, for as long as the base remained in Russian hands, none of the Japanese gains in Manchuria would be secure.

The Siege of Port Arthur (August 1, 1904 to January 2, 1905) was one of the great global military events of the generation leading up to World War I and was one of the first to be covered in almost real-time by the world media through photography and breaking news delivered by telegraph.

A Japanese force of 150,000 men, under General Count Nogi Maresuke, one of the most revered Meiji commanders, surrounded Port Arthur beginning on August 1, 1904. The city was defended by 50,000 Russian troops, armed with 506 heavy guns,

First, the Russian Empire had been for centuries the Sublime Porte's arch-nemesis, and the Ottomans' fear of St. Petersburg at times bordered on paranoia. The two empire had fought over thousands of square kilometres of territory in south-eastern Europe and the Caucuses for centuries. In early times, the Ottomans had the upper hand, but since the 18th Century, Russia had succeeded in taking large swathes of territory from the Sultan's rule. In recent times, Russia had throttled the Ottomans during the Russo-Turkish War of 1877-8, and since then had been actively encouraging the various South Slavic powers and Greece to fight against the Ottoman presence in the Balkans, at great cost to the Sublime Porte. Russian agents also enjoyed spreading bad rumours about the Ottoman economy, sometimes causing Ottoman stocks and bonds to tank on the markets. Quite frankly, the Ottomans despised Russia, and any map that showed one of their great military bases being besieged would have been a source of considerable delight.

Second, the Ottomans held a certain fasciation for Japan, even if the two empires had limited direct contact. Sultan Abdul Hamid II (reigned 1876-1909) was amazed by how Meiji Era Japan (1868-1912) had rapidly and successfully transitioned from being a pre-industrial society, initially 'pushed around' by Westerners, into a modern economic and military superpower capable of not only preserving its independence, but vanquishing its neighbours (ex. China and Korea), as well as thrashing a major European power (Russia). In this sense, Japan served as something of a role model for the Ottoman Empire, which was in the process of its own, albeit more gradual, industrial revolution, while enduring constant Western interference in its internal affairs.

Third, on a bizarre, but not unserious note, many intellectuals in Constantinople were fascinated by the theory of 'Turanism', the notion that certain Eurasian peoples, including Turks, Hungarians, Finns, Manchus and Japanese, amongst others, all originally hailed from a common ancestral homeland in the heart of Asia. While there were some ancient links between some of these disparate peoples, Turanism has since been largely proven to have exaggerated these ties; however, during the late 19th and early 20th Centuries the movement was all rage amongst wealthy-intellectual sets in various 'Turanian' capitals. Even Sultan Abdul Hamid II held a curiosity for the notion, having held several private meetings with Ármin Vámbéry, a leading Hungarian Turanian. In this regard, the Turkish Turanians would have enjoyed seeing their Japanese 'cousins' defeat the Russians!

Since Ottoman times, the Republic of Turkey and Japan have maintained close economic and cultural ties. Curiously, today it is often said that Japanese exchange students in Istanbul have a surprisingly easy time picking up the Turkish language (which is notoriously difficult), which suggests that there might be something to the Turanian connection after all!

İ brahim Hilmi: Leading Publisher of the Late Ottoman and Early Republican Eras

İbrahim Hilmi Çığıraçan (1876 – 1963) was for decades one of the most successful and influential publishers in the Late Ottoman Empire and Early Republican Turkey. Over his seven-decade long career, he was responsible for printing at least 1,000 distinct separate publications on a wide variety of subjects.

Hilmi was born in Tulçe Romania but moved to Istanbul as a youth. He opened the Kitaphane-i Islami (Islamic Library) printing house in 1896, which focused upon religious publications.
However, Hilmi was a man of diverse interests who developed excellent connections to government officials, army officers, writers and journalists, and soon dramatically broadened his horizons. He came to produce many high-quality works on military affairs, history, literature, politics, religion and social issues, most of which were of a secular nature, separate from his religious publishing.

The present work perfectly illustrates Hilmi's interest in employing cartography to illustrate current events. During this period, Hilmi came out with the Cep atlasi (1905), the first Ottoman 'pocket atlas', which proved wildly popular and would appear in numerous updated editions over the coming years.

In the wake the Young Turk Revolution (1908), Hilmi changed the name of his press to to Kitaphane-i İslam ve Askeri (Islamic and Military Library) to reflect his new focus. Around this time, he moved strongly into making textbooks for schools all across the country, winning a large contract from religious societies, missionary organizations and local governments, and this quickly became the most reliable part of his business. During the World War I and the Turkish War of Independence (1919-23), Hilmi gained great popularity across Anatolia, for supplying free textbooks to disadvantaged children; indeed, thousands of Turks could thank him for the gift of literacy.
During the 1920s, Hilmi prospered from Atatürk's introduction of compulsory primary education, as the government purchased massive amounts of textbooks. Meanwhile, his works on other subjects continued to fair well as the economy picked up in the wake of the wars.

However, when Atatürk changed Turkish alphabet for the Arabic to Latin characters, many of Hilmi's existing publications were rendered obsolete, while the government nationalized the publication of textbooks. This, and the onset of the Great Depression, placed Hilmi in a difficult financial situation, which took him some time to resolve. However, Hilmi reemerged in the 1930s as a boutique publisher of intellectual books and one of Istanbul's great elder men of letters.

750 EUR

25. Ottoman Book of International Naval Flags

OTTOMAN NAVY OFFICE

دولت عليه عثمانيه سنجاقلريله دول اجنبيه باندیره لرینی حاوي البومدر
[Devlet-i Âliye-i Osmaniye Sancaklarıyla Düvel-i Ecnebiye Bandıralarını Hâvi Albümdür / Album of the Flags of the Sanjaks of the Ottoman Empire and Foreign Countries]

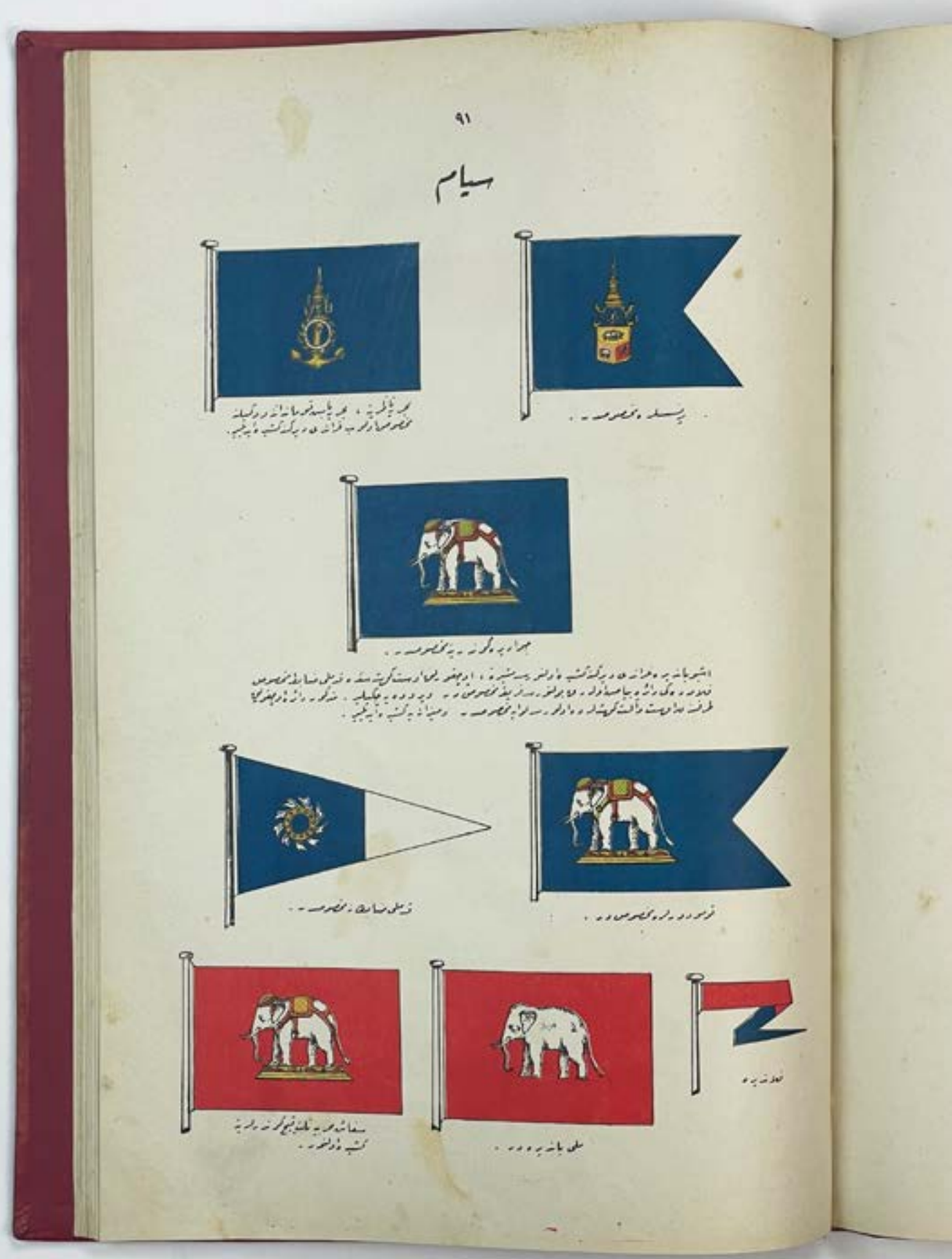
Istanbul: Matba'a-i Bahriye 1328 (Rumi Calendar) [1912].

Folio: [1] title and [129 pp.] starting on the title page verso, with odd page numbers (right-side) blank, except of page no 1, two pages numbered with 19, after that every even page blank, page 63 followed by p. 70, 67, 66, 71, 68, 69, 74, 71; p. 86 instead of 90; after 94 pages wrongly numbered starting with 91. IRREGULAR PAGINATION, BUT COMPLETE, featuring 66 full-page colour lithographed plates, some with details heightened in gold and silver (pages printed single-sided with blank versos, save for first plate which is printed on verso of title), modern red calf with gilt debossed decoration and title, mimicking the printed title from the title page (Good, minor staining, title page slightly stained with old repaired tears, glue stains and two mounted printed annotations, irregular pagination corrected with mounted page numbers).

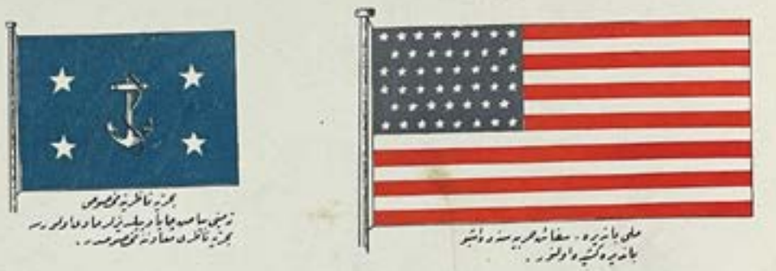
A rare and lavishly illustrated Ottoman folio book depicting the naval flags, jacks and standards of 50 nations as they appeared on the eve of World War I, published in Constantinople by the Ottoman Navy Office.

This Ottoman folio work features 66 resplendently-coloured full-page plates depicting the naval flags, jacks and standards of 50 nations as they appeared on the eve of World War I. It was published in Constantinople in 1913 by the Ottoman Navy Office. In addition to being affine decorative work, the book would have been of vital practical use to Turkish mariners during the upcoming global conflict, where it would have been critical to distinguish friend form foe at sea.

The work depicts the naval flags of the Ottoman Empire, Argentina, German Empire, United States of America, Austro-Hungarian Empire, Spain, Switzerland, Sweden, Ecuador, Great Britain, Uruguay, Italy, Persia, Brazil, Belgium, Bulgaria, Bolivia, Peru, Paraguay, Portugal, Tunis, Chinese Empire, Dominican Republic, Denmark, Russian



آمريقا



ملى بايراغى ـ سفاين حربيه سنه ده باشير
بايراغى وكثيره اولونور .

بحريه تاطريه مخصوص
بو بيض ساحه ده بيلديزلر ماوى اولور .
بحريه تاطريه معاونه مخصوص در .



بحريه بر اولويه مخصوص
بو بيض ساحه ده بيلديزلر ماوى اولور . بحريه
بر اولويه مخصوص در .



بحريه بر ايطه مخصوص



بحريه بشنجيه مخصوص



بحريه بر اولويه مخصوص



قره ملى ضابطى مخصوص



قره ملى



ايمپراطوره مخصوص



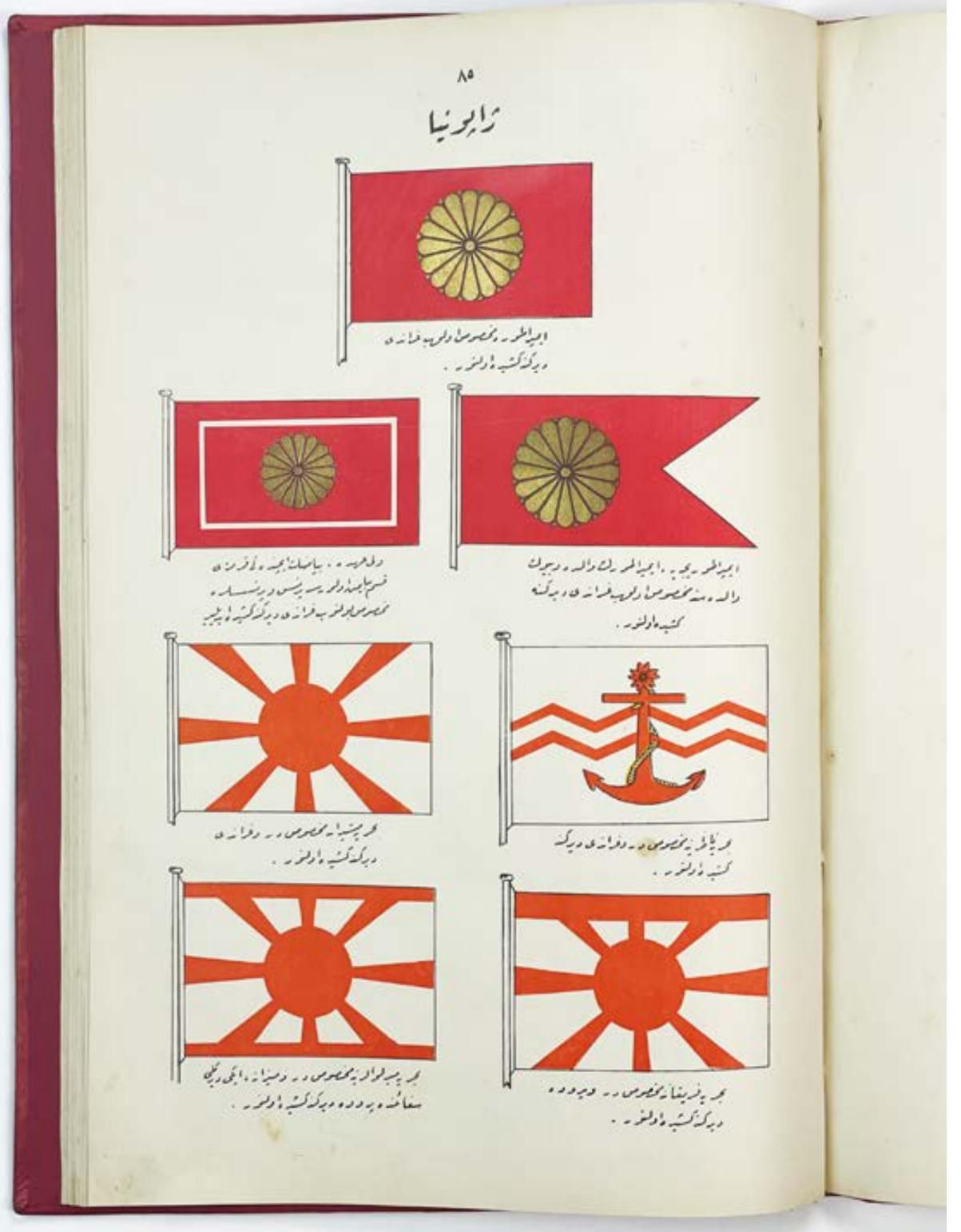
ك دونمانك بالفعل قوماندانى در عهده ايدوكى زمانده ذاتى مخصوص بايراغى تلك يرينه
رسفيه يى زيارتنه كلن ايمپراطوره كثيره اولنمامه فلاحه در .

Empire, Romania, Japan, Siam, Chile, Serbia, El Salvador, Morocco, Guatemala, France, Netherlands, Colombia, Costa Rica, Korea, Liberia, Cuba, Belgian Congo, Mexico, Monaco, Norway, Venezuela, Nicaragua, Honduras, Haiti, Greece and Montenegro. For the more important naval powers, numerous standards are list, along textual explanations.

Worldcat lists four institutional examples (University of Cambridge, Princeton University
Library, Deutsches Schiffahrtsmuseum – Bremerhaven, Library of Congress).

References: OCLC 835394978, 79565895, 41126647, 956435641.

2.800 EUR



26. Ottoman Geographic Publishing
Thematic Cartography

Arşag Agop BOYACIYAN (1837 - 1914), publisher. / AMERICAN MISSIONARY ASSOCIATION, sponsor.

جغرافیای طبیعی.علمنه اساس مختصر
[Coğrafya-yı Tabiî İlmine Esas-ı Muhtasar / Physical Goegraphy. The Fundamentals].

Constantinople: Boyacıyan Agop Matbaası, 1908.

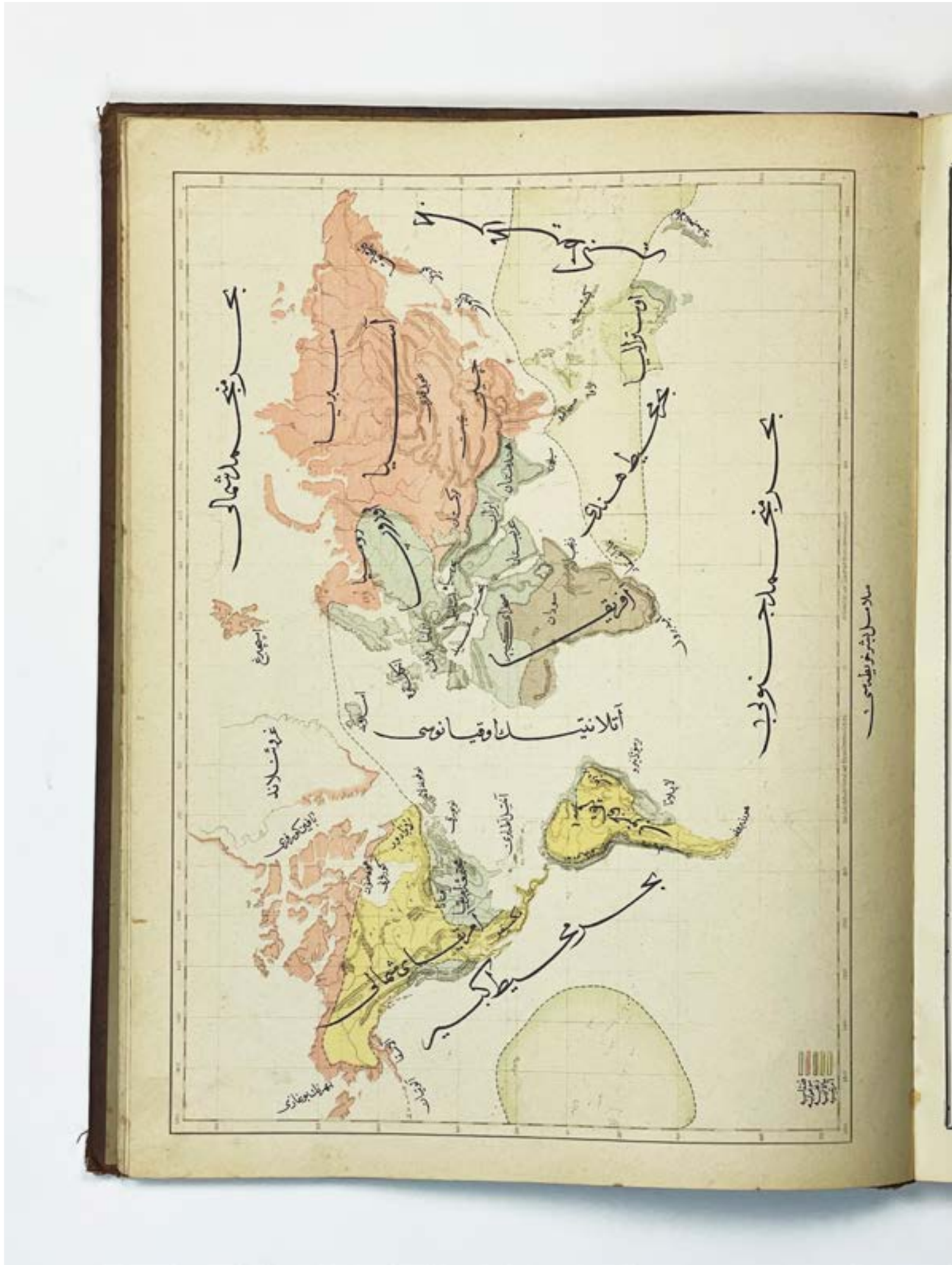
Large 4°: [4 pp.], 95 pp. with dozens of monochrome diagrams and maps imbedded within text, plus 9 plates of colour lithographed thematic World Maps, [1 pp.] blank, bound in contemporary brown cloth with elaborate blind-stamped designs and title in gilt to both covers (Very Good, internally clean with light foxing to the endpapers, edges and margins, cracks to gutters of endpapers, binding with light staining and small holes, missing last free endpaper).

A highly sophisticated Ottoman geography education book illustrated with 9 resplendently coloured plates of thematic World Maps, as well as dozens of monochrome diagrams and maps within the text; the work sponsored by American Protestant missionaries for use in their schools throughout Turkey and the Levant, issued in Istanbul by the American-trained Armenian publisher Agop Boyacıyan, for decades one of the most innovative and interesting figures in Ottoman book world.

This is one of the finest and most sophisticated educational works employing thematic cartography produced in the Ottoman Empire, illustrated with 9 resplendently coloured plates of World Maps, as well as dozens of monochrome diagrams and maps within the text. It was issued in Istanbul by the American-trained Armenian publisher Agop Boyacıyan, who was long one of the most commercially successfully and intriguing figures in the Ottoman book world. The present edition was sponsored by the American Missionary Association, a Protestant organization with which Boyacıyan maintained a decades long relationship; examples were intended to be used in the Association's schools all across Turkey and the Levant.

The text of the atlas, written entirely in Ottoman Turkish, explores all aspects of the physical and human geography of the world, and is generously illustrated with monochrome views, scientific diagrams and maps, all derived from the best Western sources.

The highlights of the work are the 9 highly decorative hand-coloured plates featuring thematic maps of the World: 1) showcasing the elevation; 2) tectonic plates; 3) geo-





یعنی روزکارلری میدانه جغرافیه در - منطقهٔ سکونت صاری منطقهٔ ریاح تجارت بینه منطقهٔ مدار یشیل منطقهٔ ریاح مختلفه کوشی و موسم روزکارلری منطقه سی دار چیزی رنگلرله کوسترلمشدر

geological zones; 4) ocean currents; 5) climate zones (conventional); 6) wind patterns; 7) vegetation zones; 8) climate zones by air patterns; and 9) linguistic zones.

The technical nature of the colour plates is curious and is indicative of the modus operandi frequently employed by Boyacıyan to illustrate his geographical works. Here each world map is built upon an underlying template lithographed in light brown ink, featuring the imprint of 'Mannisadjian & Co., Basle (Switzerland)' (lower right margin), a boutiquey Armenian diaspora printer. While the templates outline the continents and feature grids of latitude and longitude, they are free of any text (save for English language marginal labelling of latitude/longitude and Mannisadjian's imprint). Over this template, the thematic aspects of each map were added in resplendent printed colours, by Mannisadjian, to Boyacıyan's specifications; however, Mannisadjian included no text.

These custom-coloured plates were then sent to Istanbul, where Boyacıyan's workshop added the text (in this case, in Ottoman Turkish), which can clearly be seen overlaying the plates in shiny black characters. In other instances, Boyacıyan would alternatively overlay the plates with text in other languages – the blank templates allowed the freedom to convert the maps as desired. While Boyacıyan would have been capable of printing the underlying map in Istanbul himself, during this period it was often much cheaper to outsource this kind of work to Western Europe; while quality was critical, Boyacıyan always had his eye on the bottom line. It also illustrates how he consistently worked his massive list of global connections to deliver great products at affordable rates.

The present work was considered to be the highest quality geography primer of the late Ottoman period and, in many cases, it was the first (and in some instances only) broad view of the world outside the Ottoman Empire encountered by many students.

A Note on Editions and Rarity

The work was issued by Boyacıyan in two editions, the first was published in 1884, and the second (the present) in 1908. The revised second edition features entirely new colour plates, rendering it a substantially distinct work.

Both editions of the work are rare, and it is difficult to find an example complete with all the plates and in good condition. Outside of Turkey, we can trace only 2 examples of the 1908 edition, held by Harvard University (Widener Library) and the State Library of New South Wales (Sydney, Australia).

Agop Boyacıyan: Innovative Publisher of Late Ottoman Istanbul

Arşag Agop Boyacıyan (1837 - 1914) was one of the most commercially successful, influential and interesting publishers of the late Ottoman Era. Born to an Armenian family in Diyarbakır, in eastern Anatolia, he showed tremendous intellect from a young age and was accepted to study at Robert College, an elite English-language school in Istanbul. He was an extremely gifted linguist, and mastered several Eastern and Western tongues, as well as possessing a high aptitude for science and technology.

During the Crimean War (1853–6), he served as a translator at the British Army HQ in Üsküdar, giving him many useful contacts. As member of the Armenian Evangelical Church, a small sect within in the Armenian community, he befriended many of American and British Protestant missionaries resident in Istanbul, granting him excellent international connections.

Boyacıyan developed a great interest in publishing, and decided that he wanted to make his career in that field. Due to the assistance of his missionary friends, Boyacıyan travelled to the United States where he apprenticed in the most modern printing houses. Upon his return to Istanbul, he founded the Boyacıyan Agop Matbaası, a publishing house specializing in religious and educational works in multiple languages.

The Boyacıyan house rapidly opened a niche serving the elite of Istanbul, as well as the majority of the city's population that was not ethnically Turkish. The press dominated the market in works printed in Armenian, Armeno-Turkish (Turkish printed using Armenian charters), Karamanlı (Turkish in Greek characters), Hebrew and English, in addition to other languages and scripts. Boyacıyan also introduced many novel printing techniques to the Ottoman market, as well as importing and adapting sophisticated graphics from Western European sources. The house specialties included bibles, dictionaries, encyclopedic works, children's books and educational primers and textbooks. Boyacıyan's works we seem as the gold standard, being affordable, yet of the highest quality in terms of their technical production, academic content and editorial standards.

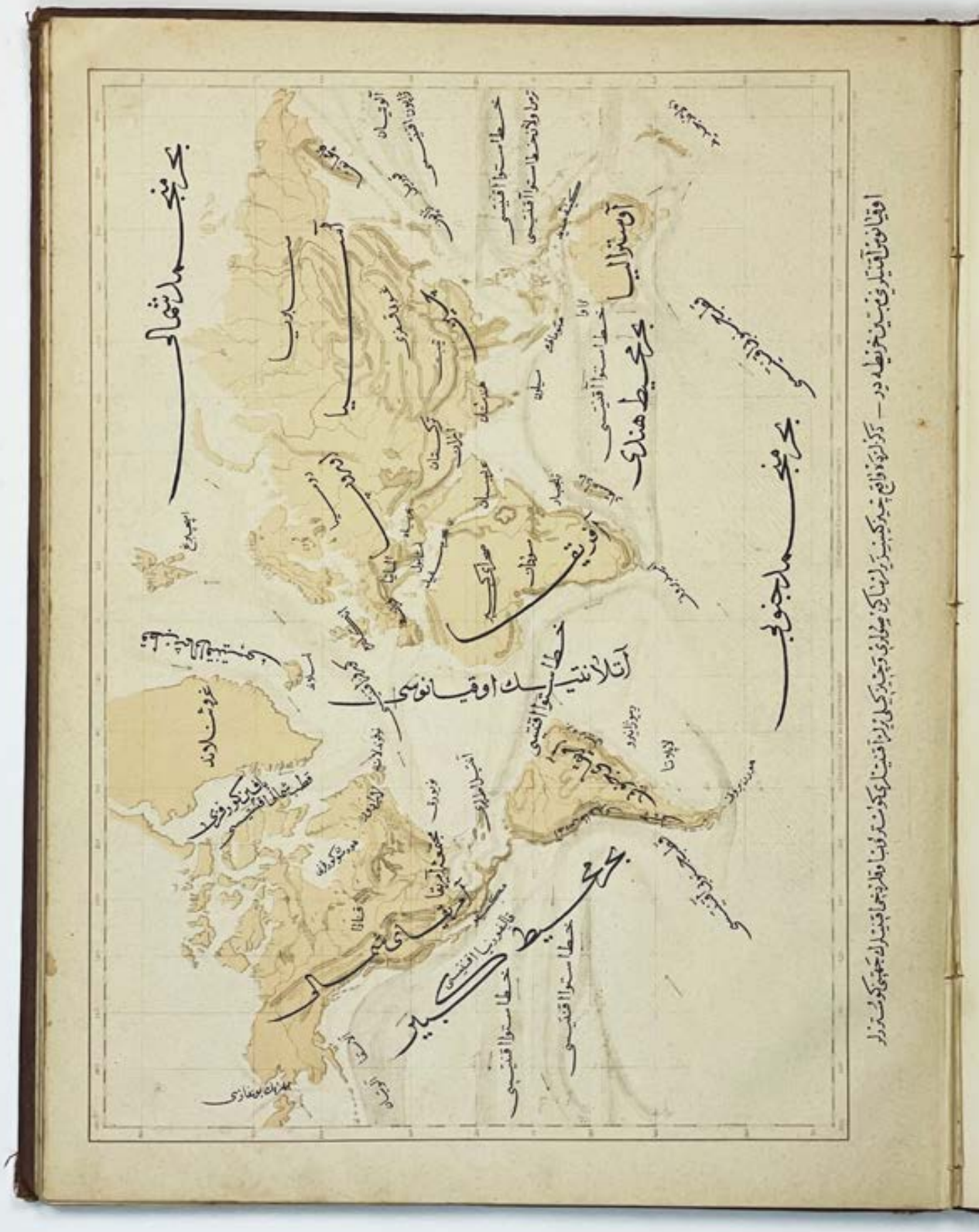
Cartography was not the main element of Boyacıyan's business, although his press issued some of the most important maps and geography books made in the Ottoman Empire during the era. Of note were his basic geography primers printed in Armenian, Ottoman, Armeno-Turkish and Karamanlı (late 1870s - early 1880s); the present work, a great monument of thematic cartography in the Ottoman Empire; and a series of wall maps of the continents (circa 1890), which were amongst the largest works of their kind created in Istanbul during the 19th century. As is the case with the present work, Boyacıyan often imported extremely high quality and advanced map templates from Western Europe, upon which he added his own text and various details, resulting in works that were far more sophisticated than those of his competition.

Boyacıyan died peacefully at the age of 77, at the beginning of World War I; mercifully he was spared from witnessing the Armenian Genocide and the demise of the multicultural Istanbul that he loved so much. Yet, his fifty year-long career left an enduring

legacy, as his books and maps had educated generations of diverse peoples all across the Balkans and the Near and Middle East.

References: ÖZEGE, no. 3130; OCLC: 49920184; Harvard University: Widener Library KH 581; State Library of New South Wales (Sydney, Australia): RB/Q739.

1.200 EUR



27. Quarantine in the Ottoman Empire

Various Authors
ترجمان حقیقت و مصور ثروت فنون
[Tercüman-ı Hakikat ve Musavver Servet-i Fünûn / Interpreter of Truth and Servet-i Fünun]
Istanbul: Kırk Anbar Matbaası - Âlem Matbaası - Ahmed İhsan Şürekâsı 1313 [1897]

Small Folio, 158 pp., [2 pp.] index, [8 pp.] with portraits printed recto only, original green boards with imperial insignia, later black cloth spine (soft folds in paper, margins with small tears and sporadic small loss of paper, sporadic old annotations, bindind slighty scuffed and restored).

A joined publication of two Ottoman periodicals, a daily Tercüman-ı Hakikat (Interpreter of Truth) and a modern journal Servet-i Fünun (Wealth of Knowledge) was published in 1897 to support the Muslims of the island of Crete. In February of that year, the Great Powers sent their troops to the island, which finished the Ottoman rule and marked the beginning of the Cretan State, which lasted until 1908.

A special edition of a cultural magazine with a first modern Ottoman article on the quarantine by a prominent author Ahmet Mithat

The magazine includes various short literary texts, reports and poems, written by prominent Ottoman authors, many of which are illustrated with their portraits on the last pages. This illustrated pages offer a valuable visual information for the researches of the Ottoman literature and science.

Possibly the most important article in the publication, printed on the last pages of the magazine is titled “Karantina” (The Quarantine) and was written by a prominent Ottoman journalist and author Ahmet Mithat (1844-1912), who also served as a Quarantine minister. It is the first modern text on the quarantine in the Ottoman Empire and it is the first article describing the history and use of the procedure. Ahmet Mithat derived the word from the Italian quarantene or quaranta giorni, meaning 40 days, first used in the 14th century in Dubrovnik to isolate the arriving ships and people for 40 days to fight the plague.

References: 977109841, 1030919307, 269208184, 976860512, 1036258956, 777687671, 39830643 & 643952371 (including eBooks).

650 EUR



28. Iraq / Petroleum-Oil History

الجزيرة قطعه سنده کی پترول معدنلری امتیازی مسأله سی
[Extract of the Contract on Mineral Oil on the Segment of al-Jazeera [i. e. Upper Mesopotamia, in this case Iraq]].

Istanbul: Matbaa-i Amire 1334 [1918]

8°: 23 pp., original pink wrappers with lettering, stapled (soft folds, minor staining in the upper part, but overall in a good condition).

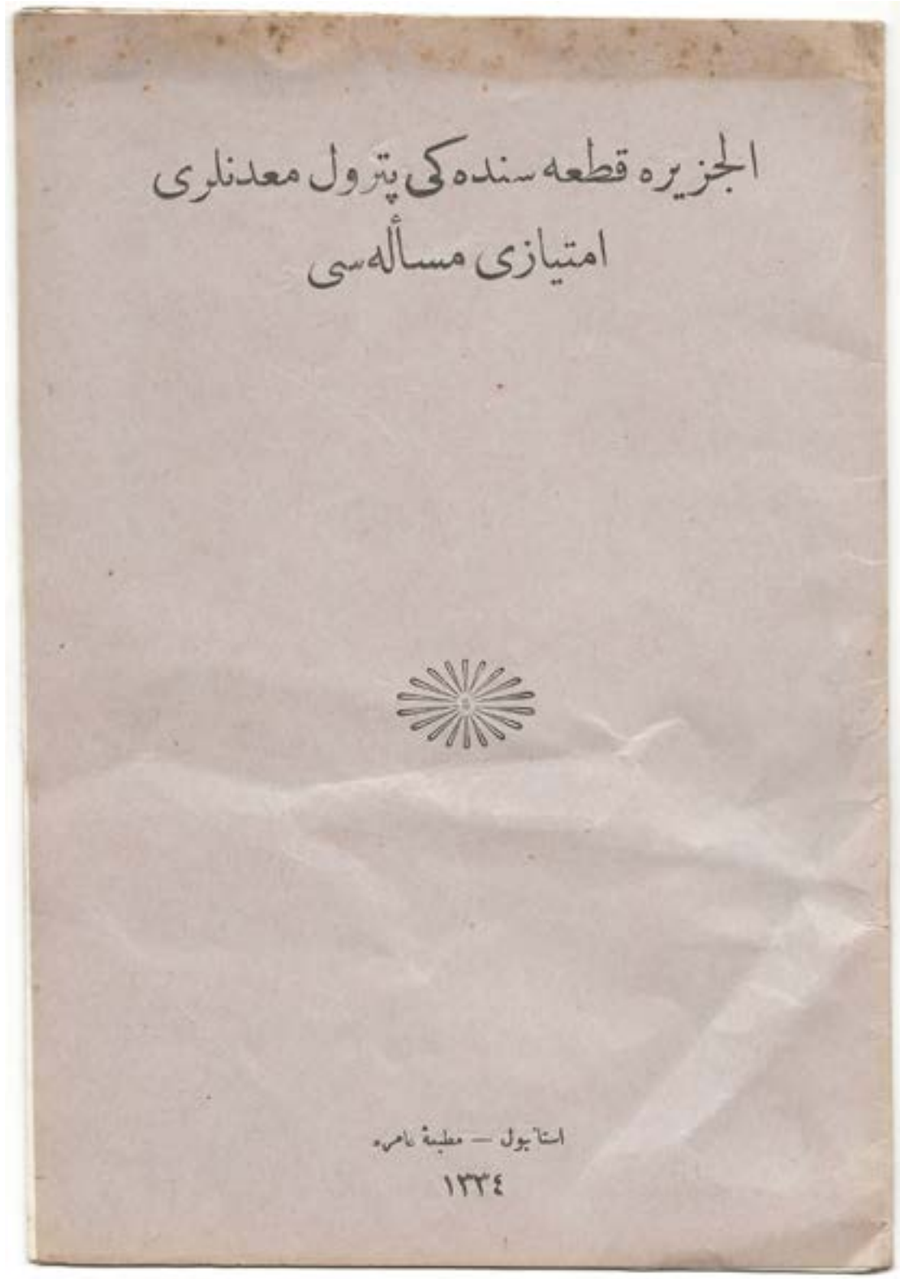
The Anglo-Australian entrepreneur William Knox D'Arcy, backed by the Royal Navy and the Indian government, formed the Anglo-Persian Oil Company (APOC), which discovered the first commercially viable oil field in the Middle East, in Southwestern Persia, in 1908.

Next, APOC teamed up with the Armenian tycoon Calouste Gulbenkian to form the Turkish Petroleum Company (TPC) in 1912, to search for oil in Mesopotamia (Ottoman Iraq). While imprecisely known to Westerners, Northern Iraq was undoubtedly home to petroleum deposits, as numerous oil seeps, some constantly on fire, dotted the landscape, while the region had the correct geology to host fossil fuels. However, the onset of World War I, which brought Britain into conflict with the Ottoman Empire, ended the TPC's exploration activities before they even got off the ground.

In what was known as the Mesopotamian Campaign, British-Indian forces invaded Iraq. While the going was tough, the British eventually managed to take Baghdad in March 1917. From there, they fought their way north up towards Kirkuk and Mosul.

This pamphlet, printed in 1918 in Ottoman and English, at the end of WWI, is an extract from the contract, made between the Turkish Petroleum Concessions of the d'Arcy group and the Turkish Petroleum Company.

650 EUR



29. Tatars in Russia
Kazan Imprint

Musa Bigiev (1870-1949).

اوزون كونلرده روزه
[Ozin Konnarda Ruza / Fasting during Long Days]

Kazan: [Umid] 1912.

Small 4°: 204 pp., IV (wrongly printed as VI), original wrappers with lettering (slightly age-toned, small tears in margins, margins with minor staining, otherwise in a good condition).

A rare religious book in Tatar language, written by Musa Bigiev, also known as the Luther of Islam

Musa Bigiev was a Tatar prolific scholar, translator and author, born in Russia. He was one of the leaders of the Jadid movement and greeted the Russian revolution with optimism for a better future for the Muslims of the country. Already in 1923 he was arrested by the Soviets as a part of their suppression of religion. After a numerous further problems with the new government Musa Bigiev fled to China and later Afghanistan and India, where he continued with his studies and work. He died in exile in Cairo.

Musa Bigiev authored several important works for the Tatar minority in Russia.

We could not find any institutional examples on Worldcat.

240 EUR


موسى جار الله بيگييف.

اوزون كونلرده روزه

КАЗАНЬ.
Электро-типография „УМИДЪ".
1912.

30. Didactics of Geometry for Girls
Late Ottoman Empire

Anonymous

Ottoman Geometry Exercise Book

[S. l., S. d., but Istanbul: circa 1912 or later].

Oblong 4°: [16 pp.,] with guards featuring 31 colour collages on 5 pages (left-hand side only) with pencil annotations, original purple wrappers with mounted image, old manuscript on the cover and drawings on the inner side of the cover (Very Good).

Through a series of collages representing geometric forms in vivid colours the anonymous pupil of the late Ottoman Empire explores various angles, trigonometry and construction of three-dimensional forms.

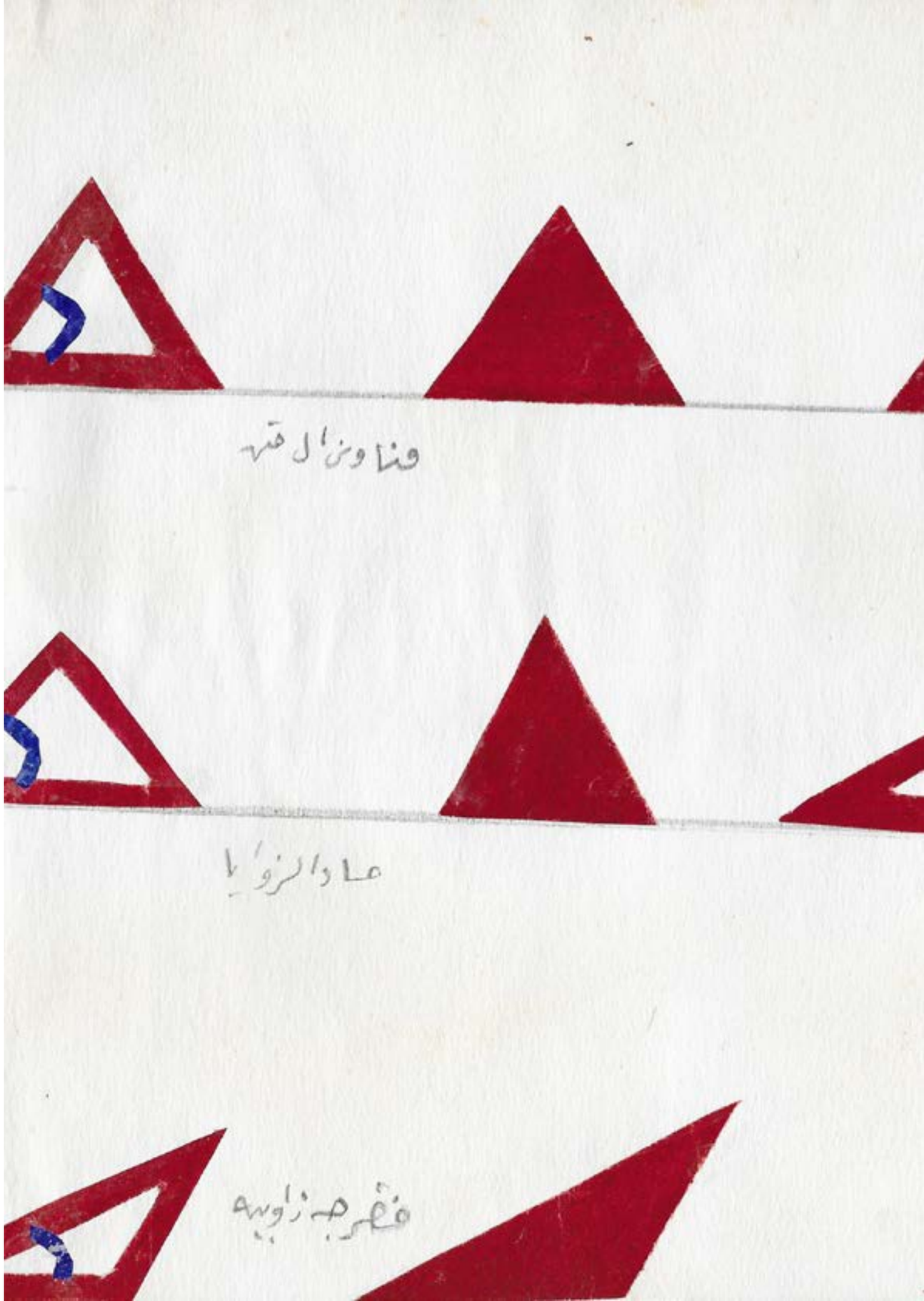
A charming late Ottoman geometry test book with colourful collages, possibly made by a girl

According to the inscription on the title page, made by a child, the work was made as an exam at the Dervish Pasha Mektebi, a building, which from 1911-1912 on served as a school for applied arts (*lit.* industrial school) for girls, named *Kız Sanayi Mektebi*.

The cover is ornated with an image of Kandilli, a part of Istanbul by the Bosporus, on the Asian side, showcasing the area around 1905-1910.

The exercise book is a valuable insight into not well researched didactics of mathematics and geometry for girls in the late Ottoman Empire.

850 EUR





خط شکسته



خط منحنی



خط مستقیم



خطوط موازی



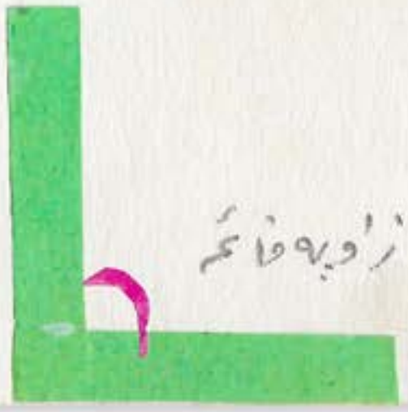
عمود و مایل



مایل



زاویه منفرجه



زاویه قائمه



زاویه حاده

31. Art Deco Ski Manual

Robert KUMP

Smučanje
[Skiing]

Ljubljana: by the author, printed by Učteljska tiskarna, illustrations printed by Stanko Deu [1934].

Large 12°: 139 pp. with a full page portrait, and black and blue illustrations, [5 pp.], original linen binding with red lettering, original dustjacket. Appendix 1: large 12°. 11 pp., [5 pp.] stapled. Appendix 2: large 12°. 12 pp., [4 pp.] (dustjacket slightly dusty with tiny tears and loss of paper in margins, but otherwise in a good clean condition).

A rare Slovenian ski manual with highly decorative art deco drawings in black and blue without text with rare original wrappers.

A rare Slovenian ski manual with highly decorative art deco drawings in black and blue without text with rare original wrappers.

A charmingly drafted book on the techniques of skiing was self-published in 1934 by the author as an international publication with illustrations without text. The text in Croatian and German is printed separately in appendices.

The beautifully designed illustrations represent various styles of skiing and ski jumping.

Worldcat only lists 6 examples in Slovenian institutions.

Reference: OCLC 444683528.

220 EUR



32. Yugoslav Book Design
Civil Rights Movement

Richard WRIGHT (1908 – 1960), author; Ciril KOSMAČ (1910 – 1980), translator; Josip VIDMAR (1895 -1992), author of the introduction.

Otroci strica Toma
[Uncle Tom's Children]

Ljubljana: Mladinska knjiga 1956.

8°: 203 pp., [5 pp.], original cloth binding with debossed decoration, original illustrated dust-jacket (minor tears to the dustjacket, otherwise in a good clean, unread condition).

This is the first Slovenian translation of Uncle Tom's Children in a near mint unread condition. The dustjacket and the decorative debossed boards were designed by an anonymous Slovenian / Yugoslav artist.

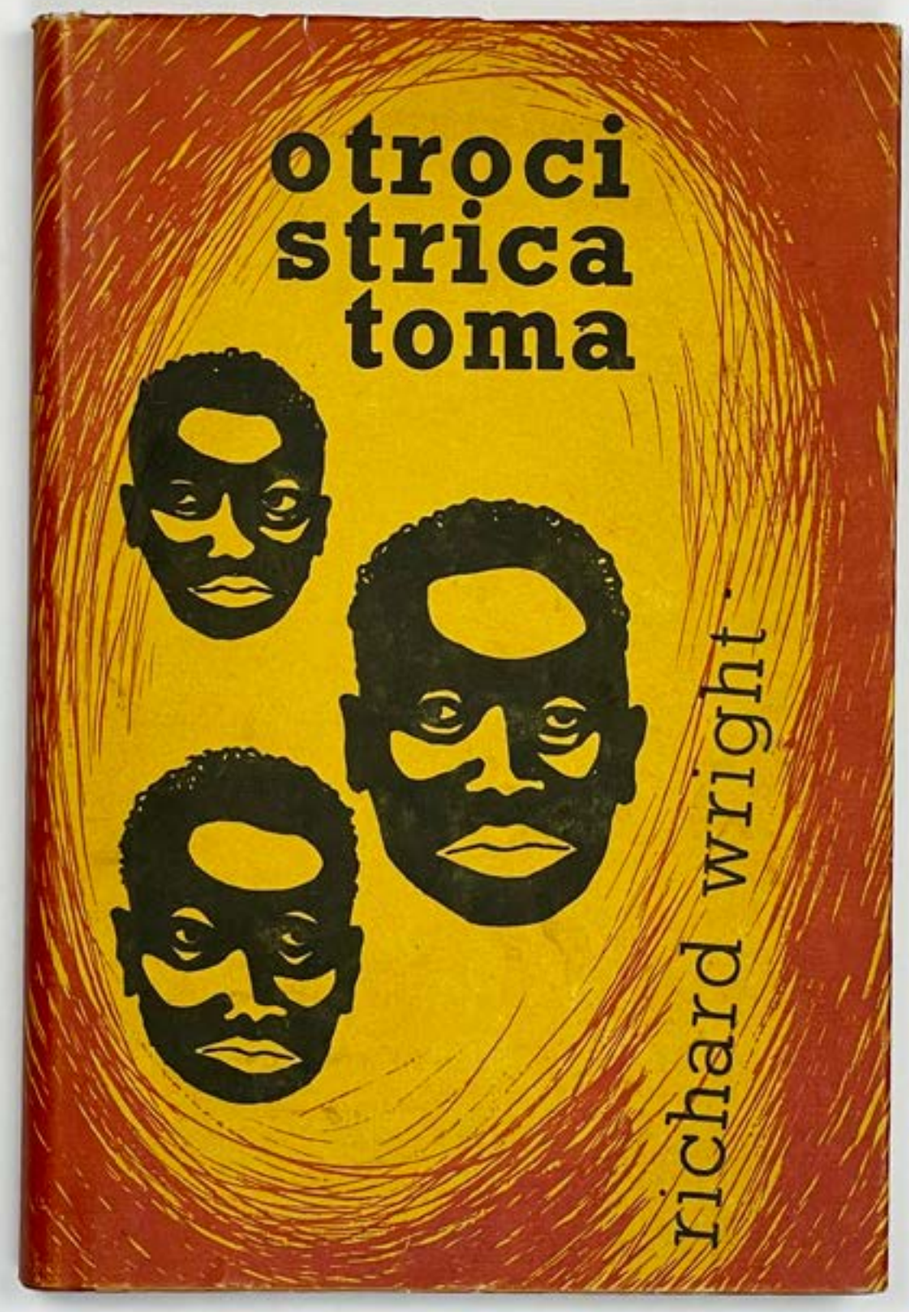
A short introduction to Richard Wright's work was written by a Slovenian intellectual and politician Josip Vidmar (1895 -1992), at the time President of the Slovenian Academy of Sciences and Arts. Vidmar expressed his strong sympathy for the civil rights movement of African Americans.

A Slovenian translation of Uncle Tom's Children with mid-century design dust-jacket.

Josip Vidmar was himself actively involved in fight for human rights all his life. Between the wars he fought against the Serbian suppression of Slovenians in the time of the Kingdom of Yugoslavia and in anti-Fascist movements. In 1941, on April 26th, only 20 days after Yugoslavia capitulated in WWII, the Slovene resistance organization, later generally known as the Partisans, was founded in Josip Vidmar's villa in Ljubljana.

References: OCLC 443789126.

220 EUR



33. Yugoslav Book Design

Dušan SAVNIK (1919–1975), author; Uroš VAGAJA (1920–1971), designer.

Oceanija v sodobnem svetu.
[Oceania in the Modern World]

Ljubljana: Mladinska knjiga, 1964.

8°: 326 pp. with images and maps and interleaved illustrations, [2] index, original blue card boards with illustrated cover, white cloth spine with brown lettering, original illustrated dustjacket (dustjacket with minor staining and light wear to corners, inside with hardly noticeable staining and sporadic folds, old hand written name in ink on the inner side of boards, otherwise in good condition).

The first and only edition of a work on Australia and Oceania by a Slovenian author, translator and lawyer Dušan Savnik (1919–1975). It is illustrated by a harmonically designed book cover with an image of tikis, which were then popular in global contemporary culture, as well as a dustjacket showcasing a stylized map of Australia and Oceania.

Uroš Vagaja is was one of the most prolific and esteemed Yugoslav book designers of the post war period, responsible for illustrating over 100 (and possibly many more) books. Trained as an architect, he was active as a painter, illustrator and stage designer, and during WWII was heavily involved in underground Partisan printing. After the war, Vagaja studied architecture in Prague and Ljubljana, graduating in 1956.

Vagaja's book designs combine modern lines with flat colourful surfaces, a common motif influenced by the techniques of Partisan underground printing, which succeeded in creating powerful images with scarce resources, such as a limited palate employing linocuts. His narrative dustjackets were positioned in a dialogue with minimalistic covers, usually designed by simple printed and embossed lines, speaking to the heart of the story.

One of the key characteristics of Vagaja's work was his employment of maps as a narrative design, especially in the form of endpapers, where he often used cartography, based on his own drafts.

References: OCLC 7375973 & 503758654.

75 EUR

