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1. Antigua – Slavery & Emancipation / Black (Afro-Caribbean) Cartographers

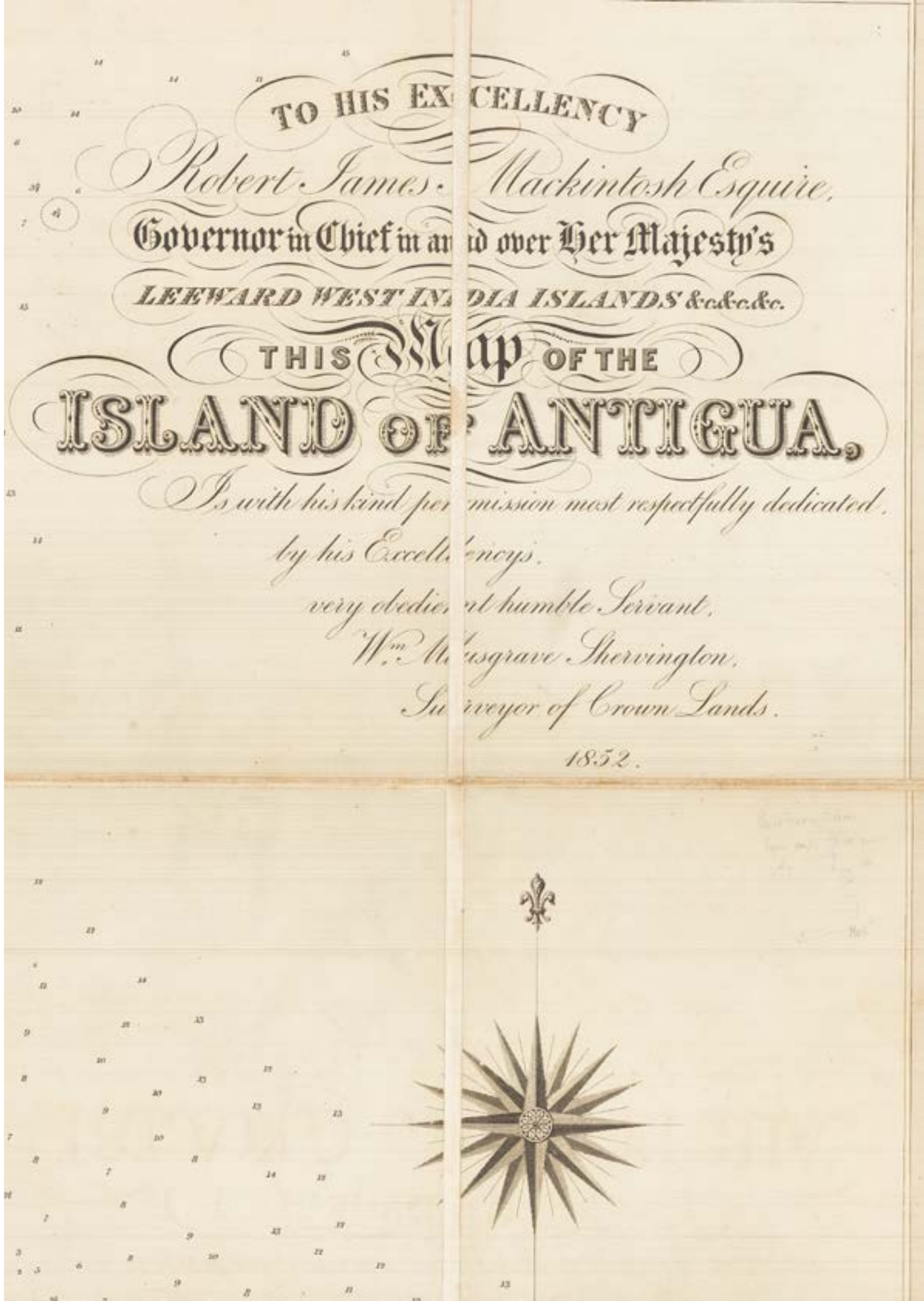
William Musgrave SHERVINGTON (fl. 1840s – 1860s).

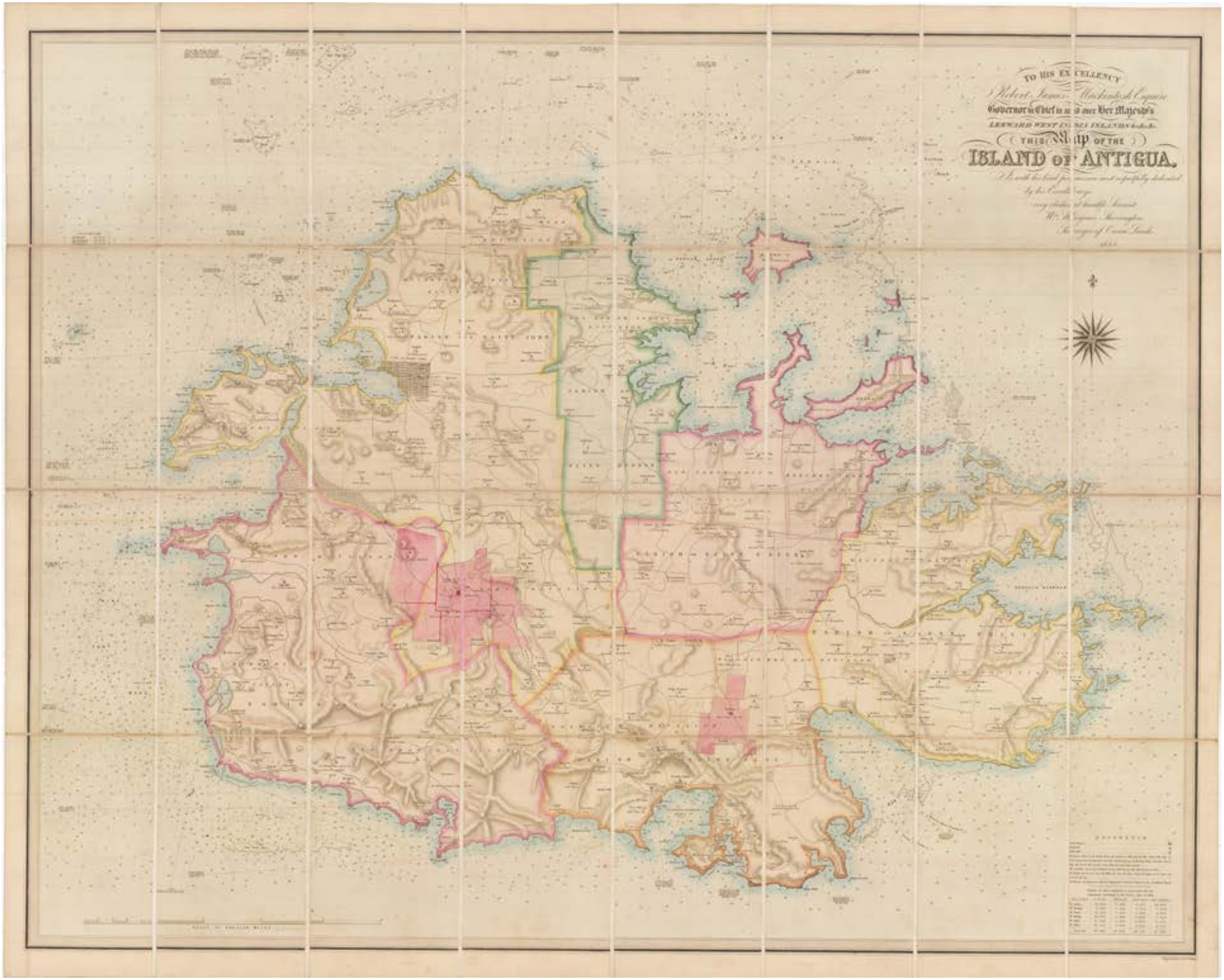
To His Excellency Robert James Mackintosh Esquire, Governor in Chief in and over Her Majesty's Leeward West India Islands &c.&c.&c. This Map of the Island of Antigua, Is with his kind permission most respectfully dedicated, by his Excellency's very obedient humble Servant, by Wm. Musgrave Shervington, Surveyor of Crown Lands, 1852.

London: J. & C. Walker, 1852.

Engraving, with original outline colour with full azure wash over the seas, dissected into 32 sections and mounted upon original linen with chestnut-coloured pebbled endpapers, folding into original maroon full calf slipcase with gilt-debossed title to spine; extensive contemporary manuscript additions in pink wash, red ink and pencil (Very Good, overall clean and crisp with resplendent original colours, just very light even toning and the odd tiny spot, slipcase worn with major loss to upper part of spine), 107 x 132 cm (42 x 52 inches).

An outstanding rarity of Caribbean cartography - 1 of only 3 known examples - being a grand format work that is the finest and most important 19th century map of Antigua, serving as the legally authoritative 'masterplan' of the island for decades; made by William Musgrave Shervington, the Surveyor of Crown Lands of Antigua, who was importantly the British West Indies' first major black surveyor-cartographer (being a gentleman of mixed Afro-Caribbean and British ancestry), working during the brief period in Antiguan history, in the post-emancipation era, when black Antiguans enjoyed remarkable political and economic freedoms and power; the map showcases the island to an ultra-large scale, predicated upon advanced trigonometric surveys, it labels all its numerous sugar plantations (specifying their sources of power), outlines all town and villages (including the new 'freemen' settlements founded by former slaves), depicts all roads and infrastructure, carefully represents all topographical features and jurisdictional boundaries, as well as presenting and incredibly detailed and exacts delineation of the coasts with copious hydrographic data (the result of Shervington's collaboration with the Royal Navy surveyor Captain Edward Barnett); here being a unique example with extensive and materially significant contemporary manuscript additions – the map, created by an intriguing, ground-breaking cartographer, possesses a vast wealth of information on Antigua and the British Caribbean in the immediate post slavery period that has never been seriously investigated by scholars.




TO HIS EXCELLENCY
Governor in Chief in and over Her Majesty's
THIS Map OF THE
ISLAND OF ANTIGUA.

This great landmark in the cartography of the Caribbean is the seminal 19th century map of Antigua, as well as being the most important map of any West Indian island made by a black mapmaker. It is also one of the rarest of all the 'grand maps' of the region, being one of only three known surviving examples. The map was created by William Musgrave Shervington, the Surveyor of Crown Lands of Antigua, who was the British West Indies' first prominent black surveyor-cartographer (being a gentleman of mixed Afro-Caribbean and British ancestry). He operated during a brief period in Antiguan history, in the post-emancipation era, when black Antiguans enjoyed remarkable political and economic power, seeing members of the community realize great achievements in a variety of fields. The present map is perhaps the most impressive enduring artefact from this remarkable time.

The map, which served as the official 'masterplan' of the island for both public and private stakeholders for several decades. It showcases Antigua to an ultra-large scale, predicated upon advanced trigonometric surveys, labeling all its numerous sugar plantations (specifying their sources of power), outlining all towns and villages (including the new 'freemen' settlements founded by former slaves), depicting all roads and infrastructure, carefully representing all topographical features and jurisdictional boundaries, as well as presenting an incredibly detailed and exact delineation of the coasts, with sophisticated hydrographic information (the consequence of Shervington's collaboration with the esteemed naval hydrographer Captain Edward Barnett).

The present example of the map is unique, for it features extensive contemporary manuscript additions delineating the cadastres of specific sugar plantations, clearly drafted by a professional surveyor. The map, created by an intriguing, ground-breaking cartographer, possesses a vast wealth of information that speaks not only to the history of Antigua, but also to the grander drama of the British Caribbean in the post slavery era, being a precious resource that has never been seriously investigated by scholars.

The grand map (measuring 107 x 132 cm) is crisply engraved, with resplendent original wash colours, and captures Antigua to the enormous scale of 2/5 of a mile to an inch, granting one a panoptic view of the entire island with all aspects of its natural and human geography. Indeed, it is perhaps the most detailed general map of any major Caribbean Island made to date, capturing the nature of the society and economy of Antigua during a critical historical period. It precisely expresses the topography, with the complex coastlines defined by trigonometrical surveys, with all inland features, such as rivers, streams, valleys and highlands (represented by careful hachuring, with the spot heights of major peaks given in feat), along with swamps, beaches and coral reefs.

The map pictographically presents every settlement, with the major towns, such as Saint John (the capital) and Falmouth, featuring their complete street plans, with the labeling of major buildings and sites. Importantly, every rural estate (almost all of which were still sugar plantations) is marked, noting the property names and the current owners, while pictographic symbols, defined in the 'References' (in the lower right corner), note the properties' power sources (for grinding the cane), being 'Steam Engines' (a relatively recent innovation), 'Windmills' and 'Cattle Mills'. The map also depicts and labels all churches, which were the nuclei of social life throughout the island. The map also captures Antigua's entire road system, including bridges and fords, as well as its extensive military infrastructure, with the plans of the numerous forts and batteries carefully outlined and labeled.

Features of special mention include the mapping of Saint John, which shows the city's neat grid of streets, labeling such features as the Governor's House, Cathedral, Court House, Moravian Mission, and the Army Barracks. Notably, English Harbour, in the southeast of the island, near Falmouth, was an important Royal Navy base that from 1784 to 1787 was the haunt of the future Lord Admiral Horatio Nelson. Along the small but well sheltered and deep harbour is the 'Dockyard' (today known as Nelson's Dockyard'), protected by various forts and batteries.

Of great intertest, are the numerous 'freedmen villages' that had developed across Antigua in the 18 years since the abolition of slavery. While some emancipated former slaves moved to the towns upon gaining their freedom, others formed new communities, usually anchored by a 'United Brethren' church (a revivalist Protestant movement that developed in America in the late 18th century, subsequently becoming wildly popular with slaves and emancipated people), for the 'freedmen' gained great strength from the evangelical faith. Most of these communities sustained themselves by renting farmland land, or forming accommodations with, the local planters (who were often their former masters / tormenters), creating awkward but necessary relationships.

The most important of these settlements was the village of Freetown, in the extreme southeast of the island, in St. Philip's Parish. Founded in 1843, Freetown had by the time that the present map was made grown to have over 2,000 residents. Other such villages were 'Newfield' (St. Philip); Liberta (St. Paul, near Falmouth); All Saints, in the centre of the island; Freemanville (St. Peter); Sea View (St. George); Wilcox Village (Saint John), and 'August Town', just on the southern outskirts of the town of Saint John, amongst others.

Importantly, the 'freedmen' villages allowed newly liberated black Antiguans to build new lives, to cope, and in many cases thrive, upon being suddenly left with nothing at the point of emancipation. These communities were to play an extremely important role in the cultural and economic development of Antigua, as a large percentage of Antiguans lived in these distinct, largely self-contained mini societies. Their success in good part explains why the Afro-Caribbean population in Antigua generally fared much better than the black populations on most other Caribbean islands.

The table in the lower right corner of the map, entitled 'Number of Acres contained in each Parish with the Population according to the Census taken in 1851', provides the land areas and populations (divided into male and female) of all six parishes, and reveals that the island's total area was 68,908 acres, with the population being 37,136, of which 16,845 people lived in the capital parish, St. John.

The Story Behind the Creation of the Shervington Map: A Collaboration of Land and Hydrographic Surveying

The story behind how the present map was made is quite intriguing. While not stated anywhere (at least as best as was we can tell), the map is the result of a fortuitous collaboration between William Musgrave Shervington (who mapped the land) and Captain Edward Barnett (1799 - 1879), a Royal Navy officer who was one of the most important hydrographers of the Caribbean of the 19th century.

One will immediately notice that the map features incredibly extensive and detailed hydrographic information, such that it is both a sea chart and a terrestrial map. Barnett was a highly skilled hydrographer who commanded his own surveying vessels in the West Indies between 1835 and around 1850. He was responsible for creating the first advanced trigonometrical surveys of all or parts of the coastlines of the Bahamas, St. Christopher, Nevis, Anguilla, St. Martin, Saint Barthélemy, Barbuda (Antigua's 'sister island'), the Yucatan, Belize and Honduras and Nicaragua.

In 1848, at the command of the HMS Thunder, Barnett was dispatched to Antigua to conduct the first advanced scientific survey of the island's coastlines and surrounding waters. He spent months in and around Antigua, whereupon he became acquainted with Shervington, who was in the process of creating the first advanced scientific terrestrial map of the island. The two men joined forces, with Barnett supplying the hydrographic data and the precise demarcation of the coasts, while Shervington mapped the landward details, predicated upon his careful composition of cadastral surveys and his own trigonometrical mapping. The result was the first scientifically accurate and detailed mapping of all of Antigua and the surrounding maritime space.

Barnett freely shared his hydrographic mapping with Shervington, while the latter supplied the former with his terrestrial cartography. Barnett planned to publish his sea chart of Antigua, while Shervington intended to print a general map of the island. Barnett arranged for his chart of Antigua to be published in a grand 4-sheet format by the leading London chart and map printer of J. & C. Walker, which had a long-term contract to issue cartographic works for the Admiralty's Hydrographic Office and the East India Company.

Barnett's chart was issued as West Indies, Antigua, with the imprint date of February 2, 1852, with each sheet bearing its own subtitle. The chart featured roughly the same hydrographic information as would appear on Shervington's map, along with an unusually great amount of terrestrial detail, as supplied by Shervington (although omitting some of the details featured upon the present map). Please see a link to the upper-left sheet of Barnett's chart (being Sheet IV, Carlisle Bay to St. Johns Harbour), courtesy the University of Wisconsin-Milwaukee:

https://collections.lib.uwm.edu/digital/collection/agdm/id/20163/rec/3

It seems that Barnett also assisted Shevington in having his map published, as J. & C. Walker issued the present map the same year as it printed the captain's chart. Walker, while a major cartographic house, seldom published terrestrial maps of the Americas, and the incredibly precise, scientifically rigourous sea chart-like style of Shervington's map is somewhat unusual for a work is its kind. Indeed, it has a far more 'crisp' and clean appearance than like maps of other West Indian islands.

Of a very large format, exquisitely engraved and hand coloured and mounted upon linen, folding into a full calf slipcase, Shervington's map was clearly a very expensive work, with Walker going 'no holds barred' in its production.

Comparative Cartography: The Shervington Map's Place in the Historical Mapping of Antigua

The Shervington map is by far and away the finest and most detailed map of Antigua made during the 19th century, and historically, it is one of the two 'great maps' of the island made before 1900. While roughly accurate renderings of Antigua appeared in the late 17th century, the first generally correct, large format map of Antigua was Robert Baker's A New and Exact Map of the Island of Antigua in America, according to an Actual and Accurate Survey made in the years 1746, 1747 & 1748 (London: T. & J. Bowles, 1749). A grand and incredibly beautiful work, it was predicated upon surveys executed by a variety of methods, composed by Baker, who was then the Surveyor General of the island. However, due to the uneven quality of the surveys employed, it was far less accurate than Shervington's endeavour.

Baker's work served as the basis for all maps of Antigua for a century. The well-known maps of the island, including Thomas Jefferys's Antigua, surveyed by Robert Baker… (1775); John Luffman's Antigua in the West Indies / America (1793); and J. Johnson's Map of the Island of Antigua, in the West Indies (1829) were essentially reiterations of the Baker's work, with the only changes being modest updates to infrastructure and the proprietorship of plantations.

Shervington's map thus represents a bold leap forward, being the first general map of the island largely predicated upon advanced scientific surveys, as well as being the largest-scale and most detailed printed map of Antigua issued to date.

The only other significant map of Antigua made during the 19th century, Henry Martin Adams's To His Excellency Sir William Frederick Haynes Smith K.C.M.G. Governor and Commander in Chief &c. &c. &c. of the Leeward Islands this map of the Island of Antigua is most respectfully dedicated by His Excellency's obedient humble servant Henry Martin Adams licensed surveyor 1891 (NP, 1891), was a cheaply made ('recession era') production that largely reiterated Shervington's work, save for the odd update to the status of property ownership or infrastructure. Shervington's map was only gradually superseded by the ordnance-type mapping commissioned by the colonial authorities during the first half of the 20th century.

The Uses of the Shervington Map and the Manuscript Additions to the Present Example

Shervington's map served as the finest, most detailed and most accurate general map of Antigua for decades and was only superseded well into the first half of the 20th century. It served as the 'masterplan' of Antigua used by the crown officials, businessmen and landowners for omnibus purposes.

First, the Antigua Legislative Assembly's An Act to Consolidate the Laws in relation to the Division of Parish Boundaries (1860) formally declared Shervington's work to be the definitive map of the island, as the definitive record of its internal (parish) boundaries, with the legitimation reading: "The following shall continue to be the parishes in the Island, as delineated and described on the map or plan of this Island and its dependencies, made or published in the year one thousand eight hundred and fifty-two by William Musgrave Shervington".

Second, the map was used by the Antigua land registrar, the supreme court and private property owners (and their surveyors) to contextualize cadastral divisions. Importantly, proving that the work was used as such, the present map features extensive contemporary manuscript additions relating to multiple cadastral divisions, indicating the map was marked and used by a professional land surveyor. The manuscript augmentations outline the boundaries of several important plantations, with their areas bathed in a pink wash, while a couple properties are marked by red dots. These properties include, in the western interior of the island, the estates of Green Castle, Bendals, Byams and Belvidere; while in Saint Paul parish, near Falmouth, in the south, the major estate of Bodkins is delineated and shaded. The land areas of several other estates are also distinguished in the north and northwest of the island, shaded in pencil, while the names of various other properties bordering the delineated plantations throughout the island are written in pencil.

The Shervington map would also have played a critical role in managing the operations of the West Indian Encumbered Estates Commission, the special body that oversaw the sale of the numerous Caribbean plantations that went bankrupt in the decades after the abolition of slavery. As it turned out, between 1866 and 1892, the Commission oversaw 73 sales of insolvent plantations in Antigua (more than with any other island, save Jamaica). For each sale, the relevant estate needed to be mapped, and the present work was the only map upon which these cadastral plats could be accurately contextualized.

Third, the Shervington map would have been critically useful to the crown officials when planning infrastructure development, as well as guiding logistical planning on the part of private enterprises.

Fourth, the map would have been of great vale to the British Army and Royal Navy, as it was both an advanced hydrographic and a terrestrial map that could guide both defensive planning and military movement (the colonial authorities were always

concerned about the possibility of 'uprisings' on the part of Antigua's black community, stoked by the shock of the 1866 rebellion in Jamaica, although these worries were proven to have been grossly exaggerated).

Historical Context: Antigua in Transition, the Post-Slavery Era and the Rise of the Black Antiguan Middle Class

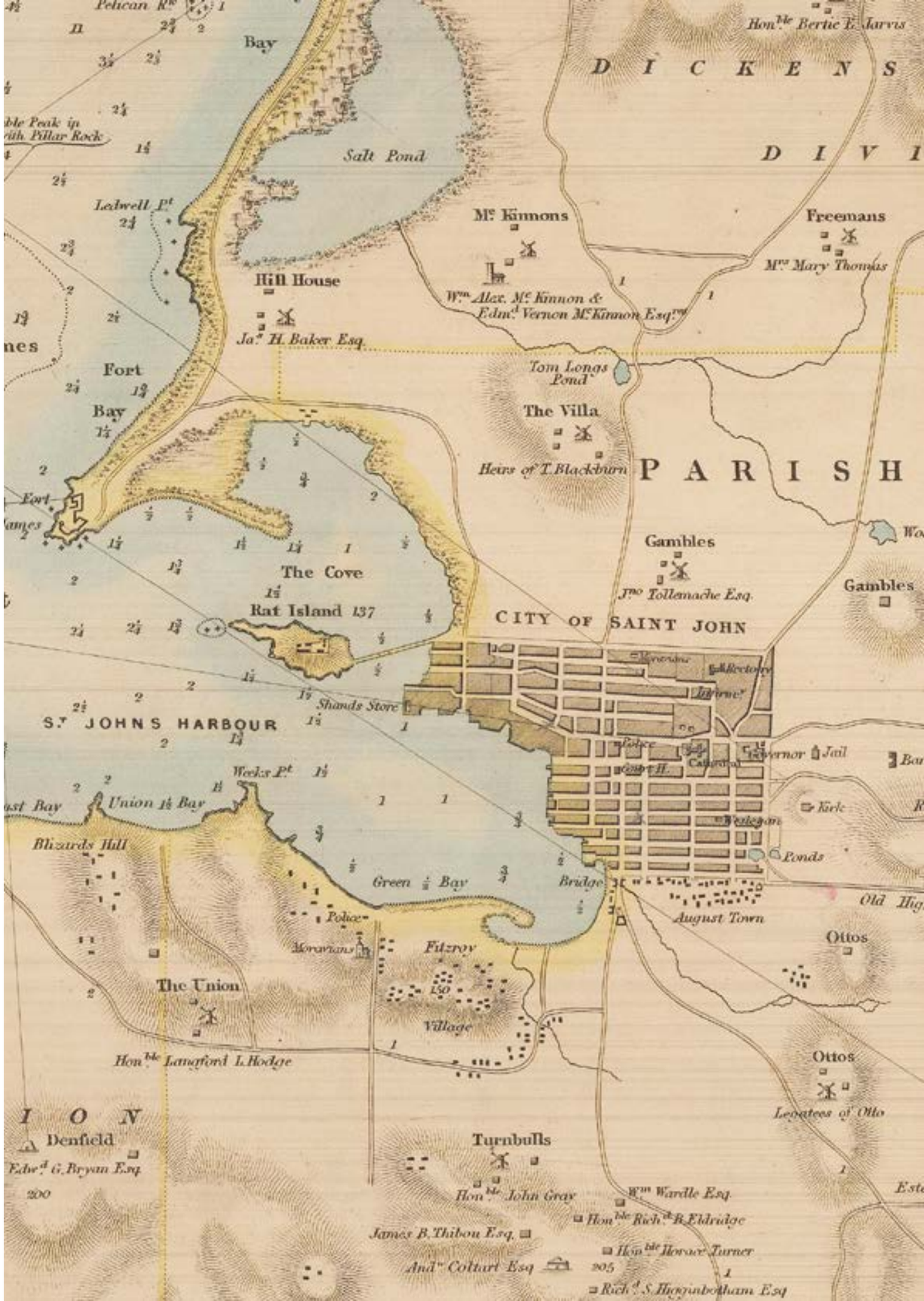
The present map appeared during a period of transformative change in Antigua's economy, politics and society, and indeed its race relations. While the changes in some ways mirrored those on the other British West Indian colonies in the wake of the abolition of slavery, in many key respects, the course of history in Antigua followed its own distinct trajectory.

Notably, for a brief period, from the early 1830s to the mid-1850s, communities of black Antiguans, people initially formally classified as 'free coloured', came to occupy a central role in the economic, political and social life of Antigua, even at an elite level, in sharp contrast to the generally marginalized role of such communities on other islands.

Antigua was one of the first British colonies in the Caribbean, having been founded in 1632 by the great sugar baron Christopher Codrington, who bought setters over from St. Kitts. By the 1670s, Antigua had formed highly profitable sugar-slave economy. The heyday of the island's agrarian bounty came in the 1760s, when it was the fourth largest sugar producer in the British Empire (next to Jamaica, Barbados and St. Kitts) and one of the wealthiest places in the world (at least as far as Antigua's small white planter community was concerned). However, of the island's 36,000 residents, 32,000 were slaves, with the 'free coloured' (liberated slave) population perhaps numbering only a few hundred souls. Meanwhile, beginning in the 1740s, Antigua was home to an important Royal Navy dockyard, at English Harbour.

While sugar remained important and was only crop that could be sustained upon a mass-scale in Antigua, as it was less fertile than the other great sugar islands, from 1770s onwards its soils gradually became depleted, such that its annual crops yields diminished. However, the island's excellent location, immediately along the main West Indies-Europe shipping routes, aided by the stellar nature of Saint John's Harbour, supported a booming mercantile trade independent of the sugar industry, while the fixed naval establishment proved a reliable support to the economy.

During the early 1800s, a new class gradually emerged in Antigua that was to play an outsized role in shaping its future development. By this time, many slaves have been manumitted, while the children of mixed unions between white men and black women (either slave or free) had created a large and growing community of people who were legally termed as 'free coloured'. As the historian Susan Lowes remarked, Antigua's free coloured population was "Neither Black nor White, neither Slave nor



Free". Yet, over time, they were granted ever more civil rights, while some, those being the heirs of well-off white forbears, were provided with good educations and financial resources. Some of these individuals showed great industry and a strong work ethic, leading them to make successful careers as merchants or colonial officials. Indeed, the 'free coloured' community gradually came to occupy the island's emerging 'mulatto middle class'.

Between 1805 and 1821, Antigua's free coloured population grew from 1,300 to over 4,000 persons, even as the island's general population declined from 36,000 to 31,000. On the eve of the abolition of slavery, the free coloured community was simply too large and economically significant for their concerns to be ignored, and unlike the case in most other places in the British West Indies, where such communities tended to be marginated, there they came to play a central role in the island's economic, political and social life, even at an elite level.

A catalyst for change was the administration of Major-General Sir Evan John Murray-Macgregor, who served as the Governor of Antigua and the Leeward Islands from 1832 to 1836. An ardent Scottish liberal and abolitionist, he granted free coloured Antiguans full civil rights in 1832, including the right to vote (pending the normal property qualifications) and sit in the legislature. While the British crown proclaimed in 1833 that slavery was to be abolished across the empire through a gradual process lasting from 1834 to 1838 (such that the former slaves had to serve as 'apprentices' to their former masters for this four-year period), in 1834, Murray-Macgregor ordered the immediate and total abolition of slavery in Antigua, with no provision for the apprenticeship regime. He also befriended the colony's leading mixed-race clans, such as the Shervingtons, Athills and Lovings, and awarded them with crown appointments and government contracts, counting several black figures amongst his 'kitchen cabinet'. It was said that Murray-MacGregor sought to "banish forever the objections to the seating of mixed and pure blood on similar occasions".

Importantly, in the wake of the abolition of slavery, Antigua's sugar economy held up much better than that of the other British West Indian islands, at least initially. First, the island was small, and its estates were relatively well managed, usually by dedicated resident proprietors, unlike the situation on most other islands. Second, the former slaves did not desert the sugar plantations en masse, as they did in places such as Jamaica, as there was virtually no free land on Antigua for them to establish their own farms, while the island's only real towns, Saint John and Falmouth, could not accommodate a large influx of migrants from the countryside. As such, the planters were able to maintain most of the existing workforce, although at greater costs, having to forge arrangements with the heads of the 'freedmen villages'. As such, Antigua's economy remained buoyant, with the effect that the island's small white population (which numbered only around 2,000) felt sufficiently secure to allow the emerging black middle class to enjoy some of the island's good fortune.

As such, from the 1830s to 1850s, Antigua, elected several black members to its legislative assembly; had many black officials in senior government offices; while several of the island's leading merchants, lawyers and bankers were of partial Afro-Caribbean ancestry. Additionally, black members held key roles in the local Freemason's lodge, which was then the island's most important elite social club.

Contemporary visitors to Antigua, often painted a rosy picture of the state of the island's black elite. Mrs. Frances Lanaghan Flanagan, after her 1842 tour of the island, reported that "white and coloured gentlemen walk, and talk, and dine together - drink sangaree at one another's houses, sit in the same juror's box, and are invited, sans distinction, at Government House". During his 1850 visit, John Candler recalled that "Many highly respectable men, who were also [i.e., once] slaves now fill the office of Legislators, or are otherwise employed in civil office, owing to their talents and qualifications for public business".

It was in this climate, that William Musgrave Shervington, the son of one of the Antigua's free coloured grandness, was able to be trained as a professional surveyor and to gain the coveted position of Surveyor of Crown Lands of Antigua, leading him to create the most important map of the island of the 19th century. Such accomplishments by a black man would then have been unthinkable virtually anywhere else in the British Caribbean.

In truth, the situation for the black elite in Antigua would have been a lot more complicated than Flanagan's recollections imply. While the new climate allowed many well educated and connected black Antiguans to rise to great heights in business and government, they would have endured persistent prejudice, such that they would have had to work 'harder and better' than their comparable white colleagues in order to maintain their status.

However, this is not to say that all was generally secure and easy for black Antiguans – the reality was far from this. Only the well-off and well educated few enjoyed the favour of the crown and experienced extensive civil rights. The majority of black Antiguans lived in relative poverty (albeit perhaps in better conditions than on many of the other islands), many in the rural freedmen villages, having to make accommodations with their former masters. Moreover, while the mercantile communities in Saint John and Falmouth, as well as much of the government sector, may have been relatively liberal minded, open to working commodiously with black Antiguans, the island's plantocracy remained resolutely opposed to the advancement of the black population, and tried (ultimately unsuccessfully) to block the election of black candidates the island's legislature and to sabotage their bids to buy agricultural land. While the planters did not enjoy the same level of political power that their compatriots on the other islands generally possessed, they nevertheless represented a powerful and enduring threat to Antigua's black middle class.

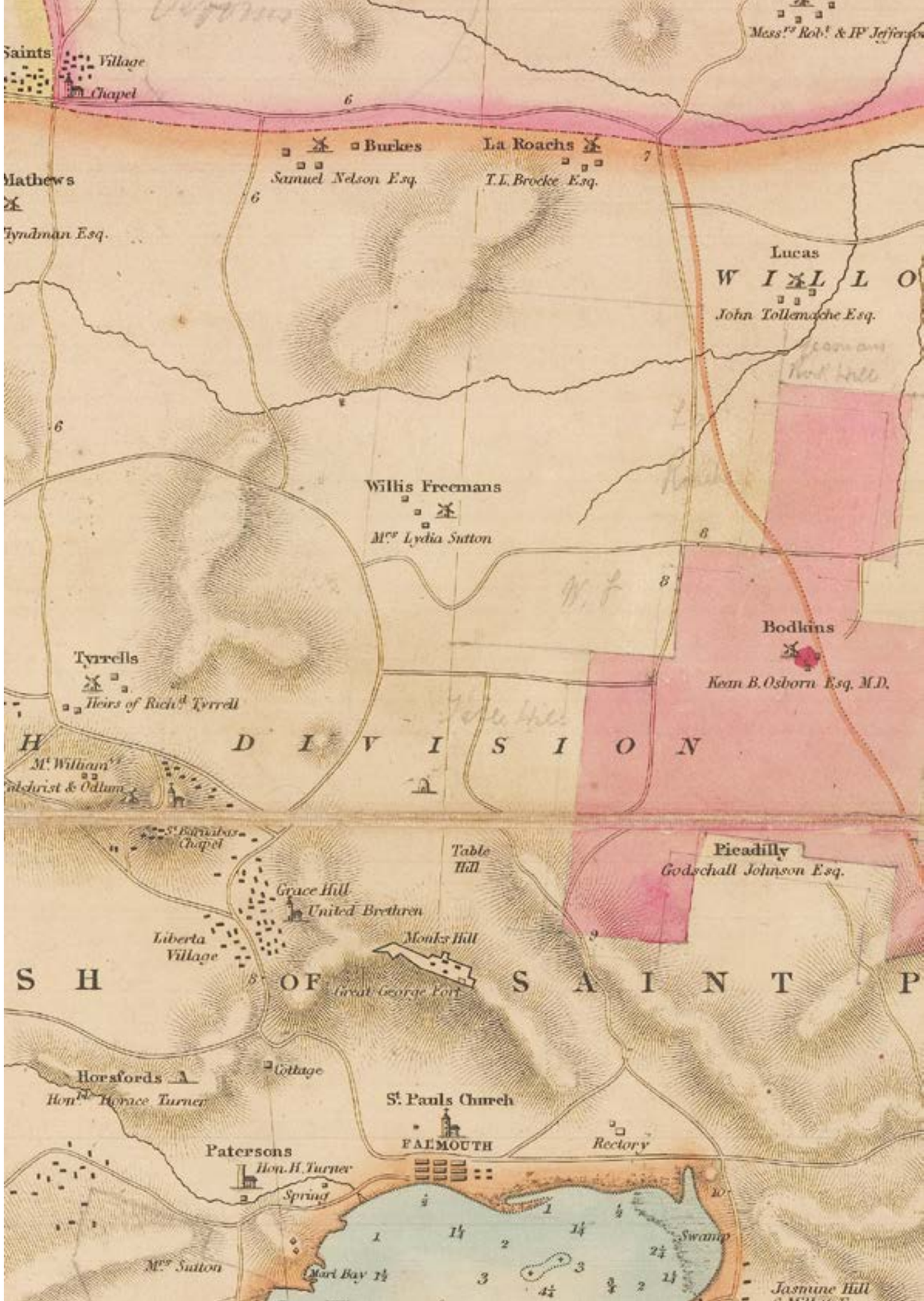
Antigua's reprieve from economic downturn and the relatively tolerant attitude towards the island's black community was not to last. The island was weakened by a

succession of natural disasters, including an earthquake, in 1843, a hurricane, in 1848, and a draught, in 1849. However, it was the British Parliament that grievously wounded Antigua, upon its passing of the Sugar Act (1846), an incredibly consequential piece of legislation which dealt a body blow to all the British Caribbean. This bill removed the preferential tariff treatment for sugar that the British West Indies had long enjoyed, opening the British market to much cheaper imports from the East Indies and foreign Caribbean islands, such as Cuba. While the effect of this act took some years to sink in, Antigua's sugar industry became financially unviable and, as the island would not support any another anchor crops, the agrarian sector fell into freefall. While the mercantile and naval establishments saved the island from total economic collapse, the island's decline was sharp and inexorable. Hundreds of people emigrated from Antigua each year, as businesses failed, plantations went bankrupt, and crown largesse was ever scarcer.

Antigua's economic downturn was a disaster for everyone; however, its greatest casualty was the island's emerging black middle class. The entrepreneurial spirit that raised the fortunes of black Antiguans was cut down by recession, while the relatively tolerant attitudes shown by much of the white establishment towards them started to wane. Moreover, the black middle class suddenly had 'competition', as between 1847 and 1852, 2,5000 Portuguese immigrants from Madeira settled in Antigua, fleeing famine on their home island. Their migration had been encouraged and aided by the British crown in order to restore the island's rapidly dwindling white population. The Portuguese Antiguans proved to be extremely entrepreneurial and with the support of the existing white establishment, set up businesses that rivalled the black-run enterprises in Saint John and Falmouth.

In this context, Antigua's white establishment showed its true colours. While they had previously 'tolerated' the rise of the black middle class when it suited them, now, once resources had become scarce, they 'circled the wagons' around the remaining white population (including the new Portuguese arrivals), progressively freezing black merchants and officials out of business opportunities and crown largesse. The black middle class began to unravel, and while a few individuals managed to maintain profitable businesses or government careers, such instances were few and far between. Thus, it should come as little surprise that in 1853-4, William Musgrave Shervington, and his older brother, an attorney, decided to leave Antigua, seeing no future there for ambitious black professionals.

The remainder of the 19th century proved to one long recession for Antigua, with most of the islanders who did not emigrate living in relative poverty. The middle class of any kind dwindled to be only a very small percentage of the population, such that the hope and optimism that the black community enjoyed from the 1830s-'50s became a distant memory. It was only during the early 20th century, with the rise of tourism and the opening of the Panama Canal (which placed Antigua, once again, along critical global shipping routes) that the island's fortunes gradually improved, leading the reemergence of a black middle class.



William Musgrave Shervington: The British West Indies' First Great Black Surveyor-Cartographer

William Musgrave Shervington (fl. 1840s – 1860s), a native of Antigua, was a professional surveyor and a colonial civil servant of mixed Afro-Caribbean and British ancestry. As the creator of the present map, he holds the distinction of being the British Caribbean's first great black surveyor-cartographer.

While Shervington came from an affluent and well-connected family and was technically entitled to the same legal rights as white Antiguans, he would have had to battle persistent racism in order to advance his career. His experiences typify that of bright, aspiring young men of his demographic during a transitional phase in West Indian and broader British colonial history.

While many details of his life remain elusive (primary research in Antigua, and perhaps the National Archives U.K. could perhaps illuminate the matter), we gather that he was born around 1820, give or take a few years. He hailed from a 'good family', as the Shervingtons were one of the old settler clans of the Antigua. William Musgrave's great-grandfather, Reverend William Shervington (d. 1763), was the foremost Antiguan intellectual of the 18th century. He was responsible for the island's first known original works of poetry, Occasional Poems (Antigua: T. Smith, 1749), considered a highly important work for Antiguan cultural history. It is also thought to be the first book printed in Antigua, after Benjamin Franklin sent a printing press to the island in 1748. On a related note, the reverend was a scientific correspondent of Franklin, with his letter published in the Journal of the Royal Society as 'A letter of Mr. William Shervington to Benjamin Franklin, Esq; of Philadelphia, concerning the transit of Mercury over the sun, on the 6 of May 1753, as observed in the Island of Antigua: Communicated by Mr. Peter Collinson, F. R. S.' (1753).

We are not sure when the Shervingtons married into Afro-Caribbean stock, but we gather that William Musgrave's grandfather, Richard Tyrell Shervington's (b. 1759) wife, Grace Readhead, may have been a 'free coloured' woman.

Importantly, William Musgrave's father was the Honourable Tyrell Shervington (c. 1785 - 1852), a merchant and politician who was one the most prominent and successful black Antiguans of his era. He served in the 'kitchen cabinet' of Governor Sir Evan John Murray-Macgregor, who appointed him to the post of Puisne Baron of the Exchequer. In the mid-1840s, Tyrell became one of the first (if not the first) black person elected to the Antiguan Legislative Assembly, representing the constituency of Falmouth and Rendezvous Bay. Meanwhile, in 1840, Tyrell's brother, Joseph was given the important post of Deputy Treasurer of Antigua, a role he held for some years.

William Musgrave's older brother, Tyrell Mildmay (known as 'T. Mildmay') Shervington (d. 1889), was one of Antigua's most prominent attorneys, apprenticing under the island's Chief Justice and during the 1840s and early '50s serving as a senior legal advisor the government. T. Mildmay later recalled that during that period "no Bill passed the Colonial Legislature of Antigua in which I had not the honor to assist . . . and in many instances it was my distinction to be consulted on Bills introduced". In 1763, T. Mildmay was appointed as the Attorney General of Antigua, a post he held for a generation, shaping the modern legal course of that island.

As for William Musgrave Shervington, in the mid to late 1840s, he was appointed as the Surveyor of Crown Lands of Antigua. In this important role, he was responsible for conducting the official surveys of government properties and prerogatives, including the demarcation of political jurisdictions (i.e., parish and district boundaries); the definition of government cadastres; while carrying out surveys for the island's supreme court in order to resolve legal disputes. The present map proves that he was eminently qualified, and must have apprenticed under a professional estate surveyor, while his father's connections surely helped him to land the job. The office, while, at least initially, providing a healthy and steady income, was one of backbreaking work, chaining lines under the scorching Caribbean sun. Shervington would likely have supplemented his income by executing private commissions for plantation owners, although the decline in the agrarian sector would have seen this revenue stream dwindle. In Shervington's particular case, the job would likely have been more challenging due to the bigotry of the some of the planters he would have encountered, who would have objected to a 'mulatto' conducting such important projects that affected their estates.

Importantly, however, the role of Crown Surveyor would have given Shervington unfettered access to Antigua's officials archive of cadastral and town surveys that would have allowed him to create the present map.

Shortly after completing his crowning achievement, upon the publication of the present map, it may, at first, seem surprising that Shervington endeavoured to quit Antigua to seek fortune in a faraway land. While his post as Crown Surveyor would have continued to provide a living wage, the rapidly declining economic climate would have seen both his public and private commissions diminish, likely making earning a decent income a tough slog. Moreover, the death of his father, in 1852, robbed him of a critical sponsor, while the hardening attitude towards talented black luminaries amongst the white Antiguan elite may have led Shervington to feel that his prospects on the island were bleak.

Curiously, the British colony of Sierra Leone, in West Africa, which was the epicentre of the Royal Navy's ongoing campaign to stamp out the illegal Transatlantic slave trade, was then in desperate need of civil servants. The colony's equatorial climate proved unhealthful to ethnic Europeans, whose mortality rate was untenably high. It was believed, albeit presumptuously, that black people could weather the climate better than Europeans and, moreover, that they also might be better suited to dealing with the locals, their supposed "brethren". As such, efforts were made to recruit experienced black civil servants from the West Indies to serve in the Sierra Leone, with the promise of expedited promotions and unusually high salaries (as 'danger pay', so to speak).

In 1853, William Musgrave Shervington applied to the British Colonial Secretary Henry Pelham, Duke of Newcastle, for any decent posting in Sierra Leone, advancing that his “colour” gave him advantage and “that being a native of the Island of Antigua West Indies - and having served in arduous public situations in that lsland I feel myself in every way suited to public service in Africa.“ (W.M. Shervington to Lord Newcastle, July 15, 1853, CO 267/236, vol 6, as quoted in Blyden, p. 55).

T. Mildmay Shervington followed his brother’s course, applying for the post of Queen’s Counsel in Sierra Leone. He wrote the Colonial Secretary, describing himself as a “A young man of colour[,] a native of the lsland of Antigua in the West lndies, and the son of the late Honorable Tyrell Shervington, a local Baron of the Court of Exchequer in that Island, and whose name has received honorable mention from the several Governors of that Island… to the several Secretaries of State between those periods” (as quoted in Blyden, p. 55).

In 1855, William Musgrave and T. Mildmay Shirvington arrived together in Sierra Leone, having been successful in their petitions. The elder brother assumed the rewarding office of Queen’s Counsel, while William Musgrave was named the First Clerk and Warehouse Keeper of Her Majesty’s Customs in Freetown, a lucrative post that would have yielded a healthy salary (and perhaps significant ‘off the book’ revenues!). William Musgrave Shervington continued to serve in his post in Sierra Leone, at least into the mid-1860s, but we regrettably cannot find any information on his life beyond that time. Yet, it is hoped that that the reemergence of the present map in the public eye might spur further archival research into Shervington, as well as other important contemporary black Antiguans.

A Note on Rarity

William Musgrave Shirvington’s map of Antigua was issued only a single edition and it is today exceedingly rare, making it perhaps the rarest of all the printed ‘grand maps’ of the British West Indian islands. An obviously very expensive work in its day, it seems that only a handful of examples were made for high-level official use and for the interest of wealthy merchants and planters, while the survival rate of such large maps destined for tropical climes is very low.

We can trace only 2 institutional examples of the map, held by the British Library and National Archives U.K. We can trace sales records concerning only a single example, which appeared in two dealers’ catalogues, having been sold by Kaui Fine Arts, in 1990, before the same map was listed by David C. Jolly in 1992. This example was described as “Linen mounted, in original slipcase, some areas marked in red ink”, with the reference to the manuscript additions indicating that it was perhaps the same example as the one offered here.

References: British Library: Cartographic Items Maps X.4823.; National Archives U.K.: CO 700/ANTIGUA11; Kit S. KAPP, ‘The Printed Maps of Antigua, 1689-1899’, in in R.V. Tooley (ed.), The Map Collector's Circle, no. 55 (1969), no. 85; P.A. PENFOLD, Map and Plans in the Public Record Office: 2. America and West Indies (London: Her Majesty’s Stationary Office, 1974), no. 3055; Riva BERLEANT-SCHILLER and Susan LOWES with Milton BENJAMIN (compilers), Antigua and Barbuda: An Annotated Critical Bibliography (Oxford: Clio press, 1995), p. 64. Cf. (Background / Context:) Nemata BLYDEN, West Indians in West Africa, 1808-1880: The African Diaspora in Reverse (Rochester, NY: University of Rochester Press, 2000), esp. p. 55; Frances Lanaghan FLANIGAN, Antigua and the Antiguans: A Full Account of the Colony and its Inhabitants From the Time of the Caribs to the Present Day, Interspersed With Anecdotes and Legends; Also, An Impartial View of Slavery and the Free Labour Systems, the Statistics of the Island, and Biographical Notices of the Principal Families, 2 vols. (London: Saunders and Otley, 1844); Oliver LANGFORD, The History of the Island of Antigua: One of the Leeward Caribbees in the West Indies, from the First Settlement in 1635 to the Present Time, 3 vols. (London, 1894), esp. vol. 3, pp. 86-7; Susan LOWES, ‘The Peculiar Class: The Formation, Collapse, and Re-formation of the Middle Class in Antigua, West Indies, 1843-1940’ (Ph.D. dissertation, Columbia University, 1994); Susan LOWES, “They Couldn’t Mash Ants” The Decline of the White and Non-White Elites in Antigua, 1834-1900, in Karen Fog OLWIG (ed.), Small Islands, Large Questions: Society, Culture and Resistance in the Post-Emancipation Caribbean (Routledge, London & New York, 2014).

19.500 EUR

2. Havana, Cuba

Johannes van KEULEN II (1704 - 1755). / Gerard Hulst van KEULEN. (1733 - 1801).

De Stad en Haven van Havana op't Eÿland Cuba met alle Desselfs Droogtens en Dieptens.

Amsterdam: Johannes van Keulen [Gerard Hulst van Keulen, circa 1780].

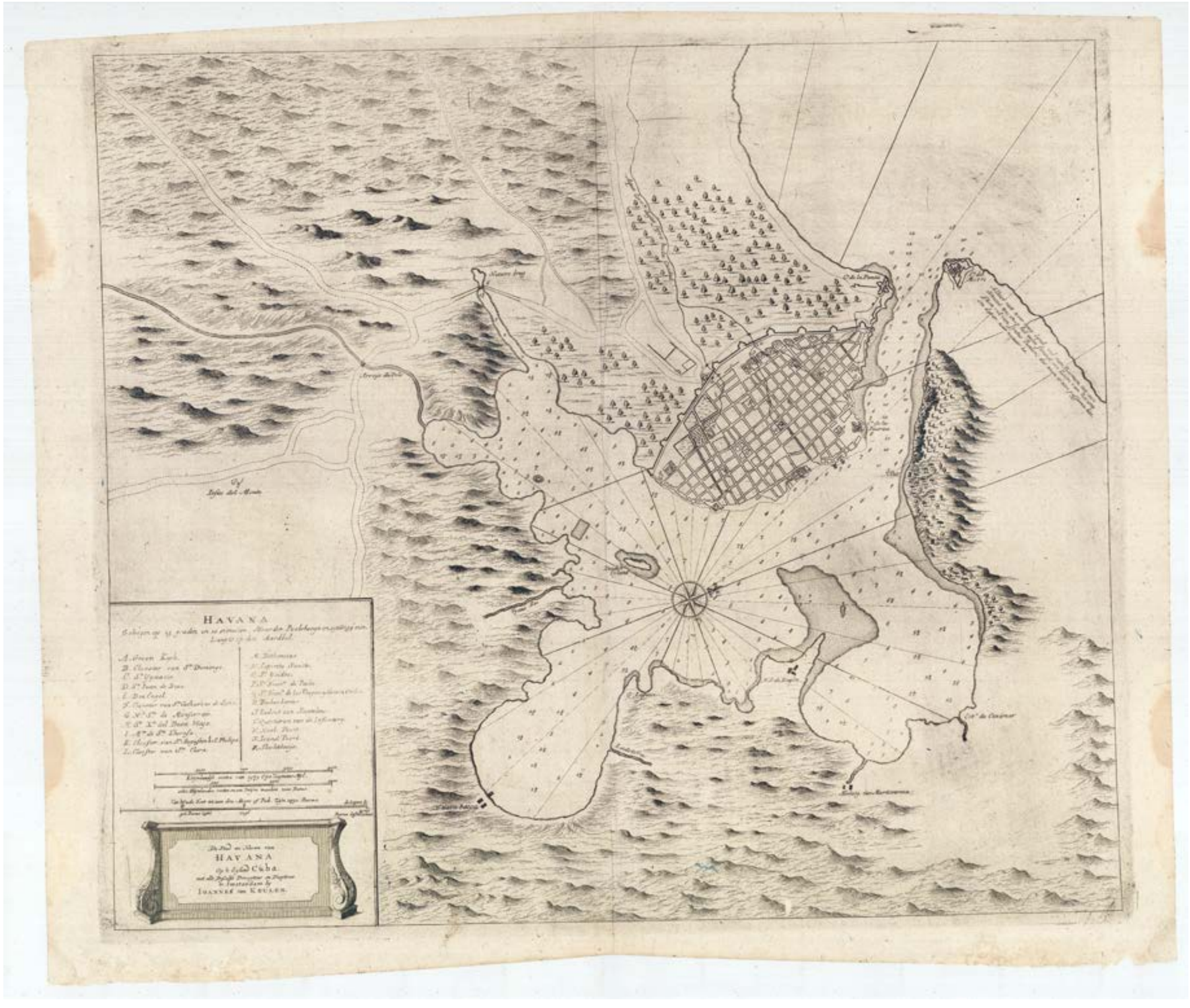
Copper engraving, contemporary guard mounted to centrefold verso (Very Good, clean and attractive, just some stains in blank margins), 53 x 65 cm (21 x 25.5 inches).

One of the rarest and most attractive of the great historical sea charts of Havana Harbour, and one which grants a fine rendering of the cityscape of what was then the New World's most sophisticated metropolis; first published in the mid-18th century by the eminent Amsterdam cartographer Johannes Van Keulen II, but here with the plate re-employed around 1780 by his son, Gerard Hulst van Keulen, the last major principal of the legendary Van Keulen publishing dynasty.

This very rare chart of Havana Harbour was first issued by Johannes van Keulen, the scion of the legendary Amsterdam chairmaking dynasty, around 1750, and was reissued (without changes to the plate) about three decades later by his son, Gerard Hulst van Keulen. One of the most attractive of historical charts of the subject, it provides a fine rendering of the city of Havana proper.

Havana's stellar natural harbour is shown to expand into a great basin beyond its narrow mouth, which connect it to the Straits of Florida. The waters feature numerous bathymetric soundings, while the great walled city occupies the peninsula to the northwest of the port. Havana, founded in 1513, had for over two centuries been the great marshalling point for the Flotas, the annual fleets of Spanish galleons that carried vast quantities of silver and gold from South America and Mexico to Spain. This role, plus Cuba's immensely lucrative sugar-slave economy, had made Havana one of the wealthiest and arguably the most culturally sophisticated city in the New World. Its streets and great plazas were lined with immensely grand and elaborately decorative buildings that would have held pride of place in any European capital.

The city of Havana is shown to be surrounded by its old walls and additionally defended by the immense fort of the Castillo de El Morro, at the western side of the mouth


HAVANA
HAVANA
op't Eyland Cuba
IOANNES VAN KEULEN.

of the harbour, while across is its sister bastion, the Castello de La Punta, while the Castello de La Fuerza protects Havana's quayside. Within the city, the key, in the lower left, employs letters to identify 22 sites, labelled (A-Z) with the first 16 entries on the list (A-Q) noting Havana's many grand ecclesiastical edifices, including A. Cathedral, as well as convents / monasteries and parish churches. Secular sites include the R. Audit Office (where gold and silver was inventoried!); S. St. Elmo's Redoubt; T. Infantry Barracks; X. Main City Gate; and Z. Abattoir. The surrounding countryside assumes a bucolic appearance, with rolling hills, forests and arroyos, punctuated by roads and the odd rural church.

While the Van Keulens issued the chart in honour of the city's role as one of the great ports of the Americas, it is also worth noting that through the 18th century Cuba still held a special place in the Dutch national consciousness. In 1628, the Dutch Admiral-privateer Piet Pieterszoon Hein stealthily captured an entire Spanish Flota off the Bay of Matanzas, not far from Havana, without shedding a single drop of blood, resulting in the greatest haul of treasure ever captured in single 'piratical' operation. The raid gained the Dutch an astounding 11,509,524 Guilders in loot, a sum so immense that its absence nearly bankrupted the Spanish imperial economy, while the windfall funded the entire Dutch war effort against Spain (being the ongoing Eighty Years' War (1568-1648)) for some years. While the event was now generations distant, it had such a profound impact upon Dutch history that both Hein and Cuba remained household names. Havana also had a prominent role in contemporary news, as despite its great defenses, the city was conquered by the British naval expedition in 1762 (it was soon returned to Spain).

Some mystery still surrounds the circumstances behind the publication of the present chart, as evidence is scarce due the great rarity of the work. However, evidence suggests that the chart was first issued as a separately published work around 1750 by Johannes van Keulen II (1704 - 1755). His son, Gerard Hulst van Keulen (1733 - 1801), the last major principal of the legendary Van Keulen printing dynasty, inherited his plates, and published many of his charts, some as separately issued works, and some as part of atlases.

The present Havana plate was perhaps separately published (without any changes to the original plate) around 1780 by Gerard Hulst van Keulen, and was also issued as part of his new, heavily revised edition of the family's venerable sea atlas of North American and West Indian waters, De nieuwe groote lichtende zee-fakkel. IV: West-Indische vaart (Amsterdam: Gerard Hulst van Keulen, 1782), today a truly rare work. The present example of the map seems to have been extracted from the atlas, as it features old guards mounted to the back of the centrefold. As by the 1780s the Van Keulen firm was more of a 'boutique' worship than its former role as a mass production publisher, all charts and atlases issued by Gerard Hulst van Keulen tend to be very rare.

A Note on Rarity

The present chart is extremely rare, we can trace only 4 institutional examples of the separate work, held by the British Library; William L. Clements Library, University of Michigan; Nationaal Archief (The Hague); and the Bibliothèque nationale de France. Moreover, we are aware of only a single sales record for another example of the chart, which appeared in a 1997 London dealer's catalogue. The atlas, De nieuwe groote lichtende zee-fakkel. IV: West-Indische vaart (Amsterdam: Gerard Hulst van Keulen, 1782), which may contain the chart, is also very rare, known in only a handful of institutional examples, and has only appeared twice at auction since 1976.

References: British Library: Maps *80595.(6.); William L. Clements Library, University of Michigan: Maps 8-I-1780 St; Nationaal Archief (The Hague): 4.MCAL.3294; Bibliothèque nationale de France, département Arsenal, EST-1505 (13); OCLC: 79791568, 1177079404; P.L. PHILLIPS, A List of Geographical Atlases in the Library of Congress, vol. 3 (1914), p. 475; Gonzalo de QUESADA (ed.), Handbook of Cuba (Washington, D.C., 1905), p. 467; (re: complete 1782 atlas:) KOEMAN, Atlantes Neerlandici, vol. IV, Keu 116.

3.200 EUR

3. China - Sichuan Province
Colossal Wall Map
Chengdu Imprint

傅崇榘. [FU CHONGJU] (1875 – 1917).

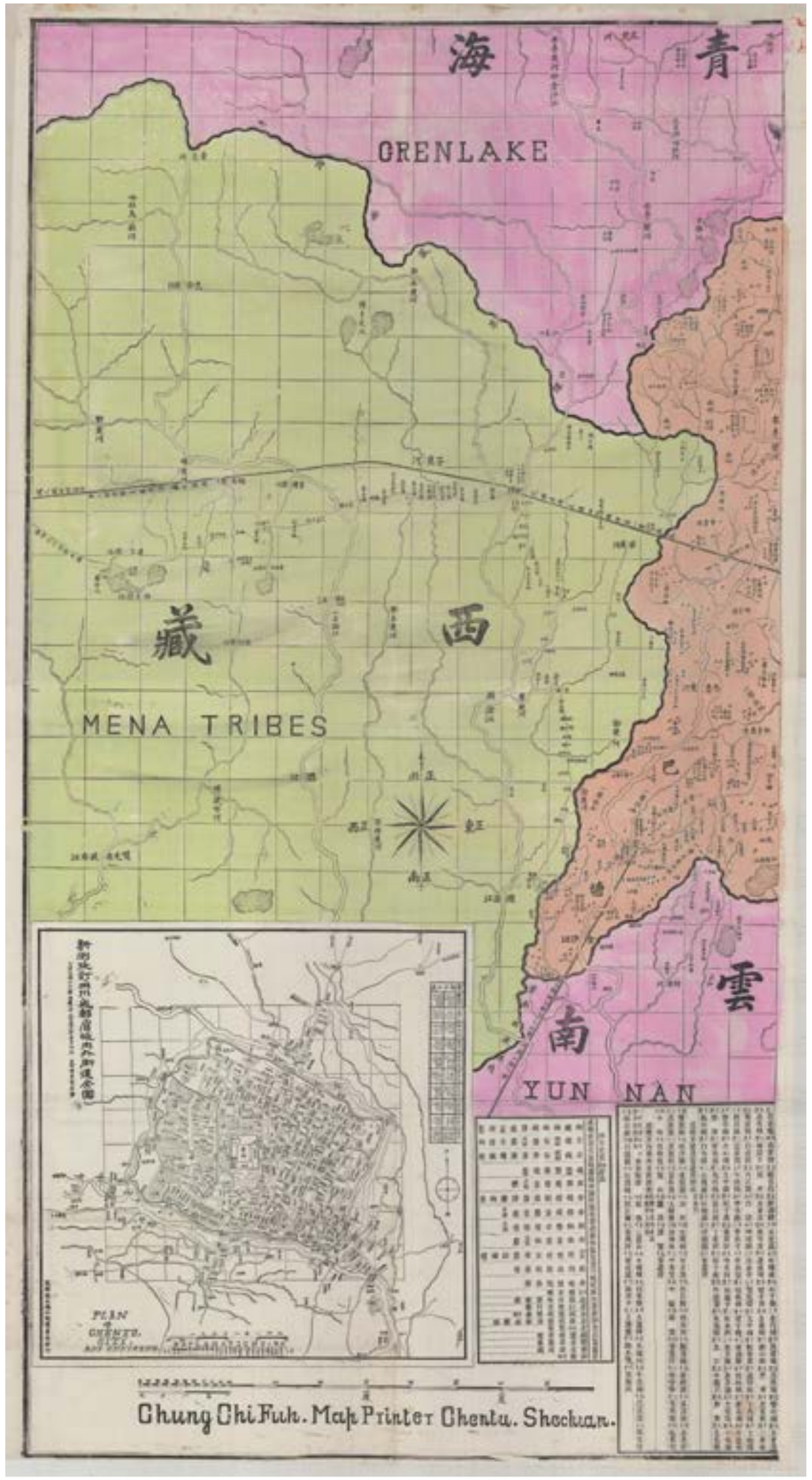
新繪四川全省明細輿圖 [Xin hui Sichuan quan sheng ming xi yu tu / Newly Drawn Detailed Map of Sichuan Province].

Chengdu: 桂王橋圖書局 [Guiwangqiao Library Bureau], Guangxu 28 [1902].

Lithograph with full original hand colour, on 4 un-joined sheets of thin but high quality rice paper, folding into original printed paper slipcase (Very Good, remarkably clean, bright and crisp with resplendent colours, just the odd tiny light stain and a few very short marginal tears, some chipping with tiny loss to upper neatline of a couple sheets, slipcase chipped with some loss especially at bottom), each sheet approximately: 150 x 83 cm, would if joined form a map approximately: 150 x 300 cm (59 x 118 inches).

A great monument in the modern cartography of China – a colossal wall map (measuring 1.5 x 3 metres!) of Sichuan Province, the finest cartographic rendering of the region made during the Late Qing Dynasty, created by Fu Chongju (傅崇榘), the father of modern journalism in Chengdu and the first local mapmaker to adapt Western scientific cartographic methods to traditional Chinese styles, so creating novel and extraordinary works; beautifully designed and resplendently coloured, highly detailed and sophisticated, the map showcases a vast wealth of information on Sichuan's mineral and agrarian resources, urban development and political organization; extremely rare, the map survives in only a handful of examples, with the present bearing a stellar provenance, being from the estate of Auguste François, the French diplomat who was perhaps the era's greatest photographer and cinematographer of China.

This colossal, resplendently coloured and immensely detailed map is the finest cartographic rendering of Sichuan Province of the Late Qing Dynasty. It was drafted and published in Chengdu in the year Guangxu 28 [1902] by Fu Chongju (傅崇榘), a brilliant young polymath who was one of Sichuan's first modern journalists, as well as a groundbreaking cartographer, historian and humanitarian. He thrived during the period when Sichuan was opening up to foreign trade and ideas, and Fu Chongju's strength, as brilliantly illustrated by the present map, was taking the best elements of Western science and techniques and gracefully integrating them with Chinese traditions.



新繪中外全省明細輿圖

壬寅孟春

雅唐

青海

OKENLAKE

西藏

MENA TRIBES

雲南

YUN NAN

甘肅

KAN-SU

西 SAN-SI

貴州

KWEI SEU

陝

HUPEH

湖北

南

HUNAN

Chung Chi Fuh. Map Printer Chentu. Shechuan.

The gargantuan map (1.5 x 3 metres!) is lithographed on 4 sheets, and embraces all Sichuan, as well as significant parts of neighbouring provinces. It is a skilled mélange of European and Chinese elements. Sichuan's prefectures and the province's neighboring jurisdictions are distinguished by bright full wash colours following a traditional Chinese palette, while the manner of depicting rivers, cities and towns follows established domestic conventions. However, the map features many modern Western elements, such as a compass, the depiction of modern infrastructure, and the use of depth gradients in lakes. Moreover, while most of the toponomy is in Chinese, the names of provinces are additionally given in English, while the author is signed as 'Chung Chi Fuh. Map Printer Chentu Sechuan', in the lower left corner of the far-left sheet, all being a nod to any foreign audience that the map may have. The planimetric accuracy of the map is quite assured, for it is carefully composed from the best official sources.

Significantly, the map is an incredibly sophisticated thematic work, as it features a vast wealth of information on Sichuan's economy and infrastructure, conveyed in a scientific fashion to the best Western standards. The Legend, in the lower right corner of the title sheet, explains the literally dozens of symbols that dot the map, identifying cities and towns of various sizes and political importance; the locations of mines and other natural resources; agricultural crops; as well as detailing the transportation infrastructure.

In the extreme lower left corner of the composition is a large and detailed map of Chengdu, the capital of Sichuan, subtitled in English as a Plan of Chentu, City. And Environs. The city's ancient core is shown in the centre surrounded by rectangular walls, while the bulk of the cityscape spreads out in all directions, forming a dense warren of streets, in which the major thoroughfares are named. The small symbols that appear throughout are explained in the lower part of the map, identifying many different types of businesses and temples, etc.

The extensive text panels at the bottom of the composition host a virtual encyclopedia on Sichuan, ranging from descriptions of cities and major sites, climate, economics, history, as well as practical information such as Yangtze River water tables.

Impressively, Fu Chongju succeeded in following the best practices of European empiricism without sacrificing Chinese artistic traditions and conventions of draftsmanship.

Fu Chongju created the map when Sichuan, and it capital, Chengdu, was opening to foreign influences for the first time in centuries. Traditionally, Sichuan was China's most populous and wealthiest province, owing to its vast natural and agrarian resources. In recent years it had become a nexus of trade between Indochina and Eastern China, as well as an emerging industrial powerhouse. European powers established large diplomatic missions in Chengdu, and significant foreign investment was flowing into the province, along with Western ideas and technology.

In this context, Chengdu, almost overnight developed one of China's, and indeed Asia's, most dynamic print cultures, in which academic treatises of considerable merit were turned out of presses with surprising frequency and speed, while sophisticated maps and graphics were drafted and lithographed for an increasingly large, affluent and curious audience.

The present map is an unrivalled resource for those seeking to understand the nature of Sichuan's economic and political geography during the heady days of the late Qing Dynasty, providing fascinating insights into the tastes and interests of the emerging intellectual class in one of Asia most exciting environments.

The present map was issued in 2 editions, the first (as seen here) was published in Guangxu 28 [1902], and the second was published in Guangxu 33 [1907]. As best as we can tell, there does not seem to be any major differences between the two editions, save for the date, and the colour scheme (it seems that the second edition employed only outline colour, as opposed to full wash colour), while the 1907 issue seems to show marked fading of the image due to worn down lithographic matrices (whereas the printing of the 1902 edition, as here, is sharp and fresh).

An 'Auguste' Provenance

The present example of the map comes from the estate of Auguste François (1857 - 1935), a French diplomat who was perhaps the greatest photographer and cinematographer in late Qing Dynasty China.

François was based in China between 1896 and 1904, initially as the French Consul in Longzhou (Guanxi) and then in Kunming (Yunnan). In the latter post, he was instrumental in setting the groundwork for the railway which was to run from French Cochinchina (Vietnam) to Kunming. Completed in 1910, it proved to be one of Asia's most important nexuses of trade and cultural exchange.

François was a tremendously intrepid and curious man, and having mastered the Chinese language, he found the time to travel widely through Yunnan, Guanxi, Sichuan, and Tibet, visiting many areas where few Europeans had ever ventured. He also memorably followed the Yangtze River from Yunnan to Shanghai. He was a highly talented photographer and always travelled with an entourage carrying the most modern camera equipment. He took thousands of photographs, not only of landscapes and historical sites, but also of regular people and their daily activities, imbuing his work with tremendous documentary value. He also made the first motion pictures in China, upon which today the Middle Kingdom of a bygone era comes alive in way that could never be imagined through other media. Today, François's images take pride of place in museum and gallery exhibitions worldwide.

The present example of map was likely acquired by François during one of his numerous visits to Chengdu (whereupon there is a good chance that he met Fu Chongju), and was clearly treated with great care, as it is found in surprisingly excellent condition today. The map was retained by François's descendants until recently.

Fu Chongju: Polymath of Chengu, Merging Eastern and Western Cultures in Journalism, Cartography, Academic Writing and Medicine

Fu Chongju [傅崇榘] (1875 – 1917) was a fascinating and brilliant figure who contributed greatly to the intellectual life and modernization of Sichuan during a time of transformational change. He was dedicated to adopting the best aspects of Western science and culture and adapting them to Chinese traditions. With this ethic in mind, he is considered to have been Chengdu's first modern journalist and historian, as well as being responsible for creating the most valuable chronicle of the contemporary city. He was also an accomplished cartographer, who made several extremely high-quality maps that merged European empiricism with domestic artistic styles.

Fu Chongju was born in the town of Jianyang, just to the southwest of Chengdu, but moved to the provincial capital as small boy, such that he always saw himself as native of that city. Imbued with an immense intellectual curiosity, he was a stellar student, graduating from Chengdu's Zunjing Academy in 1898.

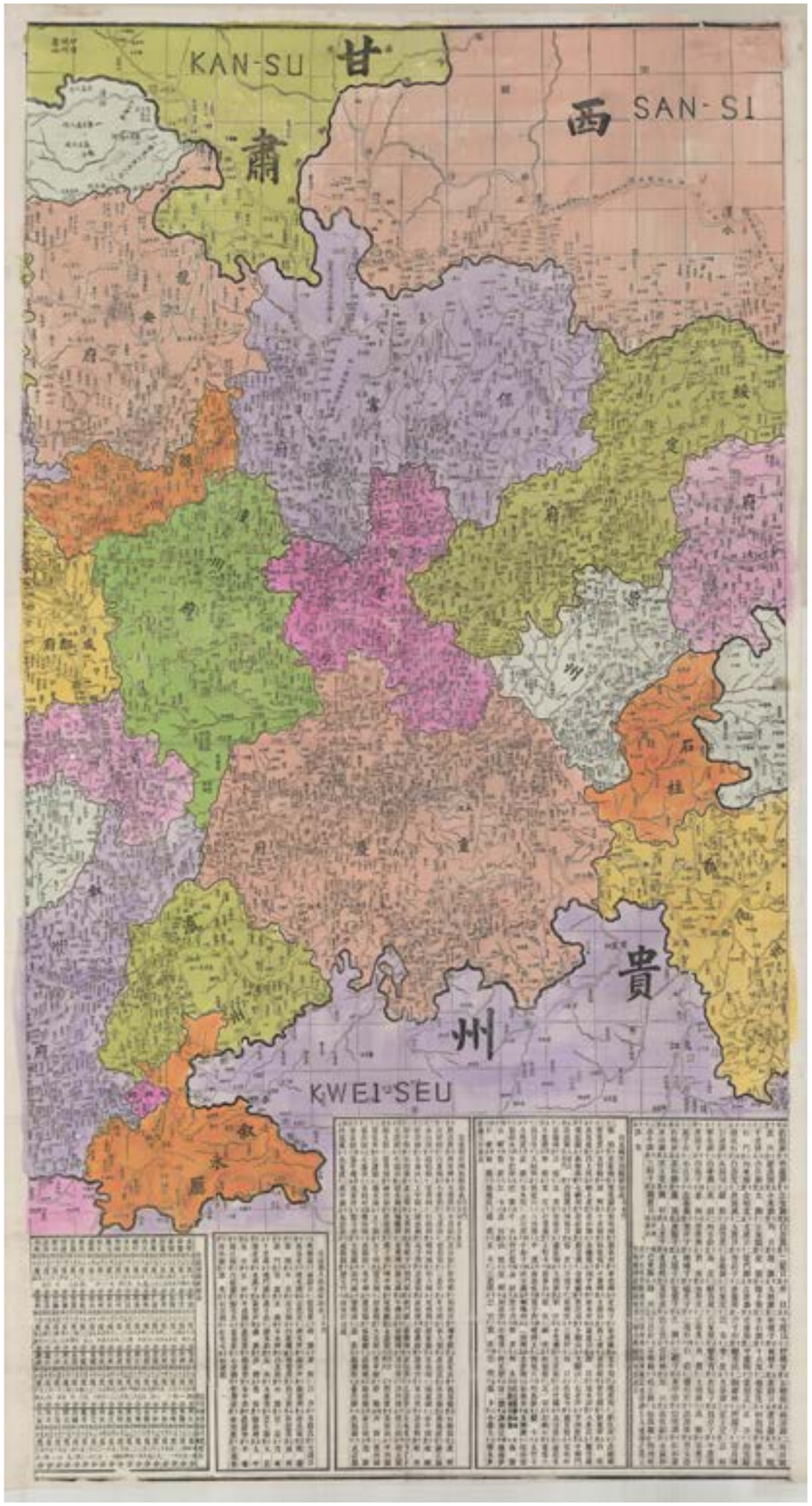
In the immediate wake of his studies, Fu Chongju was employed as reporter, and later as an editor of Shu Xuebao, which founded in March 1898, was only the second newspaper in Sichuan and the first in Chengdu. There Fu Chonju became the city's first modern journalist, adopting Western methods of covering the news, including writing on crime, the arts and human-interest stories, as opposed to merely making dry announcements of official acts, which was traditionally the mainstay of the Chinese media.

While Fu Chongju seldom left Chengdu, he befriended resident foreigners and acquired a knowledge of European languages and Western customs, literature and scientific discoveries. He was close to many of the European consuls in Chengdu, and quite likely met Auguste François while the latter was on one of his visits to the city.

In 1900, Fu Chongju founded the Journal of Mathematics which, while short-lived, was Sichuan's first scientific journal, highly regarded in academic circles. He also founded Chengdu's first public reading room, the 'Newspaper Reading Commune'. In 1901, he established Chengdu's second newspaper, the Enlightenment Popular News, a woodblock publication issued initially semi-monthly and then monthly. In part sponsored by the European consulates, the paper pursued modern Western and liberal forms of journalism. From 1909, Fu Chongju added an illustrated supplement to the paper, the 'Popular Pictorial', which was much beloved by readers.

From 1903, Fu Chongju became one of the principals of Sichuan's first official newspaper and Chengdu's first daily, The Chengdu Daily, which while overseen by the government, permitted is writers a surprisingly wide degree of editorial freedom.

Fu Chongju made his only known trip outside of China, when he travelled to a World's Fair, the Fifth National Industrial Exhibition (1903), in Osaka. There he encountered



many amazing people and new technologies that greatly influenced his work going forward.

Fu Chongju made enormous contributions to cartography, developing his own distinct form, employing traditional Chinese styles with modern Western content. While the present monumental map of Sichuan is his perhaps his most impressive work, he made many other maps, including a telegraph and transportation map of China and the Far East (1901); a set of twenty maps of historical China; a New Map of Land and Water for International Trade; the Civilization Progress Map of China, the Reform Map of Ancient and Modern Western Regions; a Map of the Yangtze River; and a plan of Chengdu, that while separately issued is similar to the inset map of the present work, the Chengdu Market Map in the Three Years of Xuantong (1911).

However, Fu Chongju's greatest intellectual masterpiece is the 成都通览 [Chengdu tonglan / Overview of Chengdu] (1909), an encyclopedic account of the history and cotemporary state of Chengdu that features an unprecedented array of detail on its sites, institutions, residents and their customs. Unlike the dry traditional Chinese histories, which focused upon the public affairs of national and regional rulers, the Chengdu tonglan discussed many elements of the daily lives of regular citizens and the appearance and activities of the normal city streets. It is today a seminal work on the modern history of Chengdu and is perhaps the finest contemporary work of its kind of any Chinese city.

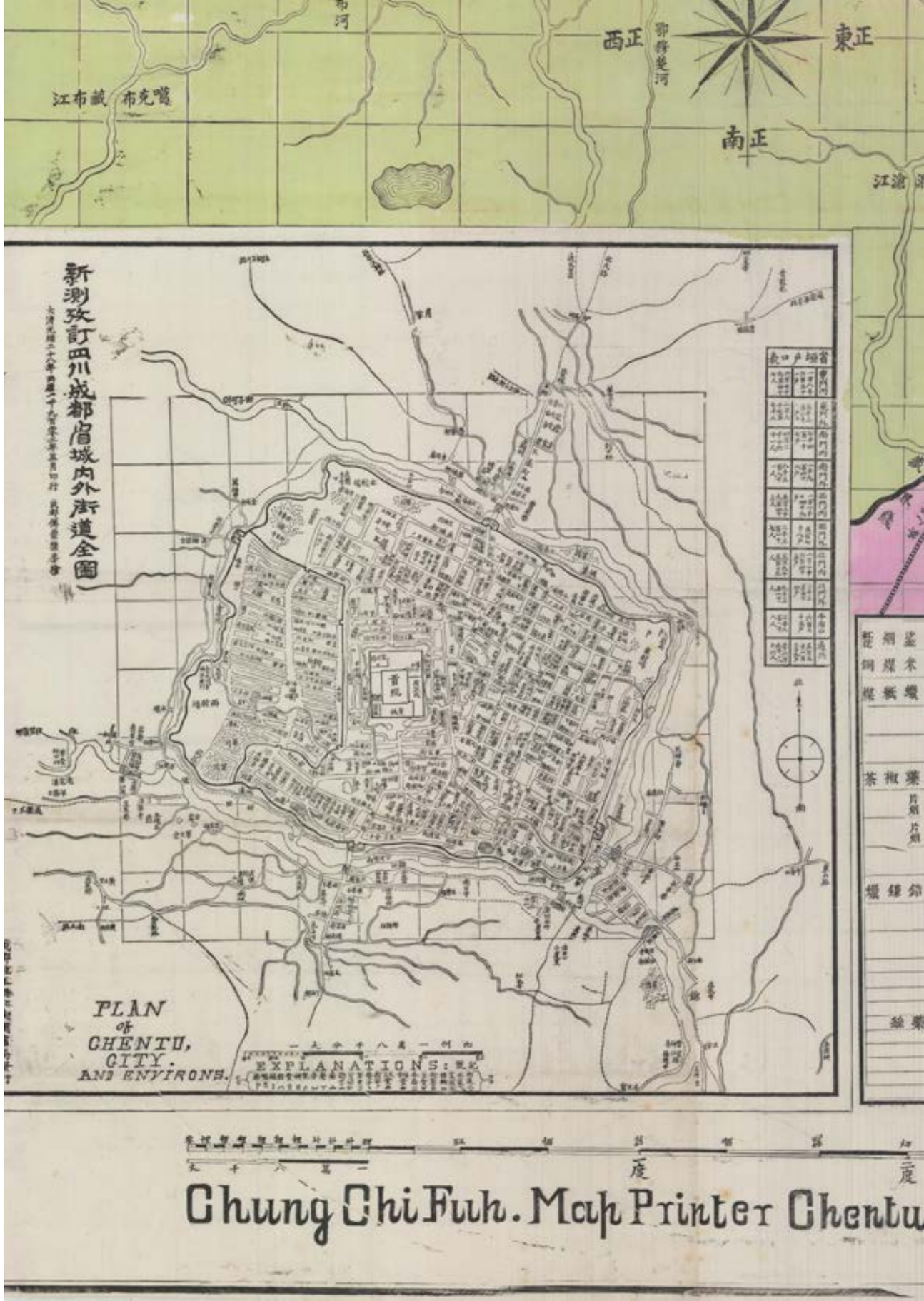
Fu Chongju was also a great humanitarian, who spent a good deal of time and money to provide medical care to those in need. He was for a time the President of the Sichuan Red Cross, whereupon he promoted vaccines and modern Western medical practices, in tandem with traditional Chinese medicine.

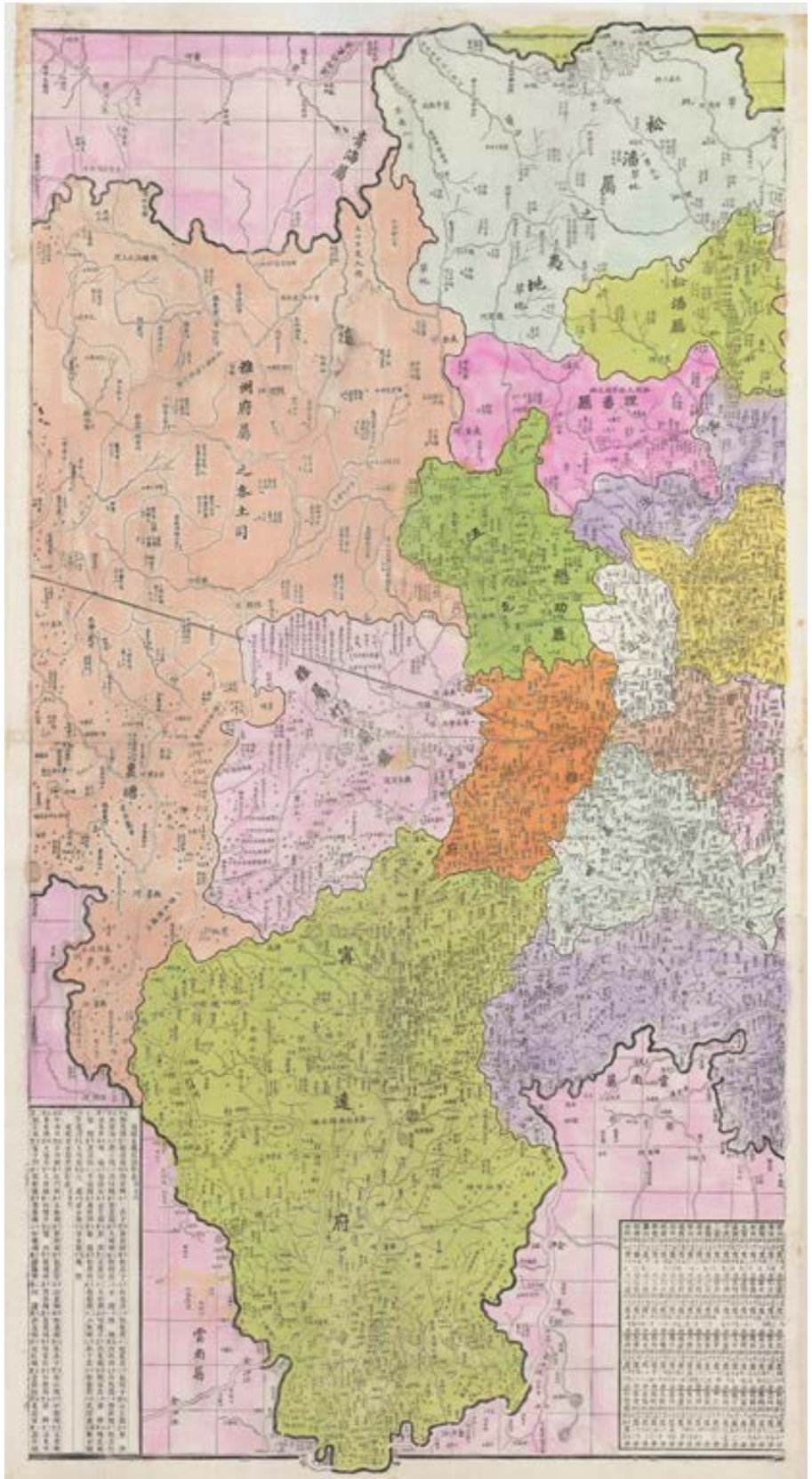
While Fu Chongju was a bright intellect and good Samaritan, he was a terrible businessman. His attention to quality, detail and scientific rigour was often not cost effective. Most of his journalistic, academic and cartographic activities were money losing ventures, and he was forced to make up the shortfall by selling rickshaws and lottery tickets. It seems that Fu Chongju succeeded in making and losing several fortunes this way, for he quickly spent all the money he ever received, while his good nature was often exploited by unscrupulous business associates.

Sadly, Fu Chongju died in 1917, while only in his early forties, although he had lived the experiences of many lifetimes.

A Note on Rarity

The map is extremely rare, in both of its editions. This is not at all surprising, as the map's gargantuan size and its fragile nature would have given it a very low survival rate.






新繪天下全省明細輿圖
壬寅益齋
HUPEH
湖北
HUNAN
湖南
陝
RIVERNAN

We can trace only 2 institutional examples of the present first edition (of 1902), held by the David Rumsey Map Center, Stanford University and the Regenstein Library, University of Chicago; while we can find 2 examples of the second edition (of 1907), held by the Yenching Library, Harvard University and the Library of the Institute for Advanced Studies on Asia, University of Tokyo. Moreover, we are not aware of any sales records for any other examples, as least in the last generation.

References: David Rumsey Map Center, Stanford University: G7823 .S55 1902 .F8 ; Regenstein Library, University of Chicago: xf 3094.2428; OCLC: 1017697794; Cf. (re: 1907 ed.) Yenching Library, Harvard University: T 3064 0262; Library of the Institute for Advanced Studies on Asia, University of Tokyo: 2003402087.

12.000 EUR



4. Ottoman Presentation of the New Turkish Justice System
Trials and Prisons

Türkiye Cumhuriyeti Dahiliye Vekaleti / Republic of Turkey Ministry of Internal Affairs - Umumi Jandarma Kumandaligi / General Gendarmerie Office, authors - hattat Mehmed Şevket, artist.

مفتشلكلرن فعاليت مشتركه سى
[Joined Activities of Inspectorates]

[Ankara:] Türkiye Cumhuriyeti Dahiliye Vekaleti / Republic of Turkey Ministry of Internal Affairs 1340 [1924].

Lithography, 68 x 50 cm (26.7 x 19.7 inches) (folds with repaired tears and tiny holes on crossings, paper with light waving, otherwise in a good condition).

A stunning large Ottoman broadside showcasing the statistics of the trials in the newly founded modern independent courts in Turkish Republic.

A magnificent poster in Ottoman language, issued by the Ministry of Internal Affairs and General Gendarmerie Office shows the success of the judiciary system in the Republic of Turkey in 1924.

Beautifully fitted in a star and a crescent, the map in the upper part represents the judiciary districts, founded in the same year. The inner circle in the main chart presents the number of the penalties given in various districts (black colour) and the number of penalties given, involving the inspectorates (yellow colour). The outer rings show the number of arrested people (green) and the number of people, that could not be arrested (red). The chart is additionally divided into the names and types of the courts, which correspond to the districts, listed in the inner circle.

The chart was made s a result of the reorganization of the justice system in the newly founded Republic of Turkey. The important year 1924 was marked by the assignment of the judicial work to the independent courts by constitution and the abolition of the religious courts, with this chart showcasing the success of the new system.

We could not find any other examples of the broadside.

1.400 EUR

5. Ottoman Statistics Economy

[Ottoman Ministry of Finance]

مالیه نظارتی احصائیات مالیه
واردات و مصارف عمومیه یی محتویدر

[Maliye Nezareti. İhsaiyat-i Maliye. vâridât ve masarif-i umûmiyeyi muhtevîdir. 1325 birinci sene- Financial Report. Financial Statistics. The Content of General Imports and Expenses. First Year 1325 [1909]]

Istnagul: Matbaa-i Amire 1327 [1911]

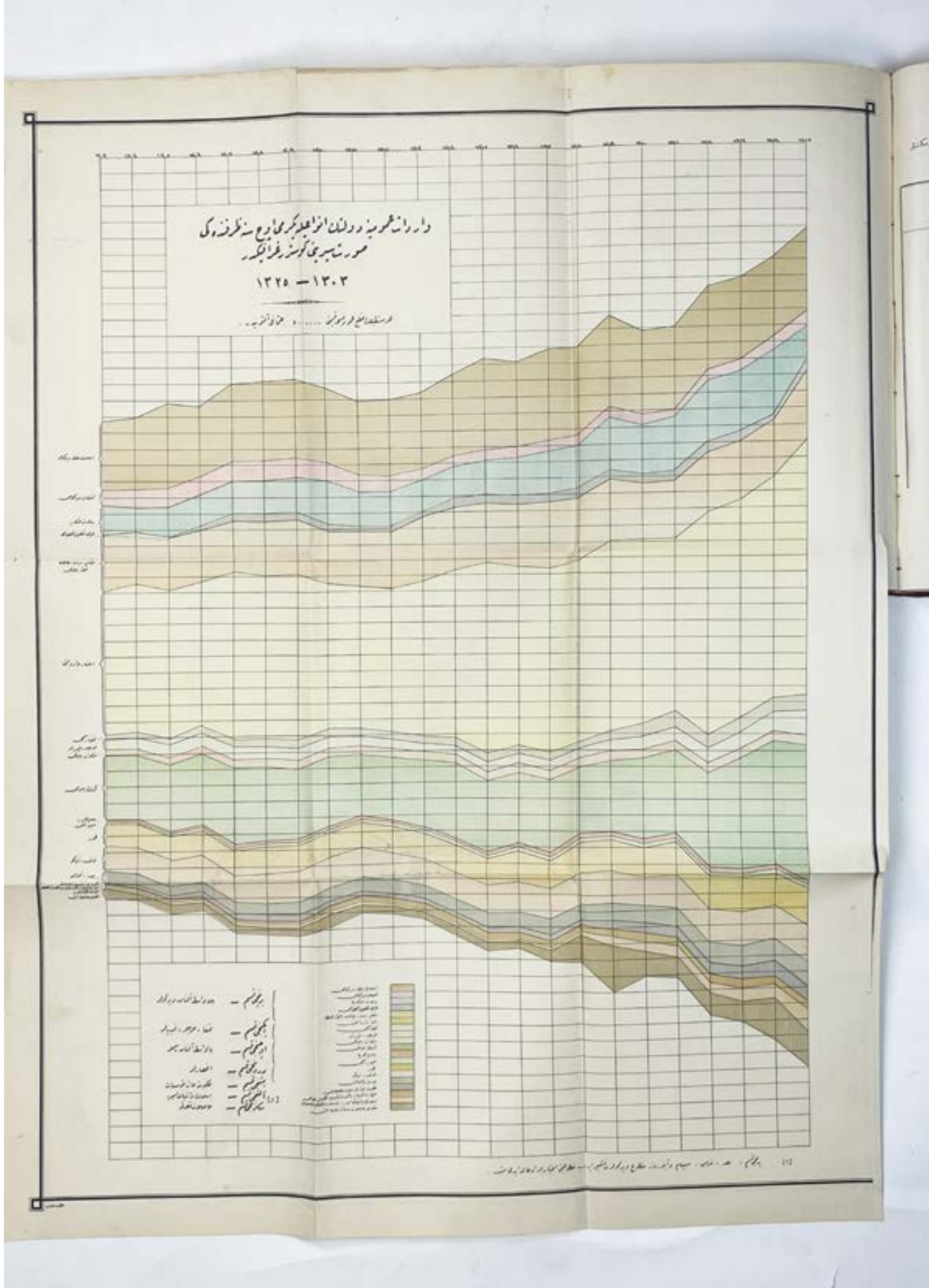
Large 4°, [12 pp.], 427 pp. with 3 colour folding and 4 black and white folding charts, original red cloth binding with lettering in the spine, original red endpapers (minor wear to the binding, two pages with small tears , last pages with soft folds, front endpapers cracked in hinges, mispagination between pp. 286-297, but overall in a good condition).

The report, published by the Ottoman Ministry of Finance showcases the development of the Empire's economy after paying the majority of its public debt to the European creditors.

The journal was later renamed to İhsaiyat-i Maliye Mecmuası, Bulletin de statistique. We could find one institutional examples on Worldcat (Bibliothèque nationale de France).

References: OCLC 460350630.

650 EUR



۱۳۲۳ ، ۱۳۲٤ ، ۱۳۲۵ سنه‌لری ظرفنده واقع ، اخراج اولنان اشیانك قیمتلری اوزره مرتب غرافیکلر .



کوستردر طابلودر

ملاحظات

6. Ghana / Third Anglo-Ashanti War (1873-4)
Ghanaian Authors

EDWARD STANFORD LTD.

A Map of The Gold Coast and Part of Ashanti… 1873.

London: Stanford's Geographical Establishment, November 20th, 1873.

[Accompanied by:]

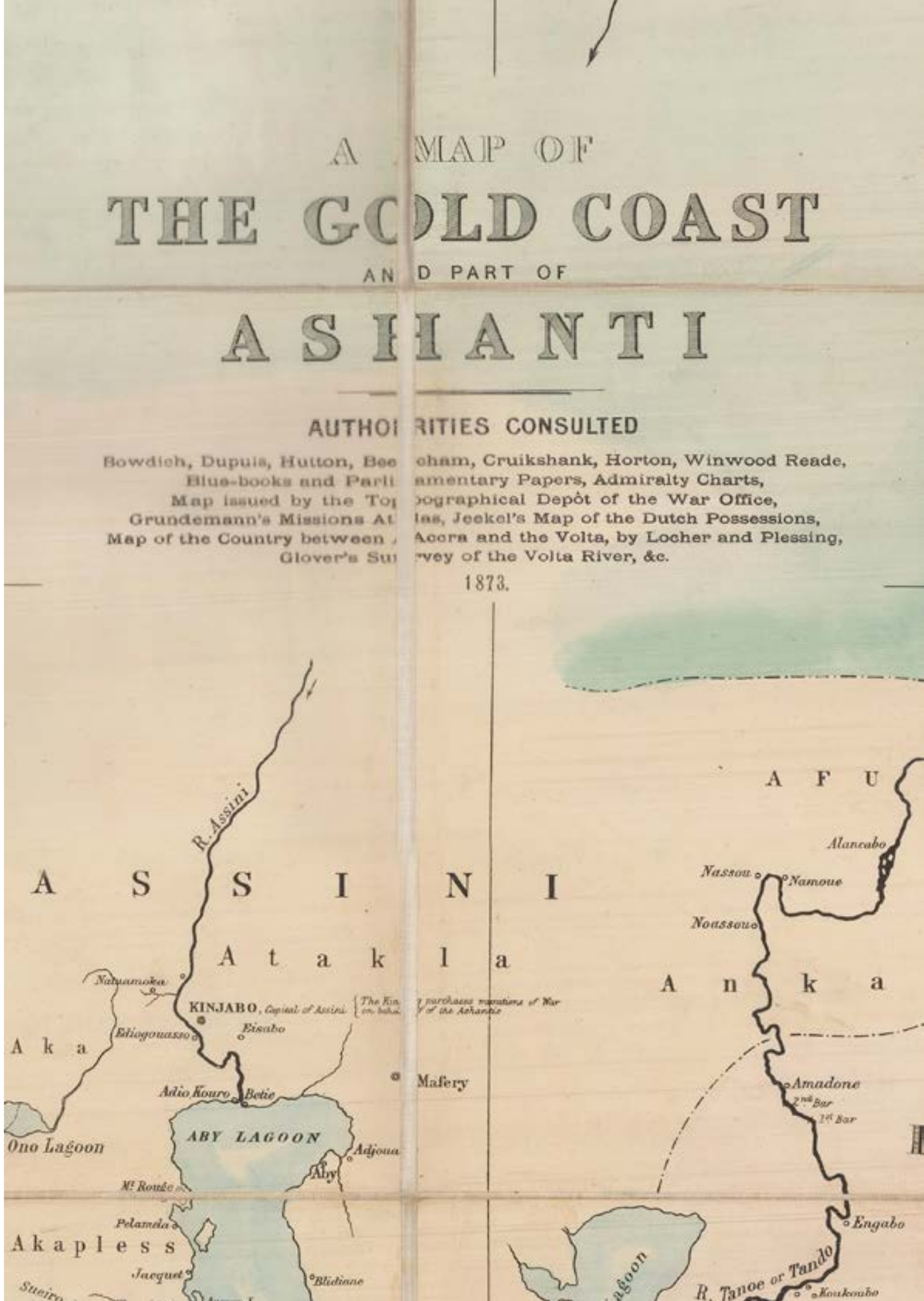
R.J. GHARTY [properly KWAMENA AKYEMPONG (1820 - 1897), later KING GHARTY IV of the Fante Confederacy].

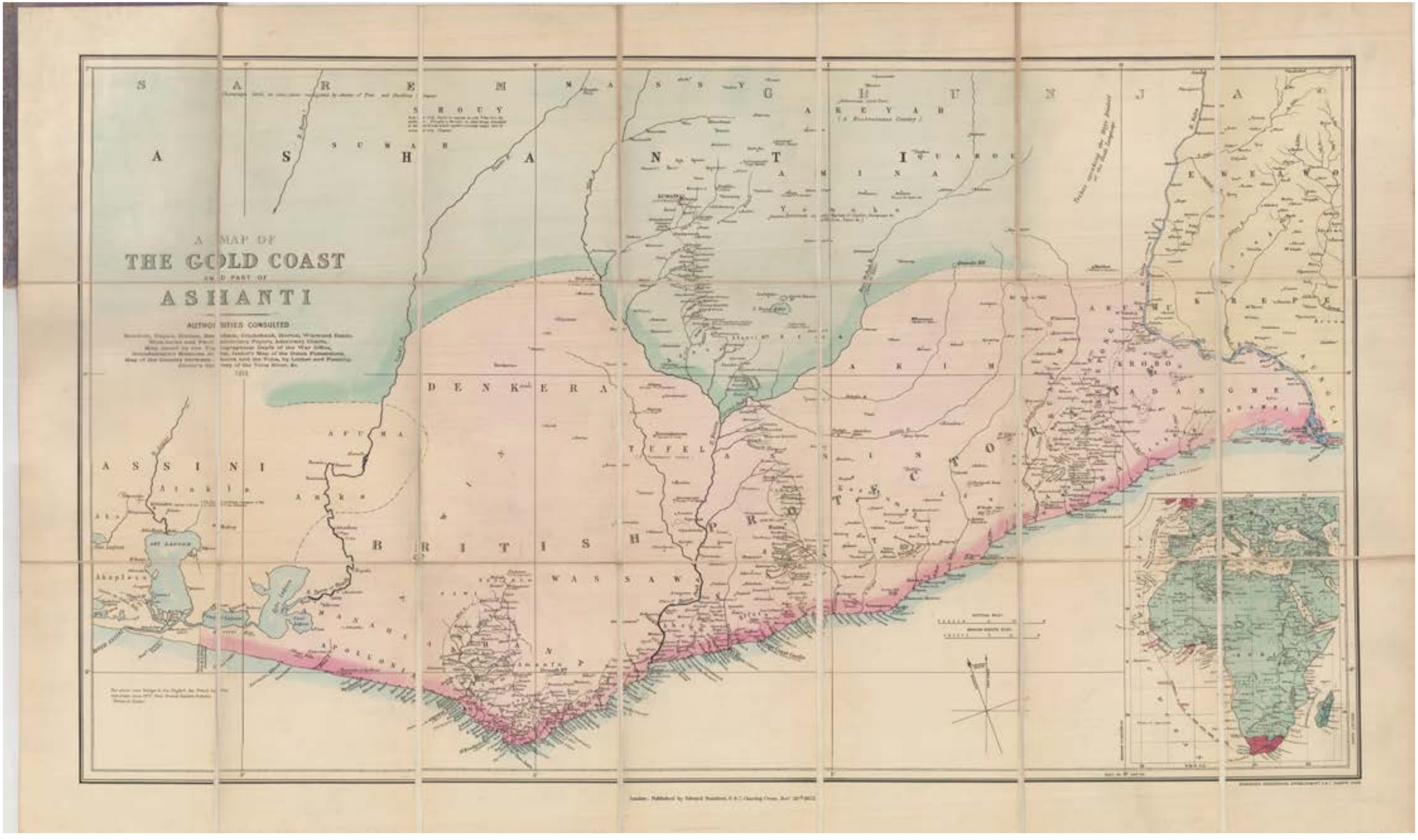
Extracts from a Guide for Strangers Travelling to Kumasi, the Capital City of Ashanti… With Notes on Climate, & c.

London: Edward Stanford, 1873.

Lithographed map with original full wash hand colour, dissected into 21 sections and mounted upon original linen, with bound-in accompanying pamphlet, R.J. Gharty's [Kwamena Akyempong], Extracts from a Guide for Strangers Travelling to Kumasi, the Capital City of Ashanti (octavo, 11 pp.), all folding into original purple cloth covers with publisher's paste-down label, publisher's advertisements as front endpaper (Map and pamphlet in Very Good condition, overall clean and bright, covers quite worn and stained but still holding firm), 53 x 88.5 cm (21 x 35 inches).

A rare, fascinating and historically significant map of what is today Ghana, showing the British Colony of the Gold Coast and the vast inland domains of the Ashanti Empire, a powerful, culturally sophisticated state that was long Britain's arch-nemesis in West Africa; compiled and issued by the world-leading map house of Edward Stanford Ltd., it showcases the best knowledge then available to Europeans of the largely mysterious Ashanti domains, as well as the only known viable (but still dangerous) travel route from the coast to the Ashanti capital of Kumasi; the map issued on the eve of the Third Anglo-Ashanti War (1873-4), the decisive showdown for dominance of Ghana; the present example greatly augmented by its accompaniment with the pamphlet 'Extracts from a Guide for Strangers travelling to Kumasi', written by Kwamena Akyempong, a prominent merchant and later the monarch of the Fante Confederacy (as King Ghartey IV), it represents an important early published work by a Ghanaian author, and meticulously describes his 1862 itinerary from the coast to Kumasi, and was for decades treasured as an invaluable guide by the British Army in the region.




A MAP OF
THE GOLD COAST
AND PART OF
ASHANTI
AUTHORITIES CONSULTED
SWANZY
ASHANTI
DENKERA
AKIM
AKWAPIM
ADANGME
AKRA
BRITISH
TERRITORY
ASSINIE
APOLLONIA
ART LAGOON
Akoplaxe
Grand Lahou
Fort Lahou
Elmina
Cape Coast Castle
Accra
Christiansborg Castle
Addah
Quittah
Aquapim
Akropong
Aburi
Kibbi
Kroboe
Adda
Ningo
Prampram
Tetteh
Tetteh Quarshie Road
Kumasi
Coomassie
Kwahu
Yendi
Salaga
Gambaga
Gaman
Kong
Bonduku
Bobo
Dagomba
Mossi
Gurunsi
Gurma
Yoruba
Dahomey
Togoland
Ho
Kpando
Kete
Krachi
Volta River
Afram
Pra
Ancobra
Tano
Bia
Manzan
Aowin
Sehwi
Wassaw
Appolonia
Amanahia
Tufel
Ahanta
Nzima
Axim
Half Assinie
Cape Three Points
Dixcove
Tantumquery
Sekondi
Chama
Beyin
Jomoro
Half Assini
Axim
Nzima
Ahanta
Wassaw
Appolonia
Amanahia
Tufel
Sehwi
Aowin
Manzan
Bia
Tano
Ancobra
Pra
Afram
Volta River
Krachi
Kete
Kpando
Ho
Togoland
Dahomey
Yoruba
Gurma
Gurunsi
Mossi
Dagomba
Bobo
Bonduku
Kong
Gaman
Gambaga
Salaga
Yendi
Kwahu
Coomassie
Kumasi
Tetteh Quarshie Road
Tetteh
Prampram
Ningo
Adda
Kroboe
Kibbi
Aburi
Akropong
Aquapim
Quittah
Addah
Christiansborg Castle
Accra
Cape Coast Castle
Elmina
Fort Lahou
Grand Lahou
Akoplaxe
ART LAGOON
Half Assinie
Cape Three Points
Dixcove
Tantumquery
Sekondi
Chama
Beyin
Jomoro
Half Assini
Axim
Nzima
Ahanta
Wassaw
Appolonia
Amanahia
Tufel
Sehwi
Aowin
Manzan
Bia
Tano
Ancobra
Pra
Afram
Volta River
Krachi
Kete
Kpando
Ho
Togoland
Dahomey
Yoruba
Gurma
Gurunsi
Mossi
Dagomba
Bobo
Bonduku
Kong
Gaman
Gambaga
Salaga
Yendi
Kwahu
Coomassie
Kumasi
Tetteh Quarshie Road
Tetteh
Prampram
Ningo
Adda
Kroboe
Kibbi
Aburi
Akropong
Aquapim
Quittah
Addah
Christiansborg Castle
Accra
Cape Coast Castle
Elmina
Fort Lahou
Grand Lahou
Akoplaxe
ART LAGOON

In the 1860s, Britain consolidated its control over what is today coastal Ghana, creating the Gold Coast Protectorate in 1867. However, the interior of the region, being central and northern Ghana, comprised the domains of the Ashanti Empire, a culturally sophisticated, militarily potent and generally well-led state. The British and the Ashanti had been antagonists since the 17th century, as their rivalry had already resulted in two wars during the 19th century. Despite Britain's technological advantage, the Ashanti had generally bested their opponents, as they were masters of stealth, guerilla warfare, while the Ashanti lands, covered by swamps and jungles and traversed by numerous rivers, were famously difficult to penetrate.

During what became known as the Third Anglo-Ashanti War (1873-4), Britain was hell-bent on vanquishing the Ashanti and assuming control over all of Ghana, a region rich in natural and human resources, one of the most valuable targets during the 'Scramble for Africa'.

In late 1873, British mounted a well-equipped military expeditionary force led by one of their best commanders, General Sir Garnet Wolseley. However, while planning the expedition, Wolseley and his general staff were confronted with a very difficult choice, being where to lead their army from their base at Cape Coast Castle, on the littoral, into the interior, towards the Ashanti capital, Kumasi. While several Europeans explores had successfully trekked from the coast to Kumasi, the question of the exact route and the timing (due to the region's seasonal rains) was critical, as the incredibly treacherous terrain ensured that even the best prepared force was still a sitting duck for Ashanti ambuscades.

The present map was carefully compiled from a variety of the best textual and cartographic sources (the 'Authorities Consulted' are listed below the title) by Edward Stanford Ltd., then the world's leading map house. As Stanford had a long-term contract with the British War Office, the map was a de facto official work. It was issued in late November 1873, only about a month before Wolseley's men set off from the coast for Kumasi and would have been intended as a strategic aid for senior British politicians and military officers in London, as well as members of the public who had a stake in the conflict. Importantly, it was by far and away the most accurate and detailed map of the Gold Coast-Ashanti region made to date.

Focusing upon the map, the territories of the British Gold Coast Protectorate, in the south, are shaded in pink, while the domains of the Ashanti Empire, in the interior, beyond the sacred River Prah, are shaded in green. The coastlines are precisely charted, based upon superb trigonometric surveys undertaken by the Royal Navy, while the areas near the littoral are also quite well mapped. The seaboard is dotted with numerous European (now all British controlled) outposts (ex. Accra, Cape Coast Castle, Elmina, Fredericksburg, etc.), being former slaving bases. Rivers are carefully delineated, while annotations describe various aspects of the countryside or recent events, with points of elevation expressed by hachures, with spot heights noted in feet.

However, as the eye wanders ever more into the interior, the level and the accuracy and detail sharply declines. While the map still shows the locations of major Ashanti towns, as well as the routes of certain major rivers, with decent accuracy, along with explorers' notes on natural resources (ex. gold) and the locations of markets, elsewhere the information tends to be conjectural.

Only a single travel route into the deep interior is marked, represented by a dotted line, running from Cape Coast Castle up to Kumasi (Coomassie), which appears in the upper centre of the map. In contrast, the relatively empty space that lies on either side of this itinerary corridor is quite well mapped, labelling the numerous villages it passes, along with the rivers that need to be forded. Yet, this route, which passes through rugged topography, thick jungle and through malarial swamp and across raging rivers, presented what was far from an easy passage, as indicated by the note in the Mozi Mountains, that reads '1600 ft. perpendicular elevation / Barriers of Ashanti Kingdom'. Any British military expedition into the deep interior would have to make swift progress to avoid being totally decimated by a trifecta of tropical disease, torrential seasonal rains, or being cut down by Ashanti warriors, masters of stealth, who could seemingly appear and disappear out and into thin air.

A fascinating and significant feature of the present work is the map's accompaniment by the pamphlet Extracts from a Guide for Strangers travelling to Kumasi, the capital city of Ashanti (London: Edward Stanford, 1873), an octavo 11-page work, pasted into the front cover of the map. The work is distilled from R.J. Ghartey's A Guide to Kumasi (Cape Coast Castle, 1864), which has the distinction of being the first printed travel book on the Ashanti Empire, and one of the most important early published works by a Ghanaian author.

The author, known to the British as 'Mr. Robert Johnson Ghartey', was a member of the Fante royal family, and an incredibly successful merchant, based in 'Anamaboe' (Anomabu). His real name as actually Kwamena Akyempong (1820-97), who in 1868 became the King-President of the Fante Confederacy, as King Gharty IV. The Fante, whose territory lay in what is today coastal Ghana, were longtime allies of Britain, and enemies of the Ashanti, so were always happy to assist the British in the designs against Kumasi. As such, the present work is indicative of the great reliance that Europeans placed upon their indigenous African allies for geographic intelligence, sources that are not often properly credited.

The present pamphlet features a detailed record of the itinerary that Kwamena Akyempong, accompanied by Reverend William West and the Fante Price John Osoo Ansah, took while travelling from Anomabu, on the coast, to Kumasi, in March 1862. The itinerary is largely the same as that depicted on the map, save that Kwamena Akyempong's party departed from the coast at Anomabu (about 11 miles east of Cape Coast Castle, the departure point on the map), with the routes merging just above Dunquah, about 20 miles inland.

The work traces Kwamena Akyempong's itinerary in the form of a long-running chart in which its central vertical register features the 'Names of Towns and Villages', along with notes on the various way stations (re: security tips, natural features, origins of names, etc.); the register on the left notes the travel times between each station, as-

suming an "Average rate of travel, 3 miles an hour (walking of riding in a hammock)"; while the register on the right records the 'Estimated Distances from Anamaboe to the River Prah', and then from the 'River Prah to Coomasie (Kumasi)', taking readings per the numerous stations along the route, in total following an itinerary of 170.5 miles.

The pamphlet is rounded off with notes on the region's climate (with special attention to the seasonal rains), and the languages spoken by the indigenous peoples in each area, etc. An advertisement for the present map appears on the final page.

The record of Kwamena Akyempong's itinerary to Kumasi was an invaluable source for General Wolesley in planning the 1873-5 expedition, and it remained a seminal guide for the British military in the region until at least 1900.

A Note on Rarity

The map is rare. We can trace 7 institutional examples, held by the Afriterra Library (Boston); British Library; Bodleian Library (Oxford University); National Library Scotland; University of Birmingham Library; Alexander Turnbull Library (National Library of New Zealand); University of Kentucky Library; while only some of these examples feature the Extracts from a Guide…to Kumasi pamphlet, as present here. Moreover, we are aware of only a single other example as appearing on the market in the last 25 years.

Historical Background: Wolseley vs. the Ashanti

The Gold Coast (today's Ghana) was long considered to be one of the most economically valuable parts of Africa. It was inhabited by culturally sophisticated indigenous nations and possessed a vast wealth in gold, precious tropical hardwoods, cash crops and ivory. However, for centuries, Europeans were primarily interested in the region as a source for slaves, and England, the Netherlands and Demark all long held a fixed presence along the coast to facilitate that ignoble industry.

The Ashanti Kingdom, located in the interior, centred upon its capital city of Kumasi, was by far and away the most powerful tribal nation in not only the Gold Coast, but perhaps all West Africa. It was allied with the Netherlands and had tense rations with the British. The coastal lands were dominated by the Fante Confederacy, which long had good relations with Britain. The main British base in the region was the massive, whitewashed bastion of the Cape Coast Castle, which they held since 1664. It was located within the territory of the Fante people, just to the east of the infamous salve fortress of Elmina.

However, as Britain sought to abolish the global slave trade in the first decades of the 19th century, it came to covet the Gold Coast's other resources, and endeavored to both exclude other European powers from the region and to gain control over the indigenous nations and their riches.

Beginning in the 1820s, the British engaged in a momentous on-and-off contest with the Ashanti for domination of the country that that resulted in five wars. This was often a well-matched context, as the Ashanti were brilliant and brave warriors who on many occasions outwitted and defeated the British, who were caught complacent owing to their technological advantages.

During what was known as the First Anglo-Ashanti War (1823-31), the British attacked the Ashanti Confederacy, but were defeated. Notably, in 1824, the Ashanti killed the British governor of the Gold Coast, Sir Charles McCarthy; the Ashanti king was said to have used his skull, lined with gold, as a drinking cup! In 1831, the British recognized the sovereignty of the Ashanti, accepting the Pra River as the British-Ashanti boundary.

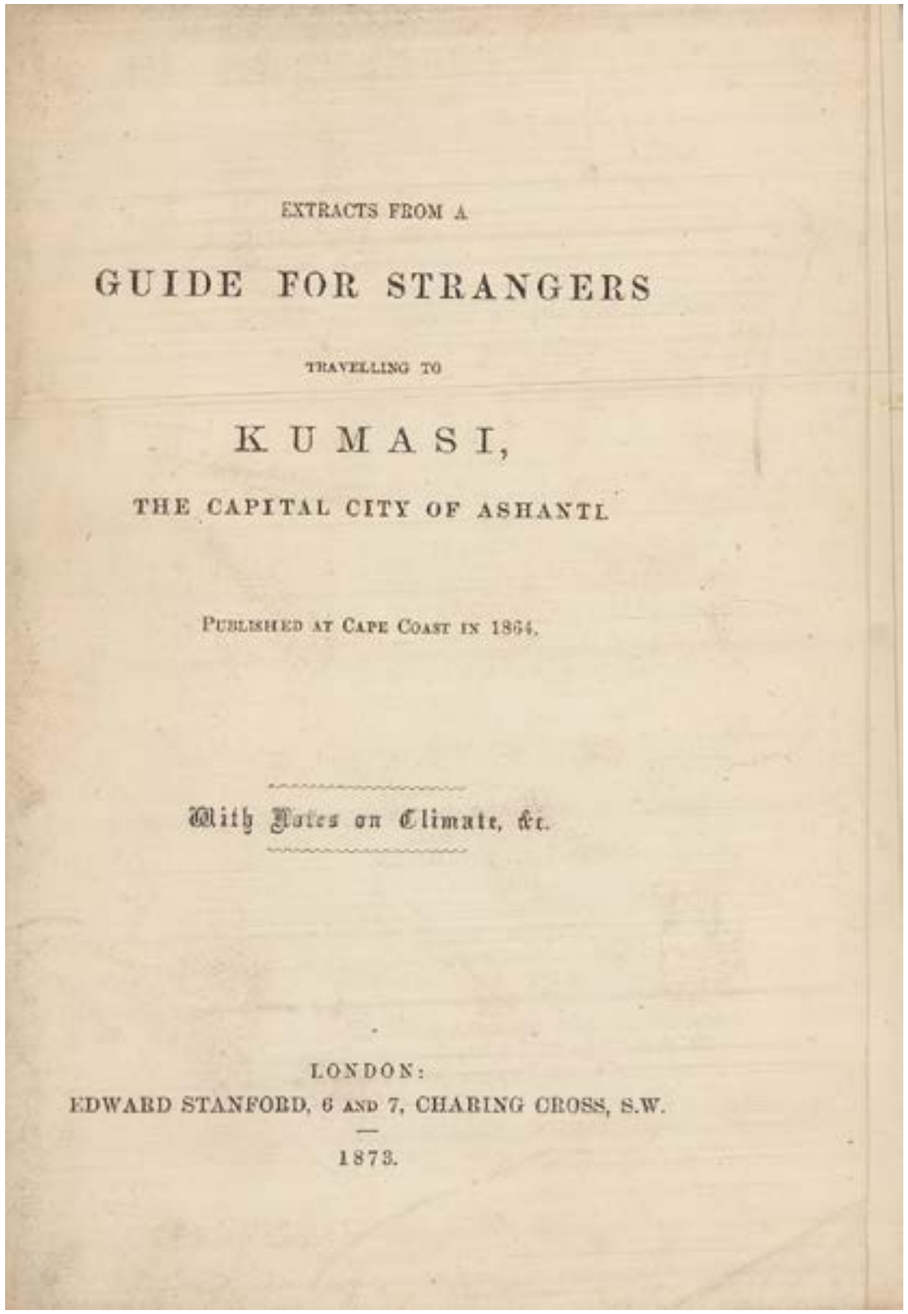
Tensions rose again, during what was known as the Second Anglo-Ashanti War (1863-4), when after an Ashanti incursion across the Pra River, the British mounted an abortive invasion of Ashanti territory that ended in the status quo antebellum.

Meanwhile, Britain consolidated its control over the Gold Coast. In the post-slavery era, Denmark and the Netherlands found that their establishments along the region were no longer commercially viable. At the same time, Britain had different objectives; it wanted to build its global empire, even at great initial financial cost. The British hoped that they could eventually make the Gold Coast profitable by fostering the agrarian and mining sectors. Denmark sold its share of the Gold Coast to Britain in 1850, while Britain made the Gold Coast a Crown Colony in 1867. The Netherlands sold its share of the Gold Coast to Britain in 1872; and this foretold real trouble between the British and the Ashanti.

During the mid-19th Century, Victorian Britain was in the process of changing the nature of its global empire. It was no longer content to have economic dominance or suzerainty over its colonial domains; it increasingly wished to possess and directly control the territory and its indigenous societies. This was true in what is today Ghana. For centuries, the littoral regions of the 'Gold Coast' was dominated by an archipelago of European forts, while the interior was home to the mighty Ashanti Confederacy, a culturally and militarily sophisticated nation made wealthy from the great gold fields that dotted its domains. By the latter 17th Century, the Gold Coast was divided amongst the England (based in their fort of the Cape Coast Castle); the Netherlands (headquartered at the Elmina fort); and the Denmark, which controlled the modern Accra region. For generations, the Europeans were content to maintain economic relationships with the indigenous nations and had little interest in interfering with the territories beyond the immediate vicinity of their forts.

The Ashanti enjoyed a special relationship with the Dutch, who allowed the landlocked nation to use Elmina as their gateway to the sea and a conduit to international trading markets. Upon Britain assuming control of Elmina, the Ashanti were frozen out, devastating their national economy.

In the early months of 1873, the Ashanti responded by invading the Gold Coast with



EXTRACTS FROM A

GUIDE FOR STRANGERS

TRAVELLING TO

KUMASI,

THE CAPITAL CITY OF ASHANTI.

PUBLISHED AT CAPE COAST IN 1864.

With Notes on Climate, &c.

LONDON:
EDWARD STANFORD, 6 AND 7, CHARING CROSS, S.W.
—
1873.

a force that ranged, at various times, between 12,000 and 60,000 men. While their assault upon Elmina failed, they ensured that the Gold Coast became ungovernable for British, whose forces were confined to their coastal forts. Whitehall was outraged and determined to seek redress.

Enter General Sir Garnet Wolseley (1833 - 1913), who was already on his way to being known as one of the two greatest British military commanders of the Victorian Era (along with his arch-rival Frederick Roberts). Wolseley was already a veteran of 20 years of service in conflicts on three continents. He was one of the leading proponents of the 'Cardwell Reforms' that aimed to make the British Army a professional, ultra-disciplined force in the Prussian model, while constantly striving to employ the latest technological innovations. His clockwork operations inspired confidence wherever he went, giving rise to the popular phrase "everything's all Sir Garnet", meaning, "All is in order."

Wolseley recently burnished his reputation for 'special operations' by leading a force over hundreds of miles of the Canadian Shield, from Toronto to Manitoba, to successfully extinguish the Red River Rebellion (1870). Wolseley seemed to relish being assigned missions that were thought to be impossible due to the forbidding and mysterious nature of the geography, disease-ridden climates and formidable local opposition. The situation in the Gold Coast ensured that he would not disappointed.

In May 1873, Wolseley approached the War Office, proposing to lead a punitive expedition against the Ashanti, submitting a detailed proposal. This offer was accepted an on August 13, Wolseley was appointed to raise and command the mission.

While what was to be known as the 'First Ashanti Expedition' (or the Third Anglo-Ashanti War) was a relatively small venture by the metric of the British imperial endeavours, it proved to be remarkable in many represents. Per Wolseley's progressive designs, it was to be fast and light, meticulously organized, and employing novel technology. It was also to be one of the the first modern media savvy military operations, with frequent reports from the expedition's officers published in London's major newspapers, while prominent reporters, such as Henry Morton Stanley, were embedded with the force.

Wolseley was a stellar judge of character and talent. The command corps that he selected for the expedition to the Gold Coast consisted of several young officer who would later attain great fame, often supporting Wolseley's subsequent endeavours. This so-called 'Ashanti Ring' or 'Wolseley Ring' consisted of John Carstairs McNeill; William Francis Butler; Redvers Henry Buller; Hugh McCalmont; Henry Brackenbury; George Pomeroy Colley; Baker Creed Russell; Henry Evelyn Wood; John Plumptre Carr Glyn; and John Frederick Maurice.

The 'Ashanti Ring' had an awesome challenge in front of them. To strike a devastating blow against the Ashanti, they would have to move their force from Cape Coast Castle 160 miles (260 km) to the Ashanti capital of "Coomassie" (today: Kumasi)

through jungles, across rivers and over malaria-ridden swamps, all the while dodging stealth attacks from the Ashanti warriors who were masters of guerrilla warfare. Many veterans of campaigns in sub-Saharan Africa warned Wolseley that this was a case of 'mission impossible'; yet that only seemed to spike the general's determination to press ahead. Wolseley was aware that the Ashanti campaign must be completed within a narrow window, during the West Africa dry season, which lasted between December and March. Should the mission get bogged down beyond that, the British force would be totally decimated by disease and trapped, as the travel routes would become impassable due to torrential rains.

A major factor that imperilled Wolseley's ability to carry out the mission was that the British had only limited accurate information on the interior of the country beyond the immediate vicinity of the coastal forts. It was assumed that the best possible route needed to be found for the expedition to be completed within the necessary timeframe. Any error in orienteering could doom even an otherwise well-prepared operation. Wolseley had personally spent months combing through all the reports, maps and records he could find at the various Whitehall ministries. However, as he prepared to depart for the Gold Coast, his signature self-confidence was tinged with an uneasy feeling that he was leading his men into an abyss!

On September 12, 1873, Wolseley, accompanied by 35 staff officers, departed Liverpool aboard a dilapidated, rat infested steamer, the SS Ambriz. A team of engineers had been sent to the Cape Coast Castle in advance, while the great majority of the force would arrive after Wolseley's command party. Before their departure, Wolseley and his officers had gone to great lengths to assemble every scrap of research material available on the Gold Coast and the Ashanti lands. During the three-week voyage, in the words of Winwood Reade, one of participants, "The saloon of the steamer was half a brigade office, half a reading-room, the table being covered with blue-books, despatches, and books of African travel".

The Ashanti Ring became Wolseley's 'brain trust', continually probing the sources to glean slivers of truth from various reports. The goal was to find the ideal route through the country and the best method of approach to Kumasi. By all accounts, the ring took their job seriously, doing their best with sources that were, for the most part, decades old.

How the Expedition Unfolded

Wolseley and his party of officers arrived at Cape Coast Castle on October 2, 1873. They immediately set about preparing in advance of the arrival of their main force. Redvers Buller was placed in charge of gaining intelligence, aided by the team of engineers who had already arrived, as well as local Fante tribesman. Wolseley sent frequent despatches to London, making specific requests for materials and troop specializations. Notably, Wolseley had succeeded in ensuring that his troops would arrive in special, more comfortable uniforms geared for the tropics, winning a concession from the army old guard who long resisted such innovations.

The engineers commenced building the route out of Cape Coast Castle in November, although the bulk of the expedition's force arrived at the end of December and the beginning of January 1874. The force eventually consisted of 2,500 army regulars, plus several thousand West Indian and African auxiliaries.

Wolseley and his brain-trust considered two main potential rotes to Kumasi that in good parts followed the routes depicted upon the present map in and Kwamena Akyempong written itinerary, options that the general described as "madness" and "difficult and dangerous". Yet, he made these options more appetising by convincing the previously hostile tribes who lived along the left flank of these routes, to join the British cause against the Ashanti, their mutual enemies. Once this danger had been negated, the engineers informed him that that a route up that direction was the most expeditious. As there was no possibility of moving a sizeable force at once along what would be a narrow corridor, Wolseley decided to divide his army into three to four different columns, which would move at different times, to converge before the decisive attack upon Kumasi.

Construction of the single-lane road towards Kumasi proceeded with great speed, a project micromanaged by Wolseley, a notorious taskmaster. Fortified rest stations were built at the end of each day's march, roughly every 10 miles (16 km). Once they reached Prasu, on the Pra Rvier, the boundary of the Ashanti lands, they built a sizable forward base and hospital, and forded the river with a bridge made of pieces prefabricated in England. The Prasu base was stocked with 400 tons of food and 1.1 million rounds of ammunition, and by January 24 was connected to the coast by a telegraph line. Towards the end of January, the British advance parties began to encounter Ashanti patrols, resulting in skirmishes. The British employed aggressive tactics to compel the Ashanti to retreat at the Battle of Amoaful (January 31,), which importantly opened the way towards Kumasi.

Apparently, the Ashanti, who were normally very brave fighters, were alarmed by the speed and force of the British expedition and believed that they could not win a direct contest. Their only option was to bog the British down in guerrilla warfare and watch them fall due disease during the rainy season. They abandoned Kumasi before the British force arrived in the city on February 4, 1874.

The British were amazed by the size and sophistication of some of the building and artwork they encountered in the Ashanti capital. Impressively, the royal palace featured a library with "rows of books in many languages". Nonetheless, this was a punitive expedition, not a cultural heritage tour. Wolseley ordered that the palace be levelled by dynamite, while the rest of the city was sacked and burned. Feeling that this was a clear enough message, the British promptly left Kumasi, heading back to the coast, while maintaining their fortified road system between the Cape Coast Castle and Prasu (which lay within British territory).

Wolseley, the Ashanti Ring, and most of the troops quickly returned home, before the deadly rains commenced in March. Amazingly, the entire British force suffered only 18 deaths from combat and 55 from disease, with 185 wounded. This was an incredibly low casualty rate for a tropical battle zone.

In July 1874, the Ashanti were compelled to sign the Treaty of Treaty of Fomena. The Ashanti had to pay Britain an enormous indemnity of 50,000 ounces of gold; had to agree not to cross the Pra River except for reasons of commerce; had to open their lands to free trade with Britain; and were compelled to end the traditional custom of human sacrifice. The legacy of the expedition was that it served to anchor enduring British power in West Africa. While the Ashanti would militarily contest British power on two further occasions, eventually resulting in the annexation of the Ashanti lands to the Gold Coast colony, in 1902, they would never again pose an existential threat to British hegemony in the region.

Upon his return to London, Wolseley was hailed as hero and laden with honours, for what was inarguably one of the best executed mid-scale military operations in British history. He would go on to achieve great success in campaigns in South Africa, Egypt and the Sudan, eventually becoming the Commander-in-Chief of the entire British Army. The Ashanti Expedition also did much to advance the careers of the members of the Ashanti Ring.

However, the sacking Kumasi only succeeded in temporarily laying the Ashanti low, as the latter quickly regained their vigour and soon posed a potentially existential threat to Britain's coastal holdings. The Ashanti state remained independent, and happily traded gold, cocoa and rubber with Britain's rivals, France and Germany, while allowing the Britain only limited access to these resources.

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

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

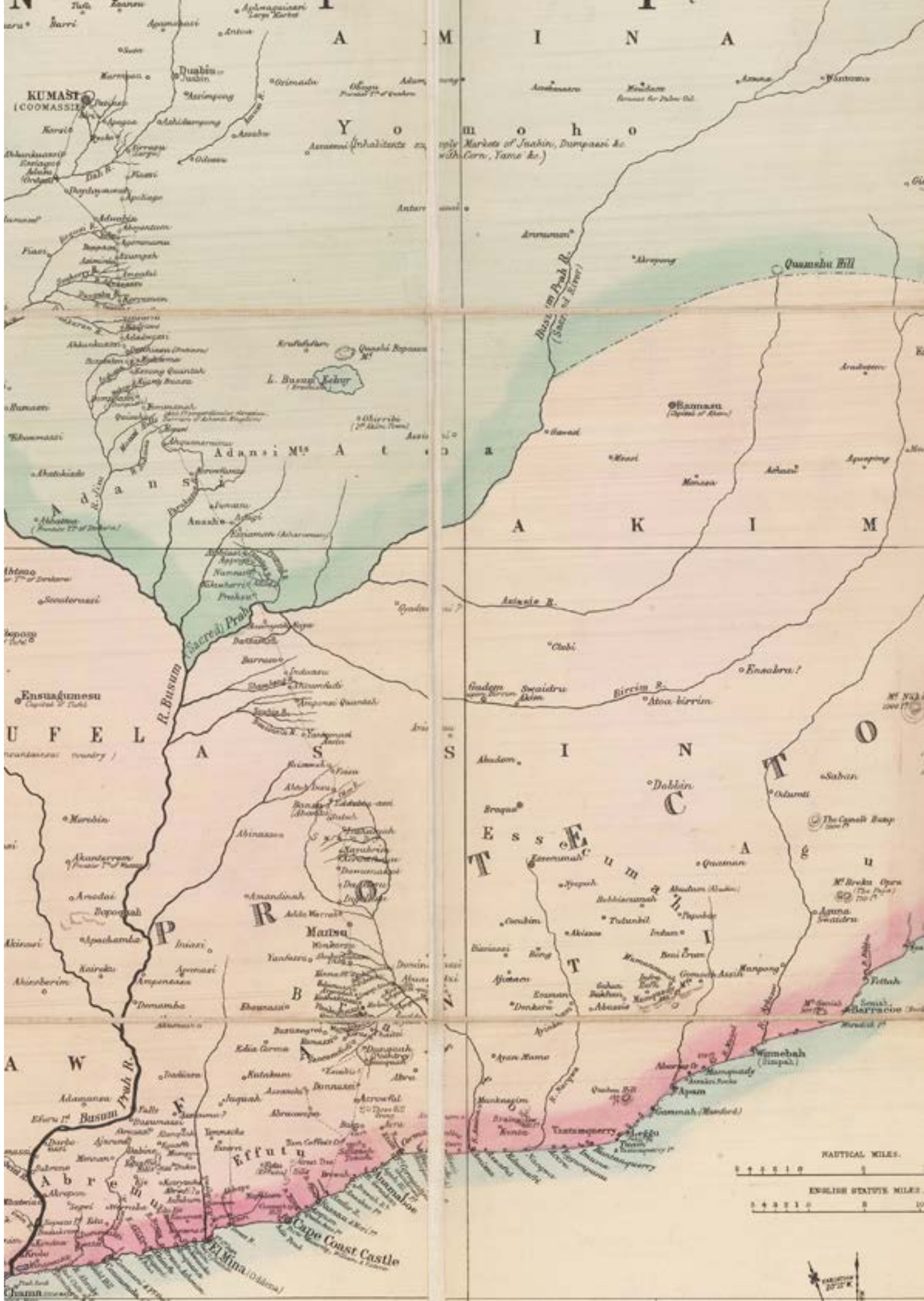
Armed with copies of the present map, which would have served as their primary geo-strategic aid, the expedition set out from the coast to Kumasi in December 1895, following the same route travelled by the British expedition of 1873-4. King Prempah, realizing that his forces had no chance against this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

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

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

References: Afriterra Library (Boston): no. 3653; British Library: Cartographic Items Maps 65330.(3.); Bodleian Library (Oxford University): 722.11 t.1 (7); National Library Scotland: Map.l.33.53; University of Birmingham Library: p DT510.2; Alexander Turnbull Library (National Library of New Zealand): MapColl -536a 1873 41809; University of Kentucky Library: G8850 1873 .E39; OCLC: 556410776, 317252648, 1180867704; Mittheilungen aus Justus Perthes' Geographischer Anstalt..., 20. Band (1874), pp. 26-32.

1.800 EUR



7. China / Far East – Telegraph & Transportation Map Chengdu Imprint

傅崇榘. [FU CHONGJU] (1875 – 1917).

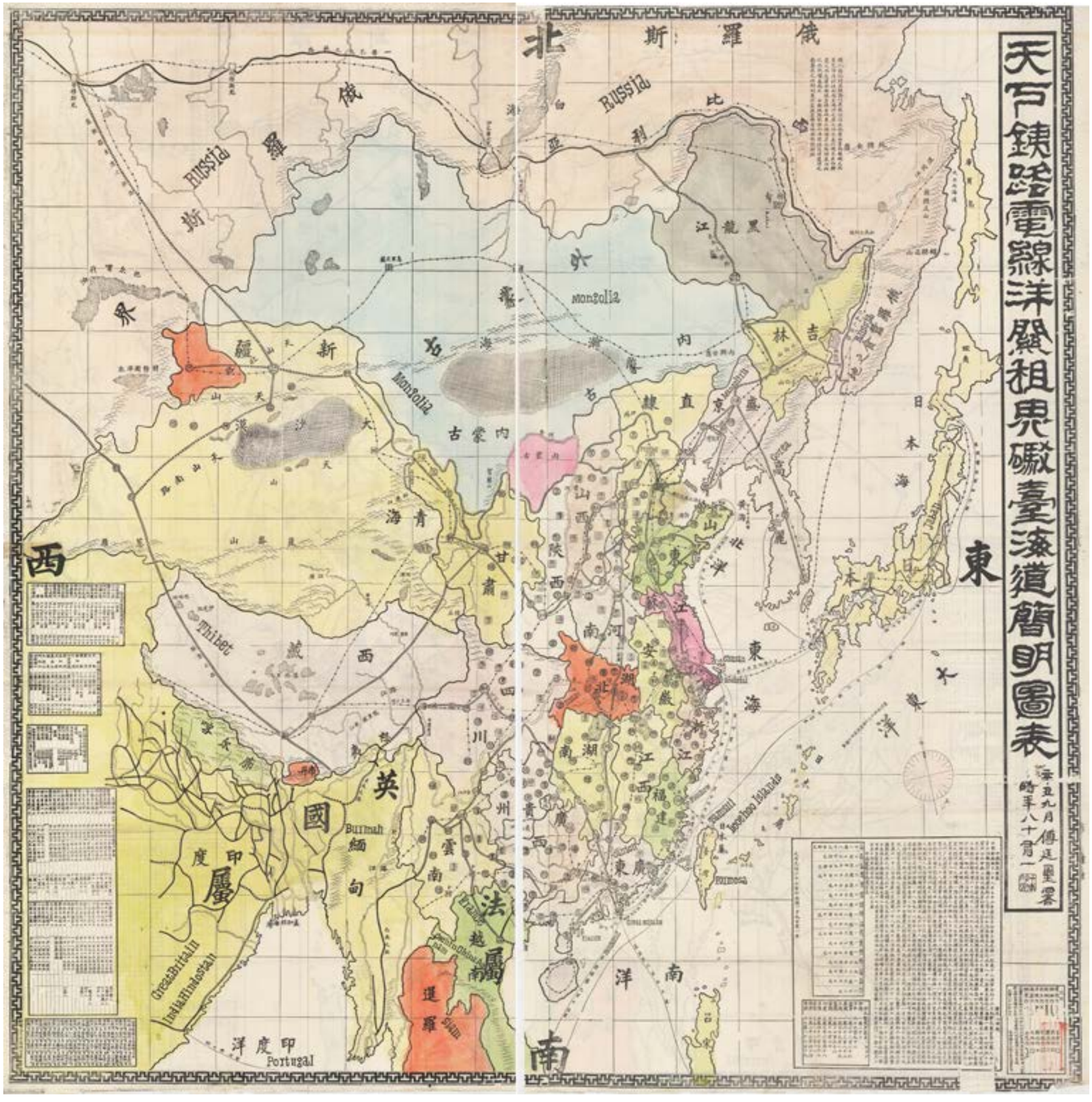
天下銕路電線洋關租界礮臺漆道簡明圖表. [Concise Diagram… of Roads, Telegraphs and Concessions…].

Chengdu: Zunjing Library Bureau, Guangxu 27 [1901].

Lithograph with original wash hand colour, contemporary red bookseller's handstamp to lower right corner (Very Good, resplendent original colours, overall clean and bright, some light stains with one Tianjin and along margins, some tiny nicks with very minor loss to neatline in a couple places, old tape stain from verso on far left-hand side), 136 x 136 cm (53.5 x 53.5 inches).

An exceedingly rare and fascinating grand wall map that perfectly captures the prevailing political-economic environment of Late Qing Dynasty China, a vast land that was being radically transformed by socio-economic modernization, opened to Western cultural and technological influences, while suffering military and political defeats at the hands of European and Japanese imperialism; the map was created by Fu Chongju (傅崇榘), the father of modern journalism in Chengdu and the first Sichuanese mapmaker to adapt Western scientific cartographic methods to traditional Chinese styles, so creating novel and extraordinary works; the map assumes a surprisingly modern form, being a brilliant mélange of Western-style content and visual abstraction and traditional Chinese colouring and conventions; it shows how China was being revolutionized by the rapid expansion of the telegraph, railway and highway networks, intimately connecting the country to its neighbours and the world beyond and spurring economic development and cross-cultural exchange.

This extremely rare, curiously stylized and resplendently coloured grand format map perfectly captures the state of play in Late Qing Dynasty China. During this period, the Middle Kingdom was being utterly transformed due to its increasingly intense engagement with the West, bringing rapid infrastructure and economic development and introduction of European cultural and scientific influences. This led to great leaps forward in the standard of living, levels of education cultural awareness of the Chinese people in the major urban centres. However, juxtaposed against this 'progress' was the fact that China was the 'Sick Man of Asia', as since the 1840s the country had been consistently humiliated by European and Japanese imperialistic adventures, leading to the loss of much of the country's sovereignty and some of its best territory.


天下鐵路電線洋屬租界礦臺滙道簡明圖表
光緒五年九月傅足圭繪
時年八十有一
北
俄羅斯
Russia
白利亞
黑龍江
蒙古
Mongolia
內蒙古
吉林
直隸
京
日本海
東
東海
洋
南
湖北
湖南
江西
福建
廣東
廣西
Formosa
Bonin Islands
西
新疆
天山
大沙漠
青海
甘肅
西藏
Tibet
四川
雲南
英國
緬甸
Burmah
印度屬
Great Britain
India Hindostan
法屬
越南
暹羅
Siam
印度洋
Portugal

The map was drafted and published in the bustling interior city of Chengdu, in the year Guangxu 27 [1901], by Fu Chongju (傅崇榘), a brilliant young polymath who was one of Sichuan's first modern journalists, as well as a groundbreaking cartographer, historian and humanitarian. His strength, as brilliantly illustrated by the present map, was taking the best elements of Western culture and methods and skillfully integrating them with Chinese traditions.

The map assumes a surprisingly, modern stylized form, on which geographic space is somewhat horizontally attenuated, to embrace a larger area than otherwise possible. Indeed, the map takes in all the Chinese Empire, and extends north to embrace Mongolia and a good part of Siberia, and to the southwest and south to embrace the British possession of Bengal and Burma, as well as Siam and much of French Indochina, while the map takes in much of the Far East beyond China, including Korea, Japan, northern Luzon and Russia's Primorsky Krai and Sakhalin.

A curious mixture of Eastern and Western attributes, the maps rendering of the political jurisdictions, including the individual Chinese provinces, shows them distinguished by their own resplendent hues, in line with a traditional Chinese palette. While the text of the map is generally in Chinese, the names of counties, provinces, and many major cities are additionally given in English, written in a playful modern font, as a nod to any international audience that the map may have.

Significantly, the map shows the numerous foreign colonial holdings and treaty ports that dotted the Chinese coast, the legacy of the many 'Unequal Treaties' that the Qing regime had been forced to sign at the barrel of gun. As such, the map labels the British colony of Hong Kong (established in 1842; its boundaries extended in 1898); the Liaoning Peninsula (with Port Arthur), controlled by 'Russia' since 1898; and the Leased Territory of Guangzhouwan, in southern Guangdong, controlled by France since 1898.

The Legend, in the lower right corner, explains the diverse symbols that appear throughout the map, which identify all manner of communication, commercial and transportation infrastructure, including navigable rivers, maritime shipping routes, customs houses (many in the various Treaty Ports where foreign powers had special trading privileges), seaside fortresses, railways, post roads, and telegraph lines; these generally being Western-style elements. Additionally, the legend explains the traditional Chinse-style symbols used to identify cities and towns of various levels of political importance, as well as major interior fortifications. Many topographical features, such as mountains, deserts, rivers and lakes are expressed pictorially.

As vibrantly depicted on the map, at the dawn of the 20th century, spurred by Western and Japanese investment and the ongoing Industrial Revolution, China was undergoing a transportation and communications boom. An ever-expanding network of telegraph lines connected all corners of China, and the country with the world, allowing messages to be delivered anywhere in almost real-time. Meanwhile, China was on the cusp of seeing the explosive expansion of its railway network, from an embryonic state to having one of the largest and most comprehensive in the world, in only a very short time. Meanwhile, China's post road system was being extended, with many routes macadamized, allowing reasonably commodious travel to all populated parts of the empire.

The map's author, Fu Chongju, was fascinated by modern Western technology and its application to China, and the map showcases the country's rapidly growing telegraph system (indicated by lines with dots) that connected virtually every important centre, and, in part by way of submarine cables, joined to the networks of it neighbours. The first telegraph lines to enter the Chinese sphere were completed in the 1860s, in the colonial holdings of Macau (Portuguese) and Hong Kong (British). While the Qing court was initially weary of telegraph technology, seeing it as a portent of further imperialistic incursions, in 1870, it relented and allowed a Danish concern to build the first line across Chinese sovereign territory, from Hong Kong to Shanghai. In 1876, the Chinese authorities embraced the telegraph wholeheartedly, establishing an academy to teach the technology in Fuzhou. In 1881, the Imperial Telegraph Administration (ITA), a crown corporation, was established and given a monopoly over the main telegraph lines in China. By 1900, the year before the present map was issued, the Chinese telegraph network had expanded to cover over 34,000 miles of lines and would continue to grow dramatically over the coming years.

China was also initially hesitant to embrace railways. The first line constructed in the country, in Shanghai, in 1876, proved short-lived, closing the following year. It was only in 1881 that the first enduring line was built near Tianjin, while another line was constructed in Taiwan between 1887 and 1893. By 1900, China still had only 292 miles of working railway lines, although 4,000 miles of track were in the active planning stage. Indeed, just as the present map was published, China entered an explosive rail boom, for by 1911 China would have 11,000 miles of operating lines!

Some of China's most important new lines, all financed and engineered by foreign concerns, were the China Eastern Railway (completed in 1901), completed by the Russians as a shortcut for the Trans-Siberian Railway, across to Vladivostok via Harbin, along with the Southern Manchurian Railway, that connected Harbin to Port Arthur; the Sino-Vietnamese Railway, running from Haiphong to Kunming (inaugurated in 1904); the Beijing-Hankou Railway (completed in 1906); the Shanghai-Nanjing Railway (finished in 1908); and the Kowloon-Canton Railway (opened 1911). The lines, both in China and neighbouring countries, as they existed in 1901 are shown on the map in bold black lines.

Additionally, the map shows the vast archipelago of custom houses (represented as black flags) that highlight the locations of the major maritime and inland river ports where goods both entered and exited China, making the country a major trading power (albeit on terms that largely benefited the imperialistic foreign powers).

Fu Chongju created the present map in Chengdu, where the city's experience perfectly epitomized the larger trends of hyper modernization, economic development and the opening up to Western influences that was transforming most major Chinese urban centres. Chengdu, as the capital of Sichuan, traditionally China's most populous and wealthiest province, had in recent years become a nexus of trade between Indochina and Eastern China, as well as an emerging industrial powerhouse. European powers established large diplomatic missions in Chengdu, and significant foreign investment was flowing into the province, along with Western ideas and technology.

Chengdu, a bustling city of over 300,000, was fast developing a sophisticated modern economy and was becoming an estimable intellectual centre. Fu Chongju was on the vanguard of modernization, being the city's first modern journalist, historian and cartographer.

In this context, Chengdu, almost overnight developed one of China's, and indeed Asia's, most dynamic print cultures, in which academic treatises of considerable merit were turned out of presses with surprising frequency and speed, while sophisticated maps and graphics were drafted and lithographed for an increasingly large, affluent and curious audience.

Thus, the present map perfectly captures the prevailing spirit of late Qing Dynasty China, showing the country as being literally enveloped by modern technology and infrastructure, intimately connected, both economically and culturally, to its neighbours, and the world beyond.

The map seems to extremely rare; we have not been able to trace another example. This is not at all surprising, as the map's large size and its fragile nature would have given it a very low survival rate.

An 'Auguste' Provenance

The present example of the map comes from the estate of Auguste François (1857 - 1935), a French diplomat who was perhaps the greatest photographer and cinematographer in late Qing Dynasty China.

François was based in China between 1896 and 1904, initially as the French Consul in Longzhou (Guanxi) and then in Kunming (Yunnan). In the latter post, he was instrumental in setting the groundwork for the railway which was to run from French Cochinchina (Vietnam) to Kunming. Completed in 1910, it proved to be one of Asia's most important nexuses of trade and cultural exchange.

François was a tremendously intrepid and curious man, and having mastered the Chinese language, he found the time to travel widely through Yunnan, Guanxi, Sichuan, and Tibet, visiting many areas where few Europeans had ever ventured. He also memorably followed the Yangtze River from Yunnan to Shanghai. He was a highly talented photographer and always travelled with an entourage carrying the most modern camera equipment. He took thousands of photographs, not only of landscapes and historical sites, but also of regular people and their daily activities, imbuing his work with tremendous documentary value. He also made the first motion pictures in China, upon which today the Middle Kingdom of a bygone era comes alive in way that could never be imagined through other media. Today, François's images take pride of place in museum and gallery exhibitions worldwide.

The present example of map was likely acquired by François during one of his numerous visits to Chengdu (whereupon there is a good chance that he met Fu Chongju), and was clearly treated with great care, as it is found in surprisingly excellent condition today. The map was retained by François's descendants until recently.

Fu Chongju: Polymath of Chengu, Merging Eastern and Western Cultures in Journalism, Cartography, Academic Writing and Medicine

Fu Chongju [傅崇榘] (1875 – 1917) was a fascinating and brilliant figure who contributed greatly to the intellectual life and modernization of Sichuan during a time of transformational change. He was dedicated to adopting the best aspects of Western science and culture and adapting them to Chinese traditions. With this ethic in mind, he is considered to have been Chengdu's first modern journalist and historian, as well as being responsible for creating the most valuable chronicle of the contemporary city. He was also an accomplished cartographer, who made several extremely high-quality maps that merged European empiricism with domestic artistic styles.

Fu Chongju was born in the town of Jianyang, just to the southwest of Chengdu, but moved to the provincial capital as small boy, such that he always saw himself as native of that city. Imbued with an immense intellectual curiosity, he was a stellar student, graduating from Chengdu's Zunjing Academy in 1898.

In the immediate wake of his studies, Fu Chongju was employed as reporter, and later as an editor of Shu Xuebao, which founded in March 1898, was only the second newspaper in Sichuan and the first in Chengdu. There Fu Chonju became the city's first modern journalist, adopting Western methods of covering the news, including writing on crime, the arts and human-interest stories, as opposed to merely making dry announcements of official acts, which was traditionally the mainstay of the Chinese media.

While Fu Chongju seldom left Chengdu, he befriended resident foreigners and acquired a knowledge of European languages and Western customs, literature and scientific discoveries. He was close to many of the European consuls in Chengdu, and quite likely met Auguste François while the latter was on one of his visits to the city.

In 1900, Fu Chongju founded the Journal of Mathematics which, while short-lived, was Sichuan's first scientific journal, highly regarded in academic circles. He also founded Chengdu's first public reading room, the 'Newspaper Reading Commune'. In 1901, he established Chengdu's second newspaper, the Enlightenment Popular News, a woodblock publication issued initially semi-monthly and then monthly. In part sponsored by the European consulates, the paper pursued modern Western and liberal forms of journalism. From 1909, Fu Chongju added an illustrated supplement to the paper, the 'Popular Pictorial', which was much beloved by readers.

From 1903, Fu Chongju became one of the principals of Sichuan's first official newspaper and Chengdu's first daily, The Chengdu Daily, which while overseen by the government, permitted is writers a surprisingly wide degree of editorial freedom.

Fu Chongju made his only known trip outside of China, when he travelled to a World's Fair, the Fifth National Industrial Exhibition (1903), in Osaka. There he encountered many amazing people and new technologies that greatly influenced his work going forward.

Fu Chongju made enormous contributions to cartography, developing his own distinct form, employing traditional Chinese styles with modern Western content. In addition to the present work, he made a colossal (1.5 x 3 metre) 4-sheet map of Sichuan (1902); a set of twenty maps of historical China; a New Map of Land and Water for International Trade; the Civilization Progress Map of China, the Reform Map of Ancient and Modern Western Regions; a Map of the Yangtze River; and a plan of his hometown, the Chengdu Market Map in the Three Years of Xuantong (1911).

However, Fu Chongju's greatest intellectual masterpiece is the 成都通览 [Chengdu tonglan / Overview of Chengdu] (1909), an encyclopedic account of the history and cotemporary state of Chengdu that features an unprecedented array of detail on its sites, institutions, residents and their customs. Unlike the dry traditional Chinese histories, which focused upon the public affairs of national and regional rulers, the Chengdu tonglan discussed many elements of the daily lives of regular citizens and the appearance and activities of the normal city streets. It is today a seminal work on the modern history of Chengdu and is perhaps the finest contemporary work of its kind of any Chinese city.

Fu Chongju was also a great humanitarian, who spent a good deal of time and money to provide medical care to those in need. He was for a time the President of the Sichuan Red Cross, whereupon he promoted vaccines and modern Western medical practices, in tandem with traditional Chinese medicine.

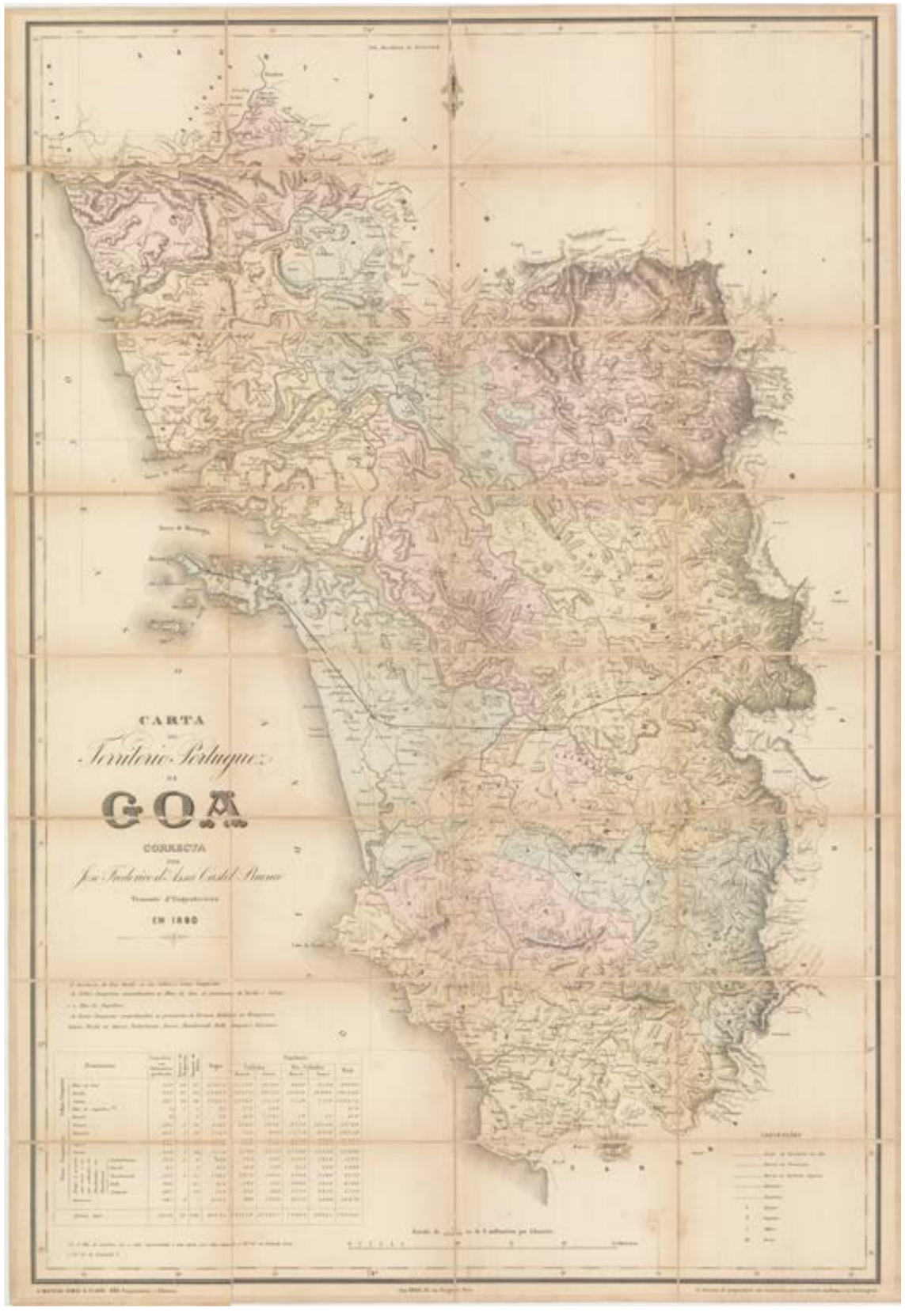
While Fu Chongju was a bright intellect and good Samaritan, he was a terrible businessman. His attention to quality, detail and scientific rigour was often not cost effective. Most of his journalistic, academic and cartographic activities were money losing ventures, and he was forced to make up the shortfall by selling rickshaws and lottery tickets. It seems that Fu Chongju succeeded in making and losing several fortunes this way, for he quickly spent all the money he ever received, while his good nature was often exploited by unscrupulous business associates.

Sadly, Fu Chongju died in 1917, while only in his early forties, although he had lived the experiences of many lifetimes.

References: N/A – No References or Other Examples Traced. Cf. (background:) Erik BAARK, Lightning Wires: The Telegraph and China's Technological Modernization, 1860—1890 (Westport, Conn.; Greenwood Press, 1997).

6.000 EUR

8. Goa, India



José Frederico d'ASSA CASTEL BRANCO (1836 - 1912).

Carta do Territorio Portuguez de Goa correcta por J.F. d'Assa Castel Branco, Tenente d'Engenheiros em 1890.

Paris: Imprimerie des chemins de fer A. Chaix & Cie for A.M. Gomes & Filhos (Goa), 1890.

Lithograph with original full hand colour, dissected into 32 sections and mounted upon original linen and folding loose into original red pebbled cloth covers bearing short title debossed in gilt (Good, toned, especially along section edges, linen splitting along some folds with some recent archival reinforcements, covers with light wear and mild staining especially to spine), 97 x 67 cm (38 x 26 inches).

A very rare, large-format separately issued map of the Portuguese Territory of Goa, India; being the finest general map of the colony issued during the second half of the 19th Century, with the present edition being the first major map to depict the entire completed line of the Mormugao Railway, Goa's first railroad; predicated upon the stellar surveys of the Goa-born engineer Lieutenant José Frederico d'Assa Castel Branco.

This impressive map is the finest survey of the Portuguese Territory of Goa, India, produced during the second half of the 19th Century. It is based upon advanced trigonometric surveys conducted by Lieutenant José Frederico d'Assa Castel Branco, a Goa-born military engineer, and represents a breakthrough in the scientific cartography of the colony. The map was commissioned by the Goa bookseller, A. Mathias Gomes & Filhos, and was published in Paris by A. Chaix & Cie, a lithographer that specialized in railway maps and plans.

The map embraces all the Territory of Goa, a Portuguese enclave along the Arabian Sea, entirely bordered by British India. The map showcases Goa's topography in grand fashion, noting every river, coastal headland and estuary, while the ranges of hills are expressed though subtle hachures. The territory is divided into 14 provinces which are each outlined in their own resplendent original colours.

The 'Convenções', in the lower right, identifies the symbols used for 'Caminhos' (large /

/ post roads); 'Estradas' (smaller / country roads); 'Igrejas' (churches); 'Pagodes' (Hindu temples); 'Aldeas' (villages); and 'Fortes' (forts), which are marked throughout the map. Panjim (today Panaji), the territorial capital, appears prominently in the northwest.

A key feature of map is the prominent depiction of the West of India Portuguese Railway (popularly known as the Mormugao Railway), the first railroad in Goa. During the mid-19th century, Goa's economy suffered from bureaucratic inertia, leading to the emigration of many Goans, mostly to Bombay. To re-boot the economy, the Portuguese colonial authorities and the British Raj signed the Anglo-Portuguese Treaty of 1878, whereby the British would finance massive development projects in Goa, in return for free trade and extensive commercial privileges. The cornerstone of this agreement was the transformation of the stellar natural harbour of Mormugoa into a modern commercial port, which was to be connected to British India by railroad. This arrangement would give the British a monopoly on Goa's lucrative salt industry, as well as a new nexus for trade connecting the Deccan to global markets. Meanwhile, Goa would benefit from new, first-class infrastructure, and the creation of thousands of relatively high-paying jobs, while the colonial treasury would gain increased tax receipts.

Construction on the Mormugao Railway commenced in 1882, with the first section of track from Mormugoa to Sanvordem, totaling 43 km, inaugurated in December 1887. The following year, this was extended to Castle Rock, in British India (today in Karnataka), whereupon Goa became connected to the British Indian general network. In time, the Mormugao Railway was extended to run 457 km from Mormugoa to Guntakal (today in Andhra Pradesh).

The railway is shown on the present map to snake across Goa, as a bold black line, with the various stations clearly marked and named.

The chart in the lower left, features the latest statistics for the territory and each of its provinces. It distinguishes between the provinces which are 'Velhas Conquistas', lands taken by the Portuguese during the 16th Century (5 provinces), with the 'Novas Conquistas' (10 provinces), lands that had been acquired since. It notes the land area for each province (the entire territory embraces 3,370 km sq.); as well as the number of 'Freguezias' (parishes); and 'Aldeas' (villages). Also noted are the populations of each province including the number of Roman Catholics (both male and female) and non-Catholics (both male and female). Due to its over 350 years of Portuguese domination, Goa was one of the few majority Christian regions in India; there were 245,785 Catholics versus 144,745 non-Catholics (mostly Hindus), out of a total population of 390,500.

Goa was conquered for Portugal by Alfonso de Albuquerque in 1510, and quickly became one of the most important centres in Asia, the capital of a vast Lusitanian maritime empire, which included outposts ranging from Mozambique to Japan. Through the 16th Century, Goa was the World's largest entrpôt for spices and the epicentre for the spread of Catholicism in Asia. From the 17th Century onward, Goa, and the Portugal Empire in general declined in economic power. However, Goa remained an important regional centre, benefiting from the protection of Britain, Portugal's ancient ally.

The territory was traditionally centred upon the city of Velha Goa (marked here as 'Gôa'), located a way up the Goa River. However, the site proved unhealthful and the capital was formally moved to Panjim, near the coast, in 1843.

As for cartography, the territory was first generally mapped to scientific standards by the British military surveyor James Garling in 1814. This survey was viewed at the time to be one of the finest regional surveys conducted in India, executed as part of the Great Trigonometric Survey of India, a grand British project to map the entire subcontinent that lasted from 1802 to 1870. Portugal allowed Garling to map Goa, as the territory relied upon British military protection during the period of the Napoleonic Wars. For the next 60 years or so, all general maps of Goa were predicated upon Garling's template, with aspects merely being updated by Portuguese cartographers.

In the 1870s, José Frederico d'Assa Castel Branco, a military surveyor who was a senior member of the colonial public works department, was charged by Goa's governor with re-mapping the entire territory to high trigonometrical standards, benefitting from equipment that had been greatly improved since Garling's time. The result was the first edition of the present stellar map, which was published in 1878, which was importantly the first general map of Goa to definitively break past the Garling template.

Assa Castel Branco's map remained the base map of the colony for many years. The present second edition was issued in 1890 and is largely faithful to the first issue except for some updates, notably the critical addition of the Mormugao Railway. The map was subsequently copied by several other Portuguese official cartographers. It is worth noting that Assa Castel Branco created a large school map of the colony, Carta do Territorio de Goa para Uso das Escolas Primarias (1878), which is today very rare.

José Frederico d'Assa Castel Branco: Leading Goan Engineer-Cartographer

José Frederico d'Assa Castel Branco (1836 - 1912) was the most important cartographer and civil engineer in Portuguese India during the later 19th Century. He was born in Goa and studied at the Escola Mathemática e Militar de Goa in 1850, whereupon he entered the Portuguese military. He joined the State Engineering department of Portuguese India in 1860, while retaining his military rank. Over the next several years, he oversaw many civil engineering projects and conducted trigonometrical surveys of the Goan countryside, leading the publication of the present map. In 1879, in part as recognition of his stellar cartographic activities, Assa Castel Branco was promoted to become the Deputy Director of the State Engineers. He was then responsible for building several of the major public edifices of Panjim, including the Public Works headquarters, Post Office, Archbishop's Palace and the Meteorological Observatory. In 1887, Assa Castel Branco became a professor of engineering at the Escola Profissional

e no Liceu de Goa and was promoted to become the Director General of Public Works of Portuguese India the following year. In addition to his maps, he published a work on weights and measures, *Pesos e medidas portuguezes, inglezes, indianos e portuguez-indianos comparados com os do systema metrico decimal* (Nova Goa: Imprensa Nacional, 1898). In 1901, he retired from the army with the rank of General but continued to work as an engineer until his 70th birthday in 1906.

A Note on Rarity

Both the 1878 and the 1890 editions of Assa Castel Branco's map of Goa are very rare, with the latter issue being even scarcer than the former. We can trace only 2 institutional examples of the 1890 edition, held by the Biblioteca Nacional de Portugal and the Arquivo Histórico Ultramarino (Lisbon). We are aware of as many as 10 institutional examples of the 1878 edition as appearing in libraries worldwide. Moreover, we aware of only a single example of either of the editions as being offered on the market in the last 25 years, being an 1878 edition that we sold in 2018.

References: Biblioteca Nacional de Portugal: C.C.d. 147 R.; Arquivo Histórico Ultramarino (Lisbon): PT/AHU/CARTI/058/00784: Avelino TEIXEIRA DA MOTA, Cartas antigas da India existentes em Portugal, (Lisbon, 1980), no. 176 (p. 77-8).

2.800 EUR



9. Jakarta, Indonesia
Transportation / Railway History

[NEDERLANDSCH-INDISCHE SPOORWEG MAATSCHAPPIJ (DUTCH EAST INDIES RAILWAY COMPANY). / Willibrordus James Felix de RIJCK VAN DER GRACHT (1865 - 1933)].

Overzicht der Spoorwegverbindingen in de Omstreken van Batavia.

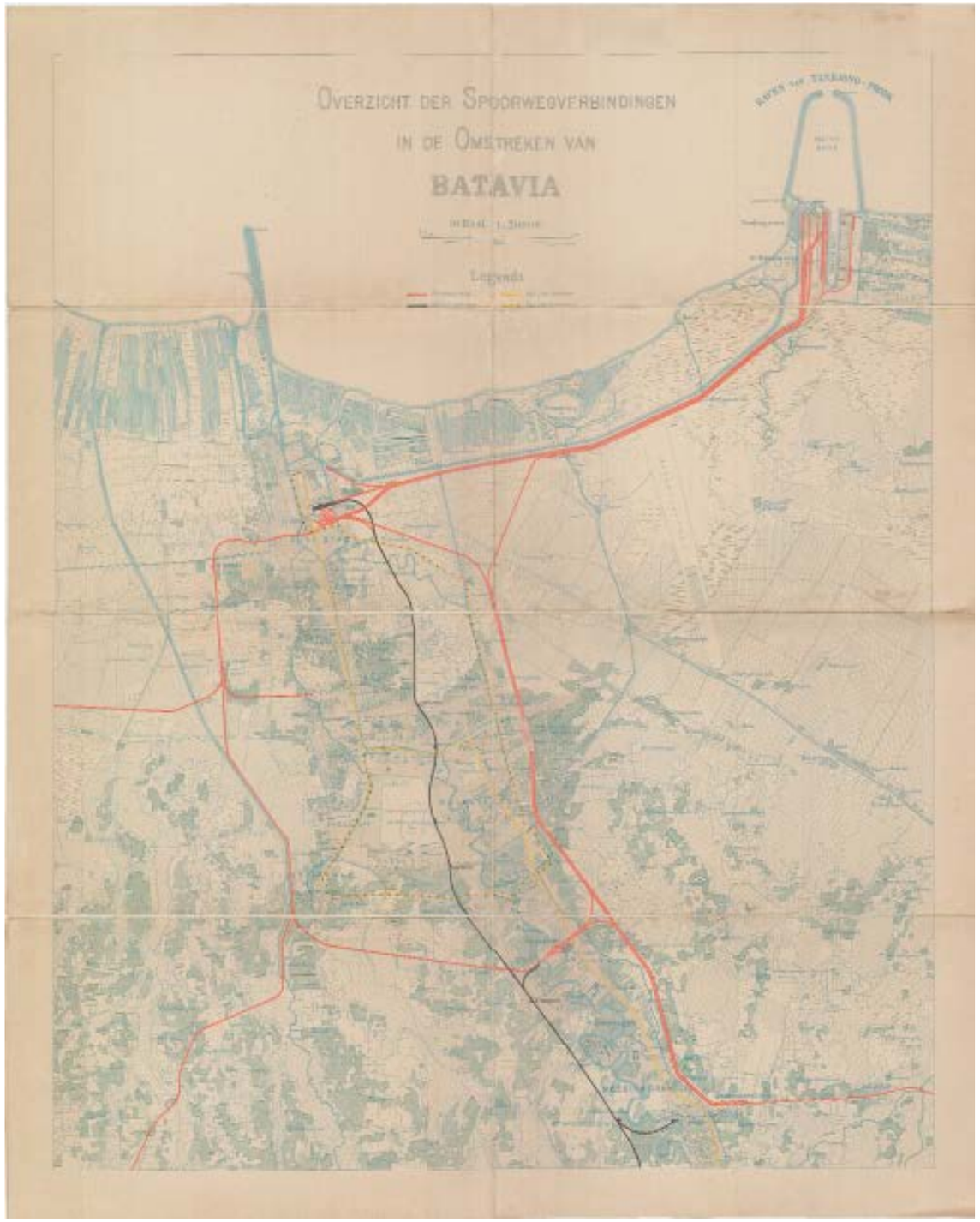
[Java, likely either Batavia (Jakarta) or Semerang, circa 1905 - 1910].

Photolithograph in green, blue and grey with key details added in original stenciled black, orange and yellow paint, on card dissected into 8 sections joined by original cloth strips (Very Good, overall clean and attractive, light even toning and some minor spotting along margins and some section edges), 89 x 71.5 cm (35 x 28 inches).

A seemingly unrecorded, large format masterplan of Batavia's (Jakarta's) tram system and railway connections, made during the 'golden age' of fixed link travel in Java, printed in an unusual blue-green photolithographic method with the rail and tram routes added in thick lines of stenciled orange, yellow and black paint, seemingly made for the privileged use of senior railway officials by W.J.F. de Rijck van der Gracht, the Chief Engineer of the Dutch East Indies Railway Company; the map comes from Rijck van der Gracht's estate papers.

This attractive and intriguing map showcases the greater Batavia (Jakarta) area in the early years of the 20th century and highlights its tram and railway infrastructure during the golden age of fixed link travel in Java. The map was likely made by Willibrordus James Felix de Rijck van der Gracht (1865 – 1933), the Surabaya-born Chief Engineer of the Nederlandsch-Indische Spoorweg Maatschappij (Dutch East Indies Railway Company), the firm which ran the general railway system in Java. Printed in an unusual photolithographic technique in tones of blue, green and grey, with the routes of the railway and tramlines overlayed in thick stenciled orange, yellow and black paint, the seemingly unrecorded map was clearly made for the privileged use of senior railway officials.

The underlying map features a stellar rendering of greater Batavia, with the urbanized areas shaded in grey, all its neighborhoods and surrounding villages labelled, and all roads and canals carefully delineated, while the countryside features rice fields and forests (shaded in green). Batavia, then the capital of a colossal colonial empire, was one



Sanggerlang of Slingerland

Antjol

Pekapoeran

H. ANTJOL

Doeri

Doeri

Hoerbatang

Kleine boom

Pendjaringansche

Bandan

Mookervaart

Mangga doewa

Djakatra

Pedemangan

OUDE STAD

H. ANGKE

Chineesche kamp

Glodok

Klenteng

Tangko

Molenvliet West

Molenvliet

Pesajoeran

Asemkeges

Kebon Djeroek

H. DOERI

Doeri

Djanis

of the world's largest and fastest growing urban areas, with the city and its immediate vicinity having a population of 2.1 million in 1905. The rapid growth, combined with the colonial regime's massive economic development projects had created a great need for a large-scale public transportation system, and connections to an advanced railway infrastructure with links to the port and other areas of Java.

The map shows that by this era, greater Batavia has developed three distinct transportation nodes. In the upper left is the 'Oude Stade', the old town first established in 1619, that while still home to some fine colonial buildings was now a crowded district inhabited mainly by less affluent residents.

About 10 km to the south is the Weltevreden district, founded in in 1809, it was the administrative nucleus of the Dutch East Indies and the area favoured by the colonial elite and wealthy Javanese grandees. Centred upon the vast square of the Koningsplein (today the Medan Merdeka), the district was graced with fine government buildings, mansions and institutions.

In the northeast of greater Batavia is the 'Tandjong-Priok' (Tanjung Priuk) harbour complex, the massive and still rapidly expanding modern port of Batavia, first established in 1877 to handle the great increase in maritime trade that Java enjoyed in the wake of the opening of the Suez Canal (1869). Over the succeeding decades, the Dutch colonial regime had developed an impressive, integrated tramway and rail network to service all three of Batavia's centres, connect the area to the rest of the island and the world beyond.

While the map is undated, it was almost certainly made between 1905 and 1910, as the extent of the tramline system and the locations of the railway stations corresponds to the state of play during that period.

The tram and rail lines that are overlaid upon the map in thick stenciled paint are identified by the 'Legenda' below the title. The first line of interest is the route of the Nederlandsch-Indische Spoorweg Maatschappij (NIS, the Dutch East Indies Railway Company), which is shown as a bold black line to running from the south up through Weltevreden to its terminus in the Oude Stade, with its various stations labeled along the way. The NIS connected Batavia to the rest of Java's main cities, such as Yogyakarta, Surakarta, Bandung, Semarang and Surabaya. Headquartered in Semarang, the NIS was founded in 1873 and soon expanded its operations to become Java's anchor railway system, handling both passenger and freight traffic.

Separate from the NIS, the colonial government operated the Staatsspoorwegen (SS, State Railway), to connect Tanjung Priuk with Batavia and the surrounding region. Its sophisticated system of freight routes is expressed by bold orange lines. The SS played a major role in the Javanese economy, transporting most of the island's exports to port.

Focusing upon the tram system, the map shows the lines of Batavia's two competing commercially run networks. The simple yellow line tracks the route of the Bataviasche Tramweg Maatschappij (BTM, Batavia Tramways Company) that ran from the Oude Stade down through Weltevreden to terminate in the far southern suburbs. The BTM was Batavia's first tram operator, which founded in 1869 initially ran horse-drawn trams, but switched to steam trams in the 1880s.

The yellow and black dotted line represents the route of the Batavia Elektrische Tram Maatschappij (BETM, Batavia Electric Tram Company), which ran in a hook shape from the Oude Stade down to skirt Weltevreden to end at Harmonie. Founded in 1899, the BETM only ran electric trams and provided stiff competition to the BTM.

The Batavia tram system was subsequently expanded and enjoyed a great period of high ridership until the 1930s, when its fortunes were dampened by the Great Depression. The dominance of automobiles in the wake of Indonesian independence hailed the end of the medium, with its routes replaced by buses, taxis and rickshaws.

The railway system as depicted here still forms the backbone of Jakarta's freight traffic, handling most Java's exports and imports, even as the equipment and track has long been upgraded.

References: N/A – Seemingly unrecorded.

1.500 EUR

10. Lisbon, Portugal – Important Monuments Engineering / Architecture
Elevador De São Julião - Elevador Do Município
Original 'Blueprint Book'

Raoul Ronson MESNIER DE PONSARD (1848 - 1914).

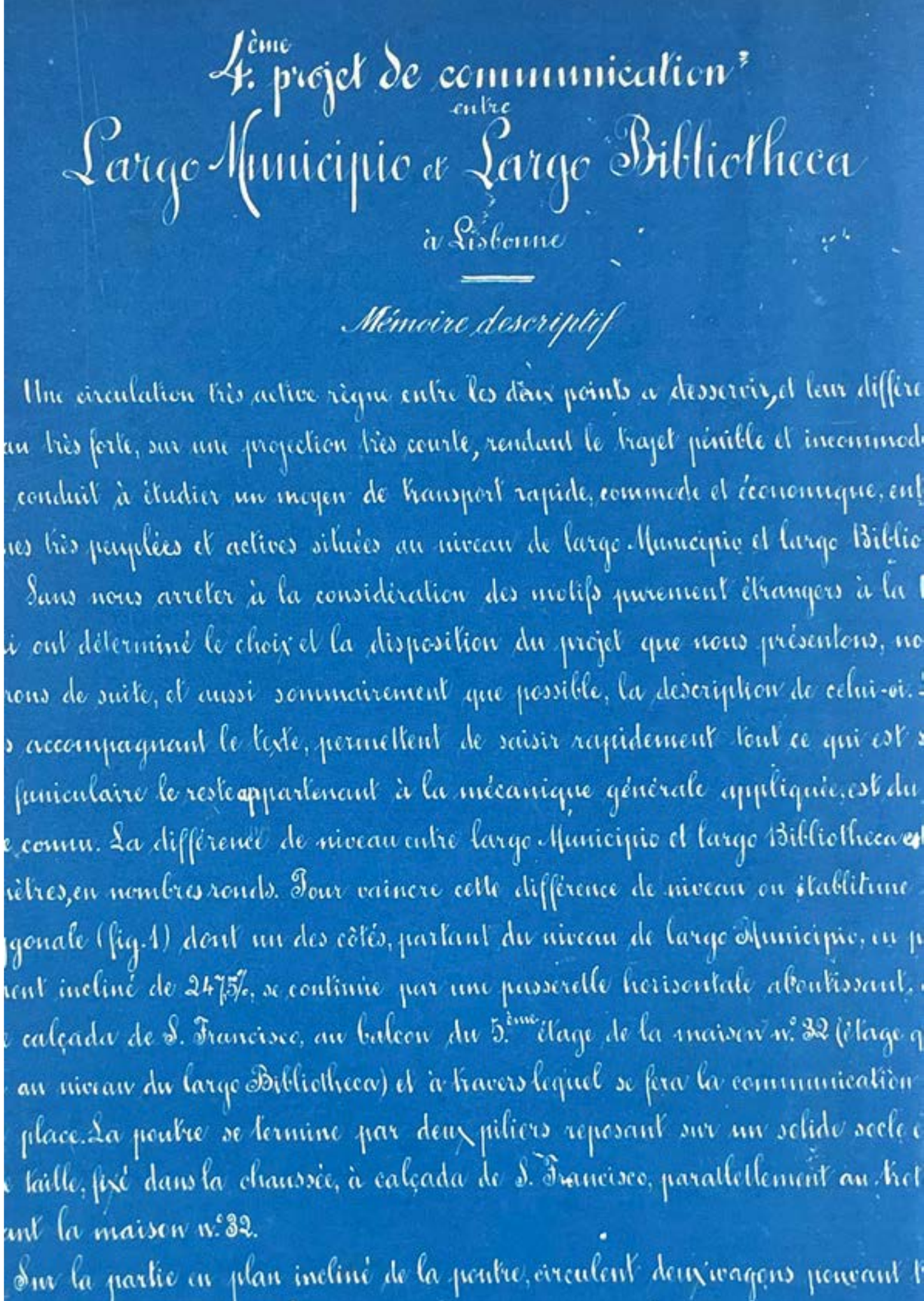
"4eme Projet de communication entre Largo Municipio e Largo Bibliotheca à Lisbonne / Plan incliné funiculaire (Ingénier Raoul Mesnier de Ponsard) / Texte et desseins."

Lisbon: [Privately Published], 1893.

4° (34 x 22 cm): 9 large folding ff. all printed in the cyanotype (blueprint) method (of which 3 leaves bear text, and 6 leaves feature (a total of 8) diagrams), bound in original black pebbled boards with green cloth spine and corners, with manuscript pastedown title to front cover (Excellent condition, cyanotype leaves overall unusually clean and crisp with some having just very minor tears at hinges, second leaf with old irregular vertical folds with some slight chipping and tiny loss to text, much later (perhaps 1950s) manuscript notes in pencil to verso of first leaf, binding with light edge-wear).

An extraordinary artefact of a signature project of one of the foremost engineers of Fin de siècle Europe, Raoul Ronson Mesnier de Ponsard, the 'Portuguese Eiffel', famous for his monumental iron funiculars and elevators, as well as his groundbreaking cable car technology; here being an original blueprint book featuring one of Mesnier de Ponsard's early proposals to build what would became the 'Elevador de São Julião', a colossal iron superstructure containing mechanical devices that rapidly transported pedestrians from downtown Lisbon's Baixa district up and over a high, steep incline to arrive in the fashionable Chiado neighborhood; the elevator became a key meeting place for Lisbon's intelligentsia during a tumultuous revolutionary era, notably being the scene of the 'Elevator Coup' (January 28, 1908), whereby Republican activists plotted to overthrow the royalist regime; the blueprint book features a detailed textual memoir, illustrated with 8 exquisitely rendered diagrams, on 6 large folding leaves.

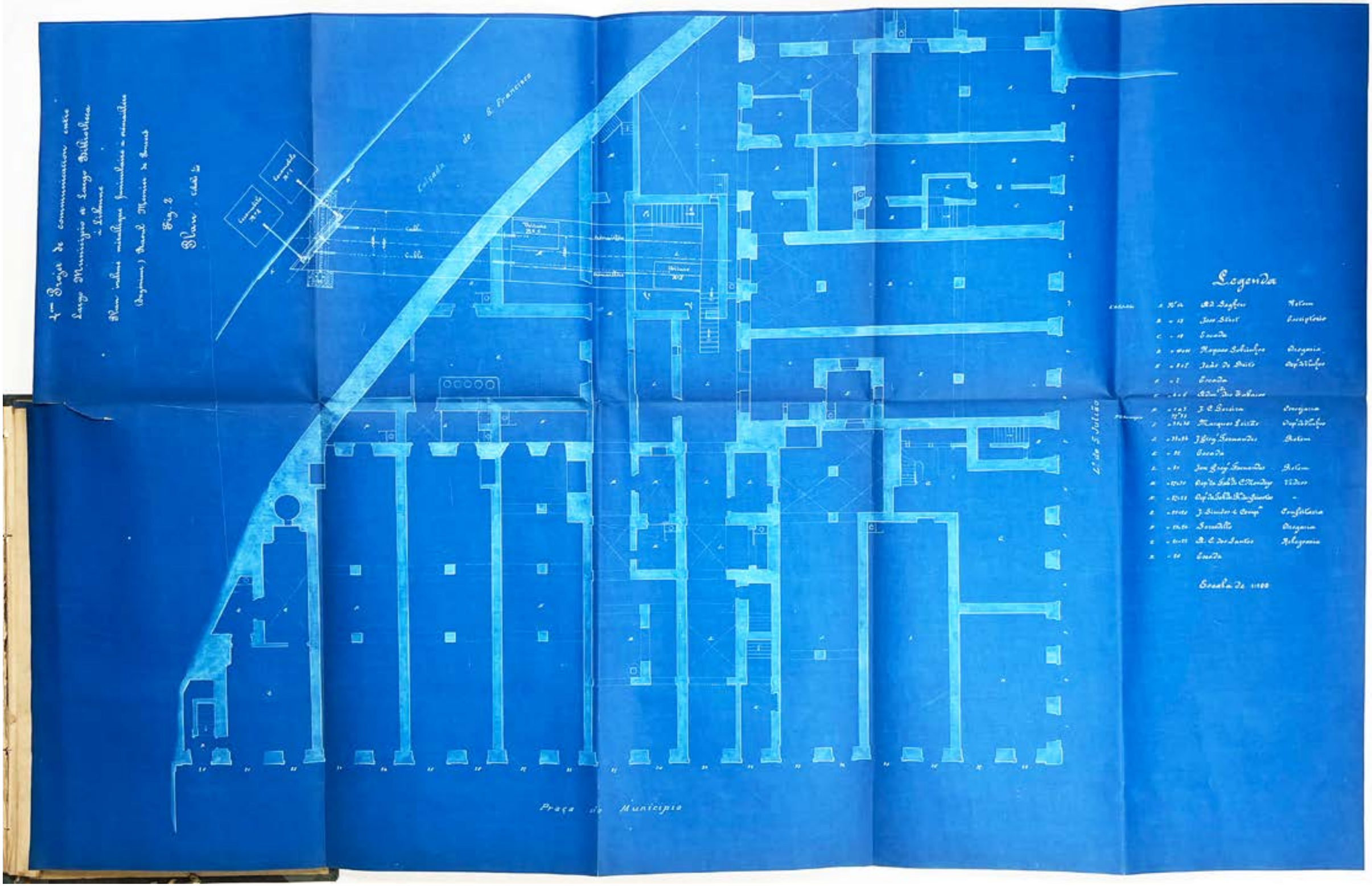
Traditionally, Lisbon's exceptionally hilly topography made transportation across the city challenging. While the downtown core, the Baixa, consisted of an even grid of streets and plazas upon relatively flat land, to the immediate west and east, the city-



4ª Biga de comunicação entre
Largo Municipio e Largo Bibliotheca
Lisboa

Plano inclinado funicular e mecanico
(Systema) Raoul Mesnier de Ponsard

Fig. 2
Plan. [illegible]



scape climbed abruptly over steep, irregular hills. To the west of the Baixa lay the wealthy Chiado neighbourhood, home to the residences of many of the city's leading figures, its finest retail establishments and several important public institutions. The problem was that climbing the steep streets between the downtown and the Chiado, either by foot or by horse carriage was a rough slog. While horse drawn trams (called americanos) were introduced in Lisbon in 1873; cable cars first operated there in 1884; and the first electric tram was introduced in 1890; many of the key routes from the Baixa to the Chiado were too steep, or of irregular shape, to, at least in the early days, permit the use of these modes of transport.

Enter Raoul Ronson Mesnier de Ponsard (1848 - 1914), a native of Porto, born of French parents, he was one of Europe's most brilliant and innovative engineers. Called by some the 'Portuguese Eiffel', for his signature elaborate iron constructions containing complex custom mechanical devices, Mesnier de Ponsard solved Lisbon's, and many other Portuguese cities' most extreme transportation challenges. From 1880 onwards, he designed 'Ascensors', or funiculars, or tram systems that could climb incredibly steep hills. However, his most impressive works were perhaps the 'Elevadors' that could transport people up and over to tops of near cliff-like inclines, in lifts, so greatly shortening what would otherwise be long trips up winding streets. While Mesnier de Ponsard made several 'Ascensors' across Lisbon and in other Portuguese cities, he completed only two true elevators, transporting people upwards at 90-degree angles.

Mesnier de Ponsard's most famous work is the Elevador de Santa Justa (1902), the gigantic and visually imposing masterpiece of neo-Gothic design that transports pedestrians from the Baixa to the Largo do Carmo, in the Chiado, and which still operates today as one of Portugal's great tourist attractions. However, he constructed another earlier lift, the Elevador de São Julião (alternatively known as the Elevador do Município, or Biblioteca), completed in early 1897, which in its time played a great role in the life of Lisbon.

First proposed by Mesnier de Ponsard in 1892, the S. Julião (Município) funicular (later elevator) was to connect the Praça do Município, the large square in the Baixo, that was home to Lisbon's city hall, to the Largo da Biblioteca (today the Largo da Academia de Bellas-Artes), the square that hosted the public library, in the southern part of the Chiado. The construction would literally lift pedestrians 30 metres up into the at sky to arrive at one of the Chiado's most fashionable and busy destination. The project would transform a relatively arduous journey that would take almost 15 minutes of climbing narrow, winding streets, either on slippery cobblestones or in the hot sun, into an effortless ride of less than a minute. Importantly, the Praça do Município-Largo da Biblioteca trip was taken daily by many of the Lisbon's wealthiest and most influential residents, which ensured that Mesnier de Ponsard's proposal was greeted with considerable enthusiasm by leading government and corporate stakeholders.

Present here is an original set of Mesnier de Ponsard's blueprint engineering plans for the Elevador de S. Julião project, being an early, or "4eme Projet de communication",

or fourth version of proposal, dated March 27, 1893. While the overall vision is the same as what was eventually constructed between 1896 and 1897, these early designs feature some stark differences from the result. First, by the present design, the lift was to be an extreme version of a "incliné funiculaire" (inclined funicular), as opposed to a true elevator, as its cars were to ascend a slanted tower, at a 68-degree angle, as opposed to a straight 90-degree rise. Second, at the top of the tower, the 1893 proposal would see the cars continue the route along a horizontal track to the destination, while the 1896 final plan had passengers disembarking the cars atop the tower to complete the trip by walking along an aerial passageway. However, both designs had the construction soar over the Calçada de São Francisco to deliver travelers to the Largo da Biblioteca. Moreover, both plans had the location of the lower station as being inside a premises on the Largo de S. Julião, the street which ran just north from the Praça do Município, although the designated address was subsequently altered in 1896. It also seems that the architectural adornment of the construction as planned in the present 1893 proposal, was far more elaborate than what was later created.

Mesnier de Ponsard's March 1893 proposal for the S. Julião project was greeted favourably by the Lisbon city council, which had to approve the project. However, after delays, it seems that the modifications to the plans were implemented in order to lower costs (ex. a 90-degree rise with an aerial walkway was cheaper than rising the cars up 68-degree incline and then continuing the mechanized journey over a horizontal aerial passage; while the original plan's elaborate architectural adornment was scaled down).

Mesnier de Ponsard secured financing for the project from the wealthy and highly regarded Portuguese MP, João Maria Correia Ayres de Campos, and its go-ahead was approved by the authorities early in 1896. Construction commenced immediately, with the final cost of project coming in at around 20 million Reis, then a hefty sum.

The Elevador de S. Julião was inaugurated on January 12, 1897, and it immediately became one of the most popular amenities and attractions in Lisbon, especially for its good and great. Every day leading politicians and businessmen used the elevator, and it was common for one to say "Encontro conheci no Elevador de S. Julião", as both its upper and lower entrances became popular meeting places, where one could either before or after using the lift, take drinks at one of the many nearby bars or coffeehouses.

Please see a link to a photograph of the completed Elevador de S. Julião, courtesy of the Arquivo Municipal de Lisboa:

https://arquivomunicipal3.cm-lisboa.pt/xarqdigitalizacaocontent/PaginaDocumento.aspx?DocumentoID=256938&AplicacaoID=1&Pagina=1&Linha=1&Coluna=1

The Elevador de S. Julião became famous well beyond Lisbon after it was the scene of a shocking and controversial political event. At the beginning of 1908, Portugal was seething with unrest as Republican-liberal elements called for the overthrow of Portugal's ailing nearly 770-year-old monarchy. On January 28, 1908, in what was to

become known as the 'Golpe do Elevador da Biblioteca', a group of leading civilian republican activists, supported by sympathetic members of the Carabinieri, met at the elevator, where they allegedly plotted to mount a coup against the regime of King Carlos I and his dictatorial prime minster, João Franco. While the exact nature of their plans remains a matter of controversy, the coup leaders planned to seize control over communications and key government buildings in Lisbon, while detaining Franco and other top royalist officials.

While some say that the plotters had no desire to harm the king or his minsters, others suggest that regicide was actively considered at the elevator meeting. As it happened, the authorities gained intelligence of the illicit gathering and police loyal to the king swooped in and arrested 93 of the plotters. While the Elevator Coup was unsuccessful in and of itself, Carlos I was assassinated only 3 days later, on February 1, 1908, only a few blocks away from the Elevador de S. Julião. The assassination was seen to have fatally weakened the monarchy, which fell in 1910, giving way to the Portuguese republic.

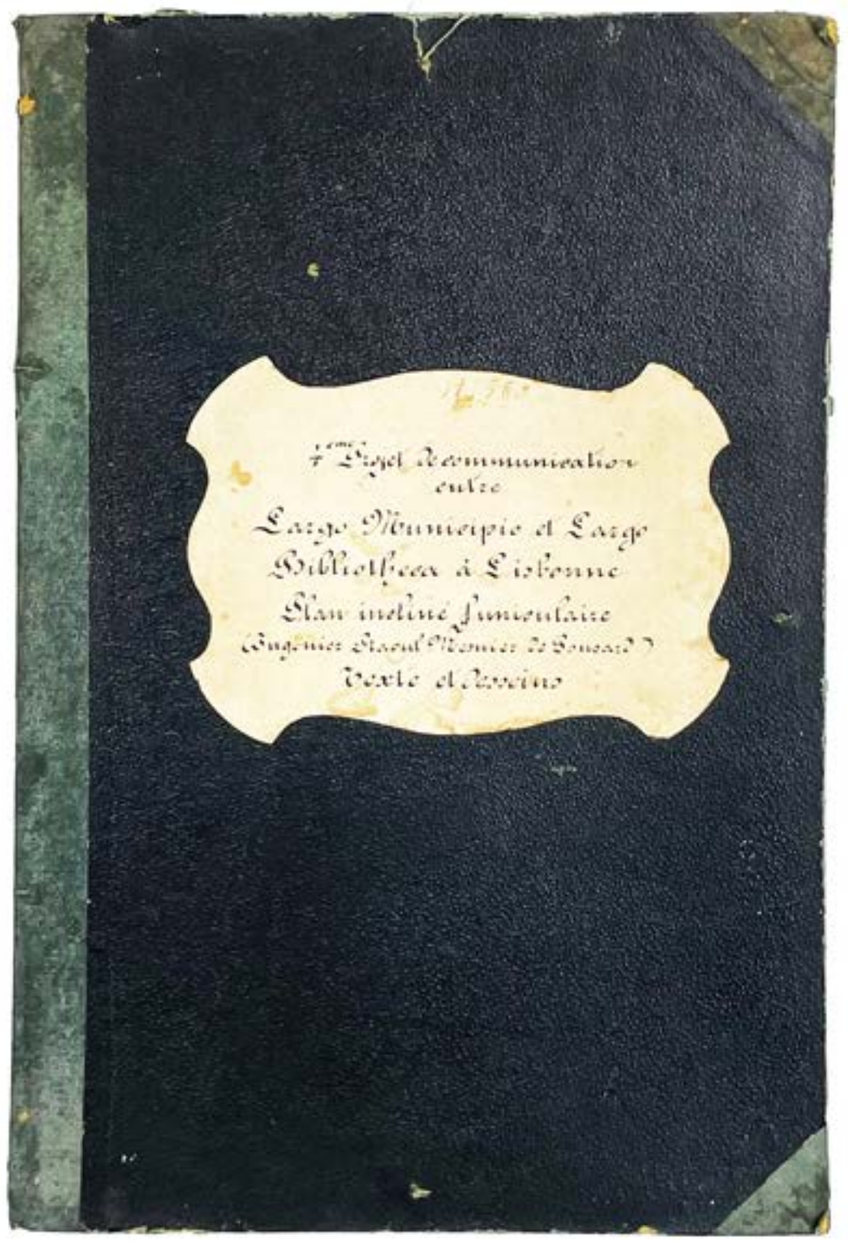
While the Elevador de S. Julião proved wildly popular and profitable in its early years, ironically, the marvel eventually succumbed to the very technologies advanced by Mesnier de Ponsard. The engineer invented ingenious new ways for electric trams to climb Lisbon's steep, winding and often narrow streets and over the years this technology became over more efficient and cost effective. By 1910, several trams ran up from the Baixo to the Chiado, and many Lisboans began to bypass the elevators, for what was a more seamless, cheaper ride.

The inauguration of the Rua da Conceição-Calçada de São Francisco-Camões tramline, which directly competed with the Elevador de S. Julião made the latter obsolete. The elevator ceased operation in 1915 and was dismantled in 1920, so removing what was one of the great landmarks in the modern transportation, technical, social and political history of Lisbon.

The Elevador de Santa Justa avoided the same fate because it had become an internationally renown tourist attraction, such that its ridership remained high even long after its use as mode for transporting commuters became obsolete.

The Contents of the Present Portfolio in Focus

This present blueprint book of Mesnier de Ponsard's original early plans for the S. Julião project is an extraordinary (and today likely unique) artefact from the golden age of fin de siècle era public engineering and architecture. It provides amazing and valuable insights into the mind of one of Europe's most brilliant and innovative engineers, granting an insider's view of how one of Lisbon's great historical landmarks was created.



The present book of blueprint plans was made by Mesnier de Ponsard in only a handful of examples (likely less than ten), for the private and confidential distribution to Lisbon city councilors and potential private sector investors. While the designs proposed were subject to change (and were indeed altered in advance of the 1896 commencement of construction), the text and diagrams are scientifically rendered in a formal fashion, backed up by technical specifications, as if they were to guide a 'shovel ready' project.

It is worth nothing that, as with most of Mesnier de Ponsard's professional works, the text is written in French, not only because that was the engineer's preferred language (although he was perfectly fluent in Portuguese), but also because French was still the standard pan-European lingua of science and engineering. As such, Mesnier de Ponsard's work could be understood by a wider audience, well beyond Portugal, while Portuguese professionals would have been expected to be able to read French.

The present blueprint book is composed of 9 folding leaves (of various sizes, some very large) entirely made in the cyanotype method. The first three leaves feature the 'Mémoire descriptif', the text that outlines the project, dated at Lisbon, March 27, 1893. It defines the S. Julião project as a 'inclined funicular', as opposed to a being a straight lift, with the tower rising at an 68° angle. The cars were to weigh 6,500 kg and could carry 30 persons. Here the author describes the nature of the funicular system, the superstructure, the mechanical apparatuses that powered the movement, and the details of the cars, all backed up by technical specifications.

Following, are 6 leaves of plates, featuring 8 distinct diagrams, all drafted in a highly attractive, yet formal technical manner, that depicts the S. Julião project from every possible angle, while featuring its mechanical devices and architectural embellishments.

The present example of Mesnier de Ponsard's blueprint book for the S. Julião project is more than likely a unique survivor; we cannot trace a reference to any other examples. Moreover, only very few of Mesnier de Ponsard's original blueprints and original manuscript plans for any his projects survive. Such documents were considered ephemeral (to be disposed of after the proposals were superseded, or the final project was constructed), in addition to being quite fragile, such that the survival rate of such items is extremely low. The only original designs for the Elevador de S. Julião project that we can find in institutional collections are a couple of whiteprints for the final plans of 1896, being a side profile of the entire elevator, as well as a ground plan, both held by the Arquivo Municipal de Lisboa. Additionally, we are aware of a portfolio containing a series 4 original designs for another stage of the Elevador de S. Julião project that appeared at a Lisbon auction some years ago.

The Blueprint Book's Components are as follows:

1.
Mémoire descriptif.
Text, running on 3 leaves (folding, measuring, 83 x 31 cm; 83 x 31 cm; 42 x 31 cm), dated at the end, 'Lisbonne le 27 mars 1893' with printed signature of Raoul Ronson Mesnier de Ponsard.

This detailed text, written on three large folding cyanotype leaves, carefully details all aspects of the S. Julião project, and is backed up with technical specifications.

2.
Fig. 1. Elévation.
Single folding cyanotype leaf (50 x 48 cm).

This attractive view, drafted to scale of 1/100, is a side profile of the entire envisaged S. Julião project, showing the tower rising at a 68° angle from a premises on the Largo de S. Julião, along with the horizontal passage to the Largo da Biblioteca.

3.
[Fig. 1b]. Détermination de la stabilité de la construction contre l'action du vent (en suppose que ABCD est indéforamble).
Single folding cyanotype leaf (52 x 56 cm).

This highly technical diagram features a skeletal side profile view of the entire S. Julião project, composed of vector lines accompanied by mathematical calculations regarding the load of the construction, with the stated purpose being the "Determination of the stability of the construction against the action of the wind (assuming that ABCD is rigid)".

4.
Fig. 2. Plan.
Single folding cyanotype leaf (92 x 57.5 cm).

This large and highly attractive plan takes in the S. Julião project from the perspective immediately above, providing a ground plan, executed to the scale of 1/100. It shows the Praça de Municipio, to the south, and the Largo de S. Julião, to the east, with the ground plan of the buildings in between, and the location of where the tower of the S. Julião funicular was to rise, with the horizontal passage running above the Calçada de S. Francisco before arriving at the Largo da Biblioteca. The 'Legenda' on right side, lists the various named premises, which include various businesses, including beer halls, a pharmacy and a confectionary, etc.

5.
Fig. 3. Station inférieure avec la voiture No. 2 au bas du plan incliné.
Single folding cyanotype leaf (71 x 55 cm).

This intriguing diagram depicts the lower station at the base of the S. Julião funicular tower, by the Largo de S. Julião, showing the elevating mechanism that was to lift the cars up the inclined tower.

6.
Fig. 4. Station supérieure, avec la voiture No. 2 au sommet du plan incliné.
Single folding cyanotype leaf (56 x 68 cm).

This view showcases the upper station of the S. Julião construction, at the Largo da Biblioteca, with its elaborate lifting mechanisms.

4me Projet de communication entre
Largo Municipio et Largo Bibliotheca
a Lisbonne

Mon voiture metallique funiculaire à remorqueur

(Ingenieur) Raoul Mennier de Bonnard

Fig. 4

Station supérieure, avec la voiture N°2 au sommet du plan incliné.

On suppose enlevées les parois de la portion ainsi que les sieges de la voiture, du côté gauche, par rapport à un observateur tourné vers le sommet.

7.
Fig. 5. [Vue latérale de la poutre]. [and] Fig. 6. Vue latérale de la poutre. [and] Fig. 7. Section traversale de la poutre faite en fig. 3 suivant la trace AB vue suivant (1).
Single cyanotype leaf (74 x 118 cm) bearing 3 views.

This leaf, featuring 3 diagrams, all done to a scale of 1/10, details aspects of the horizontal aerial traverse that the cars were to transit after the ascending the inclined tower.

Raoul Ronson Mesnier de Ponsard: The 'Portuguese Eiffel' who Revolutionized Transportation in Lisbon and Beyond

Raoul Mesnier du Ponsard (1848 - 1914) was the most famous Portuguese engineer of the Fin de siècle era, whose brilliant and innovative solutions solved many of the most challenging transportation problems of Lisbon and many other cities. His impressive signature transportation devices, made of iron superstructures housing elaborate mechanical devices, are often likened to the oeuvre of Gustav Eiffel, although there is no evidence the two men ever met or worked together.

Mesnier de Ponsard was born in Porto, of French parents, and was largely raised in Braga, where his father was employed by the local gas company. His father's interest in technical devices for gas delivery sparked young Raoul's fascination with engineering and machinery. A stellar student, he read at the Liceu in Porto, before completing an engineering degree at the University of Coimbra. He then apprenticed at leading engineering establishments in France, Switzerland and Germany, where he mastered the world's most advanced advanced cable car and funicular technologies.

He returned to Portugal in 1871, where he worked in various public works projects in Porto and Braga. His great career breakthrough came in 1880, when he assisted the esteemed Swiss engineer Niklaus Riggenbach to design the first funicular in Iberia, the Bom Jesus do Monte Funicular, in Braga, which was opened to great acclaim in 1882.

The remarkably hilly nature of many Portuguese cities, not to mention their winding medieval streets, made the creation of modern transportation infrastructure a severe challenge. Mesnier de Ponsard was the perfect person to solve these problems, as he proposed innovative solutions, based upon cutting edge technologies and methods, as well as having a good eye for aesthetics. He pioneered the funicular railways in Portuguese cities, allowing them to ascend steep slopes, notably including the famous Lisbon lines of the Ascensor do Lavra (1884), the Ascensor da Glória (1885) and the Ascensor da Bica (1885). He also designed the Nazaré Funicular (1889), in central Portugal, and the nearly 4 km-long Monte Railway in Funchal, Madeira (a rack railway built in stages between 1893 and 1912).

Mesnier de Ponsard also pioneered electric trams that could ascend steep, narrow winding streets (a much more difficult task than running lines up the steep, but straight streets of San Francisco, California), and in Lisbon he created the first major cable tram system outside of the Anglophone world. The Graça, Estrela, and São Sebastião routes, which are still used today, are anchors of daily life in the Portuguese capital.

Mesnier de Ponsard's most prominent works were his 'elevadors', that towered over Lisbon's Baixa, including the Elevador de S. Julião (1897) and the famous Elevador de Santa Justa (1902).

Late in his life, Mesnier de Ponsard was employed to design and oversee the construction of a railway in Mozambique that was to link Inhambane with Inharrime, seeking to unlock the considerable natural resources wealth of southwestern part of the country. Sadly, Mesnier de Ponsard died suddenly while at work in Inhambane, likely worn down by old age and the tropical climate.

Mesnier de Ponsard had a legacy that far outlived him, as today he is still a household name in Portugal, while many of creations are amongst the most beloved features of Lisbon. Indeed, the Elevador de Santa Justa is world famous, one foremost tourist sites of Portugal. On the professional and academic side, Mesnier de Ponsard is considered to have been one of modern Europe's most innovative and consequential engineers, whose works and discoveries inspired dozens of engineers and urban planners for decades after his passing.

References: N/A – Seemingly unrecorded. Cf. (1896 plans:) Arquivo Municipal de Lisboa: PT/AMLSB/CMLSBAH/PCSP/004/MNV/001784 and PT/AMLSB/CMLSBAH/PCSP/004/MNV/001785.

4.500 EUR

11. Marifetname

İbrahim HAKKI Erzurumi (1703 - 1780).

معرفتنامه
[Marifetname]

Cairo – Bulaq: 1280 [1863-1864].

Large 4°: 23 pp., 564 pp. letterpress with lithographed illustrations, original crown calf spine with later marbled paper boards, and endpapers (spine with small cracks, edges and margins of first part of the book with light water-staining in margins, one margin with old repairs, repaired tear in one text page, last two pages with repairs in the inner margin).

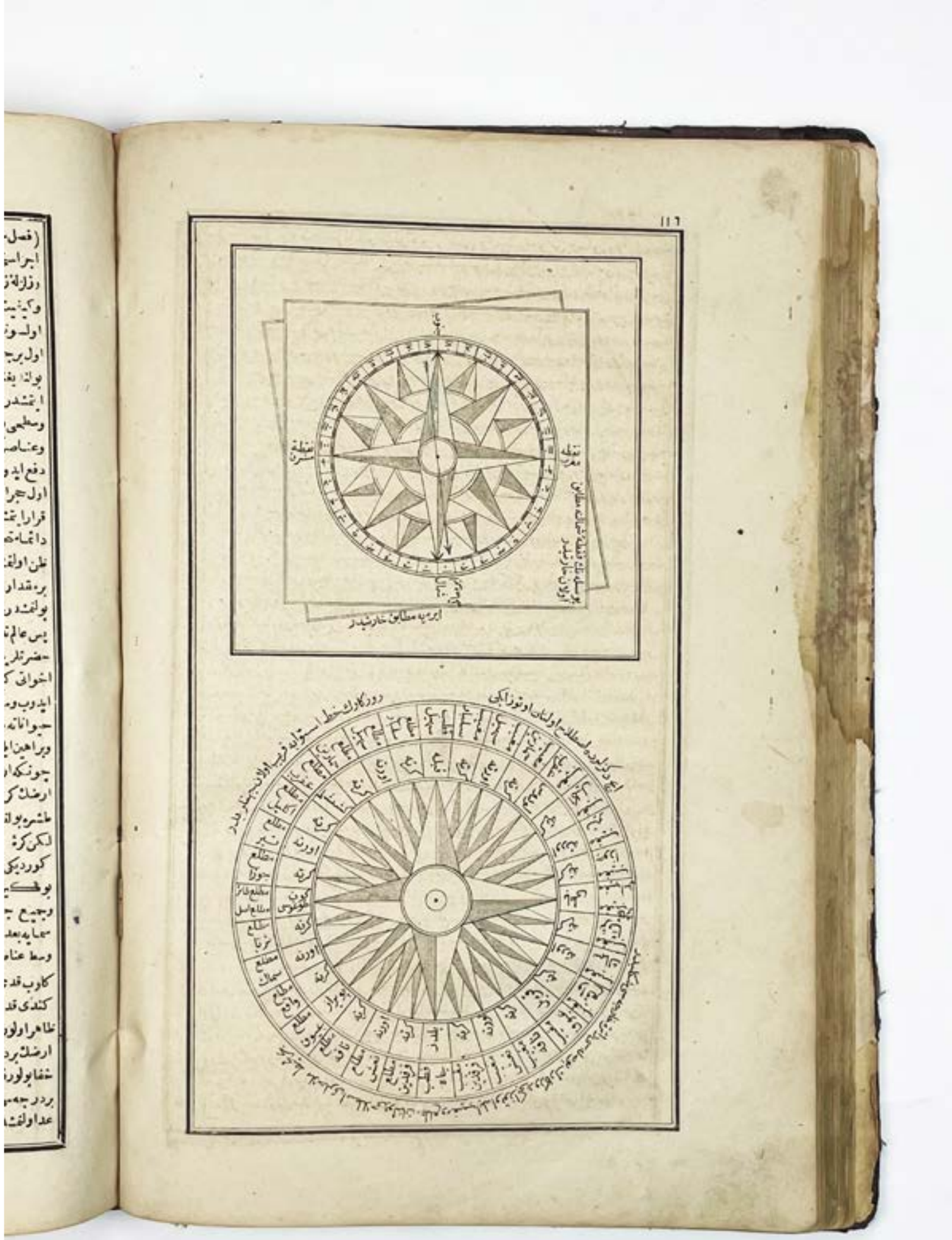
Marifetname or Book of Gnosis - a majestic encyclopedic work in Ottoman language, printed by the Bulaq press in Cairo

This majestic illustrated work was written in the 18th century by a Sufi saint, Islamic scholar, physicist, astronomer and İbrahim Hakkı (1703 - 1780).

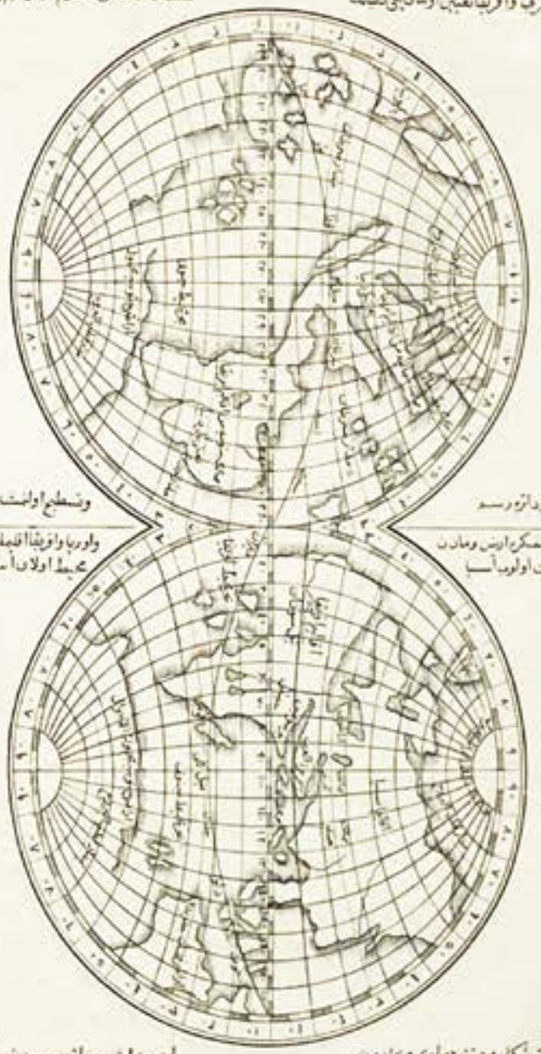
The book includes a map of the World in two hemispheres and from the north and south perspective, astronomical charts and various other charts. The print is a charming combination of a letterpress and lithographed illustrations. The text consists of three books and is combining the religion with the science. It starts with the God, followed by the analysis of the minerals, basic beings, plants and finally a man. It is followed by richly illustrated chapters on the geography and the universe.

Hakkı then analyses the human body from the aesthetic point of view and connects the bodily features with the persona. The text ends discussing the relations and respect between the people, especially between the man and his wife, their relatives, servants and neighbours and the responsibility towards children.

Hakkı finished writing Marifetname in 1757. In the next decades this richly illustrated work was copied in manuscript until it was first printed in 1835 (1251) by the Bulaq press.

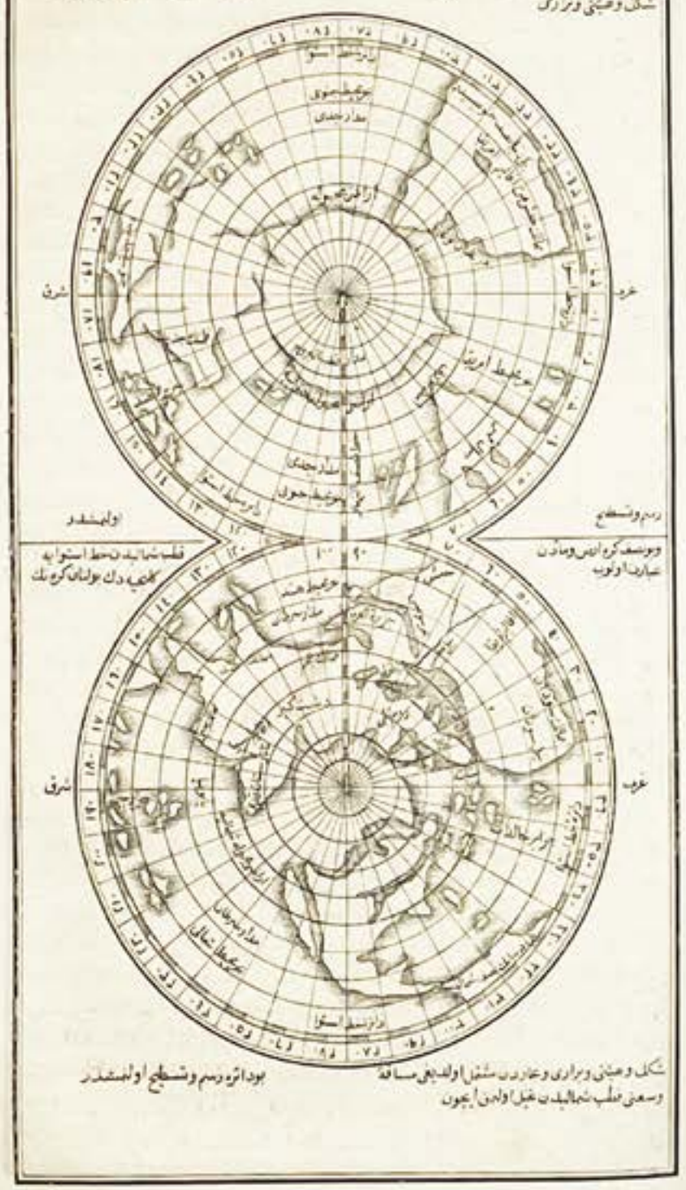


بو نصف كره ارض ومائن عبارت اولوب
هند غرب وافريقانصفي اولمان بكي دسائك



بو نصف كره ارض ومائن عبارت اولوب قطب جنوبيدن
خط استوايه كلنجيه دك بولنان سطح كره نك
شكل وهيئتي ويراري

وبحاردن مشتمل اولديغي مسافه وسعتي قطب
جنوبيدن شمالي واقع ايجون بو دائره



Bulaq Press

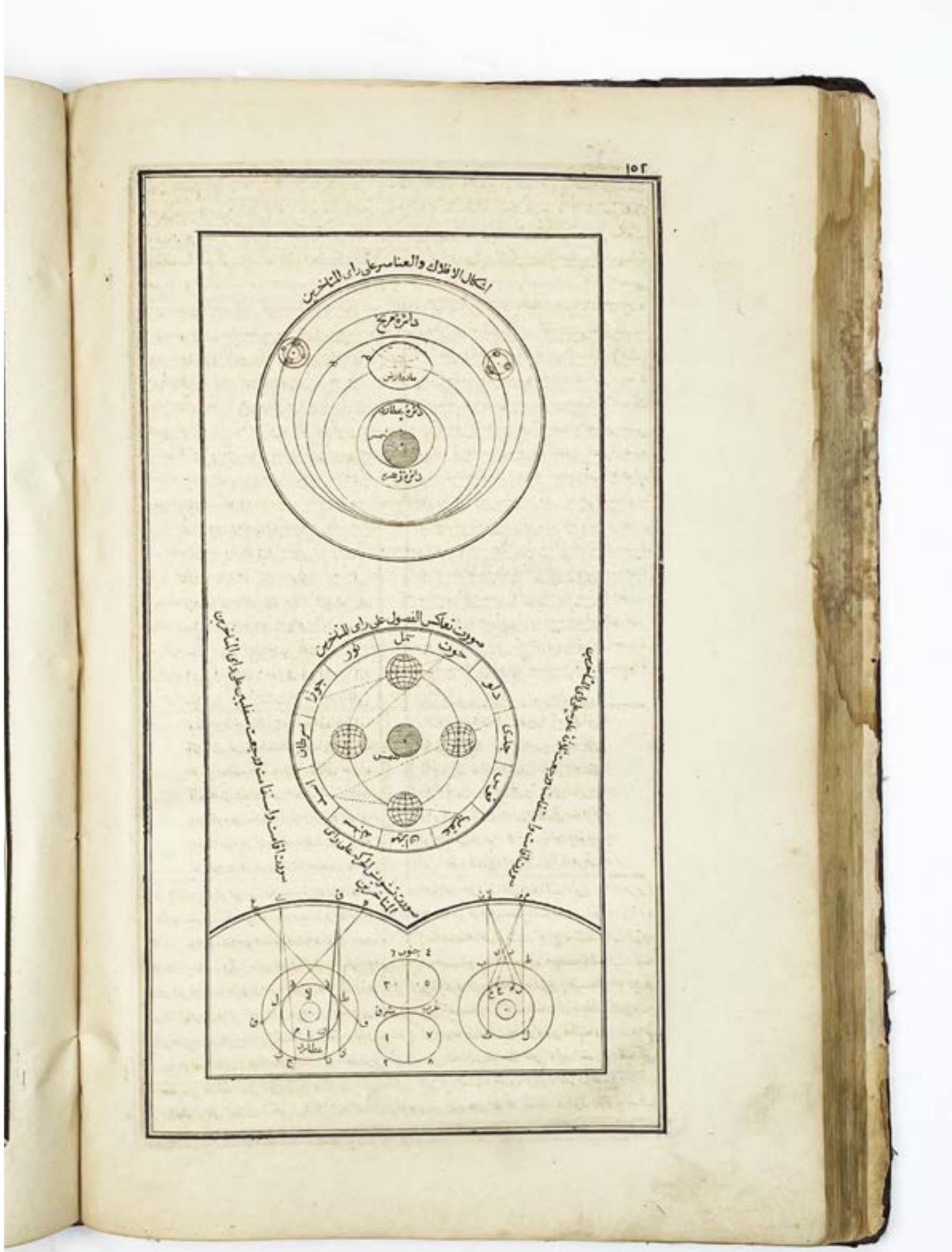
The Bulaq or Al-Amiriya Press (Amiri Press, Amiria Press), the first Muslim official and governmental printing press established in Egypt, was founded in 1820 by the viceroy of Egypt Muhammad Ali (1769-1849) and is still active today.

Already in 1815, the first delegation was sent from Cairo to Milan to learn the printing techniques. After the construction of the press was finished in the autumn of 1820, it took another two years to transport the machines and school the employees. The first book, an Arabic-Italian dictionary, was published in 1822. In the next decades the Bulaq Press became the leading publishing house for the Arab world.

Marifetname was commissioned privately for commercial reasons. Between 1351 (1835-36) until 1299 (1882) 17 editions of Merifetname were printed by the Cairo / Bulaq press, all of which are rare today. This is the fourteenth edition.

References: Özege No.12259. Bekir Topaloğlu, MÂRİFETNÂME, TDV İslâm Ansiklopedisi (https://islamansiklopedisi.org.tr/marifetname). Hsu Cheng Hsiang, The First Years of Arabic Printing in Egypt 1238-1269. 1822-1851. The Checklist; no. 252 – Edn14.

2.400 EUR



12. Quran
Bakhchysarai / Crimea Imprint

كلام قديم
[Kalamun Qadim also Kalam Qadim]

Bakhchysarai: مطبعة ترجمان [Matbaa Tercüman] 1316 - 1898

16°, 522 pp., [2 pp.] blank, printed on thin paper, contemporary lacquer binding with dark brown goat skin spine (Very Good, minor wear to the binding, missing front lose endpaper).

A charming miniature Quran with a handsome contemporary lacquer binding, printed in Bakhchysarai, a city in central Crimea which was for decades the cultural center of the Crimean Tatars

A small-format Quran, bound in a charming contemporary lacquer binding, was issued in a central Crimean city Bakhchysarai under the patronage of Ismail Gaspirali (اسمیل غصپرینسکی also Gaspirinsky) (1851-1914).

Gaspirali was one of the pioneers of the modern education among the Muslims in the Russian Empire. He encouragedthe solidarity among the Turkic peoples and encouraged modernization through Europeanization. In 1883, he founded the first Tatar newspaper in Bakhchysarai, named Tercüman. Our Quran was published by the same publishing house.

Worldcat lists five institutional examples. Fondation du Roi Abdul-Aziz Al Saoud pour les Etudes Islamiques et les Sciences Humaines - Casablanca, Holy Spirit University of Kaslik (USEK), National Library of Israel, Jewish National Library, Middlebury College Library, University of Utah.

References: OCLC 236011386.

1.400 EUR



13. Toxicology
Medicine in the Ottoman Empire
Fine Bindings

Mehmed Nuri Bey (also Birgivî Mehmed Nuri Kâtibzâde (died 1883 (1300)).

نزهة الفهوم في تحليل السموم
[Nüzhet ul-fuhum fi tahlil is-sumum *also* Nüzhetü'l-fühûm fî Tahlili's-sümûm *or* Nüzhetü'l-fühûm fî Tahlili'ssümûm / An Introduction [lit. Excursion] to Understanding of the Analysis of Toxicology]

[Istanbul] : Mekteb-i tıbbiye-i ṣahane, 1285 [1868].

Small 8°, 4 pp., [4 pp.], 137 pp., [2] pp. lithographed text, contemporary brown goatskin with gilt tooling, original yellow endpapers with relief floral pattern (minor staining and foxing, missing front loose endpaper, binding slightly rubbed on the corners and around the spine, sporadic old annotations on the first pages, but overall in a good condition).

A rare Ottoman medical treaty on animal, floral and mineral toxins, bound in an handsome contemporary binding

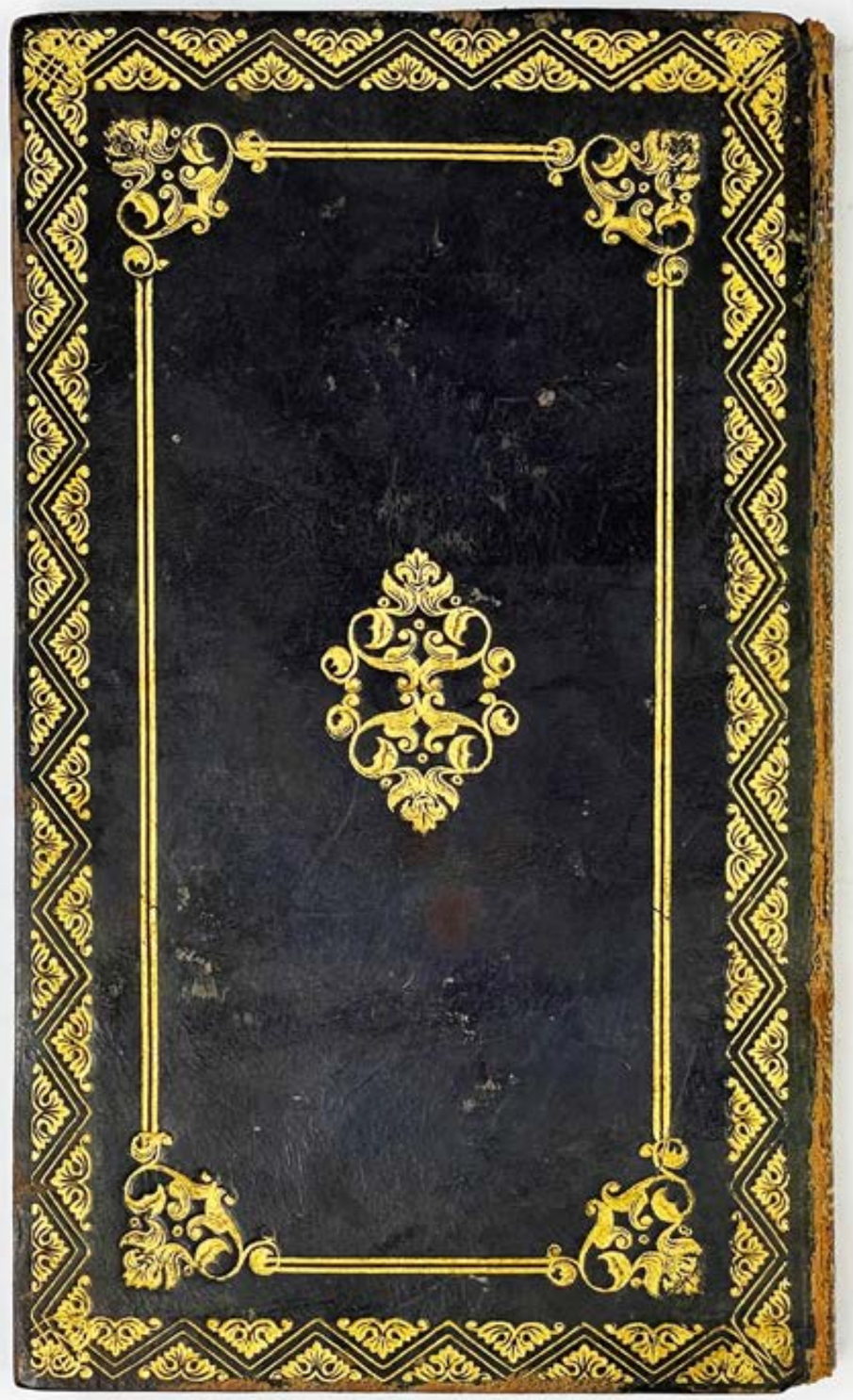
A scarce Ottoman book on poisons in animals, plants and minerals was published by the Imperial Medical School in Istanbul.

The author Mehmed Nuri Bey (ca 1844 – 1883 (1300), who received a doctoral degree around 1857-1858 (1273- 1274), was a teacher of medicine at the Imperial Medical School and later of civil medicine at Military Medical School. In his short life he authored several important medical books and articles and also translated foreign scientific literature. Mehmed Nuri was also one of the founders of Ottoman Society of Medicine. He died suddenly in the year 1300 of Rumi calendar (1883) leaving many unfinished projects behind.

We could trace two institutional examples on Worldcat (Orient-Institut in Istanbul and University of California, Los Angeles).

References: OCLC 475694589. ÖZEGE 15619.

980 EUR



14. Fine Bindings
Royal Military College

ROYAL MILITARY COLLEGE.

A List of the Royal Military College at Sandhurst. Corrected to 1st May 1834.

London: T. Egerton, Military Library, Whitehall – seller; William Clowes – printer [1834].

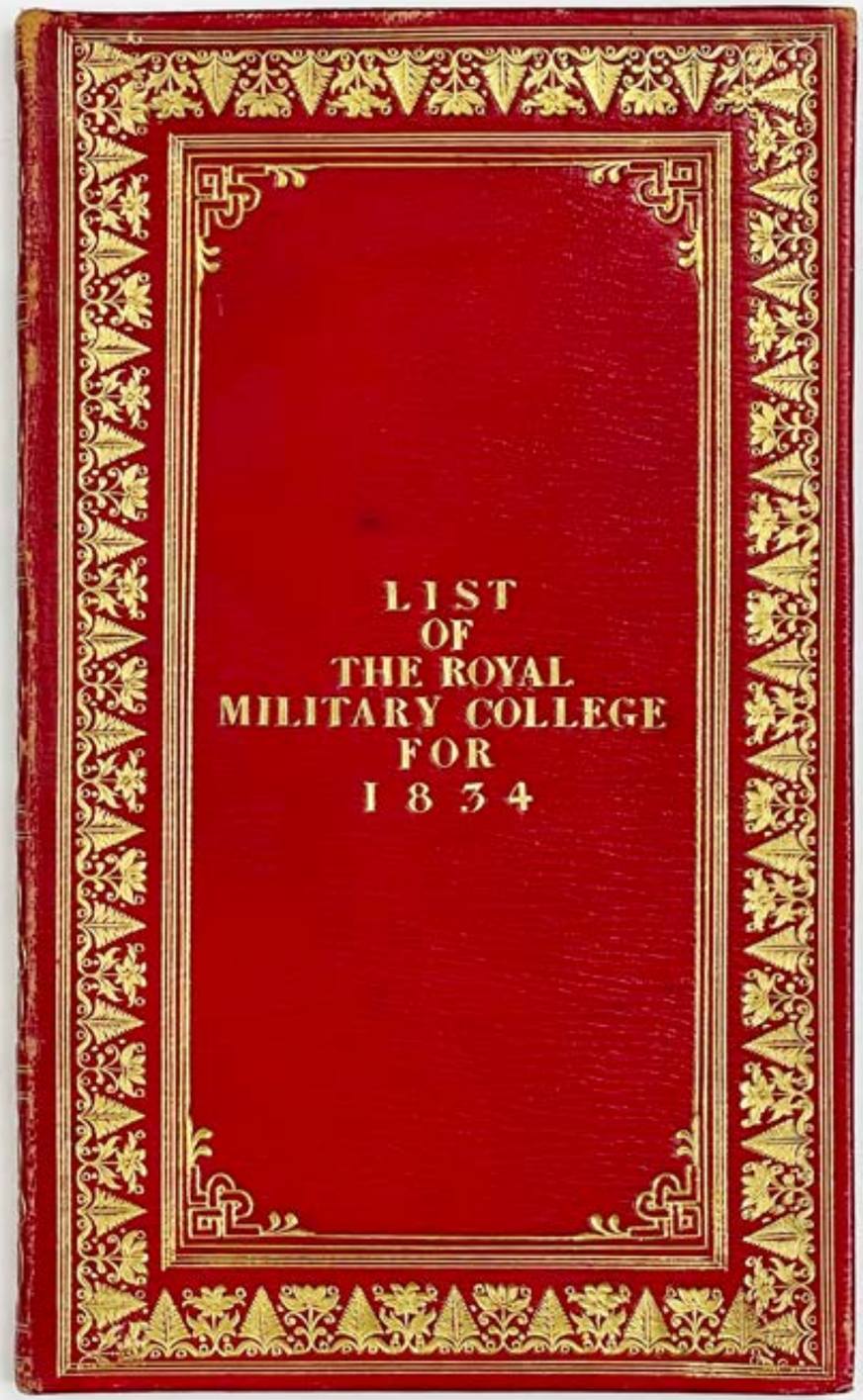
Small 8°, [6 pp.] blank with mounted bookplate, 32 pp., [4 pp.] blank, contemporary red straight grain Morocco with embossed gold tooling and lettering, gilt inner borders, gilt edges, original dark turquoise endpapers (two old discrete inventory numbers on last blank pages. binding with minor wear on the corners, but overall in a clean, crisp condition).

An early publication of the Royal Military College at Sandhurst contains, handsomely bound in straight grain Morocco with gilt tooling, lists of names of the board of commissioners for regulating the affairs of the institution, professors and masters, senior and junior departments, and cadets. The text in the last part described the regulations and form of application for admission into the Junior department.

The bookplate, belonging to Rolf Keller and dated 1929, was made by a German painter and book illustrator Rudolf Oeffinger (1870-1952).

The book is very rare and appears to be an early list by the Royal Military Collage, founded in 1801 and established in 1802. The earliest edition, appearing on Worldcat is from 1835 (housed at the British Library). We could not find any institutional examples of this earlier edition.

850 EUR



15. Jakarta (Batavia), Indonesia
Important Colonial Buildings
Original Watercolours

D. COLLAERT.

[A Pair of Original Watercolour Views of Important Colonial Buildings in Batavia (Jakarta), Dutch East Indies (Indonesia)].

Manuscript, Batavia, 1870.

(For details, please see below)

A pair of attractive and richly composed original 19th century watercolour views of two of Batavia's (Jakarta, Indonesia) most important colonial buildings, being the 'Willemskerk' and the Residence of the Commander-in-Chief of the Dutch Army in the East Indies; executed by "D. Colleart" – a rare find, as very few original manuscript views of Batavia from the era survive.

Batavia (today Jakarta, Indonesia) was founded in 1619 as the capital of the Dutch East India Company's (VOC) vast South and Southeast Asian colonial empire, immediately making it one of the most important centres in the Eastern Hemisphere. Batavia's first heyday occurred during its first decades, taking advantage of the 'spice boom' and the apogee of Dutch naval power, while the 18th Century and the Napoleonic Wars brought more challenging times. The VOC was dissolved in 1799, placing its colonial holdings, including Batavia, under the control of the Netherlands government.

From the 1820s onwards, the Netherlands aimed to consolidate its dominance over the Indonesian Archipelago, crushing indigenous rebellions and invading and conquering the lands still under native rule. The new global commodities boom, brought about by the Industrial Revolution, ensured that the Dutch East Indies were an enormous source of wealth for the Netherlands. Some of this money was directed to Batavia for the construction of elegant colonial buildings, particularly in the Weltevreden neighbourhood. This district, located 10 km south of what was then central Batavia, was, in 1809, made the official government centre for the capital, owing to its relatively healthful climate and the preexistence of several large mansions owned by colonial grandees.

Present here are two attractive original watercolour views of two of most important 19th century Dutch buildings in the Weltevreden, executed in 1870, by a "C. Colleart", being the Willemskerk and the Residence of the Commander-in-Chief of the Dutch Army in the East Indies. Despite the importance and beauty of such structures, very few original artworks from before 1900 depicting Jakarta's colonial gems survive, mak-



, making this pairing a special find.

We have not been able to dial down on Colleart's biography, which is perhaps a topic for future research. Also, the fact that the captions of the watercolours are in French (as opposed to Dutch), is not surprising, as French was then commonly used as a second language amongst the colonial establishment in Batavia.

View #1.
D. COLLAERT.
"Indes Néerlandaises. Batavia. / Habitation du Commandant de l'armée".
Manuscript, Batavia, 1870.

Manuscript, pen, ink and watercolour on laid paper, signed "D. Collaert 1870" in lower right corner, upon original card mounting bearing handwritten titles (Good, some minor chipping to paint and some light spotting, some minor marginal tears to mounts but no loss), mount: 24.5 x 32.5 cm; watercolour proper: 12.5 x 25.5 cm.

The present watercolour, signed by Coleart and dated '1870', depicts what was known as the 'Residentie van legercommandant', or the official residence of the Commander-in-Chief of the Dutch Army in the East Indies, who for all practical purposes was by far and away the most important military figure in the Netherlands service. The neoclassical building was built in 1830, specifically to serve as the commander's residence, upon a verdant lot in what became known as the Hertogspark, so named after Duke (Hertog) Bernhard of Saxe-Weimar-Eisenach, who occupied the estate around 1850.

In rich watercolours, the present view captures the Residentie's well-known portico, framed by Doric columns, upon which many of the great events in Indonesian history were deliberated.

Subsequently, the Residentie was renovated and expanded, and around 1900 it was converted into the bureau of the 'Raad van Indië' (the Council of the Indies), the Governor-General's advisory board. In 1918, it became the home of the Volksraad, the colonial parliament. In 1945, Sukarno, the future founding President of Indonesia, gave his famous 'Gedung Pancasila' speech at the Residentie, referring to the 'five pillars' of his envisaged republic. The edifice survives to the present day as part of the Indonesian government estate.

View #2.
D. COLLAERT.
"Weltenvreden Batavia / Église des Réformés".
[Manuscript, Batavia, 1870.]

Manuscript, pen, ink and watercolour on laid paper, upon original card mounting bearing handwritten titles (Good, some light spotting with some staining to lower-right corner of mount), mount: 24 x 30.5 cm; watercolour proper: 13 x 26 cm.

This attractive watercolour showcases the domed, neoclassical Willemskerk, located on the Koningsplaats in Weltenvreden. The church was conceived when the local Lutheran and Dutch Reformed congregations decided to pool their resources to create a grand united meeting place. The edifice was constructed between 1834 and 1839 and was soon named for King Willem II (reigned 1840-9). For generations, it served a one of the main social and spiritual centres of the Dutch colonial regime in Batavia. It was renamed the Immanuel Church in 1948 and survives to the present day. While the watercolour is not signed or dated, it was obviously made by Collaert as companion to the other piece.

References: N/A – Watercolours seemingly not recorded.

950 EUR

16. First Printed Bible in Ottoman Language

Ali Ufki (Wojciech BOBOWSKI, Albertus BOBOVIUS LEOPOLITANUS, circa 1610-1675), translator - Jean Daniel KIEFFER (1767-1833), editor.

[Kitab al-Ahd al-Atiq. Kitab al-Ahd al-Jedid. Also: Kitâbü'l-ahde'l-cedide'l-mensub ilâ Rabbina İsa El-Mesih… also: Kitāb al-Ahd al-Atīq ; Kitab ül-ahd ül-cedid also: Kitâb-ı Mukaddes / The Bible [lit. The Holy Book] also: Biblia Turcica]

Paris: دار الطباعة الملكية [Imprimerie impériale / Royal Printing House] – printer, British and Foreign Bible Society - Publisher 1819.

Two volumes in one. 4°. [4 pp.], 7 pp., 984 pp. [2 pp.], 3 pp., 318 pp., [4 pp.] blank, contemporary brown calf boards with ornamental blind-tooling, later brown calf spine with lettering (spine professionally restored with minor scratching to the boards, tiny cracks in the hinges of the endpapers, sporadic foxing to the first and last pages, but overall in a clean and crisp condition).

The first printed translation of the Bible into Ottoman language and the basics for all the later Turkish translations of the text.

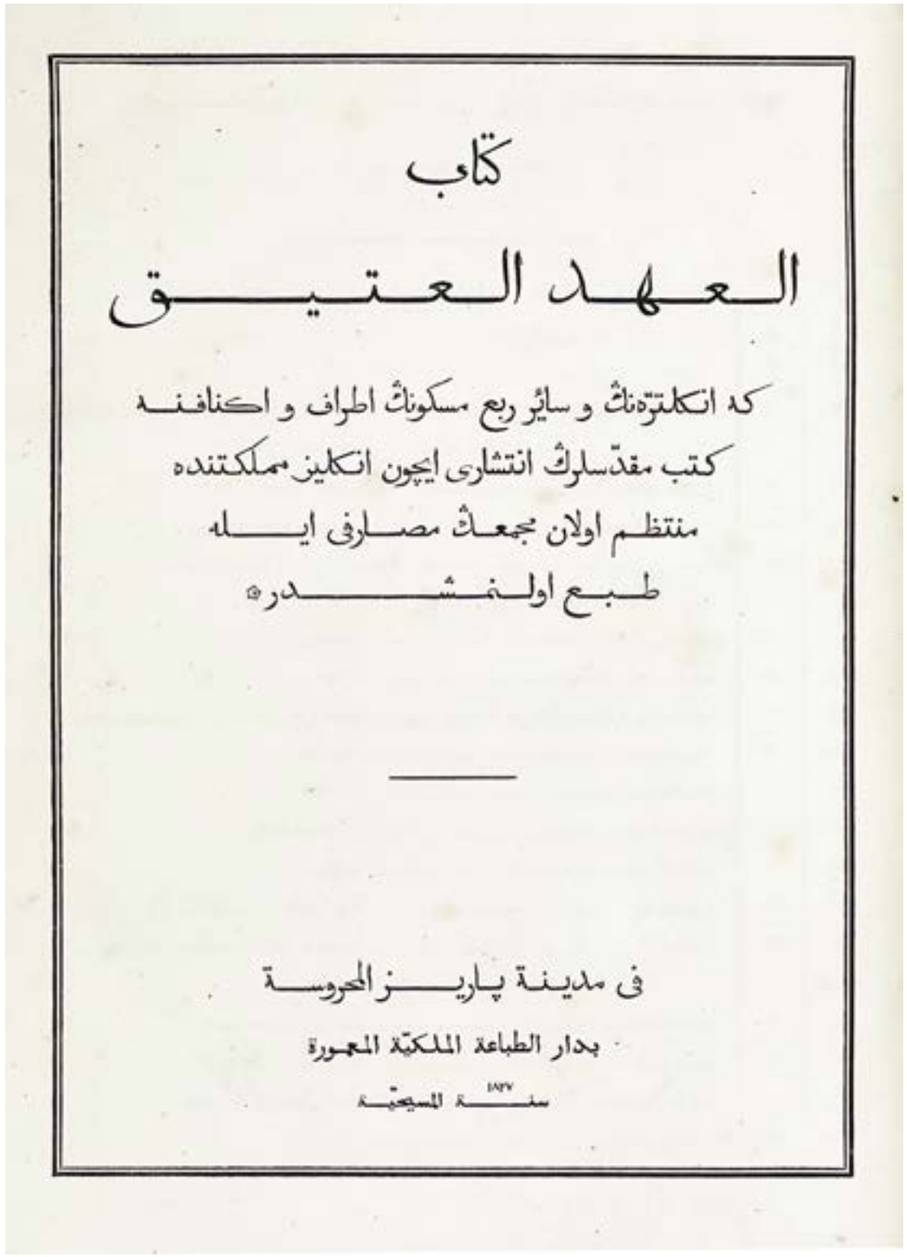
Printed in Paris with 17th century Arabic types, previously used in Napoleon's Cairo press and one of the most elegant types made in the West.

The author was a Polish musician Wojciech Bobowski (circa 1610-1675), known under his Muslim name Ali Ufki, as an attempt to present the Christian text to the Islamic world.

Bobowski was born to a protestant family in Poland. In 1632 he was abducted by the Tatars and sold in Istanbul as a slave. In the new city he converted into Islam and, a talented musician and dragoman, soon entered the highest circles of the Ottoman court earning his freedom. At the time of his death he was known to speak 16 languages.

Ali Ufki, a deeply religious man, started translating the New Testament, with a goal to introduce the Christian text to the Islamic world for better mutual cultural understanding, in 1662 and finished it in 1664, with the last corrections made the following year.

Although Ali Bey intended to have his translation published in a printed version, the project was never finished. A Dutch merchant Laurens de Geer, who brought the manuscript to Leyden for the publication, died in 1666 and the translation remained in the archives of the city for the next 150 years.


كتاب

العهد العتيق

كه انكلترەنك و سائر ربع مسكونك اطراف و اكنافنه
كتب مقدسلرك انتشارى ايچون انكليز مملكتنده
منتظم اولان مجمعك مصارفى ايله
طبع اولنمشدر

فى مدينة پاريز المحروسة
بدار الطباعة الملكية المعمورة
سنة ١٨٢٧ المسيحية

In 1819, Ali Ufki's translation of the New Testament was published for the first time by commission of the British and Foreign Bible Society. The book was printed in Paris in the Imprimerie impériale, which was at the time housing the finest Arabic types in Europe.

Eight years later, in 1827, the first printed edition of the Bible, with both, the Old and New Testament, made by Ali Ufki, followed, also published by the British and Foreign Bible Society and printed in Paris. The text was this time edited by Jean Daniel Kieffer (1767-1833), who made drastic corrections mostly to the New Testament, correcting Ali Ufki's fine 17th century Ottoman.

This first printed translation of the New Testament from 1819 and the translation of the whole Bible from 1827 became the basis for other Turkish translations of the New Testament, used by Armenians and Greeks.

The Arabic Types

The book was printed in exquisite Arabic types, originating from the 17th century, and among others used by Napoleon in the first modern press in the Arab world.

The types were made in the beginning of the 17th-century with the support of François Savary de Brèves, who was a French Ambassador in Istanbul, where he developed a fascination for Ottoman and Arabic culture. Appointed as an ambassador in Rome in 1706 de Brèves founded a printing press in the city, called Typographia Savariana, which was specialised in printing of texts in Arabic typeface, which he helped developing himself.

These Arabic types are considered one of the most elegant ones ever made.

After Savary de Brèves death in 1627, the types were acquired by Richelieu for the kingdom of France in order to encourage the propagation of Catholicism in the Levant.

After more than a century, the types were rediscovered by French orientalist, sinologist and Turkologist Joseph de Guignes (1721 –1800), in 1787.

A decade later Napoleon decided to use these elegant Arabic types as a foundation for his planned printing press, the Imprimerie Nationale, in Egypt. The complete set of presses and types was transported from France to Cairo, where they arrived after a long delay, caused by the machines' weigh. As the transportation with camels proved to be unsuccessful, the presses and types were eventually transferred by boats.

The Imprimerie Nationale, was set up in October 1798 on Azbakiyah Square, in the same building which housed the Institut d'Egypte. The last types arrived by January 1799, when the first editions of the newspapers Courrier and the Decade were issued.



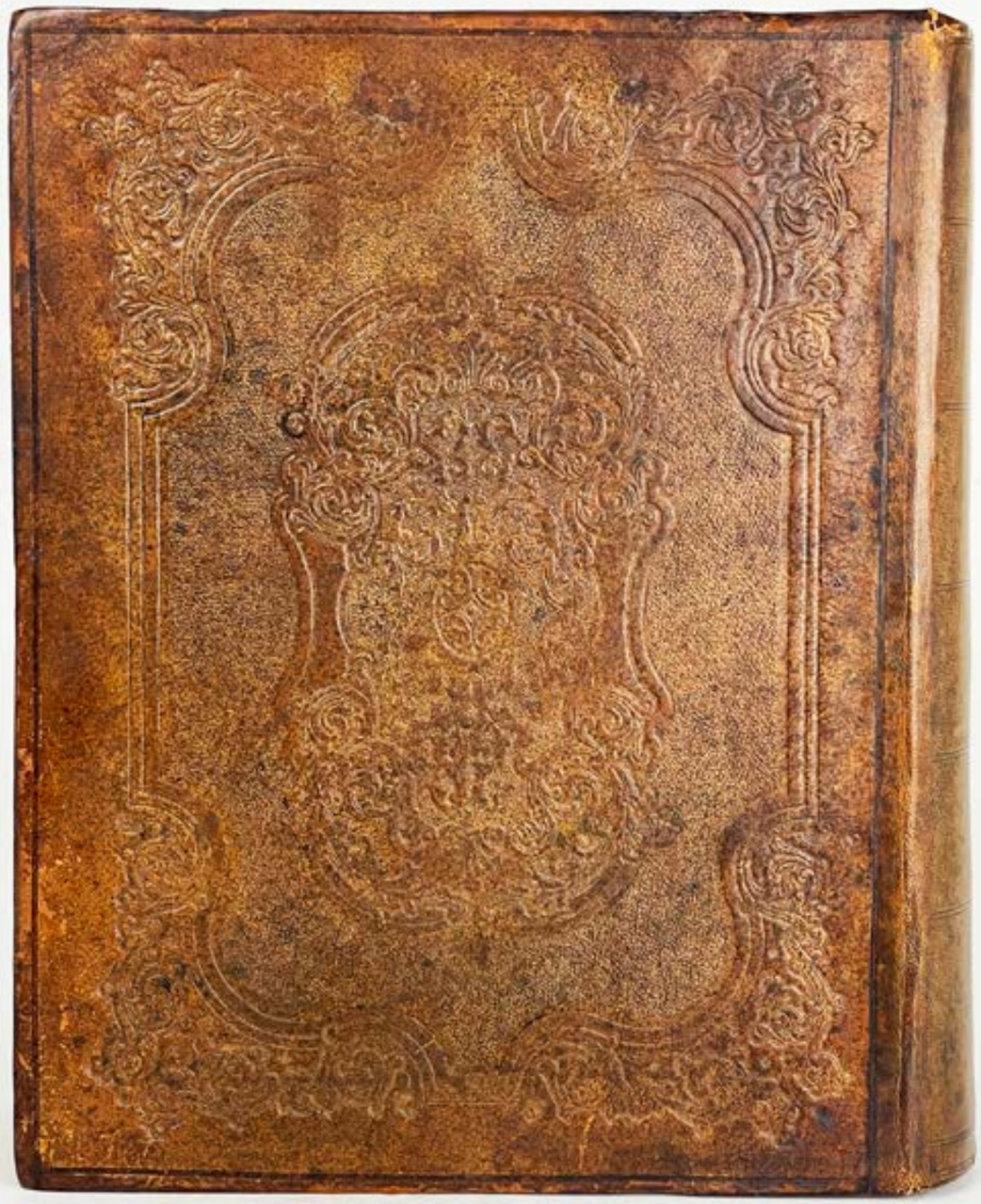
This was the first modern press in the Arab world.

The official Napoleon's printer was Jean-Joseph Marcel. On January 1, 1803, Marcel returned together with the types to France, where was appointed the director of the Imprimerie impériale, where he remained until 1815 as a main publisher for the books in Arabic type.

The imprints from high-quality de Brèves Arabic types in Paris were ordered by foreign institutions, as the other presses were considered inferior. This publication was commissioned by the British and Foreign Bible Society.

References: OCLC 879522395, 1179468020, 1014539304, 1014539304, 798503058, 18278717, 632958382, 61141750, 966277281, 46426495. Bruce Privratsky, A History of Turkish Bible Translations, 2014, passim. North & Nida, Book of a Thousand Tongues, 1972, no. 1303 / 1827.

2.800 EUR



17. Foreign Languages Written in Greek Alphabet Istanbul Imprint

Συνοψις ιερων ακολουθιων προς ψυκωφελη χρησιν των ευσεβων και ορθοδοξων χριστιανων

[Synopsis hierôn akolouthiôn pros psykophèli Khrèsin tôn eusebôn kai orthodoxôn christianôn / Summary of Sacred Services for the Charitable Use of Pious and Orthodox Christians]

Istanbul: εκ του Πατριαρχικου Τυπογραφειου [Patriarchal Press] αωξς [1867], 1895 [date in the coat of arms on the title page verso].

12°, [14 pp.], 808 pp., 104 pp., with originally coloured and gilt coat of arms on the title page verso and 10 interleaved hand-coloured lithographs and 1 black and white lithograph, contemporary calf with gilt debossed decoration (old publisher's stamp on the verso of the title page, sporadic tears in margins, slightly stained with light foxing, old bookseller's stamp on the inner front board, corners of the binding slightly rubbed, but overall in a good used condition).

An unusual Gospel Book, printed by a patriarchal press in Istanbul, with passages in foreign languages, transcribed into Greek letters, in fine original binding and accompanied with hand-coloured illustrations.

This unusual Gospel Book or Evangélion was printed in Istanbul by the Greek patriarchal press and includes hand-coloured and gilt illustrations.

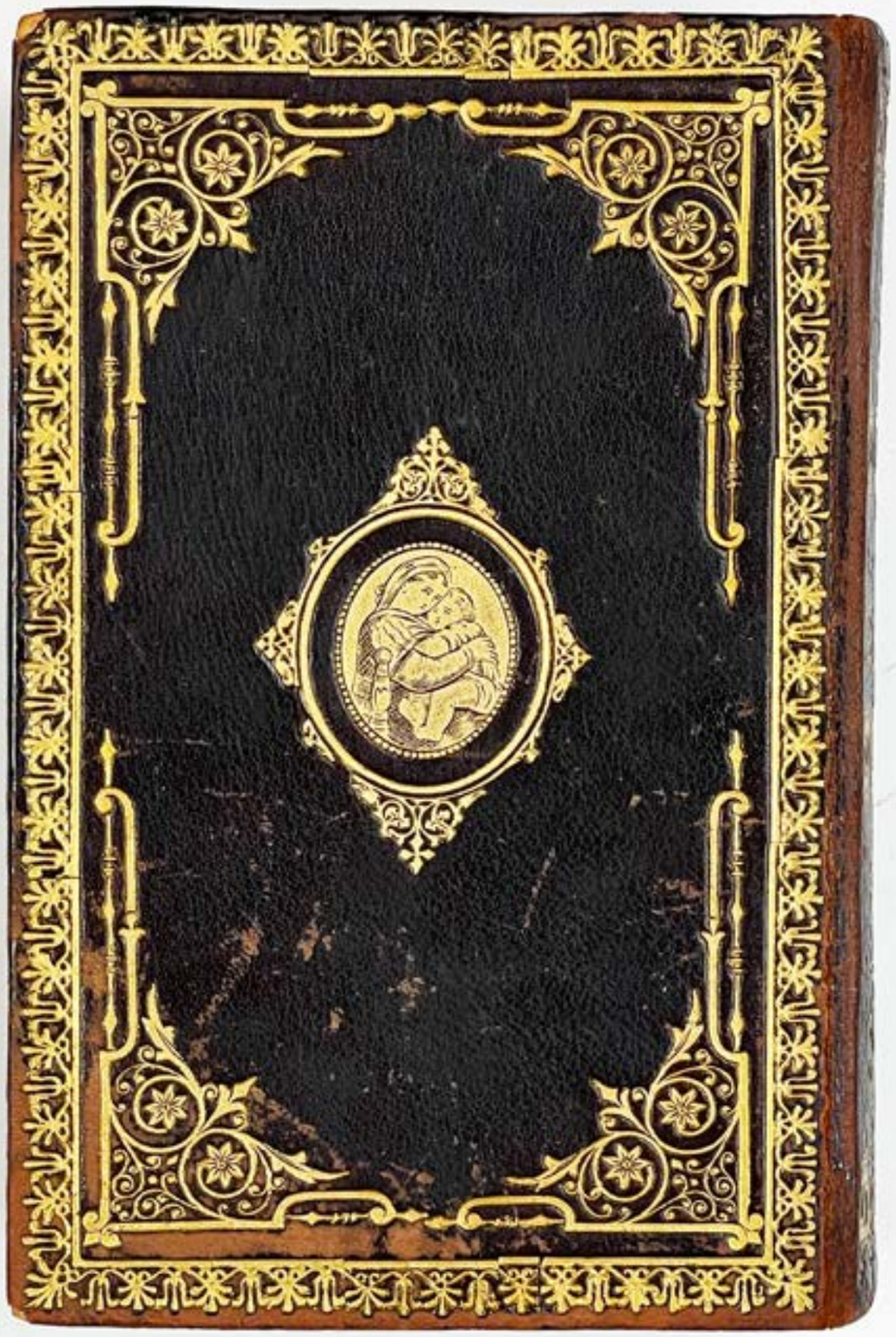
Parts of the gospels were translated to Church Slavonic, Serbian, Romanian, Arabic, Ottoman, Latin, French, Italian, German, English and Armenian. As a curiosity each of these translations to a foreign language has been transcribed in Greek alphabet on the following page.

The goal of this unusual project, sponsored by the Patriarch of the Greek Orthodox Church in Istanbul, was probably to approach the liturgy of this church to various nationals and minorities living in the Ottoman Empire.

We could not find any examples of the book on Worldcat. Another edition with different pagination and illustrations is mentioned on this page: Du Turc en caractères grecs, vers 1887 - Turquie-culture.

2.200 EUR





ΑΓΓΑΙΣΤΙ

δι' ἑλληνικῶν χαρακτήρων.

Λὲτ ἂς πρέϋ Γκότ, ἄουαρ Λόρδ τοὺ μείκ ἂς γουέρθυ τοὺ χίαρ δὴ χόλυ Γκόσπελ.

Γουίσδωμ· Ἀπράϊτ· Λὲτ ἂς χίαρ δὴ χόλυ Γκόσπελ.

Δὴ ρήντιγκ φὸρ τοὺ Ντέϋ ἴς ὄϐ δὴ Γκόσπελ ὄρ σέντ Τζών. Λὲτ ἂς μπὴ ἀτέντηϐ.

Δὲν δὴ σέϊμ ντέϋ ἂτ ἤϐνιγκ, μπίνγκ δὴ φέρστ ντέϋ ὄϐ δὴ γουίκ, χουὲν δὴ ντὼρς οὐὲρ σάτ, οὐέαρ δὴ ντισάϊπλς οὐὲρ ἀσέμπλετ φὸρ φίαρ ὄϐ δὴ Τζούς, κέϊμ Τζίζας ἔντ στοὺντ ἴν δὴ μὴδστ ἔντ σὲθ ἄντο δέμ : Πὶς μπὴ ἄντο γιοὺ.

Ἔντ χουέν χὴ χὲδ σὸ σέδ, χὶ σόουδ ἄντο δέμ χὶς χέντς ἔντ χὶς σάϊδ. Δὲν οὐὲρ δὴ ντισάϊπλς γκλάδ, χουέν δέϋ σόω δὴ Λόρδ.

English text, written in Greek letters

ΑΡΑΒΙΣΤΙ

من اجل ان نكون مستحقين لا استماع هذا الانجيل المقدس من الرب الهنا نطلب بحكمة مستقيمة فلنسمع هذا الانجيل المقدس

السلام لجميعكم

فصلٌ شريف من بشارة القديس يوحنا الانجيلى البشير و التلميذ الطاهر فلنصغى

لما كانت عشية ذلك اليوم فى احدالسبوت والابواب مغلقة حيث كان التلاميذ مجتمعين خوفاً من اليهود اذقدجأ يسوع و وقف فى الوسط وقال لهم سلامٌ لكم

—

فلما قال هذا اراهم يديه وجنبه ففرح التلاميذ حين ابصر و الرب

وقال لهم ايضاً يسوع سلامٌ لكم كما ارسلنى الاب كذلك انا ارسلكم

χάδα ναφαχά βέ κάλα λαχόμ χούδου ρογιλκούδους μέν τερακτόμ λαχοῦ χαταγιαχοῦ φελτουτράκ βέ μέν ἀμσέ κτιμούχα ἀλέϊχι φελτουμσάκ.

Φεέμμα Τούμα ἄχαδ ἰλ ἔθνα ἀσέρ ἰλλεδί γιουκάλ λαχοῦ ἑλτόμ φελέμ γιακούν μαχόμ χινέ τζαγεσοῦ· φακάλα λάχου ἰλτελαμίζ ἰλ ἀχαροῦν ἰννανά κάδ ραάϊνα ἰρράπ. Φακάλια λαχόμ ἰν λάμ ἀρά ἄθερ ἰλ μεσαμίρ φιγεδέχ βέ ἰδάκ ὁσπαλ φί βεσήμ ἰλ μεσαμίρ βέ ἰτζαάλ γεδί φί τζέμπιχι λήστου οὔμεν.

18. Three Year Plan
Polish – Soviet Relations

Z. KUBICKI - W. KALICKI, illustrators.

L'Exécution du plan triennal de reconstruction économique en Pologne.
[Realization of the Three Year Plan for Reconstructing the Economy in Poland].

[and:]

Die Durchführung des Dreijahrplans des Wiederaubaus der Wirtschaft in Polen.
[Realization of the Three Year Plan for Reconstructing the Economy in Poland].

Warsaw: Książka i Wiedza 1950.

Each: Oblong 4 °, 61 pp., [3 pp.], with colour charts, original illustrated wrappers with flaps over card boards (wrappers with minor traces of wear on the corners and minor staining, otherwise a good unused and partly uncut example from the publisher's archive with stamps and old inventory numbers, the German example with the stamp "Proof State" in Polish language on the cover).

A pair of colourful reports in French and German languages, made by the Polish communist government, showcasing the economic growth in Poland after WWII

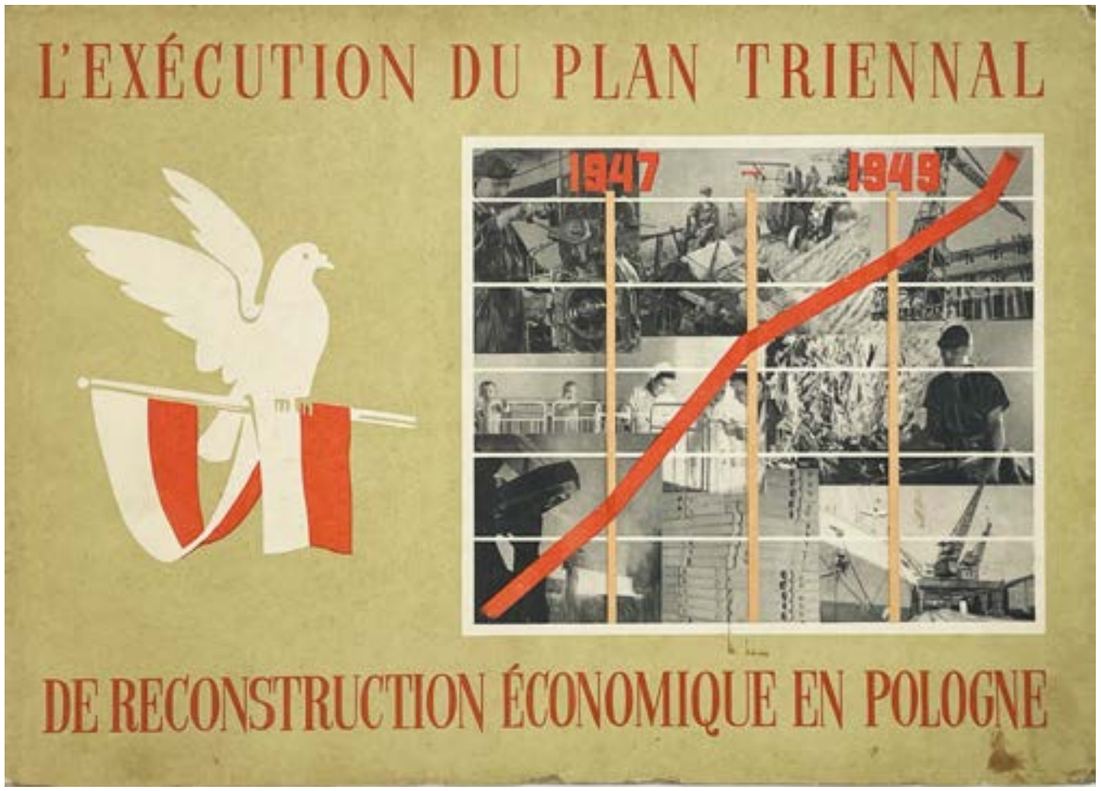
The so called Three Year Plan was a strategic approach, made by the Communist Polish government to boost the Polish economy after the World War II. Based on the Soviet Five Year Plan it took place between 1946 and 1949 and it achieved the basic goal, but not entirely the expected results.

These reports, accompanied with charming pictorial socrealistic charts, exaggerates with showcasing the success of the Three Year Plan and the developing Polish economy and represents the Communism as the only solution for the future.

References: OCLC 937665075, 39734062, 490924389, 995633107; OCLC: 995700424, 34465303, 1314136309, 785510034.

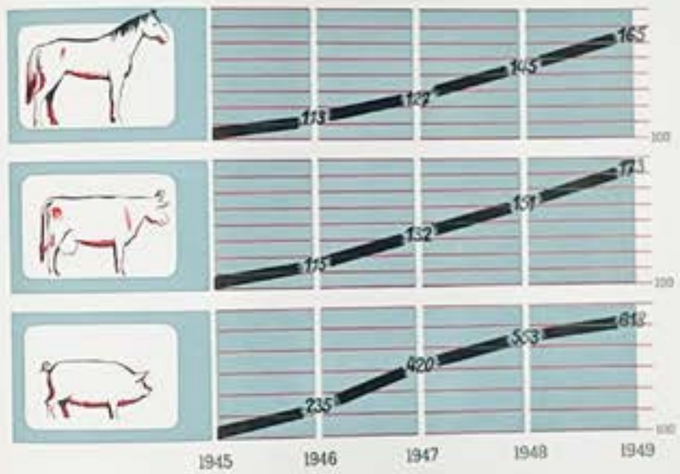
1.200 EUR



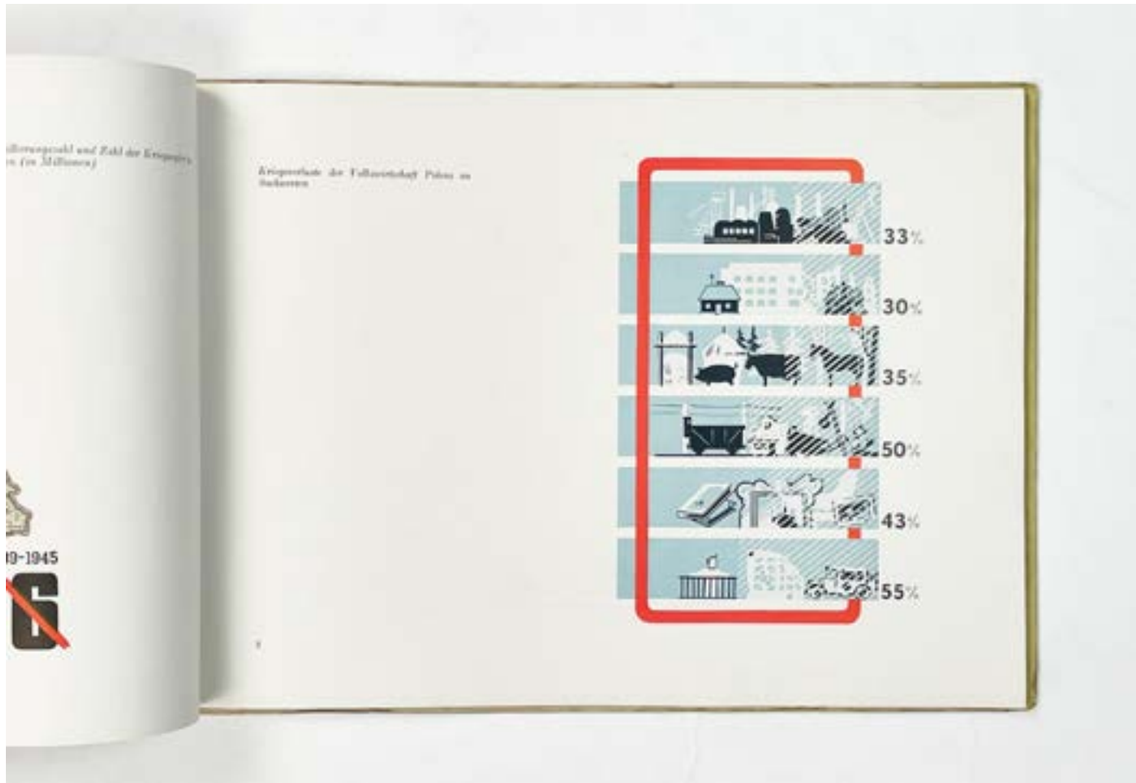


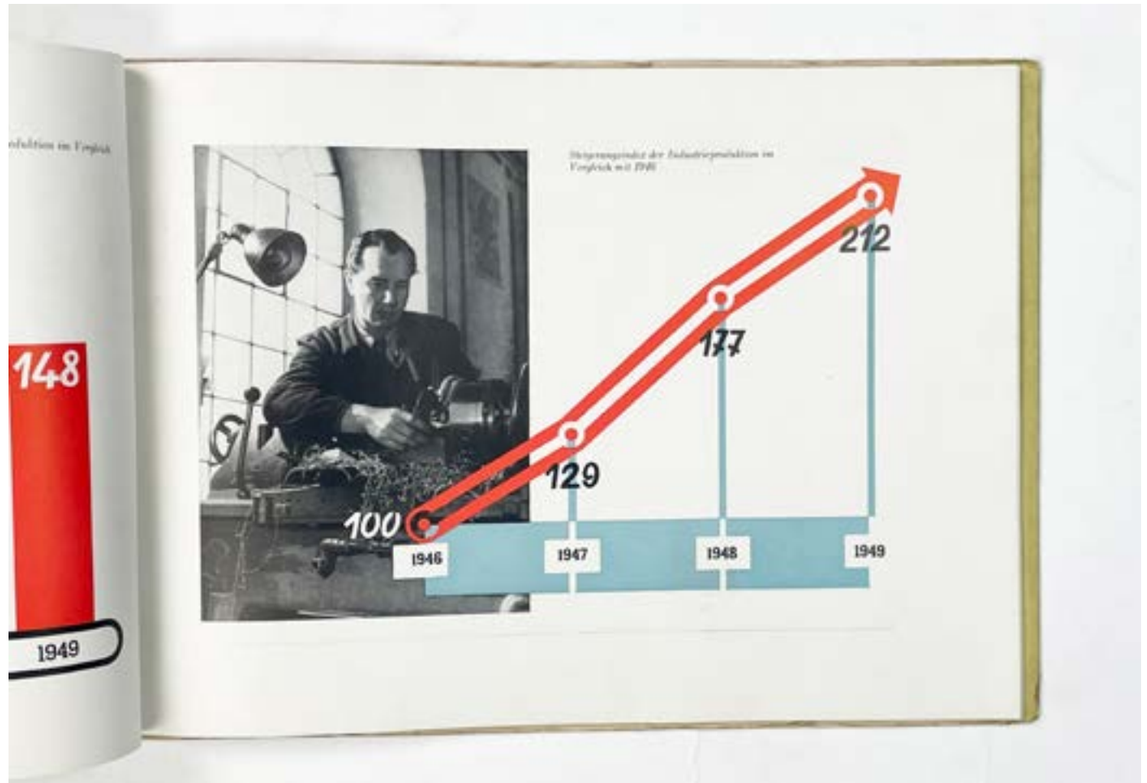


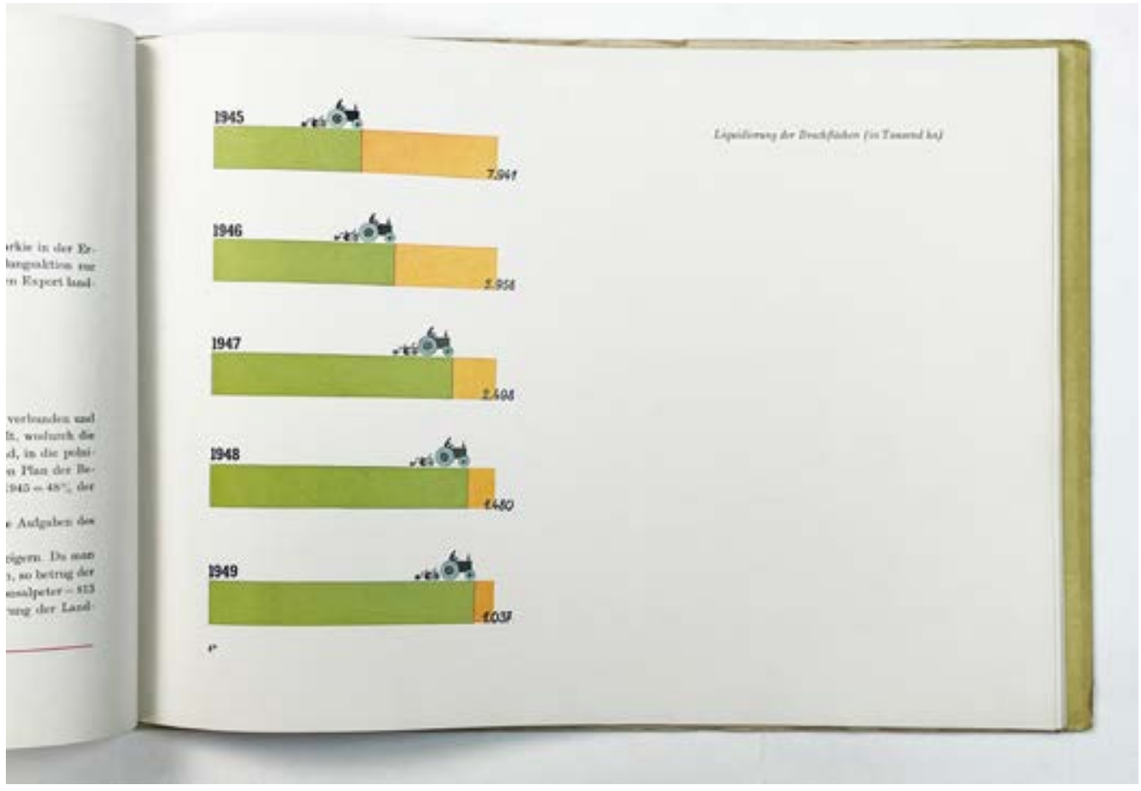
Les récoltes (en millions de tonnes)

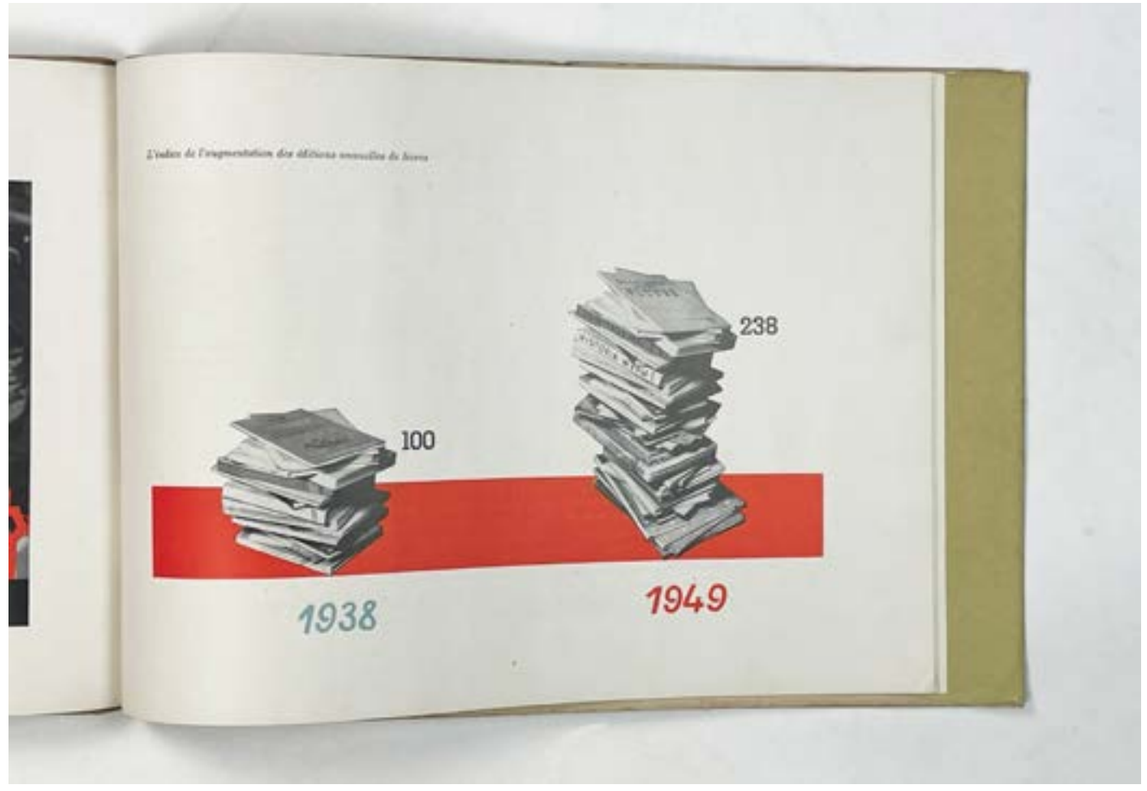


L'état du cheptel. Augmentations de 1945 à 1949


33%
30%
35%
50%
43%
55%


148
1949
100
129
177
212
1946
1947
1948
1949


1945
7.941
1946
2.958
1947
2.498
1948
4480
1949
4037


100
238
1938
1949

19. Mapping Lenin's Work

Карта составлена и подготовлена к печати Научно-редакционной картосоставительской частью ГУГК при участии научных сотрудников Института марксизма-ленинизма при ЦК Кпсс. Редакторы: Е.В. Гладкова, Г.В. Шадрина Научные консультанты: Г.Н. Голиков, Д.С. Кислик, З.А. Лёвина, Н.П. Мамай, Т.В. Панченко, Р.М. Савицкая

Технические редакторы: Л.И.Ольшанская, Т.К. Жукова

[The map was compiled and prepared for printing by the Scientific and Editorial Mapping Department of the Federal Agency for Geodesy and Cartography with the participation of researchers from the Institute of Marxism-Leninism at the Central Scientific Research Center of the Central Committee of the Communist Party of the Soviet Union. Editors: E.V. Gladkova, G.V. Shadrina Scientific advisers: G.N. Golikov, D.S. Kislik, З.А. Levina, N.P. Mamai, T.V. Panchenko, R.M. Savitskaya

Technical editors: L.I. Olshanskaya, T.K. Zhukov]

Издание произведений В. И. Ленина
[Editions of the Works by V. I. Lenin]

Moscow: GUGK [Federal Agency for Geodesy and Cartography] [s. d. but ca 1977].

Plasticized colour lithography, printed on two sheets and originally joined, 110 x 165 cm (65 x 43.3 inches) (soft folds, minor staining verso, soft folds in margins, but overall in a good condition).

A colossal Soviet wall map, representing the number of published books by Vladimir Lenin in various parts of the world.

The symbol of a red open book marks the places of the first attempts to publish the collected Lenin's works, made in 1907 and 1908, three red standing books label the locations of 1st to 5th editions of the collected works by Lenin and two red books the locations, where first Lenin's selected works were published. The books in other colours mark 18 other works by Lenin published before 1917, between 1917 and 1976 and 1917 and 1970.

The red sign on the right-hand side below the title reads a passage from the people's conference of the Communist and Worker's Party, held on 7. May 1969:

Explore Lenin's prints!! In them you will find an inexhaustible source of inspiration for the fight against reaction and oppression, for socialism and peace.

The map was published by the Federal Agency for Geodesy and Cartography in cooperation with the Institute of Marxism-Leninism at the Central Scientific Research Center of the Central Committee of the Communist Party of the Soviet Union.

2.200 EUR



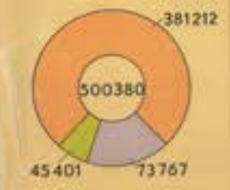
ИЗДАНИЕ ПРОИЗВЕДЕНИЙ В.И. ЛЕНИНА

ИЗУЧАЙТЕ ТРУДЫ ЛЕНИНА! В НИХ ВЫ НАЙДЕТЕ НЕИССЯКАЕМЫЙ ИСТОЧНИК ВДОХНОВЕНИЯ ДЛЯ БОРЬБЫ ПРОТИВ РЕАКЦИИ И УГНЕТЕНИЯ, ЗА СОЦИАЛИЗМ И МИР.

(ИЗ ОБРАЩЕНИЯ „К 100-ЛЕТИЮ СО ДНЯ РОЖДЕНИЯ ВЛАДИМИРА ИЛЬИЧА ЛЕНИНА", ПРИНЯТОГО МЕЖДУНАРОДНЫМ СОВЕЩАНИЕМ КОММУНИСТИЧЕСКИХ И РАБОЧИХ ПАРТИЙ, 7.VI 1969 г.)

ВЫПУСК ПРОИЗВЕДЕНИЙ В.И. ЛЕНИНА В СССР за 1917—1976 гг.

(тираж, тыс. экземпляров)



ИЗДАНИЕ СОБРАНИЙ СОЧИНЕНИЙ В.И. ЛЕНИНА, ВЫПУЩЕННЫХ НА РУССКОМ ЯЗЫКЕ В СССР

собрания сочинений (количество томов)

общим тиражом издания (тыс. экз.)



1920—1926 гг. — 1 издание

1925—1932 гг. — 2 и 3 издания

1941, 1946—1950, 1957, 1959—1962, 1965—1967 гг. — 4 издание

1958—1976 гг. — 5 издание

МЕСТА ИЗДАНИЯ ПРОИЗВЕДЕНИЙ В.И. ЛЕНИНА

Первое полное издание собрания сочинений В.И. Ленина (1923—1932 гг.)

Собрание сочинений (3, 3, 3, 4, 5 изданий)

Избранные произведения

ОТДЕЛЬНЫЕ ВАЖНЕЙШИЕ ПРОИЗВЕДЕНИЯ

(в массе, где массовое собрание сочинений или избранные произведения издания отдельных произведений после 1917 г. не показываются)

до 1917 г. — 1917—1970 гг.

- „Что такое „друзья народа" и как они воюют против социал-демократов?" (Ответ на статью „Русское Богатство" против марксистов)"
- „Развитие капитализма в России. Процесс образования внутреннего рынка для крупной промышленности"
- „Что делать? Наболевшие вопросы нашего движения"
- „К деревенской бедноте. Объяснение для крестьян, чего хотят социал-демократы"
- „Шаг вперед, два шага назад (Кризис в нашей партии)"
- „Две тактики социал-демократии в демократической революции"
- „Материализм и эмпириокритицизм. Критические заметки об одной реакционной философии"
- „О праве наций на самоопределение"
- „Империализм, как высшая стадия капитализма (Популярный очерк)"

1917—1970 гг.

- „Государство и революция. Учение марксизма о государстве и задачи пролетариата в революции"
- „Очередные задачи Советской власти"
- „Пролетарская революция и ренегат Каутский"
- „Великий почин. О героизме рабочих в тылу. По поводу коммунистических „субботников"."
- „О государстве. Лекция в Свердловском университете 11 июля 1919 г."
- „Детская болезнь „левизны" в коммунизме"
- „Задачи союзов молодежи (Речь на III Всероссийском съезде Российского Коммунистического Союза Молодежи 2 октября 1920 г.)"
- „О продовольственном налоге (Значение нашей политики и ее условий)"
- Последние работы В.И. Ленина („Лучше меньше, да лучше", „О праве национальностей на самоопределение", „О национализации", „К вопросу о национализации наций", „Странички из дневника", „О кооперации", „О нашей революции (По поводу записок Н.Суханова)", „Как нам реорганизовать Рабкрин (Предложение XII съезду партии)", „Лучше меньше, да лучше")

Главное управление геодезии и картографии при Совете Министров СССР
Москва

МАСШТАБ 1:6 000 000

МАСШТАБ 1:6 000 000

20. Armenia / Soviet Armenia
Thematic Cartography

ACADEMY OF SCIENCES OF THE ARMENIAN SSR / GENERAL DIRECTORATE OF GEODESY AND CARTOGRAPHY OF THE USSR / Aramais Bagratovich ARUTIUNIAN and Andranik Bakhsii BAGHDASARYAN (Editors).

Атлас Армянской Советской Социалистической Республики
[Atlas of the Armenian Socialist Republic].

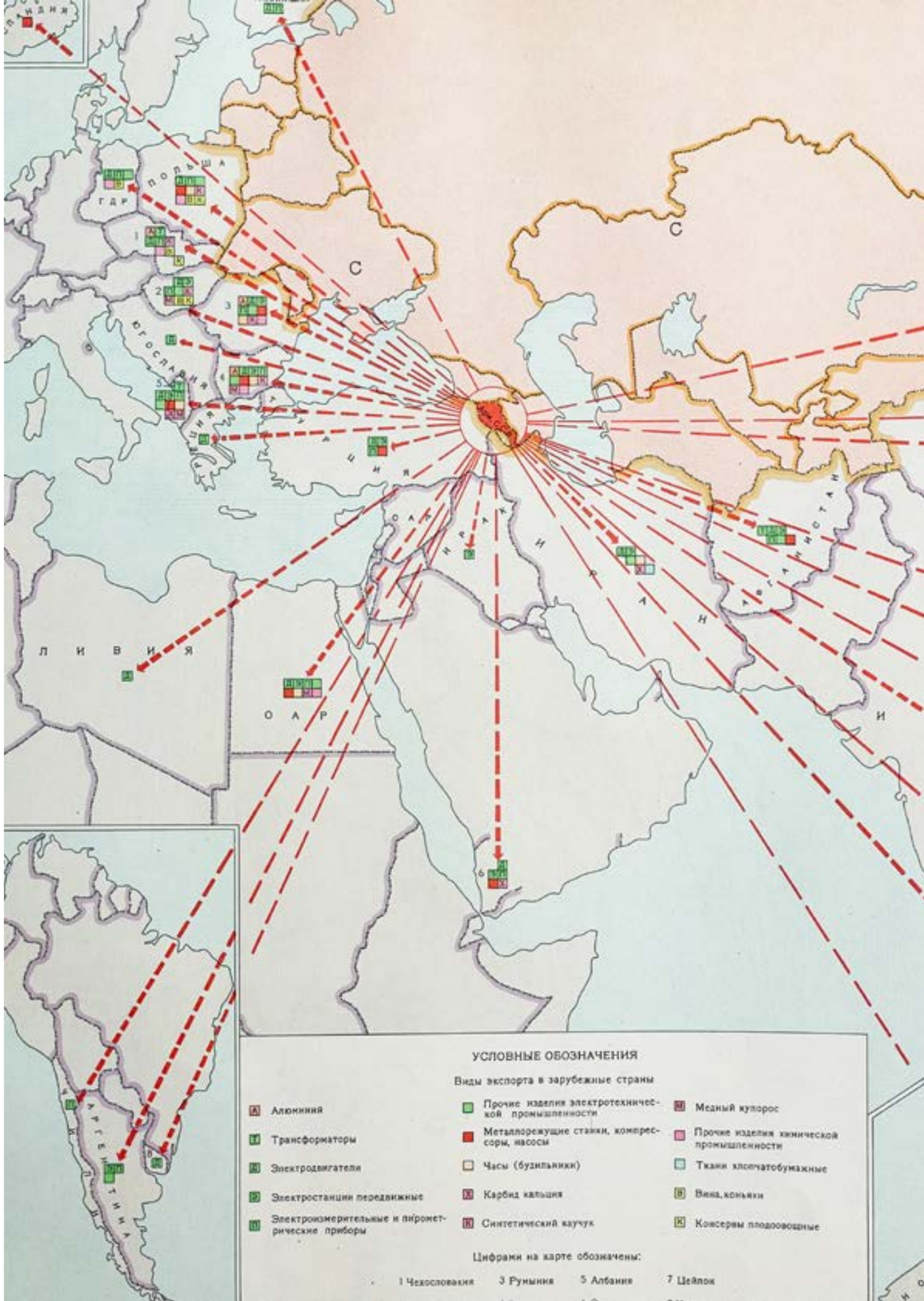
Yerevan and Moscow: Academy of Sciences of the Armenian SSR, 1961.

Oblong folio (33.5 x 34.5 cm): viii, 111 pp., including 97 full page coloured plates of maps and numerous diagrams; bound in original full dark red cloth with front cover bearing a blind-stamped border and arms of the Armenian SSR with title in gilt to both front cover and spine (minor water-staining to the margins of the endpapers and first and last pages, otherwise in a good used condition).

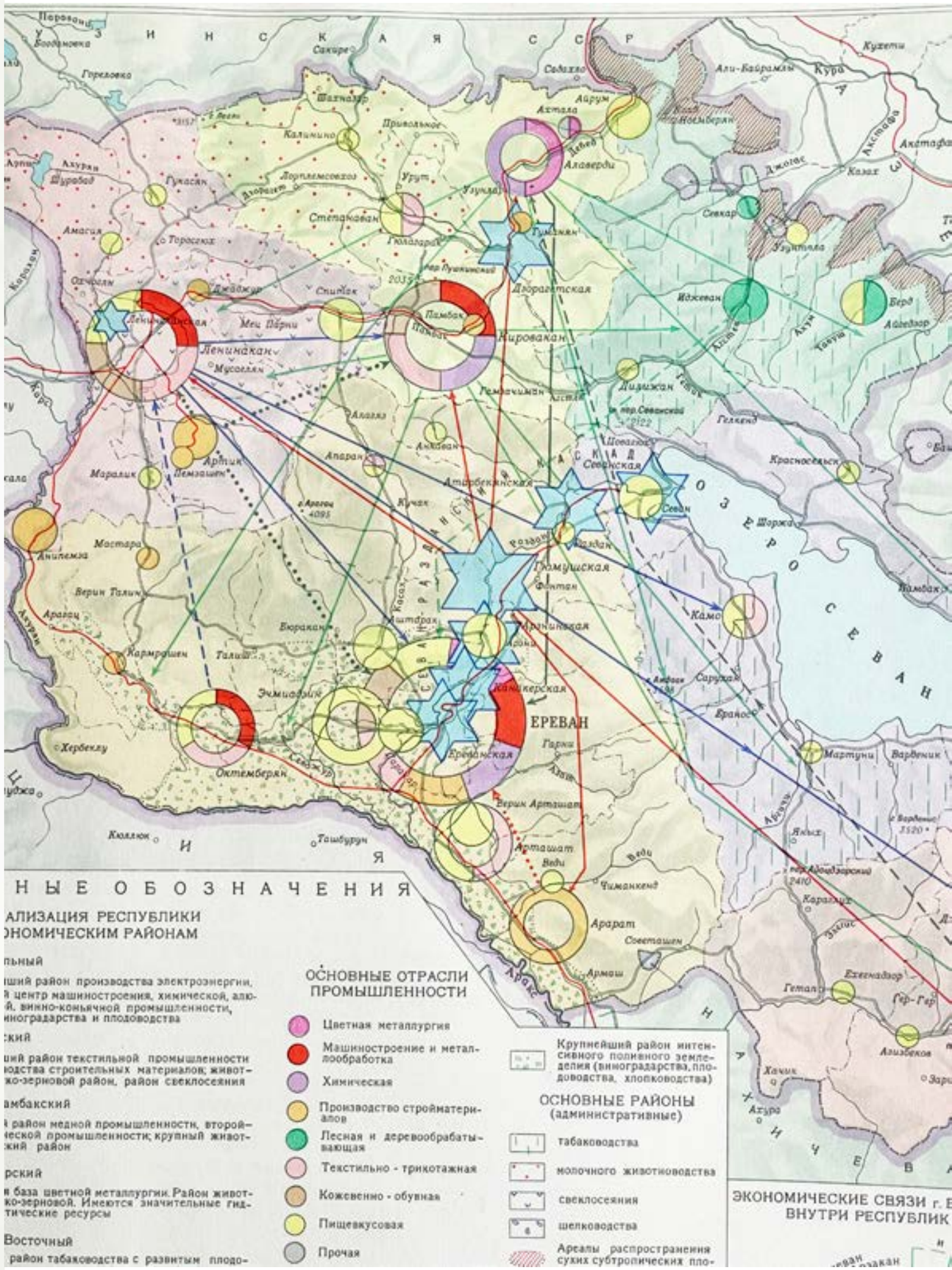
A Russian edition of the first thematic atlas of Armenia; one of the most impressive and engaging works of Soviet scientific cartography, each volume featuring 97 full-page, full-colour plates of sophisticated maps plus diagrams covering virtually all aspects of the geography, geology, economy, transport and demographics of the Armenian SSR; predicated upon years of careful research and draughtsmanship by the Armenian Academy of Sciences.

The volume is amongst the most impressive works of Soviet scientific cartography, featuring 97 full-page, full-colour maps predicated upon original research and fresh data compiled by the Academy of Sciences of the Armenian SSR. The maps showcase a vast wealth of information covering virtually all subjects of the geography, geology, economy, transportation, demographics and history of Armenia, employing the most sophisticated graphic techniques. Importantly, both the Russian language and Armenian editions of the atlas, which were published simultaneously, are identical in all respects save for the language employed for the text and toponymy. This was common practice for major scientific publications in the USSR republics outside of Russia, such that works were published in the local language, while the Russian language editions could be used by everyone across the country.

The Armenian SSR occupied the territory that now constitutes today's independent Republic of Armenia. The region had been conquered by the Russian Empire from Persia in 1828, and for almost a century was known as the Yerevan Governorate. From 1918-1920, Armenia briefly became an independent country until it was conquered



АТЛАС
АРМЯНСКОЙ ССР


ЕРЕВАН
Кировакан
Ленинакан
Севан
Дилижан
Иджеван
Красносельск
Мартуни
Варденис
Арташат
Веди
Чаренцаван
Эчмиадзин
Гукасян
Степанаван
Октемберян
Спитак
Джавахетский
Памбакский
Севанский
Ереванская
Ахурянский
Аштаракская
Талинская
Арагацкая
Армавирская
Араратская
Ехегнадзор
Гегаркуникская
Алавердская
Ахтальская
Ахурян
Амасия
Талин
Аштарак
Арташат
Армавир
Веди
Ехегнадзор
Гегаркуник
Алавердская
Ахтальская
Ахурянский
Амасийский
Талинский
Аштаракский
Арагацкий
Армавирский
Араратский
Гегаркуникский
Севанский
Памбакский
Спитакский
Джавахетский
Ереванский
Кировоканский
Ленинаканский
Дилижанский
Иджеванский
Красносельский
Мартунинский
Варденисский
Ехегнадзорский
Ереванское водохранилище
Севан
Озеро Севан
Арпа
Раздан
Ахурян
Касах
Дебед
Памбак
Агстев
Гехакн
Гергер
Алиджан
Ахта
Ахтала
Ахум
Акстафа
Кура
Куджети
Али-Байрамлы
Джогаз
Казах
Севкар
Узунтала
Беро
Айгедзор
Гехакн
Гергер

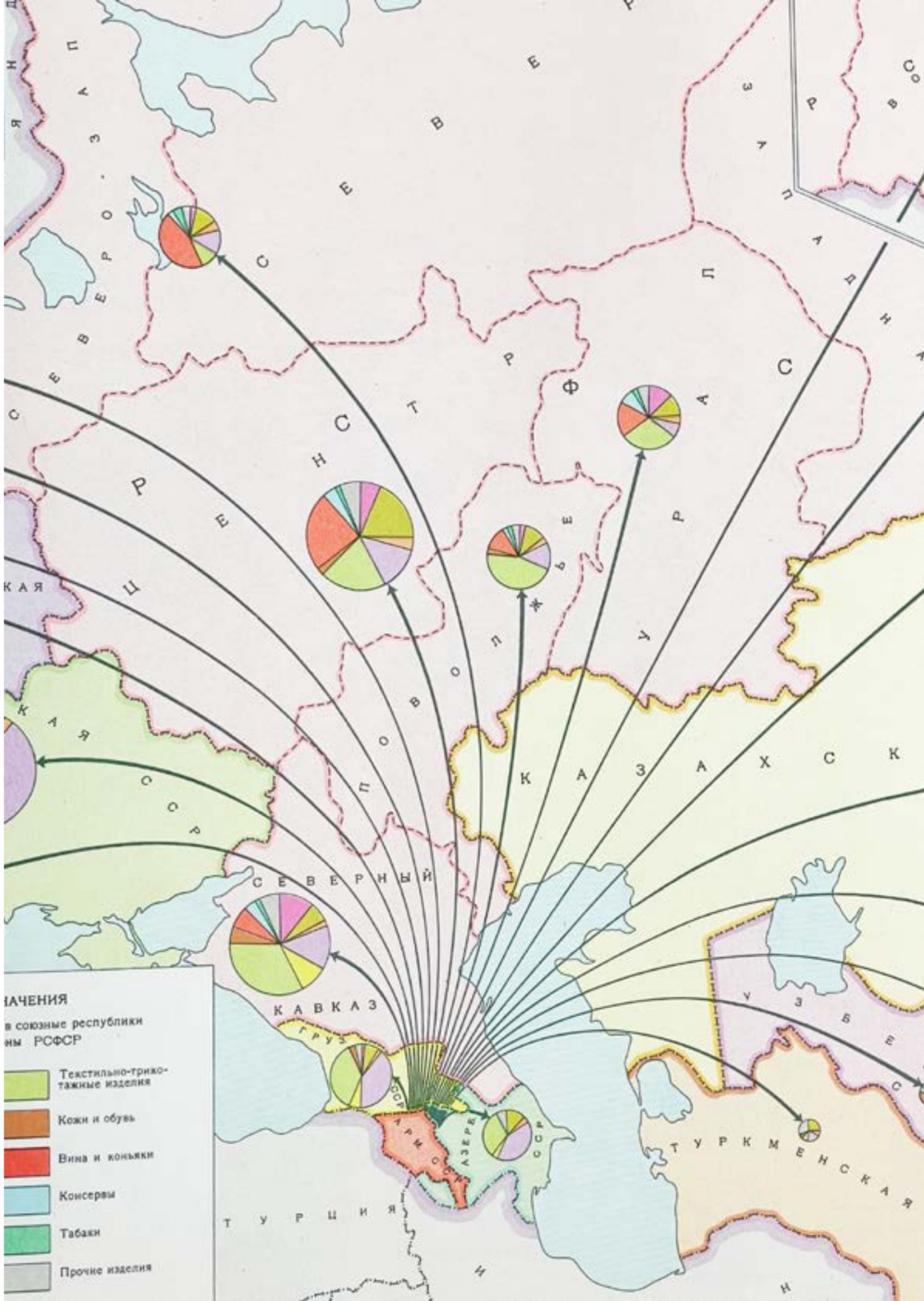
by the Russian Empire from Persia in 1828, and for almost a century was known as the Yerevan Governorate. From 1918-1920, Armenia briefly became an independent country until it was conquered by the Red Army. The Soviets formed the Armenian SSR in 1920, as the republic's population swelled due the influx of refugees from Anatolia owing to the Armenian Genocide (1914-23). In 1922, the republic was merged into the Transcaucasian SSR (embracing Armenia, Georgia and Azerbaijan), a union which was dissolved in 1936. That year, the Armenian SSR was restored as a separate country within the Soviet Union.

For the first generation of Soviet rule in Armenia much of the geographical and scientific research on the republic was run out of Moscow, with the extreme majority of related publications issued there. In 1943, during the height of World War II, Stalin initiated reforms that led to the establishment of the Academy of Sciences of the Armenian SSR in Yerevan. Armenia possessed an especially strong cadre of geographers and geographical historians and the creation of the academy unlocked the community's potential, providing a local outlet and a source of sponsorship for research and publications.

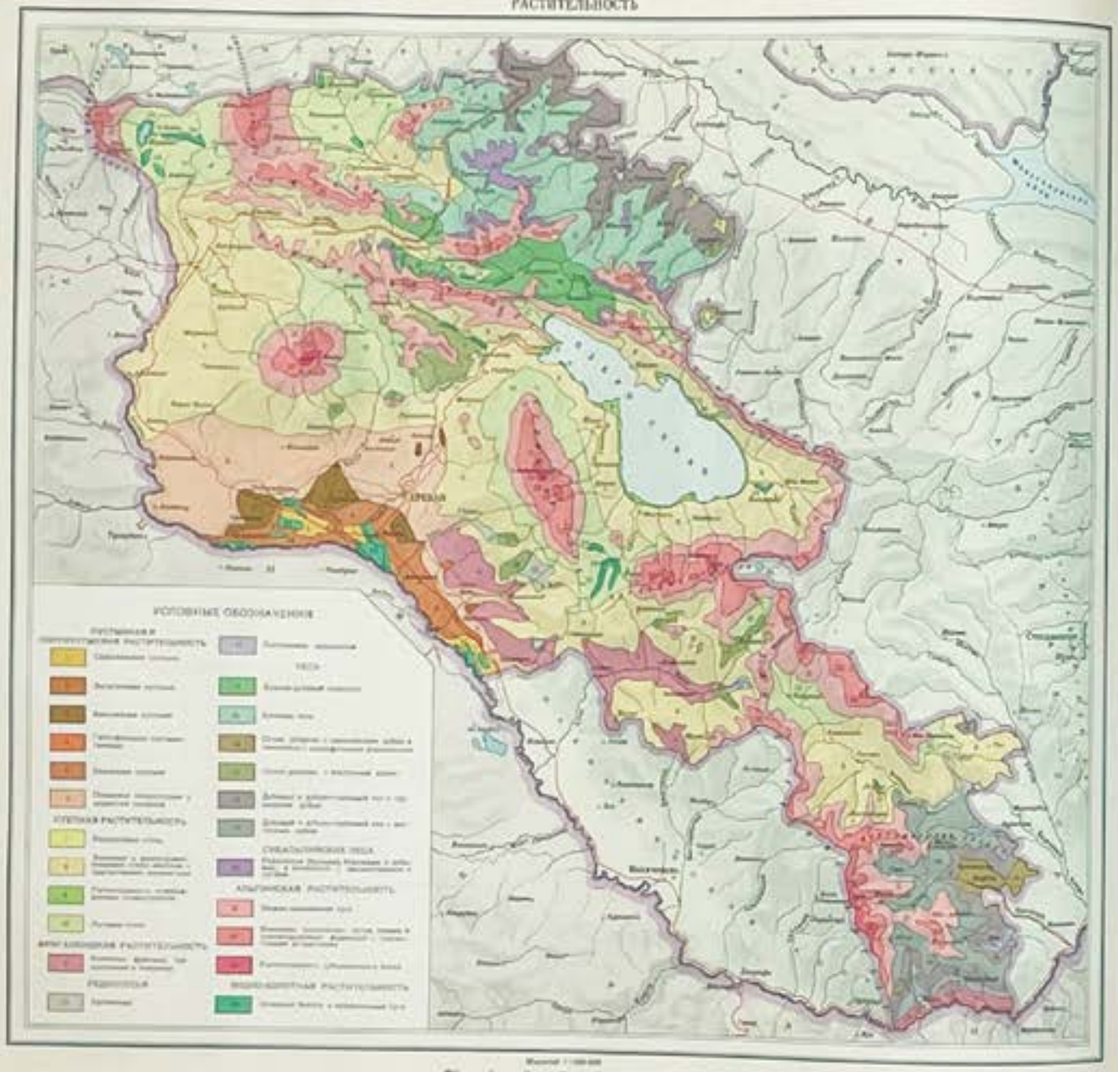
Hitherto the thematic mapping of Armenia was patchy, consisting of mining and infrastructure maps of specific localities, plus often vague geological maps. Beginning in the early 1950s, the Armenian Academy envisaged the creation of a grand thematic atlas featuring maps covering virtually every aspect of the republic's natural and human geography, done to the most sophisticated standards, predicated upon the latest data. This would bring the study and application of geography to a world class level, such as had already been realized in Soviet Russia.

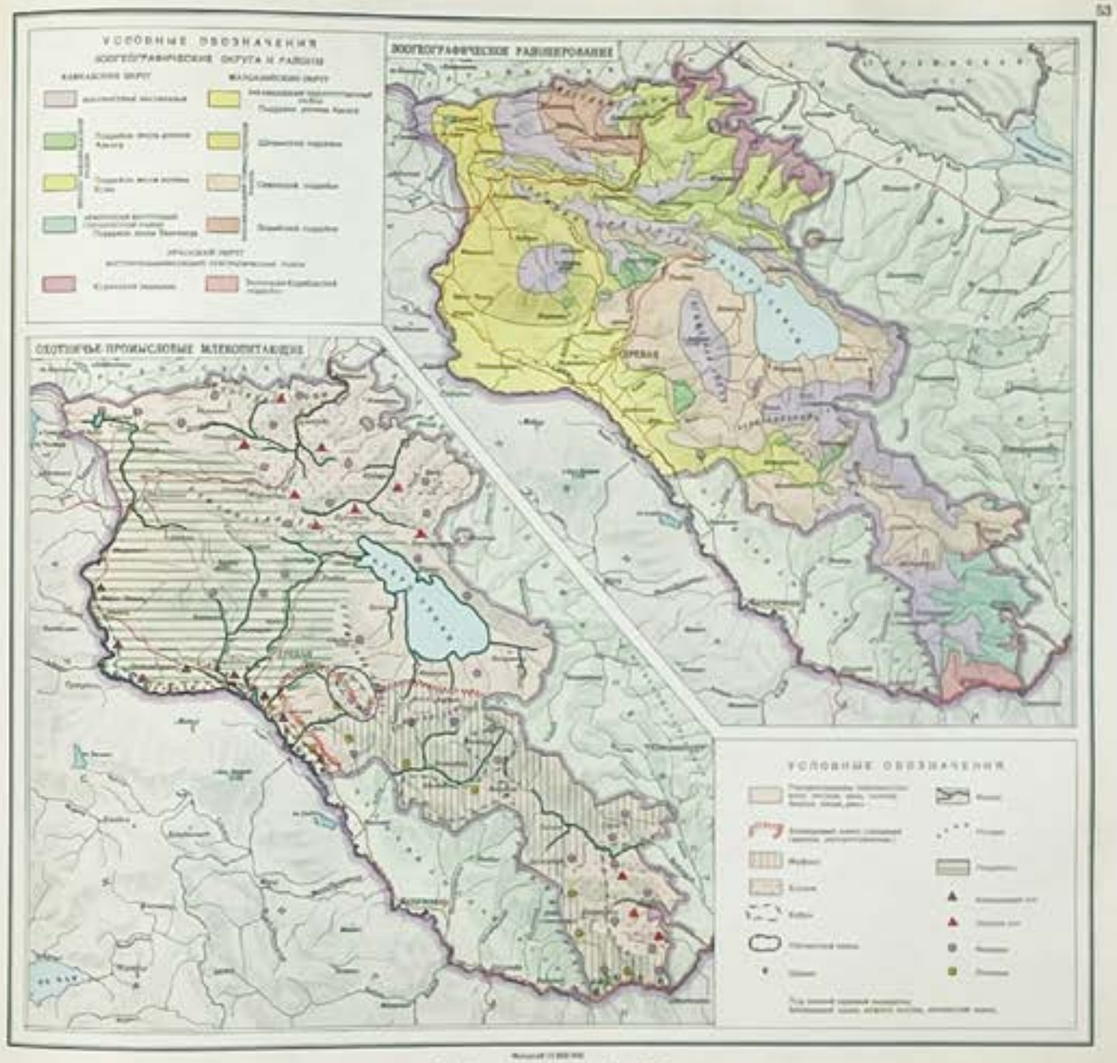
After years of planning, the atlas project finally came to fruition under the leadership of Aramais Bagratovich Arutiunian, who served as the Armenian Academy's director from 1959 to 1963. He assembled an expert panel of geographers, statisticians and historians, who marshalled data and new research that was adapted to create entirely new, original thematic maps drafted under the direction of Professor Andranik Bakhsii Baghdasaryan. While the project enjoyed the active assistance of the USSR's General Directorate of Geodesy and Cartography in Moscow, the undertaking would be the first geographic mega-project of the 20th Century under Armenian leadership, and the most ambitious graphic scientific publication ever created in the country during Soviet times. The publication of both the Armenian and Russian language editions the atlases represented a watershed moment in the intellectual life of Armenia.

After an informative introduction, the atlas features 97 full-page thematic maps plus numerous diagrams. Highlights include maps on Armenia's Geology (p. 10); Tectonics (p. 12); Geomorphology (p. 14); Mineralogy (p. 18); many Climate maps; Hydrology (p. 40); Soils (p. 50); the Population Distribution of Armenians across Anatolia and Caucasus (pp. 58 and 59); the Emigration of Armenians to other countries (p. 61); the Population Density and Distribution in the Armenian SSR (p. 64); Electricity (p. 68); Viniculture (p. 82); other Agricultural maps; Economic Production (p. 92); Transpiration frequency along routes (p. 93); Armenian Trade with the rest of the USSR (p. pp. 94 and 95); Armenia's Global Trade (p. 96); Economic maps for each Armenian province; maps of Historical Armenia (pp. 102-108); plus, Armenia on Antique maps.



РАСТИТЕЛЬНОСТЬ

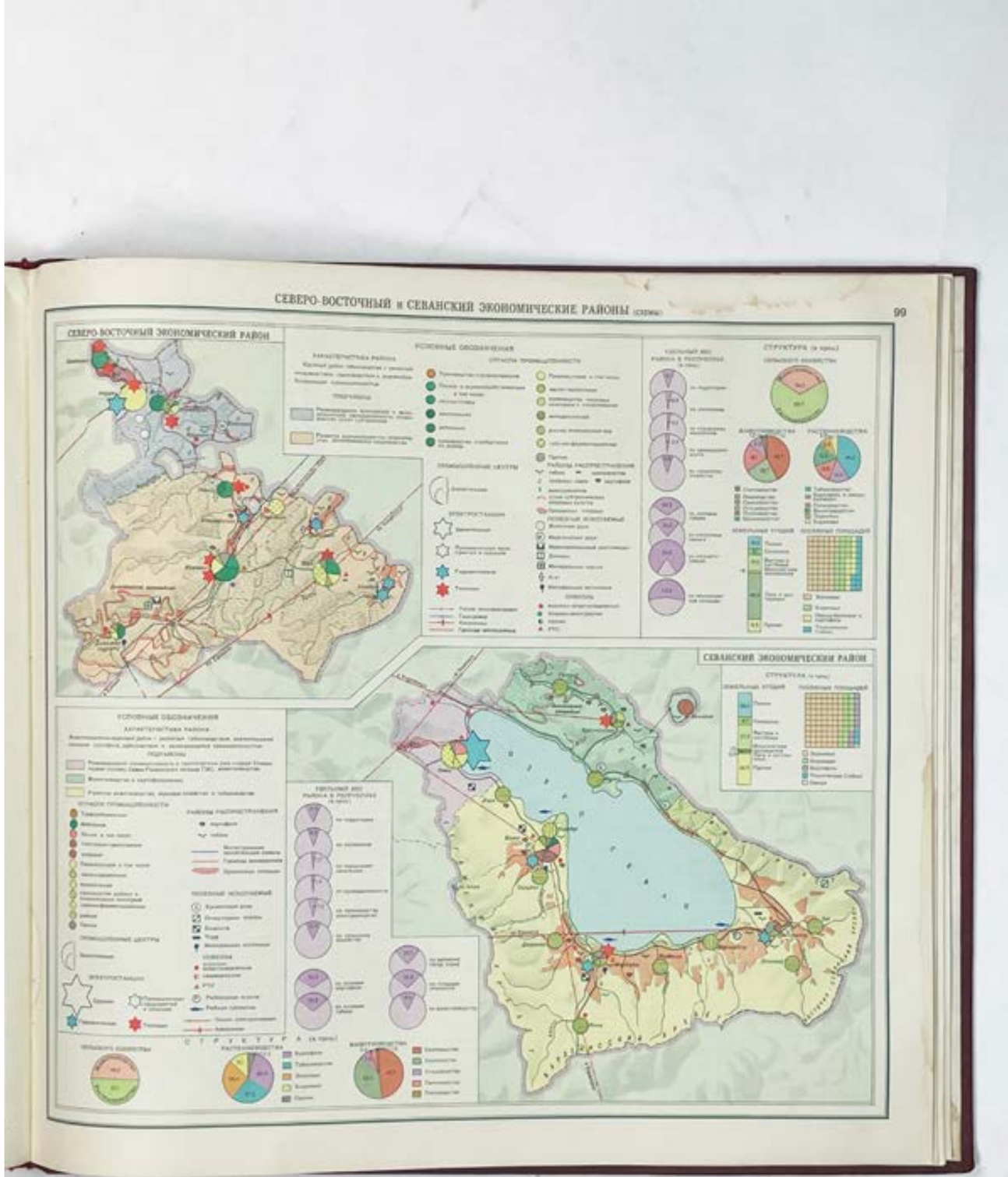




Interestingly, the atlas features a special double-page map of the 'kooky' Soviet project to extract vast quantities of water from Lake Sevan, the vast high-altitude lake in the north-centre of the country (pp. 74-75). In 1933, the Soviet government, seeking to aid the rapid industrialization of Armenia and to support irrigation in the Ararat Plain (by Yerevan), embarked upon a mega-project to drain millions of litres of water a day from the lake. A giant tunnel running from the lake to the Yerevan area was completed in 1949, which proceeded to rapidly drain Sevan. While the project did succeed in providing sufficient water for the desired purposes, the lowering of the water level wreaking vast ecological damage and destroying Lake Sevan's once vibrant fishing industry. By 2002, the lake level had dropped by almost 20 metres! Fortunately, recent efforts to raise the lake level, by completing a massive water tunnel to Sevan from the mountains in the south or Armenia, has ensured that the fishing industry and the local ecology have rebounded; by 2029 it is planned that the lake level will rise to almost half of that which was lost since the 1930s.

References: Russian language ed.: Library of Congress: G2164.6 A5 1961 / OCLC: 7748860 & 492309301, David Rumsey Collection.

1.200 EUR



21. Indonesia - Sumatra Economic Map Data Visualization / Jakarta Imprint

TOPOGRAFISCHEN DIENST (NEDERLANDSCH-INDIË) [TOPOGRAPHICAL SERVICE (DUTCH EAST INDIES)].

Economische overzichtskaart van het eiland Sumatra. Schaal 1:1.650.000. Samengesteld bij den Topografischen Dienst.

Batavia [Jakarta]: Topografische Dienst, 1923.

Colour lithograph on thick card-like paper (Very Good, bright colours, just some very light wear long old folds and some faint marginal toning), 90 x 80.5 cm (35.5 x 31.5 inches).

Very rare - a highly sophisticated, separately issued economic map of Sumatra and a stellar work of data visualization, with colour coded and strategically sized pie and block charts placed though the map identifying the mineral and agrarian production of the massive and bountiful island's various regions, oil fields and mines, while other features showcase the transportation system and population density, published from the best official intelligence by the Topografische Dienst (Topographic Service) of the Dutch East Indies in Batavia (today Jakarta).

This very rare, large format map, published on thick paper, is an extremely sophisticated work of thematic cartography and data visualization that shows Sumatra's annual production of various agricultural commodities, as well as petroleum, coal and gold & silver, broken down per district; its annual imports and exports, segmented per district and by commodity; its transportation system; and its population density per district. It was compiled from the latest and best information by the Topografischen Dienst (Nederlandsch-Indië), the Topographical Service (Dutch East Indies), and was printed in Batavia (today Jakarta) in 1923.

Sumatra is the world's sixth-largest island with an area of 473,481 km2, straddling the Equator. Its varied topography includes a chain of volcanic mountains running up its west coast, while the rest of if the island consists of rainforest lowlands and swamps. Sumatra possesses vast mineral resources and can produce a vast agrarian bounty due to its tropical climate, fertile soils and great biodiversity. While the Dutch colonial regime had a fixed presence in the south and southwest of the island since the early 17th century, while occupying a transitory place along the coasts, it was not until well into the 19th century that, through conquest and treaties, it managed to gradually take control over the entire island. This unlocked Sumatra's immense riches, the exploitation of which represented a major boon to the Dutch imperial economy.

The 'Legenda', in the lower-left corner, explains the symbols used to identify towns of various sizes (those with black dots have post and telegraph offices); roads; railways (both built and under construction); rivers, noting their navigability; district boundaries; and radio-telegraph stations.

The legend also explains the data vitalization techniques used to express Sumatra's annual production of minerals, and its imports and exports, based upon official data from 1920. The block charts in each district employ colour coding and sizing to represent the annual production of Agricultural Products, including quinine, cocoanut, tea, tobacco, cooking oil, coffee, rubber, gambir (a dyeing agent) and agave. There are also similar block charts noting the annual production of mines/fields producing petroleum, coal and gold & silver.

The pair of pie charts in each district show the annual Imports ('Invoer'), lined in red, and Exports ('Uitvoer'), lined in black, with the charts sized in relation to the quantity of overall imports and exports, and with each chart divided onto colour-coded segments all labelled in the legend.

The inset map, in the upper right corner, 'Overzicht van de bevolkingsdichtheid en geregelde verkeerslijnen van Sumatra' ('Overview of the Population Density and Regular Traffic Routes of Sumatra') employs colour coding to express the population density of each district (with the darker the shade, the more densely populated), while the road system is delineated by red lines and the railway network is shown by black lines, while the navigability of rivers is shown. The various types of lines in the seas represent the routes of several named shipping lines.

A Note on Rarity

The present map is very rare, it would have been made in only a small print run for a select audience, while the survival rate of such large, separately issued maps prodcued in what became Indonesia is very low.

We can trace 5 institutional examples, held by the Universiteitsbibliotheek Leiden; Universiteitsbibliotheek Utrecht; Nationaal Archief (Netherlands); Staatabibliothek zu Berlin; and the Cornell University Library. Moreover, we are not aware of any other examples as having appeared on the market.

References: Universiteitsbibliotheek Leiden: D C 26,3; Universiteitsbibliotheek Utrecht: *VII*.W.a.40 (Dk50-1); Staatabibliothek zu Berlin: Kart. E 9828; Cornell University Library: G8081.G1 1923; OCLC: 980374916, 1226579415; Jaarverslag van den topographischen dienst in nederlandsch indie over 1922 (Batavia: Topografische Inrichting, 1923), p. 54.

850 EUR



22. Greece in WWII / Thematic Cartography
Mid-Century Design / Cartographic Propaganda
Data Visualization

Konstantinos A. DOXIADIS.

Αι Θυσίαι της Ελλάδος στον Δεύτερο Παγκόσμιο Πόλεμο / Les Sacrifices de la Grece à la Seconde Guerre Mondiale / The Sacrifices of Greece in the Second World War…

Athens: Aspioti-Elka, 1946.

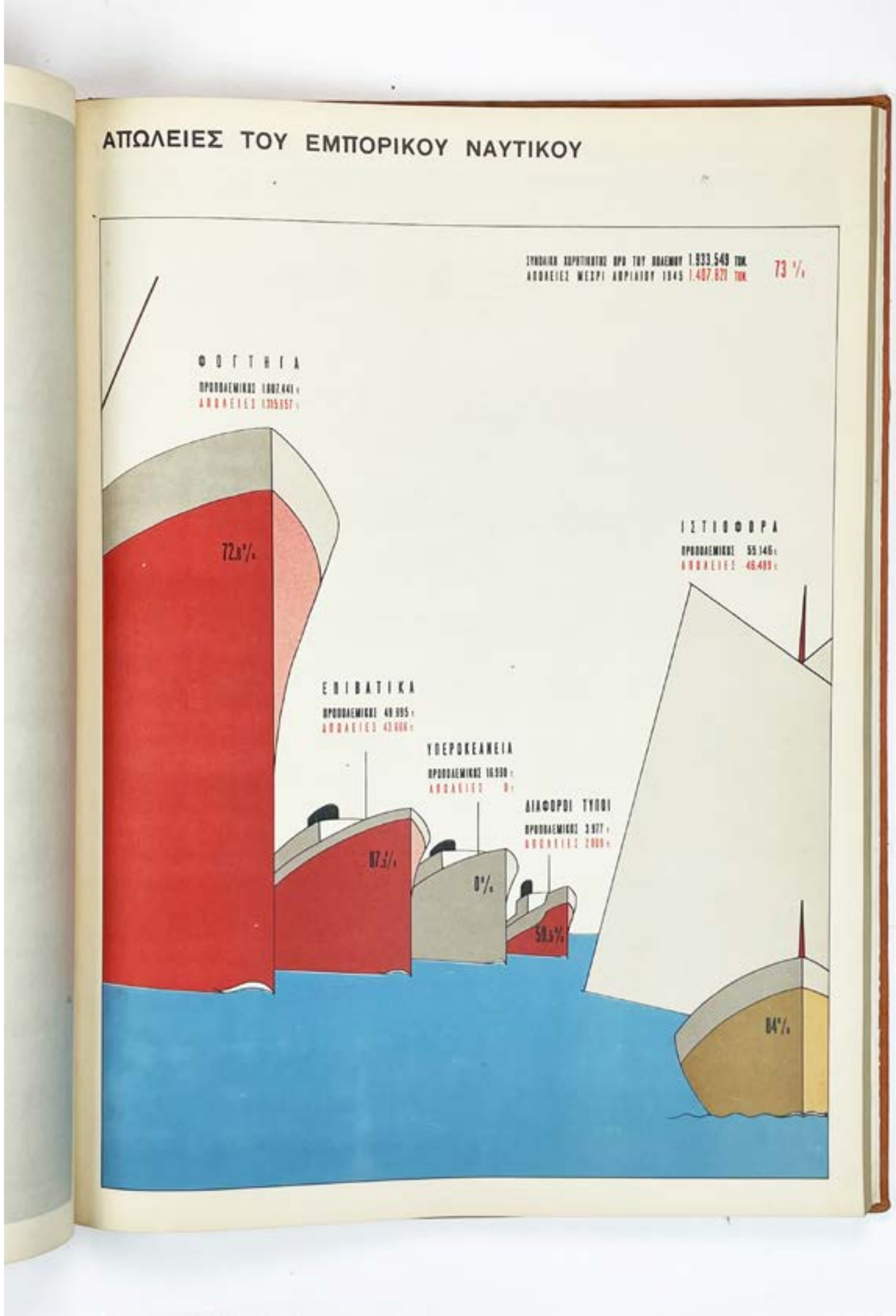
Folio (47 x 36 cm): 214 pp. (unpaginated), including 90 full page illustrated plates (most full colour) of maps, graphs and photographs; bound in orange cloth with illustrated covers (Good, internally clean, old dedication on the inner side of the front cover, one map with repaired tear).

A spectacular folio work featuring 90 full page plates, including original thematic maps and charts of a brilliant mid-century design, created by a team of professional Greek architects, led by Konstantinos Doxiadis, to dramatically illustrate the suffering that Greece endured during World War II, issued in four languages as an evocative appeal to the international community for support and redress, published in Athens to a very high quality of colour printing by the leading firm of Aspioti-Elka, by far and away the finest and most sophisticated Greek work of thematic cartography and data visualization of the postwar era.

Greece suffered greatly during World War II. After fending off a bungled Italian invasion in October 1940, Greece was overrun by the Wehrmacht in April 1941, beginning a brutal occupation. The country was divided into German, Albanian and Bulgarian zones of control, although the Nazis ran the show. The occupation regime was sadistically repressive, starving the people, resulting in a horrendous famine that killed over 300,000 Greeks, while the Nazis systematically murdered almost all the country's ancient Jewish community.

Fortunately, the Greek Resistance, an unlikely coalition of Royalists and Communists, had fought the occupation throughout, and managed to hasten the Nazis' withdraw from much of Greece in November 1944, although the entire country would not be liberated until the end the war, the following spring.

The war left Greece as something akin to a burnt-out shell, and while 400,00o Greek deaths can be directly attributed to the occupation, as many of 1.1 million people died due to indirect causes.

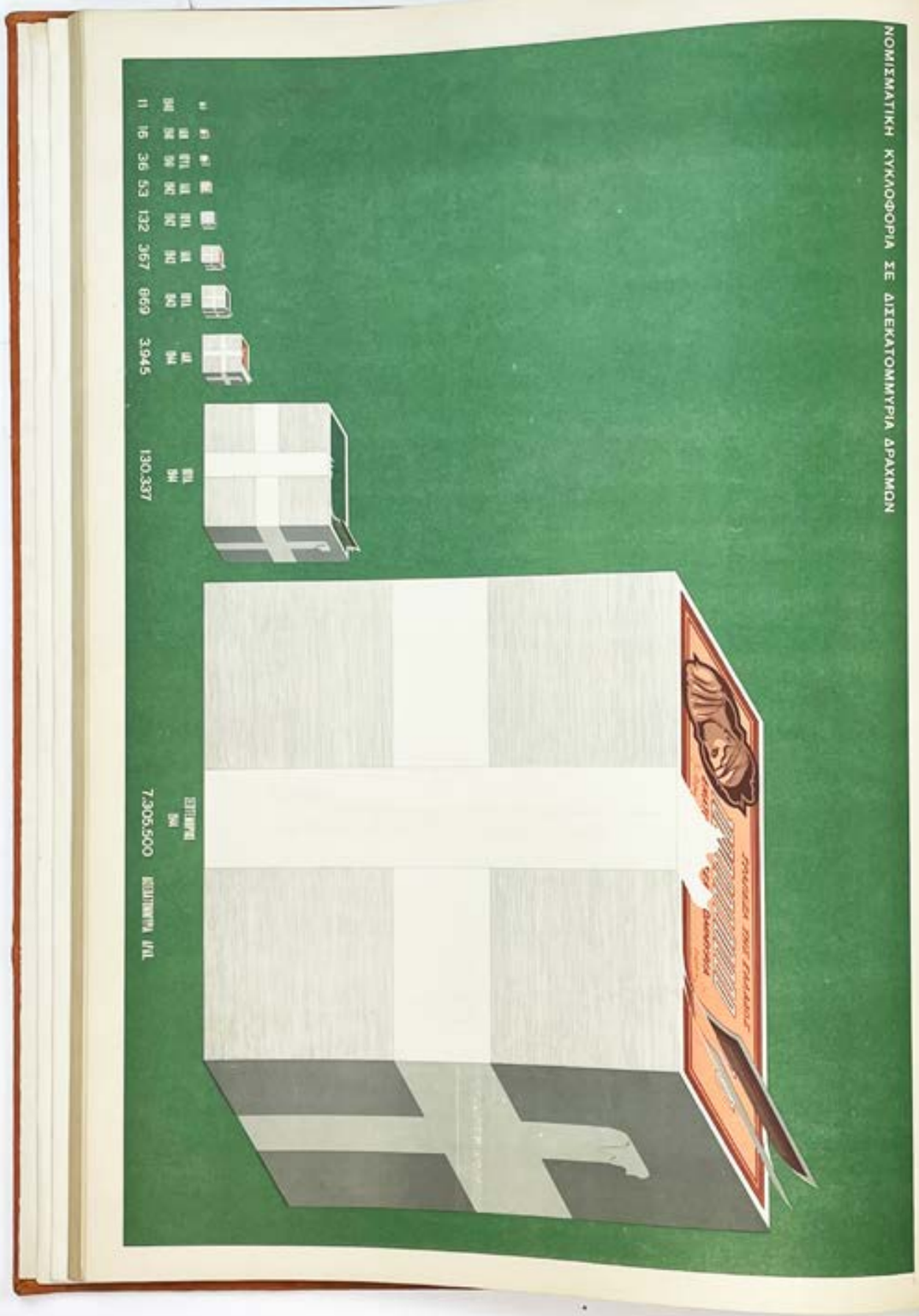


ΑΙ ΘΥΣΙΑΙ ΤΗΣ ΕΛΛΑΔΟΣ ΣΤΟΝ ΔΕΥΤΕΡΟ ΠΑΓΚΟΣΜΙΟ ΠΟΛΕΜΟ

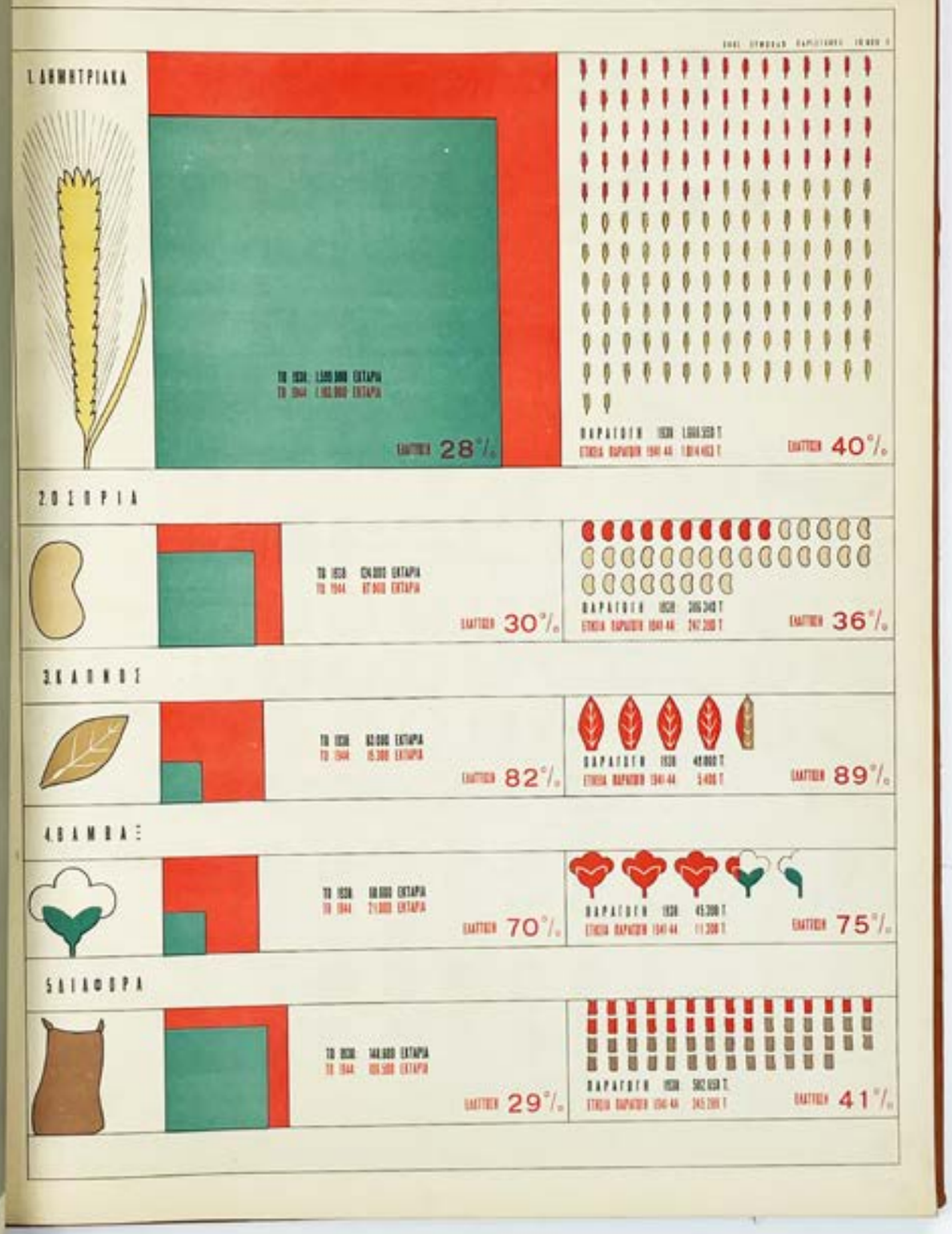
LES SACRIFICES DE LA GRÈCE A LA SECONDE GUERRE MONDIALE

THE SACRIFICES OF GREECE IN THE SECOND WORLD WAR

ЖЕРТВЫ ГРЕЦИИ ВО ВТОРОЙ МИРОВОЙ ВОЙНЕ



ΕΛΑΤΤΩΣΗ ΚΑΛΛΙΕΡΓΕΙΑΣ ΚΑΙ ΜΕΣΗΣ ΕΤΗΣΙΑΣ
ΓΕΩΡΓΙΚΗΣ ΠΑΡΑΓΩΓΗΣ ΚΑΤΑ ΤΗΝ ΚΑΤΟΧΗ 1941-1944





However, Greece's troubles were not over. The country's two main factions, the Communists and Royalists, came to blows, resulting in the Greek Civil War (1946-9). It was in this context that the intelligentsia in Royalist-controlled Athens appealed for financial and military assistance from the West, to fend off the Red Menace and to rebuild their ravaged nation. Greece also appealed to the international community for compensation in the form of territories ceded by Albania, Bulgaria and Italy.

The Present Work in Focus

Seeking to create a monumental work that would express the suffering and grievances of Greece in powerful, yet academic terms, a team of professional architects led by Konstantinos A. Doxiadis, working for various Greek governmental agencies, including the Office of Spatial and Urban Studies and Research of the Ministry of Public Works and the Ministry of Reconstruction, produced the text in four languages (Greek , French, English and Russian) and drafted or designed 90 full page plates, most being resplendently coloured and of a fabulous mid-century artistic style. The plates include thematic maps (on the economy, demographics, military operations, human rights violations, and urban plans), charts and photographic images. The quality of the work, in terms of its artistic virtue and academic merit, is absolutely world class, and is by far and away the finest work of thematic cartography and data visualization created in Greece in the postwar era.

The work is divided into six sections: I. Greece before the War; II. Greece at War; III. Economic War; IV. The Destruction of Public Works; V. Destruction to Towns and Villages; and VI. Suffering of the Inhabitants. The table of Contents at the end provides the official source of the data used for each chart, supporting its academic rigour.

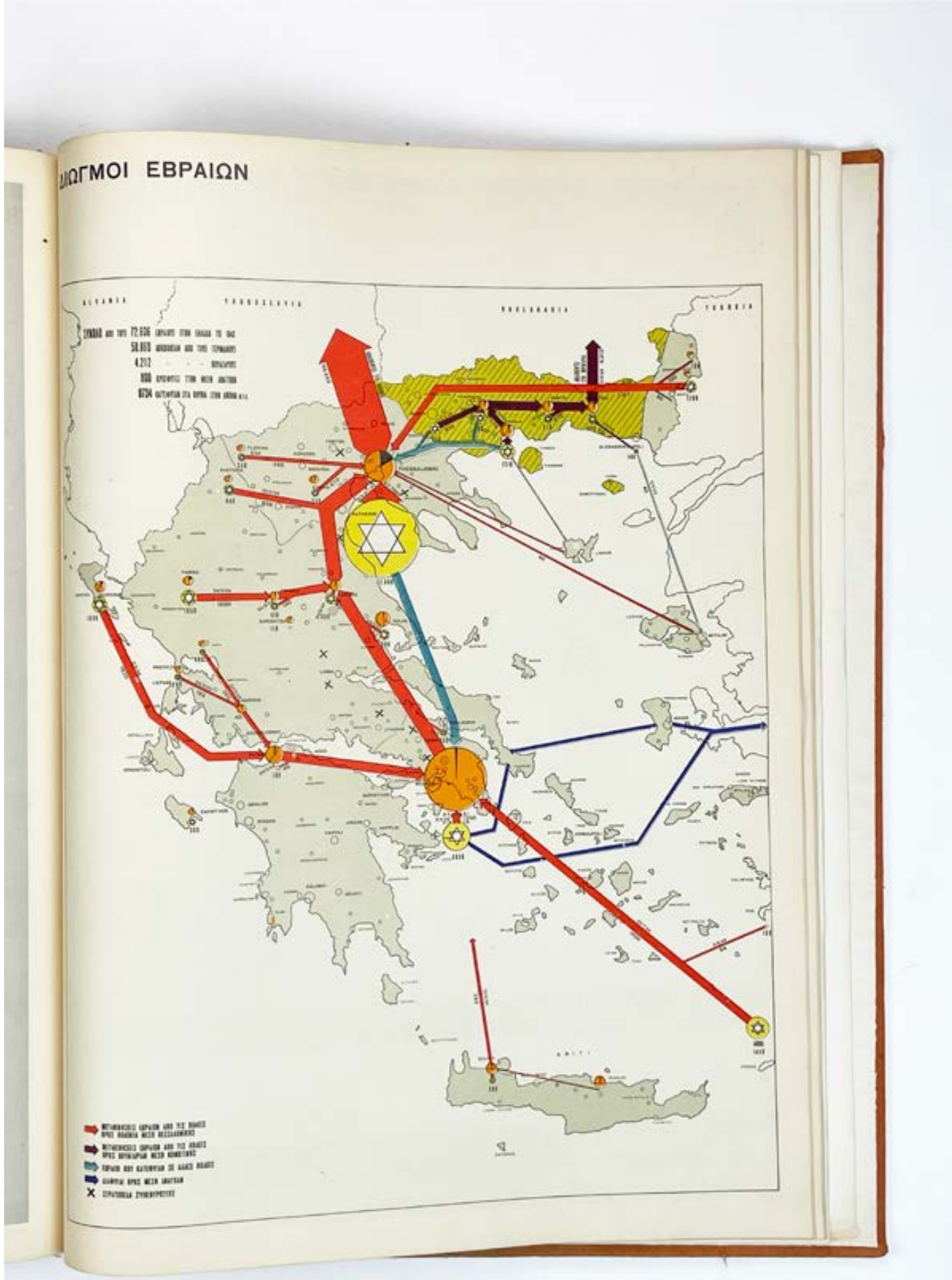
Mock-ups of the present work were exhibited at the San Francisco Conference (April 25 – June 26, 1945) that resulted in the creation of the United Nations. The book was properly published in Athens in June 1946 by the venerable printing firm of Aspioti-Elka (which itself suffered during the war, as its former headquarters in Corfu was bombed by the Germans) to a very high standard of colour printing, doing justice the fabulous design of the images.

Epilogue

The Royalist side in Greece succeed in winning Western support for its cause, resulting in their victory in the Civil War. While Greece only gained the Dodacanese Islands (from Italy) as the their only territorial compensation for the country's war experience, the West provided financial assistance that helped Greece to rebuild.

References: Oxford University Libraries: DF849 THY 2014.

1.400 EUR



23. Polish Community in Harbin, China

Kazimierz GROCHOWSKI (1873-1937).

Polacy na Dalekim Wschodzie
[Poles in the Far East]

Harbin: Harbin Daily News 1928.

8°. X, 222 with interleaved black and white images, original yellow wrappers with illustrated cover (wrappers sightly worn and dusty, but overall in a good condition).

An unusual illustrated publication on the Polish expedition to Harbin, China, which founded the city in 1898, and the Polish community in the region in the beginning of the 20th century.

This unusual publication, printed in Harbin, China, in Polish language includes single and group portraits of Poles, living in the city, views of Harbin and its surroundings, various Catholic institutions in Asia, Polish children at the first communion, the Polish church in Harbin and various expeditions of the author Kazimierz Grochowski.

Kazimierz Grochowski (1873-1937) was a polish engineer, working in Harbin, who was exploring Siberia, Manchuria and Mongolia. The photographs show Grochowski in snowy landscapes, often surrounded with other people, dogs and deer.

Poles in Harbin

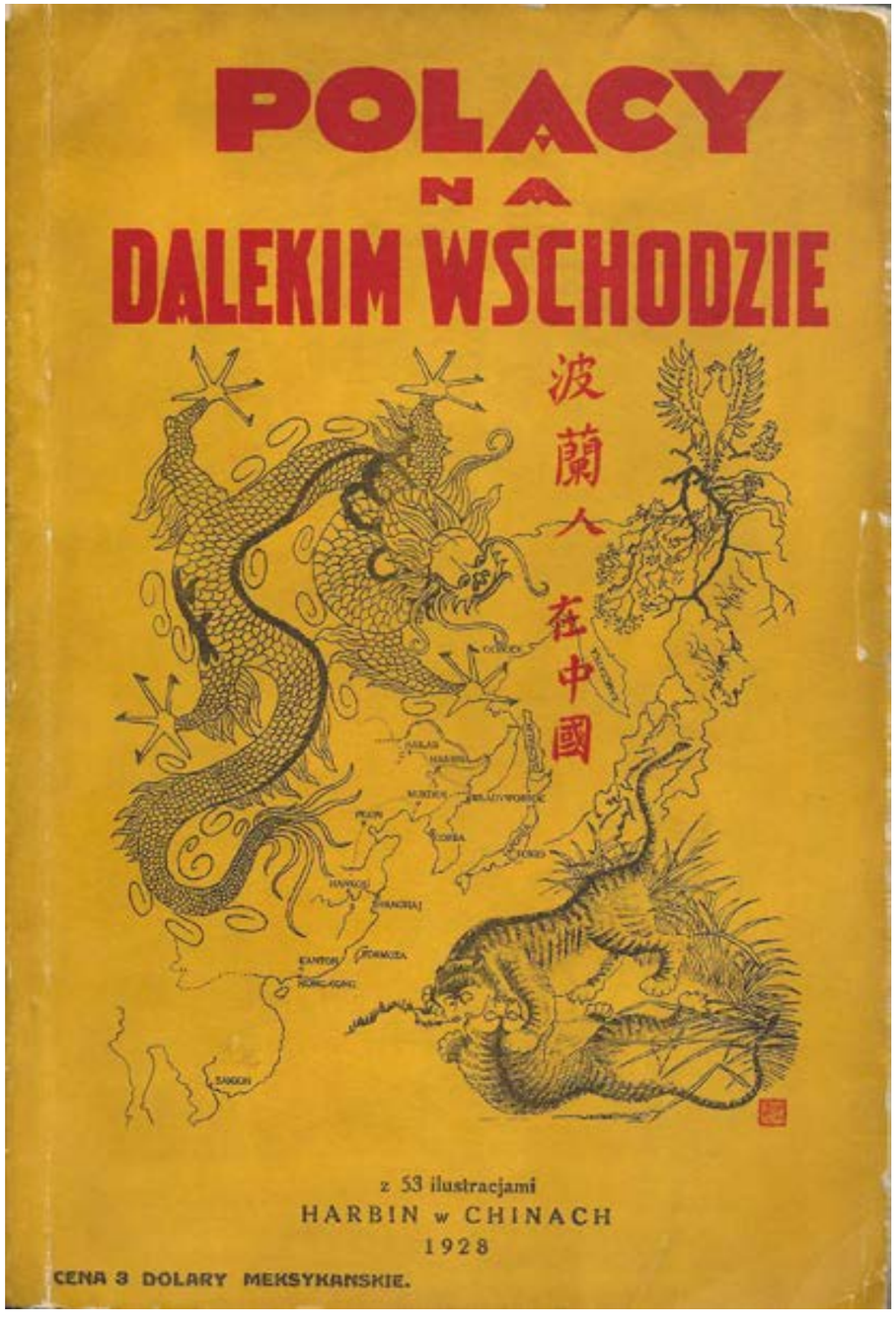
On March 8th 1898, a polish engineer Adam Szydłowski, employed by the Russian Empire and accompanied by a team of technicians, builders and Kuban Cossacks, guarding the silver worth of 100000 rubles, and looking for a perfect location for a settlement for the Chinese Eastern Railway, reached a quiet Chinese village Harbin, at the time inhabited mostly by fisherman.

Szydłowski prepared the plans for the new modern settlement and in May of the same year the first builders of mostly Polish origins arrived. Soon Harbin became a thriving city with a large Polish minority with its own churches, institutions and even the only Polish school in Asia.

According to Worldcat, examples of the book are held in the Polish libraries, Bayerische Staatsbibliothek, Herder-Institut für historische Ostmitteleuropaforschung, Bibliothek, Staatsbibliothek zu Berlin, University of Cambridge and University of British Columbia Library.

References: OCLC 166068651, 68681051, 822040291.

980 EUR



24. Fine Bindings / Imperial Provenance
Psychiatric Institute in Vienna

Michael von VISZÁNIK (1792-1872).

Leistungen und Statistik der k. k. Irrenheilanstalt zu Wien seit ihrer Gründung im Jahre 1784 bis zum Jahre 1844

Wien: Josepha Mörschner & Wilhelm Bianchi 1845.

8°, x, 143 pp., one interleaved folding chart, 13 folding charts, contemporary blue velvet binding with gold ornaments and lettering (minor damages to the binding, tiny cracks in the hinge of the front endpapers, stamps form the library of the Austro-Hungarian Emperor and German Emperor on the two first pages, stamp marking deaccession from the library, discrete old inventory numbers, a piece of old paper mounted on the rear loose endpaper).

A detailed description of the psychiatric institute in Vienna, the oldest building for the accommodation of psychiatric patients on the continental Europe. A unique, beautifully bound example from the Imperial Library in Vienna and later from the personal library of the German Emperor.

Michael von Viszánik (1792-1872) was an Austro-Hungarian medical doctor and the head of the Imperial Psychiatric hospital in Vienna, who drastically improved the conditions of the hospital and reformed the psychiatry in the country. After studies in Budapest and Vienna Viszánik was appointed a head doctor at the notorious Narrenturm (lit. “Tower of the Mad”), a fortress-like psychiatric institute in Vienna.

Narrenturm in Vienna, built in 1784, was the oldest building for the accommodation of psychiatric patients on the continental Europe. Constructed in the form of a round fortification and containing 139 individual cells, each about 13m2 large, accessible from the main round corridor and equipped with strong, barred doors and chains, its main purpose was to isolate mentally ill people from the rest of the society in conditions, which are today considered inhumane.

The building also had one of the first lightning rods in Europe, which served as a security device and for scientific experiments. It is unclear, if this so called “light catcher” was also used for a treatment with electroshocks.

As Michael von Viszánik was appointed the head doctor at the Narrenturm, he considered the institution’s conditions and treatments ill-suited and old-fashioned.



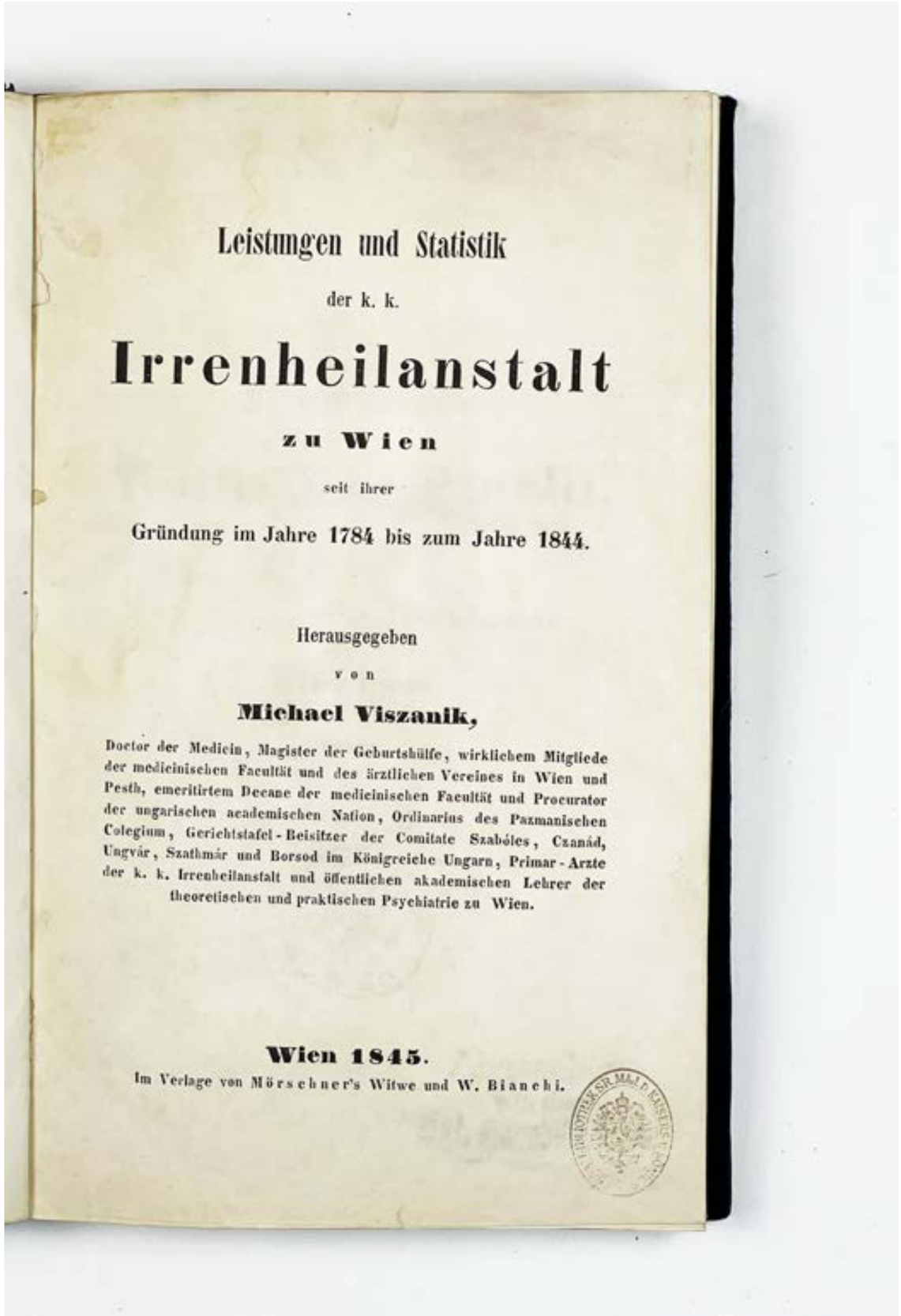
In this book Viszánik describes in details the tower, its history, the employees, food, daily schedule, rules, treatments, the clothing of the patients, statistics on the ill, treated, deaths and funerals. The appendix on the back describes individual cases and their treatments.

The Narrenturm was closed in 1869 and is today a Federal Pathologic-Anatomical Museum (Pathologisch-anatomisches Bundesmuseum Wien).

Provenance
The book was a part of the Austro-Hungarian Emperor's personal library in Vienna and later belonged to the personal library of the German Emperor in Berlin. A stamp indicates, that the books was legally deaccessioned.

References: OCLC 458622402, 878412211, 311422664, 162362859.

1.500 EUR



Leistungen und Statistik

der k. k.

Irrenheilanstalt

zu Wien

seit ihrer

Gründung im Jahre 1784 bis zum Jahre 1844.

Herausgegeben

von

Michael Viszanik,

Doctor der Medicin, Magister der Geburtshülfe, wirklichem Mitgliede der medicinischen Facultät und des ärztlichen Vereines in Wien und Pesth, emeritirtem Decane der medicinischen Facultät und Procurator der ungarischen academischen Nation, Ordinarius des Pazmanischen Colegium, Gerichtstafel-Beisitzer der Comitate Szabóles, Czanád, Ungvár, Szathmár und Borsod im Königreiche Ungarn, Primar-Arzte der k. k. Irrenheilanstalt und öffentlichen akademischen Lehrer der theoretischen und praktischen Psychiatrie zu Wien.

Wien 1845.

Im Verlage von Mörschner's Witwe und W. Bianchi.

25. Ottoman Empire / Medicine Epidemiology / Istanbul History

ADMINISTRATION SANITAIRE DE L'EMPIRE OTTOMANE.

Statistique de la Mortalité dans la ville de Constantinople et la banlieue pedant l'année financière 1314-15 – 1898-1899

Istanbul: Imprimerie Osmanié 1899.

Folio. 109 pp., [3 pp.], original wrappers with lettering, later spine (minor foxing, wrappers with light staining, but overall in a good condition).

[with:]

ADMINISTRATION SANITAIRE DE L'EMPIRE OTTOMANE.

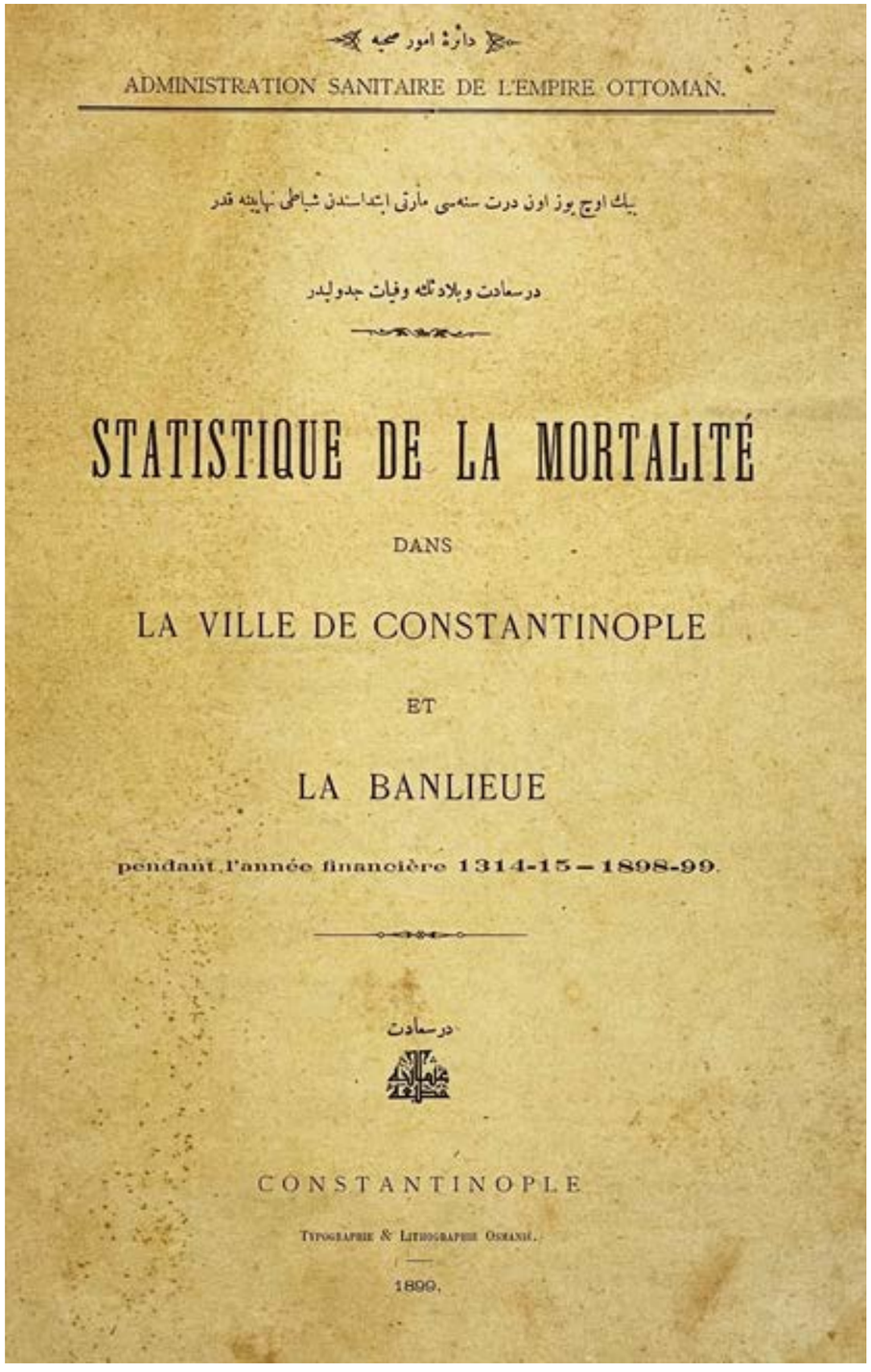
Statistique de la Mortalité du département de Constantinople

Istanbul: F. Loeffler – S. M. I. le Sultan 1907.

Large 4°. [2 pp.], 12 pp., [2 pp.] blank, 3 folding charts, original green wrappers with lettering (wrappers and first pages with light staining, small tears and soft folds, otherwise in a good condition).

Extremely rare – 2 early 'Mortality Books' for Constantinople, being meticulous records of the causes, locations demographics behind all deaths in the Ottoman capital in 1898-1899 and 1905-1906, compiled by the Administration Sanitaire de l'Empire Ottomane, the Sublime Porte's chief health authority; an invaluable primary source on the nature of public health and epidemiology in one of the world's most medically-intriguing cities.

The Administration Sanitaire de l'Empire Ottomane was the Sublime Porte's official body for managing the sanitation and health systems across the empire; its authority in Constantinople was especially pronounced. The Ottoman capital was one of the largest cities in the world (in 1900 the city proper had over 1 million residents) and long had major problems with public health, especially infectious diseases. Through much of the 19th Century, the Administration spent decades improving the public health system and combatting disease. However, it was only in the late 1890s that it managed to create a 'mortality book' for all of Constantinople and its suburbs. A mortality book is precise record of all deaths in the jurisdictions, variously categorized by types of malady, location and demographics. Assembling complete and accurate records in such a massive city, straddling two contents, was an ambitious undertaking.


دائرهٔ امور صحیه

ADMINISTRATION SANITAIRE DE L'EMPIRE OTTOMAN.

بیك اوچ یوز اون درت سنه‌سی مارتی ابتداسندن شباطی نهایته قدر

درسعادت وبلادته وفیات جدولیدر

STATISTIQUE DE LA MORTALITÉ

DANS

LA VILLE DE CONSTANTINOPLE

ET

LA BANLIEUE

pendant l'année financière 1314-15 — 1898-99.

درسعادت

CONSTANTINOPLE

Typographie & Lithographie Osmanié.

1899.

Present here are two annual 'mortality books' for Constantinople, printed for the Administration Sanitaire de l'Empire Ottomane from the best sources. The work is entirely bilingual (Ottoman Turkish and French), owing the fact that Ottoman was the official state language, while French was the main language of Constantinople's medical community.

Each book consists entirely of sets of charts ordering data into 25 locational chapters, being the city's 10 'Cercles' (districts), labelled I-X, as well as its 15 most important hospitals (including the 6th District Hospital; the asylum for the poor; the hospital for foreigners at Top-Tachi; the women's hospital at Hasséki; the poor hospital at Yéni-Baghtché; Gumuch-Son Hospital; the Austro-Hungarian hospital; the German hospital; the Gérémie hospital; the Italian hospital; the French hospital; the Russian hospital; the Gulhane hospital; the Armenian hospital and the Bulgarian hospital). For each of the twenty-five locations, all of the deaths that occurred during the year are classified by into 91 different causes of death, which, in turn, fit into various general categories: 'General Maladies' (being contagious illnesses, including typhus, diphtheria, influenza, cholera, the plague, tuberculous and syphilis, amongst others); 'Maladies of the Nervous System' (including cerebral haemorrhaging; epilepsy, meningitis, , etc.); 'Maladies of the respiratory system' (including, bronchitis, pulmonary apoplexy, asthma, pneumonia, etc.); 'Maladies of the Digestive System' (including cancer, dysentery, hepatitis, etc); both 'Male and 'female' genital diseases; 'Circulatory Maladies'; 'Diverse (other) Maladies'; and 'Accidents'. Within each classification, the numbers of deaths are further divided into males and females, as well as age categories.

The final page of each annual issue is fascinating, as it gives the overall totals of the deaths throughout the city, while grouping the data into further classifications. For instance, the issue for the fiscal year of 1905-1906, notes that a total of 15,750 deaths were recorded in that period, of which 8,631 were Muslims, 3,871 Orthodox, 1,728 Armenians, 1,211 Jews and 309 foreigners and various other minorities; for all, it notes the breakdown in deaths per age category and genders. Below, it notes the aggregate death statistics per month of the year for several of the leading causes of death (ex. scarlet fever, typhoid, tuberculosis, diphtheria, etc.).

The 'mortality books' provided civic administrators and medical officers with precise and accurate data on the main causes of death (particularly infectious diseases, which were major threats to public health), as well as the geographical and demographic concentrations of the various maladies. This information was invaluable, as it allowed for the proper targeting of medical and infrastructure resources.

A fine recent article by the Turkish academics Dr. Mehmet Temel and Dr. Berke Temel highlights the importance of the Constantinople 'mortality books':

"From the death books issued for the period of 1899-1902, information can be obtained about the diseases widely seen in the city such as types of disease, the reasons for death resulting from diseases or some other factors, life expectancy and the general healthy status of the city dwellers. From the examination of the books, it was understood that the main causes of deaths seen in the city were tuberculosis, organic heart failure and pneumonia. Child deaths caused by poverty, lack of education and hygiene occupy an important place in the books. Keeping books of the causes of deaths in hospitals and health offices in the Ottoman period was a remarkable development even if it started late. The current study aims to analyse the data presented in the death books for the city of İstanbul." (Temel and Temel, Abstract, pp. 305 - 306).

The first 'mortality book' for Constantinople, or more properly, Statistique de la Mortalité, was issued for the 1898-1899.

A Note on Rarity

All issues of the Statistique de la Mortalité are extremely rare. They were printed in only very small quantities for official use and were not to be sold or publicly distributed. We cannot trace any institutional examples or sales records from outside of Turkey, where even there they are still great rarities. Moreover, a set of four consecutive issues can be considered a very surprising find.

The Rise of Modern Public Health Agencies in the Ottoman Empire and Constantinople's first 'Mortality Books'

For centuries, until the 1920s, Constantinople (Istanbul) was both one of the World's greatest incubi and entrepots for communicable diseases. There were several mutually reinforcing reasons for this. First, the city always had a massive population, densely packed amidst a hilly topography. Second, Constantinople had many severely impoverished neighbourhoods with low sanitation standards. Third, the city's generally warm and damp climate was ideal for preserving disease-hosting bacterial. Fourth, and perhaps most remarkable, as a major port and imperial capital, Constantinople had a transient population; every day thousands of people (ex. merchants, soldiers, pilgrims) entered and left the city, bringing communicable diseases with them. Indeed, while the city's great economic and political strength lied in its role as the nexus between Europe and Asia, so did it suffer from the epidemics of both continents.

Historically notable, the so-called Plague of Justinian, in 541-2 AD, killed over 300,000 of Constantinople's residents, over half of the population. Since then, regular epidemics and plagues benighted the city, taking a heavy toll at least once every generation. The response of civic leaders to the epidemics was unscientific and ineffective, and usually entailed simply riding the scourges out.

Fast forward to the first half of the 19th Century. A plague in 1812 carried away thousands of Constantinople's residents, while the Second Cholera Pandemic (1829-51), struck the city hard. However, during the Tanzimat Era (1839-75), the 'Period of Reorganization', the Sublime Porte sought ways the modernize the empire and to employ science to solve problems, including issues of public health.

N° 3

Tableau de la Mortalité de la ville de Constantinople et de ses Banlieux durant l'année 1905-1906 (1321).

(Département de Constantinople)

Observation	Total des Décès	Étrangers et diverses autres Communautés — Femmes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Étrangers et diverses autres Communautés — Hommes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Israélites — Femmes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Israélites — Hommes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Arméniens — Femmes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Arméniens — Hommes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Orthodoxes — Femmes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Orthodoxes — Hommes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Musulmans — Femmes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Musulmans — Hommes — Âges: Total; 0 à 1; 1 à 5; 5 à 20; 20 à 40; 40 à 60; 60 à 80; 80 à 100	Nomenclature des Maladies
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	2 250	18 3 1 1 3 3 3	21 2 3 1 — 5 6	61 3 13 — 1 22 11	93 8 15 29 17 19 2	93 20 21 4 4 6 14	105 15 32 10 11 10 17	217 42 30 14 21 10 30	227 — 43 23 10 30 107	739 193 195 65 43 130 109	704 153 181 55 41 130 203	Maladies du Système Nerveux
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	650	7 7 — — — — —	33 11 — — — — —	17 17 — — — — —	36 36 — — — — —	30 30 — — — — —	81 81 — — — — —	74 74 — — — — —	244 244 — — — — —	142 142 — — — — —	Marasme Senile	
	307	— — — — — — —	6 — — — — 6 —	5 5 — — — — —	5 4 — — — — 1	4 3 — — — — 1	5 — — — — — 5	13 — — — — 13 33	23 — — — — — 23	90 — — — — — 90	192 — — — — — 192	Morts-Nés
	642	— — — — — — —	6 — 1 1 — 3 1	4 — 1 — 1 — 2	12 2 — 4 3 2 1	14 2 7 1 — 1 3	32 — 1 5 3 1 13	43 — 1 2 1 1 30	234 9 2 6 9 21 110	305 — — — 93 67 190	Affections Puerpérales et Grossesse	
	3 180	40 11 15 2 7 6 5	70 5 12 5 25 11 12	203 3 61 45 30 20 50	130 2 30 28 22 30 25	150 10 17 20 15 8 30	354 — 102 80 60 34 42	510 — 1 50 120 80 62	655 50 61 71 70 70 155	584 95 95 61 47 92 104	1025 79 173 133 176 47 203	Maladies diverses
	15 750	139	98	20	15	173 34	18	39	693	120	58	121	603	121	102	113	692	148	59	72	1030	224	178	132	1567	323	960	203	2294	504	271	547	8043	921	726	363	4546	944	1 025	1 610	
		41	8	21	173	30	32	32	32	100	110	120	71	63	102	102	31	308	115	99	242	275	272	83	404	178	524	596	882	393	750	307									
	15 750	330	Total chez les deux Sexes						1 251	Total chez les deux Sexes							1 728	Total chez les deux Sexes							3 821	Total chez les deux Sexes							8 651	Total chez les deux Sexes								

In 1840, Sultan Abdulmecid I commissioned the Conseil Supérieur de Santé de l'Empire Ottoman, a committee comprising an all-star international team of physicians, advised by the Académie des Sciences in Paris. The Conseil developed laws, policies and procedures for preventing, controlling and (where possible) treating communicable diseases throughout the empire, especially in large cities such as Constantinople, Smyrna. They outlined quarantine measures for ships and armies, sequestered hospitals and hospices for the infected, as well as recommending sanitary measures for urban neighbourhoods. While not all these measures were implemented or effectively followed, historians agree that the Conseil's work succeeded in limiting the effects of epidemics in Constantinople. The formation of the Ottoman Ministry of Health, in 1850, provided vital political support to the Conseil's activities at the highest levels. It is notable that the spread of communicable diseases during the Crimean War (1853-6) wold have been infinitely worse without the Conseil's actions.

The Conseil was eventually expanded into a large and powerful bureaucracy, rebranded as the Administration Sanitaire de l'Empire Ottomane. In addition to recommending health and sanitary regulations for the realm, it was responsible for collecting medical statistics. Even in Constantinople this task proved challenging. While certain hospitals and some neighbourhood councils kept reliable records on those who contracted diseases, as well as mortality statistics, the recordkeeping across the city was uneven. Some of the most impoverished and populous (and thus most medically significant) neighbourhoods kept no reliable medical statistics at all. While the available partial bodies of data were still helpful in formulating policies and allocating resources, the incomplete picture prevented the Administration from implementing an integrated policy for all greater Constantinople. As such, while relatively effective health and sanitary measures were implemented in neighbourhoods in which good data was available, the haphazard application of measures in other areas threatened to undermine the entire system, as diseases spread from one district to another.

Sultan Abdul Hamid II (reigned 1876 – 1909) adamantly wanted the Ottoman Empire to become an economically and technologically modern country like the Western European powers. He and his ministers realized that the volatile public health situation in the capital was a major threat to the nation's progress. The Hamidian regime legally mandated that all hospitals and district councils in Constantinople collect and record health statistics. While it still took over a decade for this new system to be uniformly realized across the city and its suburbs, the efforts eventually paid off.

A key objective of the Administration was to create a comprehensive annual 'mortality book' for greater Constantinople. This work would meticulously record the number of deaths per cause in each district of the city, as well as in each of its major hospitals. This would allow the Administration to target the exact loci of disease outbreaks, as well as chronic health issues, and to more accurately target resources towards the afflicted neighbourhoods. For instance, by this time it was well-understood that areas which suffered from high cholera casualties clearly suffered from poor sanitation, especially with respect to the removal of sewage. In such areas, city engineers could be sent to ameliorate the situation. Hospitals treating soldiers who had recently returned from a certain region that reported a spike in communicable diseases indicated that perhaps a quarantine order needed to be put in place.

While fragmentary data was available before this time, the first complete 'mortality book' for Constantinople was published by the Administration for the fiscal year of 1314-5 (March 1898 to February 1899 inclusive). As described above, it provided medical professionals and civil administrators with vital new information to target resources and to craft legislation. While the 'mortality books' were only published as separate issues for the years from 1898 to 1903, the information gathering and recording processes they established were maintained and played a critical role in President Atatürk's successful campaign to dramatically improve the public health situation in Istanbul during the 1920s and 1930s.

We could not trace any institutional examples of these two editions on Worldcat.

References: Cf. Mehmet TEMEL and Berke TEMEL, '1899-1902 Yillarina ait İstanbul Ölüm İstatistik Defterleri ve Sağlik Tarihindeki Önemi' [The Death Statistics Books belonging to the Period 1899-1902 and their Importance in the History of Health], Tarihin Peşinde: Uluslararasi Tarih ve Sosyal Araştirmalar Dergisi [The Pursuit of History: International Periodical for History and Social Research], year 10, issue 20 (2018), pp. 305-317.

1.200 EUR

26. Mumbai Imprint
Ottoman-Indian Relations

Badruddin Abdullah KOOR (Badrudin Abdulla Koor)

Silver Jubilee of His Imperial Majesty Sultan Gazi Abdul Hamid Khan II., 31st August 1900

[Title on the Cover:]

Presented to his Excellency H M. Kadri Bey, Turkish Consul, Bombay, by Badruin Abdulla Koor

Mumbai: گلزار حسنی [Gozlar Husni] 1900.

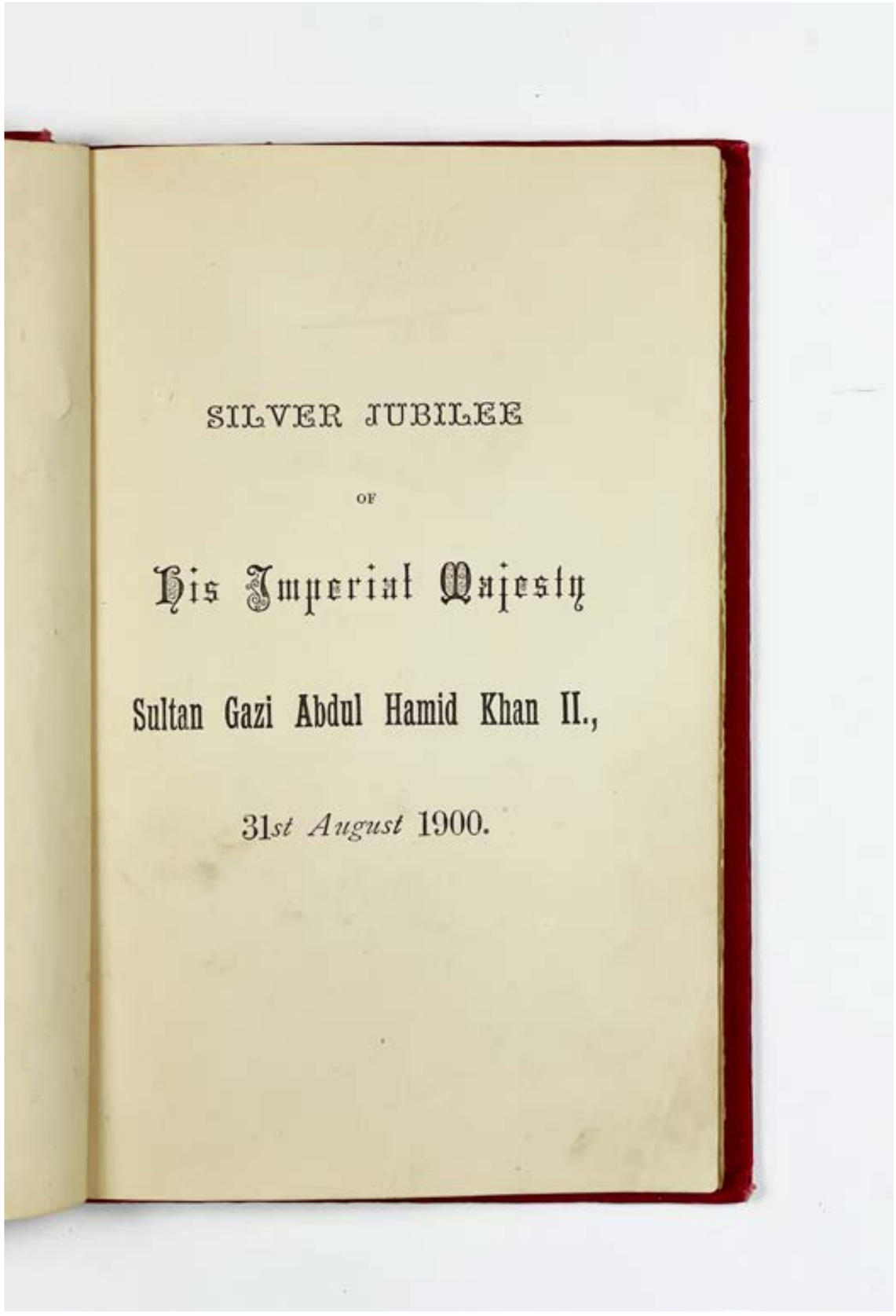
8°, [4 pp.], ii, 34 pp. Reverse collation: 78 pp., [2 pp.], contemporary red cloth binding with debossed lines and gilt lettering, original pale yellow endpapers (binding slightly stained and scuffed on the corners, endpapers with cracks in hinges, text pages in a good and clean conditions).

A collection of passages from the Indian press, commemorating the silver jubilee of the Ottoman sultan Abdul Hamid II, edited by Badruddin Abdullah Koor, an important member of the Sunni community in India.
An example, presented by the author to the Ottoman consul to India, Hacı Mehmed Kadri Bey.

A rare book, printed in Mumbai in English and Urdu, was issued at the silver jubilee of the Ottoman sultan Abdul Hamid II (1842-1918) and includes text on the importance of the sultan among the Sunni Muslims of India, followed by extracts from the Indian press. The goal of the book was to represent the dedication of the Indian Sunnis to the Sultan with help of the consul Hacı Mehmed Kadri Bey, who was at the time leaving for Istanbul.

The Sunni Muslims in India considered the Ottoman sultan nominally their supreme religious and political leader. The introduction praises the reception of Muslim Indians in the Ottoman Empire during Hajj. In the following years the money donations from this wealthy Indian Sunni community contributed to the construction of the Hejaz railway.

The author Badruddin Abdulla Koor later became one of the most visible members of the Caliphate movement (also Indian Muslim movement), active between 1919 and



1924. This pan-Islamist political protest campaign to restore the caliph of the Ottoman Caliphate, considered the leader of the Muslims, as an effective political authority was crated after the defeat of the Axis Powers in WWI.

This example was according to the tile on the cover, presented to Hacı Mehmed Kadri Bey, an Ottoman Consul (başşehbender) in India.

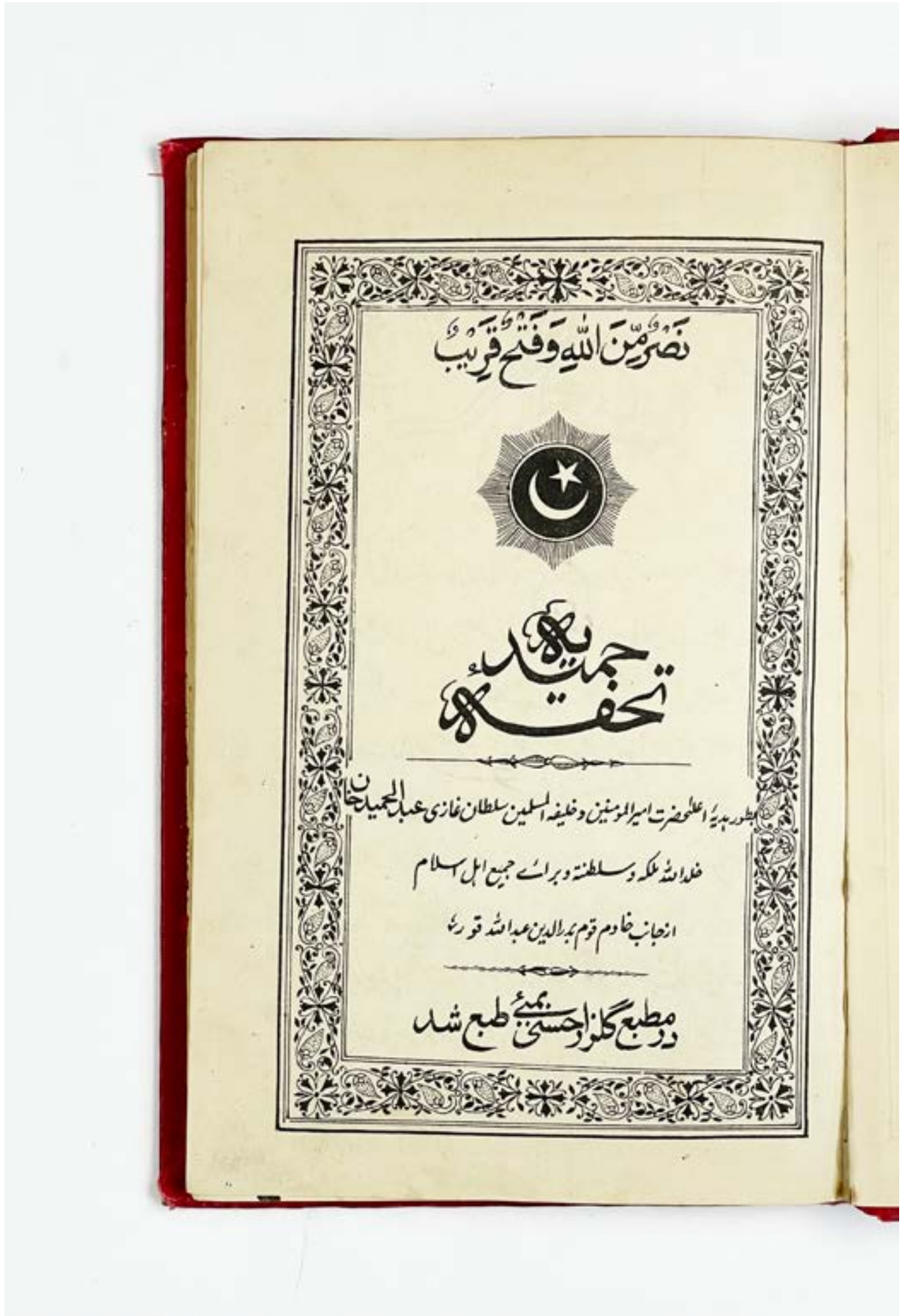
Note of rarity

The book is very rare. Another example, also from the collection of the consul Kadri Bey, bearing an additional title His exellency Kadri Bey Private secretary of H. I. Majesty The Sultan, is held by the Boğaziçi University Library in Istanbul (http://seyhan.library.boun.edu.tr/record=b1504653~S5).

We could not find any other institutional examples on Worldcat.

References: OCLC 949543655. Cf.: Azmi Özcan, Pan-Islamism. Indian Muslims, the Ottomans and Britain (1877-1924() Ottoman Empire and its Heritage. Politics, Society and Economy) 1997, n. 88.

2.200 EUR



27. Avantgarde Theater Posters
Art et Action Experimental Theater Group

A set of 4 highly decorative avantgarde woodcut posters, issued for 1920s boutique performances of an experimental Paris-based Art et action theater group, made by architect Édouard Autant and his wife, actress Louise Lara, possibly in cooperation with their son, a later costume designer and movie director Claude Autant-Lara.

Édouard AUTANT (1872-1964) - Louise LARA (1876-1952) – possibly together with Claude AUTANT-LARA (1901-2000).

This set of eye-catching four posters, among others printed on crepe paper and gold embossed paper, were made for theater performances of an experimental French theater group Art et action.

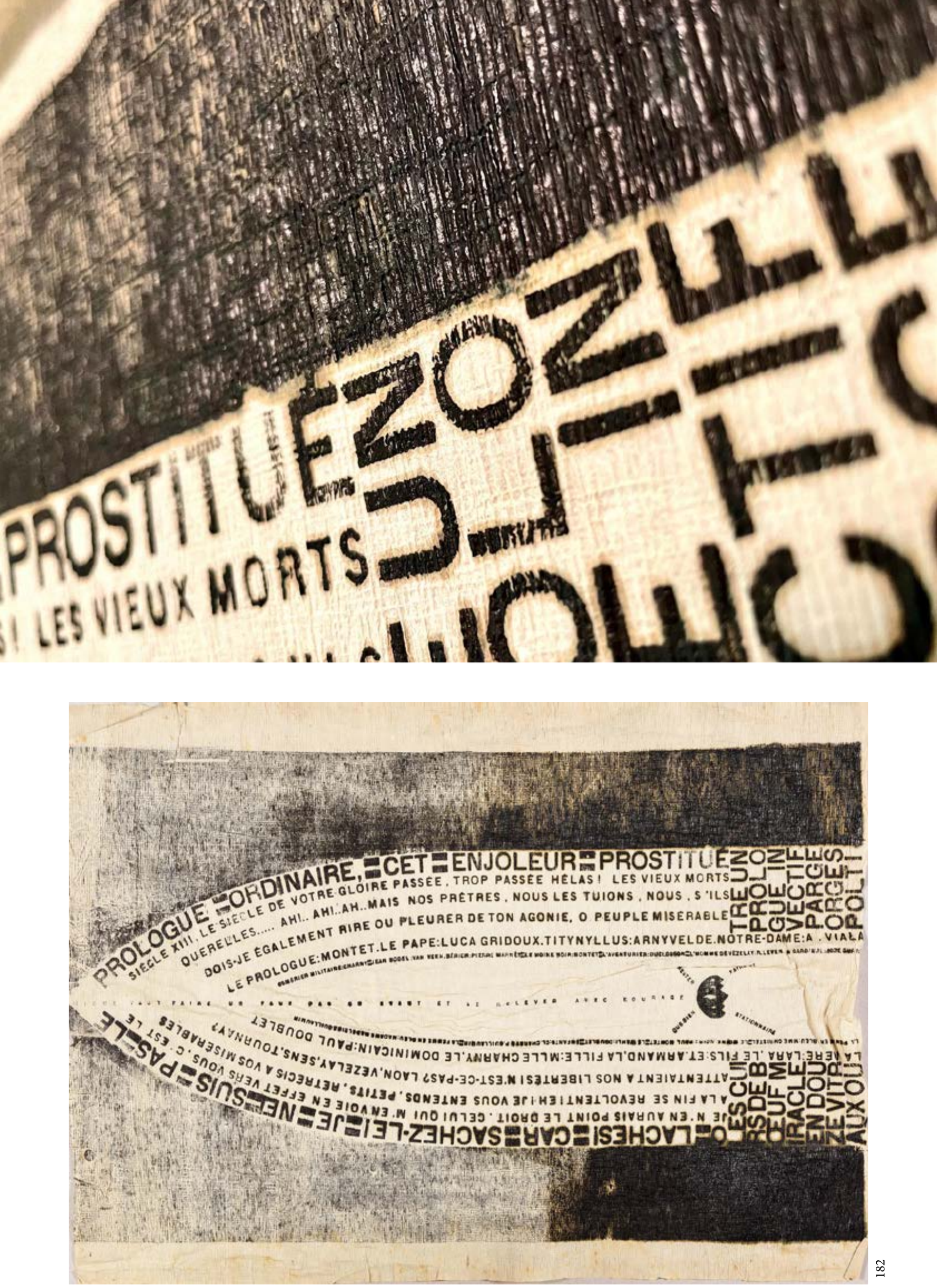
Art et action, inspired by contemporary Soviet art movements, introduced the futurism to French theatrical scene and employed various unconventional elements, such as puppets, mannequins and shadow theater.

Édouard Autant, here signed on two posters with his monogram, was a French architect, known for his liberal ideas. In 1919, became together with his wife Louise Lara (1876-1952), a former actress at Comédie-Française,one of the founders of an experimental theater group Art et action, “a theater laboratory for the affirmation and defense of modern works” (laboratoire de théâtre pour l'affirmation et la défense d'oeuvres modernes).

The group performed in a private room in a building, situated in 66 rue Lepic in Paris, in front of a small number of audience and without theater critics. Some productions were only performed once. These boutique shows were advertised with exclusively made posters, printed in small quantities for the limited audience by the husband-and-wife team, Autant and Lara, possibly assisted by their son Claude Autant-Lara (1901 – 2000) a later French costume designer, movie director and after the 1960s a controversial politician.

The posters intelligently follow the design, material and the red thread of the presented performances.




PROSTITUEZ
LES VIEUX MORTS
PROLOGUE ORDINAIRE, CET ENJOLEUR PROSTITUÉ
SIÈCLE XIII, LE SIÈCLE DE VOTRE GLOIRE PASSÉE, TROP PASSÉE HÉLAS! LES VIEUX MORTS
QUERELLES..... AHI.. AHI..AH..MAIS NOS PRÊTRES, NOUS LES TUIONS, NOUS, S'ILS
DOIS-JE ÉGALEMENT RIRE OU PLEURER DE TON AGONIE, O PEUPLE MISERABLE
LE PROLOGUE:MONTET.LE PAPE:LUCA GRIDOUX.TITYNYLLUS:ARNYVELDE.NOTRE-DAME:A. VIALA
LACHEZ-LE! JE NE SUIS PAS LE
JE N'EN AURAIS POINT LE DROIT. CELUI QUI M'ENVOIE EN EFFET VERS VOUS, C'EST LE
A LA FIN SE RÉVOLTENT! JE VOUS ENTENDS, PETITS, RETRACIS A VOS MISÉRABLES
ATTENTAIENT A NOS LIBERTÉS! N'EST-CE-PAS? LAON, VEZELAY, SENS, TOURNAY?
LA FILLE:ET.ARMAND, LA FILLE:MLLE CHARNY, LE DOMINICAIN:PAUL DOUBLET
LES CURÉS DE BEAUFMONT
TRACLE
EN DOUZE
VITRAUX
POLI-

COLLECTION OF 4 POSTERS :

1. Édouard AUTANT (1872-1964) [possibly together with Louise LARA (1876-1952) and Claude AUTANT-LARA (1901-2000)].

Nous avons puisé dans l'oeuvre de Charles Péguy les/ éléments d'un ouvrage scénique...les saintes heures de Jeanne d'Arc.

[Paris: 1923]

Woordcut on wove paper, 45 x 32,5 cm (17.7 x 12.8 inches), (light creases on the surface, but overall in a good condition).

The poster was made for a recital of two poems, written by a French author Charles Pierre Péguy (1873 –1914), *Le Porche du Mystère de la Deuxième Vertu* and *La Tapisserie de Sainte Geneviève et de Jeanne d'Arc*, performed by Art et action in 1923. The brilliantly designed poster, signed with a monogram by Édouard Autant, recreates the artistic expression of the performance.

The scene design was composed of five transparent tapestries, made by Autant's and Lara's son, Claude Autant-Lara. It probably created an effect of a shadow theatre, as presented in an abstract image of this poster with its black surfaces, printed in thick greasy colour, creating reliefs on the bordures. The performance through these layers by three actresses, Louise Lara, Kakia Viala and Henriette Laussinotte additionally created a surrealistic moment through polyphony or simultaneous vocal expression of all three performers. These effects created different and personal view on the performance for each spectator.

2. Édouard AUTANT (1872-1964) [possibly together with Louise LARA (1876-1952) and Claude AUTANT-LARA (1901-2000)].

Les noces "Wesele" Libre réalisation en trois phases du drame de Stanislas Wyspianski.

Paris: 1923.

Blue woodcut on light blue wove paper, 55 x 38,5 cm (21.6 x 15.2 inches).

On November 3rd, 1923, the theater group Art et action performed a play, based on the book *Wesele* (The Wedding), written by Polish writer Stanisław Wyspiański (1869 – 1907), in 1901.

The imprints on blue surfaces on the poster, showcasing unpolished structure of the wood and crude lines, reflect the rough rural life of the Polish countryside, represent-


OUS AVONS PUISÉ DANS L'ŒUVRE DE CHARLES PEGUY LES
ELEMENTS D'UN OUVRAGE SCENIQUE ■ AINSI NOUS
AVONS COMPOSÉ LES SAINTES HEURES DE JEANNE
D'ARC ■ SYMPHONIE ORALE EN DEUX TEMPS
I LE MYSTÈRE DE LA CHARITE DE JEANNE D'ARC
2 LE PORCHE DU MYSTÈRE DE LA DEUXIÈME VERTU
NOTRE INTENTION A ETE DE REMETTRE PUBLIQUEMENT
L'INTERÊT ARTISTIQUE QUE NOUS AVONS RESSENTI A
L'ŒUVRE DE CE GRAND ECRIVAIN NOUS N'AVONS
CHERCHE NI A LA TRANSFORMER NI A LA COPIER MAIS A
EN DEDUIRE NOTRE IMPRESSION ET A LA REALISER
SCENIQUEMENT ■ LA POLYPHONIE
NOUS A DONNÉ LE SECOURS D'EXPRESSION DES
VOIX - INCANTATION DU VERBE MYSTIQUE COMPLETANT
DESCRIPTIVEMENT LES TROIS PERSONNAGES - MADAME
GERVAISE LARA - JEANNETTE EIKAKIA VIALA - HAUVIETTE
- HENRIETTE LAUSSINOTTE ■ POUR EVITER LE DECOR
LIMITE QUI AURAIT OBSTRUE LA REPRESENTATION DU
MYSTÈRE, NOUS FIGURONS LA SCÈNE PAR UN DECOR
DE TAPISSERIE TRANSPARENTE A HUIT PLANS DISTINCTS
COMPOSÉ PAR CL AUTANT-LARA ■ CHACUN
ENSEMBLE FIGURANT UN ÉLÉMENT LOCAL DU DRAME
FORMANT UN DECOR PERSONNEL A CHAQUE SPECTATEUR
C'EST G. POLTI QUI EN FERA LA PRÉSENTATION :
" ON A DÉFINI LA GRACE -.. LE PLUS GRAND TRAVAIL
FOURNI AVEC LE MOINS D'EFFORT VISIBLE .. RIEN DE
PLUS COMPLEXE QUE LA SIMPLICITÉ ET C'EST UN
ÊTRE PRODIGIEUSEMENT MULTIPLE QUE JEANNE D'ARC
■ MIEUX VAUT FAIRE ■
UN FAUX PAS
RELEVER AVEC
FAIRE ET RESTER
et
EN AVANT ET SE
COURAGE QUE BIEN
STATIONNAIRE ■


LES NOCES
"WESELE"
LIBRE REALISATION
EN TROIS PHASES
DU DRAME DE
STANISLAS WYS
PIANS
K.
la Chopka
la Mariée
le Marié
le Curé
la Vie
ce qu'on veut pas vouloir
LE JOURNALISTE JACHIMEK
RACHEL LA MARIÉE LE CURÉ
LE POÈTE LE JUIF LE MAITRE LE MARIÉ
TCHEPIETZ ISKILA LE PERE LE MENDIANT
ART et ACTION
Mieux vaut faire un faux pas et
avant et se relever avec courage
que bien faire et rester stationnaire
Le comité

ed in the book, and follow the tradition of the Young Poland movement, the Polish version of the fin-de-siècle and modernism in art and literature, to which belonged Wyspiański's work The Wedding.

3. [Édouard AUTANT (1872-1964) - Louise LARA (1876-1952) – possibly together with Claude AUTANT-LARA (1901-2000)].

Tête d'or de Paul Claudel. Art et Action

[Paris : 1924 or 1927].

Woodcut and letterpress on gold embossed paper, 49,5 x 32 cm (19.5 x 12.6 inches), (a tiny tear in upper margin, otherwise in a good condition)

A rare poster for the second production of drama *Tête d'or,* performed by an experimental theatrical group Art and Action on March 22 and 13 and April 25 and 26, 1924, an later in October 1927, featuring Louise Lara as Cébès and Étienne Armand as Tête d'or. The first large, modern theater performance of the drama did not have a premiere until October 21, 1959, in l'Odéon in Paris in the presence of Charles de Gaulle.

4. [Édouard AUTANT (1872-1964) - Louise LARA (1876-1952) – possibly together with Claude AUTANT-LARA (1901-2000)].

Les cuirs de boeufs miracles en douze vitraux

[Paris: 1925].

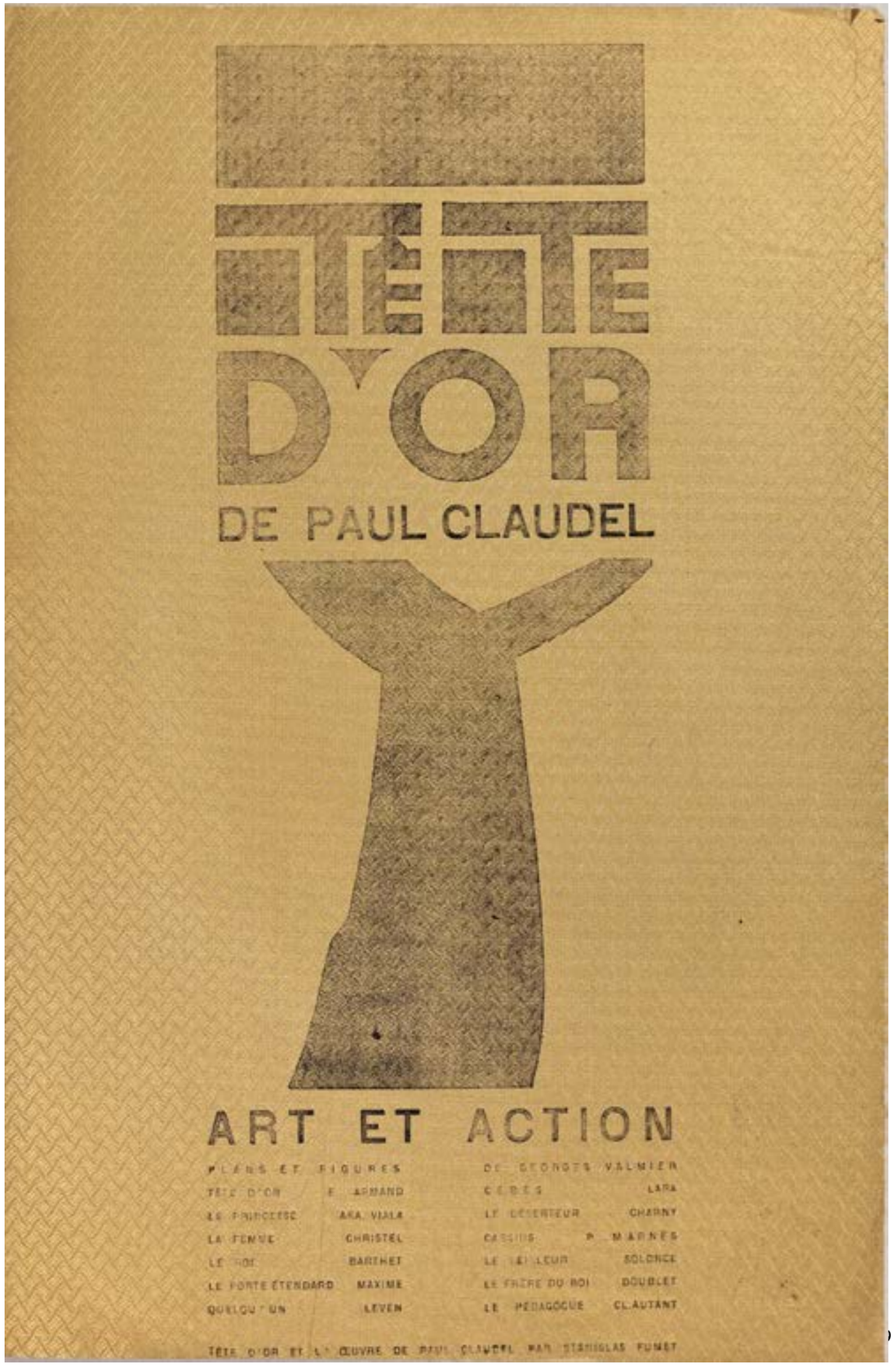
Woodcut and letterpress on crepe paper, 55 x 40 cm (21.6 x 15.7 inches), (small folds in margins, but overall in a good condition).

A play, based on today's little known text *Les Cuirs de bœuf, un miracle en XII vitraux* (An Oxhide, a Miracle in 12 Stained Glass) by Georges Polti, was performed by Art et action in 1925. The poster with letters formed in a shape of a gothic window was printed on fragile crepe paper.

The posters are very rare due to their limited production for selected audience of the theater. Bibliothèque Nationale in Paris houses all four posters with Les cuirs de boeufs miracles en douze vitraux printed on wave paper instead on crepe paper.

References: Michel Lioure, Paul Claudel, Tête d'or de Paul Claudelm 1984, p. 88. Dominique Millet-Gérard, Tête d'or: le chant de l'origine, 2011, pp. 34-35. Michel Corvin, Le théâtre de recherche entre les deux guerres : le laboratoire Art et Action, 1976.

1.600 EUR



28. Wine List
WWII German Submarine

Annonymous – drawings after: Richard BLOOS (1878 - 1957).

Lustige Weinkarte 'U 458'
[Humorous Wine List U 458]

[Submarine U 458:] [S. d. but probably between July 1 and August 22 1943].

Small 12°, [2 pp.] manuscript in black and red, 12 hand-drawings in black ink and colours on 12 sheets of tracing paper, [2 pp.] blank, card wrappers with mounted paper in margins, hand-coloured red spine, hand-written title in black and red ink (wrappers worn in the margins, inside in a good clean condition).

A humorous wine list, hand-drawn during WWII on a German Submarine

An ephemeral pamphlet, hand-drawn on thick tracing paper, represents 12 sorts of German wine, each illustrated with a humorous drawing, applying the wine characteristics to people. The pamphlet was made on a Nazi German submarine during WWII and was assembled from pieces of various sorts of paper.

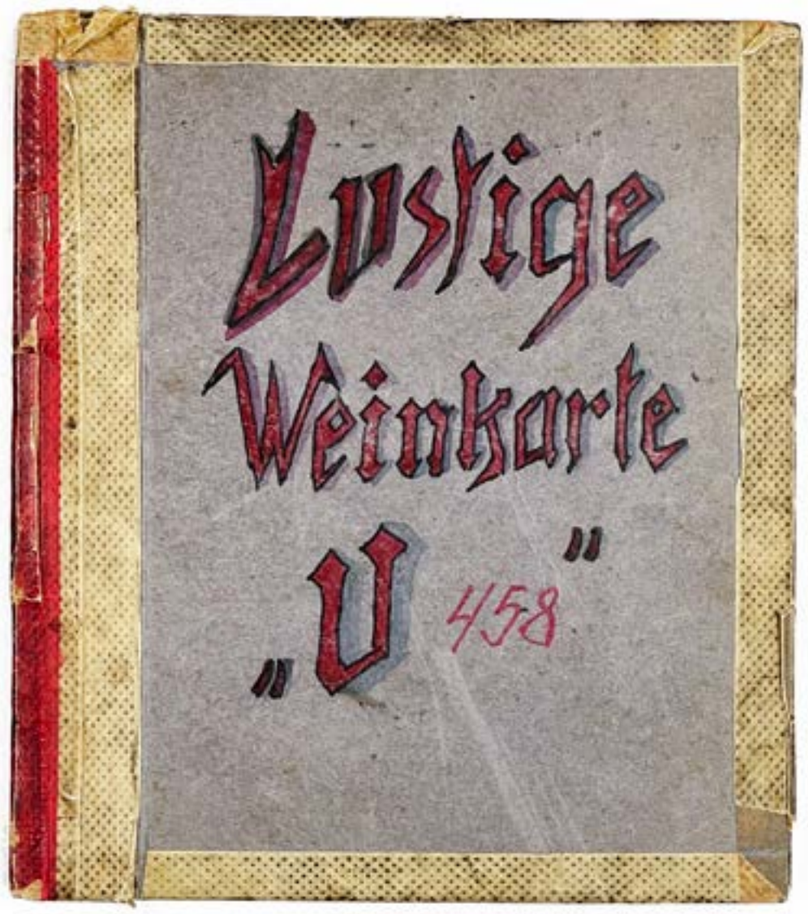
The German wines, described on the first page as „Wines from the wineries of the flotilla“ (Weine aus den Kellereien der Flottille), are as follows: Erdener Prälat, Zeller Schwarze Katz, Piesporter Goldtröpfchen, Brauneberger Juffer, Forster Schnepfenflug, Oppenheimer, Oestricher Aliment. Bernkasteler Doctor, Gröver Nacktarsch (Kröver Nacktarsch), Drachenblut, Endiger Floh and Walporzheimer Gährkammer.

The drawings were based on a series of postcards, made by a German academic painter Richard Bloos (1878 - 1957).

The U-Boot 458 was a German Nazi submarine, launched on 4 October 1941 and commissioned on 12 December 1941, but did not start an active service until July 1, 1942. The boat had a complement between 45 and 60.

The U-Boot 458 was sunk on August 22, 1943, by depth charges from HMS Easton and the Greek destroyer Pindos, in the Mediterranean at the location between Malta, Sicily and Tunisian coast. There were 8 casualties and 39 survivors. Our pamphlet was probably rescued by one of the surviving members of the crew.

740 EUR





Oppenheimer

Kräftig, voll



—Braunebergen Jutter—

lieblich duftend

gréable; à cause du ressort dont ils sont munis et de la faible vi
voiture. Pour ajouter une aide à la chute rapide de ces
rs sont munis d'un ressort courbe qui précipite leur ac
esoin d'être très fort. Les deux grappins de devant, agiss
grappins d'arrière, auxquels ils sont reliés au moyen d
rmale de ces grappins, en service, est fixée par deux détente
nes des grappins d'arrière, aux extrémités des bras [redacted]
lente agit et lâche les grappins, soit que le câble se brise,
le déclenchement
ure pour [redacted] le levier correspondant. Le câble est attach
un ressort, dont l'intensité est égale à la composante pa