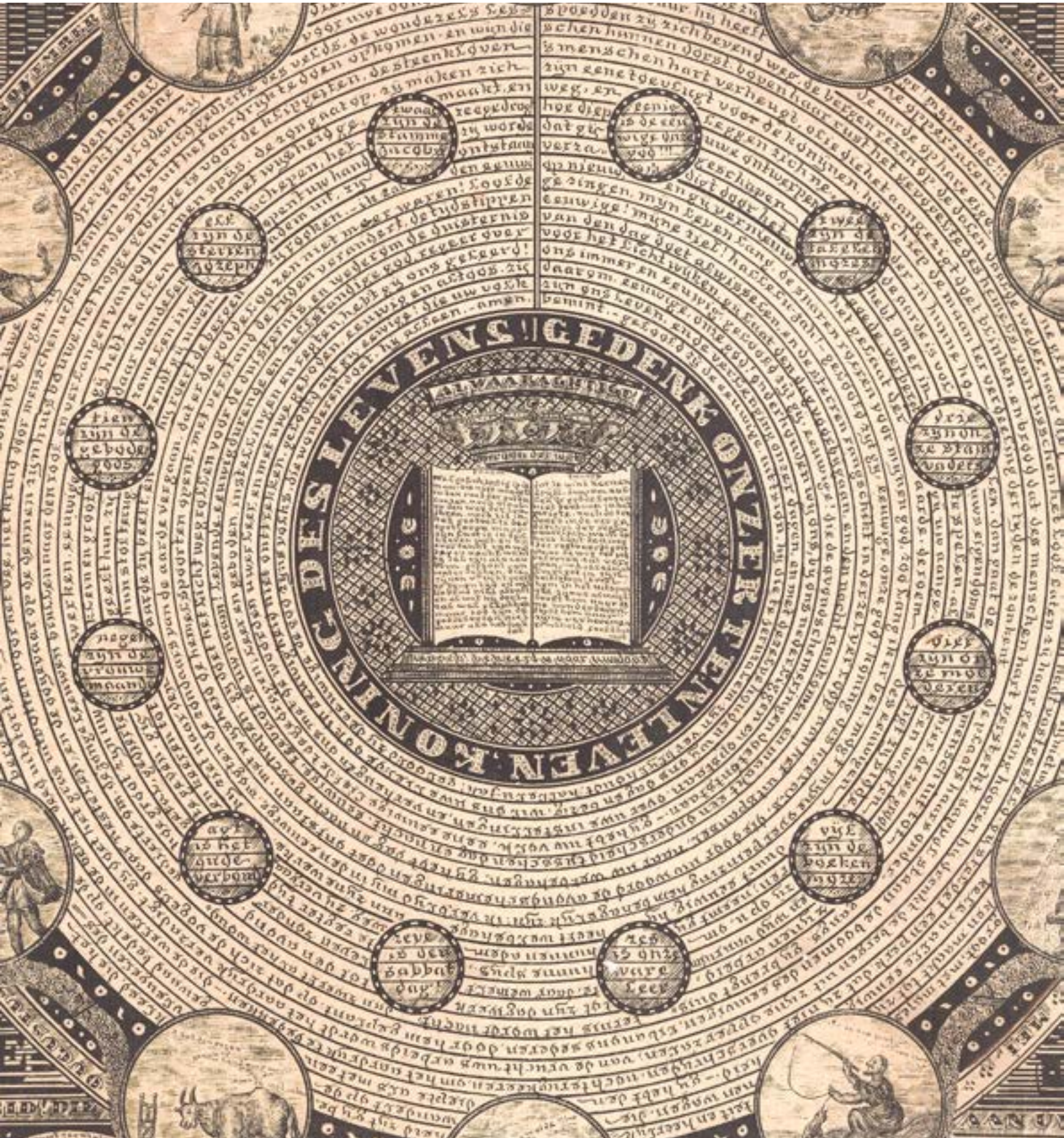
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CATALOGUE SEPTEMBER 2023



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1. DATA VIZUALIZATION
CHRONOLOGY OF BRITISH NOBILITY

William PLAYFAIR (1759 – 1823).

[A Complete Set of 9 Charts in Atlas Form to Illustrate the Chronology of British Nobility].

London: J. Smith for William Playfair, 1808.

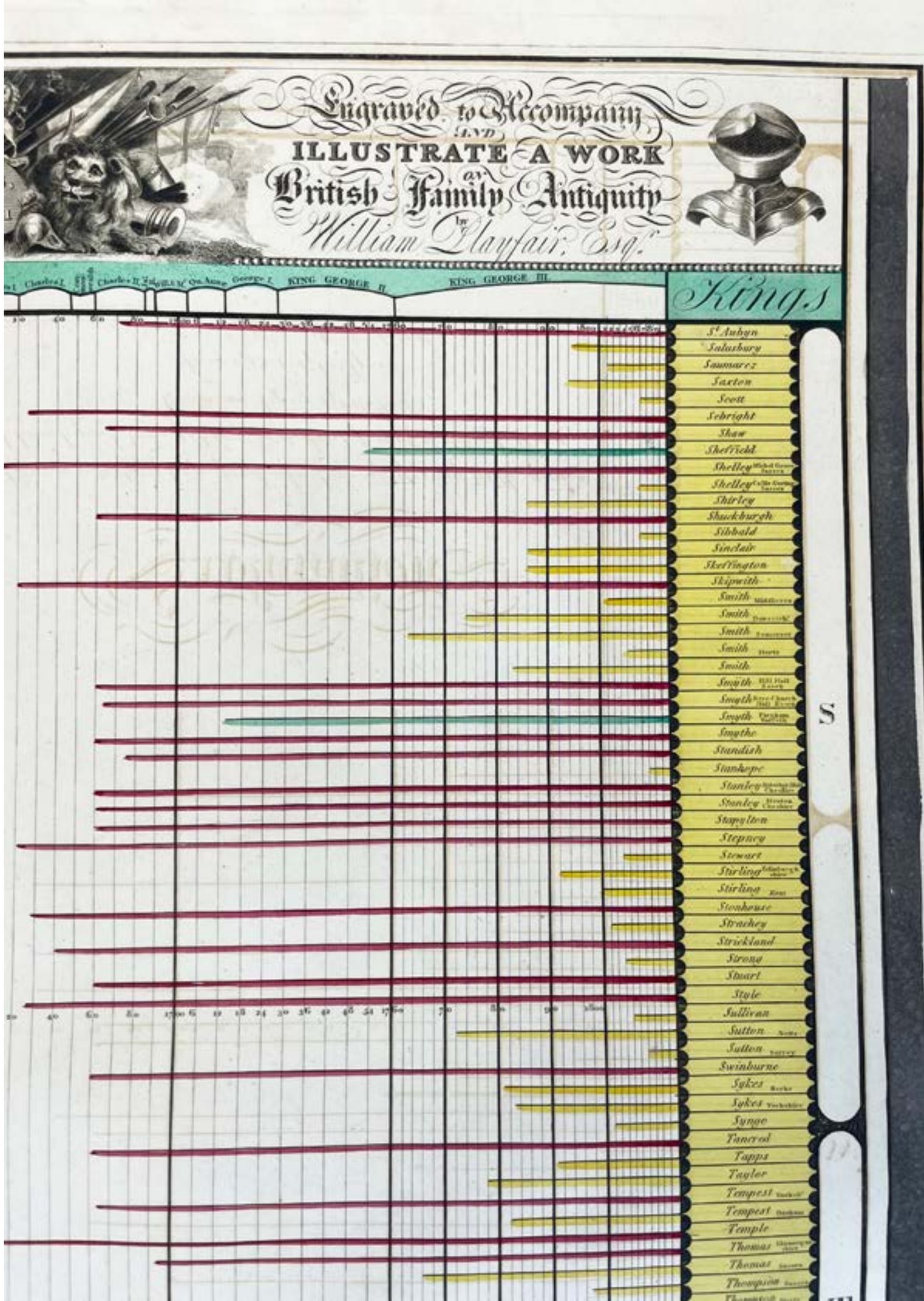
Atlas Folio (67 x 52.5 cm): 9 double-page copper engraved charts on thick paper with full original hand colour, each measuring 96 x 66.5 cm / 38 x 26 inches, mounted on guards, bound in later 19th century quarter calf boards (Very Good, lovely rich and bright original colours, some old natural print transference, a couple tiny points of natural paper thinness to Chart no. 1, binding worn with both covers detached).

Very Rare – a milestone in data visualization, being a complete set of the 9 folio bar charts, bound atlas-form, employed to illustrate the antiquity of every existing noble title in England & Wales, Scotland and Ireland; made by William Playfair, the Scottish genius, "engineer, political economist and scoundrel", who was the inventor of the bar, line and pie chart media; grand and resplendently coloured works, they are inarguably amongst the most lavish early masterpieces of data visualization.

Present here is a complete set of the 9 sumptuously decorative and resplendently coloured folio bar charts made by William Playfair, the brilliant, yet controversial, Scotsman who was a great pioneer of data visualization (and the inventor of the bar chart medium), employed to illustrate the antiquity of every existing noble title in England & Wales, Scotland and Ireland. Each of the charts, which were engraved in London by J. Smith, horizontally lists families of the British aristocracy, cross referenced against a vertical timeline, with the ages of each noble house charted in lines of brilliant colour, and which are further adorned with decorative cartouches and, in some cases, additional inset charts. The charts are amongst the most lavish of all early works of data visualization.

Playfair, an ardent royalist, intended this genealogical work to show the monarchy and nobility to have a heroic character, defending the liberty of the British people, a cause that would be surely aided by the majesty of the charts.

The charts were supposedly made to accompany Playfair's colossal textual history of the aristocracy of the British Isles, *British Family Antiquity, Illustrative of the Origin and Progress of the Rank, honours and personal merit of the nobility of the United Kingdom. Accompanied with an Elegant Set of Chronological Charts*, 9 volumes (London, 1809-11). However, the charts were published before the text volumes were issued and, as it turned



A Newly Invented

CHRONOLOGICAL CHART

Irish Baronets

Exhibiting at one View Annalistic

and

The Regal Family



Engraved to accompany and

ILLUSTRATE A WORK

British Family Antiquity

William Lodge, Esq.



Kings

B C D E F G H J L M N O P R S T W

EXPLANATION

Baronets created from 1660 to 1700 Red

Ditto created from 1700 to 1760 Green and

ditto from 1760 to 1800 Yellow

turned out, seldom appeared with them (especially with all 9 charts). In fact, the complete set of the charts tended to be issued bound as a separate atlas, as here (although few examples in this format survive). They were also issued individually, as exemplified by an example of one of the charts held by the British National Trust at Calke Abbey, Derbyshire:

https://www.nationaltrustcollections.org.uk/object/286826.2

When the charts do appear with the text volumes, they tend to be in ratty condition, with the thick paper having been over-folded to fit the binding, whereas here the charts are preserved in folio format, with only a soft centrefold, with full margins and strong engraving impressions – a very unusual find.

The 9 Charts are as Follows (listed in the order in which they appear in the atlas):

1.
A Newly Invented Chronological Chart of Irish Baronets Patronized by Their Majesties and The Royal Family, Engraved to Accompany and Illustrate a Work on British Family Antiquity By William Playfair, Esqr.

This bar chart showcases all the families currently holding Irish baronetcies, with a large single column, with the names of the holders listed on the horizontal registry and the chronologically arranged reigns of the appropriate British monarchs arrayed on the vertical registry. The chronology goes back to the reign of James I, with the timelines of the individual baronetcies colour corded by their era of creation, with those created from 1600 to 1700 = Red; those created from 1700 to 1760 = Green; and those created from 1760 to 1800 = Yellow.

2.
A Newly Invented Chronological Chart of British Nobility, Patronized by Their Majesties and The Royal Family. Engraved to Accompany and Illustrate a Work on British Family Antiquity By William Playfair, Esqr. 1808.

This chart depicts the age of Irish Viscountcies and Baronies created since the time of Henry II (reigned 1154-89). The individual timelines are colour-coded to explain the reasons for the original grant of the peerages, with Loyalty or Attachment to the Throne = Green; Military Service by Sea = Orange; Military Service by Land = Red; Parliamentary Importance = Yellow; and Law = Blue. Additionally, there are insets in the lower left that show timelines for 'Peeresses in the Own Right' and 'Countesses and Baronesses', as well as for 'Ecclesiastical Peers, Archbishops, Bishops'.

3.
A Newly Invented Chronological Chart of British Baronets, Patronized by Their Majesties and The Royal Family, Engraved to Accompany and Illustrate a Work on British Family Antiquity By William Playfair, Esqr. 1808.

This chart showcases the chronologies of Irish Marquisates and Earldoms since the time of Henry II. In the lower left is a list of the Knights of St. Patrick.

4.
A Newly Invented Chronological Chart of Scottish Baronets, Patronized by Their Majesties and The Royal Family. Engraved to Accompany and Illustrate a Work on British Family Antiquity By William Playfair, Esqr.

This chart depicts the age of Scottish Baronetcies since the reign of James I (aka James VI of Scotland). The individual timelines are grouped into two general columns, colour-coded to explain those created by James I and Charles I = Red; those created by Charles II and James II = Green; and those created by William, Mary or Anne = Yellow.

5.
A Newly Invented Chronological Chart of British Nobility, Patronized by Their Majesties and The Royal Family. Engraved to Accompany and Illustrate a Work on British Family Antiquity By William Playfair, Esqr.

This chart showcases the age of Scottish Dukedoms, Earldoms, Viscounties, Countesses and Baronies created since the time of William of Scotland (known as 'William the Lion', reigned 1165 to 1214). The individual timelines are colour-coded to explain the reasons for the original grant of the peerages, with Loyalty or Attachment to the Throne = Green; Military Service by Sea = Orange; Military Service by Land = Red; Parliamentary Importance = Yellow; and Law = Blue. Additionally, there are insets in the lower left that show timelines for 'Peeresses in the Own Right' and 'Countesses and Baronesses', as well as for 'Ecclesiastical Peers, Archbishops, Bishops'. Additionally, in the lower left, there is a list of the 12 members of the Knights of the Order of the Thistle, which was instituted 1540 and revived in 1703.

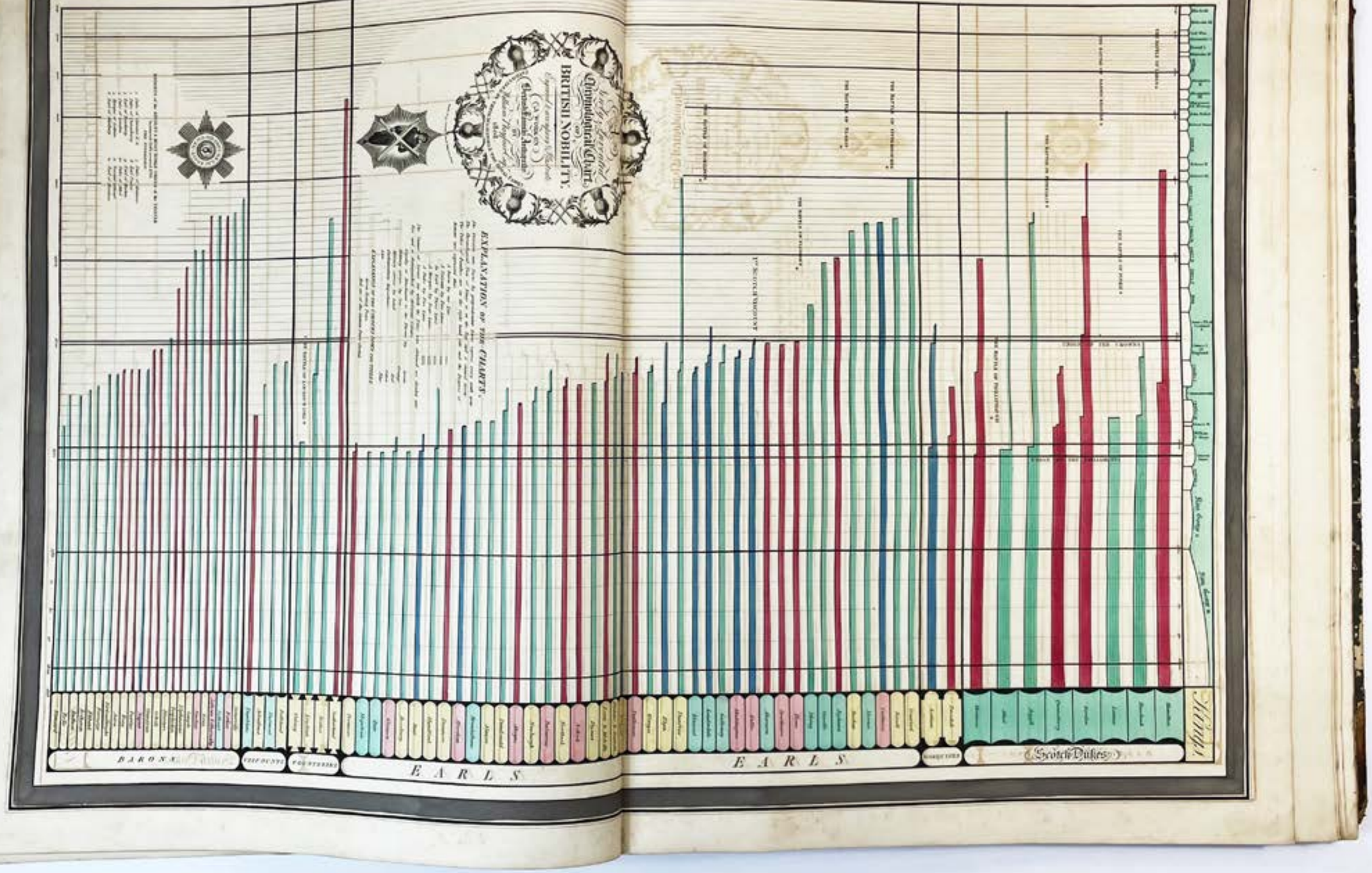
6.
A Newly Invented Chronological Chart of British Baronets, Patronized by Their Majesties and The Royal Family. Engraved to Accompany and Illustrate a Work on British Family Antiquity By William Playfair, Esqr.

This chart (which relates to no. 7 below) depicts the chronologies of British Baronetcies whose surnames run alphabetically from K-W, created since the reign of James I, arranged in two general columns. The timelines of the individual baronetcies are colour corded by their era of creation, with those created before 1700 = Red; those created from 1700 to 1760 = Green; and those created by George III = Yellow.

7.
A Newly Invented Chronological Chart of British Baronets, Patronized by Their Majesties and The Royal Family. Engraved to Accompany and Illustrate a Work on British Family Antiquity By William Playfair, Esqr.

This chart (which relates to no. 6 above) depicts the chronologies of British Baronetcies whose surnames run alphabetically from A-J, created since the reign of James I, arranged in two general columns. The timelines of the individual baronetcies are colour corded by their era of creation, with those created before 1700 = Red; those created from 1700 to 1760 = Green; and those created by George III = Yellow.

Chronological Chart of the BRITISH NOBILITY.



8.
A Newly Invented Chronological Chart of British Baronets, Patronized by Their Majesties and The Royal Family, Engraved to Accompany and Illustrate a Work on British Family Antiquity By William Playfair, Esqr. 1808.

This chart showcases the age of English Viscounties and Baronies created since the time of Henry III (reigned 1216-72). The individual timelines are colour-coded to explain the reasons for the original grant of the peerages, with Loyalty or Attachment to the Throne = Green; Military Service by Sea = Orange; Military Service by Land = Red; Parliamentary Importance = Yellow; and Law = Blue.

Additionally, there are insets in the lower left that show timelines for 'Peeresses in the Own Right' and 'Countesses and Baronesses', as well as =for 'Ecclesiastical Peers, Archbishops, Bishops'. Additionally, there are insets in the lower left that show timelines for English 'Peeresses in the Own Right, Countesses and Baronesses' and English 'Ecclesiastical Peers, Archbishops, Bishops', as well as, in the lower right, a list of the current members of the 'Knights of the Bath'.

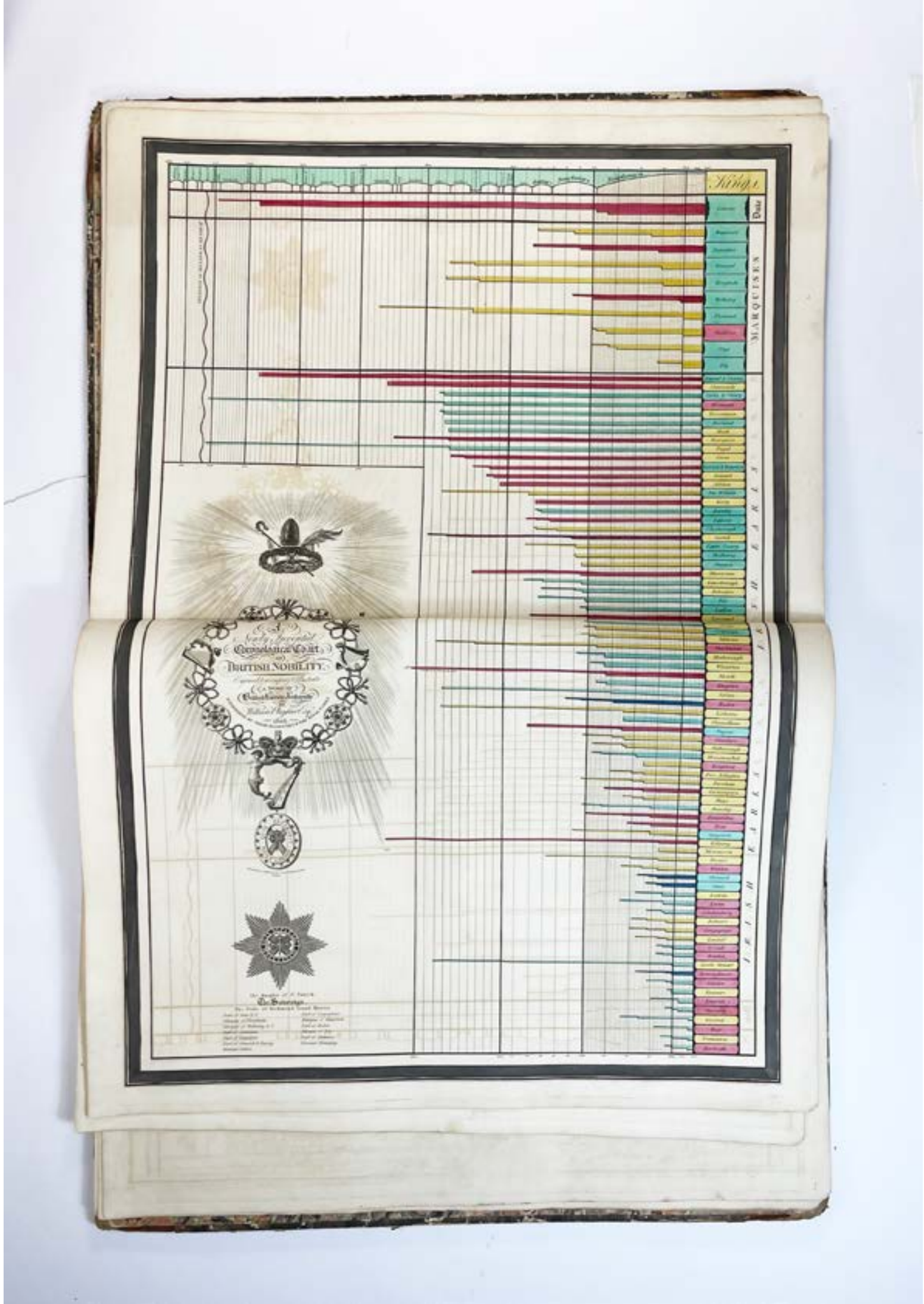
9.
A Newly Invented Chronological Chart of British Baronets, Patronized by Their Majesties and The Royal Family, Engraved to Accompany and Illustrate a Work on British Family Antiquity By William Playfair, Esqr. 1808.

This chart showcases the age of English Dukedoms, Marquisates and Earldoms created since the time of Edward I (reigned 1272 - 1307). There are three lists in the lower left, including of 'Members of the Order of the Garter upon its Establishment by King Edward III, 1350' (which included 26 members) and 'Members of the Order of the Garter in 1808' (34 members), as well as a record of the '20 Barons who were appointed to mediate between King John and his Subjects leading to the signing of the Magna Carta' (1215).

William Playfair: Pioneer of Data Visualization and Controversial Genius Jack of All Trades

William Playfair (1759 – 1823), was a great pioneer of data visualization, being the inventor of line, pie and bar charts, who was also, in the words of the scholars Ian Spence and Howard Wainer, an "engineer, political economist and scoundrel".

A native the Dundee area of Scotland, he was the brother of the prominent architect James Playfair and the esteemed mathematician John Playfair. As a teenager, William became an apprentice of the famed mechanical engineer and inventor James Watts in Birmingham. He subsequently embarked upon an, at times bizarre, series of careers as a statistician, pamphleteer, spy, counterfeiter, con artist, millwright, engineer, draftsman, accountant, inventor, silversmith, merchant, investment broker, economist, translator, publicist, land speculator, convict, banker, editor, blackmailer and journalist. In an event, even his many critics conceded that he was a genius.



He notably served as a top-flight British spy in Paris during the French Revolution, whereupon he was present at the Storming of the Bastille. From 1793 to 1795, he masterminded an ingenious and daring operation to mass counterfeit the French currency, leading to its collapse, so greatly hobbling Britain's archnemesis. He was subsequently involved in the grand land speculation 'schemes' (essentially 'scams') of the Ohio Company and the Scioto Company, selling land in America. He apparently was not the best con artist, as he was imprisoned for a few years around the turn of the century for debt.

Playfair was a prolific writer on subjects that were anchored in statistics, and his eccentric, brilliant mind led him to invent a variety of novel methods for representing them graphically.

Of relevance to the present charts was Playfair's groundbreaking Commercial and Political Atlas (1786), which included the diagram Exports and Imports of Scotland to and from different parts for one Year from Christmas 1780 to Christmas 1781, whereupon he graphed the country's trade data for a single year on the form of 34 bars, one for each of 17 trading partners, so being the very first bar chart. Playfair's Statistical Breviary (1801) included the first pie chart, which comparatively showed the portions the Ottoman Empire located in Europe, Asia and Africa.

Playfair's work proved to be immensely influential in Europe and the United States for decades, emulated and refined by many authors.

References: [As a Complete Set of 9 Charts, as here:] University of Edinburgh Library: R*17.29.

12.000 EUR



2. WORLD / TRANSPORTATION – STEAMSHIPS, RAILWAYS & TELEGRAPHS DIPLOMACY

Anatole Julien CHATELAIN (1817 - 1898).

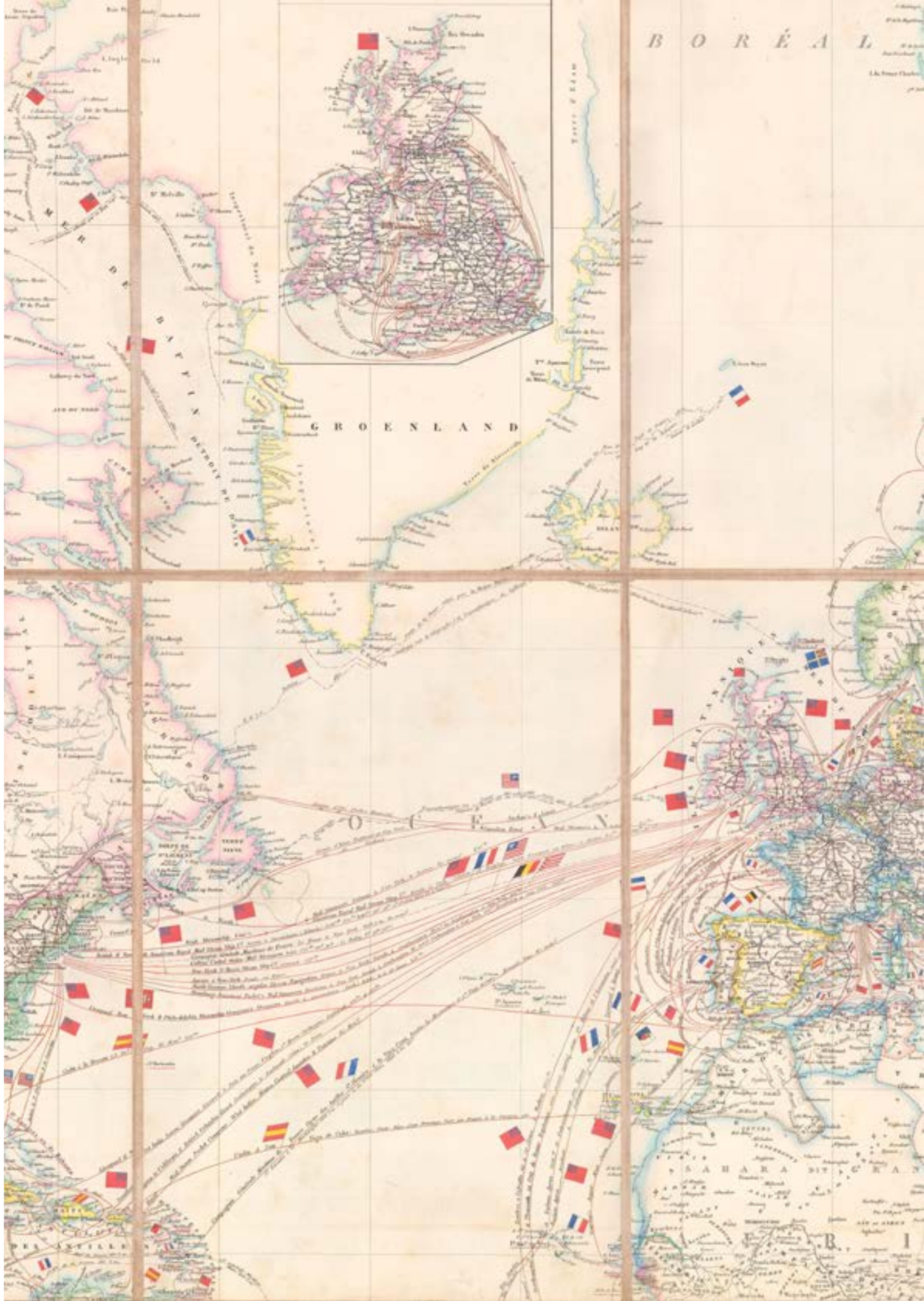
Carte des voies de communication établies dans le Monde entier, au moyen de la vapeur et de l'électricité; "World's Steam and Electric Map" Avec indications des Postes Consulaires de France sur le Globe dressée d'après les documents officiels très récents par Anatole Chatelain Ex-Chef du Bureau de la Statistique au Ministère des Affaires Étrangères et dédiée a S.M. l'Empereur / 1862.

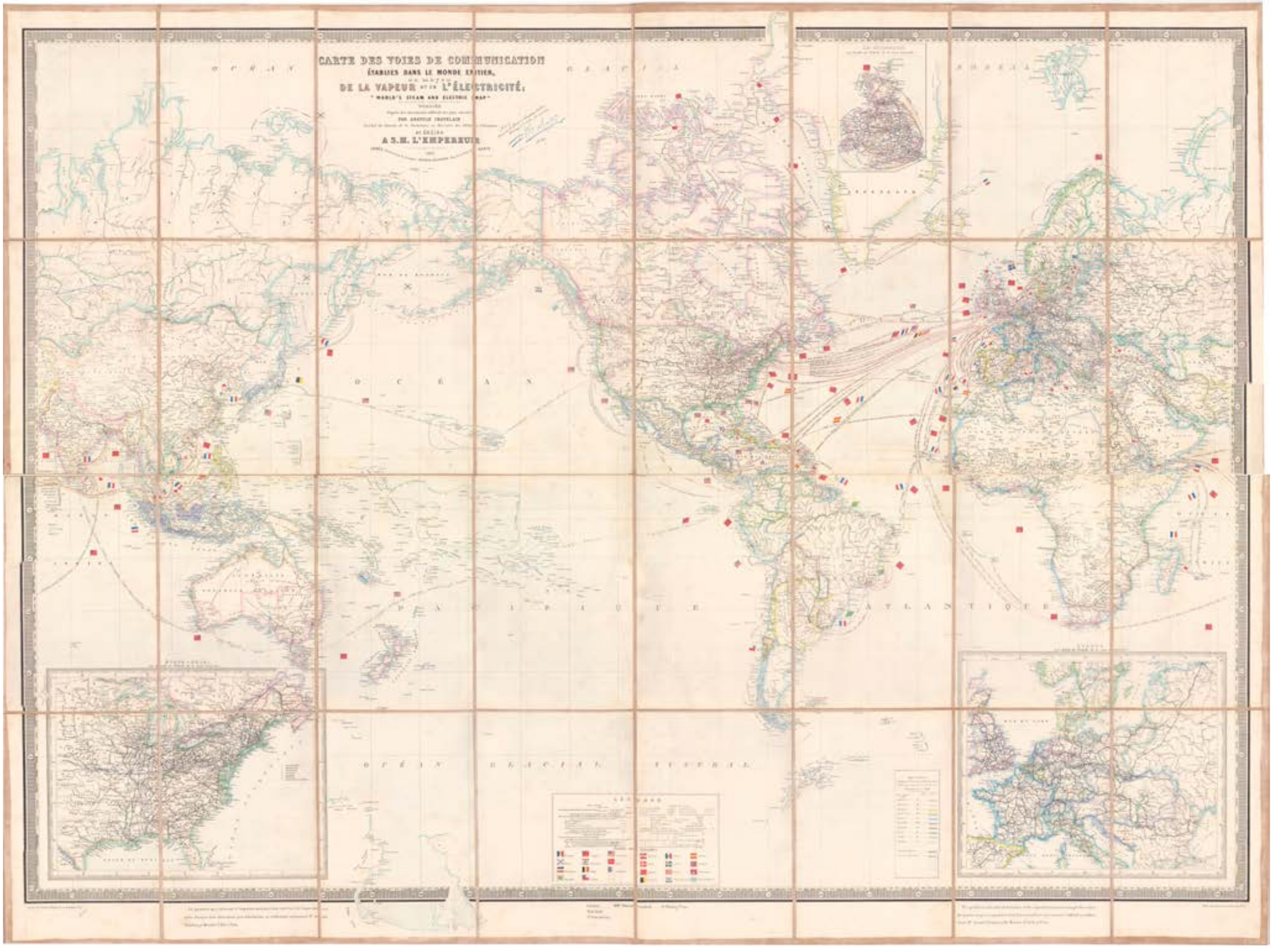
Paris: Erhard Schieble and Imp. Lemercier for Lanée, Éditeur Géographe, 1862.

Lithograph with original hand colour, dissected into 32 sections and amounted upon original linen, inscribed to the right of tile in mss.: "A S.E. Monsieur le Comte de Chasseloupe-Laubat, Hommage de l'Auteur, très respecteux, [with hand-stamped signature of Chatelain in blue ink], Xbre 1862", publisher's pastedown label to verso, folding into original maroon cloth slipcase bearing gilt short title to spine (Very Good, lovely vibrant colours, just some areas of light natural toning; slipcase with light sunning and shelf-wear), 120 x 160 cm (47 x 63 inches).

The exceedingly rare first edition of the mandarin, dramatist and cartographer Anatole Chatelain's monumental and beautifully rendered world map showing all major railways, steamships routes, telegraph lines (both terrestrial and submarine), and canals/navigable inland routes; the finest such map made during the 'Age of Steam and Electricity' and the era of Jules Verne's 'Around the World in Eighty Days', which saw a revolution in global transportation and communications with transformative social, economic and military ramifications; the present example having an august provenance, bearing the mss. inscription of the author to Prosper de Chasseloupe-Laubat, the ultra-powerful French Minister of the Navy & Colonies, who was the driving force behind France's aggressive colonial expansion and a preeminent promoter of infrastructure development on five continents.

The advent of steam power and electricity during the mid-19th century totally revolutionized global transportation and communications. Steam ships and trains slashed travel times from months to weeks, or even days, while telegraph lines allowed messages to be delivered almost instantly over thousands of kms, correspondence which previously took months. These developments had a transformative impact upon social behavior, colonialism, cross-cultural exchange, the economy, military affairs and geopolitics worldwide.




CARTE DES VOIES DE COMMUNICATION
ÉTABLIES DANS LE MONDE ENTIER,
DE LA VAPEUR ET DE L'ÉLECTRICITÉ.
A S.M. L'EMPEREUR
OCÉAN
OCÉAN
OCÉAN

The spirit of the new stream-electricity revolution was best captured in prose by Jules Verne's epic bestseller Le tour du monde en quatre-vingts jours (1872), first published in English as Around the World in Eighty Days (1873), whereby a circumnavigation in that short period of time was by then possible, while previously such a tour would have taken years.

At the height of the stream-electricity revolution, France, ruled by the ultra-expansionist Emperor Napoleon III (to whom the map is dedicated in the title), was a key mover of events. At this time, Anatole Chatelain, a senior French fonctionnaire, who moonlighted as a cartographer and dramatist, created an amazing map that, just as Verne would later capture in words, would graphically express the revolution perhaps better than any other work.

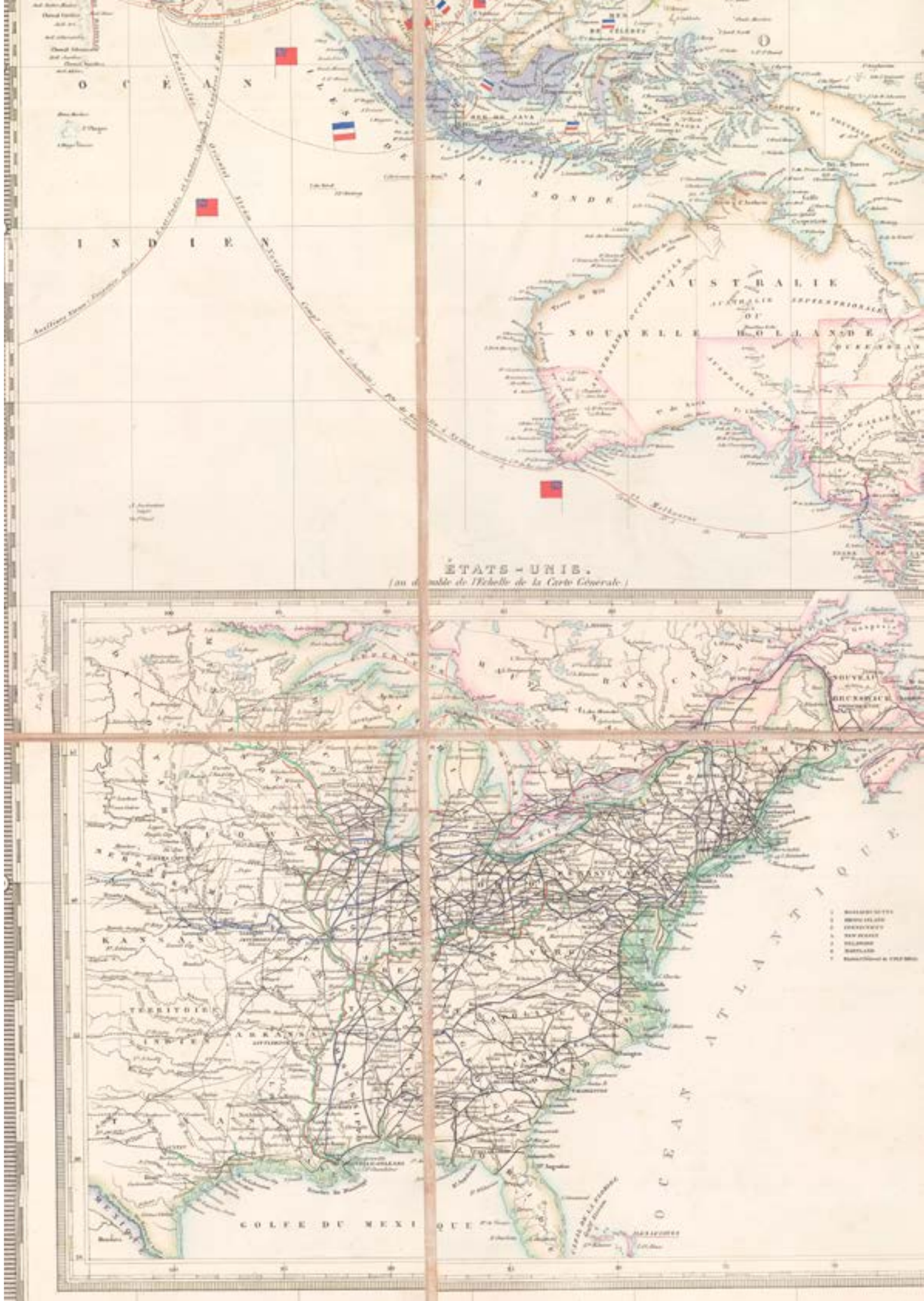
The highly attractive, very large-format production (1.2 x 1.6 metres / approx. 4 x 5 feet!) showcases the entire world on Mercator's Projection, with each country and colony outlined in its own bright hues, most being colour-coded by nationality possession (as explained in the 'Signes et Conventions' register, lower right), while the coastlines are outlined in a lively blue tone.

The map features a vast wealth of information on transportation and communications, as explained in the 'Légende', including railways (lines tinted in ochre); steamship lines on ocean and lakes (lines tinted in red) along with notes showing their frequency (weekly, etc.), prices and route distances, while large flags are used to identify the ownership of the steamship lines (France, Russia, Netherlands, Brazil, Britain, Prussia, Belgium, Chile, USA, Ottoman Empire, Portugal, Austria, Denmark, Egypt, Japan, Italy, Sweden, Bremen, Imperial Russian American Company (Alaska), Spain, Norway, Hamburg, and the Hudson's Bay Company (Canada)).

Navigable inland waterways are represented by bold green lines, while steamship lines running on navigable rivers and canals are represented by lines tinted either green or brown.

Telegraph lines in operation (tinted in blue) are showcased, along with lines both under construction and planned. The map also shows caravan routes and horse/stagecoach routes (crossed lines), as well as the tracks of key modern explorers (arrowed lines). Additionally, major overland routes across isthmuses between key bodies of water are represented by brown-tinted double lines.

The geography of the world is well mapped, save for parts of interior of Africa, the Canadian Arctic Archipelago and Antarctica, which remain somewhat enigmatic. The map shows an awareness of many recent and ongoing key events of migration that were in good part enabled by the steam-electricity revolution, including the California Gold Rush (1848-55), the Victoria Gold Rush, in Australia (1851-69) and the Fraser Valley Gold Rush, in British Columbia (commenced 1858). Interestingly, the map also shows the survey routes for the Transatlantic Telegraph Cable, a connection that was first opened (tentatively) in 1858 but would not become practically operable until 1866. Also notable, is the route of the telegraph line that runs from Missouri to San Francisco, being the



best communication route across America in the era before the completion of the Central Pacific Railway in 1869. In Egypt, one can see the route of the under-construction Suez Canal that would transform global transportation upon its completion in 1869.

The map features insets, in the lower corners, that detail the transport-communication systems in the Eastern USA-Canada and Europe, while an inset, in the top centre, showcases the system in Great Britain.

Indicative of France's grandiose global ambitions, the map labels the locations of French consulate-generals (double-tipped black flags), consulates (black flags) and vice-consulates (white flags) all around the world, a system which had been greatly expanded during the reign of Napoleon III.

Chatelain welcomed advice from the public on how to improve the map, as a note in the lower margin, given in both French and English reads: "The gentlemen who interest themselves in the important movement brought forward in the present map, are requested to send their remarks on any successive addition or rectification, to Mr. Anatole Chatelain at the Ministry of State in Paris".

Accordingly, Chatelain regularly produced updated editions of the map over the next three decades. Today, all the editions are rare to extremely rare, having been expensive, 'boutiquey' productions with limited print runs. We can trace editions issued in 1862 (represented by the present example), 1863, 1867, 1869, 1874, 1876, 1880, 1884, 1889, 1895 and 1896, with the editions from 1876 onwards bearing the title headlined as the 'Planisphère Chatelain'.

The esteemed geographer and cartographer, Victor-Adolphe Malte-Brun (1816 - 1889), wrote a description and glowing review of the second edition (of 1863) of Chatelain's map, after witnessing its presentation at a meeting of the Société de Géographie in Paris:

This beautiful map which was deposited by the Senator Count Walewski on the desk of the Société de Géographie, at the last general assembly of April 15, and which was the object of very flattering attention on the part of of the members of the learned association, is no less than 1.10 high by 1.55 wide. It is a planisphere erected on the Mercator projection, on a scale of approximately 1/280,000,000.

The author has proposed to highlight the means of action of human power on the entire globe, with the help of these two marvelous agents which will mark the nineteenth century in the eyes of posterity, steam and electricity. He has therefore shown on his map the lines of communication established by means of steam, that is to say, the railways and the regular lines of steam navigation on the oceans, the inland seas, the lakes, the rivers, the journeys resulting from the most remarkable commercial, scientific or military expeditions; and communication channels established by means of electricity: land or submarine electric telegraph lines; finally, the most important means of communication, not served by steam or electricity, such as the great lines of fluvial communication, the routes followed by the great caravans, the currents of emigration, the explorations of the principal modern travelers and the a thousand accidents that mark transcontinental viability in the New World.

The frequency of the services, the duration of the journeys have been indicated whenever this could be done without harming clarity.

It is easy to understand what interest there is for merchants, businessmen and people of the world, such a map which neatly summarizes so much diverse data. the whole world; because M. Anatole Châtelain took care to indicate using the ingenious notation of national flags the radius of activity or action of each of the great powers of the world. This planisphere thus presents the current assessment of the political situation, maritime, and commercial of all peoples.

This work, which cost its author so much care, and whose dedication the Emperor was kind enough to accept, was favorably received by the public in France and in England. He was honored with a unique medal at the last international exhibition in London; it was the object in Paris of several ministerial subscriptions. It was an obligation for the author to bring to his work the corrections, the improvements, which would be announced to him, he did it with a loyalty and an eagerness which we hasten to announce; and each of the successive printings testifies to M. A. Châtelain's desire to take into account the observations made to him.

It is not our intention to compare this map, as has been done in Germany, with the remarkable planisphere published since in Gotha by MM. Hermann Berghaus and Stülpnagel; the parallel is not possible with an exclusively geographical and scientific map, which leaves nothing to be desired, like this last map, in which the rigorous representation of the globe in its most complete details was moreover the main objective point, while that in the map of M. A. Châtelain, the geographical layout was only the means and the indication of the general ways of communication, the dominant idea. It is undoubtedly this striking and synoptic character of the movement of international communications that Mr. A. Châtelain managed to give to his map which more particularly fixed the attention of the international jury, and earned him a deserved distinction.

Anatole Julien Chatelain: Mandarin, Dramatist and Mapmaker

Anatole Julien Chatelain (1817 - 1898) was a senior French government official who moonlighted as cartographer and playwright. He served as the editor of publications for the French Department of Agriculture and Commerce (1849–7) and was subsequently the Chief of the Bureau of Statistics at the Ministry of Foreign Affairs (1855-8). He ended his civil service career as the Chief of the Bureau of the Ministry of Public Instruction (Education). Chatelain was long fascinated with statistic and the graphic representation of data, and his official duties gave him privileged access to the best intelligence from around the word.

In addition to creating and editing the various editions of the *Carte des voies de communication établies dans le Monde* (1862-96), Chatelain made an atlas of the early historical development of the French railway system, *Atlas chronologique des chemins de fer de France dressé par Anatole Chatelain, d'après les documents du bureau de la Statistique des chemins de fer* (1855), as well as a railway map of the country, *Carte des chemins de fer de France et des pays limitrophes* (1858).

An August Provenance: Prosper de Chasseloup-Laubat – Architect of French Global Expansion

The present example of the map has a fine provenance, coming from the library of the French nobleman and top-flight politician, Prosper de Chasseloupe-Laubat, the 4th Marquis of Chasseloup-Laubat, who would have been a long-time acquaintance of Chatelain. The work is inscribed in manuscript by Chatelain to the marquis (just to the right of the title), "A S.E. Monsieur le Comte de Chasseloupe-Laubat, Hommage de l'Auteur, très respecteux, Anatole Chatelain [with the signature provided as a handstamp in blue ink], Xbre [Decmber] 1862".

Prosper de Chasseloupe-Laubat (1805-73) was a political heavyweight and one of Emperor Napoléon III's most trusted associates. He had previously served as the French Navy Minister (briefly, in 1851) and subsequently became the Minister for Algeria & the Colonies (1859-60). From 1860 to 1867, he held the new the ultra-powerful combined portfolio of Minister of the Navy & Colonies (1860-7), whereupon he spearheaded the consolidation of French colonial expansion in Africa and Southern Vietnam, as well as contributing to grand overseas military adventures such as the French Intervention in Mexico (1862-7). Additionally, he encouraged French foreign investment in countries the world over and was a globally significant promoter of infrastructure development, backing the creation of railways and telegraph lines on five continents, and such mega-projects as the Suez Canal.

Chasseloupe-Laubat was a noted bibliophile and highly carto-literate, and one can be certain that he would have spent a great deal of time pouring over the present work, especially as he had a hand in many of the transport and communication systems represented on the map.

A Note on Rarity

All editions of the map are rare, with the early editions being extremely uncommon, having been expensive, 'boutiquey' productions made in only small print runs.

We can trace only a single institutional example of the present first edition of the map, held by the Österreichisches Staatsarchiv (Vienna), while we cannot trace any sales records for any other examples.

References: Österreichisches Staatsarchiv (Vienna): AT-OeStA/KA KPS KS A VI Thematisch 2; Mittheilungen aus Justus Perthes' Geographischer Anstalt, band 9 (1863), p. 80; Österreichische Militärische Zeitschrift von V. Streffleur, III Jahrgang, vierter band (1862), p. 398; Cf. [re: 1863 ed.:] V.A. MALTE BRUN, 'Carte des voies de communication', Annales des voyages, de la géographie, de l'histoire et de l'archéologie, année 1864, tome premier (1864), pp. 231-3.

7.800 EUR

3. NOUVELLE-CALÉDONIE (NEW CALEDONIA) – FIRST SCIENTIFIC SURVEY MAP PRISON PRINTING IN NOUVELLE-CALÉDONIE

Émile-Honoré DESTELLE (1856 - 1944), Cartographer. / Vassile KALITCHER (1855 - 1905), Lithographer.

Nouvelle-Calédonie / Carte publiée dans la Colonie par ordre de Mr. Le Boucher, Gouverneur, dressée par Mr. Destelle, Capitane d'Inf.ie de Marine, d'après les travaux des Officiers de la Mission Topographique et les travaux antérieurs d'hydrographique de Mr. Bouquet de la Grye, Ingénieur hydrographe, et Mr. Mr. Chambeyron, Banaré et Ravel, Officiers de marine et les plans Cadastre. / 1886.

Montravel [Nouméa], Nouvelle-Calédonie: Presse lithographique de l'administration pénitentiaire à Montravel, 1886.

Lithograph, dissected into 20 sections and mounted upon original linen, with a few neat contemporary mss. additions in red and black pen, with mss. short title to linen verso (Good, sporadic spotting and toning, especially along horizontal centrefold, a few small abrasions affecting border top centre, still pleasing condition for such an artefact from a prison press in the South Pacific), 56 x 187 cm (22 x 73.5 inches).

Exceedingly rare - an extraordinary artifact - the first complete scientific survey map of Nouvelle-Calédonie, a colossal work almost 2 metres long that precisely charts the extremely rugged and politically unstable island, the result of 7 years of systematic trigonometric surveys by the 'Mission Topographique de la Nouvelle-Calédonie', a purpose-formed elite mapping unit, with their grand final manuscript composed by the Marine Captain (later Colonel) Émile-Honoré Destelle, and published near Nouméa, Nouvelle-Calédonie by the Bulgarian convict-master lithographer Vassile Kalitcher, at the 'Presse lithographique de l'administration pénitentiaire à Montravel', a printing shop that operated inside the island's largest prison; the map made primarily to aid the French military in their ongoing efforts to subdue the indigenous Kanak people and to support the massive expansion of the nickel mining industry, one of the greatest masterpieces of cartography and lithography created in the South Pacific during the 19th century, it amazingly remained the authoritative base map of Nouvelle-Calédonie until World War II.

Nouvelle-Calédonie (New Caledonia) is an island in the South Pacific, about 1,210 km east of Australia. Covering 18,576 km2, it is cigar-shaped, 50 km wide and 500 km long, with a central mountain range running down its spine, with its highest peaks being Mont




NOUVELLE-CALÉDONIE
CARTE

Humboldt (1,618 m / 5,308 ft), in the south. The island is surrounded by the New Caledonian Barrier Reef, the the longest continuous barrier reef in the world. The main island of Nouvelle-Calédonie is known as 'Grande Terre' (or "Le Caillou", meaning "the pebble", to locals), while smaller associated islands such as the Ile des Pins and the Iles Bélep, lie nearby.

Nouvelle-Calédonie has been inhabited since the Lapita culture settled the island as early as 1,000 BCE. Over time, the Lapitas intermarried with migrant Polynesian islanders to eventually give rise the Kanak people, the modern indigenous civilization of the island. Nouvelle-Calédonie was first encountered by Europeans when Captain James Cook sighted the island in 1774. Over the succeeding decades the island was only seldom visited by European and American explorers and whalers, being considered too remote and major lacking resources to be of much interest to imperialists. From 1840 onwards, Nouvelle-Calédonie was more frequently visited by Westerners who harvested sandalwood, and for the purpose of 'blackbirding', the horrific practice of kidnaping or tricking Kanak people into slavery on overseas plantations (usually carried out by French slave traders).

In 1853, the French Emperor Napoleon III, as part of his aggressive programme of global colonial and corporate expansion, ordered Admiral Febvrier Despointes to take possession of Nouvelle-Calédonie as a sovereign possession of France, with the intent to settle and economically exploit the island. The following year, Captain Louis-Marie-François Tardy de Montravel founded Port-de-France (later Nouméa) as the colonial capital.

During the first decade of French colonialism, the colony struggled, as the authorities failed to attract French settlers. However, everything changed in 1864, when colossal deposits of nickel were discovered in the island's interior, attracting prospectors and land speculators. The French authorities began to extensively interfere in the island's interior for the first time, confining the Kanaks to small reservations. This severely hindered the Kanaks' ability to farm cattle, hunt and fish, driving them into poverty and misery. Moreover, the Kanaks were excluded from participating in the mining industry, as the French imported labour from abroad. French development of the island expanded dramatically upon the founding of the the Société Le Nickel, in 1876, which saw the rise of mass mining operations, bringing Franco-Kanak tensions to a fever pitch.

Also in 1864, France decided to make Nouvelle-Calédonie a penal colony. Between the mid-1860s and 1897, France sent around 22,000 criminals and political prisoners to the island, including many of the leaders the Paris Communards movement.

In May 1878, many of the Kanak chiefs united behind the High Chief Chief Ataï of La Foa, in central Nouvelle-Calédonie, to mount an armed rebellion against French colonial rule. The reserve system and the continued campaigns of harassment by the French had made life intolerable for many Kanak. The French army found putting down the revolt to be unexpectedly difficult, in good part due their poor knowledge of the island's mountainous, jungle-covered interior, which had never been mapped in any decent manner. In the end, while the French defeated Ataï's insurgency, it came at the high price of 1,000 Kanak and 200 French lives. While the revolt proper ended before the conclusion of 1878, sporadic violence continued such that the French authorities did not regain full control until June 1879.

The Creation of the 'Mission Topographique' and the First Scientific Mapping of Nouvelle-Calédonie

Prior to the 1870s, the complex coastlines of Nouvelle-Calédonie, with its treacherous coral reefs, had been charted to a high degree of precision by the French and British navies. However, the interior of the island, especially places any real distance from the littoral had been scarcely mapped at all, save the locations of the odd mine or plantation. The lack of knowledge the interior had proved a major hindrance to the development of mining, infrastructure and agriculture, and was, as shown during the 1878 Kanak Revolt, a great security problem for the colonial regime.

In the immediate wake of the Kanak Revolt, the need for a complete accurate map of Nouvelle-Calédonie was considered an imperative at the highest levels in Paris. In April 1879, Bernard Jauréguiberry, the Minister of Navy & Colonies, issued a dispatch calling for the creation as map of Nouvelle-Calédonie "as complete as possible".

This charge was taken up by the Governor of Nouvelle-Calédonie, Jean-Baptiste Orly, who in June 1879 created the *Mission Topographique de la Nouvelle-Calédonie*, a special mapping unit composed of an expert team of marines with training in military engineering and surveying. Their mandate was to systematically map all of Nouvelle-Calédonie and its nearby islands to precise trigonometric standards as practiced in Europe. However, the islands rugged terrain, tempestuous climate and potentially unwelcoming natives ensured that this would be a Herculean task that would take seven years of continuous toil to complete.

The Mission was led by Joseph-Léon Bagay, the chief of the marines' squadron and director of artillery on Nouvelle-Calédonie, who was to be assisted by seven officers who would each lead their own operationally autonomous surveying parties charged with mapping different parts of the island, which was divided into 5 arrondissements (districts).

One of the principals of the Mission a was a 23-year-old marine lieutenant (who later rose to Coronel), Émile-Honoré Destelle (1856 - 1944). The son of a customs officer from the south of France, Destelle graduated from the elite École militaire de Saint-Cyr, where he received training in military engineering, surveying and draughtsmanship. He was first posted to Saigon, but in 1878 was transferred to Nouvelle-Calédonie to participate in the mop-up operations it the wake of the Kanak Revolt, before joining the Mission Topographique.

Destelle personally oversaw the surveying of the 4th and 5th arrondissements of the island, and as the Mission progressed to its conclusion, Bagay (who had many other responsibilities) made Destelle the operational director and de facto head of the project, in charge of integrating all the local surveys into a complete map, according to the best scientific standards.

The Present Map in Focus: The First Complete Scientific Survey of Nouvelle-Calédonie

By early 1886, all the surveys and fieldwork of the Mission Topographique were complete,

and Destelle commenced the finishing touches upon his massive manuscript map, that not only incorporated the work of the Mission, but also considered any existing high quality cadastral surveys in the colonial archives, as well as guidance on the coasts and the intricate offshore reefs from the esteemed hydrographer Anatole Bouquet de La Grye.

Adolphe Le Boucher, the Governor of Nouvelle-Calédonie, was eager to have Destelle's map printed on a large scale in short order, as he felt that it was desperately needed for both military and civilian purposes. While it was then customary to have such a large and complex manuscript map dispatched with haste to Patis to be printed, with copies sent back by express, Le Boucher was not content to wait that long. However, while printing first arrived in Nouvelle-Calédonie with the establishment of the Imprimerie du Gouvernement in 1859, and a few small private presses had been founded since, none of these were capable of publishing such a grand graphic work.

Fortunately, the authorities at the Montravel Penitentiary, the island's largest correctional facility, located in what was then the outskirts of Nouméa (but today well within its limits), had recently established a printing workshop within the jail, the *Presse lithographique de l'administration pénitentiaire à Montravel*, which was operated by the inmates under strict supervision. The driving force behind the press was Vassile Kalitcher (1855 - 1905), a Bulgarian Muslim who was a native of Ruschouck (Russe), Bulgaria, and who as a young man immigrated to Paris where he worked as professional lithographer, and a highly talented one at that. In 1880, Kalitcher was arrested and convicted of unspecified crimes for which he was sentenced to 14 years of "forced labour" in Nouvelle-Calédonie, whereupon he found his new calling at the Montravel Penitentiary, proving himself more than capable of lithographing Destelle's manuscript.

By far and away the most impressive and important of the Montraval Penitentiary Press's works was the present enormous map, which would have been an extremely ambitious project for virtually any colonial press, let along one that operated with variable equipment inside a prison. Kalitcher's skill is evident in how he managed to capture the complexity Destelle's map in such a clean, elegant fashion.

The present map rolled off the penitentiary's press sometime in the early months of 1886, making it the first printing of the first complete scientific survey map of Nouvelle-Calédonie. A colossus, it measures almost 2 metres in length, executed to the grand scale of 1:300,000. Within an elegant Greek key pattern border, the map showcases all Nouvelle-Calédonie and its nearby islands. It depicts its dramatic topography, while contour lines track elevation, while the many rivers and clearly delineated. The complex coastlines are precisely charted, along with all aspects the island's vast barrier reef.

The 'Légende', lower centre, explains the symbols used to identify a wealth of information, including the locations of inhabited and remarkable places (black dots); military posts (Xed dots); chief towns of arrondissements (ovals with a 'CS' inside); post and telegraph offices (dots with a hooked line); transit camps (dots with a flag); Roman Catholic missions (dots with a cross); points of triangulation and summits of moun



tains (dots with the elevations in metres); borders of arrondissements (crossed lines); passible roads (double bold lines); minor, variable roads (double faint lines); mule roads (single black lines); mule trails (dashed lines); projected roads (dashed double lines); tramways (tracked lines); and bridges (pass symbols).

Additionally, the map features a listing, upper left, of the surveyors who participated on the Mission Topographique de la Nouvelle-Calédonie, matched to the localities of their operations.

The present example of the map, as explained in neat manuscript note in the lower margin that reads “Les méridiens et les parallèles ont été rectifies à l’encre rouge” [“The meridians and parallels have been rectified with red ink”], explains the slight revisions to some of the latitude and longitude lines, marked as subtle ticks of red ink near their terminuses along the map edges.

The map is undeniably one of the great monuments of scientific surveying and lithography created in the South Pacific during the 19th century and was highly praised in its time by French authorities both in Nouméa and in Paris, as well as members of the academic and commercial communities. It would have been of immense value to the French military and civil service in Nouvelle-Calédonie, as well as mining and plantation enterprises.

Destelle’s map was soon copied in Paris and published in two forms. The first was C. Gallet’s Carte de la Nouvelle-Calédonie (Paris: Erhard Freres, 1886), executed to a reduced scale of 1:400,000. Please see a link to the example held by the Bibliothèque nationale de France:

https://gallica.bnf.fr/ark:/12148/btv1b53006808w

The following year, a massive five-sheet version was issued, being the Carte de la Nouvelle-Calédonie et de ses dépendances, dressée... par les officiers de la mission topographique... 1879-1880 (Imp. Dufrenoy, 1887), done to a scale of 1:107,941. Please see a link to the example held by the Bibliothèque nationale de France:

https://gallica.bnf.fr/ark:/12148/btv1b53239394f

Destelle’s survey remained the authoritative map of Nouvelle-Calédonie, in forms modestly revised, until World War II, an amazing run and a testament to its superlative quality.

As for Émile-Honoré Destelle, he subsequently enjoyed a very successful military career, variously serving in Vietnam, during the French conquest of Madagascar (1894-5), and from 1897 to 1904 as a senior leader of the French peace-keeping mission in Crete, from which his journals are today considered to be a seminal primary source on the island during a critical historical juncture.

A Note on Rarity

The map is exceedingly rare. It would have been published in only a very small print run for local consumption, while the survival rate of such large format, fragile 19th century maps made in the tropics is very low.

We can trace only a single institutional example of the map, held by the Muséum national d'histoire naturelle (Paris), although there are likely few other examples in French government archives that are not catalogued online. Moreover, we are not aware of any sales records for any other examples of the map.

References: OCLC: 1306622898 (referencing the Muséum national d'histoire naturelle (Paris) example); Bulletin de la Société de géographie et d'études coloniales de Marseille (1887), tom. 11, p. 207; Bulletin de la Société Languedocienne de Géographie, tom. 12 (1889), p. 424; Comptes rendus des seances de la Societe de geographie et de la Commission centrale, année 1891 (1891), p. 601; Jean-Pierre DESTELLE, Dans les pas du lieutenant Destelle en Nouvelle Calédonie: Une mission, une carte, un rapport controversé (Paris: L’Harmattan, 2015), passim; Louis PELETAN, Les mines de la Nouvelle-Calédonie (Paris, 1892), p. 6. Cf. Augustin BERNARD, L'archipel de la Nouvelle-Calédonie (Paris: Librarie Hachette et Cie., 1895), p. 56-7; LINDA LATHAM, ‘Revolt Re-examined: the 1878 Insurrection in New Caledonia’, The Journal of Pacific History, vol. 10, no. 3 (1975), pp. 48-63).

7.500 EUR

4. OTTOMAN CARTOGRAPHY
MAP OF THE WORLD

محمد عبدالقادر بك [Mehmed Abdülkadir Bey]

كرة مسطحه
[Kürre-i Müsattaha also Küre-i Müsattaha / Hemispheres of Earth lit. Flat Sphere]

Istanbul: Nefis Kütüphanesi [s. d. but circa 1920 or 1920s].

Colour lithograph, 49 x 63 cm (19.3 x 24.8 inches) (light water-staining and staining on the left-hand side, otherwise in a good condition).

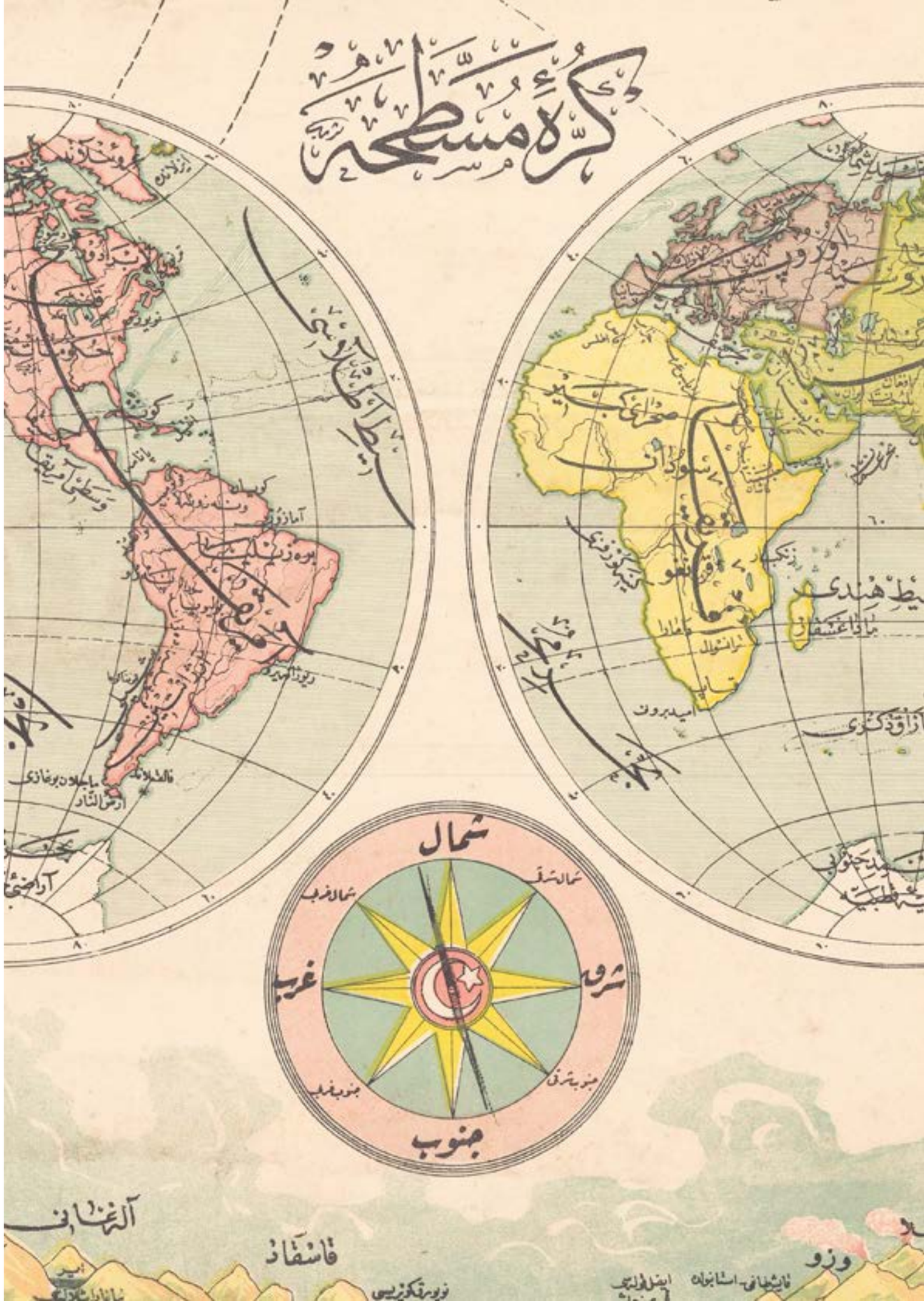
A larger charming and seemingly unrecorded separately published map of the world in Ottoman language.

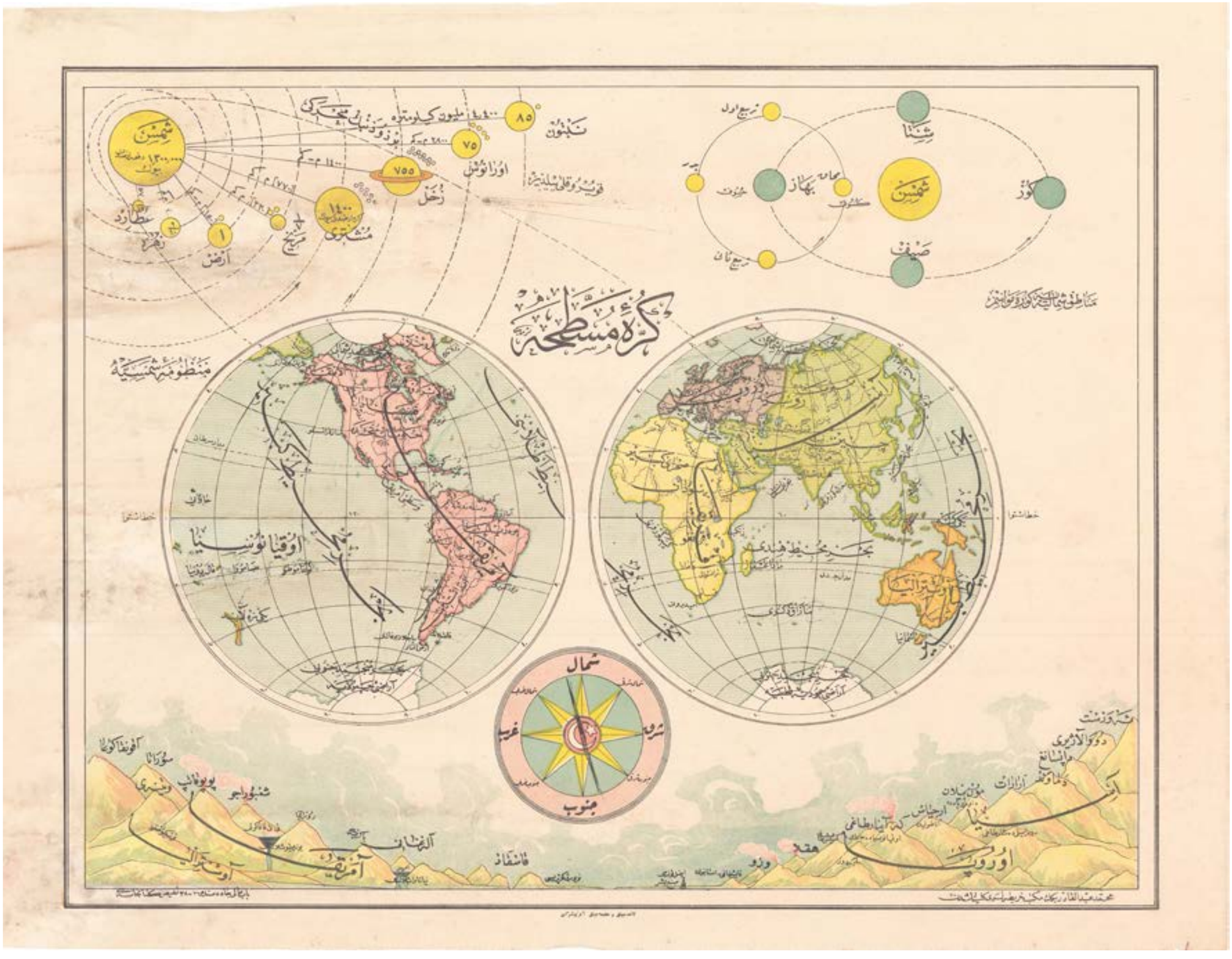
This attractive, seemingly unrecorded map of the world showcases the two hemispheres, solar system and highest mountains and lakes of the world with the Eiffel tower in the bottom as a comparison. The map was made in the early years of the Republic of Türkiye in Ottoman language and is representing the Turkish national symbols star and crescent in the middle of the wind rose.

Not much is known about the map maker Mehmed Abdülkadir, authored several large format colourful maps in Ottoman language in the early 20th century.

We could not find any other institutional examples of the map nor any references to it in bibliography (the map is not identical to a world map with the same title and similar dimensions, which was dated 1309 (1893) and is unsigned, *Osmanlı coğrafya literatürü tarihi. History of Geographical Literature during the Ottoman Period*, 2000, p. 720).

1.800 EUR




کرهٔ مسطحه
منظومهٔ شمسیه
شمس
عطارد
زهره
ارض
مریخ
مشتری
زحل
اورانوس
نپتون
تقویم و فصلهای سنه
ربیع اول
صیف
ربیع ثانی
بحر محیط هادی کبیر
بحر محیط اتلانتیک
اوقیانوسیا
اوروپا
آسیا
آفریقا
امریقا
اوستراليا
شمال
جنوب
شرق
غرب

5. MICROGRAPHY JUDAICA

Levi David VAN GELDER (1815-1878).

Mizrah

Amsterdam: 1845.

Lithography, 75 x 61 cm (29.5 x 24 inches) (little age-toned, small cracks in white margins, but overall i
n a good condition).

A rare, large-format mizrah in Dutch language, composed of micrography, images from the Old Testament and a zodiac wheel.

Mizrahs, litterarly meaning the East, are plaques, marking the eastern wall of Jewish homes in the direction of Israel to facilitate proper prayer and are often composed of words, numberless small details or even cut-outs, being a meditative representation of a verse from Psalms.

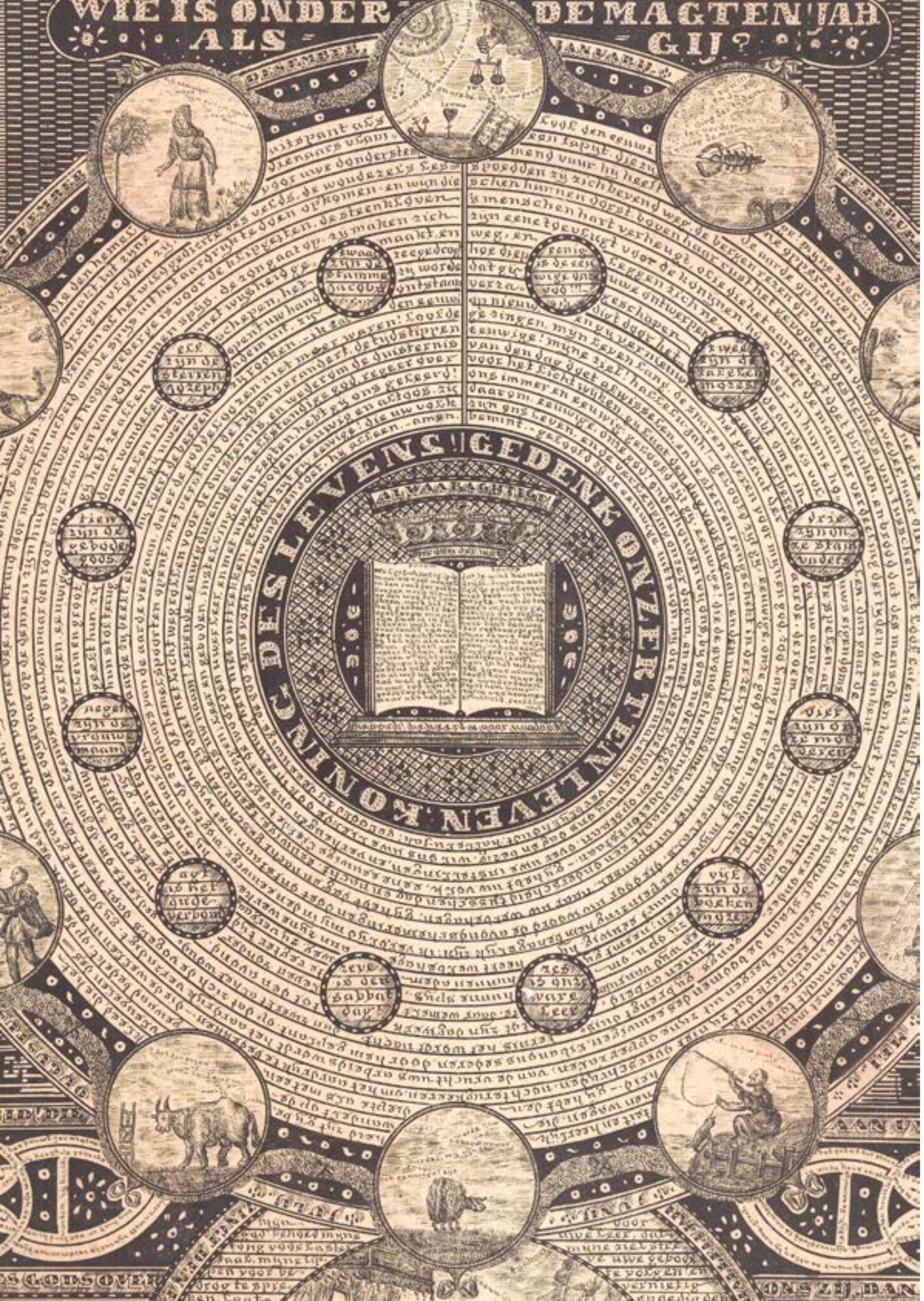
Levi David Van Gelder (1815-1878, born in Amsterdam, was a Jewish artist, lithographer and printer, who became known for his elaborate broadsides. By 1853, he moved to England, from which he immigrated to the United States, settling in Chicago in 1864, where he served as the Captain General of the Siloam Masonic Lodge in Chicago. He died in New York in 1878.

In this work Van Gelder combines the form of Mizrah with Jewish tradition of micrography, i.e. composing forms and images of texts, written in tiny letters. The main images on the broadside, which is mainly written in Dutch, are based on highly influential engravings by Matthäus Merian, and the lower part depicts zodiac signs.

All Van Gelder's broadsides, which later started including masonic symbols, are exceedingly rare today. We could only trace another example of this version of the broadside, but without the date in the lower right corner, on the market. Worldcat only lists one mizrah by Levi David Van Gelder, dated in 1943 and housed at the Yale University Library.

5.800 EUR




WIE IS ONDER ALS = DE MAGTEN JAH = GIJ ?
DES LEVENS! GEDENK ONZER
EEUWIGE!! TSEBAOT!
DANKT GOD
GLO TSEBAOT RIE
ZINGT DEN EEUWIGE VER
KONDIGT DAG MN DAG HEIL
HEIL
ONS
BEG
WIE IS ONDER ALS
DE MAGTEN JAH GIJ
DES LEVENS GEDENK ONZER
LOOFDEN HEERE
UIT DEN HEMEL!!
GODZIJ
MET U!

6. CALLIGRAPHIC DRAWING PORTRAIT

A. B. DUHAMEL (1736-1800).

Portrait of Siméon Mongy

[France, possibly Paris:] February 19, 1796.

Gouache on paper with gold and silver highlights, 32 x 25 cm (12.6 x 9.8 inches), (traces of mounting verso, minor age-toning to the silver highlights).

A drawing with calligraphic details by a French artist A. B. Duhamel, mostly known for his fashion engravings from the late 18th century.

A. B. Duhamel (1736-1800) was an illustrator and engraver, active in time of the late 18th century in France and is known for his colourful engravings of contemporary furniture and female fashion, published in *Cabinet des Modes*. He also executed portraits and book illustrations.

The portrait represents Siméon - Guy Mongy, born in 1763 in Béthune to a notary Siméon – François Mongy. During the Reign of Terror he was arrested twice, after which he escaped to Münster. Not much is known about his life, but the script in the lower margin mentions him as a friend of the artist.

The drawing showcases filigree calligraphic lines which were lost in the engraved reproductions of Duhamel's work. The portrait is accompanied with affectionate, somehow passionate verses by the author, dedicated to his friend, depicted on the portrait:

Amitié, doux lien, flamme pure et durable,
Que le Seigneur fait durée au fond de notre cœur;
Verse toujours sur nous la lumière ineffable
Et ta bienfaisante chaleur.

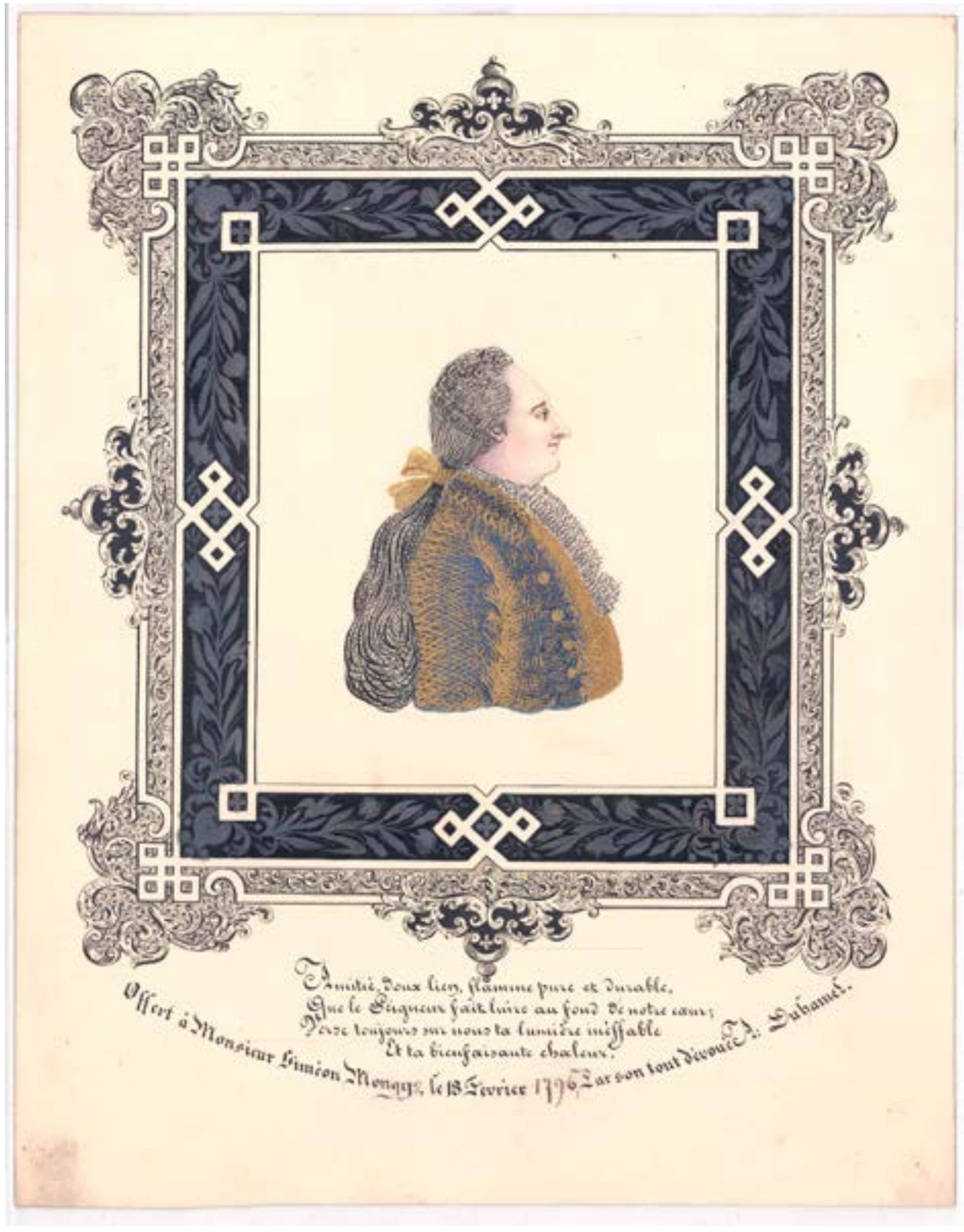
Offert à Monsieur Siméon Mongys, le 18 Février 1796, Par son tout dévoué a : Duhamel.

[Friendship, sweet bond, pure and lasting flame,
May the Lord endure in the depths of our hearts;
Always shed on us the ineffable light
And your beneficent warmth.

Given to Monsieur Siméon Mongys, February 18, 1796, By his devoted A: Duhamel.]

References: Cf.: Georges Sangnier , Les émigrés du Pas-de-Calais pendant la Révolution, 1959, p. 150.

1.400 EUR





7. FIRST FORENSIC MAP FAMOUS MURDER TRIALS

Rowland HILL (1795-1879) & George MORECROFT.

Map of the Roads, near to the Spot Where Mary Ashford was Murdered

London: Rowland Hunter – publisher, W & T Radclyffe - printer & engraver [signature under the map]
Birmingham: James Belcher, printer [signature under the text] 1817

Copper engraving with original colour lines, 48 x 39 cm (18.9 x 15.3 inches) (Good, little toning and staining, old repairs of tears in folds and margins verso, but without loss of image).

The probably first separately published forensic map showcases the location of a well-publicized early 19th century femicide, followed by a famous court case, which brought changes to English legal history.

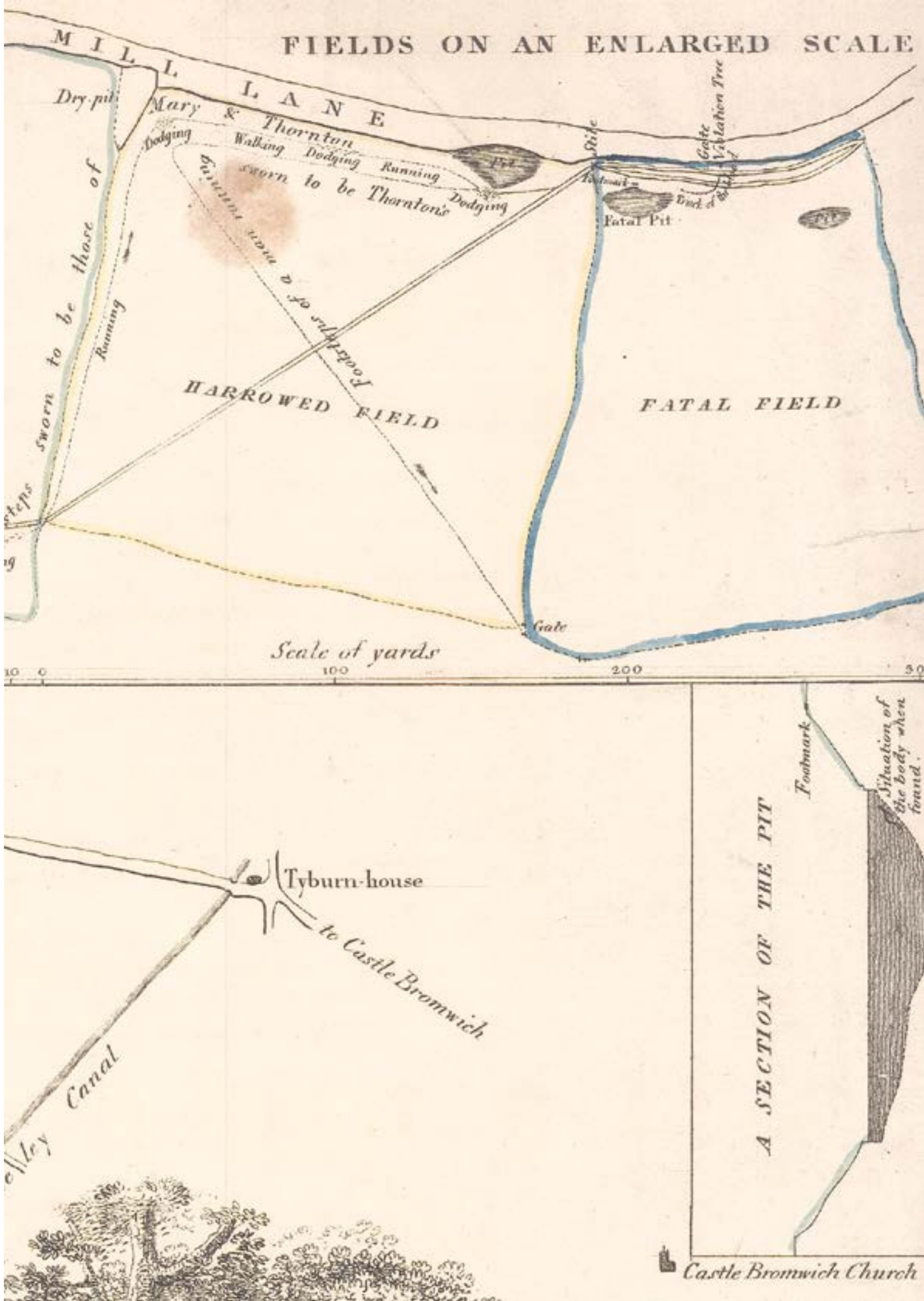
The author was Rowland Hill (1795-1879), an English social reformer and inventor. He is mostly famous as the inventor of the first adhesive pre-paid postal stamp, the Penny Black, in 1840. This is Hill's only map, known today.

This rare and unusual broadside map, important for many of its aspects, presents the location and surroundings, where the body of a young servant Mary Ashford was found in a pond, in 1817. It showcases the larger area with houses and villages, where the events of the fatal night were taken place, and inset maps and a drawing present the field and the pond. Marked are also all the forensic evidence, such as the exact position of the body, track of blood and various types of footsteps.

The text on the bottom mentions, that a few of the roads and fields have been omitted, "where it was thought that they would tend rather to confuse than add to the utility of the map". The text also describes the circumstances of the death, evidence, trial and distances between the locations.

Death of Mary Ashford

Mary Ashford, a 20 year old servant and housekeeper to her uncle, was found dead in a pond around 6 am on May 27, 1817, between Birmingham and Sutton Coldfield. On the previous evening she attended a local dance party with a friend Hannah Cox, where Ashford met a young man called Abraham Thornton with whom she spent dancing most of the night. Late in the evening Cox, Ashford and Thornton left together. Visibly attracted to each other, the latter two soon made an excuse to lose Cox and according to Thornton's words spent a night together, causing Mary Ashton to lose her virginity.



At about 4 am Mary Ashford came to Cox's house to pick up her working clothing and to exchange a few words. Thorton claimed, that Ashford walked towards her uncle's house in a neighbouring village in the north, where she started her work early, and he left for his home in the direction of south-east.

Ashford was found dead in a pond by the road on the way to her uncle's place about two hours later. Her shoes, one smeared with blood, and some neatly folded clothing were laying nearby.

Male and female footprints were found on the meadow by the pond, but were only briefly inspected, before being partly destroyed by the rain.

There were no signs of violence on Mary Ashford's body and her clothing was intact. The cause of death was drowning.

Arrest and Trial

Soon Abraham Thornton was arrested for murder of Mary Ashford. The prosecution's theory was, that Thorton followed Ashford and after her refusal he raped and killed her. Thorton defended himself, that the sexual act earlier in the evening was consensual and that they separated ways around 4 am.

The local roads were surprisingly busy on the night of the death of Mary Ashford by young people walking home from a local dance and by workers rushing to do early morning chores. Ashford and Thornton were seen together and later separately by several passers-by, all confirming Thornton's story.

Abraham Thornton was acquitted but was seen as a murderer by wider population. Soon Mary's brother William Ashford filed an appeal of murder against Thornton and Abraham Thronton was arrested again on October 1, 1817. Thornton, a physically large and strong man, surprisingly claimed the right to defend himself against this retrial by an ancient procedure of trial by combat, which is the right to settle the suit by requesting a "wager of battle" with the plaintiff, who was in this case rather feeble William Ashford. The last case of such an ordeal in England was recorded in the 15th century. With Ashford successfully avoiding the combat, the court again acquitted Abraham Thornton, who soon moved to the United States, where he started a new life.

After the trial the British law was changed, banning the possibility of trial by combat.

Modern Theories and Victim Blaming

The circumstances of Mary Ashford's death remain unknown until today. Recent, more plausible explanation interprets her death as a freak accident with a possibility that Ashford, somehow tired and not very attentive after an adventurous night, slipped and drowned in a pond while trying to wash blood from between her legs in early morning hours on the way to her daily work. The post-mortem showed that she was bleeding after losing her virginity and was probably menstruating. She also had not eaten in 24 hours.

At the time no women were allowed at the trial due to the lurid nature of the evidence and all the proofs were presented by men only. Female medical issues were not discussed nor were well understood.

A large part of the trial was based on the victim blaming, exceedingly popular in the early 19th century, making Mary Ashford the victim for her "sin", in this case the premarital sex, making no room to consider the case as a freak accident.

Ashford was after her death set an example for girls going to parties and meeting men. Her gravestone, still preserved today, reads:



As a warning to female virtue and a humble monument to female chastity, this stone marks the grave of Mary Ashford who on the twentieth year of her age having incautiously repaired to a scene of amusement without proper protection, was brutally murdered on 27th May 1817.

Such “murder stones” were common in England, mostly in the 1820s, usually blaming female murder victims for their own deaths and warning other young women of the consequences of committing similar “immoral” acts.

The “Murderabilia Market” of Mary Ashford’s Death

The trial was exceedingly advertised and especially intriguing, as women were not allowed into the courtroom due to the involvement of at the time immoral subjects, such as premarital sex and one-night stands. At the time several publications were printed with reports of the story, keeping people guessing about various solutions of the murder and the outcome of the trial.

Several ephemeral publications on the murder case and trial, as well as reports from the court were issued at the time with titles such as *The affecting case of Mary Ashford, a beautiful young virgin, who was diabolically ravished, murdered, and thrown into a pit, as she was returning from a dance*. At least two theater plays were dramatically presenting the events of the fatal nights, attracting the audience with headings: *The Mysterious Murder: or, What's the clock? A melo-drama in three acts [and in prose]. Founded on a tale too true [the murder of Mary Ashford]. Written by George Ludlam* and *The Murdered Maid; or the Clock struck Four!!! a drama in three acts [and in prose, founded on the murder of Mary Ashford.*

Rowland Hill as a Map Maker

Rowland Hill, a man with an impressive biography of achievements, is today probably most recognized by his invention of a modern postage stamp.

As a young man Rowland Hill attended a school not far away from the location, where Mary Ashford died. An amateur carpenter, clockmaker, locksmith already in his teens and enthusiastic map-maker in the geography class as a pupil, 22-year old Hill decided to survey and draw a map of the location of the murder scene at the peak of the nation’s fascination in the trial. The product was an impressively modern map with all the commodities, still used today by self-declared sleuths trying to resolve crimes with a help of modern media, mostly Google maps: a map of a larger area, a zoomed-in map of the scene of the crime and a “street view” of the pond, where the body was found.

All the other Rowland Hill’s surveying and map-making achievements are recorded in documents only and the present map is apparently his single known draft surviving until today. He was recorded as a keen map-maker at the school, when he was appointed to make a school atlas at the age of sixteen. His map of the Iberian Peninsula was according to the records printed (Campbell 1990), although presently no examples of it are recorded. Hill also surveyed the playground of his father’s school and, in 1819, the city of Birmingham.

Various States

Rowland Hill published this map together with his friend George Morecroft, “a former schoolfellow, to whom, though he was much older than myself, I was then giving private lessons in surveying” (Campbell 1990).

Shorty after the map was printed, Hill records in his notes, that another unauthorized version was issued without his knowledge. After he intended to sue the publisher, he realized, that his version never quoted the date of the publication, required by the 'Hogarth' Copyright Act. To prevent further printing he 'immediately had the plate altered before any more impressions were taken' (Campbell 1990).

The two states, both rare and printed in November 1817, before the plate was altered, can be today identified as versions, only differing by the imprint in the left-hand corner below the map:

- The first state would have an imprint without a date: Birmingham. Surveyed by Rowland Hill & George Morecroft, Nov.r 1817. & Published by Row.d Hunter, S. Pauls Church Yard London
- The second, dated unauthorized state: Birmingham. Surveyed by Rowland Hill & George Morecroft; & Published for them Nov.r. 21st 1817 as the Act directs by J. Belcher & Son Birmingham. & Row.d Hunter London.

The present map is the first state without a date.

Reduced reproductions of our map appeared in contemporary publications such: A *Report of the Proceedings against Abraham Thornton, at Warwick Summer Assizes, 1817, for the Murder of Mary Ashford; and, subsequently in the Court of the King's Bench, in an appeal of the said murder, by John Cooper, Warwick: Heathcote and Foden*, published by John Fairburn, F*airburn's Edition of the Whole Proceedings on the Writ of Appeal of William Ashford against Abraham Thornton, for the Wilful Murder of Mary Ashford, a Beautiful Young Virgin* with the map made by George Cruikshank (1792 - 1878) and in Kirby's *Wonderful and Scientific Museum Or, Magazine of Remarkable Characters, Volume 6* (1920).

In 1819, a broadside titled *A correct view of the spot where the unfortunate Mary Ashford was ravished and murdered*, made by George Cruikshank, and showcasing the road view with the pond was published.

The Note on Rarity

The map was only printed for a short time in November 1917, before the plate was altered, and is today exceedingly rare.

The present map is the only example of both states, that we could trace on the market.

The British library holds an example of the first state (OCLC 794011454, 557313810, 1120163049 – unclear if three different examples or the same copy entered three times; the imprint on the map from the British Library, described by Campbell, corresponds to the first state).

We could trace a single example of the second state, housed at the Harvard Library (click here for a scan: Map of the roads, near to the spot where Mary Ashford was murdered - English Crime and Execution Broadsides - CURIOSity Digital Collections (harvard.edu), OCLC 80094038).

5.500 EUR

8. PERU
PERU-ECUADOR BOUDARDY DISPUTE

J. BOIX FERRER, Editor.; P. AMADEI, Cartographer.

Novisima Mapa del Perú / J. Boix Ferrer Editor / Joya Literaria / Lima y Arequipa / 1904.

Bergamo, Italy: Instituto Italiano de Artes Gráficas, 1904.

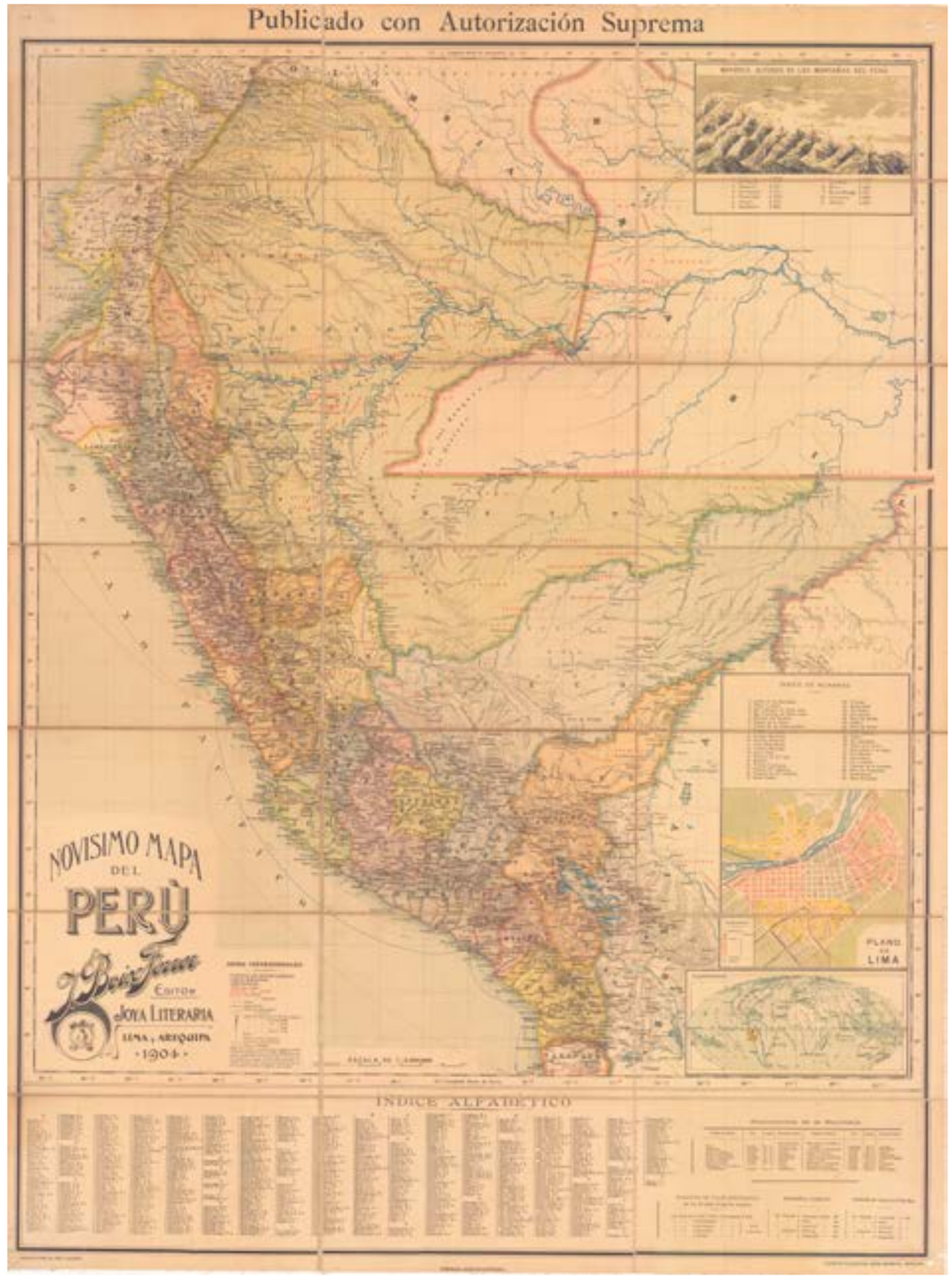
Colour photolithographed map, dissected into 21 sections and mounted upon original linen, housed in original maroon card covers bearing gilt title to front cover (Very Good, light even toning, old tack marks to corners; covers worn, repairs to spine), 74.5 x 100 cm (29.5 x 39.5 inches).

An extremely rare and highly decorative Art Nouveau era map of Peru that showcases the country's maximalist (some might say 'outrageous') boundary claims with respect to its disputed frontiers with Ecuador, Brazil and Bolivia; designed by J. Boix Ferrer, the proprietor of the 'Joya Literaria' bookstore, with branches in Lima and Arequipa, it is predicated upon the best sources, detailing all aspects of topography, infrastructure and the locations of indigenous national territories, and is adorned with a fine inset map of lima and a diagram of comparative heights of Peru's highest Andean peaks.

This extremely rare, separately issued map of Peru was beautifully designed by J. Boix Ferrer, the proprietor of the 'Joya Literaria' bookstore, which had premises in Lima and Arequipa. Printed by the Instituto Italiano de Artes Gráficas, in Bergamo, Italy, the map was 'Publicado con Autorización Suprema,' (published with the authority of the government), with its geographical details compiled by the engineer P. Amadei, who relied upon Professor Antonio Raimondi Map del Perú (Paris, sheets issued serially, 1880-1900), a colossal 32-sheet work that was the country's 'official national map'.

The map brilliantly captures Peru's dramatic topography, noting all major features, from its semi-arid coastline up to the great heights of the Andes and then down into the lowlands of the Amazon Rainforest. The republic is show divided into departments, each coloured in their own lively hue, while the 'Signes convencionales' explains the symbols employed to identify many features, such as railways (both in operation and planned), roads, political boundaries, national and regional capitals, telegraph offices and lines (both territorial and submarine).

Notably, the map labels the locations of the territories of Peru's many indigenous nations that remain, even today, a dominant element of the country's identity.



The map features three graphic insets, including, in the lower right, the 'Plano de Lima', a map of the capital city, showing it divided into 5 'quartels' (wards), with an index identifyng 38 sites; while below is a 'Planisferio', a World Map showing Peru's location within its greater context. In the upper right is the diagram, 'Mayores alturas de las montañas del Perú', which graphically shows the relative heights of 11 of the country's highest peaks, from what was then thought to be the paramount, the Nevado Corapuna, on down (the Nevado Huascarán is today known to be Peru's highest peak). Along the bottom of the map is an index of place names, as well as a list of the country's railways with their lengths, plus, tables of shipping distances.

However, perhaps the most interesting aspect of the map its 'matter of fact' representation of Peru's maximalist territorial claims against its neighbours, as it showcases a 'Gran Perú' that takes in large parts of today's Ecuador, Brazil and Bolivia.

Notably, Peru is shown to have incredibly expansive boundaries in the upper Amazon Basin. Peru's northern frontier is shown to take in all of what is today eastern Ecuador, with the frontier coming amazingly close to Quito, while the country is also shown to possess large parts of the Brazilian states of Acre and Amazonas.

Since colonial times all the boundaries between the various countries (former colonies) bordering the Amazon Basin had undefined boundaries in that region. The vast 7,500,000 km² basin was, until the mid-19th century, largely uninhabited by people of European decent, it still being in the possession of its indigenous peoples, such that gaining sovereign title to the territory was a low priority. However, with the discovery of vast natural resources, such as rubber and gold, the possession and formal ownership to the Amazon suddenly became a top national priority to the various stakeholders.

Peru, as the successor state to the dominant Spanish colony in South America, felt entitled to the lion's share of the Amazon adjacent to its Andean heartlands. Through the 19thcentury, it maintained an active and, at times, acrimonious boundary dispute with Ecuador, while also contesting territory with Bolivia and Brazil, albeit in a less heated fashion.

Shortly before the present map was issued, Brazil and its local proxies gained the initiative in the Acre-Amazonas area. During what was known as the Acre War (1899-1903), they seized the region from de facto Bolivian control. At a treaty signed in the Brazilian city of Petrópolis (November 17, 1903), Bolivia ceded Acre to Brazil, and this practically ensured that any Peruvian claims upon the territory were invalid.

As for the Peru-Ecuador boundary dispute, for decades the countries had contested a 200,000 km2 (77,000 sq mi) roughly triangular tract that ran for the eastern slopes of the Andes down into the Amazon Basin between the Río Napo and Río Marañón.

Peru and Ecuador both claimed the disputed region since colonial times, and ever since gold and rubber were discovered there in the latter 19th century, the contest became more intense and acrimonious. Numerous high-level diplomatic attempts were made to resolve the matter through compromise. The Herrera-García Treaty (1890), arbitrated by the King of Spain, seemed promising, but was eventually rejected by both parties, and all other ventures proved to no avail. In 1904, the dispute remained red-hot, as so much was at stake.

The Peru-Ecuador boundary dispute would not be resolved until the Ecuadorian–Peruvian War (July 23-31, 1941), known locally as the Guerra del 41, when, during World War II, Peru mounted a lightening invasion of Ecuador, taking much territory and threatening to seize Guayaquil. Under the spectre of total defeat and U.S. pressure to end the conflict (the Americans wanted a 'united front of the Americas' during World War II), Quito relented, and Peru halted its advance.

At the Rio de Janeiro Protocol (January 29, 1942), Ecuador was forced to cede pretty much all the disputed territory, creating today's Peru-Ecuador frontier. While Ecuador subsequently tried to 'wriggle out' of the protocol, these efforts proved fruitless, and both sides agreed to respect the boundaries in perpetuity at the Itamaraty Peace Declaration (1995).

Another major territorial-boundary issue noted on the map is the fact that Peru's former southernmost department, Tarapacá, was ceded to Chile following the Pacific War (1879-1883), whereupon an annotation reads 'Cedido a Chile por el tratado de 20 Octubre 1883'.

A Note on Rarity

The present map is extremely rare. It seems to have been a 'boutiquey' production issued in only a limited print run only for sale at J. Boix Ferrer's 'Joya Literaria' bookstores, while the survival rate of such maps is often quite low.

We can trace only 2 institutional examples of the map, held by the British Library and the Bibliothèque nationale de France, although there are assuredly some additional examples in South American libraires not catalogued online. Moreover, we cannot find any sales records for any other examples.

References: British Library: Cartographic Items Maps 83005.(15.); Bibliothèque nationale de France: GE FF CARTE-10905; OCLC: 556341485.

2.400 EUR

9. SURINAM – SLAVERY & EMANCIPATION PROPOSED MASTERPLAN FOR ABOLITION AND ECONOMIC DEVELOPMENT

[W.H. LANS].

Schets van een ontwerp tot behoud van Suriname: met planteekeningen. / Emancipatie door centralisatie.

The Hague: P.H. Noordendorp, 1847.

Large 8° (23.5 x 14 cm): iv, 157 pp., [1 f., Errata], plus 6 folding handcoloured lithographed maps on fine watermarked laid paper, bound in original light green printed paper wrappers (Very Good, text uncut with wide margins, lightly toned, maps clean with lovely colours, some with tiny tears and creasing near hinges but no loss, wrappers slightly stained, spine worn and chipped).

A radical and intellectually impressive masterplan for the abolition of slavery and the reinvigoration of the economy of Surinam, written by the Dutch colonial official and prominent author W.H. Lans; a work initially commissioned by the Dutch Colonial Minister Baron Baud, here Lans calls for 'Emancipation by Centralization', whereby the state would expropriate all plantations in Surinam and make all slaves wards of the state, such that the estates would be consolidated and modernized to improve efficiencies and production, so yielding financial surpluses that would pay for compensating the former plantation proprietors and ensuring the future of the colony and its emancipated slaves; Lans' work ignited a furore in the Netherlands even before it was published, leading it to be disavowed by Baud, although it still proved to be highly influential during the emancipation era; illustrated with 6 fine original maps showcasing all the major districts of Surinam with Lans' proposed mega-plantations and factories – Rare.

Surinam, since its foundation as a Dutch colony in 1667, had developed into one of the great sugar-slave economies of the world, and was a tremendous boon to the Netherlands' imperial economy. However, by the 1820s, Surinam was in crisis. Almost entirely reliant upon enslaved workers of African origin, its labour force was dwindling (due to disease, malnutrition, and mistreatment, while the end of the Transatlantic slave trade saw that there was little replenishment of manpower). The enslaved population was also becoming increasingly restless, while a strong Abolitionist movement had developed in the Netherlands which threatened to end slavery in Surinam altogether. The end of slavery in neighbouring British Guiana, phased out between 1834 and 1838, only gave succour to the Surinamese slaves who longed for their freedom, as well as those Europe that sought to end



the ignoble institution. Moreover, many of Surinam's plantations were owned by absentee proprietors and were poorly managed and inefficient, leading to falling crop yields. Additionally, the market price for sugar and other tropical commodities was volatile and generally declining. These factors combined to leave Surinam with a terrible financial deficit and a highly unstable security environment. Many planters and colonial officials were on the verge of losing any hope for the colony.

Enter W.H. Lens: Chronicler of Surinam, Abolitionist and Scourge of the 'Plantation Lobby'

W.H. Lans was one of the most prominent and influential figures in Surinam during the pre-Emancipation era. Oddly, however, despite the best efforts of Dutch historians, almost nothing is known about his biography. An evidently highly intelligent, if not well-educated man, he seems to have been the kind of person who worked very hard behind the scenes but eschewed the limelight. We do know that he was a native of the Netherlands and a long-time senior ambtenaar (official) in the service of the Dutch crown stationed in Suriname from at least the mid-1820s to the late 1840s. He successively served as Surinam's Manager of Civil Service Pensions, Inspector of Industry & Culture, and the Curator of the Department of Unmanaged Estates. While these posts may not have been glamourous, they imbued Lans with a vast wealth of first-hand intelligence on the state of affairs in Surinam, and access to all kinds of privileged official information, making him the ultimate 'insider'.

In addition to the present work, Lans authored Proeve over de oorzaken van verval en de middelen tot herstel der Surinaamsche Plantaadjen (The Hague, 1829), a brilliant analysis of the decline of the colony's plantation economy; Deux mots sur le traité de commerce avec les Pays-Bas (Paris, 1841), a work on an Franco-Dutch trade treaty affecting Surinam; and Bijdrage tot de kennis der Kolonie Suriname (The Hague, 1842), a popular and commercially successful account of the colony, today considered a classic.

Lans seems to have been deeply passionate about improving Surinam, well beyond the remit of his professional responsibilities. On his own accord, as early as 1833, he turned his attention towards analysing what he called the "Surinamese Question", upon which he came up with ideas for the gradual end of slavery in Surinam. He wrote memos and reports to his superiors, but for some time his efforts gained little traction in the corridors of power.

Finally, Jean Chrétien, Baron Baud, the Dutch Colonial Minister (in office, 1840-8) took notice of Lans' ideas. He believed that only the end of slavery could save Surinam from "complete destruction" but that the "execution of emancipation was not possible in the short term due to Suriname's poor financial position". He was highly impressed with Lans' financially self-sustaining plan to gradually liberate the slaves while reinvigorating Surinam's economy.

In 1843, while Lans was visiting the Netherlands on leave, Baud summoned him and commissioned him to develop a masterplan for the end of slavery and the transformation of the Surinamese economy that would form the basis of crown policy, a charge that the humble ambtenaar was honoured to accept.

Rumours soon spread that Baud, Lens and Burchard Joan Elias, the long-serving Governor-General of the Dutch West Indies (who was known to be sympatric to abolition), were engaged in a conspiracy to dismantle the sugar-slave economy. While the specific details of Lans' designs were not known, he was renowned for his hostility to absentee plantation owners, many of whom were Amsterdam's wealthiest and most politically influential figures. While Surinam's economy was in decline, many of these people held massive investments in the colony, which still earned them vast sums annually. A great furore ensued and a group comprising twenty major Dutch trading houses was formed, led by the businessman G.C. Bosch Reitz and his wife Gertrude Kuvel (a native of Surinam). It proceeded to mount a ferocious lobbying campaign against any notion of Lans developing a plan for the end of slavery. This effort culminated in a petition to the Crown, dated August 18, 1843, in which the plantation lobby argued that any such design would be against Christian tradition and the concept of private property (long a sacred tenet of Dutch society and law).

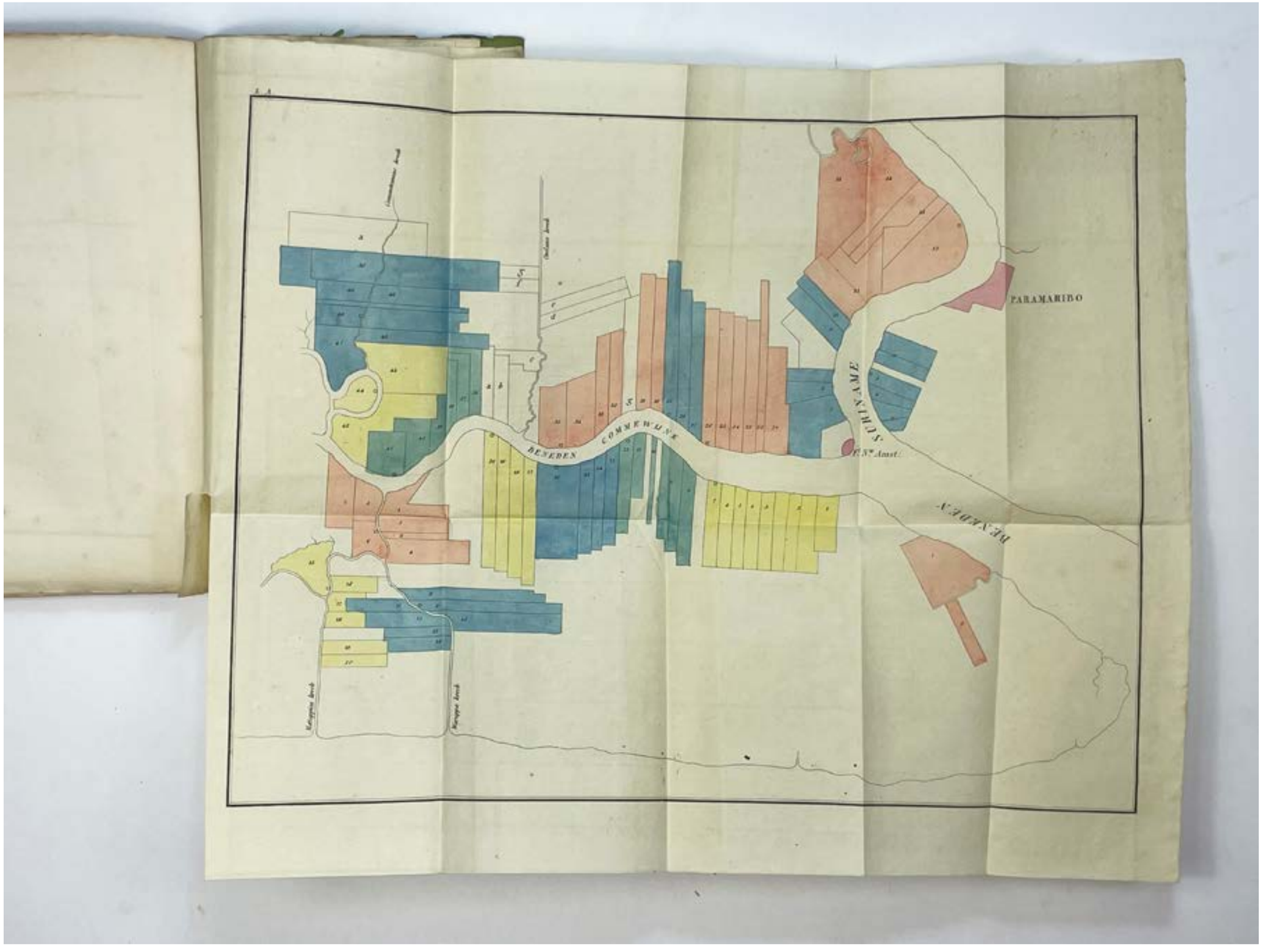
For a time, Baud held firm and resisted any attempts to influence his course. However, Bosch Reitz's group had friends in high places, and the minister began to feel extreme political pressure. In 1845, the plantation lobby forced Elias' resignation, and Baud came to fear that his head would be the next to roll. Consequently, in an attempt save his own skin, he sought a compromise with Bosch Reitz, which included formally disavowing Lans' ongoing work (although none of Lans' ideas were explicitly taken off the table).

The Lans Plan in Focus: "Emancipation through Centralization"

Lans was undeterred by the rescindment of Baud's patronage. He continued to work on his masterplan with gusto and had it published in The Hague, in 1847, at his own expense. The book was published anonymously, perhaps so that that the ideas therein might gain a proper hearing if separated from Lans' name, as he had become a lightning rod for conservative vitriol. Yet, the work's authorship was soon apparent to everyone who mattered.

In essence, Lans's radical plan, termed 'Emancipation through Centralization', called for all plantations in Surinam to be expropriated by the Dutch Crown, and for all slaves to be taken from their owners and made wards of the state. In return, they planters were promised generous future compensation. The plantations would be consolidated into larger units to take advantage of efficiencies bought about by economies of scale and modernization, with each new mega-plantation having its own sugar refinery, or other type of processing factory for agrarian commodities (ex. cotton, coffee). Vast resources would be invested in the most modern equipment and the hiring of expert managers, while the slaves would be assured of good treatment, decent wages and food, and access to education, medical care, religious instruction and skills training. It was assumed that these reforms would dramatically increase production, yielding healthy profits, which would then be used to gradually pay the compensation promised to the former plantation/slave owners. Once this compensation had been paid, the slaves would be given their freedom, whereupon they would have decent jobs in viable industries, with some possessing valuable transferable skills. It was hoped that this would yield a more just, prosperous and stable Surinam for everyone involved.

Lans' work consists of a detailed text, backed by copious statistical estimates of sums, manpower and resources, followed by appendices featuring further statistical information


PARAMARIBO
SURINAME
BESERDEN COMMEWIJNE
Rijn Aanst.
DE VADER
Commewijne Rivier
Suriname Rivier

and qualitative arguments, and which explain the fine maps which illustrate his designs. The text is divided into the following sections: I. *State of the Colony,* which is described as "speeding towards ruin"; II. *Means of Salvation*; III. *Expropriation*; IV. *Resources*; V. *Centralization, Sugar Production;* VI. F*ollow-up;* VII. *Proceeds*; VIII. *Manufacturing System, Fist Steps*; IX. *Follow-up*; X. *Annual Expenses*; XI. *Follow-up*; XII. *Care of Slaves,* calling for much better (humane / respectful) treatment, food, medical care, education, etc., with standards rigorously enforced by the Crown; XIII. *General Income*; XIV. *Use of Surpluses*; XV. *Initial Execution*; XVI. R*elations with Slaves*, in which Lans emphasizes that the slaves must be convinced that the new regime is to their benefit, and that it will lead to their "freedom from their own labour", as well as much better living standards and opportunities.

The Appendices include several tables of statistics on the economy of Surinam and listing innumerable plantations by district, noting their acreage, enslaved manpower and production. It concludes with a fierce criticism of the relatively sudden and poorly planned emancipation process in British Guiana, which had ruined the colony's economy, resulting in its sugar production falling by 50% and the collapse of it cotton and coffee industries (and, as such, an example to Surinam for 'what not to do').

The Maps

A highlight of the work are the 6 original maps that follow the appendices, with are coloured in attractive hues on fine watermarked laid paper. In aggregate, the maps depict all of Surinam's populated districts/plantation areas, with each being a cadastral map showing the plantations all numbered corresponding to descriptions in the appendices. Physically, the estates generally follow a seigneurial (narrow strip) form, running up from the banks of the main rivers. Key towns and forts, such as Paramaribo (the colonial capital), are also depicted.

The maps employ colour-coding to indicate the proposed consolidation of the dozens of individual plantations into a series of 40 new mega-plantations/factory units, of which 32 will require no physical displacement of slave communities. Lens estimated that in total this project would involve 29,800 slaves (out of Surinam's enslaved population of 40,500). The maps are as follows:

1. *[Paramaribo, Beneden Suriname Rivier & Beneden Commewijne Rivier],* 35 x 42.5 cm.

2. *[Paramaribo & Boven Suriname Rivier]*, 42 x 26 cm.

3. *[Cottica Rivier & Boven Commewijne Rivier], 45 x 34 cm.*

4. *[Beneden Saramacca Rivier],* 40.5 x 26 cm.

5. *[Boven Saramacca Rivier & Groningen]*, 26.5 x 47 cm.

6. *Opper Distrikt Nikerie / Neder Distrikt Nikerie*, 42 x 26.5 cm.

Epilogue

Lans' masterly, meticulous work articulated a bold and innovative solution to what seemed to be an intractable dilemma. Its main flaw was that its success was predicated upon the cooperation of all stakeholders and highly competent crown management, variables that due to human nature would likely never be realized. Even though the report was disavowed by Baron Baud, and its recommendations never comprehensively became the basis for government policy, it nevertheless proved highly influential. It motivated various plantation owners in Surinam (ironically including Bosch Reitz) to see the wisdom of modernizing and consolidating production, so leading to efficiencies. His recommendations for the good treatment of slaves and former slaves, seeking to transform them into content, voluntary workers, were followed by the more enlightened plantation owners when slavery was finally phased out in Surinam between 1863 and 1873.

Note on Rarity

The present work is rare. While we can trace several examples in Dutch libraries, we can trace only 2 only institutional examples outside of the Netherlands, held by the British Library and the New York Public Library.

References: University of Leiden: RN-463; Koninklijke Bibliotheek (Dan Haag): 9192 B 3; British Library: General Reference Collection 8154.d.64.; New York Public Library: *C p.v. 307 no. 1-13; OCLC: 64473670, 504038449; Van Doorne/ Van Kempen 3879; Doorninck 1184; Sabin 38934; Rouffaer/ Muller p.629; P.C. EMMER, The Dutch in the Atlantic Economy, 1580-1880: Trade, Slavery and Emancipation (1998), p. 168; Cees PAARDEKOOPER, Kooplieden en stadspolitiek: Regimewisselingen in Amsterdam 1740-1840 (2021), pp. 356-9; David RICHARDSON, Abolition and Its Aftermath: The Historical Context 1790-1916 (2013), n.p.

2.800 EUR

10. KOREA / JAPAN ON THE EVE OF WWII POLITICAL PROPAGANDA DATA VISUALIZATION

圖勢現
[Statistical Charts]

Printers: Hiroshima: 第一印刷株式會社 [Daiichi Printing House] [Shova 16, September 18. and 23. [1941].

Publisher: Seoul: 京城日報 [Gyeongseong Ilbo].

8°, [2 pp.] introduction and index, 32 statistical charts printed in red and blue, original illustrated wrappers (good, clean and seemingly unread example).

A Japanese pamphlet in a mint condition with impressive post-art deco visual statistical charts on the economic growth of Korea under the Japanese rule, published on the eve of the attack on Pearl Harbor to gain more Korean soldiers through political propaganda.

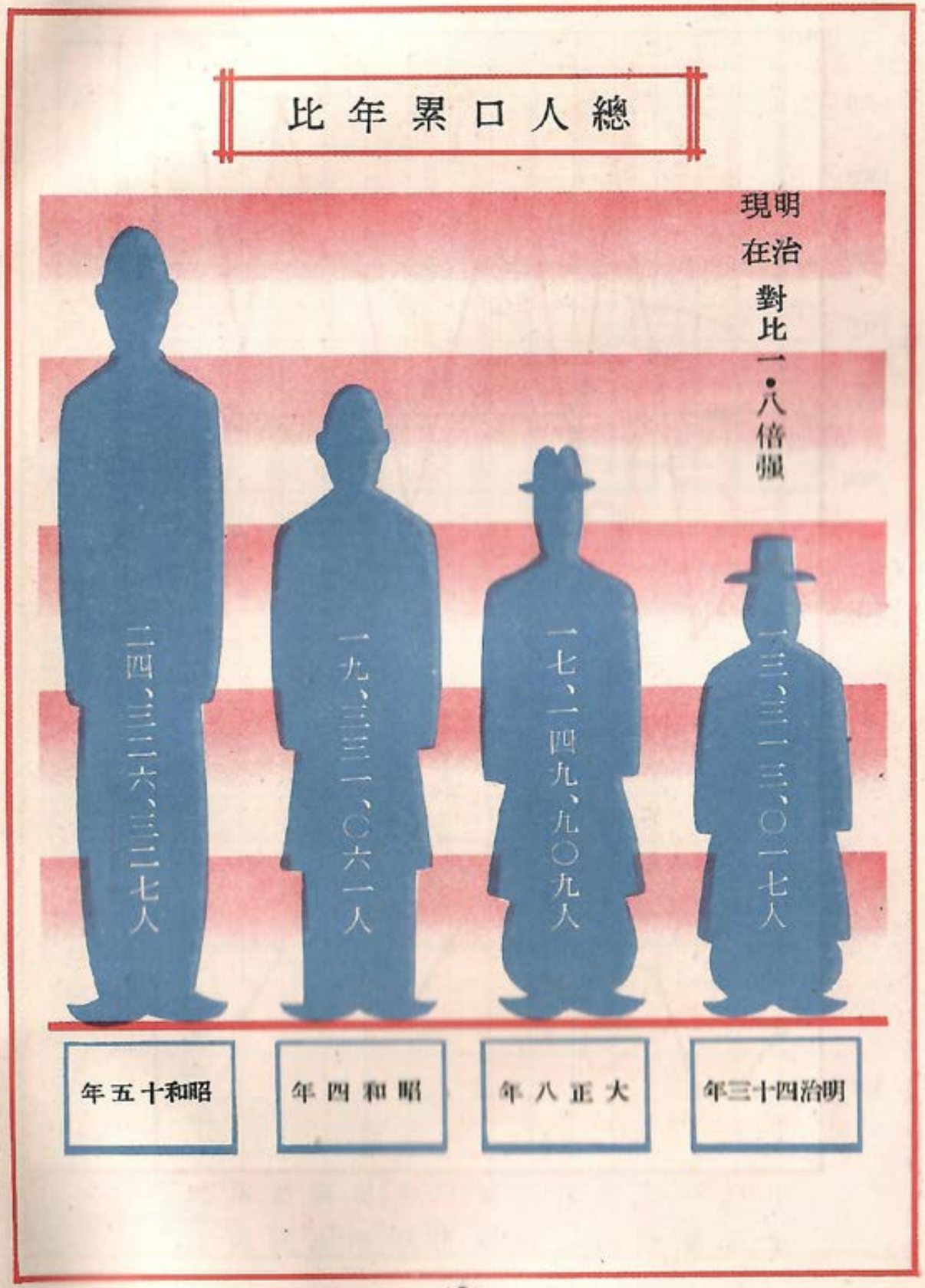
As Korean men were not drafted until 1944, Japan put a large pressure especially on illiterate young men to join the army in 1941, just before entering the theater of war with the attack on Pearly Harbor in December of the same year.

Our pamphlet, issued in the late September 1941, advertises grounds for Koreans to support Japan through somehow overinflated statistics on the economic growth of the peninsula as well as the improvement of the infrastructure since the Japanese rule over Korea in 1910. The statistical charts on 32 pages are presented in visually clear and attractive forms, easily understandable also for non-educated readers.

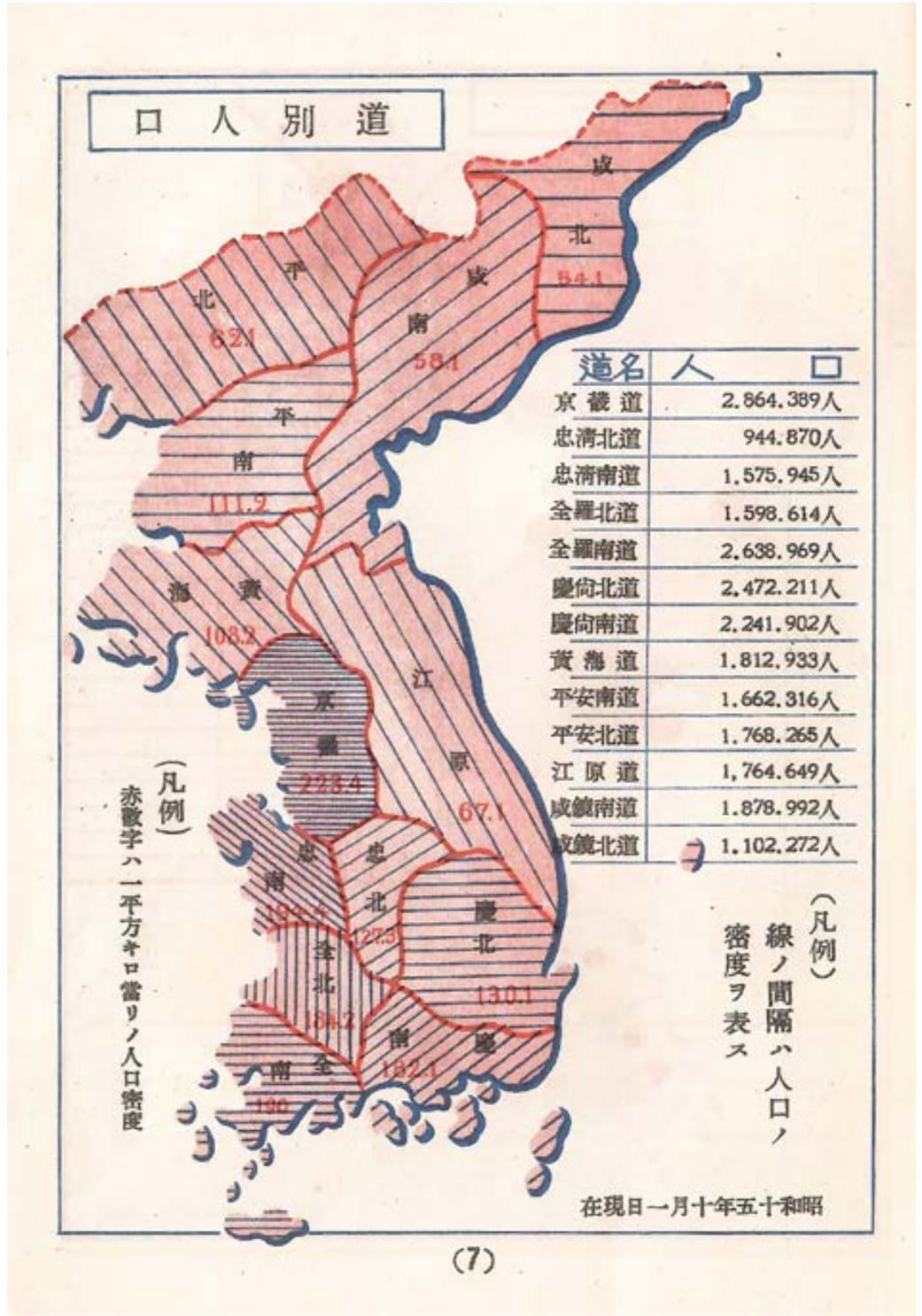
The cover advertises joining the Japanese army with the information, that already 244,370 Korean volunteers entered the organization, and the last page promotes the newspaper Gyeongseong Ilbo (京城報 Japanese, 京城日報社刊 Chinese, 경성일보 Korean) which published the pamphlet in Korea. Gyeongseong Ilbo was a newspaper, published on the Korean Peninsula from the end of the Korean Empire to the Japanese occupation. It was the only Japanese newspaper allowed to be published on the peninsula. It was issued until December 10, 1945.

The introduction was written by the editor of the newspaper, a prominent Japanese journalist Tatsuo Mitarai, who describes Korea as “advancing as a military and economic focus of the construction of the East Asian Commonwealth! Its development potential is limitless”.

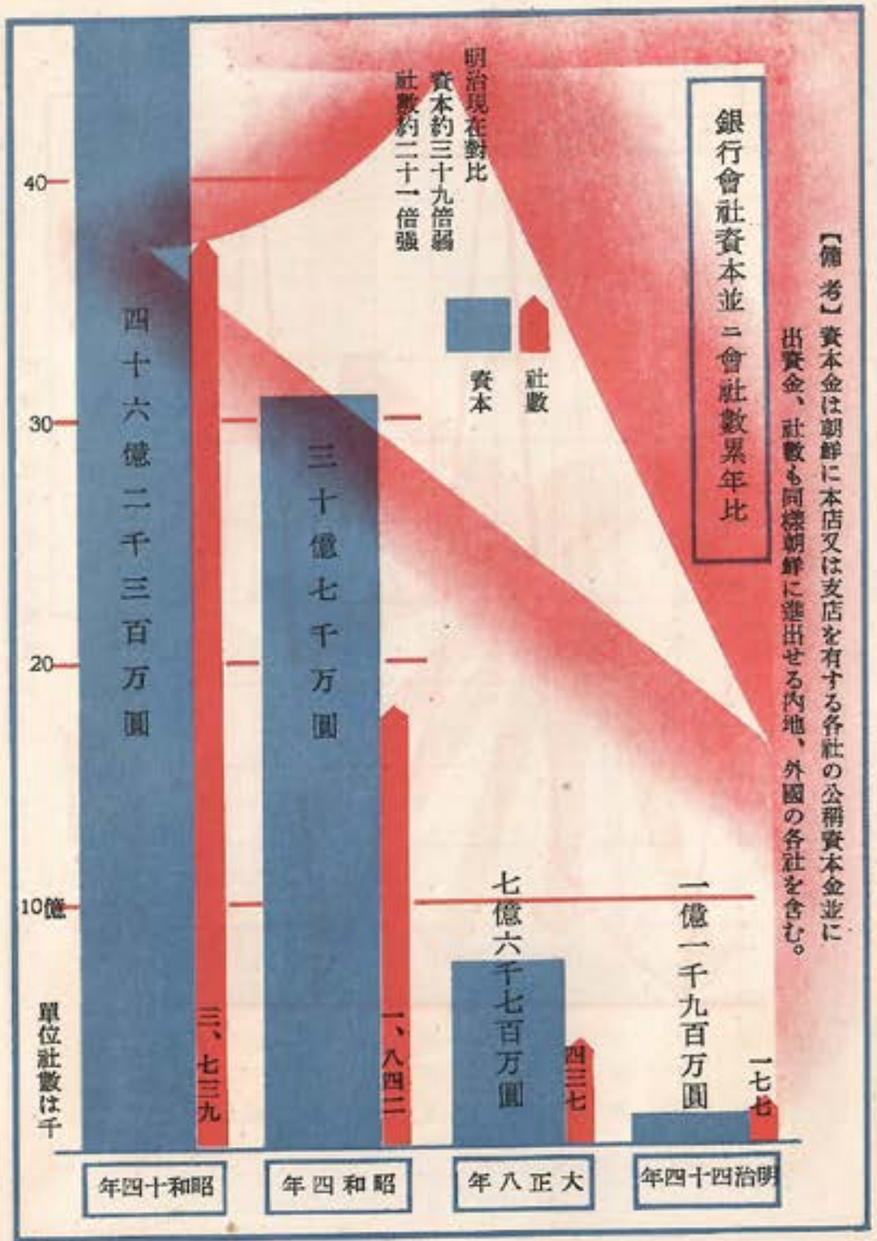
1.600 EUR



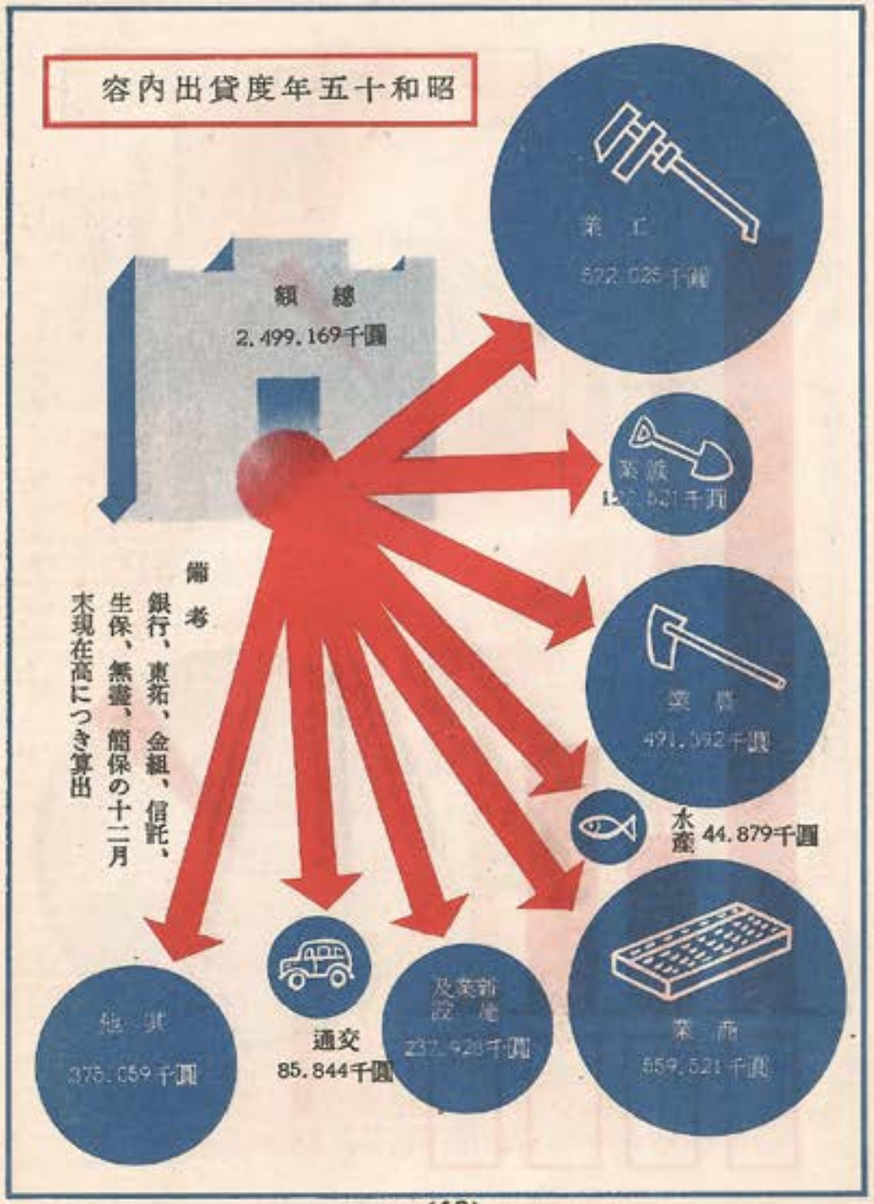




道名	人口
京畿道	2.864.389人
忠清北道	944.870人
忠清南道	1.575.945人
全羅北道	1.598.614人
全羅南道	2.638.969人
慶尚北道	2.472.211人
慶尚南道	2.241.902人
黃海道	1.812.933人
平安南道	1.662.316人
平安北道	1.768.265人
江原道	1,764.649人
咸鏡南道	1.878.992人
咸鏡北道	1.102.272人


銀行會社資本並ニ會社數累年比
【備考】資本金は朝鮮に本店又は支店を有する各社の公稱資本金並に出資金、社數も同樣朝鮮に進出せる內地、外國の各社を含む。
明治現在對比
資本約三十九倍弱
社數約二十一倍強
社數
資本
40
30
20
10億
單位社數は千
四十六億二千三百万圓
三十億七千万圓
七億六千七百万圓
一億一千九百万圓
三、七三九
一、八四二
四三七
一七七
年四十和昭
年四和昭
年八正大
年四十治明

(19)


昭和十五年度貸出內容
總額
2,499,169千圓
備考
銀行、東拓、金組、信託、生保、無盡、簡保の十二月末現在高につき算出
農業
491,392千圓
水產 44,879千圓
鑛業
122,521千圓
工業
572,025千圓
商業
859,521千圓
及業動設備
237,928千圓
通交
85,844千圓
他業
375,059千圓

(18)

11. TIME CHART
DATA VISUALIZATION
POST-INCUNABLE OF LITHOGRAPHY

Carl Fredrik VIERECK (1778-1853), Author; Karl MÜLLER (?- probably 1830), Lithographer.

Historisk werldskarta af C. F. Viereck
[Map of World History by C. F. Viereck]

Stockholm: Karl Müller [s. d., but 1827 or early 1828].

8 sheets, lithography with original colour, each circa 57 x 44 cm (22.4 x 17.3 inches), ca 106 x 170 cm (41.7 x 66.9 inches) if assembled. Uncut edges with tiny tears, some contemporary annotations in ink in the last line, otherwise in a good condition).

An exceedingly rare, large-format (almost 2 m!) time chart in Swedish language, printed by the first lithographer in Sweden, Karl Müller.

A rare, possibly first time chart in Swedish language, was drafted by Carl Fredrik Viereck (1778-1853), a German educator, who lived in Switzerland and later settled in Stockholm. He authored several educational books.

The chart, printed on 8 sheets and hand coloured with vivid original colours was made by the first lithographer in Sweden, Karl Müller.

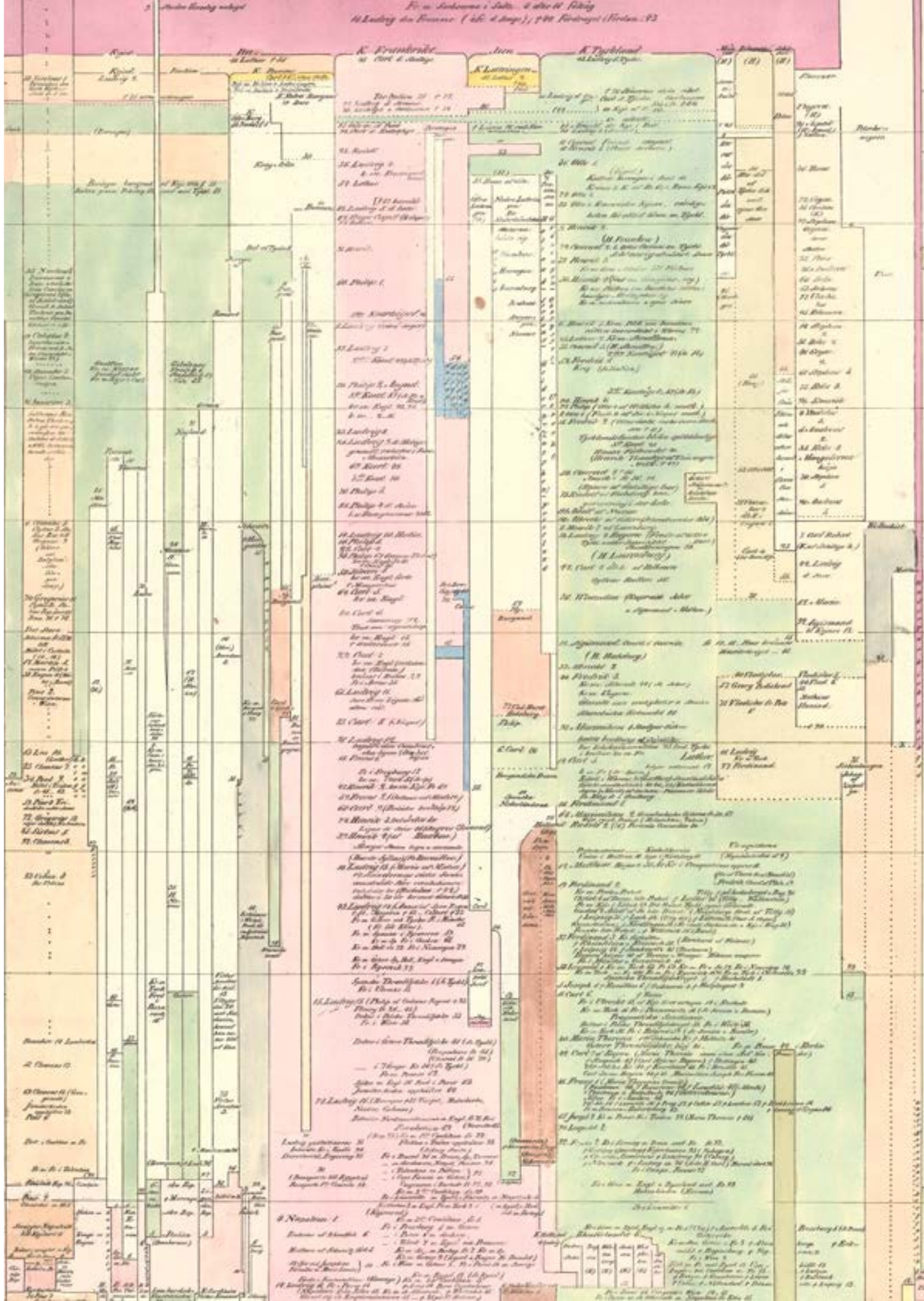
Karl Müller – The Man, who Introduced Lithography to Sweden

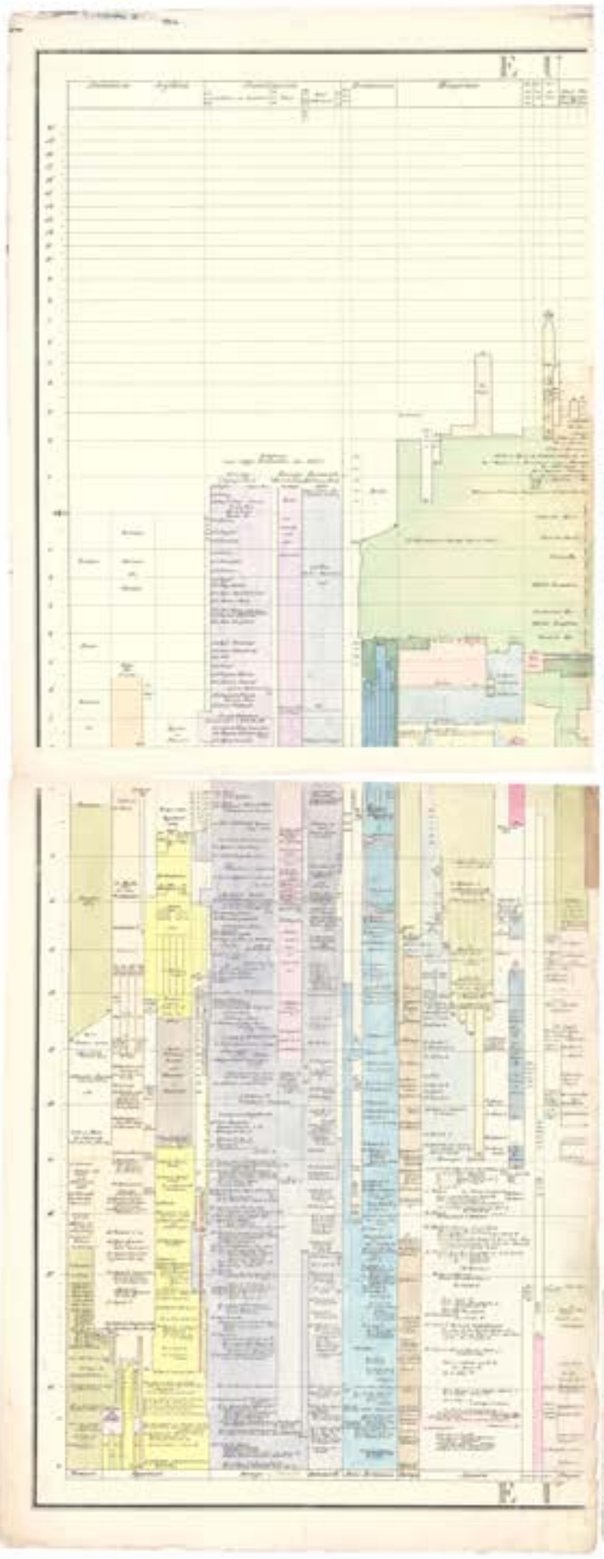
The lithographer of the map Karl (also Carl) Müller was a direct pupil of the inventor of lithography, Alois Senefelder.

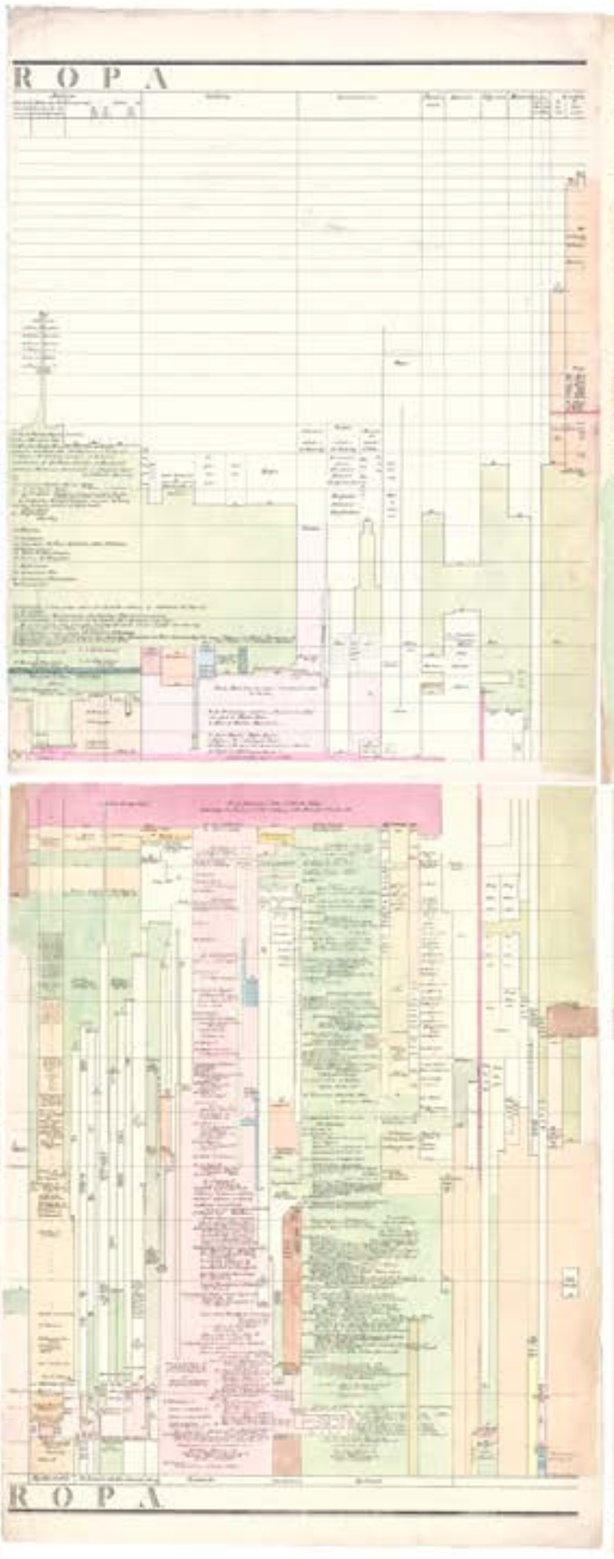
Senefelder mentions Müller in his pioneering work on lithography *Vollständiges Lehrbuch der Steindruckerey* as his student, with whom he worked in Vienna and describes his skills with following words: "A draftsman, named Karl Müller, learned to draw neatly on stone, partly with a pen and partly with a brush… (Senefelder 1818, p. 96)"

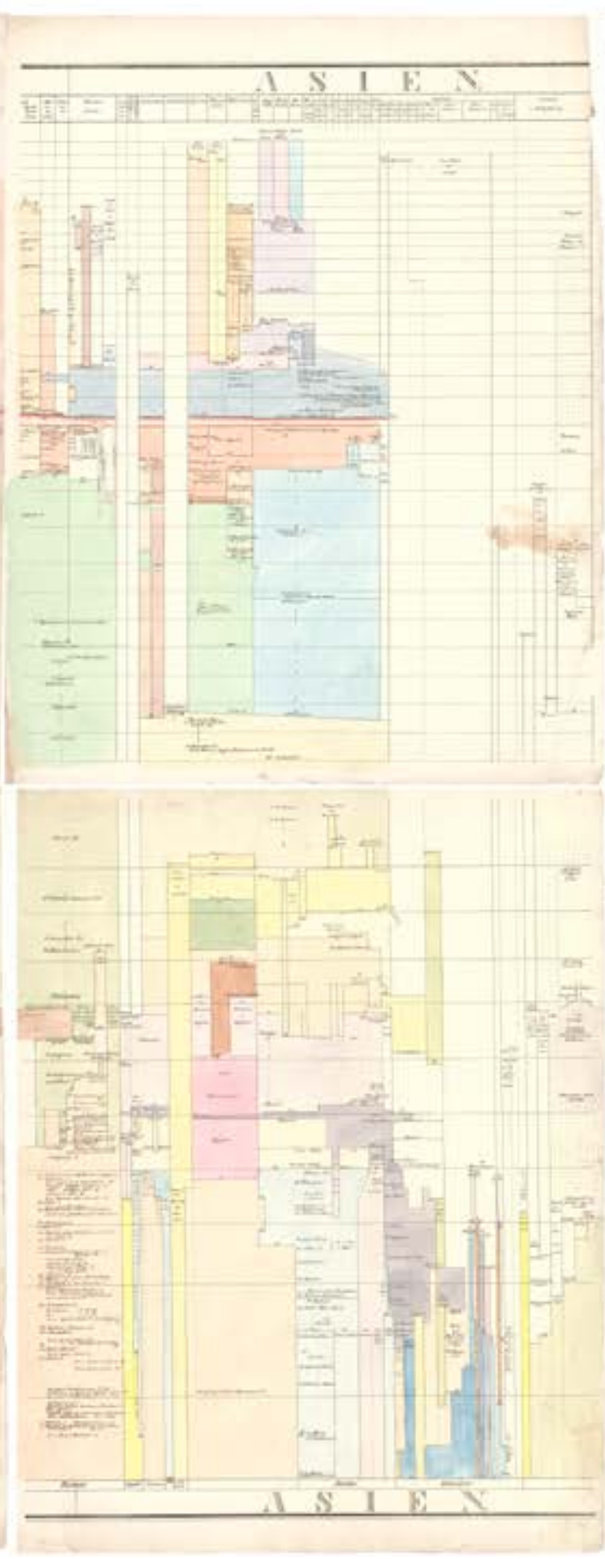
Müller later went to Zürich, where he revealed the secrets of the lithography to artists there and to Naples, where he was known as Carlo Teodoro Muller (Twyman 1996, p. 33). In the early 19th century Karl Müller was working in Berlin at the military lithographic department of the German general staff (renamed *Königlich Lithographisches Institut* (Royal Lithographic Institute), in 1820).

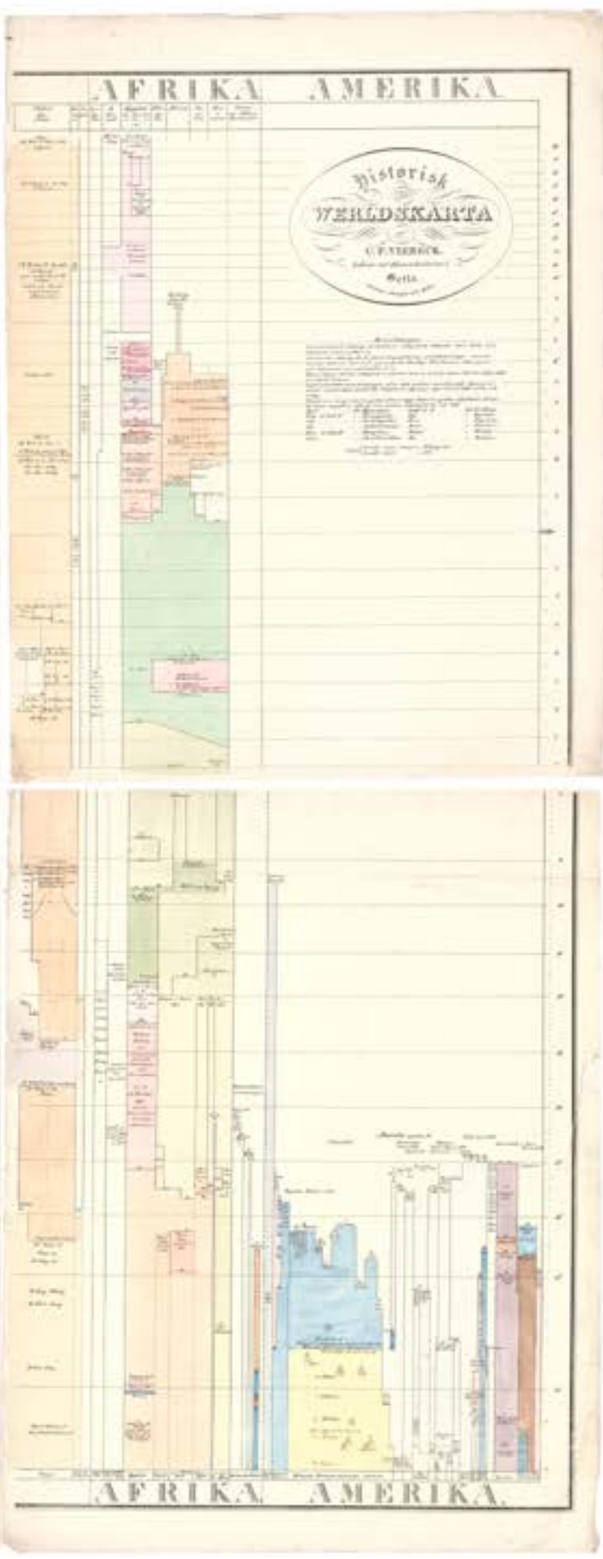
In December 1817, Müller and his colleague Ludwig Fehr left the German military department and came to Stockholm through Copenhagen during the wars against Napoleon




E U


R O P A


A S I E N


AFRIKA AMERIKA
Historisk
WERELDKAARTA

possibly through military connection, and in April 1818, the pair opened the first lithographic workshop in Sweden. Their first publications were for a magazine on lifestyle and fashion called *Konst- och Nyhets Magasin för medborgare af alla klasse.*

After Fehr left Stockholm only a year later to open his own press in Oslo, Karl Müller became the sole proprietor of the firm, expanding its repertoire to various publications. He also introduced several technical improvements and was experimenting with zinc lithography, replacing the traditional stone printing.

On the peak of his career Karl Müller mysteriously disappeared in late October, 1830, when he travelled to a town Motala in central south Sweden to order a new press, but never reached his goal. He possibly had an accident or was killed on the route. The workshop was continued by his widow.

The Chart in Focus

The time chart is not dated, but the last events on the map are set in 1827, when the print was probably made.

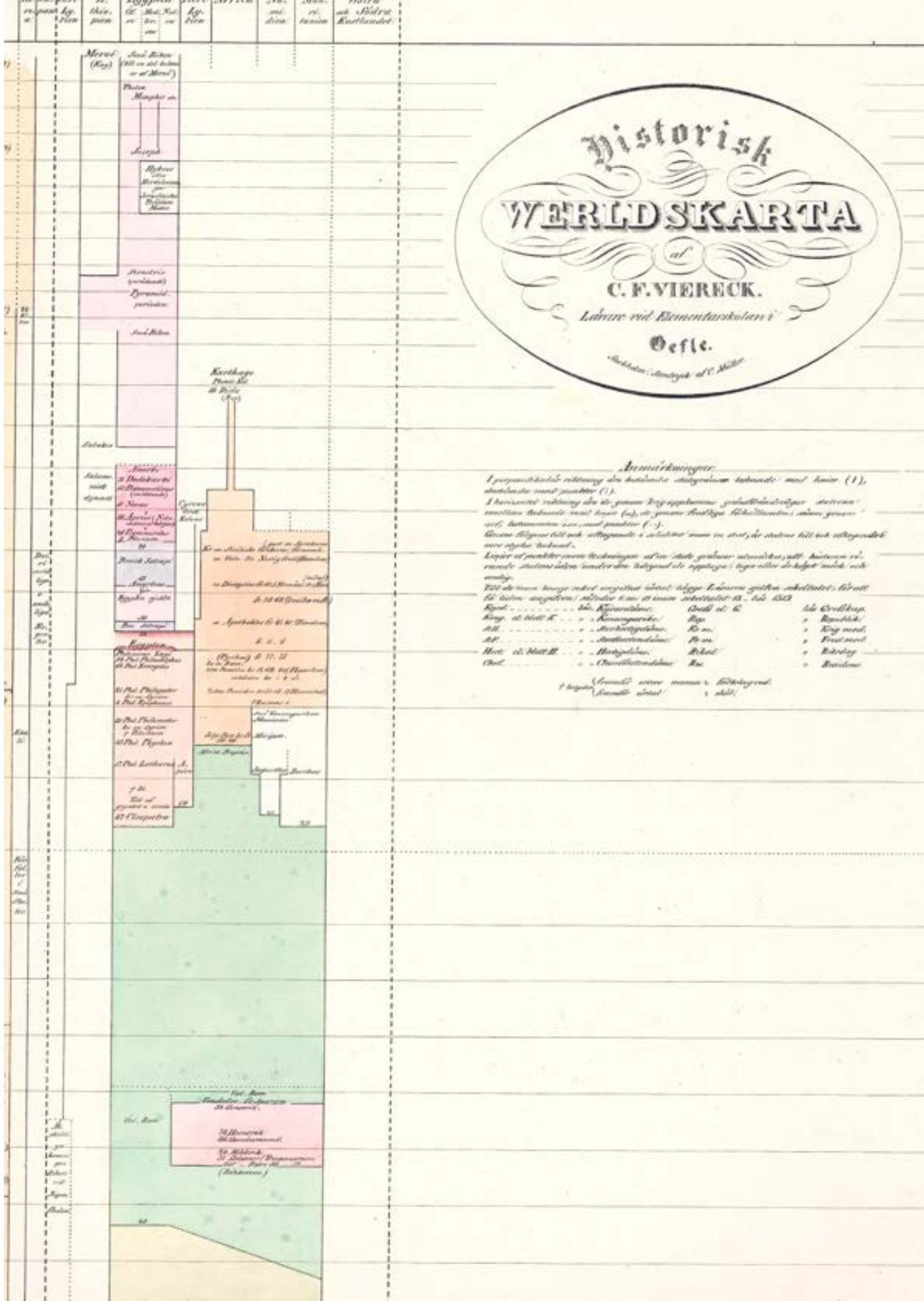
The chart was contemporarily also published in a smaller version on two sheets with a longer title *Åskådlig framställning af staternas geografiska historia från 2000 år före Chr. föd. intill närvarande tid tecknad efter de förnämsta historiska hjelpredor af C. F. Viereck lärare vid Elementarskolan i Gefle* (Visual Representation of Geographical History of Countries from 2000 years BC up to the Present Time, Drawn from the Most Important Historical Sources by C. F. Viereck, Teacher at the Elementary School in Gefle).

We could trace only a single other example of our version on the market, sold at an auction in 2017, and one institutional example, held by Kungliga biblioteket (Royal Library) in Stockholm.

The time chart is not mentioned in standard literature on the subject (Daniel Rosenberg – Antony Grafton, Cartographies of Time. A History of Timeline, 2010; Sandra Rendgen – Julius Wiedemann (Ed.), History of Information Graphics, 2019).

References: OCLC 186843235; Cf: Alois Senefelder, Vollständiges Lehrbuch der Steindruckerey, 1818, pp. 96-97; Michael Twyman, Early Lithographed Music. A Study Based on the H. Baron Collection, 1996, pp. 30-33; The introduction of lithography in Sweden, Lecture at Hanaholmen on 15 October, 2011, Translation: Gabriella Berggren (first_years.pdf (afburen.se)). Johann H. Pestalozzi: Briefe aus den Jahren 1805 bis 1807 (Nr. 1066-1336), 1982, p. 442.

4.800 EUR



12. THEMATIC CARTOGRAPHY
SOUTH ATLANTIC / SOUTH AMERICA
ANEMOLOGY / METEOROLOGY

Octave de CHABANNES (1803 - 1889).

Cartes des vents sur la côte est de l'Amérique du Sud, de l'Amazone à la Plata. / par le contre-amiral Vte de Chabannes, publiées sous le Ministère de S.E.M. le Comte de Chasseloup-Laubat, Sécretaire d'État au Département de la Marine et des Colonies.

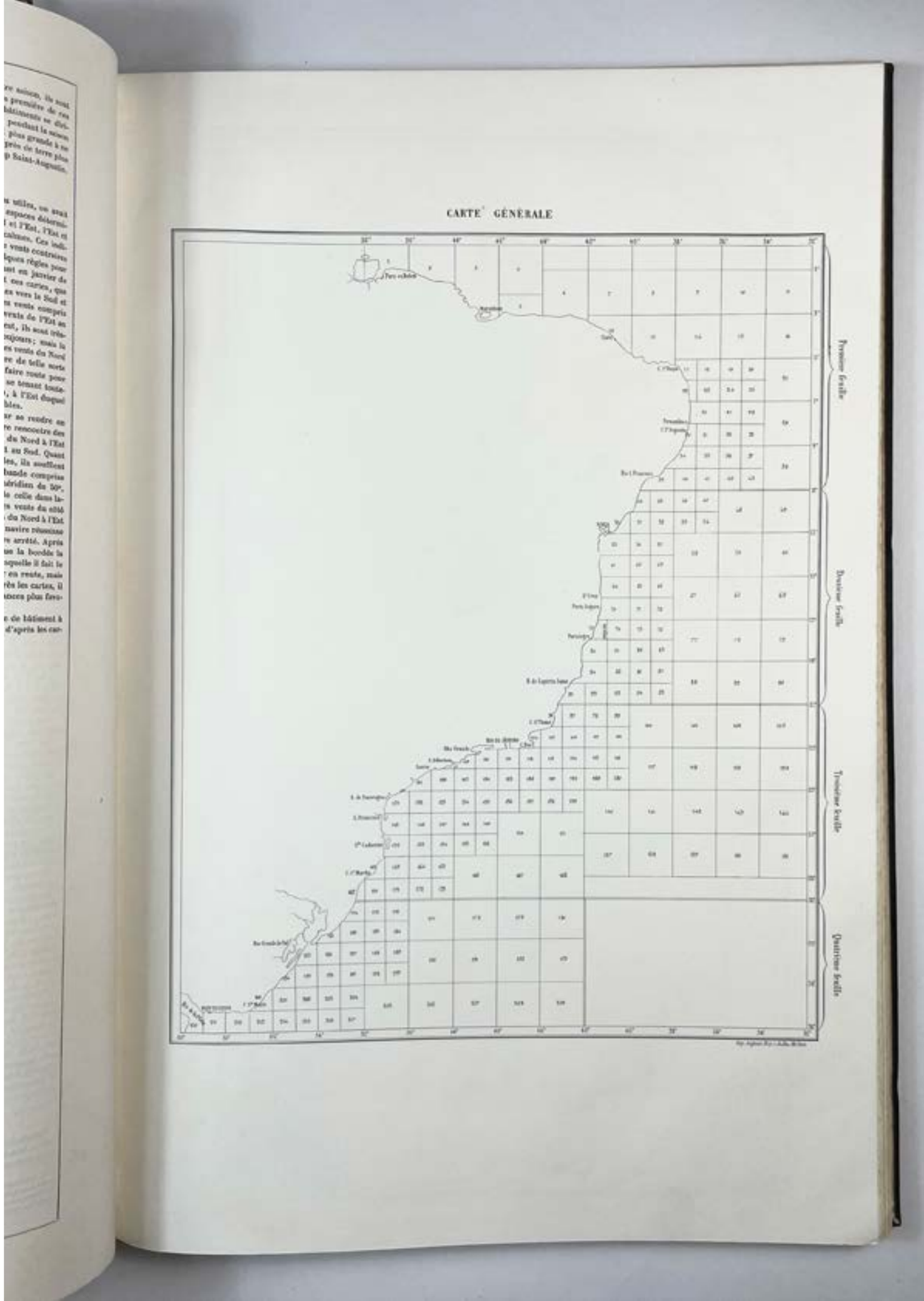
Paris: Dépôt général de la marine, 1861.

Folio (54 x 35.5 cm): [2 ff.], [2 pp.], plus, 50 full-page plates (including 49 maps, 1 with a trio of diagrams), all on thick paper, bound in original dark green quarter calf with pebbled cloth blind-stamped with elaborate designs, gilt title to front cover (Very Good, remarkably clean and bright just a few minor spots to early text leaves, binding with some abrasions to spine and shelf-wear but overall quite fine).

Very rare – the first maritime anemological atlas of the South Atlantic off the coasts of Brazil, Uruguay and Argentina, covering an area extending from the Río de la Plata up the mouth of the Amazon, charting the monthly wind patterns at all points throughout this critical sector, by the French Admiral Viscount Octave de Chabannes, featuring 50 full-page plates (49 maps, 1 with a trio of diagrams), that meticulously convey a wealth of intelligence complied from 111,000 data points, representing a major milestone in both the history of thematic cartography and meteorology - a marquis example from the library of Propser de Chasseloup-Laubat, the French Naval & Colonial Minister and the dedicatee of the work.

During the age of sailing ships, vessels were at the complete mercy of the sea, and a captain's job was mitigating the ocean's rage and harnessing its winds as best as possible. Travel times were a matter of chance as much as the skill of the crew, and the best that could be expected was a safe voyage.

During the age of steam ships, which had its heyday in the second half of the 19th century, vessels sought to conquer the elements, following more direct routes, even if that meant heading against the winds. Captains were expected to follow strict schedules, whether they oversaw a navy vessel seeking to rendezvous with a fleet, or a commercial ship carrying passengers or freight. Shipping companies that could hew close to schedule were rewarded with custom, while those who were habitually tardy suffered. During this era, it became a priority of navies and shipping firms to have a precise understanding of ocean winds and currents, with their great seasonal variations, so that they could properly plan their schedules and anticipate their fuel needs, etc.



Moreover, the mid- and late 19th century saw the rise of the science of meteorology, whereby people used empirical data to predict the weather. A critical factor in this pursuit was a stellar understanding of ocean winds and currents. Weather prediction promised all manner of economic, military and social advantages, and the matter was of great import to authorities and commercial concerns worldwide.

While crude, although not necessarily unhelpful, attempts to map ocean winds and currents were endeavoured during the 1700s, it was not until the middle of the next century that these efforts assumed a scientific form, predicated upon the analysis and consolidation of data gathered at sea from shipping logs, leading to its sophisticated graphic representation upon sea charts.

A key advancement in maritime anemology (the study of winds) was the invention of the wind rose, in 1840, by the Birmingham glass manufacturer and amateur scientist Abraham Follett Osler. This circular diagram, placed at set locations on sea charts, featured arrows or lines emanating out of it in various directions, with their lengths corresponding to the strength of the prevailing winds from said directions.

Another great leap forward in mapping ocean winds came with the publication of the charts of Matthew Fontaine Maury, the chief of the Depot of Charts and Instruments of the U.S. Navy. From 1847 to 1860, he produced charts of the waters and routes frequented by American vessels that featured wind roses at regular locations, with details predicated upon data gathered from hundreds of naval and merchant mariner shipping logs. Maury's stellar work was continued by several other great scientist-mariners who took the study of maritime anemology to whole new levels.

Enter Admiral de Chabannes: Charting the Atlantic Winds off South America

The creator of the present atlas, Viscount Octave Pierre Antoine Henri de Chabannes-Curton (1803 - 1889), was a prominent French naval officer, colonial administrator, politician and scientist. Born in Paris of noble stock, he graduated from the elite École Polytechnique before joining the French Navy. For a time from 1831, he served as an officer aboard the royal yacht Reine Amélie, whereupon he gained the favourable attention of King Louis-Philippe and several leading political figures, which did much to advance his career.

Then Frigate Captain Chabannes commenced his critical experience with South America upon serving as the interim Governor of French Guiana (1851-2). From 1853-4, as the commander of the Charlemagne, he served as one of the leading Allied naval figures during the Crimean War, before serving as the Commander-in-Chief of the Algeria Squadron of the French Navy.

From 1858 to 1863, Chabannes fulfilled an important assignment as the Commander-in-Chief of the Brazil Squadron of the French Navy, headquartered in Rio de Janeiro (France and Brazil were then close allies). In this capacity he was one of the architects of Napoleon III's ambitious designs to meddle in the political, commercial and military affairs of several South American countries. It was also during this time that Chabannes had the opportunity to gather the immense amount of raw data that led the creation of the present atlas.

Chabannes was promoted to the rank of Vice-Admiral in 1861, and in 1863 he was made the commander of the important naval base of Cherbourg, and the following year given the same role in Toulon. He was made a senator in 1867 and retired from active naval service in 1868. He left public life upon the downfall of the Second Empire in 1870.
The Present Atlas in Focus

During the mid-19th century, South America was of the upmost importance to France. First, it owned a piece of the continent in the form of French Guiana. Second, France was one of the largest trading partners, foreign investors and creditors of many key nations, namely Brazil, Argentina and Uruguay. Third, France had long extensively interfered in the military and political affairs of these countries. This included direct involvement in such momentous events as the and Uruguayan Civil War, or Guerra Grande (1839–1851) and the Anglo-French Blockade of the Río de la Plata (1845-50). During the rule of Napoleon III (reigned 1852-70), France, as a close ally of Brazil, ramped up its involvement in South America, and as such, aiding shipping across the Atlantic from Europe to ports such as Rio de Janeiro, Montevideo and Buenos Aires, etc., was critical.

In the late 1850s, The French Navy held as a priority the creation a scientific wind atlas of the South Atlantic covering the waters of Brazil, Uruguay and Argentina, from mouth of the Amazon, in the north, down to Buenos Aires, in the south, (from the 1° South down to 36° South). Notably, Matthew Fontaine Maury had already published masterly large format wind charts of the same seas, being a Pilot Chart of the South Atlantic (Washington, D.C., 1850), composed of a series of very sophisticated wind roses, and his Wind and Current Chart of the South Atlantic (Washington, D.C. 1853), a colossal 4-sheet masterpiece, being a map that shows the tracks of voyages that recorded data, along with wind roses. However, these works were incredibly complex, both visually and intellectually, and did not lend themselves to easy practical use at sea. What was desired was a scientifically precise, but easily accessible work that charted South Atlantic wind patterns.

Admiral de Chabannes, while serving as the Commander-in-Chief of France's Brazil Squadron filled the void. In 1858, upon his arrival in Brazil, he submitted a proposal to the French Navy Minister, requesting official support to create the present atlas. His plan was approved and for the next three years Chabannes worked feverishly to obtain the best possible data on the wind currents in the Atlantic off the east coast of South America as they were at all times of the year. The French government sent him information from the hundreds of logbooks in their possession, while the Brazilians furnished him with access to their excellent collection of logs. He also acquired information from innumerable merchant and naval vessels of all flags.

Chabannes stated that he owed a great debt to Maury especially, as well as other anemological mapmakers. His objective was that his charts "will result in providing navigators, as regards the winds, important information which the longest personal experience could not make known to them and which it is possible to obtain only by means of observations collected in thousands of logbooks". Amazingly, in composing the present atlas, Chabannes used 84,000 data points gleaned from recent and historical ships' logs, while adding another 27,000 data points from his own contemporary investigations, bringing a total of 111,000 data points!

Chabannes's resulting atlas was published in 1861, in Paris, by the Dépôt général de la marine, in a grand folio format. It covered the Atlantic waters extending well off the coast of South America from 1° South (near Pará (Belém), by the moth of the Amazon) down all along the length of Brazil and Uruguay to just past Buenos Aires, at 36° South, thus embracing all the great Atlantic trading ports of the continent.

After the introductory text, the map features 50 full-page plates (49 maps, 1 with a trio of diagrams). The first map, a key chart, embraces the entire area covered, and has it divided into 4 sections, or feuilles (sheets), which are as follows, Première feuille (1° to 11° South); Deuxième feuille (11° to 21° South); Troisième feuille (21° to 30° South); and Quatrième feuille (30° to 36° South).

Following the key chart are 48 maps, individually providing a view of each feuille for each month of the year. The maritime areas of each chart are divided into quadrants, within each of which is a wind rose that shows the prevailing direction and windspeeds at each location at said time. While quite accurate, anchored in an unprecedented amount of scientific data, the wind roses are intentionally quite simple in design (certainly compared to those of Maury) in order to ensure that they would be easy to understand by skippers at sea. The maps label key ports and other seminal features but are otherwise sparing of detail to allow users to clearly plot courses in manuscript as they might see fit.

The final plate [no. 50], features a trio of charts with wind roses for each month of the year for the roadsteads of the great ports of Rio de Janeiro, Montevideo and Buenos Aires.

Chabannes expressed that he had considerable "confidence" in the atlas, as "I must say that there are none of the same extent based on such a large number of observations". Indeed, the work was a great leap forward in maritime anemology, with its charts being more accurate and easier to comprehend that its predecessors, such that it would have been of tremendous value to mariners navigating to and from Brazil, Uruguay and Argentina.

Chabannes's atlas would have been a fine companion to the Portuguese Admiral João Carlos de Brito Capello's Ventos e Correntes do Golpho de Guiné (Lisbon, 1861), a series of four seasonal maps of the notoriously treacherous waters off West Africa (there was then much maritime commerce between Brazil and West Africa).

The present atlas had a profound influence upon the work of Chabannes's younger colleague, the French naval officer, Commander Louis-Désiré-Léon Brault (1839 - 1885). He published a series of sets of 12 charts each showing the monthly wind profiles in every sector of the oceans, being Atlantique nord: cartes de la direction et de l'intensité probables des vents (1874); and relating closely to the present work, Atlantique sud: cartes de la direction et de l'intensité probables des vents (1876); Mer des Indes: cartes de la direction et de l'intensité probables des vents (1880); and Océan Pacifique: cartes de la direction et de l'intensité probables des vents (1880).



Provenance: Prosper de Chasseloup-Laubat – Arch-Proponent of French Foreign Adventurism

The present example of Chabannes's atlas comes from the library of Prosper de Chasseloup-Laubat, Viscount (later the 4th Marquis) of Chasseloup-Laubat (1805-73), a political heavyweight who was one of the leading proponents of French colonialism and robust engagement in South America. One of Louis-Napoléon Bonaparte's (later Emperor Napoleon III) most trusted associates, he served as the French Navy Minister (1851) and the Minister for Algeria & the Colonies (1859-60), before assuming the ultra-powerful combined portfolio of Minister of the Navy & Colonies (1860-7), whereupon he oversaw French colonial expansion in Africa and the French takeover of Southern Vietnam. Chasseloup-Laubat was a bibliophile and highly carto-literate, so there is little doubt that he would have shown considerable interest in the present atlas, especially as he was the dedicatee of the work (as noted in the title) and the final sponsor of its publication.

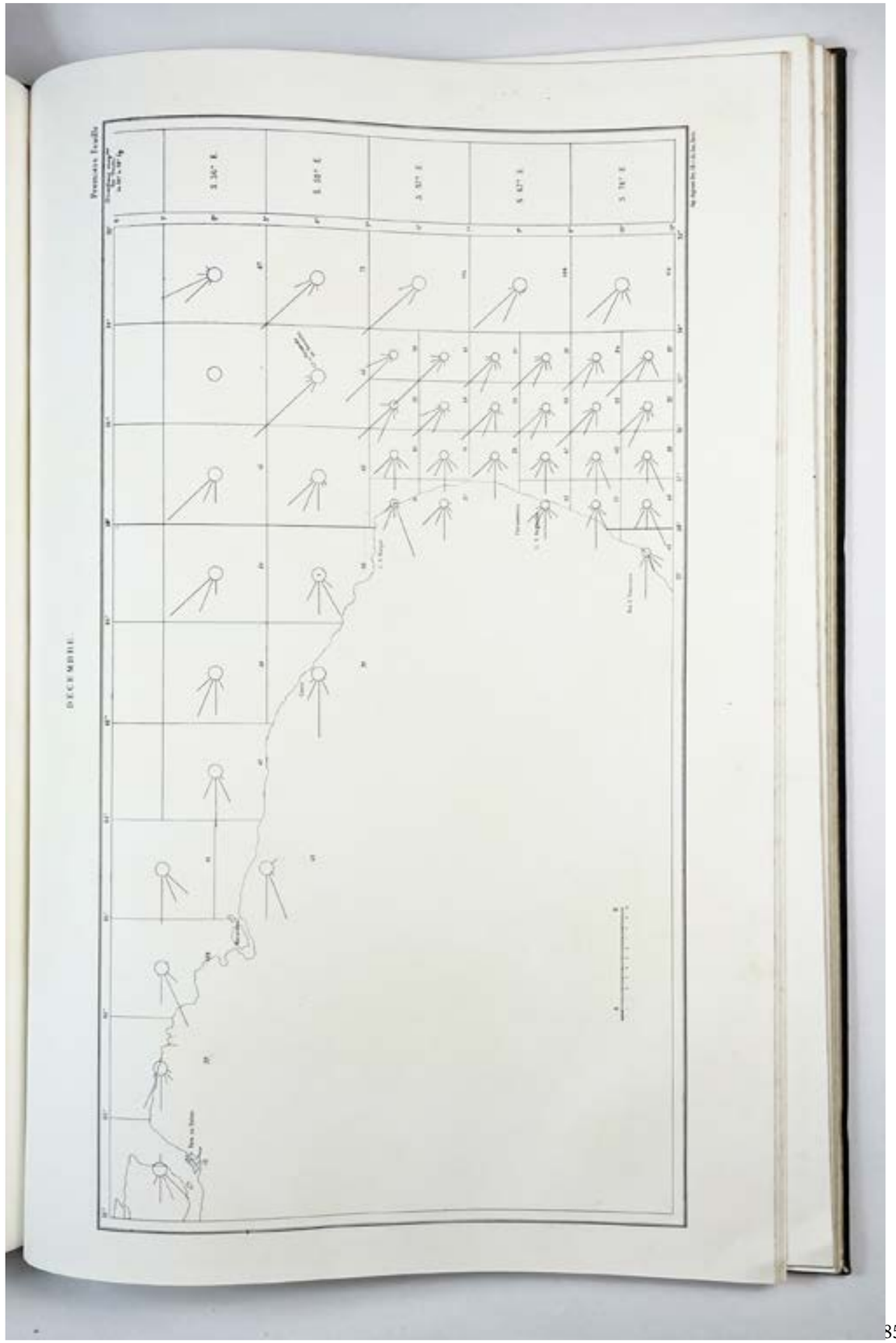
Befitting its unique status, the present example of the atlas was finely bound in quarter dark green calf with pebbled cloth with elaborate blind-stamped deigns and gilt title, whereas the other examples of which we are aware have far more modest bindings.

A Note on Rarity

Chabannes's atlas is very rare, it would have been published in only a small print run for select specialist use. We can trace only 5 institutional examples, held by the Bibliothèque nationale de France; Defensiebibliotheken (The Hague); Bibliotheek Universiteit van Amsterdam; Virginia Military Institute (Preston Library); and the National Library of Sweden. Moreover, we can trace only a single example as having appeared on the market (being a very flawed copy).

References: Bibliothèque nationale de France: GE SH 19 PF 1 TER DIV 8 P 4 (2) D; OCLC: 69383766, 923502324; Annales hydrographiques: Recueil d'avis, instructions, documents et mémoires relatifs à l'hydrographie et à la navigation, tom. 19 (Paris, 1861), pp. 474-7; Dépot des cartes et plans de la marine n°408. Catalogue chronologique des cartes, plans, vues de côtes, mémoires, instructions nautiques, etc. (Paris, 1865), p. 185; Mittheilungen aus Justus Perthes' Geographischer Anstalt, Band 7 (Gotha, 1861), p. 406.

3.200 EUR



13. SURINAM – PARAMARIBO
WEST INDIES URBANISM

OPNEMINGSDIENST VAN SURINAME. [PUBLIC RECORDS OFFICE OF SURINAM].

Paramaribo 1916-17.

The Hague: Topographische Inrichting, 1920.

Colour lithograph, on thick paper, rolled (Very Good, clean, crisp and bright), 62.5 x 74 cm (24.5 x 29 inches).

A highly, detailed, large format separately issued official plan of Paramaribo, showcasing the capital of Surinam on the eve of the Roaring '20s, when it was a fast growing mart of commodities and one of the most ethnically diverse cities in the world, depicting all significant aspects of infrastructure, land use and key institutions (including churches, mosques, Hindu temples and synagogues), with a key labeling 106 sites, made by the Opnemingsdienst van Suriname (Public Records Office of Surinam), predicated upon the most recent surveys and cadastral plans, it was published in The Hague by the Topographische Inrichting (Topographic Design Bureau), and remained the authoritative general map of record of Paramaribo for many years – rare on the market.

This very fine official plan of Paramaribo captures the capital of Surinam as it was in in 1916-7, when it was a bustling mart of commodities and of the most ethnically diverse cities in the world, having large and long established European, Black, Javanese, Indian Hindu, Chinese and Jewish communities. The map was issued by the Opnemingsdienst van Suriname (Public Records Office of Surinam), predicated upon the most recent surveys and cadastral plans, and was published in The Hague by the Topographische Inrichting (Topographic Design Bureau) in 1920.

Located along a sharp bend on the navigable Surinam River, 15 km from the Atlantic, Paramaribo had been settled by Europeans since the first Dutch colonists arrived in 1613. It became the colonial capital in 1667 when Surinam officially became a Dutch colony. Paramaribo became one of the most affluent cities in the Americas from the proceeds of the ignoble slave-sugar economy.

Since the abolition of slavery in Surinam, which occurred in a graduated fashion between 1863 and 1873, Paramaribo continued to thrive, as after a period of struggle, the colony's agrarian sector regained viability, in part due to the importation of labourers from Asia, while gold mining in the interior increasingly provided more revenue. The city's popu-



lation experienced brisk growth, as former slaves moved from the rural plantations into the city, with is population increasing from 20,000 in 1873 to 32,000 in 1900, to 37,000 in 1920, and to 74,237 in 1950 (today Paramaribo has over 250,000 residents).

The present map showcases all of Paramaribo in grand scale and shows the city to have been constructed following a system of neat grids proceeding in from the river, before phasing out into a countryside of plantations. Streets, built up areas, green spaces and the outlines of major edifices are all depicted. The city proper is composed of a reasonably dense concentration of mostly fine wooden structures in a Dutch colonial style, interspersed with spacious courtyards. The riverfront is dominated by the railway lines, quays, and warehouses, while the centre features many commercial establishments and government offices, while the areas beyond are largely residential.

The table in the lower right corner of the map labels additional streets, and the names of the 22 plantations that are adjacent to the city within in the district of 'Beneden-Suriname' (Lower Suriname), whole the inset map show the city's colour-coded wards.

The 'Legenda' that runs along the lefthand margin, describes an incredible amount of information given the building material used for each city block and key edifice (ex. stone, wood, etc.), all manner of urban and rural land use (parkland, rice fields, cocoa, sugar, coffee, etc.), infrastructure (roads, bridges, canals, etc.) and institutions.

The coverage continues on the righthand margin, where a numbered key identifies 106 named buildings and points of interest, including government bureaus, schools, hospitals, major commercial establishments, library, theatres, places of worship (churches, synagogues, mosques and Hindu temples).

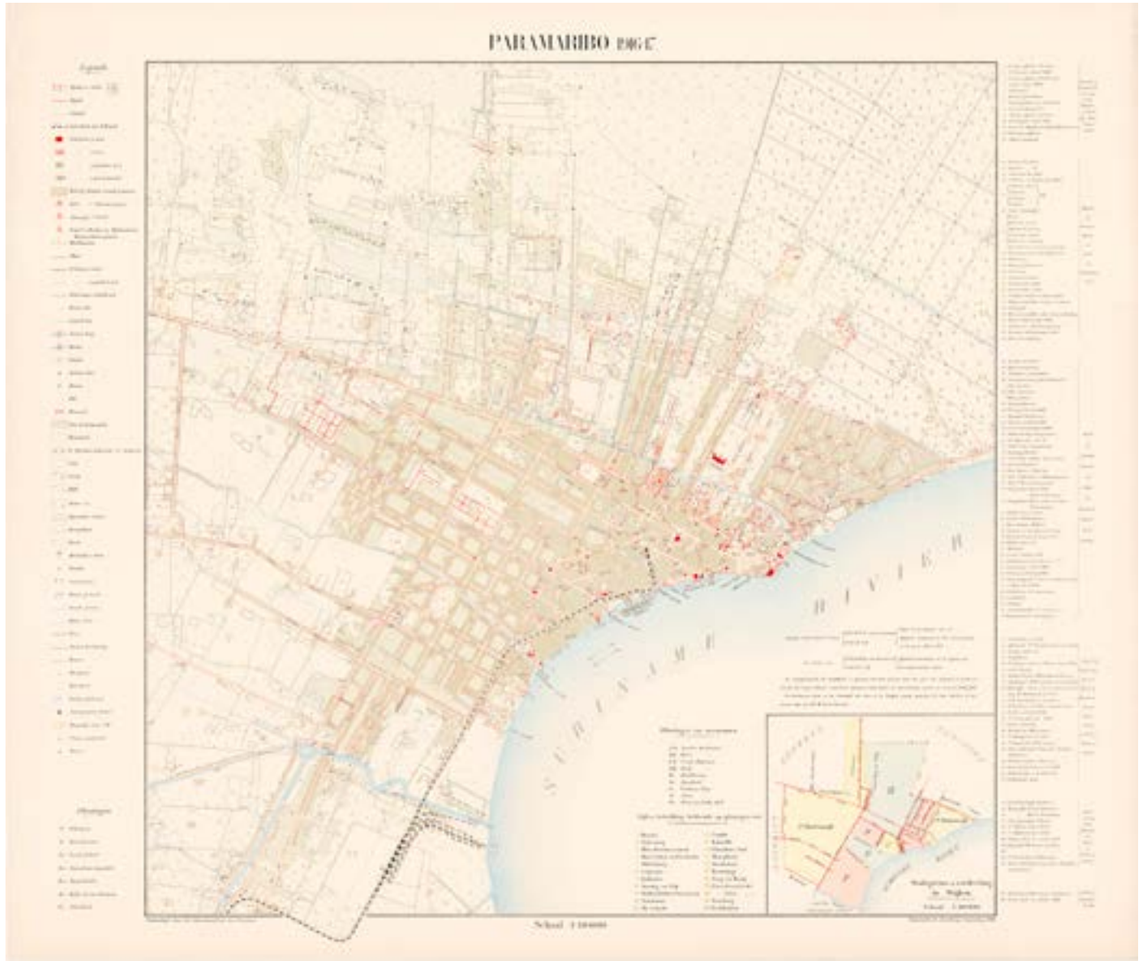
A notable site is no. 48, the Neveh Shalom Synagogue, home the one of the oldest Jewish communities in the Americas. There had been a synagogue in Surinam since at least 1665, with this site in Paramaribo hosting a temple since shortly after 1716. The present building dates from 1842.

The present map was by far and away the finest general plan of Paramaribo publicly issued to the time and remained so for many years. During World War II, the U.S. Corps of Army Engineers even reprinted it as the definitive record of a city that America might one day be forced to defend from the Axis Powers if the conflict ever got out hand.

The map is rare. While we can locate around a dozen or so institutional examples, it only very rarely ever appears on the market.

References: Koninklijke Bibliotheek (The Hague): Koninklijke Bibliotheek Magazijn 5-1410 14071223; Library of Congress: G5264.P3 1941 .S8; OCLC: 987271784, 67045823, 1090250585, 891695626; C. KOEMAN, Bibliography of Printed Maps of Suriname 1671-1971 (Amsterdam, 1973), no. 234.

950 EUR



14. THEMATIC CARTOGRAPHY
GEOMAGNETISM ATLAS
OSLO IMPRINT

Christopher HANSTEEN (1784 - 1873).

Magnetischer Atlas gehörig zum Magnetismus der Erde von Chr. Hansteen, Professor.

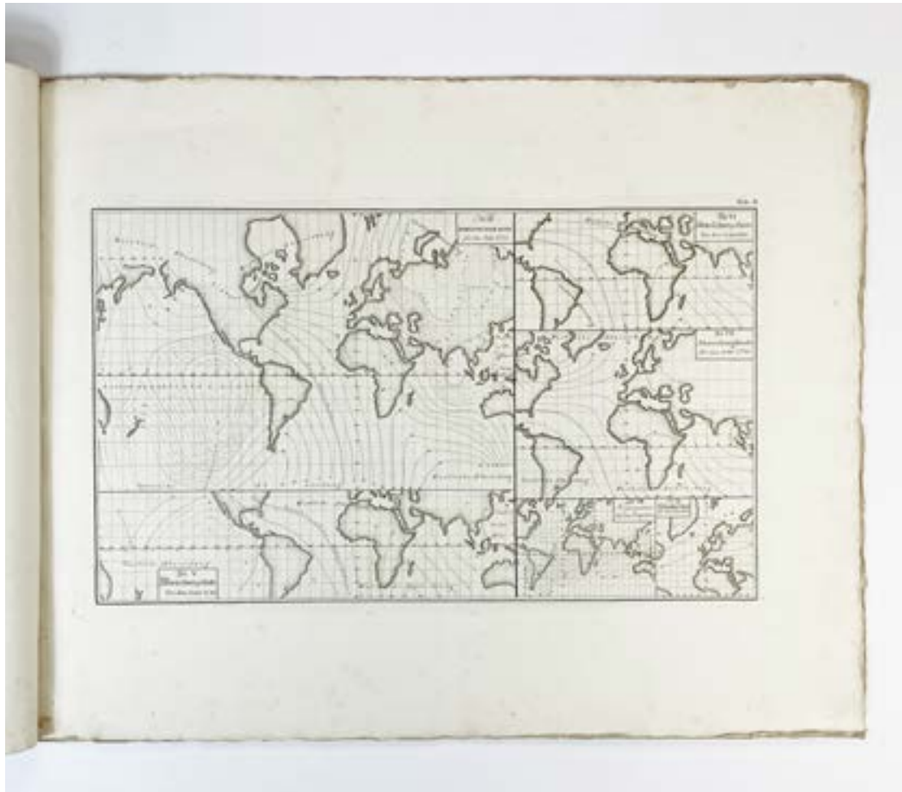
Christiania [Oslo, Norway]: [Privately Published for the Author], 1819.

Oblong folio (44 x 55.5 cm): [1 f., title], 7 full page engraved plates featuring 15 maps, uncut, unbound and sewn (Very Good, a lovely unsophisticated example, soft vertical centrefold, just some light staining and toning to title and light staining to second leaf, else just a few tiny spots).

A great monument of thematic cartography, being an atlas of world maps that depict geomagnetic declination and inclination throughout the globe as it varied at different historical times, created by the eminent Norwegian physicist and astronomer Christopher Hansteen, its 15 maps, printed on 7 plates, are largely predicated upon the author's own meticulous data collection methods and analytical skills which ensured that the atlas immediately became internationally authoritative, privately published in Christiania (Oslo) for the author, with the constituent maps having been engraved in Stockholm – the present offering is a stellar, unsophisticated example, uncut and sewn, from the library of Birr Castle, Ireland, a famous centre of astronomical research.

A correct understanding of the Earth's magnetic field, or geomagnetism, is critical to both maritime navigation and orientation on land, as well as surveying and cartography.

There are two key variables of the Earth's magnetic field that are vital to practical navigation and cartography. First, Magnetic Declination, or Magnetic Variation concerns the angle on the horizontal plane between the Magnetic North Pole or Magnetic South Pole (the places in the polar regions whereupon compasses point in their respective hemispheres), and True North (the direction along the meridian that leads to the North Pole). Naturally, the angle of declination changes depending upon one's place on the globe, and as well varies over time, as the location of the Magnetic North continually shifts. Om maps, isogenic lines connect areas on the Earth's surface where declination is constant at any given time. Since ancient times, societies had a rough angle made with the horizontal by the Earth's Magnetic Field lines, which varies at different points on the globe. As such, the dip is the angle made by the needle of vertically held compass, although this can only be precisely measured by an instrument known as a dip circle. The dip angle was discovered in 1544 by the German engineer Georg Hartmann, while the dip circle was invented in 1581 by



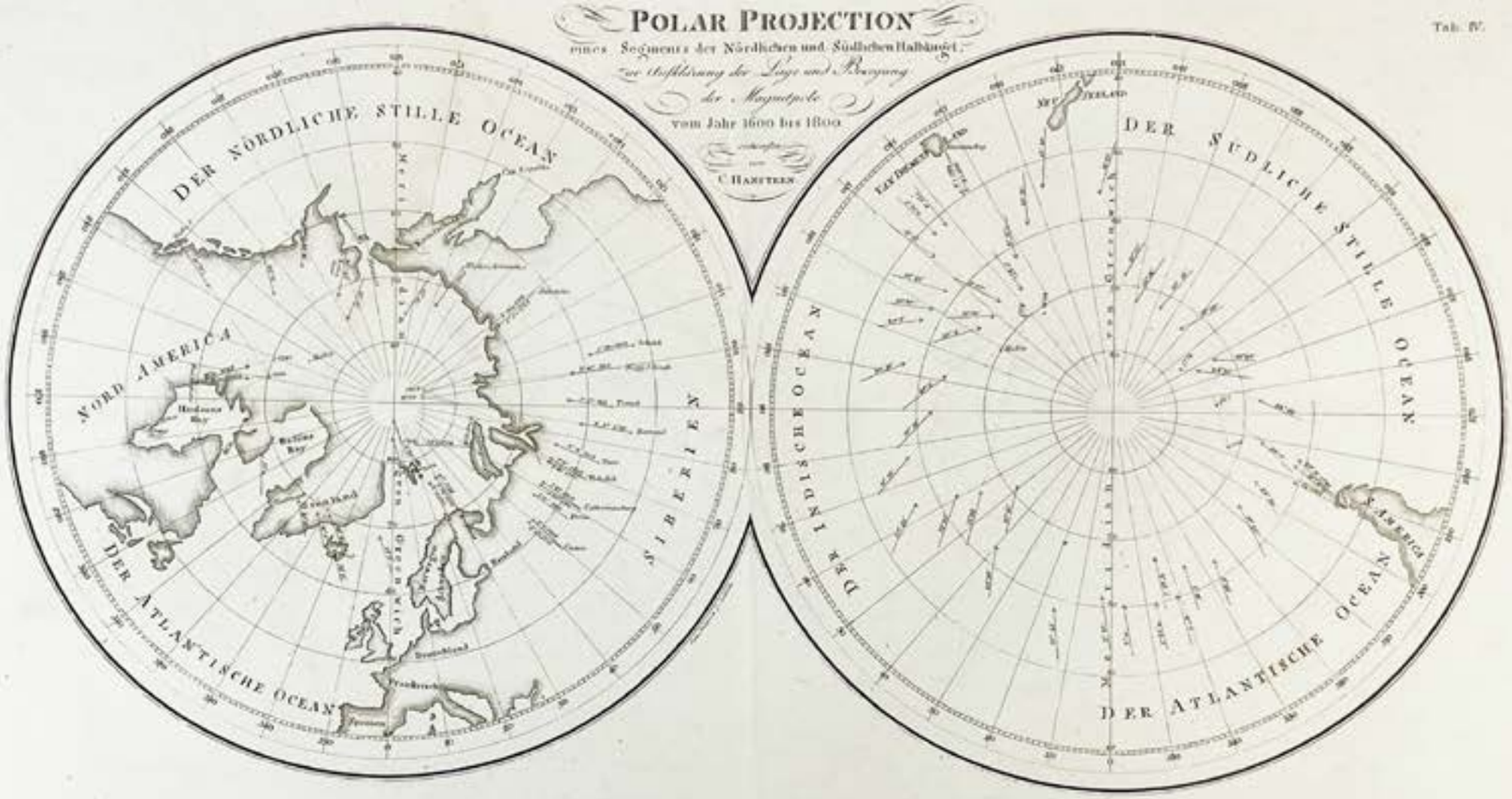


Tab. IV.

POLAR PROJECTION

eines Segments der Nördlichen und Südlichen Halbkugel,
zur Aufklärung der Lage und Bewegung
der Magnetpole
vom Jahr 1600 bis 1800.

von
C. HANSTEEN.



angle made with the horizontal by the Earth's Magnetic Field lines, which varies at different points on the globe. As such, the dip is the angle made by the needle of vertically held compass, although this can only be precisely measured by an instrument known as a dip circle. The dip angle was discovered in 1544 by the German engineer Georg Hartmann, while the dip circle was invented in 1581 by the Englishman Robert Norman.

Mapping magnetic declination (and to a lesser extent, magnetic dip) became a major preoccupation of many of the greatest Enlightenment scientists and cartographers. The first proper magnetic declination map was Edmond Halley's *A New and Correct Chart, shewing the Variations of the Compass in the Western and Southern Oceans, as observed in ye year 1700* (London 1701), which shows isogenic line running across the Atlantic Ocean. This was followed by his geomagnetic world map, *Nova & Accuratissima Totius Terrarum Orbis Tabula Nautica Variationum Magneticarum Index Juxta Observationes Anno 1700* (1702).

Other highlights of magnetic mapping during the 18th century were Leonhard Euler's *Tabula Geographica utriusque Hemisphaerii Terrestris exhibens declinationem acus magneticae pro singulis locis globi terraquei ad A.C.* 1744 (1753); Johann Heinrich Lambert's *Vorstellung von der Abweichung der Magnetnadel für das Jahr 1770* (1777); Christian Amadeus Kratzenstein's *Mappa Exhibens Declinationes Acus Magnetiae ad initium Seculi decimi… M.DCCXCIII* (1798); and the mapping contained in the work of the American luminary John Churchman's *The Magnetic Atlas, or Variation Charts of the Whole Terraqueous Globe* (1790).

During the 19th century, gaining a precise understanding of the Earth's magmatic field was complicated by the fact that there were several prominent competing theories as to the causes and nature of geomagnetism. As such, collecting empirical data in the field to support suppositions became a major preoccupation of exploring and scientific expeditions. Notably, the great Russian explorer Adam Johann von Krusenstern collected magnetic deviation readings from over 390 points during his 1803-6 circumnavigation. Importantly, the world's greatest living explorer-scientist, Alexander von Humboldt, became the 'godfather' of geomagnetism studies and initiated and sponsored many seminal endeavours through the first half of the 19th century.

Enter Christopher Hansteen: The Great Norwegian Explorer of Geomagnetism

Christopher Hansteen (1784 - 1873) was a Norwegian geophysicist and astronomer who was long a dominant figure in scientific discourse in his native country, as well making discoveries of global significance. Born in Christiania (Oslo), he briefly joined the Danish Navy (Denmark then ruled Norway), but soon dropped out and found a new passion, eventually graduating with a mathematics degree from the University of Copenhagen. In 1807, Hansteen commenced his lifelong obsession with discovering the true nature of the earth's magnetic field. He developed a vast network of worldwide contacts to attain the best raw data and published a series of journal articles on the topic. His writings saw him being awarded a large research grant by Christiania's Royal Frederick University, in 1811. In 1815, he became the editor of the Norwegian Almanac and the director of Christiania's observatory. In 1816, Hansteen became a full professor of applied mathematics and astronomy at Royal Frederick University, and the following year was made the head of the Norwegian Mapping Authority. By this time, he was the foremost figure of the Norwegian scientific academia, giving him immense resources to pursue his geomagnetic passions. Hansteen published his magnum opus, Untersuchungen über den Magnetismus der Erde, which included two parts, the *Erster Theil. Die mechanischen Erscheinungen des Magneten and Anhang, enthaltend Beobachtungen der Abweichung und Neigung der Magnetnadel* (Christiania: Jakob Lehmann und Chr. Gröndahl, 1819). In this brilliant treatise, Hansteen used fresh empirical data, including listings of declinations readings from 63 places in Russia, to expand upon his conceptions of the nature of terrestrial magnetism.

Importantly, Hansteen ascribed to the theory that there were four magnetic poles (North, South, East and West), although the occidental and oriental poles were not as strong as the others. However, we know today that there are only two magnetic poles (North and South), with the confusion being due to the great changes in deviation as one moves east or west, being an understandable misconception. However, this view did into invalidate the many good readings and analysis with regards to the North Magnetic Pole. Notably, Humboldt, and many other luminaries, also ascribed to the 'four poles' theory.

From 1828 to 1830, Hansteen led his own grand expedition to Siberia, a mission jointly sponsored by the Norwegian government and Alexander von Humboldt, whereupon he gathered 500 geomagnetic readings. In 1833, the founded a new observatory in Christiania, to which he added a special magnetic observatory six years later. He then spent the next four decades at the 'elder statesman' of Norway's scientific community.

Hansteen's Magnetic Atlas in Focus

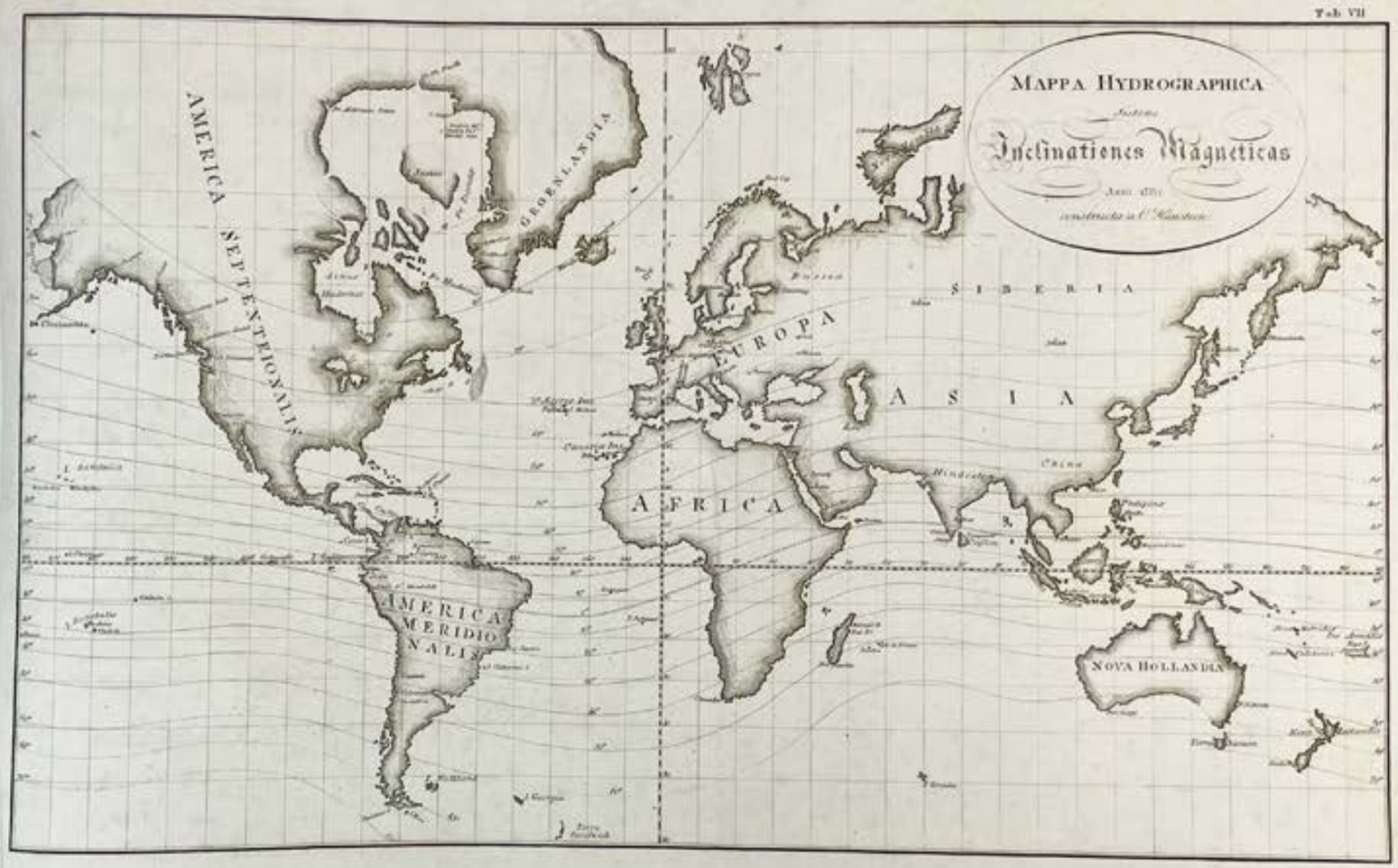
As a companion to his Untersuchungen über den Magnetismus der Erde, Hansteen separately and privately published, the present Magnetischer Atlas gehörig zum Magnetismus der Erde, which featured 15 world maps of terrestrial magnetism printed on 7 plates (Tabulas). The maps were beautifully engraved in Stockholm, featuring the line 'S. Anderson Sc. Stockh.', in the lower margin, and were assembled and stitched together with a printed title, and issued in Christiania (Oslo). As a result, the Untersuchungen and the Magnetischer Atlas are today often not found together, with the atlas being a standalone publication.

Most of the maps are depict Abweichung (Magnetic Declination), with the isogenic lines taken at different historical times, which some showing arrows indicating the angles of deviations. Additionally, there are a couple maps showcasing Neigung (Magnetic Inclination).

It is worth nothing that the present example of the atlas is a stellar, unsophisticated example, uncut and sewn.

The present atlas is rare. While examples can be traced in several libraries in Europe, we can only trace a single institutional example in North America (held by the Harvard University Library). Moreover, we can trace only a single record for another example of the atlas as appearing on the market in recent years.

Tab VII


Mappa Hydrographica
Inclinationes Magneticas
AMERICA SEPTENTRIONALIS
GROENLANDIA
EUROPA
SIBERIA
ASIA
AFRICA
AMERICA MERIDIONALIS
NOVA HOLLANDIA

List of Plates:

Tab. I:
No. I: *Abweichungskarte für das Jahr 1600.*
No. II: *Abweichungskarte für das Jahr 1700.*
No. III: *Abweichungskarte für das Jahr 1756.*

This plate features 3 Abweichungskarte (Magnetic Declination world maps), showing the varying isogenic lines, mitigated by the supposed four poles, as they were in the years 1660, 1700 and 1756.

Tab. II:
No. IV: *Abweichungskarte für das Jahr 1770.*
No. V: *Abweichungskarte für das Jahr 1710.*
No. VI: *Abweichungskarte für das Jahr 1720.*
No. VII: *Abweichungskarte für das Jahr 1730.*
No. VIII: *Neigungskarte für das Jahr 1700.*
No. IX: *Neigungskarte für das Jahr 1600.*

This plate features 7 world maps, of which 4 (Nos. IV to VIII) are Abweichungskarte, showing the varying isogenic lines as they were in the years 1770, 1710, 1720 and 1730. Maps Nos. VIII and IX are Neigungskarte (Magnetic Inclination) maps showing the angle of the dip of the compass needle at various points in the world in the years 1700 and 1600.

Tab. III:
No. X: *Abweichungskarte für das Jahr 1800.*
No. XI: *Abweichungskarte für das Jahr 1744.*

This plate features 3 Magnetic Declination world maps, showing the state of play in the years 1800 and 1744.

Tab. IV:
Polar Projection eines Segments der Nördlichen und Südlichen Halbkugel, zur. Aufklärung der Lage und Bewegung der Magnetpole vom Jahr 1600 bis 1800.

This is a double-hemisphere polar projection map of the world encompassing the globe from beyond latitude 40 degrees North and South and shows the angle of declination towards the North and South magnetic poles taken from various locations at different dates between 1600 and 1800, so seeking to ascertain the historical locations and movements of the poles.

Tab. V:
Karte der beyden Halbkugeln welche den Magnetischen Aequator und die. Abweichungslinien für beyde Magnetaxen nach der ersten Eulerschen Theorie vorstellet.

Here is a double-hemispheres world map featuring isogenic lines according to the theories of Leonhard Euler.

Provenance

The present example of the atlas has a fine provenance, coming for the Library of Birr Castle, in County Offaly, Ireland, the seat of the Earls of Rosse. William Parsons, the 3rd Earl of Rosse (1800-67), was an esteemed astronomer who assembled a fine library on celestial matters and the earth sciences. He is most famous for constructing, on his estate, the 'Leviathan of Parsonstown', a six-foot refracting telescope that was the largest such instrument in the world for over 70 years.

References: Bibliothèque nationale de France: RP-12178; Harvard University Library: *QNC8.H1994.En819h (A) = atlas; OCLC: 457632659, 463200019, 82164083.

2.400 EUR

Karte der beyden Halbkugeln

welche

DEN MAGNETISCHEN ÆQUATOR und die ABWEICHUNGSLINIEN

für beyde Magnetaxen nach der ersten

Eulerschen Theorie vorstellet

entworfen

von

C. Hansteen.



15. MOZAMBIQUE – ORIGINAL ARCHIVE WATER MANAGEMENT AND WHITE SETTLER COLONIZATION

PART I:
António TRIGO DE MORAIS (1895 - 1966).

"Ministério do Ultramar / Inspeção-Geral do Fomento (Moçambique) / Plano de Fomento [Terrenos no Vale do Limpopo] / Notas sobre a posição no fim do 1°. Semestre de 1955. / Proc. No. 4 P-II".

Aldeia de Guijá [Gaza District, Portuguese Mozambique], August 19, 1955.

4° (28 x 21.5 cm): [1 f.], 14 pp., all typescript, printed single-sided on 'Ministério do Ultramar / Inspeção-Geral do Fomento' letterhead, signed on p. 14 in original mss. by 'António Trigo de Morais', handstamped 'Confidencial' on first endpaper; plus, 59 original photographs mounted on 23 leaves of thick grey card with mss. captions in blue pen, plus, 2 large folding sepia photo-lithographed engineering plans (1 diagram: 28 x 108 cm; 1 map: 27.5 x 91 cm) with original hand colour on thin tracing paper, all stapled, bound in original paper wrappers with typescript title to letterheaded front cover, annotated in mss. blue crayon to front cover as having been received in Lisbon on August 31, 1955 (Very Good, overall clean and bright, just some very mild marginal wear to edges of text leaves and diagrams, covers cleanly loose).

[Accompanied by:]

PART II:
BRIGADA TÉCNICA DE FOMENTO E POVOAMENTO DO LIMPOPO. / António TRIGO DE MORAIS (1895 - 1966). / Emílio Eugénio de Oliveira MERTENS (b. 1919).

Colonato do Limpopo / 26.VII.64. // Inspeção-Geral do Fomento / Brigada técnica de fomento e povoamento do Limpopo / Barragem e Pontes do Limpopo / Esquema geral da barragem, albufeira suplementar de Macarretane e das zonas de colonização 1A6 / Escala = 1/40.000.

Lisbon: Papelaria Fernandes, 1964.

Colour photolithograph, printed on both sides on card, folding 'accordion style' to create 16 panels on both sides (Very Good, overall clean and bright, just some light wear along original folds), 52 x 110 cm (inches).

An archive highlighted by an extremely important and interesting original document concerning Mozambique's Irrigação-Colonato do Limpopo project (built 1953-70),

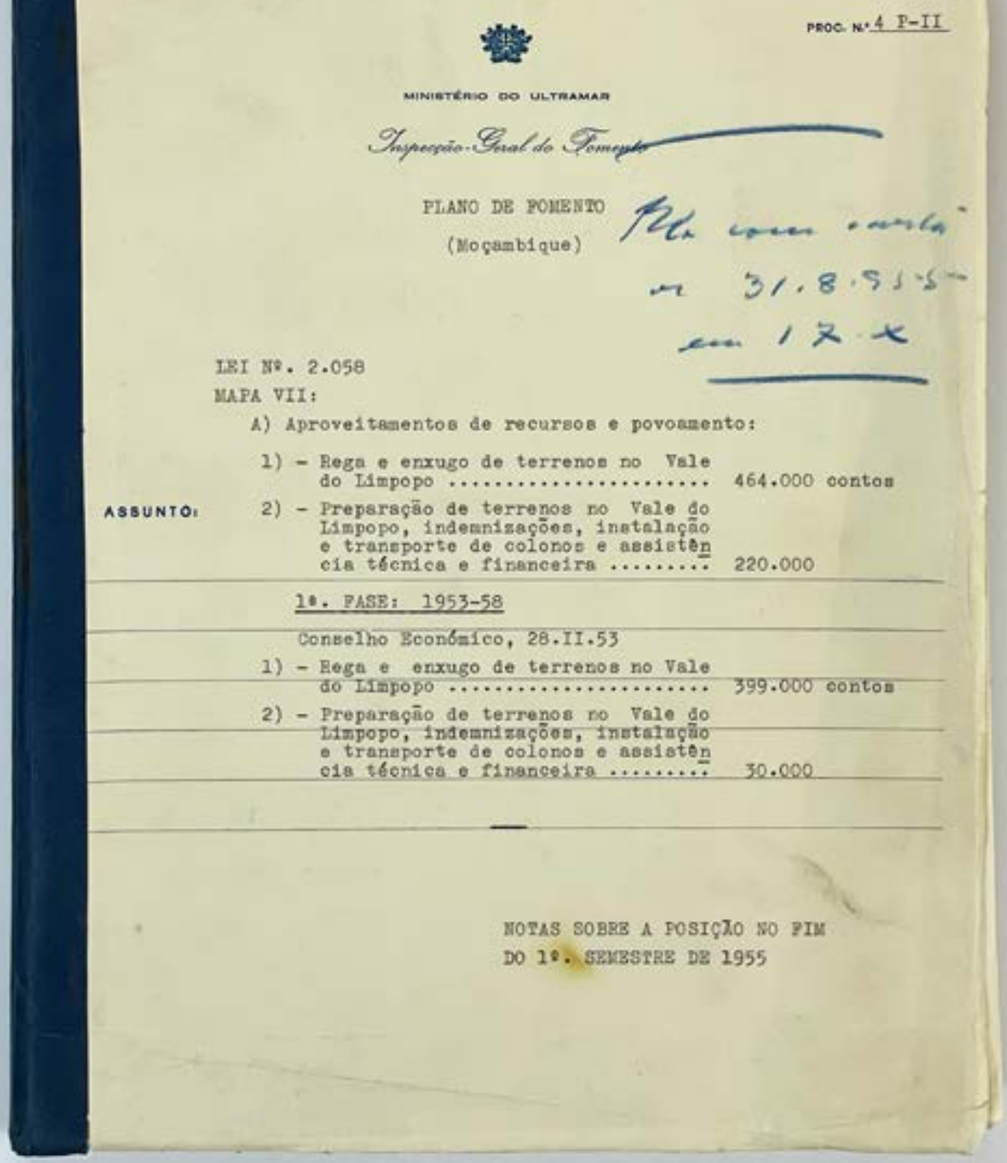


one of the largest and most successful water management, irrigation and colonization schemes ever endeavored in Sub-Saharan Africa that (for a time) alleviated hunger in Southern Mozambique, while serving the Portuguese Estado Novo regime's ideological objectives, being the original 'Confidential' typescript report submitted to the Colonial Minister in 1955 by António Trigo de Morais, the visionary mastermind of the project and one of the world's preeminent hydraulic engineers, providing unique insights into the nature, progress and objectives of the Limpopo project, illustrated with a custom album of 59 photographs and 2 grand engineering plans (1 diagram, 1 map) showcasing the endeavour to Trigo de Morais's specifications, and published in Lourenço Marques by the prominent photographer Carlos Alberto Vieira da Silva; accompanied by a richly-illustrated map-pamphlet showcasing the project as it was during the 1964 Presidential Visit to the Colonato do Limpopo.

Water management has historically, and remains today, one of the greatest issues affecting Africa. Many parts of the continent have potentially ideal conditions for high-yield agriculture, yet the seasonal variability of the water supply prevents the reliable raising of crops, a problem made even more severe in recent years due to climate change. However, in many cases, good water management, including the construction of reservoirs and irrigation schemes, can both increase water supply and make it more seasonally consistent, allowing crops to thrive, so alleviating the food shortages often afflict many parts of Africa. The challenge is that such water management schemes are expensive and technically sophisticated to build and maintain, such that many worthy projects are undermined by political and economic instability.

During the early and mid-20th century, European colonial regimes, while authoritarian and racist, sometimes provided a level of political and economic stability that enabled the realization of grand-scale water management projects in Sub-Saharan Africa. Portugal's Estado Novo regime (1933-74), a conservative dictatorship controlled for most of its existence by Prime Minister António de Oliveira Salazar, enforced an ideologically authoritarian and paternalistic Apartheid-like system in Portugal's African domains, enacting laws to exploit indigenous labour primarily for the benefit of the state, commercial concerns and white settlers. However, to its credit, for most of its rule, its technical management of governance of the African colonies, especially of Angola and Mozambique, was relatively competent, and many impressive infrastructure projects of great consequence were realized (even if the benefits were enjoyed unequally).

One of the grandest and most promising mega-projects in Sub-Saharan Africa during the post-WWII era was the design to irrigate a 310 km sq tract of the Lower Limpopo River Valley ('Baixo do Valle do Rio Limpopo'), in the Gaza District (today Province) of southern Portuguese Mozambique, and to populate the area with an agrarian colony dominated by white Portuguese settlers.


PROC. Nº 4 P-II

MINISTÉRIO DO ULTRAMAR

Inspecção-Geral do Fomento

PLANO DE FOMENTO
(Moçambique)

LEI Nº. 2.058
MAPA VII:
A) Aproveitamentos de recursos e povoamento:

ASSUNTO:

1) - Rega e enxugo de terrenos no Vale do Limpopo ..... 464.000 contos
2) - Preparação de terrenos no Vale do Limpopo, indemnizações, instalação e transporte de colonos e assistência técnica e financeira 220.000

1º. FASE: 1953-58

Conselho Económico, 28.II.53

1) - Rega e enxugo de terrenos no Vale do Limpopo ..... 399.000 contos
2) - Preparação de terrenos no Vale do Limpopo, indemnizações, instalação e transporte de colonos e assistência técnica e financeira 30.000

NOTAS SOBRE A POSIÇÃO NO FIM DO 1º. SEMESTRE DE 1955

The Limpopo River, which had its source in the highlands of the Transvaal drained a basin of 415,000 sq km and flowed 1,750 km down towards the Indian Ocean, forming the boundary of South Africa and Southern Rhodesia (Zimbabwe) before entering Mozambique, of which 600 km of its course runs through that country. The mid-stench of the Mozambican part of the Limpopo possesses exceptionally fertile alluvial soil, excellent temperatures and ample sunshine, however, there are extreme seasonal variations in rainfall, with a high evaporation rate, while the river level of the Limpopo fluctuates dramatically, occasionally resulting in devastating floods.

Before any irrigation works were endeavored in the Baixo Limpopo, the natural conditions saw that 53% of the seasons were famine years; 25% yielded poor harvests; and 22% produced good harvests that, in some cases, were astonishingly bountiful yielding huge surpluses in produce. During the 1920s, a brilliant young Portuguese hydraulic engineer, realized that the Baixo Limpopo possessed massive latent potential for agrarian production, indeed, being one of the most promising such areas in all Africa. Such a scheme could see the land consistently yield bumper corps sufficient to feed everyone in the Gaza District (white and black alike), while also supplying the colonial capital, Lourenço Marques (today Maputo), located about 185 km to the south.

Enter António Trigo de Morais: Master Engineer of Mozambique

António Trigo de Morais (1895 - 1966) was one of the greatest hydraulic engineers working in Portugal and Sub-Saharan Africa during the 20th century, as well as a leading intellectual and political figure in the Estado Novo regime's conception of Portuguese colonialism. A native of the small village of Samõesin, in the Terras de Trás-os-Montes region of northeastern Portugal, he graduated with a degree in civil engineering from the Instituto Superior Técnico in 1918. He then worked for a few years as an engineer for Portugal's Southern and Southeastern Railways, while serving as a professor at the Instituto Superior de Agronomia.

In 1921, Trigo de Morais moved to Mozambique, where he embarked upon a grand study of how the Lower Limpopo Valley could be irrigated and made into an agrarian powerhouse fit for white colonial settlement. He called for a great dam to be constructed across the Limpopo at a point 23 km upstream from the village of Chókwè, which would permit the irrigation of 29,000 hectares on the right bank of the river, as well as to serve as bridge for the proposed railway that would run from Lourenço Marques to Southern Rhodesia. His initial report was competed in 1925, whereupon it was greeted with great enthusiasm by the Governor-General of Mozambique, Manuel Moreira da Fonseca, who recommended that Lisbon agree to fund the plan. However, Trigo de Morais's vision was a generation ahead of its time, and political turmoil in Portugal and the state's barren finances ensured that the project was a 'dead letter'.

Trigo de Morais's technical brilliance and ideological zeal was recognized by the new Estado Novo Regime. In 1933, he became the President of the Autonomous Board of Agricultural Hydraulics, and, in 1936, the General-Director of Public Works for the Colonies. He cemented his role as a foremost authority on water management and colonization in Sub-Saharan Africa with a series of academic lectures and publications, such as *Para uma política hidráulica e de colonização em Moçambique: conferência* (Porto, 1934) and Contribuição para o estudo da colonização europeia das zonas de regadio do Império Colonial Português (Lisbon, 1936).

Trigo de Morais subsequently returned to Portugal, whereupon he climbed the ranks of the regime, while overseeing critical engineering projects, notably in Madeira. In 1942, he was appointed to the Câmara Corporativa, Salazar's powerful executive advisory board, a post he would hold for the rest of his life.

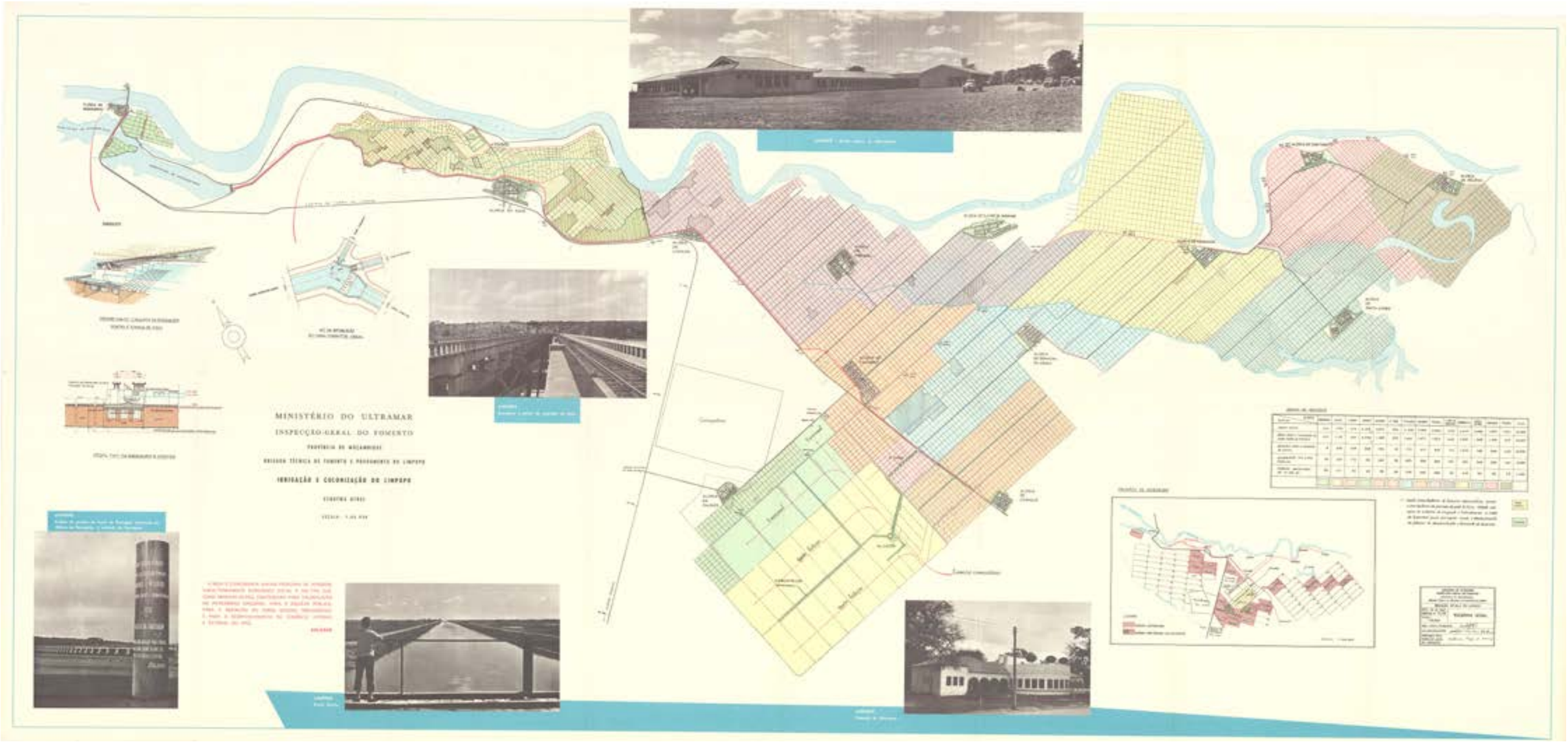
In 1946, Trigo de Morais submitted a masterplan for building the grand Matala Hydroelectric Dam in the Cunene Valley of Angola, that was built and completed, in 1954, according to his specifications. The Cunene project provided a large quantity of electricity, while the associated irrigation scheme hosted white agrarian settler colonies. This project was a successful 'dry run' for his grander ambitions in Mozambique.

In 1951, Trigo de Morais assumed the powerful position of Undersecretary of State for the Colonies, serving under Colonial Minister Manuel Maria Sarmento Rodrigues (and the future Governor-General of Mozambique), who was an ardent supporter of the engineer's vision. Trigo de Morais advanced that such projects were integral to Portugal's raison d'etre in Africa, sentiments articulated in his work, A água na valorização do ultramar: conferência (Lisbon, 1951). During this period, Trigo de Morais had a wide degree of authority to investigate and promote his designs, objectives greatly aided by his secretary, Emílio Eugénio de Oliveira Mertens (b. 1919), himself a highly talented hydraulic engineer, who later served as his righthand man in Mozambique, before becoming the Interim Mayor of Lourenço Marques (1969) and a Member of the Portuguese Parliament (1969-73).

The Irrigação-Colonato do Limpopo Project: A 'Gamechanger' Becomes a Reality

Most importantly, while serving as Colonial Undersecretary, Trigo de Morais revived his 1920s dream of irrigating the Baixa Limpopo to create a white settler colony that would become an agrarian superpower, a gamechanger that could end hunger throughout southern Mozambique.

Trigo de Morais proposed a massively ambitious design that called for the construction of a 650-metre-long wide hydroelectric dam (the B*arragem de Macarretane*) crossing the Limpopo River, near the village of Chókwè (called 'Vila Trigo de Morais' from 1964 to 1976), a location that was 23 km downriver from the original site suggested in the 1920s. The dam would create a large reservoir (the *Albufeira de Macarretane*) and could generate enough electricity to power the entire region. The barrage would buttress a road and railway bridge that would carry the envisioned extension of the Lourenço Marques-Limpopo Railway to the border with Southern Rhodesia (Zimbabwe) that could, upon its completion, carry 11.5 million tons of goods transport, making the area a trading hub. From the dam and reservoir an elaborate system of canals would be built that could irrigate 310,000 hectares (310 km sq.) of exceedingly fertile land, such that the area could yield continuous bumper crops of rice, cotton, corn, hemp, tomatoes, green vegetable, potatoes and alfalfa, not to mention other products. The dam would prevent flooding and would hold sufficient reserve waters to keep the farmland irrigated even during the worst draughts.


MINISTÉRIO DO ULTRAMAR
INSPECÇÃO-GERAL DO FOMENTO
PROVÍNCIA DE MOÇAMBIQUE
REGIÃO TÉCNICA DE FOMENTO E PROVEITAMENTO DE LIMPOPO
IRRIGAÇÃO E COLONIZAÇÃO DO LIMPOPO

Notably, on the irrigated territory, the *Colonato do Limpopo* would be created, a white agrarian settler colony, supported by indigenous black labourers. Fourteen nuclear 'aldeais' (villages) would be constructed upon their own sectors of irrigated land, along with associated dryland pasture and forestry reserves on the non-irrigated countryside beyond.

The aldeias would house up to 3,000 white Portuguese families, with each being given their own homes and farm plots, while schools, community halls, stores, churches, food processing plants, warehouses and an agricultural college would be constructed. Additionally, the colony would sustain 2,000 indigenous families, albeit in less pleasant conditions. The colony was designed to be reasonably self-contained and self-sufficient, yielding enough crops to feed all southern Mozambique and to turn a profit that would both sustain the settlers and, in time, to recoup the government's costs for the entire project, which was estimated to have a total cost of almost 1.5 million contos (a conto is a term for 1,000 Portuguese Escudos).

In 1951, Prime Minister Salazar issued the "decisive order" to approve Trigo de Morais's Limpopo project. In February 1953, it was decided that construction would begin without delay, and would be completed in three stages. *Phase I* (1953-8) would see the building and completion of the dam, reservoir and road-rail bridge, the main canals and the first two of the settler villages. *Phase II* (1959-64) would see the completion of the irrigation system, to cover the full 31,000 hectares, the completion of the railway and the establishment of all 14 settler villages, along with most of the facilities and the arrival of around half of the intended white settlers, such that the colony would be 'up and running'. *Phase III* (1965-70) would realize the completion of all the villages, the facilities, and see the arrival of all 3,000 of the white Portuguese colonist and the 2,000 black worker families, as well as the development of the nearby dryland areas.

Later in 1953, Trigo de Morais, resigned as Colonial Undersecretary to return to Mozambique to assume the role of Inspeção-Geral do Fomento de Ultramar (Inspector-General of Public Works of the Colonies), in charge of overseeing all infrastructure projects in Portuguese Africa, highlighted by the Limpopo project, but also the ongoing irrigation-settlement schemes in Angola.

The Brigada Técnica de Fomento e Povoamento do Vale do Limpopo was an elite engineering corps specially formed the carry-out the construction of the Limpopo project. Trigo de Morais's protégé, Emílio Eugénio de Oliveira Mertens, was appointed to lead the brigade, which would undertake its work to the great master's plans and under his close supervision.

Critically, the Estado Novo regime did not see the Limpopo project as being merely of practical benefit, but rather it was also part of its sweeping (and racially patronizing) ideological vision of Portugal's role in Africa, sentiments which are perhaps best summed up the project's 'Mission Statement':

"The settlement work that is intended to be carried out, rooted in irrigation, is for whites and blacks, and is located on the path followed by Portugal since always in the civilizing action. There's room for everything in it, it is a work in which life in a group of black and white people will be fraternally linked in a desire for the martial and spiritual aggrandizement of the Nation.

The water flowing from the great Limpopo River (in the future increased by the flows derived for the additional reservoirs that may be created upstream of the dam) is for whites and blacks, as for both the villages, the agricultural implements, the work of preparation of the lands that will be undertaken. We are inhabitants of a single nation, and we have to participate in the benefits of the work for the common good carried out by the State in the Limpopo Valley.

We want, of course, that as many White families as possible in the Metropolis to settle in the villages of the Limpopo, creating vigorous settlement centres, well rooted in the soil, owning the land where they work, exercising the traditional values of the Portuguese farmer – tenacity, sobriety, attachment to work, serving as an example for his brothers in Africa. To this end, modest houses will be built to accommodate them, and special attention will be given to quality" (as quoted in Part II, 'Introdução', Colonato do Limpopo... (1964)).

THE ARCHIVE IN FOCUS

The present offering consists of two distinct parts:

PART I

Part I is António Trigo de Morais's original typescript report, dated August 19, 1955, and signed at the Aldeia de Guijá, Mozambique, and marked 'Confidencial', that he submitted to the Portuguese Colonial Minster. Here the Inspector-General assesses the progress of the construction of the Limpopo project at a point about halfway into Phase I of its development. By this stage, the Macarretane Dam and Reservoir and the main canals partially built, with the first 2 of the intended 14 villages having been established upon irrigated land (including the Aldeia de Guijá, where Trigo de Morais wrote the present report, plus, the Aldeia de Barragem). This likely a unique document, with its detailed, profusely illustrated text providing an extraordinary, privileged insight into the creation of one Sub-Saharan Africa's greatest and most successful water management and colonization projects, written by one of the era's most visionary and talented engineers.

The document consists of three distinct, but mutually reenforcing, sections. First, the typescript text (which is signed by Trigo de Morais in original manuscript on the final page) provides a very detailed account of the progress, costs, chronology and challenges to construction of what was a very technically difficult mega-project distant from European supply chains. It also gives an in-depth breakdown into the amenities offered to the white Portuguese colonists, and their expected financial situation (itemized costs vs. income) once they were productively working in the Colonato.

Second, the report is illustrated by an album of 59 original photographs, concerning all matter of the project's technical progress and the predicament of the first wave of Portuguese colonists.

Third, are a pair of large-format sepia photolithographed engineering plans of the Limpopo project (1 plan, 1 map), showcasing it as it existed in the middle of 1955.

Highlighting the importance of the overall financial profile of the project, Trigo de Morais

summarizes this information on the title page, noting: A) Use of Resources and Settlement:
1) Irrigation and Drying of Land in the Limpopo Valley will cost a total of 464.000 contos; while 2) Preparation of Land in the Limpopo Valley, Compensation, Installation and Transport of Settlers and Technical and Financial Assistance will cost 220,000 contos.

He provides 'Notes on the Position at the End of the 1st Semester of 1955', recording that 1) Irrigation, etc. for Phase I will cost 399,000 contos; while 2) Preparation of Land, etc. will cost 30,000 contos.

The first page of the report comes in the form of a letter to his "Excellency" the Colonial Minister (the report was commissioned by Manuel Maria Sarmento Rodrigues, but would have been inevitably been submitted to his successor as minister, Raul Jorge Rodrigues Ventura, who assumed office on July 7, 1955).

There then follows the I. Introduction, where Trigo de Morais outlines that the work continues to be carried out normally through 3 contractors "under a regime of direct supervision":

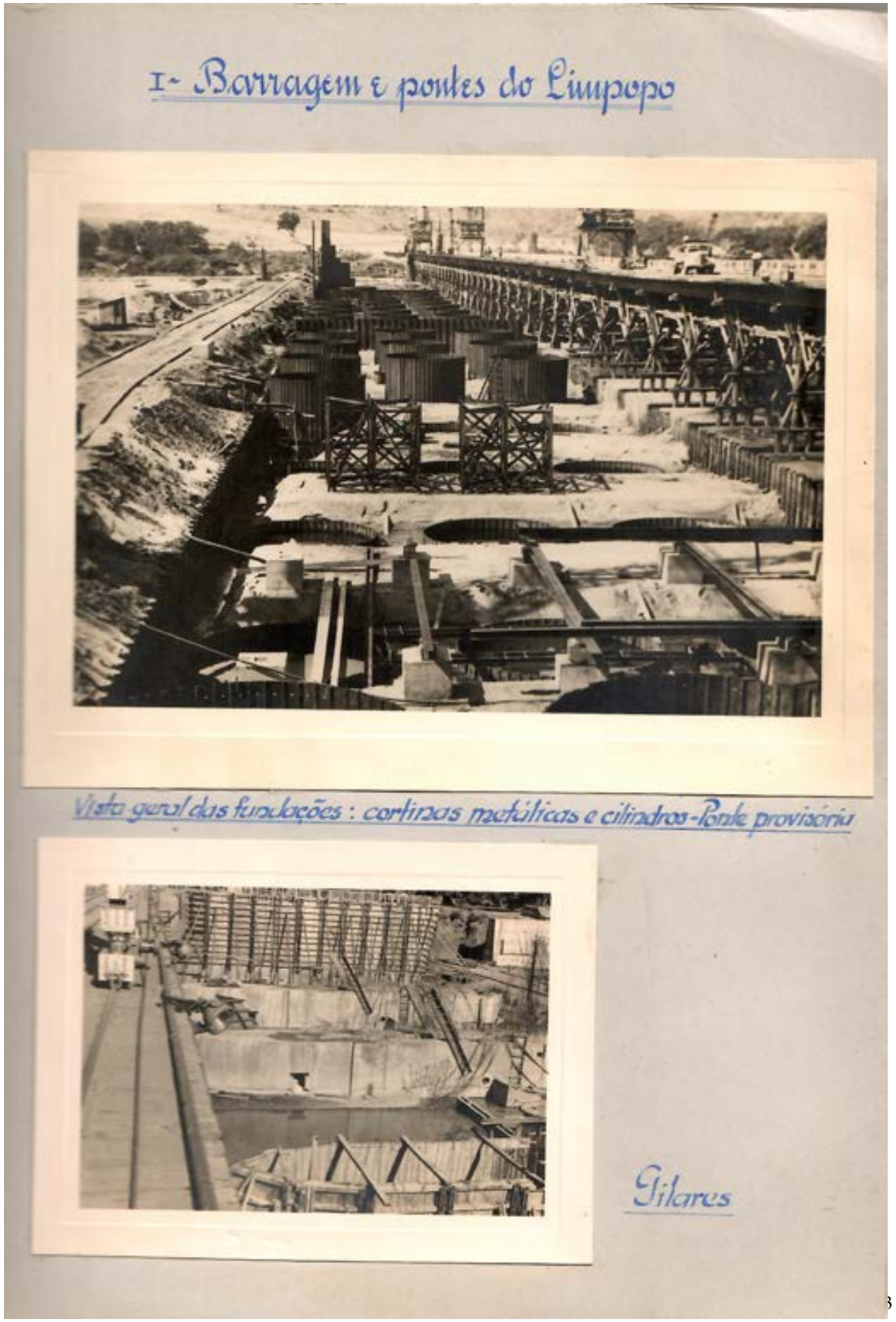
1a) Moniz da Maia, Duarte & Vaz Guedes, are the contractors for the dam and railway and road bridges, approximately 651 metres long, over the Limpopo River, where feed water is taken for the general conductor channel to the 28,820-hectare irrigated area. Their contract was signed on November 28, 1952, with their work expected to be complete by the end of 1956.

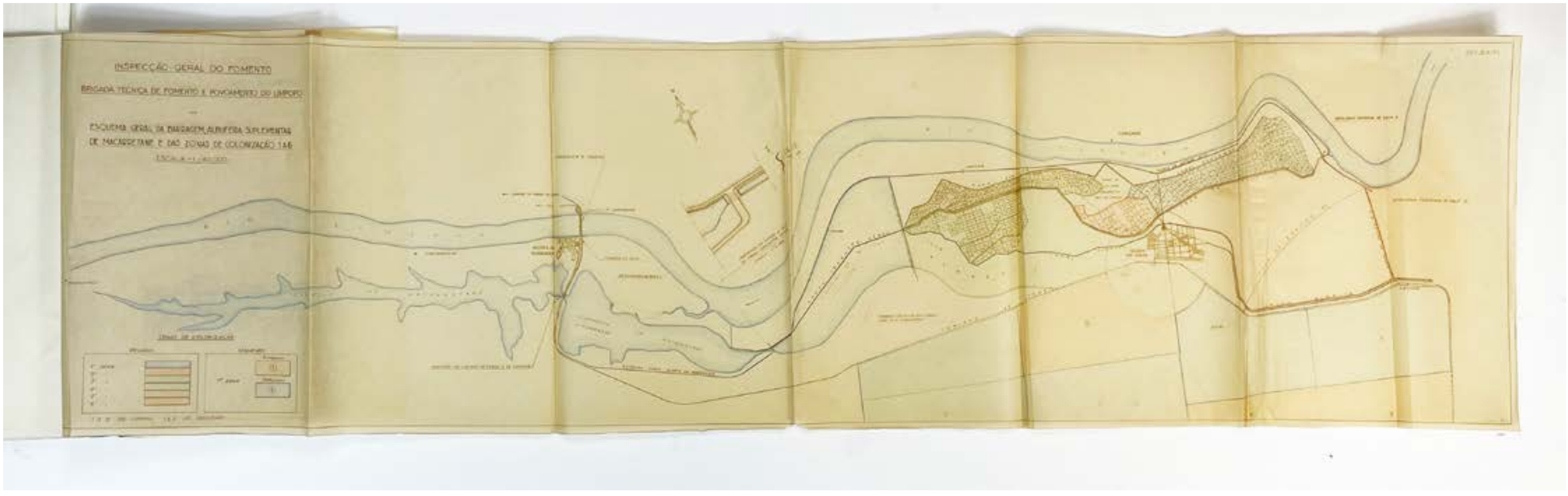
b) Sociedades Reunidas de Fabricações Metálicas, Lda., the contractor for the supply and assembly of 39 automatic hinge gates using floating houses in chambers in the bridge pillars, measuring 13.30 x 3.20 m, for the dam, plus 4 gates (2 maneuvering and 2 safety) for this water intake, measuring 3 x 3.6 m. Their contract was signed on November 8, 1952.

c) Azevedo Campos, Irmãos, Lda., the contractor for the construction of the general conductor channel, 14 km long, plus 18 km for the right canal. Their contract was signed October 8, 1954 (p. 2).

2) Of the 399,000 contos allocated to construction for Phase I, the percentage used in relation to the total, by item of its investment, is given: Total Spending until 1958 = 399,000 contos, with the sum already spent by June 30, 1955 = 149,802 contos; balance on June 30, 1955 = 249,198 contos (being 37.5% of total). Elements of Work: 'Dam, Bridge and Water Intake' (165,000 contos - 56.6% of total budget spent); Dam and Water Intake Gates (18,151 contos - 26.3 %); Irrigation Canals (105,000 contos - 18.4%); Drying Ditches (12,000 contos - 29.6 %); Flood Dikes (9,000 contos - 21.5 %); Adapting Irrigations, including Fertilizers, Forestry Lots, Hoes and Service Installations (67,000 contos - 24.2%); Administration (22,849 contos - 46.7%) (pp. 3-4).

As for II. Work Elements (refer to the Engineering Plans): 1 – Dam, Road and Railways Bridges, Intake Supply for the General Conductor Channels (refer to Photos 1 to 12), it notes that Moniz de Maia, etc. commenced work but severe delays occurred due to 3 months of flooding on the Limpopo; completion of dams and bridge by schedule on December 31, 1956 is no longer possible (p. 5).




INSPECÇÃO GERAL DO FOMENTO
BRIGADA TECNICA DE FOMENTO E POVOAMENTO DO LIMPOPO
ESQUEMA GERAL DA DRAGAGEM AURIFERA SUPLEMENTAR
DE MACADETANE E DAS ZONAS DE COLONIZAÇÃO 1 A 6

Concerning 2 – Dam and Water Intake Gates, assembly should begin in April 1957. As for 3 – a) General Conductor Channel, work commenced in April 1955, but it is not yet in operation; b) the Left Channel is completed and integrated into colonization areas (refer to Photos 24 and 25); while the main canal, with a length of 13.68 km, can carry 38,595 m3 water. Updates are also provided for the 4 Drying Ditches (refer to Photo 23); and the 5 – Flood Defense Dikes (refer to Photos 18 to 22), whereupon it is revealed that 9 km of defense dikes have already been built which proved highly effective in alleviating the 1955 floods. As for 6 – Adaption to Irrigation (refer to Photos 26 to 30, 42 and 44 and 59), it is noted that 16,336 metres of subsidiary channels have been completed, while 48,000 trees have been planted (pp. 7-8).

Regarding the establishment of the settler villages, the Aldeias de Guijá and Barragem are partially built and functional, with the prior having 56 settler houses, 30 stables, 1 church, etc. (p. 9).

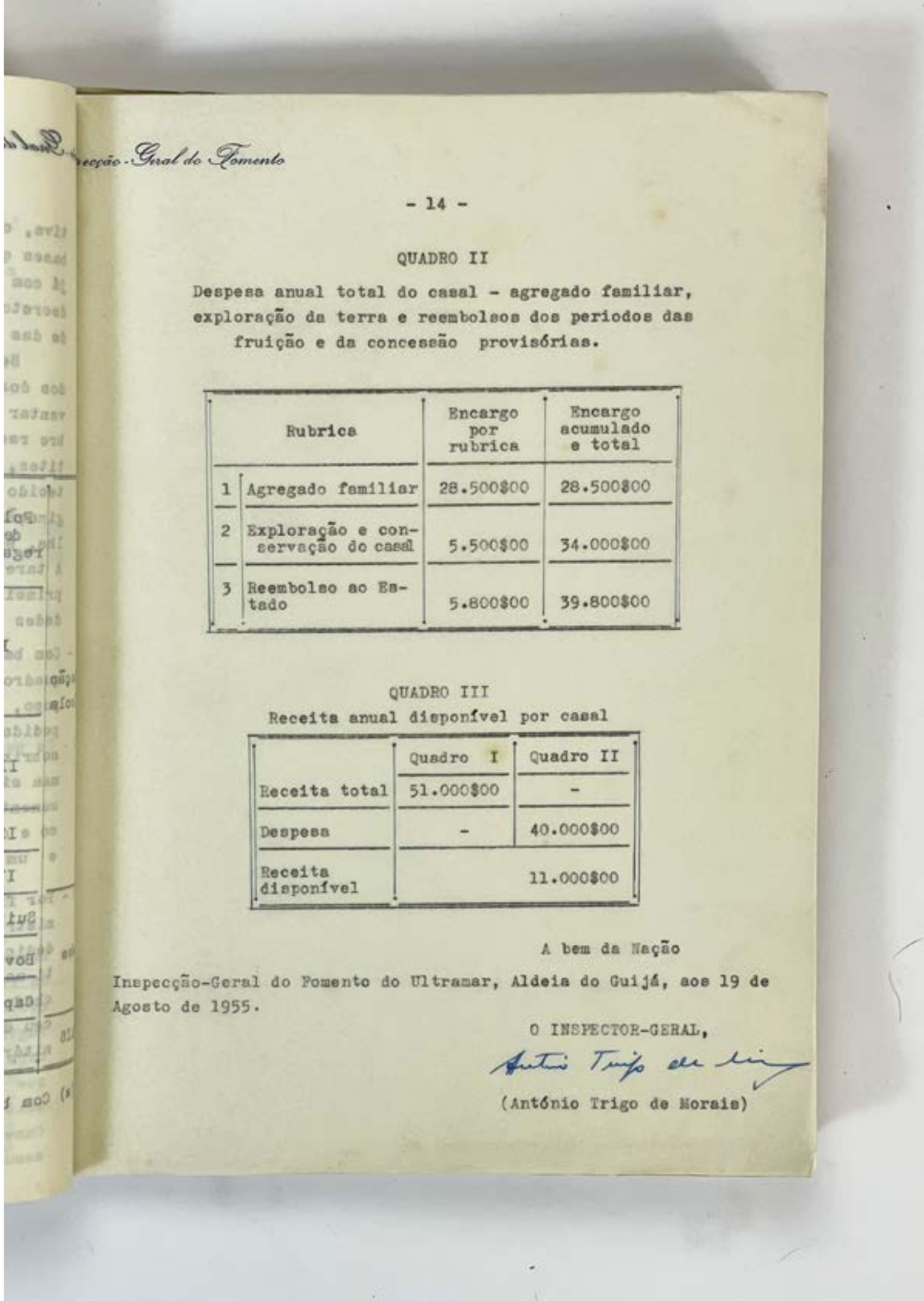
Focusing upon III. Colonization (refer to the Map and Photos 31 to 41, 45 and 58), it is noted that in the Left Channel area, 20 European families are already settled (amounting to 127 people), plus 175 indigenous settlers, while there are expected to be up to 50 white families there by the end of 1955. It is noted that each settler family will be given 4 irrigated hectares, with fertilizer, amounting to a value of 64 contos. Additionally, they will be given shared access to a further of 24 hectares of fertilized land for raising cattle, etc. They will also be entitled to a three-bedroom house of a value of 64 contos, while a breakdown of all their other granted assets is given (p. 10).

It is noted that the Colonato do Limpopo will eventually support 2,000 indigenous families. Fortunately, Dr. Alberto Soeiro, the director of anti-insect programs, has successfully eradicated mosquitos in the work area of the Colonato, and that both the European and indigenous peoples there are in good health (p. 13).

There then follows a detailed chart itemizing the expected sources of revenue for each white setter family, with the result that each is expected to have a total annual revenue of 50,920 Escudos, against total expenses of 39,800 Escudos, so leaving a healthy profit of almost 11,000 Escudos. The text ends with the document being "Signed at Guijá, August 19, 1955" in original manuscript by António Trigo de Morais (pp. 13-4).

The photo album, which immediately follows the typescript text, is entitled "Irrigação do Vale do Limpopo / Fotograficas" and features 59 original photos mounted upon 23 leaves of thick grey card, with each having a manuscript title. The photos, which illustrate the text, are grouped into 6 sections, as follows: I. Barragem & pontes do Limpopo [Dam & Bridges across the Limpopo] (12 photos); II. Cheia de 1955 (janeiro – abril) [The Flood of 1955 (January - April)] (11 photos); III. Irrigação [Irrigation] (10 photos); IV. Moradia [Housing] (11 photos); V. Colonos [Colonists] (14 photos); and VI. Faixa florestal viveiros [Forest Nurseries] (1 photo).

The final section consists of 2 impressive large format folding engineering plans, being sepia photo-lithographed, with original hand colour, on thin tracing paper. Both follow the specifications of Trigo De Morais and were drafted and published especially for the report in Lourenço Marques by the firm of Carlos Alberto Vieira da Silva, a leading publisher and one of the most prominent photographers in Mozambique.



...reção-Geral do Fomento

- 14 -

QUADRO II

Despesa anual total do casal - agregado familiar, exploração da terra e reembolsos dos periodos das fruição e da concessão provisórias.

	Rubrica	Encargo por rubrica	Encargo acumulado e total
1	Agregado familiar	28.500$00	28.500$00
2	Exploração e conservação do casal	5.500$00	34.000$00
3	Reembolso ao Estado	5.800$00	39.800$00

QUADRO III

Receita anual disponível por casal

	Quadro I	Quadro II
Receita total	51.000$00	-
Despesa	-	40.000$00
Receita disponível		11.000$00

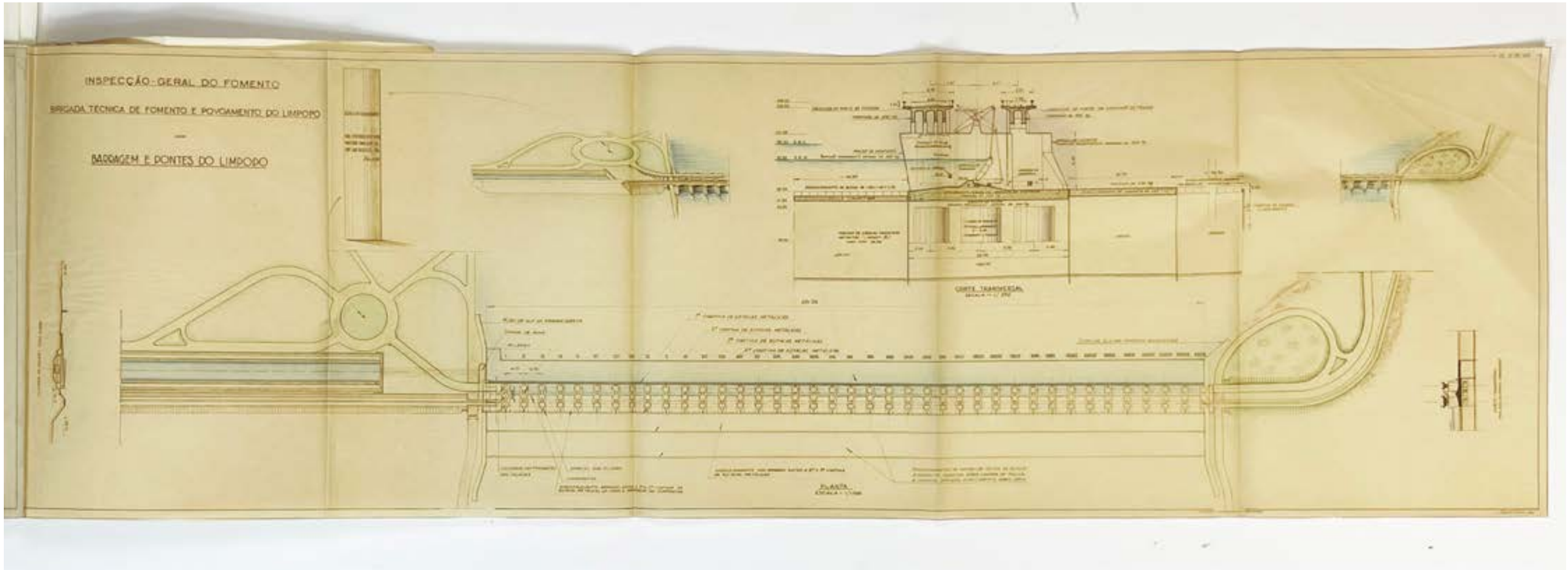
A bem da Nação

Inspecção-Geral do Fomento do Ultramar, Aldeia do Guijá, aos 19 de Agosto de 1955.

O INSPECTOR-GERAL,

António Trigo de Morais

(António Trigo de Morais)


INSPECÇÃO-GERAL DO FOMENTO
BRIGADA TECNICA DE FOMENTO E POVOAMENTO DO LIMPOPO
BARRAGEM E PONTES DO LIMPOPO
CORTE TRANSVERSAL
PLANTA

1.
Inspeção-Geral do Fomento / Brigada técnica de fomento e povoamento do Limpopo / Barragem e Pontes do Limpopo / Esquema geral da barragem, albufeira suplementar de Macarretane e das zonas de colonização 1A6 / Escala = 1/40.000.
[Lourenço Marques: Carlos Alberto Vieira da Silva], 1955.
Sepia photolithograph with original hand colour, bearing imprint of 'Vieira e Ponini', folding, 28 x 108 cm.

This beautifully rendered and meticulously detailed plan showcases the Barragem de Macarretane, the 651-metre-long wide hydroelectric dam that spans the Limpopo River, being the greatest single element of Trigo de Morais's vision. The composition shows a rendering of the dam, taken from above, as well as a side-profile of the same. In the upper left, is an image the granite monument bearing the works of Salazar that was placed at the southern approach to the dam.

2.
Inspeção-Geral do Fomento / Brigada técnica de fomento e povoamento do Limpopo / Barragem e Pontes do Limpopo.
[Lourenço Marques: Carlos Alberto Vieira da Silva], 1955.
Sepia photolithograph with original hand colour, bearing imprint of 'Alberto Vieira. Des.', folding, 27.5 x 91 cm.

Here is a splendid map of the Colonato do Limpopo as it had been developed up the middle of 1955. The Limpopo River runs horizontally through the scene, with the dam, reservoir and Aldeia de Barragem located on the lefthand side. The main canal, or 'Canal Condutor Geral' leads from the reservoir down the valley to the irrigated lands near the newly established Aldeia de Guijá, and which are colour-coded and divided into many numbered cadastral lots (designated for settler families).

PART II

Part II is a map/pamphlet, Colonato do Limpopo / 26.VII.64. (Lisbon: Papelaria Fernandes, 1964), that was published for the Colonial Ministry to commemorate the July 26, 1964 visit to the Colonato do Limpopo by Portuguese President Américo Thomaz, Colonial Minister António Augusto Peixoto Correia and Mozambique Governor-General José Augusto da Costa Almeida. This occurred near the end of Phase II of the project.

Printed upon both sides, on thick card-like paper, the work folds to create 16 panels both recto and verso. On the front side, the panels form something of pamphlet containing Estado Novo propaganda and useful quantitative information, including photos of Salazar, Thomaz, and Peixoto Correia; Trigo de Morais's message of 'Gratitude' to Thomaz on behalf of the project's workers; a series of 13 photographic images of the project; a large panorama of the 'Barragem'; as well as detailed text by written by Emílio Eugénio de Oliveira Mertens, in his role as chief of the Brigada técnica, recounting the story of the genesis of the Limpopo project and of its progress up to the end of 1963. Mertens notes that there is already 31,000 hectares under irrigation and that 1,467 families (out of the 3,000 planned) live on the Colonato, with each owning 5.5 hectares of irrigated cropland, and a further 2 hectares for cattle, etc.

Mertens breaks down the budget for the project noting that a total of 1,484,136 contos is planned to be spent by the end of Phase III in 1970, of which, Irrigation, Physical Plant, etc. = 595,000 contos (40%); Colonization = 817,586 contos (55.1%); and Administration = 75,546 contos (4.9%). A total of 972,002 contos has already been spent to date. The costs already incurred for irrigation per hectare are 18.6 contos, while the cost of installation of each settler family is 198.8 contos.

The 31,000 hectares of irrigated land has been divided into 14 'aldeias', or villages (being: Barragem, Guijá, Lionde, Sagres, Ourique, S. Tiago, Senhora de Graça, Folgares, Freixel, S. José de Rimabar, Madragôa, Santa Comba, Santana, and Pegões), running in size from 226 to 4604 hectares, with populations ranging from 40 to 550 families. Bountiful crops are already being produced under the management of the Cooperativa Agrícola do Limpopo.

The verso of the work features a large coloured map prepared by Mertens that shows the Colonato's 14 'aldeias', with their respective zones colour-coded and divided into cadastral lots. Canals, roads, and dikes are depicted, while technical profiles of dam and canal augment the composition. The railway is shown to run up from Lourenço Marques (noted as being 185 km to the south), and along the southside of the irrigated area, and then over the dam bridge on the Limpopo to continue towards the South Rhodesia frontier.

The photographic images that surround the map show the Practical Agricultural School, Dam with Railway Bridge, granite monument with an inscription after Salazar, the Right-Side Canal, and the Hotel at Barragem Village. The inset map, lower left, details the 'Talhões de Sequeiro' (Dryland Plots) to the south of the irrigated area that include forest reserves, noting those plots already allocated to the respective villages.

Epilogue

By the late 1960s, the Irrigação-Colonato do Limpopo project, upon is completion, was universally hailed as momentous success. It was a 'gamechanger', providing ample produce year-round to feed all southern Mozambique, and granting gainful employment to thousands of people, both white and black. While the project was one of the Estado Novo's greatest practical and PR success in Africa, this triumph was not to last long. The Mozambiquan War of Independence (1964-74) raged in the northern Mozambique, and while the conflict did not directly affect the Colonato do Limpopo, upon the fall of the Estado Novo regime, in 1974, Portugal voluntarily resolved to leave Mozambique, granting it independence the following year. The Portuguese vacated the Colonato do Limpopo, with all the white colonists returning to Portugal, along with the technical staff that maintained the dam and irrigation works.

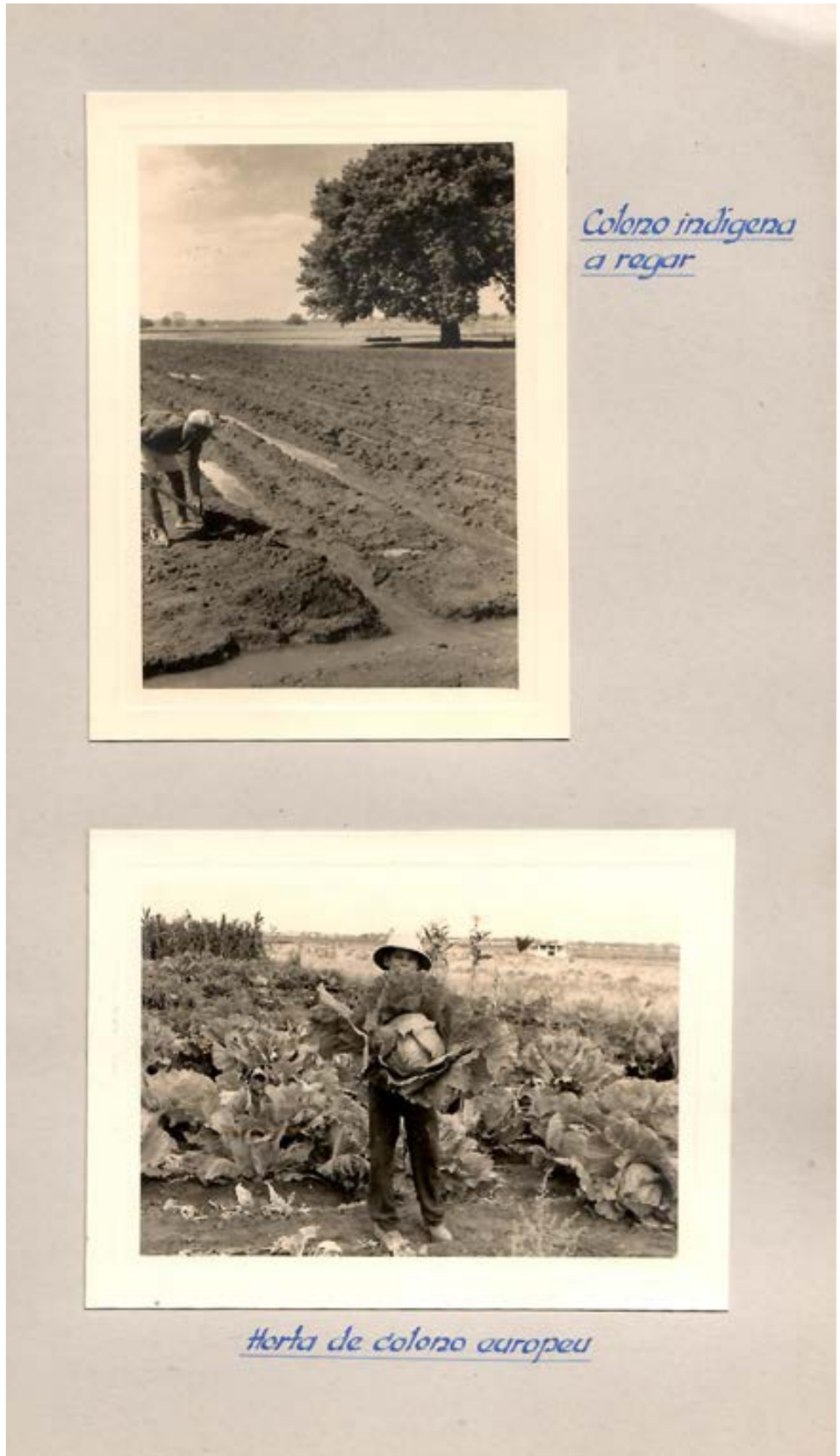
Tragically, shortly after Mozambique had freed itself from colonialism, the country was plunged into the Mozambican Civil War (1977-92). The Colonato, renamed by the new regime as the 'Chókwè Irrigation Scheme', fell into sharp decline due the absence of the necessary technical staff, while the area eventually came into the active conflict zone, seeing the destruction of the farms and irrigation works. In the wake of the war, the Chókwè project was a shadow of its former self, with the fields essentially turned to wasteland, and

the severely degraded dam incapable of containing much water, making the areas vulnerable to terrible floods. The deluge of 2013 displaced 170,000 people.

However, since 2017, with the aid of the World Bank, the Mozambican authorities have restored the dam and reservoir, and revived the irrigation works. Today there are now 37,000 hectares of productive farmland, employing 50,000 people, and this has done much to relieve hunger in southern Mozambique, such that the technical side of Trigo de Morais's dream lives again!

References: N/A – Confidential Report seemingly Not Recorded. Cf. António TRIGO DE MORAIS, Irrigação do Vale do Limpopo (Lourenço Marques, 1956); António TRIGO DE MORAIS, O colonato do Limpopo (Lisboa, 1964).

4.800 EUR



16. PORTUGAL-MOROCCO - ISLAMIC-CHRISTIAN RELATIONS / PORTUGUESE ENLIGHTENMENT / DIPLOMATIC HISTORY

João de SOUSA (1734 - 1812).

Narração da arribada das princezas Africanas ao porto desta capital de Lisboa, seu desembarque para terra, alojamento no palacio das necessidades, hida para Quéluz, seu embarque, e volta para Tangere.

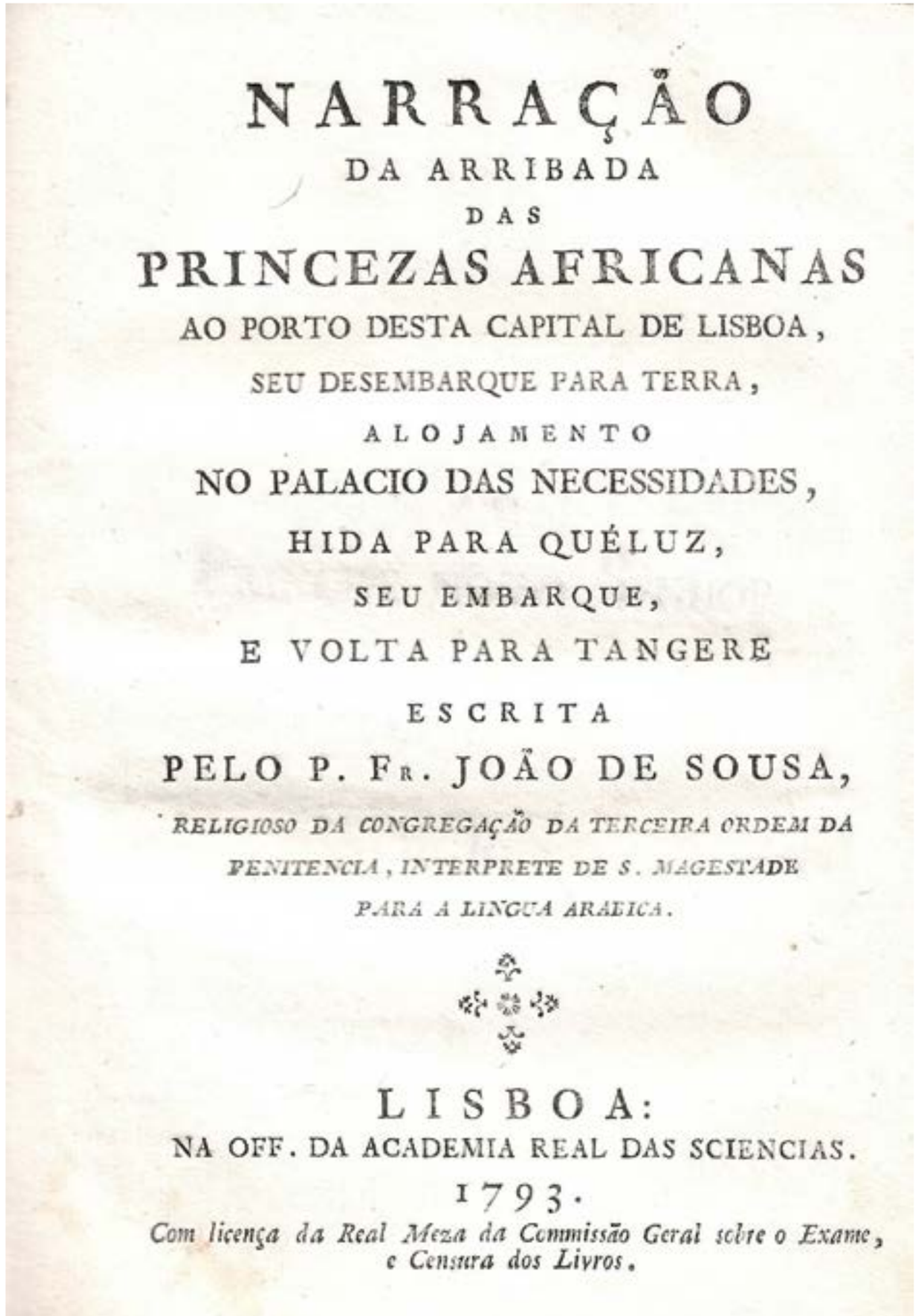
Lisbon: Officina da Academia Real das Sciencias, 1793.

8° (19 x 14 cm): [8], 36 pp., bound in fine antique style speckled calf-backed sage boards, vellum corners, spine gilt and with red morocco gilt label reading 'Princezas' (Excellent condition, remarkably clean and crisp).

A fascinating and historically significant firsthand account of the warm and lavish reception accorded to a Moroccan princess and her 220-person strong entourage following their surprise arrival in Lisbon in the spring of 1793, written by João de Sousa, a professor of Arabic and senior Portuguese diplomatic envoy, who served as the visitors' host, organizing their receptions with the royal family and going to great lengths to accommodate their Muslim customs; the Moroccan visit, which lasted 4 months, was greeted with enthusiasm and benevolent curiosity by the royal court and public and reflected the best side of the Portuguese Enlightenment, whereby Christian-Muslim relations took a positive, open-minded turn after centuries of mutual suspicion and acrimony – Rare.

Traditionally, Portugal had acrimonious relations with most Muslim powers, and Morocco in particular, ever since the Reconquista, when the country liberated itself from almost 500 years of Islamic occupation, a process that concluded in the 13th century. Buoyed by Christian zealotry and fear of the 'other', from the early 15th century, Portugal proceeded to fight a succession of wars against Morocco, occupying parts of the country (ex. Ceuta, Tangiers) at various times. Algerian pirates often attacked Portuguese ships and sometimes raided coastal villages, enslaving their captives. While many Portuguese traders and colonial officials posted overseas forged cordial relations with certain Muslim entities, overall, Portuguese-Islamic relations were typified by mutual antipathy and suspicion.

This all changed during the Portuguese Enlightenment, in the mid- to late 18th century, when a new ethic of open-mindedness and intellectual curiosity prevailed, at least amongst the upper and educated classes of Lisbon and Porto. Suspicion and fear gave way to constructive and respectful engagement.


NARRAÇÃO
DA ARRIBADA
DAS
PRINCEZAS AFRICANAS
AO PORTO DESTA CAPITAL DE LISBOA,
SEU DESEMBARQUE PARA TERRA,
ALOJAMENTO
NO PALACIO DAS NECESSIDADES,
HIDA PARA QUÉLUZ,
SEU EMBARQUE,
E VOLTA PARA TANGERE
ESCRITA
PELO P. Fr. JOÃO DE SOUSA,
RELIGIOSO DA CONGREGAÇÃO DA TERCEIRA ORDEM DA PENITENCIA, INTERPRETE DE S. MAGESTADE PARA A LINGUA ARABICA.
LISBOA:
NA OFF. DA ACADEMIA REAL DAS SCIENCIAS.
1793.
Com licença da Real Meza da Commissão Geral sobre o Exame, e Censura dos Livros.

The catalyst towards amicable Portuguese-Islamic relations, and forging friendly ties with Morocco especially, was João de Sousa (1734 - 1812), who was for many years was Portugal's foremost Arabic scholar, tasked with handing sensitive diplomatic affairs with North Africa. Born in Damascus to parents from Portuguese India, he became fluent in Arabic while still a child, and soon also soon mastered French, Spanish, and Italian, in addition to Portuguese. In 1750, he was sent to Portugal, whereupon his superlative linguistic skills were appreciated by the academic elite. In 1758, he was appointed to the prestigious post of Secretary of the University of Coimbra. At the age of 40, he was ordained as a Franciscan priest and managed to perfectly master Latin after only a few months of study.
Appointed as an official in the Navy Ministry, Sousa served as the chief interpreter and a senior negotiator with regards to dealings with North African countries to secure the release of captured Portuguese nationals, a role in which he excelled. From 1773 to 1774, he travelled to Morocco where he leaned the Moroccan dialect of Arabic and made many valuable contacts.

Sousa played a critical role in changing the view of the Portuguese elite had towards the Arab world, and encouraged respectful, mutually beneficial dialogue and cooperation. He was instrumental in facilitating and negotiating the Portuguese-Moroccan Peace and Friendship Agreement (1774), a watershed accord that set relations upon a positive new course after centuries of acrimony.

Sousa authored two very important works, Vestigios da lingua arabica em portugal, ou lexicon etymologico das palavras, e nomes portuguezes, que tem origem arabica (Lisbon: Academia Real das Sciencias, 1789), on the influence of Arabic on the modern Portuguese language; and Documentos arabicos para a historia portugueza copiados dos originaes da Torre do Tombo (Lisbon: Academia Real das Sciencias, 1790), which translated key Arabic sources on Portuguese history.

In 1792, Sousa was appointed as the Professor of Arabic at the University of Lisbon. Initially, he was charged with teaching only fellow priests. However, he felt strongly that Arabic should be learned by a wider pool of Portuguese society for cultural, diplomatic and commercial purposes and, in 1795, his courses were opened to the public.

Sousa's Account of Hosting the Surprise Moroccan Royal Visit to Portugal

In April 1793, amidst a dynastic struggle in Morocco, Prince 'Abd al-Salam, the brother of Sultan Mawlay Sulayman (reigned 1792-1822) decided that he had to evacuate his wife, Princess Amina, his children and courtiers from Agadir, in the south, by ship to Salé, near Rabat, in the north. The vessel was, however, blown far out into the Atlantic by a storm, and eventually landed at Cascais, near Lisbon.

News of the unexpected arrival of the "the African Princesses", as the Portuguese called the royal party, was greeted in Lisbon with much excitement and curiosity. The Portuguese Regent Dom João (later King Dom João VI) was determined to roll out the red carpet for the royal family of a nation that was a friend and ally. He dispatched João de Sousa to serve as the official guide and interpreter for the distinguished party. It helped that Sousa was long a friendly acquaintance of Prince 'Abd al-Salam, from the time that they both served as negotiators for the 1774 treaty.

Including Princess Amina, the Moroccan party consisted of 221 people, including 5 children of the prince; 9 concubines; other royals including the Widow of the late Sultan; Arraes, a Jew who had converted to Islam and served as the party's organizer; a eunuch; 17 musicians; 30 male servants; 109 slaves; a Georgina woman and the daughter of a maverick Irishman (all the members of the party are listed on the final leaf of the present work).

Here is Sousa's fascinating and engagingly written firsthand account of the impromptu Moroccan royal visit. Sousa, with the encouragement of the royal court, saw the Moroccan party housed in the Necessidades Palace, and the visitors were granted a lavish state reception by Dom João at the Queluz Palace, in addition to being given wondrous customized tours of the sights around Lisbon. Extreme efforts were made to respect the guests' Islamic traditions, including the preparation of Halal food and special places to perform religious services. When two of the Moroccans died of illness during their stay, they were accorded Muslim burials under the protection of a cavalry regiment. The Moroccans were greeted with enthusiastic kindness and benevolent curiosity. After Princess Amina and her retinue returned to Morocco, aboard specially outfitted Portuguese men-of-war, in August 1793, their relations of their splendid experiences in Portugal ensured that 'Abd al-Salam and the Moroccan state were profoundly grateful to Portugal, ensuring good relations between the two countries for many years.

Beyond being a clever diplomatic move on the part of Sousa and Dom João's court, the experience of the Moroccan visit to Portugal showed the best side of the Portuguese Enlightenment, being an example of mutually respectful and positive cross-cultural exchange. It was instrumental in forming the basis of modern diplomacy and liberalism in Portugal, moving away from medieval prejudices towards more thoughtful and progressive discourses between Christian and Muslim civilizations.

A Note on Rarity

The present work is rare, especially on the market. We can trace examples held by 10 institutions, including the Biblioteca Nacional de Portugal (4 examples); Biblioteca João Paulo II-Universidade Católica Portuguesa; British Library; Bodleian Library (Oxford University); Catholic University of America-Oliveira Lima Library; Harvard University (Houghton Library); Northwestern University; Indiana University; Bayerische Staatsbibliothek; and the Herzog August Bibliothek. The only sales listing for another example we can trace from recent times is for an example offered a few years ago by an American dealer.

References: Biblioteca Nacional de Portugal (4 examples): H.G. 2761//2 V., H.G. 6684//12 V., VAR. 1521//9, RES. 2939//4 P.; British Library: 9930.dd.17.; Bodleian Library (Oxford University): Arab. d.587 (1); Harvard University (Houghton Library): GEN *PC7.So851.793n; Bayerische Staatsbibliothek: 4 H.afr. 885; OCLC: 25947914, 503932794, 643867288, 11570503, 951325592; INNOCÊNCIO, vol. IV, p. 42; J.J. da COSTA RODRIGUES DA SILVA, "A 'Arribada' das princesas marroquinas a Lisboa em 1793", Comemorando 230 Anos do Tratado Luso-Marroquino de 1774: Actas do xiv Colóquio de História Militar (Lisbon: Comissão Portuguesa de História Militar, 2005), pp. 55-60; Eva-Maria von KEMNITZ, 'Envoys, Princesses, Seamen and Captives: The Muslim Presence in Portugal in the 18th and 19th Centuries', Lusophonie, vol. XIV, no.1 (2007), pp. 105-113. Cf. Otto ZWARTJES, Portuguese Missionary Grammars in Asia, Africa and Brazil, 1550-1800 (2011), pp. 243-4.

2.200 EUR

17. SOUTH AFRICA
CAPE TOWN & STELLENBOSCH
BRITISH INVASION OF THE CAPE (1806)

1.
"J.W.W."
"View of Table Bay from the Lion's Rump".
[Cape Town, circa 1806].
Manuscript, black pen and ink and grey wash on wove paper (Very Good, overall clean and crisp, just some very light even patina and slight areas of toning, a tiny stain to centre, soft vertical centrefold, verso with remains of old album mounting), 10 x 24.8 cm.

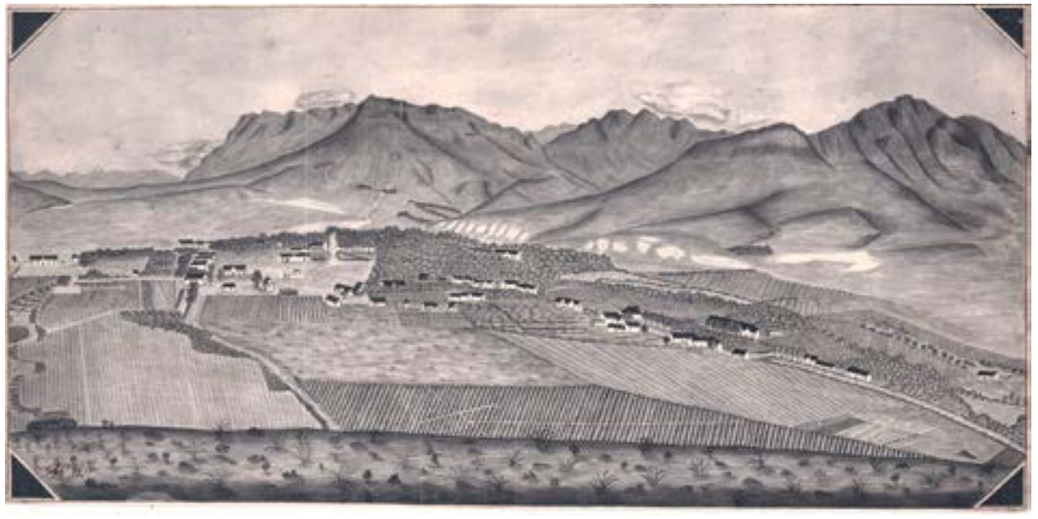
[and]

2.
"J.W.W."
[Untitled View of Stellenbosch].
[Stellenbosch, circa 1806].
Manuscript, black pen and ink and grey wash on wove paper (Very Good, overall clean and crisp, just some very light even patina and slight areas of toning, soft vertical centrefold, verso with remains of old album mounting), 12.4 x 25.2 cm.

A pair of exceedingly well-executed original early manuscript views of 1) the western outskirts of Cape Town and Table Bay; and 2) Stellenbosch; drafted by an evidently British artist identified only as "J.W.W." likely in the immediate wake of the second British invasion of the Cape (1806); unique, detailed and historically important records of key locations in the region, amongst only very few surviving such original artworks from this critical period.

Present here are a pair of early original manuscript views of 1) Table Bay with the western environs of Cape Town; and 2) Stellenbosch, the bucolic viniculture centre, 50 km west of Cape Town, likely made in the immediate wake of the second British invasion of the Cape in 1806. The views are signed by a seemingly British artists known only as "J.W.W" (signed as such in the lower left corner of each view), although further research may yield his identity.

Remarkably, both views are executed with an uncommon level of artistic virtuosity, with minute details composed of very fine lines of black ink and filling with grey wash, which taken together produce a rich, harmonious and pleasing general picture, that while slightly stylized nevertheless provides genuine impressions of these important locations. The views, which have been hitherto unknown to academia, are of considerable historical importance as they are amongst only a very small number of high-quality graphic records of the Cape during what was a critical historical juncture, in addition the being fine works of art.





The first artwork of the pair, "View of Table Bay from the Lion's Rump", captures all of Table Bay from the perspective of the top of the Lion's Rump (today commonly known as Signal Hill), the 350-metre-tall peak that rises dramatically over the western entrance to the bay. In the foreground is the area that extends along the south shore of Table Bay, to the immediate west of the then urbanized area of Cape Town (which appears in the lower left corner), which was home to a few Dutch coastal batteries and the city's cemeteries, but which was otherwise an undeveloped area of sand dunes and barrens (today it is largely occupied by the V&A Waterfront district). The expanse of Table Bay forms a crescent, while mountains rise in in the background. Notably, a very large fleet of ships (likely the 1806 British invasion fleet) is shown to inhabit the bay.

The "References", located in both upper corners, features a lettered key identifying several of the sites depicted on the view. They are, as follows: a. Chavonne [Chavonnes] Battery; b. Amsterdam Battery; c. Burying Ground; d. Roggow [Rogge] Bay Battery; e. West End of Cape Town; f. The Wharf; g. Road to Stellenbosch; h. Part of the Lion's Rump.

Clues as to the dating the drawings can be gleaned from the view of Table Bay, which seems to indicate that they were made in the immediate wake of the Second British Invasion of the Cape (1806). Its representation of the coastal areas to the west of Cape Town shows the scene as it existed roughly between 1787, the time of the completion of the Amsterdam Battery, and around 1810, when new British colonial regime started to build extensive defensive works along the coast between the Chavonnes Battery and the city, while instilling greater order upon the graveyards, as well as commencing the gradual westward expansion of the urbanized area.

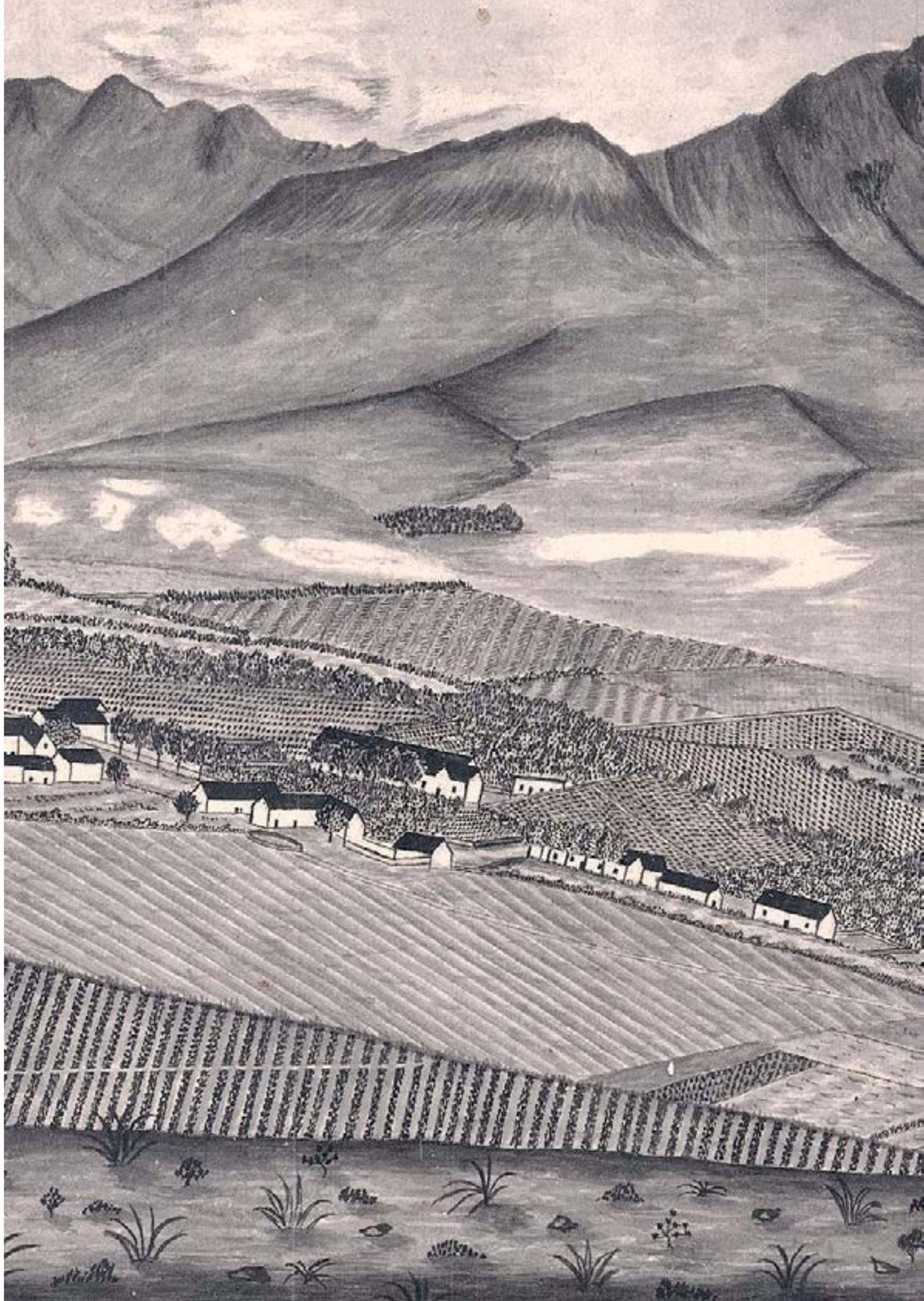
As the artist "J.W.W." was seemingly British, it can be assumed that the view could only have been sketched sometime during the first period of British occupation of the Cape (1795-1802), or soon after the beginning of the Second British Invasion of the Cape, in January 1806 (which led to permanent British rule over the colony).

Further narrowing down the dating, Table Bay is here shown to host a massive fleet of 37 ships, that could only be the British invasion fleet of 1806, the sole occasion up the that time, and indeed for many years thereafter, that anywhere near that many vessels were present in the bay at any one time. Thus, the view seems to have been created in the immediate wake of the 1806 invasion, when the grand British fleet was still present. It can be assumed that the Stellenbosch drawing was made by "J.W.W." during the same period.

The second artwork of the pair, while untitled and unlabeled, is unmistakably a view of Stellenbosch, the agricultural town founded in 1679, that upon the arrival of Huguenot settlers, in 1690, became the epicentre of viniculture on Southern Africa (a role it retains to the present day). The view captures the bucolic scene of the town, with its signature Dutch colonial dark-roofed whitewashed buildings, nestled amidst forests, vineyards and orchards, at the foot of the majestic Groot Drakenstein and Stellenbosch Mountain. While all original manuscript views of South Africa from the early19th century are very rare, early impressions of Stellenbosch are especially so. Today the city of one of South Africa's premier centres of culture and education, and is considered to have amongst the highest standards of living in the country.

References: N/A – Views Seemingly Unrecorded.

5.500 EUR



18. EAST AFRICA – 'THE SWAHILI COAST' EXPLORATION / SLAVERY ESPIONAGE / COMMERCIAL TRADE

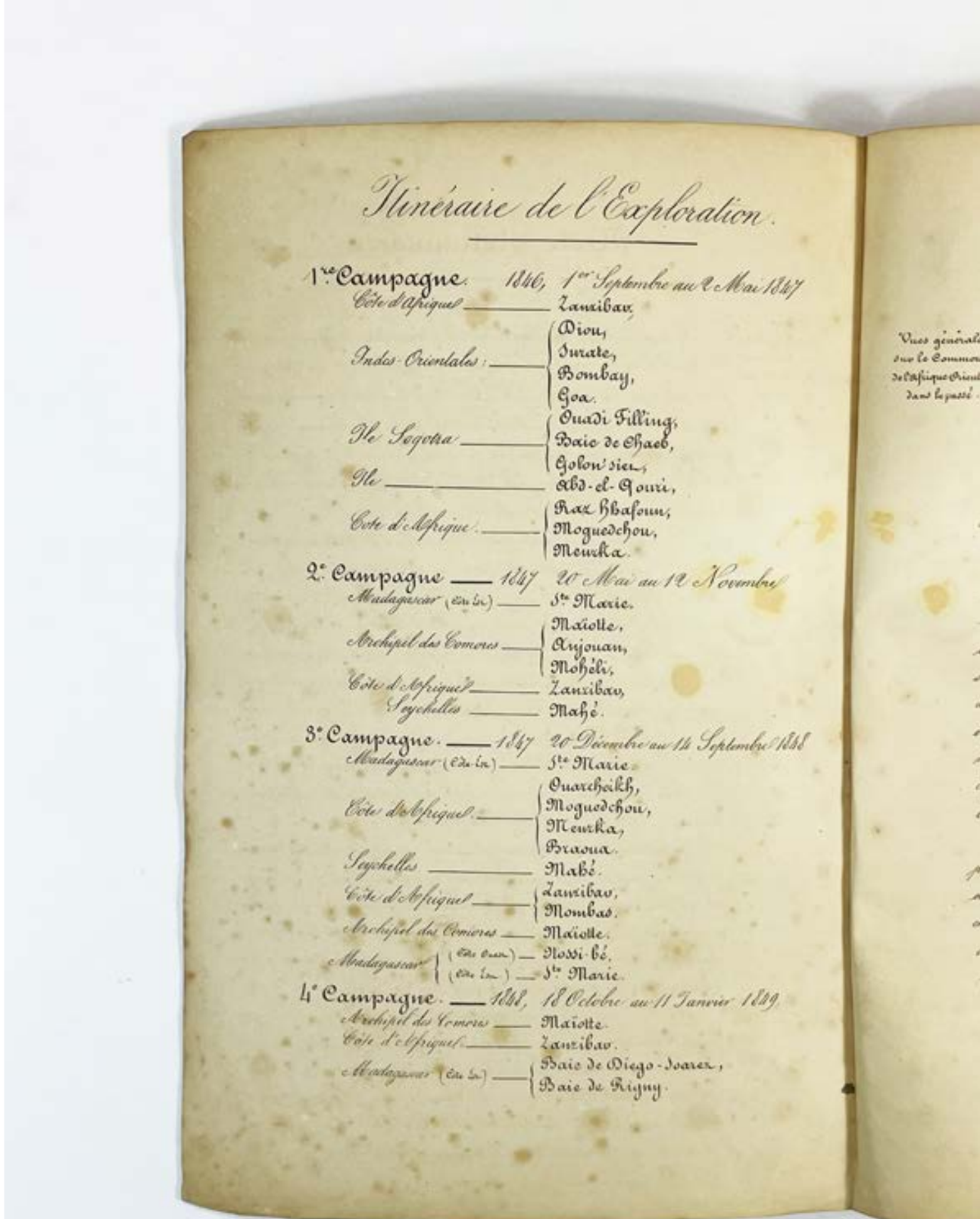
Charles GUILLAIN (1808 - 1875).

Exploration de la côte orientale d'Afrique, exécuté par M. Guillain, capitaine de frégate, commandant le brick le Ducouëdic en 1846-47-48-49. / Rapport commercial autographié par ordre de M. le Ministre de l'agriculture et du commerce.

[Paris: Published Privately for the Author, 1850].

4° (32 x 21 cm): [2 pp.], 111 pp., [3 pp., table of materials], all printed in an early technique of photolithography from the original manuscript, a few contemporary neat manuscript marginal annotations, bound in light blue card covers (Good, some spotting to initial leaves, especially title, else internally quite clean with very light folding to upper outer corners of leaves, covers spotted and stained with loss to blank lower right corner of front cover, spine worn).

An historically consequential and academically valuable analysis of the socio-economic state of play along the 'Swahili Coast' of East Africa (modern-day Tanzania, Kenya and the Comoros), written by the French naval officer and intelligence operative Captain Charles Guillain in the wake of his 1846-9 mission to reconnoiter the region to identify ways for France to robustly engage in its lucrative commodities trade, as a segway to future French colonial expansion; the report is perhaps the most insightful and astute analysis of the situation along the Swahili Coast during the twilight of the slave trade (which is here covered extensively) and before the 'Scramble for Africa', when the region was dominated by the Omani Sultan of Zanzibar and Arab and Indian traders, with Europeans and Americans being interlopers; engagingly written, the report comes across as something between an espionage briefing and a feasibility study for a corporate mega-project; commissioned by the French Agriculture & Commerce Minister, it was privately printed for Guillain in only a handful of examples, for high-level circulation, in an early technique of photolithography made directly from his original manuscript; the report proved highly influential, being used as the masterplan for France's dramatic commercial and colonial expansion in East Africa over the coming generation; the work is extremely rare, this being one of only 4 known examples, with the present having a stellar provenance, being from the library of Prosper de Chasseloup-Laubat, the future French Navy & Colonial Minister.


Itinéraire de l'Exploration.

1re Campagne 1846, 1er Septembre au 2 Mai 1847
Côte d'Afrique — Zanzibar
Indes Orientales — Diou, Surate, Bombay, Goa
Ile Sogotra — Ouadi Filling, Baie de Shaeb, Golon'sien
Ile — Abd-el-Gouri
Côte d'Afrique — Ras Hhafoun, Moguedchou, Meurka

2e Campagne — 1847 20 Mai au 12 Novembre
Madagascar (Cte Est) — Ste Marie
Archipel des Comores — Maïotte, Anjouan, Mohéli
Côte d'Afrique — Zanzibar
Seychelles — Mahé

3e Campagne — 1847 20 Décembre au 14 Septembre 1848
Madagascar (Cte Est) — Ste Marie
Côte d'Afrique — Ouarcheikh, Moguedchou, Meurka, Brasoua
Seychelles — Mahé
Côte d'Afrique — Zanzibar, Mombas
Archipel des Comores — Maïotte
Madagascar (Cte Ouest) — Nossi-bé
Madagascar (Cte Est) — Ste Marie

4e Campagne — 1848, 18 Octobre au 11 Janvier 1849
Archipel des Comores — Maïotte
Côte d'Afrique — Zanzibar
Madagascar (Cte Est) — Baie de Diego-Suarez, Baie de Rigny

The ‘Swahili Coast’ of East Africa (roughly the littoral of modern-day Tanzania, Kenya, plus, the Comoros Islands) had been frequented by Europeans since it was first encountered by Vasco da Gama in 1498. During the 16th century, Portugal assumed a strong role in the region’s lucrative trade in ivory and slaves, etc. However, the 17th century saw the decline of Portugal and the rise of indigenous and Asian powers with the Portuguese being largely confined to Mozambique. While during the 17th century, France made a bid to fill the void by trying to colonize Madagascar, this failed due to adverse local conditions.

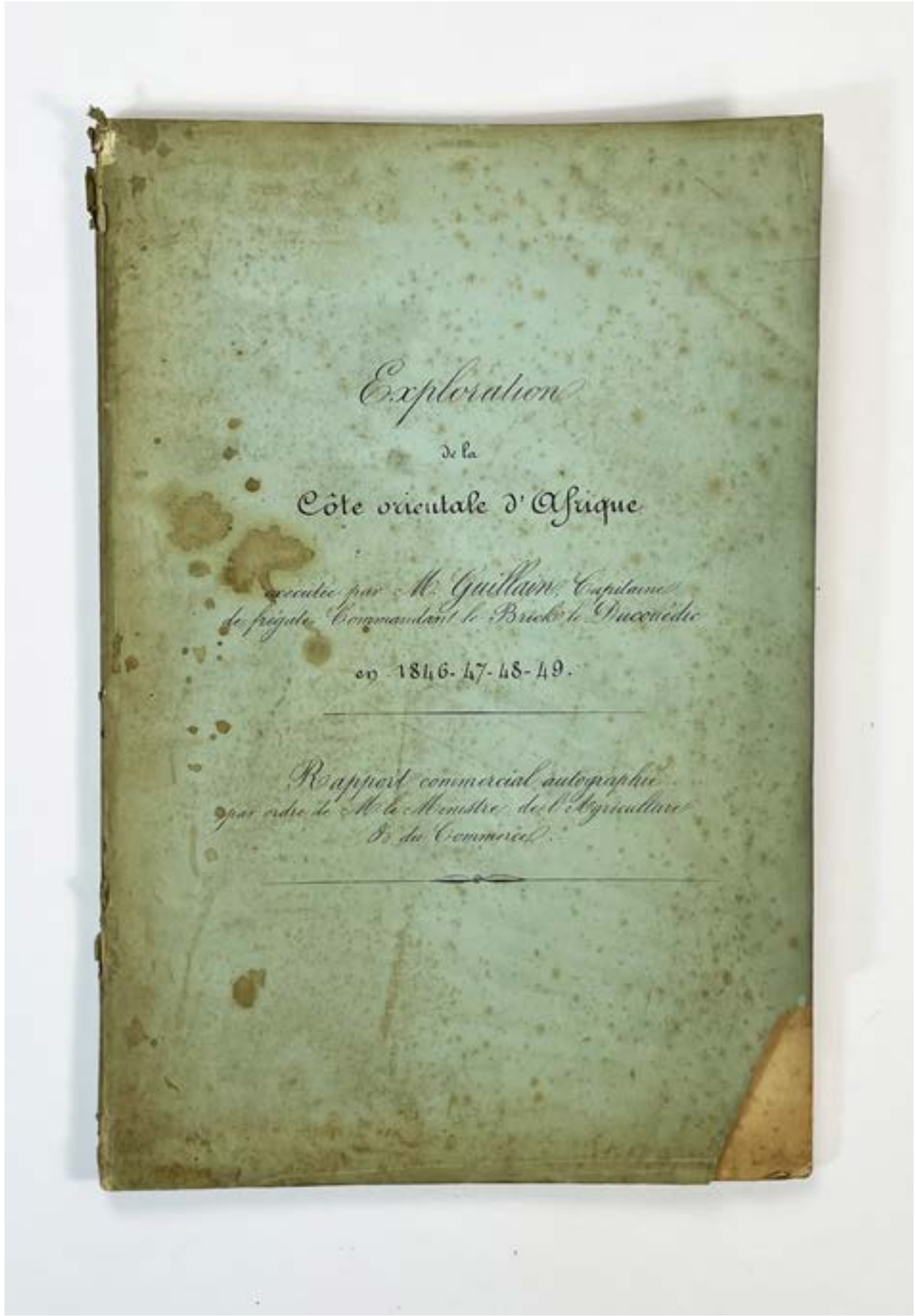
By the early1800s, trade along the Swahili Coast was dominated by the Sultan of Zanzibar, who specialized in the slave trade. Meanwhile, Madagascar was coming increasingly under the control of the powerful Merina Kingdom, while local potentiates in many ports kept a tight rein on their fiefdoms, leaving little oxygen for Europeans (mainly Portugal, Britain and France), who were merely interlopers.

In the 1840s, France was at a crossroads. Once one of the world’s great colonial powers, by the end of the Napoleonic Wars, it had lost many of its large colonial holdings to war or diplomatic cessions, retaining only an assortment of small islands and territories (Martinique, Guadeloupe, Réunion, French Guiana, etc.). While France still possessed a series of ‘comptoirs’ (trading posts) along various stretches of the coasts of West Africa, as the Transatlantic slave trade (their original raisons d’etre) was being wound down, most of these had fallen into disrepair, or had been abandoned.

While from the 1820s to ’40s, France engaged in aggressive ‘gunboat diplomacy’ in Latin America to defend what is saw as its commercial privileges, these endeavours never resulted in colonial holdings. France’s only grand colonial project of the first half of the 19th century was its annexation and ongoing conquest of Algeria, which commenced in 1830, that while costly, was generally viewed in France as a success.

An intense debate ensued amongst the French elite as to whether France should go ‘full throttle’ to regain a grand overseas empire and reestablish itself as one of the world’s ‘great powers’ (like Britain) or should pursue a policy of restraint. The ‘Anti-Colonialists’ had some powerful arguments on their side, as large-scale colonization efforts promised to be expensive (in both blood and treasure) on the front-end, would inflame tensions with rival powers (i.e., Britain), and would presumably redirect resources away from pressing domestic concerns. Indeed, France suffered from political instability (the country was beset by revolutions in 1830 and 1848) and needed to be mindful of European security risks (notably from its arch-nemesis Prussia). Moreover, the winding down of slavery (which would be finally abolished in French domains in 1848) would presumably make operating colonies far more expensive.

On the flip side, the ‘Colonialists’ argued that immense profits would eventually be yielded by harnessing natural resources, especially in Africa. The obligatory expansion of the military would make France stronger both at home and abroad, while France needed the prestige and the power yielded by colonial holdings to be able to compete with the likes of the Britain and the Netherlands. Colonialism was not only desirable, but necessary, and the example of France’s takeover of Algeria proved that the country could successfully engage in large-scale colonial adventures.



Charles Guillain: Pathfinder of the New French Colonialism in East Africa

By the 1840s, the 'Colonialists' dominated certain powerful aspects of the French government, notably the Navy Ministry and Commerce & Agriculture Ministry, whose officials had a wide decree of latitude and sizable budgets to sponsor 'fact-finding' overseas, missions, which they hoped would be preludes to grand-scale colonization schemes. As long as they did not cause any wars, there was little that the Anti-Colonialists could do about it. One of the earliest and most important of the Colonialists' moves was to charge the brilliant and intrepid young naval officer Charles Guillain (1808 - 1875) to lead a series of epic investigative expeditions to coastal East Africa, to literally 're-discover' a region that had been 'neglected' by Europeans for so long.

Guillain, born in Lorient, Brittany, the son of a naval supplies clerk, had salt in his veins. After graduating from the Collège de la Marine d'Angoulême (1822), he participated in a hydrographic mission to the Middle East. He later fought in the epic Battle of Navarino (1827), where France helped Greece to win its independence, before serving in Newfoundland, Algeria, Brazil and the Río de la Plata (1831-3).

From 1836 to 1839, then Lieutenant Guillain, as the commander of the ship La Prévoyante, based in Réunion, was engaged in a mission to re-establish French contact with the tribes of Madagascar and to initiate commercial links with Zanzibar, an Omani protectorate. This endeavor ended up being something of a 'dry run' for his grander subsequent expeditions, as described in the present work. Guillain's operations in Madagascar were quite successful, as he founded a permanent French base at the strategically located island of Nosy Be (1840) and restored her presence on the old pirate haunt of Ile Ste. Marie. In 1841, he also arranged for Mayotte, one of the islands of the Comoros, to become a French protectorate. Importantly, he did the advance work that led to the Franco-Zanzibari Treaty (1844), which established the first French consulate on the island, so formally opening the Swahili Coast to French trade.

The top brass in Paris were highly impressed with Guillain's skill and drive, marking him for grander endeavors.

Guillain's Missions to East Africa (1846-9): Commerce, Espionage and the Consolidation of the French Presence along the Swahili Coast

In 1846, Guillain then a junior captain, was made the commander of the brig Ducouëdic, based in Réunion. He was jointly charged by the Navy Ministry and Commerce & Agriculture Ministry to undertake a highly important assignment, during which he was to extensively explore the coasts of East Africa and to gather intelligence on the feasibility and means by which France could open large-scale trade in the region. He was also to make observations on the area's geography, natural wonders, and then nature of its inhabitants, while his mission was one of the first to be accompanied by a photographer.

From 1846 to 1849, from Réunion, Guillain led four separate expeditions, or 'campaigns', as he called them, to East Africa. During the first sortie (September 1, 1846 to March 1, 1847), he visited Zanzibar, India (Diu, Surat, Goa), Socotra, and Somalia (including Mogadishu). On the second (May 20 to November 12, 1847), he toured Madagascar (east coast, including Ile Ste. Marie), Comoros (Mayotte, Anjouan, Mohéli), Zanzibar and Seychelles. On the third campaign (December 20, 1847 to September 14, 1848), he revisited Madagascar (Ile Ste. Marie), Somalia, Seychelles, Zanzibar, Mombasa, Mayotte, and, then again sailed to Madagascar (Ile Ste. Marie, Nosy Be). On the fourth sortie (October 18, 1848 to January 11, 1849), Guillain visited Mayotte, Zanzibar and Madagascar (east coast, including Diego Suarez and Baie de Rigny).

During these tours he proved exceptionally gifted at gathering intelligence and forging useful contacts in Zanzibar and in the mainland ports, while preparing Mayotte as a future French trading entrepôt.

The Present Work in Focus: The Frist Printed Account of Guillain's East African Adventures & France's Masterplan for the Swahili Coast

Shortly after Guillian's return to France, in 1850, the French Minister of Commerce & Agriculture commissioned him the write a report analyzing the commercial state of the Swahili Coast, with special attention to where France could exploit commercial opportunities. The present example is one of only a few surviving examples of the report, which proved highly influential in shaping French foreign and trade policy in the succeeding years, greatly advancing the Colonialist cause in Africa. The report was privately printed for Guillain in a very early technique of photolithography made directly from his manuscript, a medium then in vogue in French official circles, and would have been issued in only a handful of examples for circulation amongst senior French political figures and principals of the Colonialist lobby.

The thrust of the report is 'bullish' on France entering the trading markets of East Africa with gusto. Here Guillain show himself to be a highly perceptive and astute analyst of the state of play in the region, providing stellar intelligence on the major players and their objectives and behaviour, the economics of the key commodities, and the logistics of trade. An engaging read, it seems to be a cross between an espionage briefing and a feasibility study for a corporate mega-project.

Turning to the text, in the 'Preliminary Note' (pp. 1-5), Guillain provides a general overview of the nature of trade along the coasts of East Africa, noting that the "principal element" of commerce is the slave trade run out of Zanzibar and Kilowa (today in Tanzania), overseen by the Sultan of Zanzibar (a member of the Omani royal family). Portugal dominated trade in region during the 16th century, but since then, the Omanis assumed preeminence, in what was a "New Phase", while recently Britain, the United States and France had initiated trading relationships with the Sultan of Zanzibar.

The section 'Information on the Current State of Trade on the East Coast of East Africa' (pp. 6-43) starts out by discussing the nature of the regime of the Sultan of Zanzibar and the vast extent of his authority and domains. Concerning 'Interior Commerce', the largest and most profitable business can be found in ivory and slaves, which arrived from the interior to the coast at Kilowa and Mrima (on the mainland opposite Zanzibar). The tribes that were the sources of the slaves are listed, while it is noted that slaves were initially sold

in the interior for 5-7 piastres and then sold on at the coast for 20 piastres. Many agricultural commodities, such as cocoanut, copal, rice, corn, and precious woods, etc. were also traded from the interior, and are discussed individually.

As for 'External Trade' it is noted that the slaves that are forwarded from Kilowa and Mrima had to be cautiously spirited to other destinations in Africa (with some being transported well beyond, ex. to Brazil or Cuba) as the British and Portuguese navies patrolled the coasts, intercepting slave ships (as the maritime slave trade had been declared illegal by these powers). The slaves that sold for 20 piastres in Kilowa and Mrima and fetched between 40 and 150 piastres in forward destinations.

Concerning goods that can be profitably imported to the Swahili Coast, it is noted that there was a great demand for arms, gunpowder, porcelain, medicines, metalwork, and liquor (despite remarking that alcohol is forbidden under Islam), all products that France can provide, although many of these markets were already being served by American and British traders (the later often operating out of India).

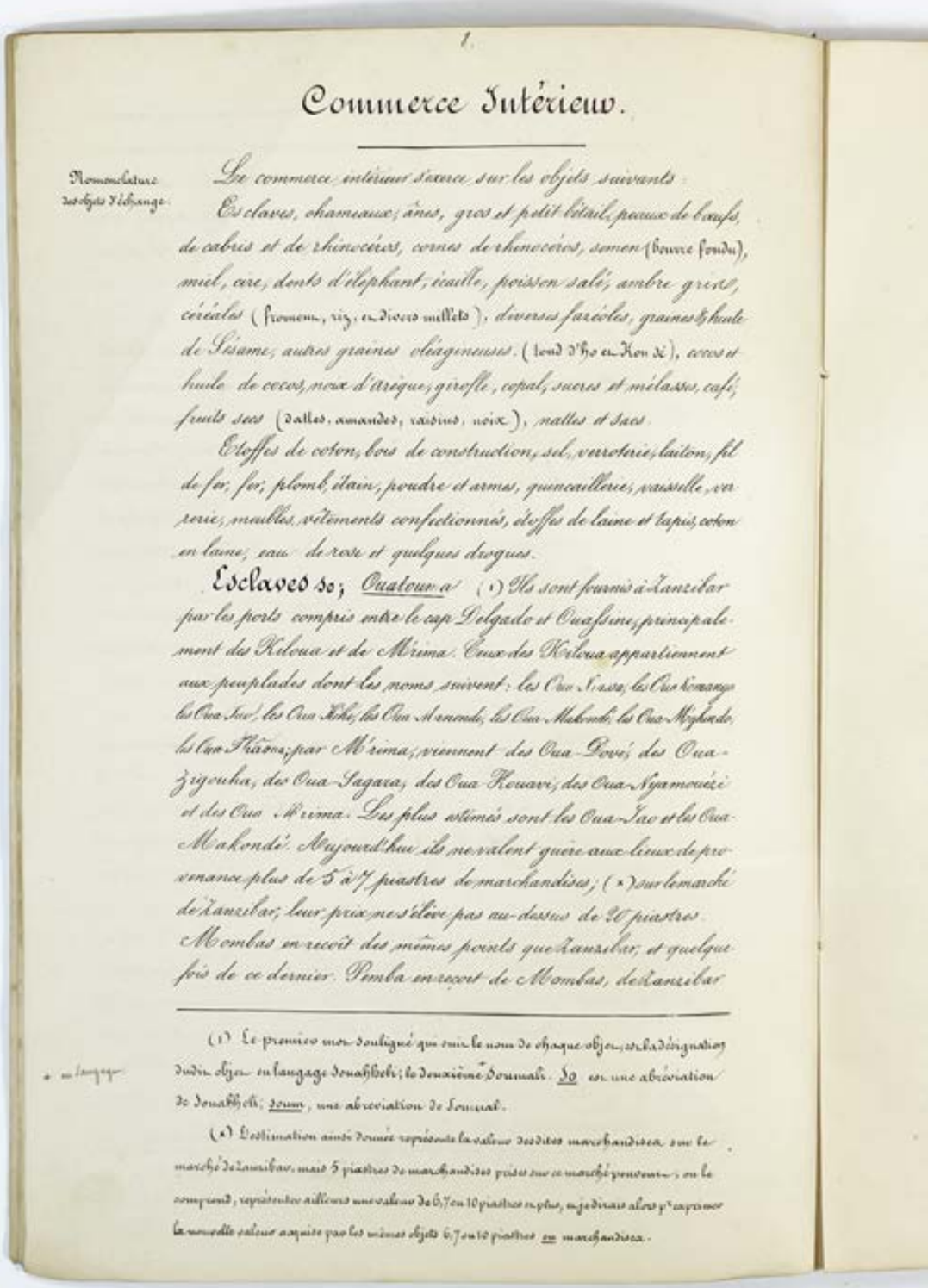
In the part 'Means of Exchange' (pp. 44-68), the routes of maritime trade, and the frequency of traffic on them, are discussed in detail. It is important to note that East African maritime trade was intimately linked to the Arabian Peninsula and India. Guillain records that in the time he visited Mrima, 170 trading vessels that passed through the port, of which 35 were from India, 50 from Oman and the Persian Gulf, 25 hailed from South Yemen, 10 from the Red Sea and 50 from other ports in East Africa. He goes on analyze the operations of the English and German traders in the region, as well as Hindu, Arab and 'Banian' (Banyan) traders, the latter being a special class of merchants who descended from the Indian Subcontinent. Next, there is a focus on the ivory and slave trades in Kilowa and the caravan routes that ran from the interior to Mrima, before moving on to discuss the commerce of Mombasa. The section concludes with a discussion of the products desired by the native Africans.

As for 'Customs' (pp. 69-76), it is noted how the Sultan of Zanzibar derived great revenue from duties on imported products, and that these high tariffs must always be figured into the costs of trade. Fortunately, the sultan's former long-time monopoly on the trade of ivory and copal was self-revoked by an 1840 treaty, whereupon those markets became relatively open. The tariffs charged on specific products in Zanzibar are listed.

Regarding 'Currency & Credit' (pp. 77-9), Guillain discusses the local value of various media, including French Francs, gold bullion and piastres, etc. Lines of credit are often run out of Bombay. He also deals with the matter of local 'Weights & Measures' (pp. 80-2).

In the 'Summary of the Preceding Information' (pp. 83-7), Guillain provides an executive overview of some of the topics already covered, plus, an analysis of the type of competition that British and American traders will pose to French interests.

In the important section on 'Maïotte [Mayotte]' (pp. 88-104), an island in the Comoros that was made a French protectorate due to Guillain's efforts, it is asserted that it could



1.

Commerce Intérieur.

Nomenclature des objets d'échange.

Le commerce intérieur s'exerce sur les objets suivants :

Esclaves, chameaux, ânes, gros et petit bétail, peaux de bœufs, de cabris et de rhinocéros, cornes de rhinocéros, semen (beurre fondu), miel, cire, dents d'éléphant, écaille, poisson salé, ambre gris, céréales (froment, riz, et divers millets), diverses légumes, graines & huile de Sésame, autres graines oléagineuses. (local d'ho et Hon &), cocos et huile de cocos, noix d'arèque, girofle, copal, sucres et mélasses, café, fruits secs (dattes, amandes, raisins, noix), nattes et sacs.

Etoffes de coton, bois de construction, sel, verroterie, laiton, fil de fer, fer, plomb, étain, poudre et armes, quincailleries, vaisselle, verrerie, meubles, vêtements confectionnés, étoffes de laine et tapis, coton en laine, eau de rose et quelques drogues.

Esclaves so; Ouatouwa (1) Ils sont fournis à Zanzibar par les ports compris entre le cap Delgado et Ouassine, principalement des Kiloua et de Mrima. Ceux des Kiloua appartiennent aux peuplades dont les noms suivent : les Ova Nassa, les Ova Komanga les Ova Jao, les Ova Yoko, les Ova Mrenndi, les Ova Makondé, les Ova Myndo, les Ova Hiâou ; par Mrima, viennent des Ova-Doué, des Ova-Zigouha, des Ova-Sagara, des Ova-Kouavi, des Ova-Nyamouézi et des Ova-Mrima. Les plus estimés sont les Ova-Jao et les Ova-Makondé. Aujourd'hui ils ne valent guère aux lieux de provenance plus de 5 à 7 piastres de marchandises ; (*) sur le marché de Zanzibar, leur prix ne s'élève pas au-dessus de 20 piastres. Mombas en reçoit des mêmes points que Zanzibar, et quelquefois de ce dernier. Pemba en reçoit de Mombas, de Zanzibar

(1) Le premier mot souligné qui suit le nom de chaque objet, est la désignation dudit objet en langage Souahéli ; le deuxième Soumali. So est une abréviation de Souahéli ; Soum, une abréviation de Soumali.

(*) L'estimation ainsi donnée représente la valeur desdites marchandises sur le marché de Zanzibar, mais 5 piastres de marchandises prises sur ce marché représentent, ou le comptent, représentent ailleurs une valeur de 6, 7 ou 10 piastres et plus, et je dirais alors par exemple la nouvelle valeur acquise par les mêmes objets 6, 7 ou 10 piastres en marchandises.

* en langage

serve as the ideal trading base for France in East Africa, due to its excellent proximity to the Swahili Coast and Madagascar. The French decision, in 1847, to ban slavery and the slave trade in Mayotte ruffled many feathers on the island and with its trading partners on the mainland; however, in time, this turbulence will dissipate. Mayotte had a very ethnically diverse population, with close family and business ties to mainland ports and Madagascar, while the locals are skilled sailors and commercial operators. The island could also be developed for agriculture, while a fine trading centre could be overseen by an especially chartered commercial society, which would also manage the island's external trading relationships. The one drawback was that the island had an 'insalubrious" climate for Europeans, who sometimes contracted fevers there; however, that might be alleviated somewhat by development.

To sum up, in the 'Practical Solution of the Question' (pp. 105-11), Guillain asserts that the Swahili Coast is ripe for large-scale French commercial intervention, as it offers the right kinds of products desired in the region, while it would benefit from many of its exports (even though the slave trade was on its way out).
Epilogue: Guillain Helps the 'Colonialists' to Gain the Upper Hand

The year 1848 marked a watershed moment in French history. Not only did France finally abolish slavery throughout its global domains, it overthrew its monarchy for the last time, reestablishing a republic, and electing Charles-Louis Napoléon Bonaparte (1808-73) as its President. Charles-Louis was the nephew of Napoléon Bonaparte and would, in 1852, declare himself the Emperor of France, as Napoléon III. He was an ardent proponent of a muscular French foreign and colonial policy, but during the period of his presidency, he needed to carefully justify any 'big moves'.

In 1850, Napoléon formed the Commission des comptoirs et du commerce des Côtes d'Afrique, a special committee of top-flight experts and major political figures, which included Charles Guillain, Bouët-Willaumez (a naval officer who opened West Africa to French imperialism) and Joseph-Marie Didier Duburquois (Bouët-Willaumez's righthand man), and the diplomat Ferdinand de Lesseps (later famous as the builder of the Suez Canal), whose mandate was to study the matter of French colonial expansion in Africa and to make recommendations for how it was to be achieved. While composed of Colonialist partisans, the commission nevertheless took its job seriously, assembling and analyzing data and firsthand accounts, as well as collecting the latest and best maps of Africa.

One of the most important sources that guided the Commission was the Guillian's present report, which was seen as a powerful intellectual and practical justification for French colonialism in Africa, under the assumption that intense trade links would be a prelude to France assuming sovereign possession of territories in the region.

In June 1851, the Commission produced the ultra-Colonialist manifesto, *Commission des comptoirs et du commerce des Côtes d'Afrique. Rapports* (Paris: Imprimerie Nationale, June 1851), which drew heavily on Guillain's intelligence, and which was regarded as being responsible for firing the 'starting gun' on the creation of France's modern African colonial empire, with great consequence to the continent and the world.

Accordingly, the France government largely followed Guillain's recommendations in East Africa. It developed Mayotte as a trading entrepôt, eventually taking control of all the Comoros. Its commercial hoses built up a heavy presence along the Swahili Coast and Madagascar, the later of which they would come to control as sovereign colony by the end of the 19th century.

As for Charles Guillain, upon his return to France from his East Africa missions, he was lauded as one of the foremost authorities and proponents of French overseas expansion. As a post captain, he saw active service in the Crimean War and published several authoritative books on Africa, most notably being his lavishly illustrated memoir of his 1846-9 missions, *Documents sur l'histoire, la géographie, et le commerce de l'Afrique orientale, 3 vols.* (1856), accompanied by a folio atlas, *Voyage à la côte orientale d'Afrique…* Album (1856). He ended his active career serving as the Governor of Nouvelle-Calédonie (1862-70), whereupon he was largely responsible for establishing many of its fundamental institutions.

An August Provenance: Prosper de Chasseloup-Laubat – Architect of French Global Expansion

The present example of Guillain's report has a fine provenance, coming from the library of the French nobleman and top-flight politician, Prosper de Chasseloupe-Laubat, the 4th Marquis of Chasseloup-Laubat, who had known Guillain for many years.

Prosper de Chasseloupe-Laubat (1805-73) was a political heavyweight and one of Emperor Napoléon III's most trusted associates. He served as the French Navy Minister (briefly, in 1851) and subsequently became the Minister for Algeria & the Colonies (1859-60). From 1860 to 1867, he held the new ultra-powerful combined portfolio of Minister of the Navy & Colonies (1860-7), whereupon he spearheaded the consolidation of French colonial expansion in Africa and Southern Vietnam, as well as contributing to grand overseas military adventures, such as the French Intervention in Mexico (1862-7). As an ardent Colonialist, he we can only assume that he would have adored Guillain's report!

A Note on Rarity

The present work is extremely rare, it would have been made in only a very small print run for private circulation amongst senior French government officials and Colonialist luminaries, and would not have been openly sold, while the survival rate of such fragile works is very low.

We can trace only 3 institutional examples, held by the Bibliothèque nationale de France (2 examples) and Harvard University (Widener Library). We are not aware of any sales records for any other examples.

References: Bibliothèque nationale de France (2 examples): 4-SG D6-63 and FE-426; Harvard University, Widener Library: AFR 698.50 F; OCLC: 869044185; Bulletin de la Société de géographie, Quatrième série – Tome premier, Année 1851, janvier–juin (1851), p. 417; V.-A. MALTE-BRUN, 'Colonies françaises en Afrique - Bibliographie', La France illustrée: géographie, histoire, administrations statistique, tom. 5 (1884), p. 32.

7.500 EUR

19. AFRICA

Mehmed İZZET.

يكى آفريقا. آفريقا قطعه سنك احوال جغرافيه و تاريخيه سى حقنده معلومات جديده ايله سياح مشهور استانلى نك صوك آفريقا سياحتنامه سنى و اوچ قطعه بويالى خريطه يى حاويدر

[Yeni Afrika. Afrika kit'asinin ahval-i coğrafya ve tarihiyesi hakkında ma'lûmat-ı cedide ile seyyah-i meşhur İstanli'nin son Afrika seyahatnamesini ve üç kit'a boyalı haritayı havidir

New Africa. Geographical and Historical Situation of African Continent, New Information by a Famous Traveler Stanley and a Map Coloured in three Colours.]

Istanbul: İstepan Matbaası1308 [1891].

8°, 235 pp., [5 pp.] errata and index, folding map of African continent (uncoloured), original brown cloth boards with goat spine (little age-toned with light foxing, old book-seller's stamp on title page-verso, spine rubbed with a small piece of material missing in the upper part, a small tear in first blank page).

A rare late 19th century Ottoman book on contemporary Africa

The chapters describe various regions and subject, such as current political situation in Africa, Egypt, Eastern Sudan, Somalia, Zanzibar, German colonies, English colonies, Mozambique, Zulu people, Transvaal, Angola, Congo, French colonies, the Sahara, Central Sudan, Colonial West Africa, sea of Algeria etc.

The last chapter (pp. 158ff) is a translation of a part of a African travelogue by Henry Morton Stanley.

The bibliography of Ottoman books (Özege) wrongly attributes the whole text to the orientalist Stanley Lane-Pole (1854 – 1931), possibly misinterpreting the name Stanley in the title and last chapter, and incorrectly quotes Mehmed İzzet as a translator.
Mehmed İzzet authored several books on geography and other subjects for education of children and adults in the late Ottoman Empire.

We locate four examples in Worldcat: McGill University Library, Biblioteca de la Universidad Complutense de Madrid, Leiden University Libraries and Staatsbibliothek zu Berlin - Preußischer Kulturbesitz, also wrongly quoting Stanley Lane-Pole as an author).

References: OCLC 66929451, 1196293204; ÖZEGE; 22971.

650 EUR



20. NEW ZEALAND - MĀORI PROPHETS
PROVINCIAL N.Z. IMPRINT

John Patrick WARD (1847 - 1914), Author. / Re: TE WHITI-o-Rongomai (1830 - 1907) and TOHU Kākahi (c. 1828 - 1907).

Wanderings with the Maori Prophets Te Whiti & Tohu: (With Illustrations of Each Chief) Being Reminiscences of a Twelve Months' Companionship with Them, from their Arrival in Christchurch in April 1882 until their Return to Parihaka in March 1883.

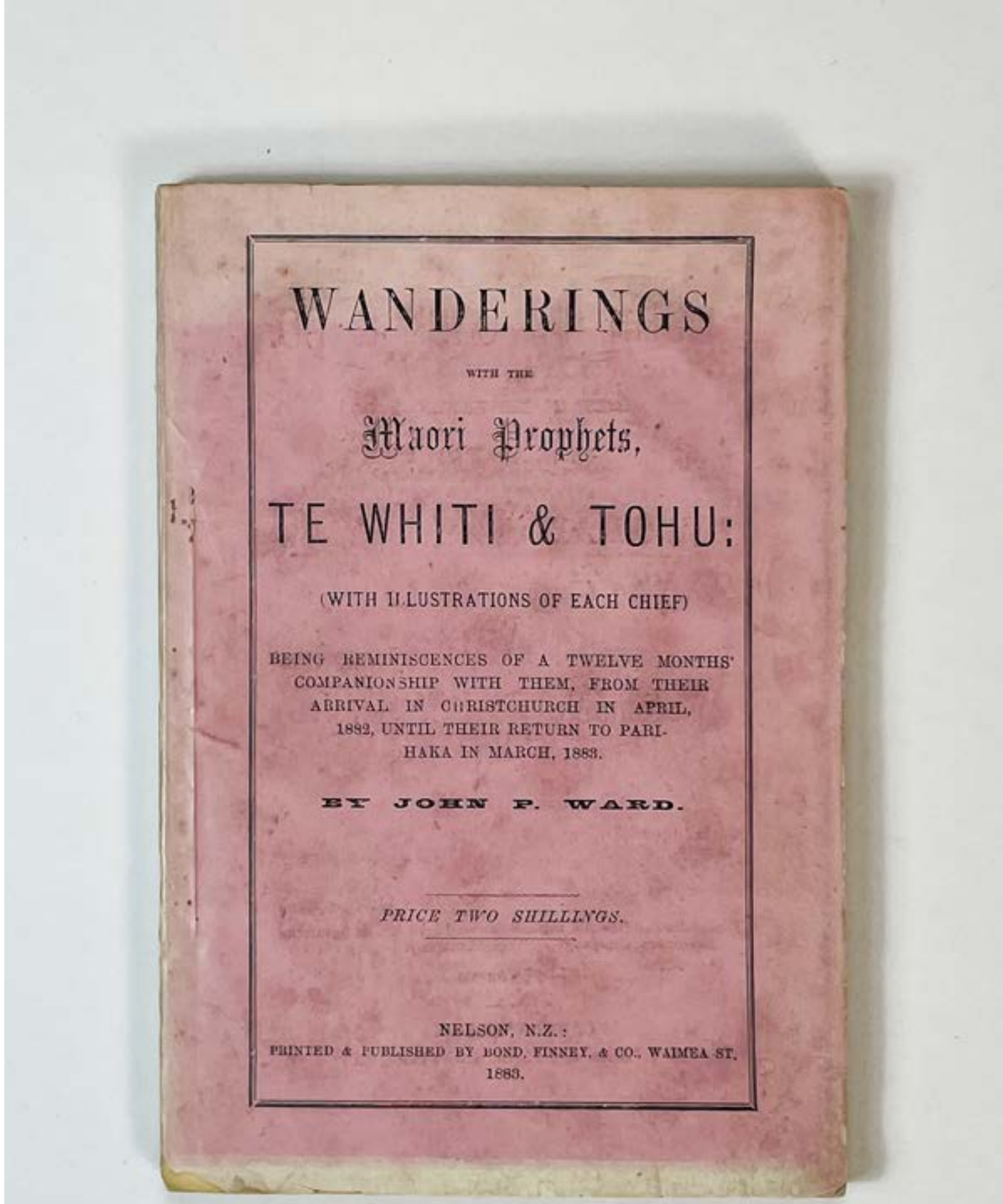
Nelson, N.Z.: Bond, Finney, & Co., 1883.

8° (16.5 x 11 cm): [4 pp., advertisements], 1 f., ii, 1 plate, 131 pp., [14 pp., advertisements], bound in original printed pink wrappers (Very Good, remarkably clean, just a few light spots, wrappers sunned, with discreet minor old repair to back wrapper).

A fascinating and historically significant account of the year-long tour of New Zealand's South Island undertaken by the famous Christian Māori Prophets Te Whiti-o-Rongomai and Tohu Kākahi, who as founders of Parihaka, once the country's largest Māori settlement, led campaigns of non-violent resistance against British encroachment that subsequently influenced Mahatma Gandhi, written by the prophets' court appointed minder-turned-friend, John Patrick Ward, as they awaited trial on trumped-up charges; the great value of the this sympatric, engagingly written work is its authentic, unvarnished account of the character of two of the great luminaries of modern Māori civilization; published in Nelson, New Zealand, in the immediately wake of the tour - rare in commerce.

During the New Zealand Wars (1845-72), British colonial entities decimated the Maori civilization, killing their people, decapitating their leadership and stealing their land. Their perfidy and rapaciousness were extreme even by the standards of the time, such that many prominent British figures were scandalized by the behavior of their regime, which violated both the spirit and black letter of British laws.

Yet, some of the Maori of the North Island saw something of a revival under the leadership of two Christian 'Prophets', Te Whiti and Tohu, two very dignified and wise men. Te Whiti-o-Rongomai (1830 - 1907), was the son of a minor chief of the Taranaki Maori people, who became a devout Christian upon being educated by missionaries. A life-long pacifist and very compassionate man, he first gained fame, in 1862, for saving the lives of the passengers of the Lord Worsley, a ship which was wrecked on the Taranaki coast, who were about to be slaughtered by Maori warriors. He soon gained a following amongst thousands of displaced Maori who had their lands confiscated during the New Zealand Wars.


WANDERINGS

WITH THE

Maori Prophets,

TE WHITI & TOHU:

(WITH ILLUSTRATIONS OF EACH CHIEF)

BEING REMINISCENCES OF A TWELVE MONTHS' COMPANIONSHIP WITH THEM, FROM THEIR ARRIVAL IN CHRISTCHURCH IN APRIL, 1882, UNTIL THEIR RETURN TO PARIHAKA IN MARCH, 1883.

BY JOHN P. WARD.

PRICE TWO SHILLINGS.

NELSON, N.Z.:
PRINTED & PUBLISHED BY BOND, FINNEY, & CO., WAIMEA ST.
1883.

Te Whiti joined forces with his close relative, Tohu Kakahi (c. 18928 - 1907). Unlike Te Whiti, in his youth Tohu was a warrior, seeing much action in the Taranaki Wars, conflicts on the North Island which were part of the larger New Zealand Wars. While he was one of the leaders of the Hauhau Movement, a Christian Maori sect that espoused violent means to overthrow colonial oppression, his views evolved to conform more closely with Te Whiti's pacifism.

In 1866, Te Whiti and Tohu founded the new settlement of Parihaka, in the Taranaki region, one of the most war-ravaged parts of the country, in the southwestern corner of the North Island, as a refuge for Maori fleeing the carnage and displacement of the wars. The community was to adhere to pacificism and was to follow a hybrid of Christian and Maori traditions, being largely self-sufficient, living separately from both the white settler community and the bellicose elements of the Maori population. Parihaka proved enormously successful, and during its heyday in the 1870s, it was home to over 2,000 people, who, by all accounts led healthy, peaceful and productive lives.

When white agents attempted to survey their land or build roads in the area, Te Whiti and Tohu led their followers on campaigns of non-violent resistance that, at least temporarily, stymied these efforts. Significantly, the Parihaka Maori's methods of peaceful protest was a major influence on the strike movement of Indian workers led by Mahatma Gandhi in South Africa from 1893 to 1914.

While the more enlightened British officials looked upon Parihaka favourably, seeing it as perhaps the basis for a viable solution to the horrific conflict between the white and indigenous peoples, many others essentially wanted the Maori to be exterminated, and for white settlers to control every inch of New Zealand.

John Brice, the Native Minister of New Zealand (in office, October 1881 to August 1884), the leader of the anti-Maori hardliners, was determined to destroy Parihaka, which was considered the brightest hope for any future for the Maori. Brice assumed his post when Arthur Charles Hamilton-Gordon, the Governor of New Zealand (in office, November 1880 to June 1882), a man known known to be sympathetic to Parihaka, happened to be abroad on business. This gave him the opportunity to strike.

On the morning of November 5, 1881, Brice led a force of 1,600 troops and cavalry on a stealth attack upon Parihaka, during which its 1,600 residents offered no resistance, being of an unarmed pacifist community. Brice's men expelled the Maori villagers and destroyed their homesteads, annexing the land for white settlement.

Brice had Te Whiti and Tohu arrested on trumped-up charges that, at best, had a very weak basis in British law and were regarded by many as preposterous. When it became clear that the local court would strike down the charges, Brice had Te Whiti and Tohu sent to be imprisoned for 16 months in Christchurch, in the South Island, far distant from their followers.

Enter John Patrick Ward & His Account of his 'Wanderings' with Te Whiti and Tohu

Not long after Te Whiti and Tohu arrived in the Addington Goal in Christchurch, in April 1882, an Australian-born British solider, John Patrick Ward (1847 - 1914), was made their warden. Ward's biography did not, on the surface, suggest that he would be well-disposed to the Maori prophets. Born in Sydney to a military family, he immigrated to New Zealand, in 1864, whereupon he joined the army. He saw frontline service in several of the major battles of the latter stages of the New Zealand wars. Upon leaving the military, he worked as a gold prospector for some years, before joining the civil service. However, his experiences fighting against the indigenous peoples and as a frontiersman concealed a personal sympathy for the Maori people. Notably, unlike most of his colleagues, Ward had a decent knowledge of Maori customs and had learned to speak the Maori language, and for these reasons he was given the unexpected assignment of being the 'minder' of Te Whiti and Tohu. While given the paltry annual salary of only £145, Ward was nonetheless honoured to be the Interpreter and "minister plenipotentiary" to the prophets, as he put it.

While Te Whiti and Tohu initially confined to the prison, the local magistrates in Christchurch decided that they could freely tour the South Island if they remained under Ward's close supervision. It seemed that the more enlightened figures the British regime regarded their arrest to be an injustice, and while the legal process played out, they could at least be afforded a comfortable experience. Moreover, as they were far from home, it was reasoned that the security risk of them inciting protests would be minimal. Ward was given a stipend for travel, food and accommodation, and he and his distinguished charges embarked upon a nearly year-long excursion across much of the South Island.

Ward's sympathetic account comes in the form of a very engagingly written diary. Its great value is in that it gives a highly authentic, unvarnished account of the characters of Te Whiti and Tohu, and an insight into what became a positive and mutually respectful friendship between a former anti-Maori warrior and two of the great luminaries of modern Maori civilization. Ward and the prophets visited Timaru, Dunedin, Central Otago and even cruised the West Coast fjords aboard the Stella. Recorded are Te Whiti and Tohu's reactions when encountering such unfamiliar things as railways, factories, restaurants, a gorilla (in the zoo) and fossils.

While men of relatively few words, what they do say to Ward reveals them to have been highly intelligent, dignified and observant. While Ward was still very much a colonialist of his era, with some of the incumbent prejudices, he comes to have an increasingly great respect and affection for his "friends" Te Whiti and Tohu, such that the reader seems to feel that if they were left to discuss and determine New Zealand's future, the course of history would have been much more harmonious.

In March 1883, Brice's legal efforts to persecute Te Whiti and Tohu failed, and they were released from crown custody. The final chapter concerns the prophets' emotional return to Parihaka, in the presence of Ward. Sadly, the community was a shadow of its former self, but at least the prophets were free (for the time being) to begin the process of rebuilding, a prospect that they greeted with much enthusiasm.

A highlight of the work is the plate featuring portraits of Te Whiti and Tohu. Importantly, very few images of the prophets of any kind exist, as for spiritual reasons, they were opposed to being photographed.

In the preface Ward writes:

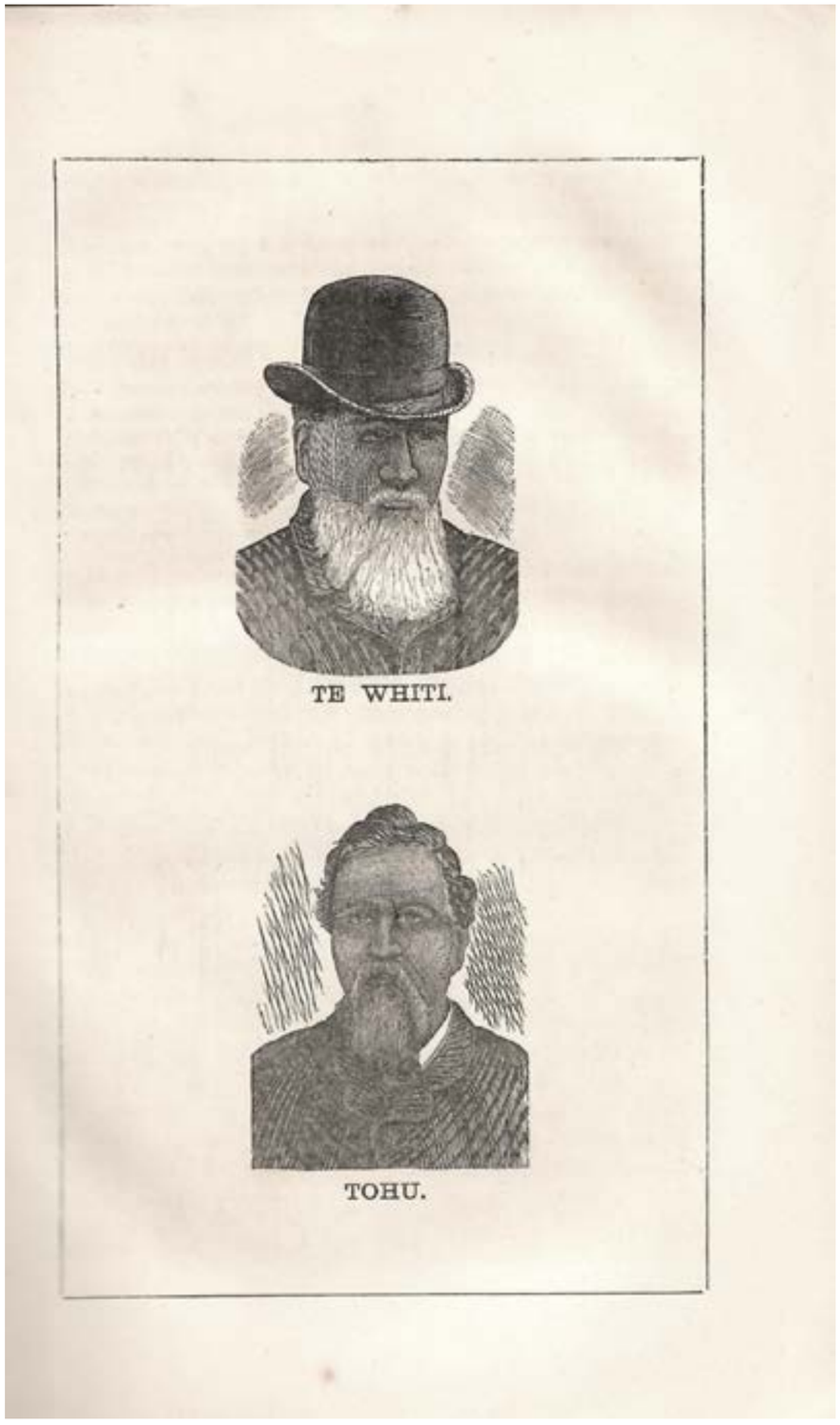
"The two illustrations that probably form the chief attraction of this volume, are worth of a word or two. Te Whiti or Tohu never sat for their photos, though often asked to do so, nor would they entertain the idea of a photographer or his appliances coming near them. I was determined to surmount this and I did. The result is before you. But 'my friends' now, as I write this, are as unconscious that the faithful camera has depicted their awe-stricken and phlegmatic countenances as I am of befoming 'Emperor of the Flowery Land'. The senior prophet, Te Whiti, is a faithful representation of his awe-stricken countenance at a wonderful tale I am telling him. Tohu's is not so good in detail, though faithful in features ..."

The present work was printed in Nelson, a small but vibrant port city in the northern part of the South Island, by the firm of Bond, Finney, & Co., the publisher of the town's daily newspaper, The Nelson Colonist. An interesting feature are the numerous pages of advertisements for local business that give a charming insight into colonial life.

The present work is rare in commerce, although several example can be traced in institutions.

References: Library of New Zealand: 922.83 WHI 1883 [Bagnall 5869]; British Library: 8154.e.6.(9.); Widener Library (Harvard University): BL2615 .W37 2002; Princeton University: BL2615.xW3; University of California Los Angeles: DU411 .W213w; OCLC: 1071167496, 154176461; Bronwyn ELSMORE, Like Them That Dream: The Maori and the Old Testament (2011), p. 148; TE MIRINGA Hohaia, Gregory O'BRIEN, Lara STRONGMAN, Parihaka: The Art of Passive Resistance (2006), p. 229; Keith SINCLAIR, Kinds of Peace: Maori People After the Wars, 1870-85 (2013), p. 1959. Cf. Bernard GADD, 'The Teachings of Te Whiti o Rongomai, 1831-1907', The Journal of the Polynesian Society, vol. 75, no. 4 (1966), pp. 445–57; Jane STAFFORD, ''E Kore Aia e Tikaia': Darwin, Te Whiti-o-Rongomai, and Reading the Bible', Journal of New Zealand Literature, no. 36:2 (2018), pp. 19–32.

1.800 EUR



21. MACAU - CHINESE AFFAIRS / SCANDAL
CHINESE 'SLAVERY'
MACAU IMPRINT

António José da SILVA E SOUSA (b. 1838).

A Polémica Acerca da Procuratura dos Negócios Sinicos de Macao.

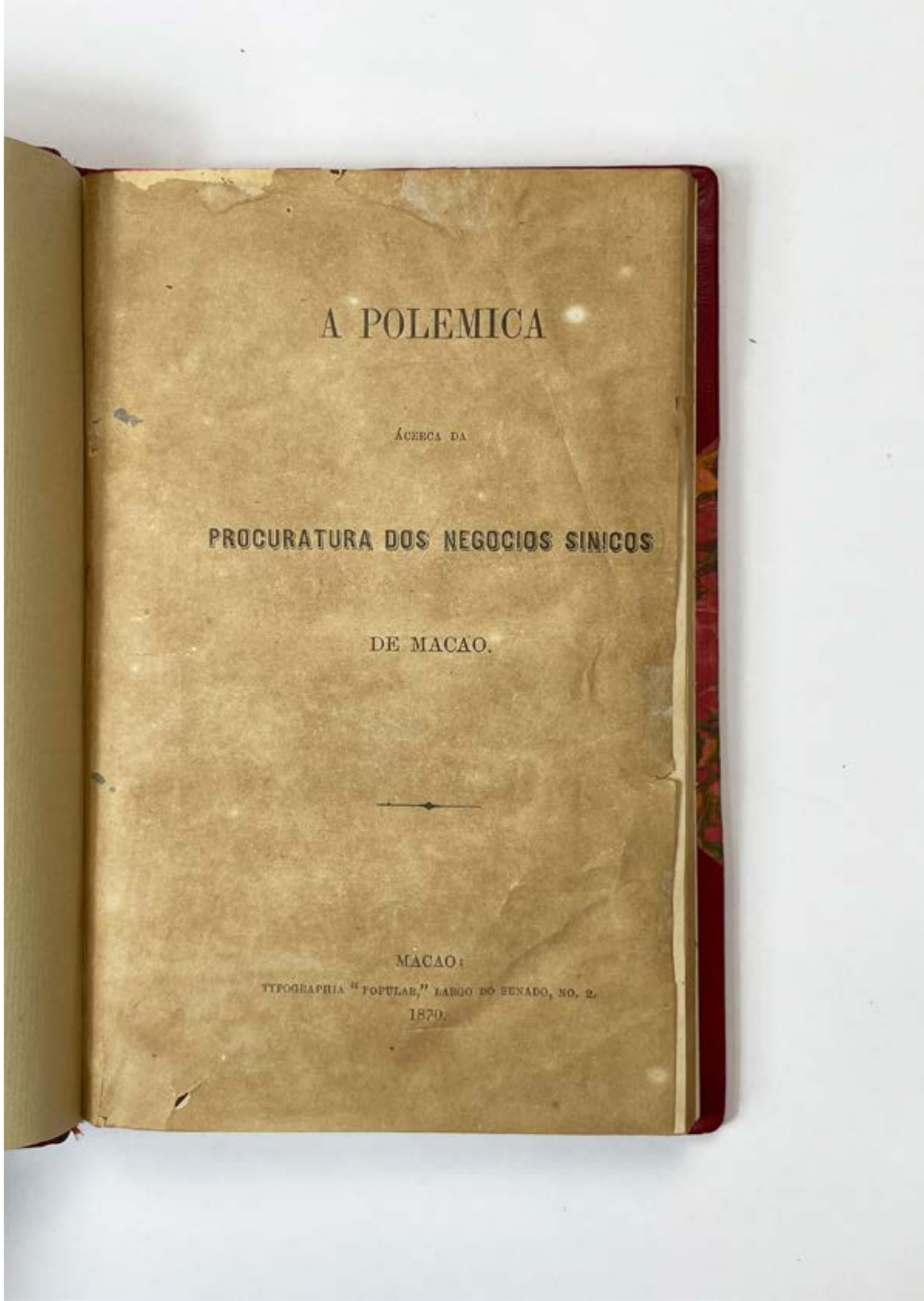
Macao: Typographia "Popular", 1870.

8° (20 x 13.5 cm): 2 ff., 186 pp., bound in modern red half calf, marbled boards, gilt title and tooling to spine (Good, title page brittle and toned with some repairs with archival tape, small patch of filled loss in black margin upper left, else just some light spots and mild toning).

An extremely rare and important work, whereby the prominent Hong Kong-based journalist António José da Silva e Sousa compiles his blistering attacks upon the administration of the former 'Procurador dos Negócios Sinicos de Macao' ('Crown Attorney of the Chinese Affairs of Macau'), the ultra-powerful magistrate that oversaw all matters concerning the Chinese residents of Macau and the colony's relations with China, accusing him of profligate embezzlement, corruption, extortion, coercion and propagating the quasi-enslavement of migrant Chinese workers to be sent away to toil in the on the plantations and in the mines of Latin America; Silva e Sousa's charges created a massive scandal and spurred high profile court cases, events that were instrumental in ensuring the end of the 'coolie trade' in Macau.

Portugal made Macau its permanent trading base in China in 1557, owing to its decent natural harbour and proximity to the great Chinese port of Canton. While Portuguese sovereignty over the tiny point of land was legally ambiguous, leading to interminable disputes with China, the Portuguese proceeded to govern it as if it was their own enduring possession. Upon the Portuguese arrival in Macau, it was only a small fishing village of only 400 residents. To create a viable commercial base, the Portuguese encouraged Chinese emigration to the colony. It was not long before the Macau's commercial success and trading hub attracted the first waves of Chinese emigration that ensured that great majority of the colony's population was ethnically Chinese. The Portuguese accorded different legal rights to European and the Chinese residents in Macau and required an authority to specifically oversee the affairs of the Chinese community.

In 1583, the Portuguese created the incredibly powerful office of the Procuratura dos Negócios Sinicos de Macao, which roughly translates to the 'Crown Attorney of the Chinese Affairs of Macau'. The head of the office, the Procurador, was unilaterally responsible for adjudicating all legal matters of the Chinese community, as well as enforcing all business regulations, immigration and emigrations laws, taxation and policing and corrections matters for the same. The Procurador was also responsible for managing Macau's always prickly, yet all-important relationship with China.


A POLEMICA

ACERCA DA

PROCURATURA DOS NEGOCIOS SINICOS

DE MACAO.

MACAO:

TYPOGRAPHIA "POPULAR," LARGO DO SENADO, NO. 2.

1870.

Over the generations, the Procurador was usually a political appointment, and while some appointees were well educated, experienced and very professional, many were 'hacks' with no legal training who exploited the position for personal gain. The office's immense power and autonomy ensured that it provided limitless opportunities for corruption and abuse, and for this reason the Procurador, while feared, was looked upon with resentment and disdain by most Chinese Macanese, not to mention some members of the Portuguese colonial firmament.

In the 1840s, shifts in global trade and the sudden rise of Hong Kong as an alpha-competitor saw a sharp decline in Macau's economy. To drum up action and revenue, the Macau government came up with a scheme for the colony to act an entrepôt for migrant workers from China proper to emigrate to Latin America (primarily Cuba and Peru), where there was a dire shortage of agrarian and mining labour. While according to Portuguese law, these Chinese labourers were all supposed to be voluntary migrant contract workers for agreed wages, in reality, these 'coolies' were often tricked and/or coerced by Chinese 'snakeheads' into leaving their homes with false promises of decent lives abroad. These unfortunates were then brought to Macau, where European brokers would gain handsome fees for arranging for the labourers to be handed over for transport to the Americas aboard foreign vessels. In truth, in the vast majority of cases, the Chinse labourers were treated harshly, often no better than slaves (some literally became slaves, as they ended up being confined to plantations or mines and paid nothing). While this abusive new form of bondage was against both the letter and spirit of Portuguese law, the Procurador ensured that the system functioned unfettered, while it seemed that almost everyone in the colonial regime, from the governor on down, either looked the other way or took their cut under the table.

Beginning in 1848, and lasting until the early 1870s, Macau sent tens of thousands of 'coolies' to the Americas, mostly as quasi-slaves. Whenever concerned parties complained that this system was illegal and unethical, the Procurador merely replied that this office oversaw the system of Chinese emigration in good faith and that the abuses were carried out by foreigners, either aboard foreign vessels, or, in faraway lands, actions that were beyond the control of the Macanese authorities. Moreover, they denied that any corruption occurred, and challenged their critics to provide proof (which was hard, as the Procurador and his accomplices were traditionally good at covering their tracks).

In 1866, the brilliant and politically well-connected, but controversial, young journalist, António Feliciano Marques Pereira (1839 – 1881), was appointed as the Procurador, overseeing the affairs of the 60,000 Chinese residents of the colony (against the European population of only 5,000). A native of Lisbon, after dropping out of law school at the University of Coimbra, he had worked in his native city for a series of prestigious periodicals. In 1859, he moved to Macau and the following year became, at only the age of 21, the editor of the Boletim do Governo de Macau, the official crown organ. He was also made the Superintendent of Chinese Immigration, a senior role that assisted the Procurador in such matters. After a tour in Beijing (1862-6) as the Secretary to the Portuguese Embassy, he returned to Macau to take up his appointment as Procurador.

Marques Pereira's tenure as Procurador was rocky, to say the least. His detractors, led by the distinguished journalist António José da Silva e Sousa (b. 1838), accused him of running an administration of unprecedented corruption, and coercion, knowingly sending ever more Chinese labourers into slavery abroad. Silva e Sousa, a contemporary and a journalist colleague of Marques Pereira, was a native of Macau, and the son of the former editor of the Boletim do Governo de Macau. He moved to Hong Kong and founded the O Eco do Povo in 1859, a popular weekly that served the large Portuguese-Macanese community in that city, while many copies were sent across the water to consumed in Macau. A great benefit of operating a Portuguese-language newspaper in Hong Kong was that the editor was free of being sanctioned by the notoriously harsh Portuguese censors, as the British had loose censorship laws, and anyway scarcely cared about the content of foreign language publications.

Beginning in early 1869, Silva e Sousa launched a merciless media barrage, in the O Eco do Povo and in other papers, against Marques Pereira's supposed maladministration of the Procurador's office. While Marques Pereira could normally have counted on the crown to have his back, unfortunately for him the new Governor of Macau, António Sérgio de Sousa (in office, 1868-72), personally found the 'coolie trade' repugnant, and disliked the Procurador. The scandal forced Marques Pereira's resignation later in 1869; however, the drama was far from over.

Marques Pereira promptly sued Silva e Sousa for criminal slander in the Portuguese courts of Macau, and mounted a civil suit for libel against the editor of the O Eco do Povo in Hong Kong. In the latter trial, the burden of proof would be squarely on Silva e Sousa, as British law would require him to forensically prove that his accusations against the Marques Pereira were true. The former Procurador was defended by the O Independente newspaper, which accused Silva e Sousa as being a liar.

The Present Work in Focus: The Journalist vs. the Procurador

As the court cases were still playing out, Silva e Sousa published the present work as a grand public defense of his actions, seeking to show that Marques Pereira had indeed run the Procurador's office as if he were a corrupt slave trader. The present work is an anthology of articles, most written by Silva e Sousa, that had been published in the news journals O Noticio Macaense, Boletim do Governo de Macau, O Independente and the O Eco do Povo, between January 25, 1869 and March 31, 1870.

As Silva e Sousa writes in the preface, dated Macao, June 17, 1870, the book is:

"...a compilation of articles published in three Portuguese newspapers from Macao and Hong Kong regarding the Procurador dos Negócios Sinicos de Macao in this city.

Having been, for so many times, unfairly accused of slander by the 'O Independente' newspaper, we present to the public, for our defense, the present compilation, where impartial men will find a basis to predicate a dispassionate judgment on the subject matter."

Collectively, in the articles that Silva e Sousa compiles he mounts several damning accusations against Marques Pereira from his tenure as Procurador's, including charges of embezzlement, corruption, extortion, coercion and propagating modern slavery. Specifically, he claimed that Marques Pereira and his associates, whose regime he described as a "monstrosity", were involved in all kinds of inappropriate and illegal dealings with snakeheads and labour brokers to knowingly sell Chinese labourers into servitude aboard, backing his assertions with ample statistics, circumstantial evidence and testimonials. The administration threatened and coerced Chinese labourers into signing labour agreements against their will, while the Procurador's administration arrested hundreds of Chinese people at a time on fake or exaggerated charges, only to release them into the 'coolie trade'. Silva e Sousa also claimed that these activities were being undertaken with the full knowledge of the leadership of Macau's colonial administration (at least until the arrival of Governor António Sérgio de Sousa). Particularly fascinating and chilling are the several testimonials of Chinese victims of Marques Pereira's racket (pp. 162-167).

While the present work forms a very convincing case against Marques Pereira, as it turned out, Silva e Sousa was not able to forensically prove his accusations against the former Procurador in the Hong Kong courts. He was found guilty of libel and ordered to pay Marques Pereira H.K. $5,000 in damages. As for the criminal case, it was dismissed, likely in good part due to the intervention of the governor, who both personally agreed with Silva e Sousa and wanted the whole issue to go way.

In good part due to Silva e Sousa's media campaign, the Procuratura dos Negócios Sinicos de Macao was reformed and professionalized, such that is soon wound down the 'coolie trade' in Macau. Meanwhile, international pressure upon Spain (which owned Cuba) and Peru led to a sharp decline in the demand for migrant Chinese labourers to those countries. However, the Procurador's office, while transformed, never recovered from the scandal brought about by Silva e Sousa's accusations, while also coming to be seen by the crown as archaic institution, as there was a move to gradually integrate Chinese Macanese into the greater Portuguese legal system. The office was dissolved in 1894.

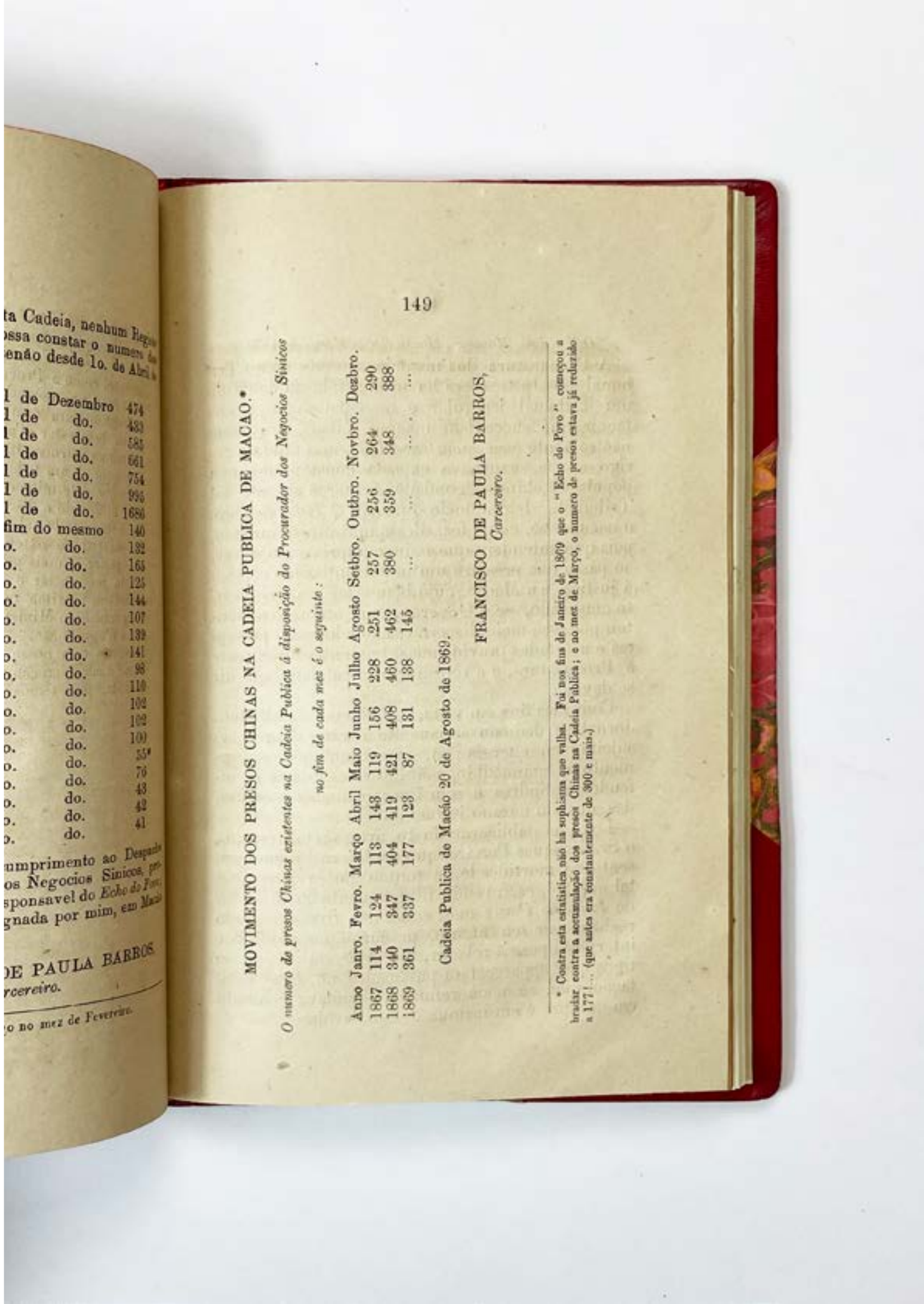
As for António Felicano Marques Pereira, the scandal forced him to leave Macau for good, to resume his diplomatic career, in Siam and British India. António José da Silva e Sousa remained one of the leading Portuguese language journalists in Asia, with the Marques Pereira affair greatly increasing his profile (and credibility amongst many readers).

A Note on Rarity

The present work is extremely rare, like many 19th century Macanese imprints. We can locate only 2 institutional examples, held by the Biblioteca Nacional de Portugal and the National Library of Australia. Moreover, we cannot trace any sales records for any other examples from the last 25 years.

References: Biblioteca Nacional de Portugal: S.C. 10947 V.; National Library of Australia: BRA 3493; OCLC: 219845784; Luís G. GOMES, Bibliografia Macaense (Macau, 1987), no. 1611; António Henrique R. de OLIVEIRA MARQUES, Joel SERRÃO (eds.), Nova história da expansão portuguesa (1986), p, 763; António Manuel HESPANHA, Panorama da história institucional e jurídica de Macau (1995), p. 59; Manuel TEIXEIRA, A imprensa periódica portuguesa no Extremo-Oriente (1965), p. 268. Cf. António HOHLFELDT, 'Síntese histórica da imprensa de expressão portuguesa na Ásia', [Research Paper: Pontifícia Universidade Católica do Rio Grande do Sul / Escola de Comunicação, Artes e Design (2021), esp. p. 329.

1.800 EUR



22. MEDICINE – EPIDEMIOLOGY - CHOLERA
BRAZIL - PORTUGAL
FINE BINDINGS / RIO DE JANEIRO IMPRINT

Emigdio Manoel da VICTORIO DA COSTA (1779 - 1848), Author. / Adolpho Manoel VICTORIO DA COSTA (1808 - 1878), Editor.

Apontamentos sobre a cholera-morbus epidemica na sua invasão em Portugal / Escriptos pelo fallecido Dr. Emigdio Manoel da Victorio da Costa / Antigo lente de medicina da Universidade de Coimbra / Coordenados por seu filho o Dr. Adolpho Manoel Victorio da Costa / Director do Collegio Victorio, Ex-Director e Benemerito do Gabinete Portuguez de Leitura, Socio Honorario do de Pernambuco, da Sociedade Portugueza de Beneficencia, e Antigo Examinador de Sciencias Propedeuticas da Escola de Medicina do Rio de Janeiro, Etc. Com um Proemio em que se trata Amplamente o Genero Desta Palavra.

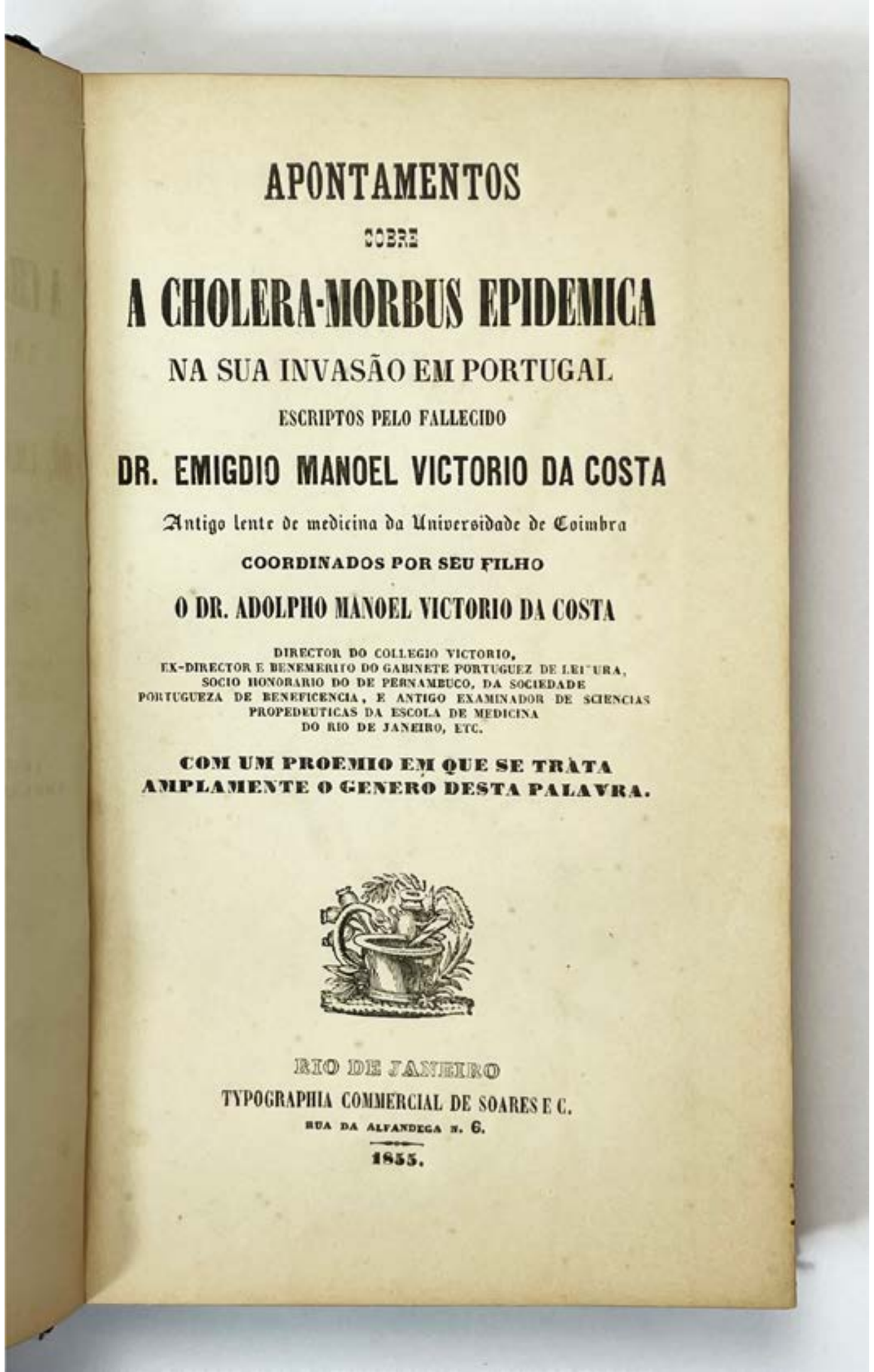
Rio de Janeiro: Typ. commercial de Soares e C., 1855.

8° (20.5 x 13.5 cm): xxviii, 127 pp., [1 f. Errata], bound in sumptuous full dark blue velvet with elaborate gilt debossed designs to covers and gilt title to spine, silked endpapers and gilt foredges (Very Good, binding with hinges cracked but covers still holding, some wear to spine with some loss to gilt title).

Very Rare – a remarkably astute treatise on cholera accompanied by an amazing 462 case studies of named patients written at the height of the Cholera Epidemic of 1833-4 in Portugal by the respected physician Emigdio Manoel da Victorio da Costa, who selflessly tended to infected persons on the front lines; the work remained in manuscript for many years, until his son, Adolpho Manoel Victorio da Costa, likewise a physician, living in exile in Brazil, had it published in Rio de Janeiro, in 1855, upon the first outbreak of cholera in that country, so that his father's work could aid both Brazilian and Portuguese doctors as they battled the scourge – the present example being perhaps unique, owing to its sumptuous full dark blue velvet binding and fine detailing.

Cholera is a highly contagious gastrointestinal disease, incubated in pools of warm, contaminated water and spread by human contact. It has its origins in India's Ganges Delta, where it has been a recurrent epidemic since ancient times. Traditionally, the disease's spread had been limited to the Indian Subcontinent. However, in 1817, Cholera began to spread to various parts the world, carried by merchants and sailors, leading to a series of pandemics.

The First Cholera Pandemic (1817-24) severely affected many parts of Asia and Africa, while the Second Cholera Pandemic (1827-35), shocked the Western World, plaguing Europe and North America, killing hundreds of thousands.


APONTAMENTOS

SOBRE

A CHOLERA-MORBUS EPIDEMICA

NA SUA INVASÃO EM PORTUGAL

ESCRIPTOS PELO FALLECIDO

DR. EMIGDIO MANOEL VICTORIO DA COSTA

Antigo lente de medicina da Universidade de Coimbra

COORDINADOS POR SEU FILHO

O DR. ADOLPHO MANOEL VICTORIO DA COSTA

DIRECTOR DO COLLEGIO VICTORIO,
EX-DIRECTOR E BENEMERITO DO GABINETE PORTUGUEZ DE LEITURA,
SOCIO HONORARIO DO DE PERNAMBUCO, DA SOCIEDADE
PORTUGUEZA DE BENEFICENCIA, E ANTIGO EXAMINADOR DE SCIENCIAS
PROPEDEUTICAS DA ESCOLA DE MEDICINA
DO RIO DE JANEIRO, ETC.

COM UM PROEMIO EM QUE SE TRÀTA
AMPLAMENTE O GENERO DESTA PALAVRA.

RIO DE JANEIRO
TYPOGRAPHIA COMMERCIAL DE SOARES E C.
RUA DA ALFANDEGA N. 6.
1855.

The disease struck Portugal in 1833, after it was carried to Porto by the Liberal fleet during the ongoing Portuguese Civil War of 1828-34. The country, especially its northern regions, was hit hard, as over period of 16 months 40,000 perished.

The Third Cholera Pandemic (1839-56) raged throughout Europe, North Africa, and the Americas, but for the longest time did not affect Brazil. Many Brazilians naively believed that their country was naturally protected, reasoning that the disease had trouble crossing the Atlantic and bearing the intense heat of the Equator. These assumptions were dead wrong.

Brazil was poorly prepared for the arrival of cholera on its shores. While the country had two medical schools, at Rio de Janeiro and Bahia, and while some Brazilian students were educated in Europe, it had a severe shortage of doctors. Moreover, many Brazilian physicians were slow to learn of new medical discoveries abroad and often acted upon dated or incorrect assumptions.

Belém, in the Amazon, was the first city in Brazil to be significantly affected by cholera, after a ship of infected people arrived at its harbour, from Portugal, on May 15, 1855. This sparked the first of many debates between the 'contagionists', who believed that cholera was transferred human-to-human, while the 'anti-contagionists' believed that the disease was caused by environmental factors (ex. poor hygiene, climate, etc.) and could not be transferred only by human contact. Critically, many people who had no real idea of the nature of the disease followed the anti-contagionist line, as the prospect of quarantine 'lockdowns' threatened to ruin the economy and their livelihoods. Thus, key decisions were made on economic as opposed to scientific grounds.

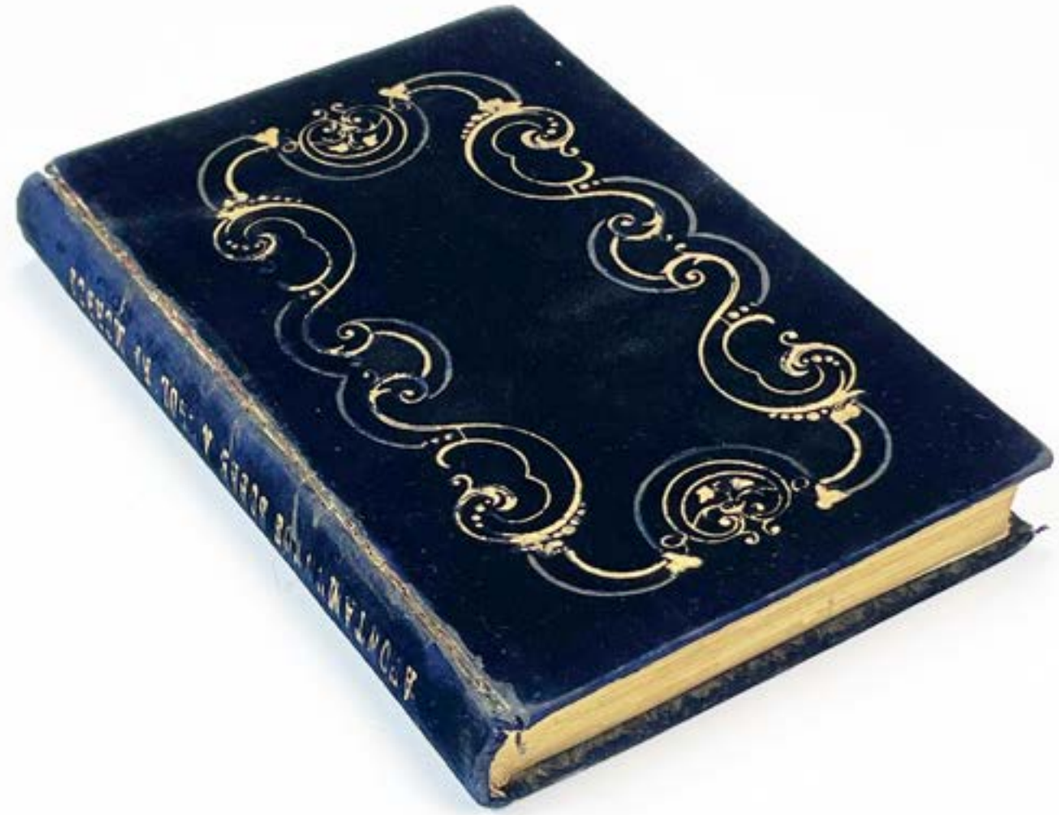
The 'anti-contagionists' won the debate in Belém, so allowing cholera spread rapidly across the city and surrounding area. From Belém, the scourge raged southwards, ravaging Bahia, and Rio de Janeiro.

In the end, it is estimated that around 200,000 Brazilians died of cholera in 1855-6 (out of a total national population of around 8 million), making it, in the words of the eminent Brazilian historian José Pereira Rego, the "blackest page in the medical history of Brazil" (at least until the Covid-19 Pandemic of 2020-22, which killed around 700,000 Brazilians).

The Present Work in Focus

During the cholera outbreak in Brazil of 1855-6, physicians in Brazil went to great efforts to obtain European literature on the disease, especially works written by doctors who treated patients firsthand, and preferably with what appeared to be at least some success. Portugal was a prime source for these studies, not only due to its close ties to Brazil, but also because Portuguese physicians had particularly extensive experience with the disease.

Emigdio Manoel da Victorio da Costa (1769 - 1848), was Portuguese physician who was on the forefront of battling the 1833-4 cholera epidemic in Portugal. He obtained a medical degree from the prestigious University of Coimbra, located in his hometown. While he was destined for a bright academic career at the university, in 1803, he abruptly left Coimbra after an argument with the academic administration. He then settled in the nearby town of Soare.



Thirty years later, when the Coimbra region was devastated by the cholera scourge, Emigdio Manoel was still the town doctor, whereupon personally tended to hundreds of patients in the vicinity. During the outbreak, he wrote a treatise on cholera and carefully recorded his sessions with patients, however, he always kept these documents to himself. Upon his death, he left instructions to his children to publish whatever of his papers were "useful to humanity", and to burn the rest.

Emigdio's son, Adolfo Manuel Victorio da Costa (1808 - 1878), was given his father's papers from the cholera epidemic, which he resolved to publish (someday). Adolfo had studied philosophy at the University of Coimbra, but on the eve of receiving his doctorate, in 1834, he was forced to flee Portugal, due to his ardent support of the losing side in the Portuguese Civil War. He went to Paris, where he gained his medical degree, before moving to Rio de Janeiro, where he opened a lucrative private practice and, in 1840, founded the Colégio Victorio medical school.

When cholera struck Brazil in 1855, Adolfo was motivated to quickly edit and publish his father's writings on the disease, to serve as an aid to doctors in both Brazil and Portugal in combatting the scourge. The work was duly published in Rio de Janeiro. It consisted of a preface by Adolfo, followed by his father's treatise on the history, nature, symptoms, and treatments for cholera, and concluded with Emigdio's numerous case studies of patients, based upon his own practice.

In his 'Proemio' (preface), Adolfo writes that "…the notes on cholera-morbus asiatica… must be useful to Portugal… the doctor who undertakes to read the detailed history of this epidemic in its invasion of Portugal, will find there, true documents about the invasion, progress and termination of the disease; the practical doctor will have more to consult on a series of cases… and the legislator will be able to draw from there rules to preserve the people from major epidemics, as much as possible… We also think that these notes should be useful to Brazil; the Brazilian doctor can take advantage of reading this advice, giving due consideration to the climate, the body's conditions and the thousands of causes that influence illnesses, their course and treatment (p. viii).

There then follows Emigdio's remarkably astute (for the time) treatise on the disease, 'A Cholera-Morbus Asiatica' (pp. 1-22), which is noted as having been written in Saure, on November 30, 1833. The discourse includes a short history of cholera, and then reveals that Emigdio was a committed 'contagionist', who believed that the vector of transmission went "person to person" via a poisonous "miasma", from either the air, vessels of the skin, or "material excreted in digestive tracts" (the latter of which was correct). He observed that, in the Coimbra region, the disease was transmitted from town to town only when an infected person travelled that way.

Emigdio goes on to opine that cholera is a disease of "the nervous system and vascular blood", before describing its horrific and varied symptoms in considerable detail.

As for treatments, Emigdio shows an awareness of the common contemporary 'remedies', that involved enemas, potions and bloodletting (usually totally ineffective, and often dangerous). He notes his own courses of treatment which involved the varied use of opium, nutmeg, and laudanum and, rarely, quinine sulfate. These medicines may have marginally helped some patients but were far from being cures.

The final, and largest and most valuable section of the work consist of Emigdio's case studies (pp. 23-127), drawn from his patient notes, taken in the field, during the cholera pandemic. Here his records an amazing 462 cases, which are classified as ranging from 'Caso Leve' (light cases) to 'Caso Gravissimo' (grave cases). Each case notes the patient's name, age, symptoms, treatment (if administered) and outcomes. Anecdotally, Emigdio noticed that children were less affected by cholera, while the poor, and people with substance abuse issues were especially vulnerable to negative outcomes.

The book was well-received on both sides of the Atlantic, with a contemporary Portuguese reviewer of the book praising its qualities and practical utility as guide for physicians, writing that the work is "greater in merit than its size", before going on to say that it records "…a memory about this disease, progress, ways of invasion and means of remedying them; The small book we are dealing with presents a large number of cases, which constitute a statistical archive, rich in therapeutic and clinical data, and of great advantage to the surgeon… who has to deal with such a serious illness; because it provides, in a quick glance, a large number of observations, interesting in themselves, and recommendable, as they are authored by the recognized probity of the faculty. Furthermore, the work "…is recommended in all respects, and as such we advise it to experts. In addition to presenting new ideas about the scourge, in addition to correctly and clearly drawing all the features and phases of the epidemic, to covering in a short space how much you need to know about the common clinical subject, making for this reason an excellent vade-mecum" [Dr. Emigdio Manoel da Victorio da Costa]" (A. Paganino, 'Bibliographia - A*pontamentos sobre a cholera-morbus*…', A Illustração luso-brazileira. Jornal universal, vol. 1 (Lisbon, 1856), p. 154).

A Note on Rarity

The present work is very rare. We can locate only 5 institutional examples, held by the Biblioteca Nacional de Portugal (2 examples); University of California-Los Angeles; Ohio State University Library; and the Cleveland State University Library. The only sales record we can trace for another example is for one offered at a Brazilian auction in 2015.

Importantly, the present example may be unique, owing to its sumptuous velvet binding and fine detailing.

References: Biblioteca Nacional de Portugal (2 examples): S.A. 33315 V. and S.A. 4306 V.; University of California, Los Angeles: WC 264 C837a 1855; Ohio State University Libraries: RC133.P8 C6 1855; Cleveland State University Library: RC133.P8 C6.; OCLC: 3332570; INOCÊNCIO, Diccionario Bibliographico Portuguez, vol. 2, p. 233 and vol. 9, p. 172; Rodrigues de GUSMÃO, Memorias biographicas dos medicos t cirurgiões portugezes, que, no presente seculo, se teem feito conhecidos por seus escriptos (Lisbon, 1858), p. 25; O Instituto: Jornal scientifico e litterario, vol. 11 (Coimbra, 1863), p. 261; A. PAGANINO, 'Bibliographia - Apontamentos sobre a cholera-morbus…', A Illustração luso-brazileira. Jornal universal, vol. 1 (Lisbon, 1856), p. 154; Revista do Instituto Histórico e Geográfico do Brasil, 3.a serie, supplemento ao tomo XVIII (1855), p. 88.

2.200 EUR

23. FIRST OTTOMAN BOOK ON DARWINISM

Suphi Ethem (also Subhi Edhem or İsmail Suphi, 1880s – prob. 1920 or 1923).

داروینیزم
[Darvinizm / Darwinism]

Manastır (Today Bitola, North Macedonia): Beynelmilel Ticaret Matbaası] 1327 [1911].

8°. 200 pp. with three interleaved images, [4 pp.], contemporary brown embossed covers, red label with gilt lettering in Ottoman on the spine, endpapers with art nouveau pattern (little age-toned and stained, binding slightly rubbed on corners, but otherwise in a good conditon).

A rare first Ottoman Book on Darwinism, printed in Bitola

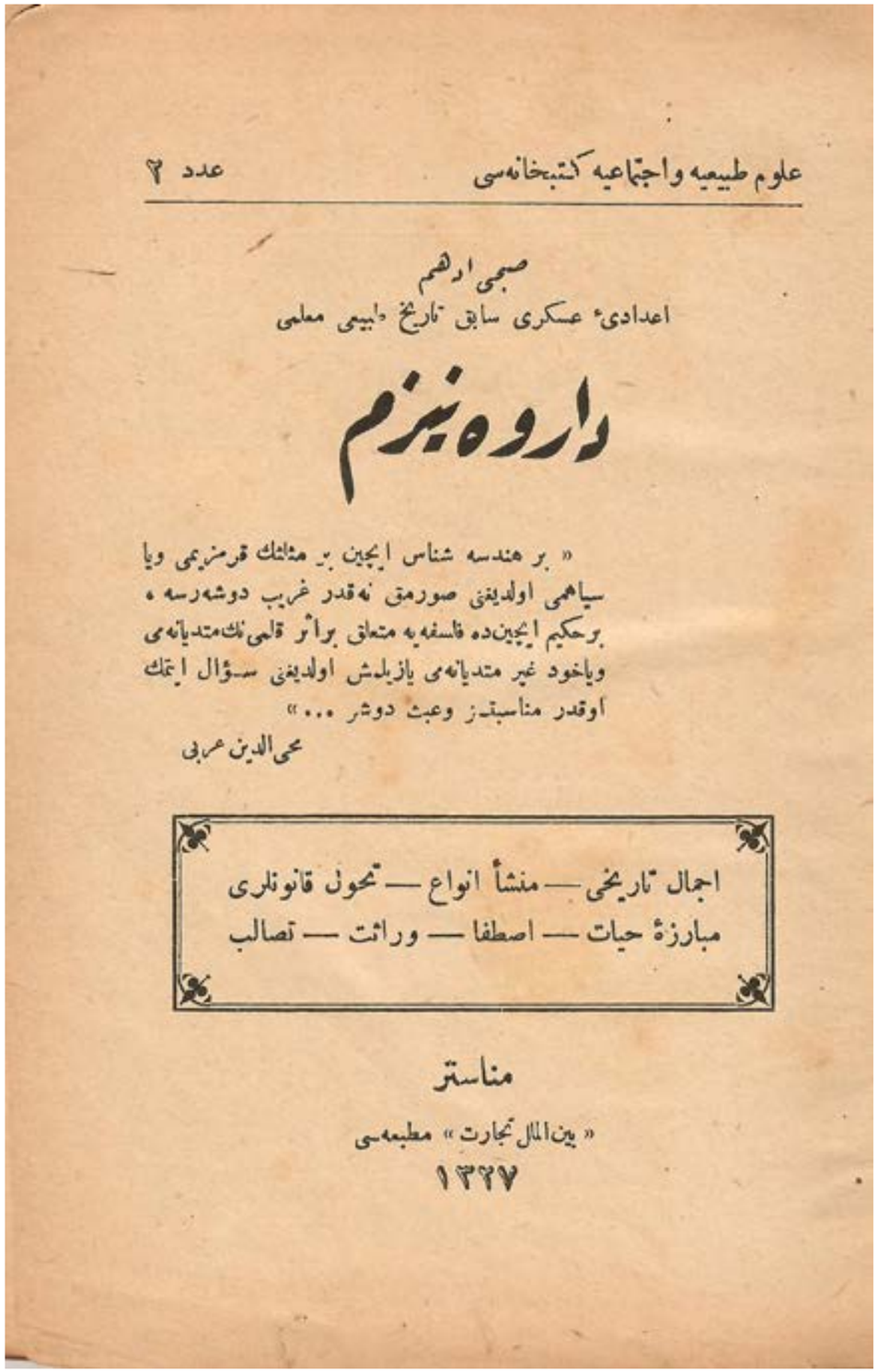
In his revolutionary Ottoman work Suphi Ethem presents the history of Pre-Darwinian theory and Darwin's discoveries as a final result. The text is accompanied with a portrait of Jean-Baptiste Lamarck and Georges Cuvier.

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

Worldcat does not list any institutional examples.

References: MIL, BDK - ÖZEGE; 3635.

1.800 EUR



24. QUR'AN
OTTOMAN LITHOGRAPHY

Qur'an

[Istanbul: S.d., but ca 1900 or first years of the 20th century]

12°, [608 pp.], margins of opening double pages with fine colouring in polychrome and gold, gold decoration in surah headings, polychrome marginal medallions, sporadic marginal annotations in red ink, original brown goat binding with a flap and gold tooling, accompanied with an original goat leather slipcase with gold tooling and decorated paper on the inner side (long narrow worm hole in the front lose endpaper, shaped around the flap of the binding, internally clean with only minor age-toning and sporadic staining, one page with a tiny crack in the margin and last page with tiny cracks in the gilt, binding slightly rubbed with a worm hole on the spine and on the surface of the cover, slipcase little rubbed with small cracks and tiny pieces of material missing).

A beautiful Ottoman lithographed Qur'an with hand-coloured details, imitating the appearance of traditional manuscripts.

The first lithographic press in Istanbul was founded by a Frenchmen Henri Cayol, in 1831, and was in the Islamic Worlds possibly preceded only by the Bulaq and Calcutta presses. The first books printed by Cayol were exclusively of military nature and the later ones, made by his second printing shop, were of more commercial nature.

Religious texts adopted the technique of lithography only slowly and with skepticism, as stone printing was considered cheap and prone to printing errors. One should also not underestimate long Islamic tradition of calligraphy and the pride of scribes, who produced unique manuscript details and illuminations.

We could not find the exact date of the first lithographed religious text in the Ottoman Empire nor in Istanbul, but the first smaller texts, mostly in shape of pocket talismans and calendars started appearing in the early 1840s (for example an Ottoman pocket calendar scroll, printed by Mekteb-i Fünûn-ı Harbiye Matbaası in 1841 and held at the Bavarian state library (A.or. 5789)). Late 1840s and 1850s welcomed the first lithographed pocket books with collections of prayers, most popular probably being Delâil ül-hayrât (Delail-i Hayrat, Dala'il al-Khayrat) by Muhammad al-Jazuli. These booklets were mostly sold to pilgrims as more affordable versions in comparison to expensive manuscripts. Following the tradition, the texts were often decorated with hand-painted floral ornaments and gilt details.

The first Qur'an in the Ottoman Empire was not lithographed until 1304 Rumi (1887 or 1888), when the stone printed version of the holy text based on the manuscript of Hâfız Osmân was produced under a strict supervision of the sultan on the premises of the imperial palace. The Qur'an was same as older lithographed texts heavily ornated with traditional manuscript decoration and gilt.

Our example of the Qur'an is a handsome, richly decorated example of an Ottoman lithographed Qur'an, combined with traditional illuminator's art.

1.800 EUR



سورة الفاتحة مكية وهي سبع آيات

بسم الله الرحمن الرحيم

الحمد لله رب العالمين ۝ الرحمن
الرحيم ۝ مالك يوم الدين ۝ إياك
نعبد وإياك نستعين ۝ اهدنا
الصراط المستقيم ۝ صراط
الذين أنعمت عليهم غير
المغضوب
عليهم ولا الضالين

سورة البقرة مدنية وهي مائتان وست وثمانون آية وفي بعض البلاد وفي سبع وخمس

بسم الله الرحمن الرحيم

الم ۝ ذلك الكتاب لا ريب فيه هدى
للمتقين ۝ الذين يؤمنون بالغيب ويقيمون
الصلوة ومما رزقناهم ينفقون ۝ والذين
يؤمنون بما أنزل إليك وما أنزل من قبلك
وبالآخرة هم يوقنون ۝ أولئك على هدى
من ربهم وأولئك هم المفلحون

25. OTTOMAN THEMATIC CARTOGRAPHY
THE ARAB WORLD / TRANSPORTATION
THE HAJJ / MECCA / HEJAZ

DAHİLİYE NEZARETİ [OTTOMAN INTERIOR MINISTRY].

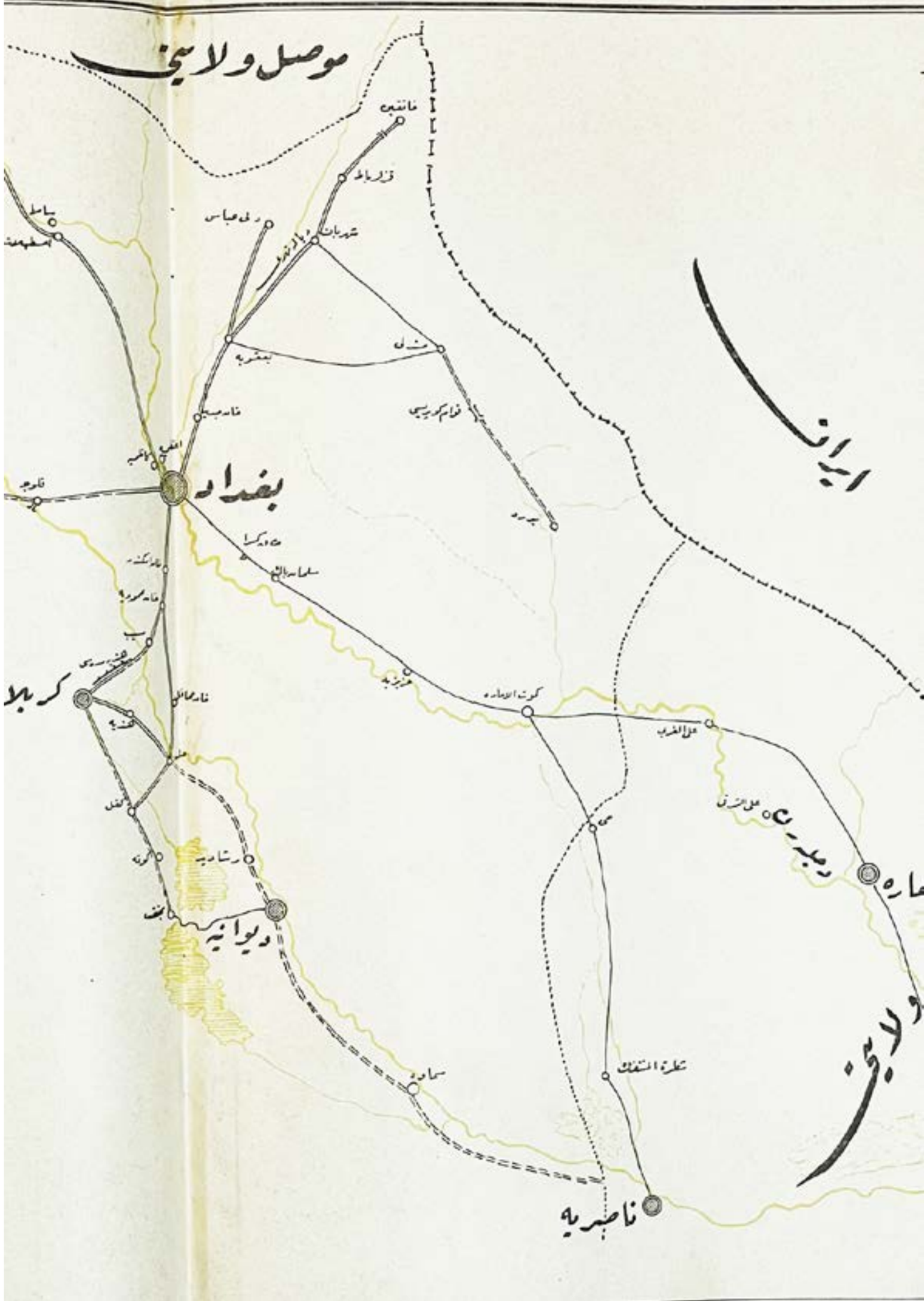
داخليه نظارتی امور محليه ولايات مديريتی ولايات يوللری خريطه سی
[Dahiliye nezareti umür-i mahalliye ve vilayet müdüriyeti vilayet yolları haritasıdır. / The Ministry of Internal Affairs Map of the Provinces and their High Roads].

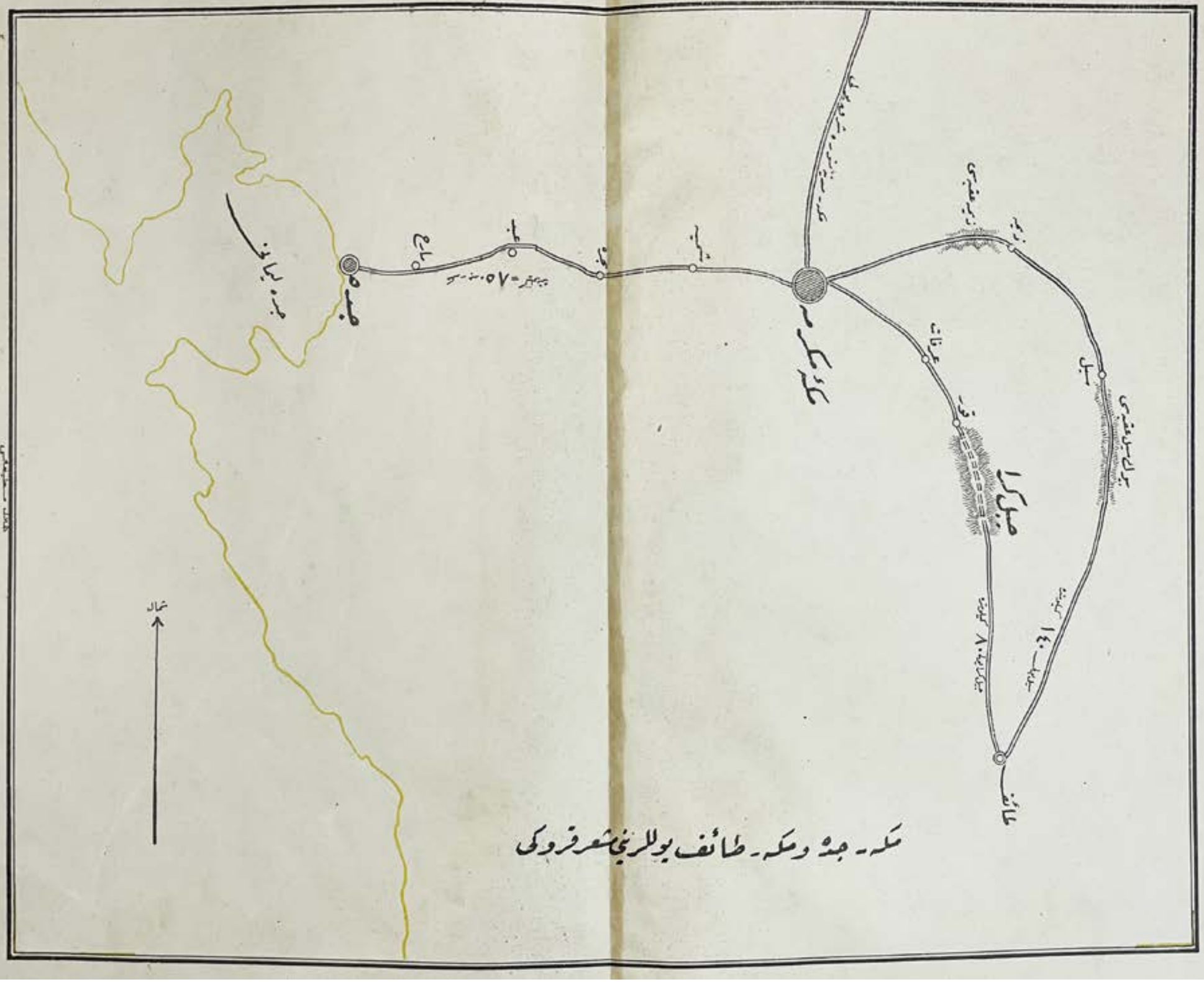
Istanbul: Dahiliye Nezareti Umur-ı Mahalliye-i Vilâyat Müdiriyeti, Hilâl Matbaası, 1329 Rumi Calendar [1913].

Small Folio: Collation Complete - 26 bi-chrome double-page maps, plus interleaved text, all contents unnumbered and in reverse collation; bound in original half black cloth over red boards with cover bearing the title and the Tughra of Sultan Mehmed V Reshad in gilt; all maps and text entirely in Ottoman Turkish (Very Good, internally clean with hardly noticeable foxing and staining, missing front loose endpaper, otherwise same collation as: Marmara Ýlahiyat Fakültesi Kütüphanesi, binding with light discoloration and staining).

Exceedingly rare – one of the great monuments of Late Ottoman cartography, being the only official large-format Ottoman transportation atlas, including 26 double-page maps of an original, ingenious proto-modernist design, of which 8 maps concern the Arab World, including 1 map showcasing Hejaz and 1 map depicting Mecca & Jeddah; backed by detailed text explaining numerous itineraries for the use of the military, civil service and Hajj pilgrims; published entirely in the Ottoman Turkish language for the 'Young Turks' Administration on the eve of World War I.

This is one of the rarest and most extraordinary works of late Ottoman cartography, being the only official large-format Ottoman transportation atlas, produced by the Interior Ministry at the behest of the 'Young Turks' regime on the eve of World War I. Published with text entirely in Ottoman Turkish, the atlas consists of 26 double-page maps, all of an extraordinary proto-modernist design, accompanied by detailed text explaining all of the road itineraries depicted. All of the maps are original productions, predicated upon the latest official sources supplied by both state engineers and private contractors. Of the maps, 8 focus exclusively upon subjects from the Arab World, including a dedicated map of the Hejaz (with the Hejaz Railway and pilgrimage routes), as well as a map focussing upon Mecca and Jeddah. The atlas provides by far and away the most comprehensive and accurate record of the road system throughout the Ottoman Empire, taken in the wake of an unprecedented wave of infrastructure development. Additionally, while not part of the technical remit of the work, the maps





مکہ۔ جدہ و مکہ۔ طائف یو للرنج شعر قرو کی

also provide a stellar overview of the Ottoman railway system, including the Hejaz Railway and the in-progress Anatolian-Baghdad Railway. The atlas therefore gives the most authoritative historical accounts of the technical nature of the empire's key corridors of military and commercial movement, as well as the most important routes of the Hajj Pilgrimage, during a critical historical juncture.

The present atlas was created by the Ottoman Interior Ministry, which had auspices over the imperial Department of Public Works. In this capacity it oversaw all funds for road construction in the empire, as well as managing the construction and maintenance arrangements with (the often foreign) contractors. The stated purpose of the atlas is to showcase the current extent and condition of the empire's roads as they were in 1913, the year before the Ottoman Empire made the fateful decision to enter World War I on the Central Powers side. Importantly, the empire, while still enormous, is shown in its truncated form in the wake of the Italo-Turkish War (1911-2) and the First Balkan War (1912-3), during which the Sublime Porte lost Libya and almost all of its European territories. As such the realm consisted of what it today the Republic of Turkey, plus it Arab World territories in the Levant, Iraq and Red Sea coast of Arabia, extending through Hejaz down to Yemen. As Ottoman road funds were distributed at the provincial (or vilayet) level, the atlas is divided into individual road maps of each of the empire's vilayets, plus a few special maps focussing upon areas of heightened importance.

The proto-modernist design of the atlas's maps and their relationship to the text is extraordinary, being many years ahead of their time. At first glance the maps seem remarkably simplistic, but this is deceiving, as they are actually highly sophisticated visual devices. By intent, the maps feature only vital information, including the locations of major cities, towns and transport junctions, as well as the routes of the major roads and railways, all printed in a minimalistic form in black. While the legend on each map identifies the symbols used to distinguish the nature of the routes (macadam vs. gravel roads; railways, etc.), and seminal details, such as the locations of major bridges and mountain ranges, are also present, the emphasis is upon clarity and economy of expression; all superfluous detail is intentionally omitted. Beyond that, all coastlines, rivers, lakes and waterways are present, but are coloured in a faint yellow hue, so as not to distract the eye from the critical transportation information. Free of clutter, the maps ingeniously allow one to instantaneously process the routes of the roads and railways, being the seminal purpose of the work. However, while the map may be by intent minimalistic, the accompanying text, largely made up of charts, is highly detailed providing by far and way the most acute and precise statistical record of the Ottoman road system ever published. For every map, there is an accompanying chart noting 'Yolların İsimleri' (Names of Each Road); as well a distinguishing 'Şose' (Macadam Roads); 'Tesviye-i Türabiye' (Levelled Gravel Roads); and 'İnşa Edilmemiş' (Unbuilt roads), with the exact distances given for each segment of every route; while the 'Toplam Uzunluk' (Total Length) of every route is likewise given. The text also provides, in some cases lengthy, notes on special features or hazards of the various routes.

The atlas's use of intentionally minimalistic maps, backed up by detailed textual data, is way ahead of its time. Indeed, in 1913, even the most advanced transportation maps tended to be visually heavy, cluttered with data. The cartographers at the Ottoman Interior Ministry responsible for the present work were clearly very familiar with some of the novel experiments in cartography that were being undertaken in France and Germany at the time, but which had not yet gained common currency. The decision to adapt such progressive techniques to the Ottoman context, to create such arresting, entirely original maps, was a bold move, especially for such an important official project. However, upon close inspection of the atlas, even today's viewer cannot help but to be impressed by the amazingly futuristic nature and technically brilliant aspect of the maps.

Of the 26 maps in the atlas, 23 focus upon a vilayet, while 3 maps (Bolou Sanjak (Zonguldak); the Çatalca Line; and Mecca & Jeddah) focus upon specific places within vilayets that were of special interest. The atlas covers every part of the Ottoman Empire, except for three jurisdictions: the Mutasarrifate of Jerusalem; the Vilayet of Yemen and the Vilayet of Basra. These areas were intentionally excluded, as the Ottoman Interior Ministry did not have jurisdiction over these regions for the purposes of infrastructure development. Of the maps, 18 focus upon areas that essentially correspond to regions within what is today the Republic of Turkey, while 8 of the maps feature regions in the Arab World (modern-day Saudi Arabia, Syria, Lebanon, Jordan, Iraq, plus Israel/Palestine).

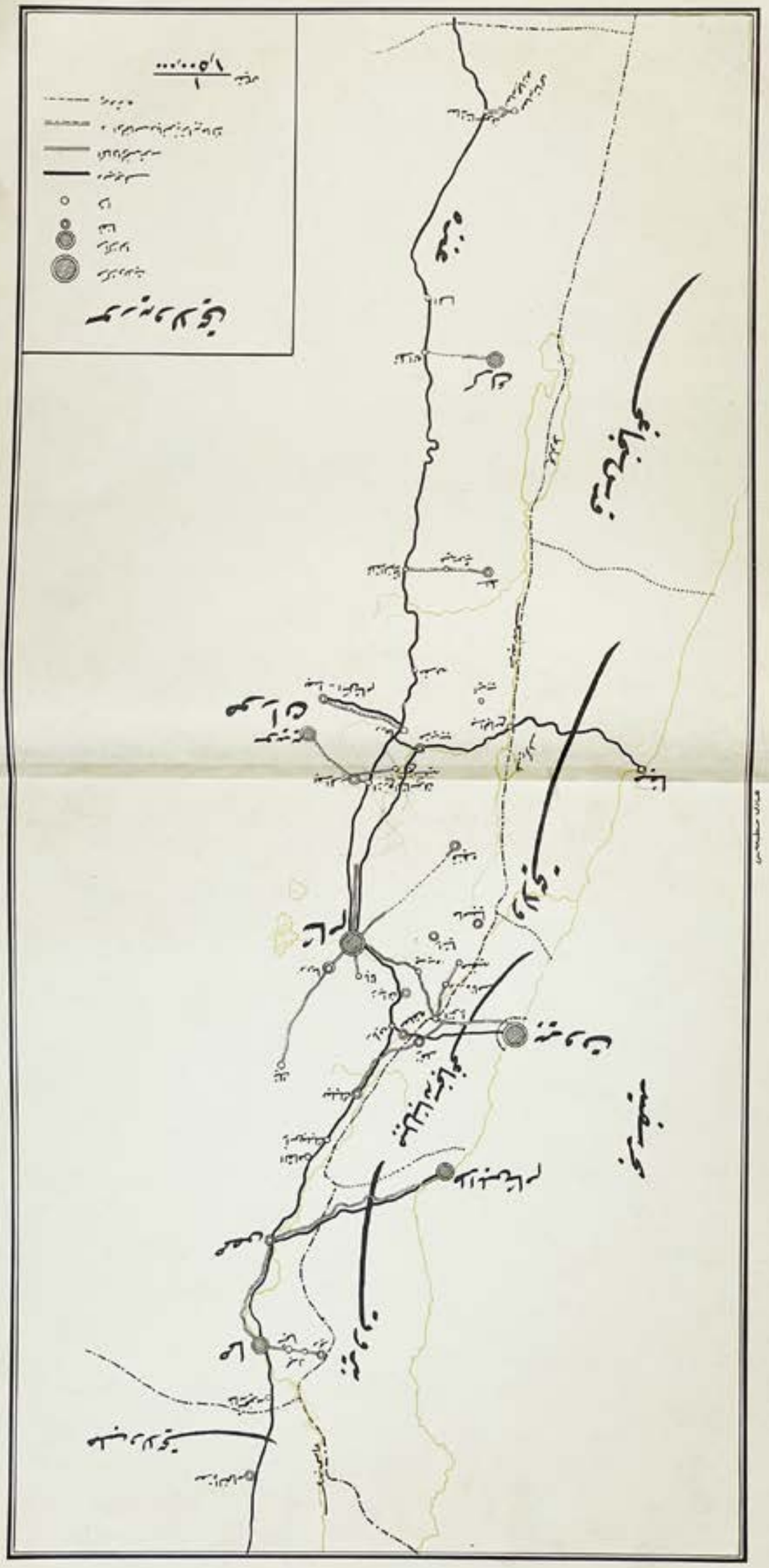
The 26 Maps are as follows (listed in the order in which they appear in the atlas):

1) Angora (Ankara) Vilayet: Located high along the Anatolian Plateau, this province was home to Ankara, the future capital of the Republic of Turkey. Considered to be the 'breadbasket' of Anatolia, due to his wheat production, the map shows that many new macadamized roads had been built through the region so that produce could better reach market. Additionally, Ankara is shown joined to Istanbul by rail, a line that was completed at the end of 1892.

2) Adana Vilayet: This region, along Turkey's south coast, produced vast quantities of semi-tropical cash crops and occupied a key stage along the Anatolian-Baghdad Railway.

3) Aydin Vilayet (Izmir): This province features Izmir (Smyrna), the empire's second most important port, and takes in the south-western corner of Anatolia. It hosted several of the empire's key trading routes, including macadamized roads and railways.

4) Constantinople (Istanbul) Vilayet: This map depicts the greater Constantinople region (Istanbul), the imperial capital, straddling Europe and Asia. It shows many macadamized roads radiating from the city, as well as the termini of the both of the Rumelian Railway (Orient Express) and the Anatolian-Baghdad Railway.


سرپرداری
مرکزدایره
ولسوالی
قریه
سرک
ولایتی سرک
ولسوالی سرک
ولایتی سرحد
بین المللی سرحد
ولایتی و ولسوالی سرحد
ریل
۱/۵۰۰،۰۰۰ مقیاس
ولایت
ولسوالی
سرک
ولایتی سرک
ولسوالی سرحد
ولایتی سرحد
بین المللی سرحد
ریل

5) Adrianople (Edirne) Vilayet: Here the picture takes in most of what remains of Ottoman Europe, being Eastern Thrace, including the venerable city of Adrianople (Edirne), a former imperial capital. It hosts all the key roads connecting the empire with the rest of the continent, as well as a key stretch of the Rumelian Railway (Orient Express). The map also depicts the Gallipoli Peninsula, soon to be the scene of spectacular military events.

6) Erzurum Vilayet: The strategically vital region was to feature improved roads, as it was considered to be the empire's great defensive bulwark against attack from Russia (indeed, it would become major battlefront during World War I).

7) Beirut Vilayet: This important map showcases the Vilayet of Beirut, which included virtually all of modern Lebanon, plus adjacent parts of Palestine and Syria. It extends along the Levantine coast, from just past Nablus (Palestine) in the south, all the way up to Latakia (Syria), in the north. Forever a globally important trading centre the region is crossed by several key commercial corridors as well as Hajj routes and other pilgrimage itineraries. Of note is the Beirut-Damascus macadamized road; the Beirut-Damascus Railway (completed in 1895); the Jezreel Valley Railway (completed in 1905), which connects the key port of Haifa to Dera'a (along the Hejaz Railway); and the Homs-Tripoli Railway (completed in 1911).

8) Baghdad Vilayet: This province occupies the heart of historical Mesopotamia, and features Baghdad, the great centre of commerce and learning. It anchored a region of vast agrarian wealth (also thought by some to be rich in oil!) and was in 1913 the focus of a grand Ottoman-German design to link Berlin to the Persian Gulf by way of the Berlin-Baghdad Express (the main component of which was the Bagdadbahn, or Anatolian-Baghdad Railway, which while being built was still far from complete). The region would soon be the scene of intense warfare between Britain and Ottoman-German forces.

9) Bitlis Vilayet: A strategically important province in Turkey's Anatolian heartland.

10) Hejaz Vilayet: This is a stellar map of Hejaz that focuses upon the line of the Hejaz Railway, which was completed as far a south as Medina in 1908. The railway, which roughly follows the route of the legendary Syrian Hajj Road (which runs from Damascus to Mecca), labels all stations along the line. Additionally, the map shows the routes of the region's road system, notably the Yembo-Medina Road, Media-Mecca Road, and what is today known as the Old Mecca-Jeddah Road, which were long critical routes for Hajj pilgrims. Key caravan routes are also shown leading to the Najd and Aqaba (a place soon to be made famous by Lawrence of Arabia and his Arab allies).

11) Aleppo Vilayet: This sprawling vilayet makes up north-western Syria and extends deep into southern Anatolia. It features the famous trading centre of Aleppo and the port of Iskenderun (Alexandretta). The region, being the gateway to the Levant, was traversed by critical highways and Hajj pilgrimage routes, as well as occupying a vital place along the emerging Anatolian-Baghdad Railway.

12) Hüdavendigâr (Bursa) Vilayet: A wealthy province located along the south shore of the Sea of Marmara, featuring Bursa, a former imperial capital.

13) Diyarbakir Vilayet: This is a strategically important region making up the Kurdish heartland.

14) Syria (Damascus) Vilayet: A vital province containing what is today southern Syria and most of Jordan. The provincial capital, Damascus, was a key transport hub, being the departure point of the Syrian Hajj Road, the 1307 km-long route from Damascus to Mecca and the most legendary of all the great Islamic pilgrimage routes (today a candidate for UNESCO World Heritage Status); the head of the Hejaz Railway (since 1908); and one of the termini of the vital Damascus-Beirut macadamized road (completed in 1865). These vital routes, or portions thereof, are all clearly illustrated upon the map.

15) Sivas Vilayet: A keystone province in central Anatolia.

16) Trabzon Vilayet (Eastern Portion): Showcasing the eastern section of this elongated province, including the major Black Sea trading port of Trabzon; traversed by key routes following the ancient Silk Road to Persia.

17) Trabzon Vilayet (Western Portion): Containing the western part of this vilayet, including the port of Samsun.

18) Konya Vilayet: A large province in south-central Anatolia traversed by key highways and a critical section of the Anatolian-Baghdad Railway.

19) Kastamonu Vilayet: A resource-rich vilayet along the Black Sea in north-western Anatolia.

20) Mamuret-ul-Aziz (Harput) Vilayet: a strategically important vilayet near the headwaters of the Tigris and Euphrates rivers.

21) Mosul Vilayet: Comprising what is today Northern Iraq, one of the world's largest oil deposits would soon be discovered there.

22) Van Vilayet: Home to the city of Van, located along the shores of the vast eponymous high-altitude lake.

23) Bolou Sanjak (Zonguldak): This special map focuses upon the Bolou Sanjak of the Kastamonu Vilayet, which was then a locus of major road construction owing to the area's critical role in the empire's participation in the Industrial Revolution; the region was home to vast natural resources, notably the coalmines of Zonguldak.

24) Untitled Map of 'The Çatalca Line': The special map shows the strategically vital section of the isthmus separating the Black Sea from the Sea of Marmara to the west of Istanbul. The so-called 'Çatalca Line' was considered to be the last stand of defence of the Ottoman capital, as was the case when the Bulgarian Army surged towards Istanbul in the early days of 1913, during the First Balkan War, just months before the present atlas was made; only concerted emergency action by the Ottoman Army saved the capital from capture. Naturally, the delineation of the roads in this region was of vital military interest, while the corridor is also crossed by the Rumelian Railway carrying the Orient Express.

25) Zor Vilayet: This vast desert vilayet takes up much of eastern Syria, and includes a good part of the upper Euphrates valley and the key caravan hub of Deir ez-Zor.

26) Mecca & Jeddah: This is a splendid map of the Mecca, Jeddah and Ta'if area of the Hejaz, featuring routes of the upmost importance to Islam. The holiest city of Mecca appears in the upper-right centre, while the Red Sea port of Jeddah is located to the left side and the city of Ta'if is present to the southeast of Mecca. The map labels the critical route today known as the Old Mecca-Jeddah Road that connected the holy sites to the port that was in the age of steamship travel the key disembarkation point for the faithful. Additionally, the map shows the beginning of the route from Mecca to Medina (the second holiest city in Islam), as well as the two main alternative roads form Mecca to Ta'if, itineraries imbued with tremendous religious significance. Despite the area's extreme importance, maps focussing closely in upon the Mecca-Jeddah area are surprisingly uncommon.

A Note on Rarity

The present atlas is exceedingly rare. It would have been issued in only a very small print run for exclusive circulation to senior Ottoman civil and military officials. Upon the commencement of World War I, the atlas would have been 'restricted', as it contains militarily sensitive information. Printed on thin, fragile paper, its survival rate would have been low.

We can trace only 3 institutional examples of the atlas, all in Turkey.

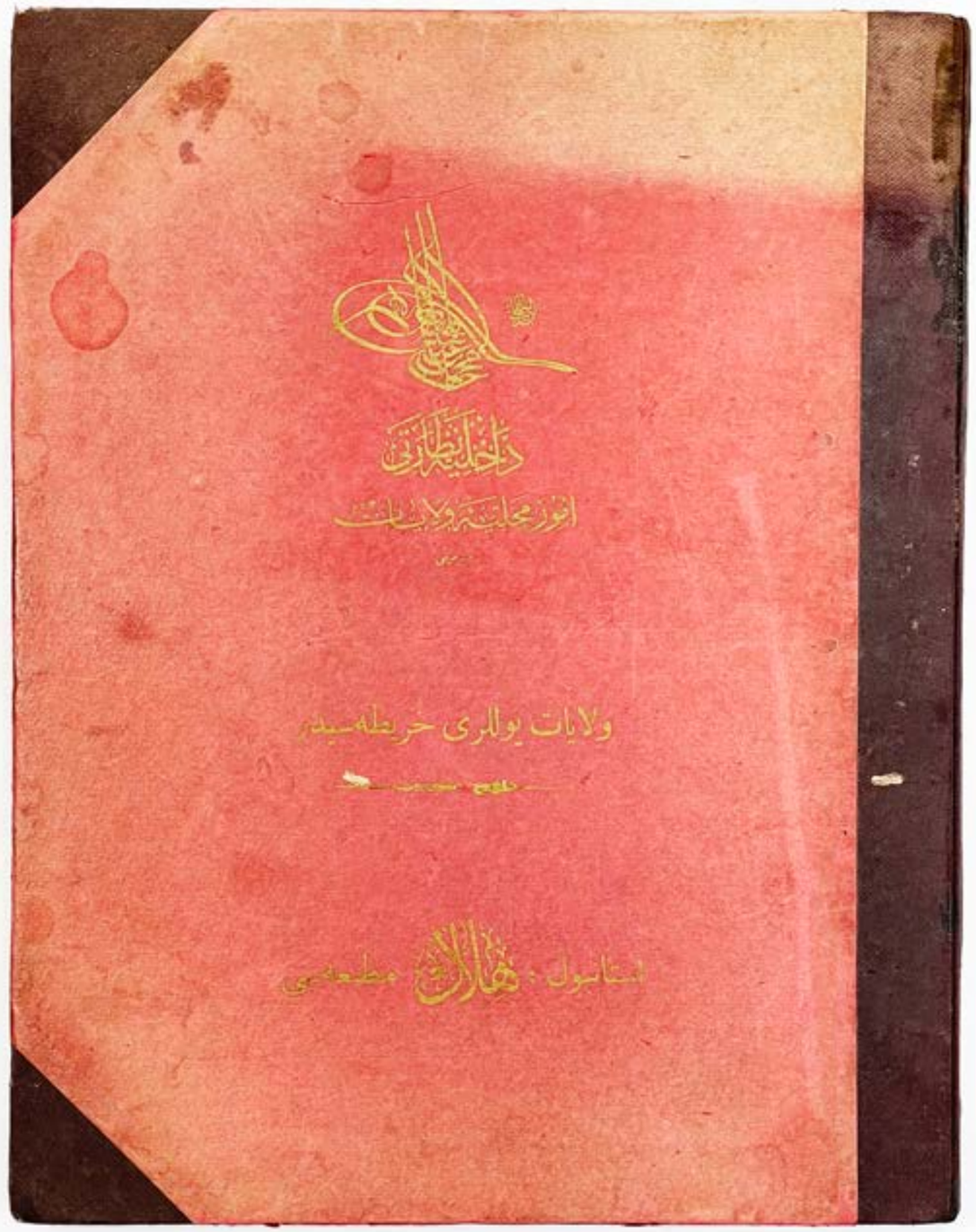
Historical Context: The Transportation and Cartography Revolution in the Late Ottoman Empire

The decades from the 1860s onwards marked an era of intense modernization of the Ottoman Empire, including the creation of macadamized roads, railways and modern ports. It also hailed the rise of highly sophisticated scientific and thematic cartography of the all regions of the realm created by Ottoman subjects, as opposed to Westerners.

Transportation had always been one of the great challenges confronting the Ottoman Empire. An astoundingly vast realm, traditionally spanning parts of three continents, and traversing some of the World's most rugged and forbidding terrain, overland travel was especially difficult. Historically, the condition of the empire's roads was deplorable; many places were connected only by crude caravan trails. For instance, before the introduction of railways, it took 14-16 days for a horse cart laden with produce to travel from Ankara to Istanbul, while the routes between centres even further part could take months to traverse.

Throughout the 19th Century the territorial integrity of the empire was continually threatened and reduced by the Sublime Porte's foreign and domestic enemies. The inability of the Ottoman Army to quickly deploy to military theatres severely limited the Sultan's authority. Moreover, the extreme travel times between centres hindered the empire's ability to develop a modern industrial national economy, one of the government's ultimate goals.

The empire was also home to Mecca and Medina, the two holiest sites of Islam, the latter of which was the destination of the Hajj, the world's greatest pilgrimage. The Ottoman Sultan's legitimacy rested upon his clam to being the Caliph of Islam, or the Defender of the Faith,



which included a responsibility for the protection of pilgrims. As the routes to Mecca were often arduous, if not dangerous, this somewhat undercut the Sultan's effectiveness as the 'protector', a matter which Abdul Hamid II (reigned 1876 - 1909) would go to extraordinary efforts to ameliorate.

Serious investment in the Ottoman road system commenced in the 1860s resulting in the construction of important macadamized roads, such as the Damascus-Beirut Road (completed 1865). However, for many years development was patchy, and a dramatic and comprehensive road construction scheme was not developed until well into the reign of Abdul Hamid II. The Highways Act of 1898 promised to fund thousands of kilometres of roads, while raising new levees from taxes at the vilayet level. While this resulted in some major improvements in the wealthier vilayets that could afford the levees, regions that could not raise the funds did not enjoy much progress.

The rise of the 'Young Turks' administration in 1908 brought a new level of energy to Ottoman road construction. The renewed threat of war and a desire to jump-start the economy, motivated the Young Turks to support an unprecedented programme to expand and improve the road system all across the empire; however, this time funds from the central treasury would be used to ensure that the projects in even the less affluent vilayets could be completed. The 1908 Highways Act promised to build 30,044 km of roads (many macadamized) over the next eight years. The design was to rely heavily upon borrowed foreign capital and the expertise of French contractors, who while expensive, were the best road builders in the world.

Over the next four years, much progress on road construction was made; however, the First and Second Balkan Wars (1912-3), not only robbed the empire of almost all of its European territories (and roads), but also redirected vital finds and manpower away from the road projects in Ottoman Asia. As the present atlas shows, many planned, or in-progress road projects were still far from being realized. While thousands on new kilometres of road had been completed in Ottoman Asia, progress was still far off pace, at the current rate of construction only about a third, or 10,000 km, of the projected new rods roads were on target to be finished in the allotted 8-year period.

While the outbreak of World War I saw the virtual cessation of vital road construction in the empire, and the dismissal of all the French contractors (who now represented an enemy state), in many regions road construction accelerated, as the Ottoman Army, often advised by German engineers, rapidly ploughed through construction to meet the urgent needs of military movement. Thus, in this unexpected way, some of the unfinished projects depicted on the present maps were soon realized.

While the depiction of the Ottoman Empire's railways was not a stated aim of the present work, as it happens, the work features a stellar portrayal of all the country's lines. The three maps that depict what remained of Ottoman Europe (essentially the Edirne to Istanbul corridor) show the eastern section of the Rumelian Railway, which in 1888 became the first line to connect Istanbul with the European system, providing the direct route for the famed Orient Express. On the Asian side, the first great leg of the Anatolian Railway connected Istanbul to Ankara on December 31, 1892. The Anatolian Railway would subsequently be expanded with the ambition of reaching Iraq, creating the Baghdad Railway (a project which would become one of the great factors of World War I). This would be followed by the great railway boom that would occur in the Levant and Arabia, whereby from 1895 to 1908, major centres in Syria, Lebanon and Palestine would be linked, while the legendary Hejaz Railway would connect Damascus to Medina (within relatively close proximity to Mecca). The railways had a revolutionary effect upon the Ottoman Empire, spurring economic development, improving governance and facilitating military movement.

The empire's infrastructure projects and related economic development, administrative and military ventures were a catalyst leading to the creation of advanced thematic cartography in Istanbul. The Sublime Porte's various organs (including the Interior Ministry) provided generous funding for the creation of maps to assist the modernization of the country and the graphic recording of data. This dovetailed into the rise of a vibrant private publishing scene that enjoyed government patronage. Ottoman cartographers were initially schooled in the world's most advanced cartographic methods by French and German instructors (while some Ottoman mapmakers even apprenticed in European geographic publishing houses), although by the late 1880s many Ottoman cartographers had gained the skills and experience to develop their own unique works with an Ottoman flair, well beyond duplicating Western methods.

Of relevance to the present atlas was the Ottoman Army General Staff's production of the Osmanlı Devletinin karayolları haritası (Istanbul, 1893), the first distance-time-route map of the entire Ottoman Empire. While this map showed the approximate routes and travel time between all key points, it did not detail any of the routes. This innovation would be left to the present atlas, which represented the 'next generation' in Ottoman transportation cartography.

References: OCLC 51297423; ÖZEGE, no. 22737; Türkiye Diyanet Vakfı - İslâm Araştırmaları Merkezi (İSAM) [Turkey Diyanet Foundation – Centre for Islamic Studies, Istanbul]: 912.95607 VİL.Y; Dâhiliye Nezareti Umur-ı Mahalliye ve Vilayat Müdürlüğü Evrakı [Archives of the Turkish Interior Ministry, Ankara]: DH. UMVM. 74/31; İstanbul Büyükşehir Belediyesi Atatürk Kitaplığı [Istanbul Metropolitan Municipality Atatürk Library], No. 23589; OCLC: 51297423 [listing the work, but not citing the locations of any examples]; [Re: Citations in Recent Academic Publications]: Emre EROL, The Ottoman Crisis in Western Anatolia: Turkey's Belle Epoque and the and the Transition to a Modern Nation State (London, 2016), pp. 73 and 301; Ahmet KISA, 'II. Meşrutiyet Dönemi'nde Bitlis Vilayeti'nde Karayolları' [Highways in Bitlis Province During the Second Constitutional Era], Tarih ve Gelecek Dergisi, Aralık 2019, Cilt 5, Sayı 3 [Journal of History and the Future, December 2019, Volume 5, Issue 3], pp. 702-11, esp. pp. 707-8.

9.500 EUR

26. OTTOMAN CARTOGRAPHY

ميرالای حاجی محمد نصرالله بك
بیکباشی محمد رشدی بك
Miralay [Colonel] Haji Mahmud Nasrullah Bey - Binbaşı [Army Mayor] Mehmed Raşid Bey

مفضل اسیای عثمانی خریطه سي
[Mufassal Asya-yi Osmani Haritasi / Excellent Map of the Ottoman Asia]

Istanbul: تفیض کتابخانه سی [Tefeyyüz Kütüphanesi] [S. d., but circa 1910].

Colour lithograph, 67 x 99 cm (26.3 x 39 inches), (soft folds with repaired tears and small holes in folds, slightly age-toned and stained).

A large map showcases the late Ottoman Empire with in-set maps of the Arabian and Gallipoli Peninsulas. The chart on the left-hand side lists the distances between major cities.

The map can be dated around 1910 according to the constructed Hejaz Railway to Medina and before the First Balkan War, starting in 1912.

References: Osmanlı coğrafya literatürü tarihi. History of Geographical Literature during the Ottoman Period, 2000, pp. 285.

1.400 EUR

مفصل آسیای عثمانی خریطه سی

بحر سیاه

بحر سفید

افریقای عثمانی

جزیرة العرب

27. SYRIA
ARABIC CARTOGRAPHY

حمدى طربين [Hamdi Taraben / Tarabin].

مصور سورية العمومية
[General Map of Syria]

Damascus: وزارة المعارف [Ministry of Education] – Publisher, المطبعة الهاشمية [Hashemite Press] – Printer, 1370 - 1951.

Colour lithography, 66 x 55 cm (26 x 21.6 inches), (soft folds, tears in margins, sporadic staining, but otherwise in a good condition).

The map in Arabic language, made in 1951 by the Monistry of Education during the unstable period of the Syrian Republic (1946-1963), precisely in the time of the presidency of Hashim al-Atassi (1875 – 1960) appears to present the Levant during the restless period in the run up to World War II.

Syria and Lebanon (which is additionally detailed in an inset map, lower right) where growing impatient with French rule and would soon take advantage of the upheaval caused by the war was to gain their independence in 1946 and 1944 respectively. Further south, Palestine has been divided into western and eastern parts. What is today Israel and the Palestinian Authority is still the unified mandate of Palestine, shown before it was divided by the UN into Jewish and Arab sectors, in 1948. Meanwhile, to the east is the Hashemite state of Transjordan (which became Jordan in 1949). To the north of the scene is the Republic of Turkey, ruled by Mustafa Kemal Atatürk.

The map shows the boundary between Syria and Turkey as it was up to 1938, before the Hatay Province (containing the grand old cities of Iskenderun and Antakya) succeeded from Syria before joining Turkey in 1939. It must be noted, however, that Syria has never recognized the departure of Hatay, and Syrian-published maps even up the present day still show the province to be a part of Syria.

For another version of this map, please see David Rumsey's collection: Syria (سورية) - David Rumsey Historical Map Collection.

550 EUR



28. OTTOMAN CARTOGRAPHY
KUWAIT
IRAQ (BASRA)

ERKAN-I HARBIYE-I UMUMIYE. [GENERAL STAFF OF THE OTTOMAN ARMY].

درصب
[Basrah]

Istanbul: Erkan-ı Harbiye-i Umumiye Matbaası, 1331 [1915].

Colour lithograph (Very Good, light wear along old folds, some very mild print transference, contemporarily trimmed a bit on the top margin grazing the title), 49.5 x 67.5 cm (19.5 x 26.5 inches).

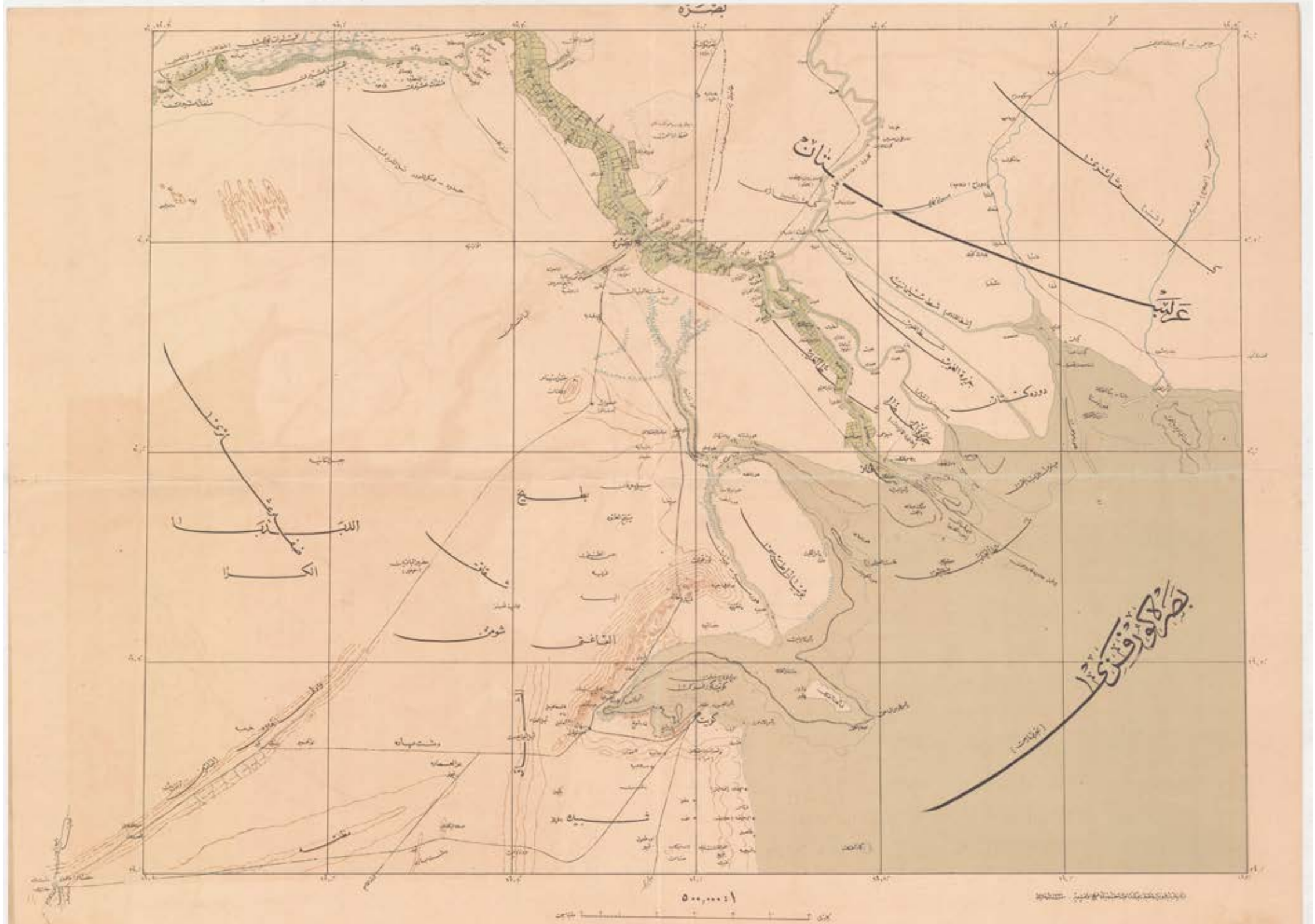
Very rare and historically important – the most detailed and accurate Ottoman map of the Kuwait and the Basra region of Iraq, issued by the General Staff of the Ottoman Army for strategic and operational planning early in World War I and during the twilight of the reign of Sheikh Mubarak Al Sabah, the 'Father of Modern Kuwait'; depicting a global geopolitical hotspot at a critical historical juncture.

This important work is the most detailed and accurate Ottoman map of Kuwait, the Basra region of Iraq and part of the Arabistan province of Persia (today Khuzestan, Iran) and was made by the General Staff of the Ottoman Army early in 1915, during the World War I British invasion of Iraq known as the Mesopotamian Campaign. With text entirely in Ottoman Turkish, the map is predicated upon recent surveys.

The map features all major topographical and infrastructure features that could aid senior Ottoman officers in their strategic and operational planning, including the locations of cities, towns and villages, waterways, areas of elevation, roads (both main and secondary), as well as telegraph lines.

Kuwait City, with its fine natural harbour, appears in the bottom centre. It was the capital of the Sheikhdom of Kuwait, a small but proud state that while a de jure part of the Ottoman Empire was a British protectorate. With barely 50,000 residents, Kuwait punched well above its weight during this period, the twilight of the rule of Sheikh Mubarak Al-Sabah (reigned 1896 – 1915), a clever and visionary leader who is considered the 'Father of Modern Kuwait'.

To the north is the navigable Shatt al-Arab waterway, formed by the confluence of the Euphrates and Tigris rivers. Cutting through the desert, it is lined by a ribbon of green representing its world-famous date plantations. In the upper centre is the great river port


بصره
عرعر
الفاو
الفاو
شوم
الفاو
كويت
قيباء
١ : ٥٠٠,٠٠٠

of Basra, for centuries Iraq's window to the world, and the Ottoman Empire's main base in the Persian Gulf. It was taken by the British on November 23, 1915 and become the headquarters of the British forces in Iraq for much of the war. The British notably fought off an Ottoman attempt to retake the city, at the Battle of Shaiba (April 12-14, 1915), near Zubair, holding Basra and Southern Iraq for the duration of the war.

Further down the Shatt al-Arab, on the Persian side of the waterway, is the town of Muhammareh (today Khorramshahr) and Abadan Island, which was home to the first oil refinery in the Middle East, completed in 1912 by the Anglo-Persian Oil Company. Also of note, is the telegraph line shown running from Basra down the Shatt al-Arab to the Al Faw Peninsula and then under the Persian Gulf; this line then provided the British with their communication lifeline to India.

1.800 EUR



29. SAADI SHIRAZI LITHOGRAPHY

Anon. [Khorasani Artist].

معرف ومشحور شاعر سعدی حضرتلرینك ترجمه حالیدر
[Translation of [Biography] of the Famous and Renowned Poet Saadi]

[S.l., S.d., but probably Iran, circa 1900].

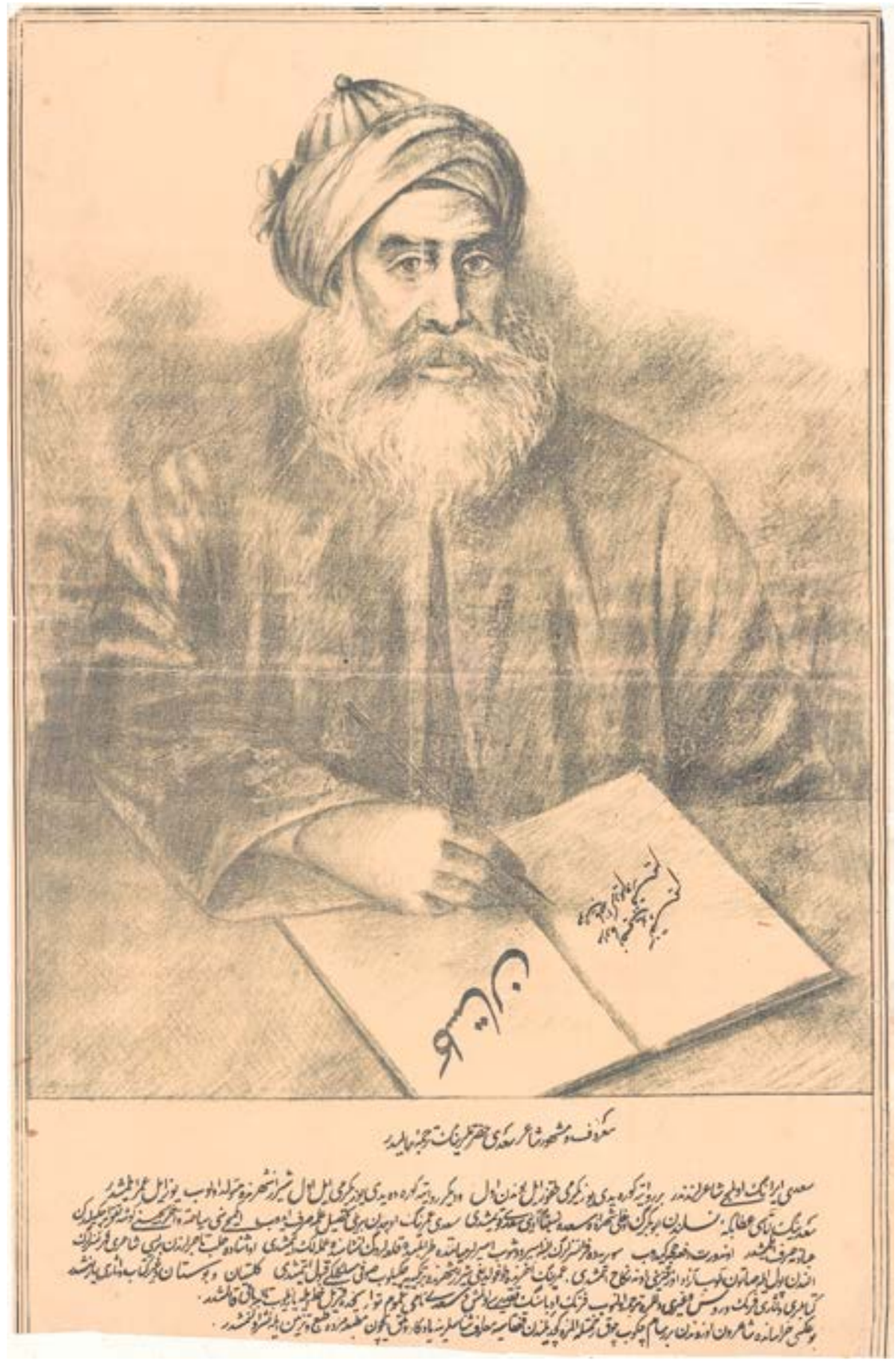
Lithography 59 x 38 cm (23.2 x 15 inches), (missing printed margin and possibly an imprint in lower margin, soft folds lightly scratched and with tears, tears intentionally not restored, sheet protected in an acid-free sheet).

A rare, large format lithographed portrait of Persian poet Saadi Shirazi with Ottoman text.

The large portrait represents the Persian poet Saadi Shirazi(1291 - 1210 ,سعدی شیرازی or 1292), holding his most famous work Gulistan (The Rose Garden) completed in 1258.

The short introduction to his life is presented in Ottoman text below. The last line of the text states, that the portrait was made by an artist from the province of Khorasan, and was printed for the education of people in the Caucasus. Probably the image was printed on the territory of today's Iran. We were unable to trace any similar large lithographed images.

2.200 EUR



30. GABON
FIRST SCIENTIFIC SURVEY OF THE LIBREVILLE AREA

Alphonse Jean René, vicomte de FLEURIOT DE LANGLE (1809 - 1881).

Plan du bassin extérieur du Fleuve Gabon, Levé en 1844 par Mr. Alph. Fleuriot de Langle, Lieut.t de V.au, commandant la Malouine, assisté de MM. les Officiers composant l'Etat Major de ce bâtiment, d'après les ordres de M. Ed. Bouët, Capitaine de Corvette, Gouverneur du Sénégal; Publie par Ordre du Roy Sous le Ministère M. le Baron de Mackau, Vice-Amiral, Pair de France, Secrétaire d'Etat au département de la Marine et des Colonies, Au Dépôt-général de la Marine en 1845.

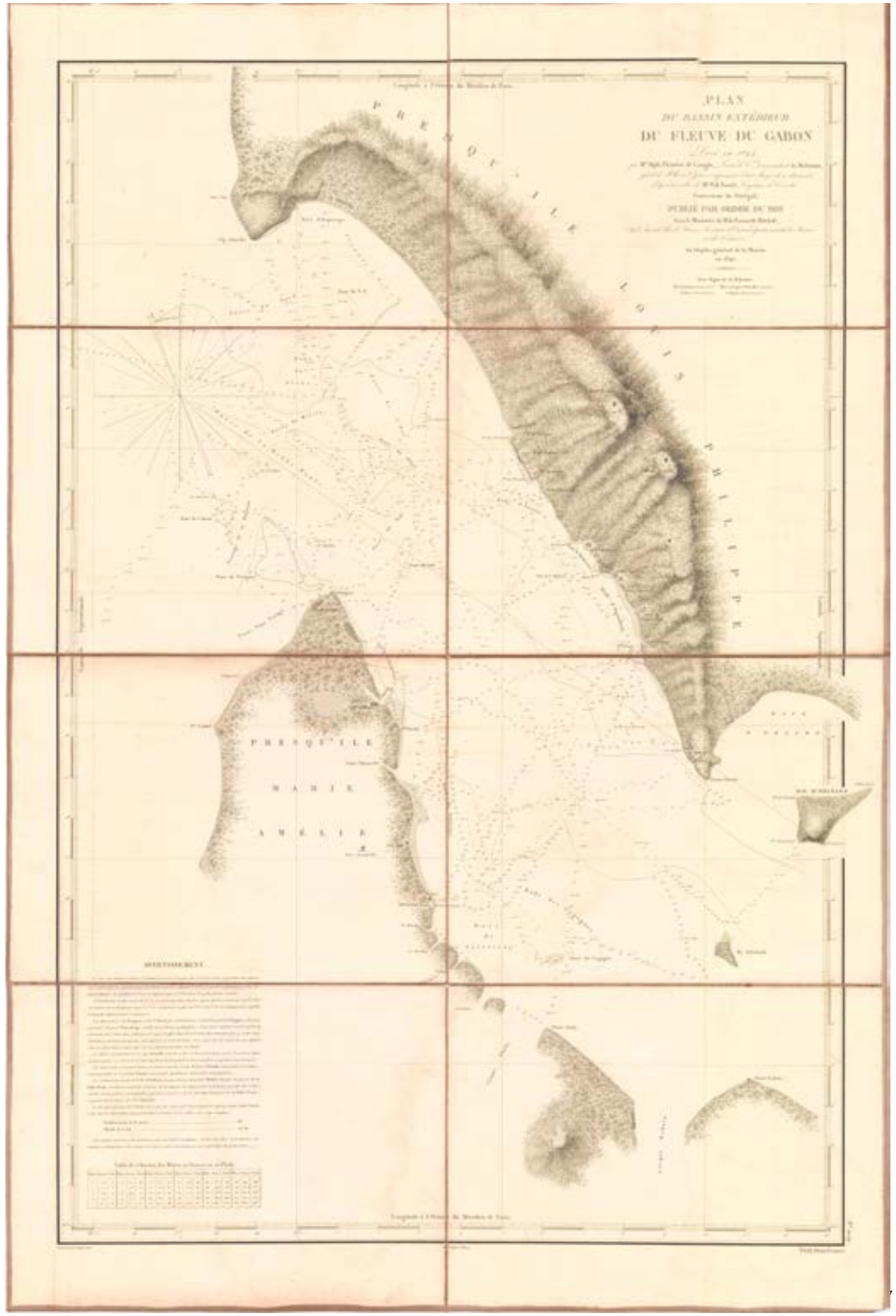
Paris: Chassant for the Dépôt-général de la Marine, 1845.

Copper engraving, dissected into 8 sections and mounted upon original linen with period pastedown label to verso bearing mss. short title "Gabon. / 1845" (Very Good, overall clean, just some light print transference, some wear to linen backing along folds), 66 x 97.5 cm (26 x 38.5 inches).

Exceedingly rare - the first printing of the first scientific survey of the future vicinity of Libreville, Gabon, executed by the French naval officer and scientist Alphonse Jean René, vicomte de Fleuriot de Langle, as part of grand design to establish French bases in West Africa in anticipation of the formal colonization of several key regions, including Gabon – the present example from the library of Propser de Chasseloup-Laubat, the future French Naval & Colonial Minister.

What is now the country of Gabon, and the Gabon River estuary (the site of modern Libreville), home of the Mpongwe people, had since the 15th century been a centre of the Transatlantic slave trade, although for the longest time Europeans had refrained from founding permanent outposts there. In 1836, France, which was the dominant trading power in the region, charged the naval officer Lieutenant (later Admiral) Édouard Bouët (who later took the surname 'Bouët-Willaumez') to lead a series of expeditions to reconnoitre, map, and establish outposts in various locations in West Africa, in anticipation of France possibly colonizing these areas.

One of Bouët's priorities was securing coastal Gabon, most notably the fine natural harbour of the estuary of the Gabon River. In 1839, he signed a treaty with the local Mpongwe ruler to make the northern side of the mouth of the estuary a French protectorate. As by this time the slave trade was illegal (France would abolish slavery altogether throughout its domains in 1848), the French henceforth focused their efforts in West Africa upon trading in commodities and missionary activity. In 1843, Bouët established the small outpost of Fort d'Aumale, located at what is today the waterfront of Libreville, to which a Catholic mission was added the following year.



The Present Chart in Focus

Bouët, himself a talented cartographer, realized that it was vital that the Gabon Estuary be scientifically surveyed in order to create a tool for guiding naval and merchant vessels and ensuring the expansion of French authority in the area.

Bouët appointed Lieutenant Alphonse Jean René, vicomte de Fleuriot de Langle (1809 - 1881), a French naval officer, scientist and nobleman, to map the Gabon estuary. Fleuriot de Langle, a native of Brittany, hailed from an esteemed naval family, his grandfather was one the Comte de La Pérouse's captains during his exploration of the Pacific. Joining the officer corps of the French Navy at only the age of 18, the precocious Fleuriot de Langle served in the West Indies, at the conquest of Algiers, and at the Blockade of Antwerp, before serving on a scientific expedition to Norway whereupon he showed himself to have a great academic mind. In 1840, he was appointed the commander of the ship Malouine, which was seconded to assist Bouët in West Africa.

The present chart which Fleuriot de Langle created from his own exhaustive trigonometric surveys, shows the outer Gabon River estuary (another basin, the interior estuary, is located further up water). The topography of the shoreline, which often featured steep banks, is expressed by hachures and indications of vegetation, while the estuarine waters feature copious bathymetric soundings and the marking of shoals. Most interestingly, the work is one of the only detailed maps to showcase the future Libreville area in its largely pre-colonial state. Numerous named (mostly Mpongwe) native villages dot the shorelines, which in many cases have their major features shown outline, thus providing a precious resource for academics seeking to understand the nature of the region on the eve of transformative change.

The only sign of a fixed European presence in the area is Fort d'Aumale, located near the centre of the coast of the north shore of the estuary, on the 'Presque'ile Louis Philippe', one of the many places given French names by the new colonial overlord.

The present chart was published in Paris, in 1845, a matter of months after Fleuriot de Langle completed his surveys, making it the first printed scientific map of the future Libreville area.

Libreville would be founded in 1849 by newly freed slaves, atop the highlands above Fort d'Aumale. Henceforth, the fort was abandoned by the French in favour of developing Libreville, which soon grew into a large, thriving town. Gabon was formally claimed as a French colony in 1885, although France did not effectively administer the country until 1903. Libreville continued to grow and in 1910 it became the capital of one the four constituent territories of French Equatorial Africa.

Provenance: Prosper de Chasseloup-Laubat – Arch-Proponent of French Colonialism

The present example of Fleuriot de Langle's chart comes from the library of Prosper de Chasseloup-Laubat, Viscount (later the 4th Marquis) of Chasseloup-Laubat (1805-73), a political heavyweight who was one of the leading proponents of the new French colonialism. One of Louis-Napoléon Bonaparte's (Emperor Napoleon III, reigned 1852-70) most trusted associates, he served as the French Navy Minister (1851) and the Minister for Algeria & the Colonies (1859-60), before assuming the ultra-powerful combined portfolio of Minister of the Navy & Colonies (1860-7), whereupon he oversaw French colonial expansion in Africa and the French takeover of Southern Vietnam. Chasseloup-Laubat was a bibliophile and highly carto-literate, and there is little doubt that he would have shown considerable interest in the present chart.

A Note on Rarity

The present chart is exceedingly rare. We can trace only a single institutional example, held by the library of the Institut de France, while we are not aware of any sales records for any other examples.

References: Institut de France: 082148716; OCLC: 1243899332; Annuaire Des Voyages Et De La Geographie pour l'année 1847 (1847), p. 293; Bulletin de la Société de géographie, tom. 1-3 (1846), p. 409; Marine et colonies. Catalogue chronologique des cartes, plans, vues de cotes, memoires instructions nautiques, etc. qui composent l'hydrographie francaise (1856), p. 72.

1.200 EUR

31. BROADSIDE
STATIONS OF THE CROSS

Pope CLEMENS XII (1652 – 1740) - Lodovico PICO DELLA MIRANDOLA (1668 – 1743).

Avvertimenti necessari per regolare il divoto esercisio della Via Crucis
[Necessary Instructions to Regulate the Devout Exercise of the Via Crucis]

Rome: April 3, 1731.

Broadside, 32 x 23 cm (12.6 x 9 inches), (soft folds with tiny tears and holes, slightly water-stained, but overall in a good condition).

First Official Regulations for the Stations of the Cross.

A highly important broadside is the first decree to regulate the Stations of the Cross, one of the most popular devotions in Western Christianity. The regulations were made by pope Clemens XII (1652 – 1740) and written by his secretary Cardinal Lodovico Pico della Mirandola (1668 – 1743) from an Italian noble family.

The Stations of the Cross have their origins in pilgrimage to Jerusalem and desire to reproduce the Via Dolorosa. The stations with images depicting Jesus Christ on the day of his crucifixion, which Christians should follow on the way to the church, were erected around in irregular numbers through the centuries until they started concentrating around Franciscan edifices in 15th and 16th centuries.

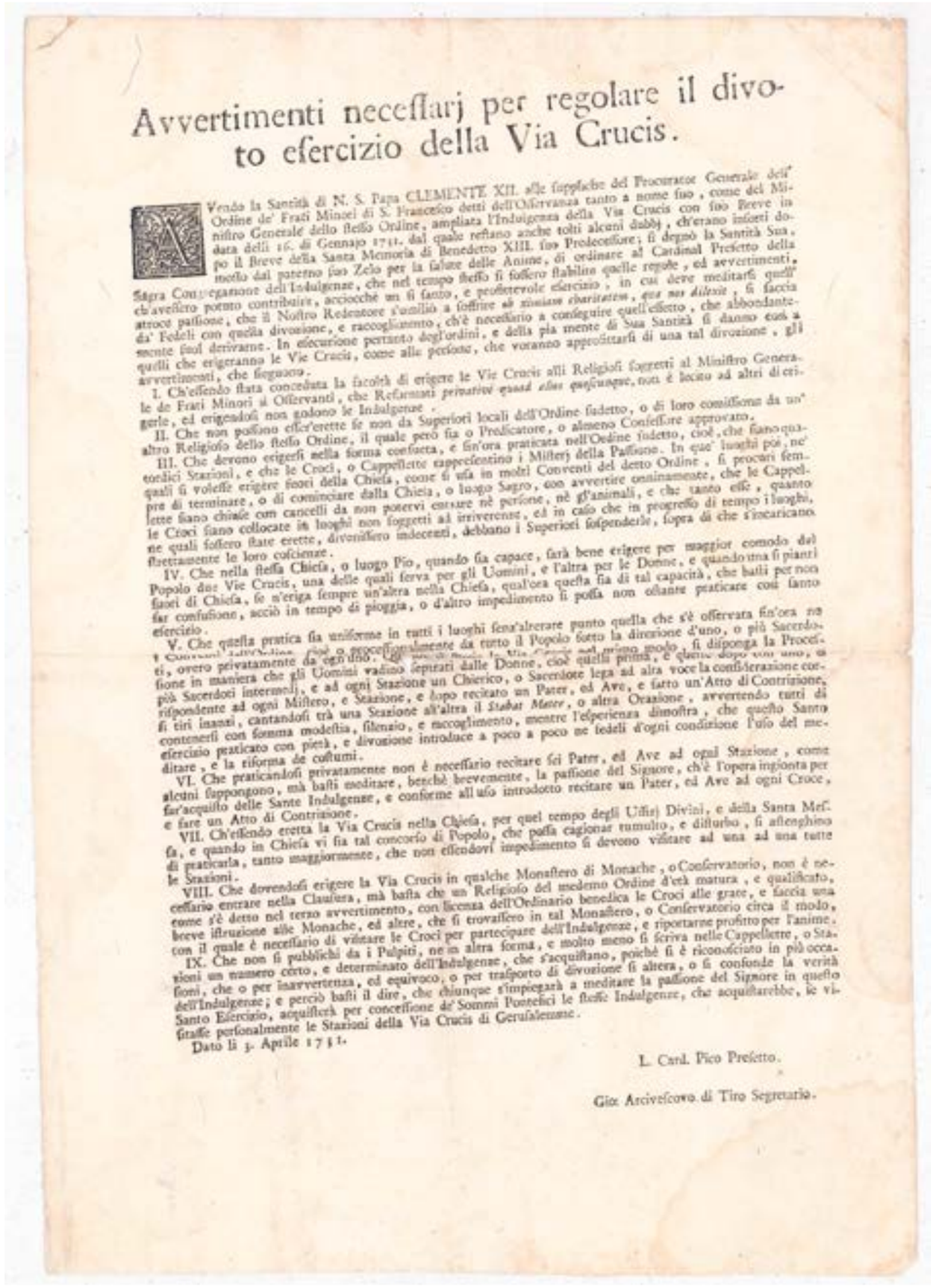
It was not until April 3, 1731, that the pope issued a decree, regulating the number and liturgy around the stations, which became the basis for all the Stations of the Cross in Western Christianity until today.

The broadside lists 9 regulations for the men and women. The important points of the decree are, that the right to practice the Stations of the Cross was extended to all the churches, provided that they were erected by Franciscan fathers. Each church should have two series of fixed 14 stations; first stations should be constructed on the way to the church and a smaller set inside on the walls of the church for greater convenience. This regulation determined the decoration of church walls and 14 stations leading to edifices, as we know them today.

This ephemeral broadside, printed in Rome by the Press of the Holy Seat and distributed among people and clergy and is today exceedingly rare. We could only trace one institutional example in Worldcat (Library and Information Centre of the Hungarian Academy of Sciences).

References: OCLC 1014761357.

1.200 EUR



Avvertimenti neceſſarj per regolare il divoto eſercizio della Via Crucis.

Avendo la Santità di N. S. Papa CLEMENTE XII. alle ſuppliche del Procuratore Generale dell' Ordine de' Frati Minori di S. Francesco detti dell'Oſſervanza tanto a nome ſuo, come del Miniſtro Generale dello ſteſſo Ordine, ampliata l'Indulgenza della Via Crucis con ſuo Breve in data delli 16. di Gennajo 1731. dal quale reſtano anche tolti alcuni dubbj, ch'erano inſorti dopo il Breve della Santa Memoria di Benedetto XIII. ſuo Predeceſſore; ſi degnò la Santità Sua, motto dal paterno ſuo Zelo per la ſalute delle Anime, di ordinare al Cardinal Prefetto della Sagra Congregazione dell'Indulgenze, che nel tempo ſteſſo ſi foſſero ſtabilite quelle regole, ed avvertimenti, ch'avreſſero potuto contribuire, acciocchè un ſi fatto, e profittevole eſercizio, in cui deve meditarſi quell' atroce paſſione, che il Noſtro Redentore ſ'umiliò a ſoffrire *ob nimiam charitatem, qua nos dilexit*, ſi faccia da' Fedeli con quella divozione, e raccoglimento, ch'è neceſſario a conſeguire quell'effetto, che abbondantemente ſuol derivarne. In eſecuzione pertanto degl'ordini, e della pia mente di Sua Santità ſi danno così a quelli che erigeranno le Vie Crucis, come alle perſone, che vorranno approfittarſi di una tal divozione, gli avvertimenti, che ſeguano.

I. Ch'eſſendo ſtata concedùta la facoltà di erigere le Vie Crucis alli Religioſi ſoggetti al Miniſtro Generale de Frati Minori di Oſſervanti, che Referuntur *privative quoad alios quoſcunque*, non è lecito ad altri di erigerle, ed erigendoſi non godono le Indulgenze.

II. Che non poſſano eſſer erette ſe non da Superiori locali dell'Ordine ſudetto, o di loro comiſſione da un' altro Religioſo dello ſteſſo Ordine, il quale però ſia o Predicatore, o almeno Confeſſore approvato.

III. Che devono erigerſi nella forma conſueta, e fin'ora praticata nell'Ordine ſudetto, cioè, che ſiano quantordici Stazioni, e che le Croci, o Cappellette rappreſentino i Miſteri della Paſſione. In que' luoghi poi, ne' quali ſi voleſſe erigere fuori della Chieſa, come ſi uſa in molti Conventi del detto Ordine, ſi procuri ſempre di terminare, o di cominciare dalla Chieſa, o luogo Sagro, con avvertire ommiamente, che le Cappellette ſiano chiuſe con cancelli da non potervi entrare nè perſone, nè gl'animali, e che tanto eſſe, quanto le Croci ſiano collocate in luoghi non ſoggetti ad irriverenze, ed in caſo che in progreſſo di tempo i luoghi, ne quali foſſero ſtate erette, diventaſſero indecenti, debbano i Superiori ſoſpenderle, ſopra di che s'incaricano ſtrettamente le loro coſcienze.

IV. Che nella ſteſſa Chieſa, o luogo Pio, quando ſia capace, ſarà bene erigere per maggior comodo del Popolo due Vie Crucis, una delle quali ſerva per gli Uomini, e l'altra per le Donne, e quando una ſi pianti fuori di Chieſa, ſe n'eriga ſempre un'altra nella Chieſa, qual'ora queſta ſia di tal capacità, che baſti per non far confuſione, acciò in tempo di pioggia, o d'altro impedimento ſi poſſa non oſtante praticare così ſanto eſercizio.

V. Che queſta pratica ſia uniforme in tutti i luoghi ſenz'alterare punto quella che s'è oſſervata fin'ora nè Conventi dell'Ordine, cioè o ſeparatamente da tutto il Popolo ſotto la direzione d'uno, o più Sacerdoti, overo privatamente da ogn'uno. Ogni volta, che la Via Crucis ſarà fatta in modo, che ſi ſia ſeparata la Donne, cioè quelli prima, e queſte dopo con uno, o più Sacerdoti intermedj, e ad ogni Stazione un Chierico, o Sacerdote lega ad alta voce la conſiderazione corriſpondente ad ogni Miſtero, e Stazione, e dopo recitato un Pater, ed Ave, e fatto un'Atto di Contrizione, ſi tiri inanzi, cantandoſi trà una Stazione all'altra il *Stabat Mater*, o altra Orazione, avvertendo tutti di contenerſi con ſomma modeſtia, ſilenzio, e raccoglimento, mentre l'eſperienza dimoſtra, che queſto Santo eſercizio praticato con pietà, e divozione introduce a poco a poco ne fedeli d'ogni condizione l'uſo del meditare, e la riforma de coſtumi.

VI. Che praticandoſi privatamente non è neceſſario recitare ſei Pater, ed Ave ad ogni Stazione, come alcuni ſuppongono, mà baſti meditare, benchè brevemente, la paſſione del Signore, ch'è l'opera ingionta per far'acquiſto delle Sante Indulgenze, e conforme all'uſo introdotto recitare un Pater, ed Ave ad ogni Croce, e fare un Atto di Contrizione.

VII. Ch'eſſendo eretta la Via Crucis nella Chieſa, per quel tempo degli Uffizj Divini, e della Santa Meſſa, e quando in Chieſa vi ſia tal concorſo di Popolo, che poſſa cagionar tumulto, e diſturbo, ſi aſtenghino di praticarla, tanto maggiormente, che non eſſendovi impedimento ſi devono viſitare ad una ad una tutte le Stazioni.

VIII. Che dovendoſi erigere la Via Crucis in qualche Monaſtero di Monache, o Conſervatorio, non è neceſſario entrare nella Clauſura, mà baſta che un Religioſo del medemo Ordine d'età matura, e qualificato, come s'è detto nel terzo avvertimento, con licenza dell'Ordinario benedica le Croci alle grate, e faccia una breve iſtruzione alle Monache, ed altre, che ſi trovaſſero in tal Monaſtero, o Conſervatorio circa il modo, con il quale è neceſſario di viſitare le Croci per partecipare dell'Indulgenze, e riportarne profitto per l'anime.

IX. Che non ſi pubblichi da i Pulpiti, nè in altra forma, e molto meno ſi ſcriva nelle Cappellette, o Stazioni un numero certo, e determinato dell'Indulgenze, che s'acquiſtano, poichè ſi è riconoſciuto in più occaſioni, che o per inavvertenza, ed equivoco, o per traſporto di divozione ſi altera, o ſi confonde la verità dell'Indulgenze; e perciò baſti il dire, che chiunque s'impiegarà a meditare la paſſione del Signore in queſto Santo Eſercizio, acquiſterà per conceſſione de' Sommi Pontefici le ſteſſe Indulgenze, che acquiſtarebbe, le viſitaſſe perſonalmente le Stazioni della Via Crucis di Geruſalemme.

Dato li 3. Aprile 1731.

L. Card. Pico Prefetto.

Gio. Arciveſcovo di Tiro Segretario.

32. PALMISTRY
SUPERSTITION
LATE OTTOMAN EMPIRE

MAHMUD BEY

برکذار
[Bergüzar]
[Destiny, *but lit.* **Souvenir or Heirloom]**

Beşiktaş, Istanbul: Mahmud Bey Matbaası [S. d. , but circa 1900].

57 x 36 cm (22.4 x 14.2 inches), (light stain in the middle fold, tiny tears in folds, old Ottoman annotations in pencil verso).

A rare late Ottoman broadside on palm reading

A rare ephemeral Ottoman broadside on practice of fortune-telling through the study of the palm, called chiromancy or palmistry, with a drawing and notes explaining each line. The palmistry had a long tradition in the Ottoman Empire and is survives in the Turkish culture until today. The later Ottoman Empire adopted several new interpretations from the West.

The text was written and published by Mahmud Bey, situated in Tekselvi sokağı 52 (today Çitlenbik Sk), off the Serencebey Yokusu in Beşiktaş district of Istanbul, east of Dolmabahçe Palace, far from main commercial centers of Istanbul.

The broadside is very rare and we are not aware of any other examples.

550 EUR



33. FIRST ARMENIAN PRESS IN RUSSIA
FEMALE PUBLISHERS
HISTORY OF IDEAS

Ներսէս Շնորհալի, Nerses IV the Gracious (Armenian: Սուրբ Ներսէս Գ. Կլայեցի (Շնորհալի); also Nerses Shnorhali, Nerses of Kla or Saint Nerses the Graceful; 1102 – 1173).

Գիրք Ընդհանրական / Գիրք Որ Կոչի Ընդհան
[Enthanrakan]

Saint Petersburg: տպ. Գրիգոր Խալդարյանցի (Grigory Khaldaryan) 1788.

Small 4°, 336 pp., three interleaved full-page copper engravings on thick paper, contemporary calf with gold tooling in margins and traces of title on the spine (one engraving with a small loss of paper in the upper corner, sporadic annotations and scribbles in pencil, colour pencil and ink, light foxing and water-staining, binding scratches, chipped on corners and with loss of material on the spine, but overall in a good used condition, please click here for more photos).

A rare book by the first Armenian Press in the Russian Empire, published in 1788 by a widow of its founder Grigory Khaldaryan.

The printing shop was established in 1781 for a growing new Armenian diaspora in Russia under the patronage of Archbishop Hovsep Erkaynabazuk Arghut'ean. The press made a revolutionary transition from traditional Armenian manuscripts to modern printed media, which could rapidly spread human thought among vast audience or newly arrived immigrants all over the Russian Empire.

The first printed edition of *Toukht Enthanrakan*, authored by a 12th century Catholicos of Armenia Nerses IV the Gracious was printed by the revolutionary first Armenian press in Russia, situated in Saint Petersburg.

The master brain behind the printing shop was an Armenian bishop Hovsep Erkaynabazuk Arghut'ean also Arghut'eants' (1743-1801), a representative of all the Armenians in the Russian Empire, who understood the importance of international communication in remarkably modern sense. He used his geographically well-positioned seat in Astrakhan to connect Armenians from India, Kabul, Iran, Western Europe to even as far as Macau and Jakarta, where he managed to gather donations for Saint Petersburg publications.

Hovsep Arghut'eants' is also known as the founder of the new Armenian community of Nor Nakhijevan (Nakhichevan-on-Don, today a part of Rostov-on-Don), which was settled mostly my émigrés from the Crimea.



Only shortly before his death at the age of 58, in 1801, Arghut'eants' was elected Catholicos of All the Armenians.

By the late 1770s, an increasing number of Armenian diaspora in the Russian Empire, arriving not only from the Crimea, but also from Iran and other Middle Eastern countries, was calling for larger number of educational and religious books, which would keep the Armenians connected in this large geographical area. As the traditional manuscripts could not provide this service anymore, the bishop introduced an idea to transfer the human thought, relevant for Armenian culture and identity, into a printed form.

The printer invited to do this pioneering work was Grigory Khaldaryan (also referred as Khwaja Grigor Khwajamal Khaldarean and Gregore Cojamaul in English literature), born around 1732 in New Julfa, an Armenian settlement in Isfahan, Iran, in a well-educated family. He soon moved to India, where he became an successful tradesman, cooperating with East India Company.

In 1769, Khaldaryan moved to London, where we was involved in a highly publicized court case involving the Armenians in Bengal and the East India Company and although Armenian from New Julfa, he was marked as an “Indian” by the British.

Receiving a large compensation, Grigor Khaldaryan used the money to commission Armenian types and in 1780, he founded an Armenian printing house in London. He issued a single 76-page booklet before he was a year later invited together with his printing equipment to Saint Petersburg by Bishop Arghut'eants'.

The first Armenian printed book in Russia was a primer, which was followed by several mostly religious works. A remarkable work by Khaldaryan press is an Armenian-Russian dictionary, issued after the printer’s death in 1788.

Khaldaryan’s Press was short-lived. When Grigory Khaldaryan died in 1787, his widow continued publishing books for the following two years, until 1789, when the enterprise was bought by Archbishop Arghut'eants' himself and first transferred to Nor Nakhijevan and eventually to Astrakhan.

The present book was published by the widow of Grigory Khaldaryan.

We could trace two institutional examples on Worldcat (The British Library, University of California) and an example at the Armenian National Library (Ընդհանրական (sci.am), unclear, if the book is incomplete, as it is only scanned until p. 298). The present example is bound in the same binding as the scanned book from the Armenian National Library, suggesting it is a publisher’s binding.

References: OCLC 861640978. Cf.: Sebouh David Aslanian, A History that has Vanished: Armenians in Eighteenth-Century Kabul, August 19, 2018; A History that has Vanished: Armenians in Eighteenth-Century Kabul | Richard Hovannisian Endowed Chair in Modern Armenian History (ucla.edu); Sebouh David Aslanian, Early Modernity and Mobility Port Cities and Printers across the Armenian Diaspora, 1512-1800, Yale University Press, 2023.

2.800 EUR



34. EARLY ARMENIAN PRINTING IN CALCUTTA

Aviet GENTLOOM, Translator.

Պարտէզ հոգեւոր. Select prayers and pious reflections. Collected from different authors and translated from Armenian to English by Gentloom Aviet. Calvutta, Anno Domini 1814. Printed by Aviet Gentloom.

[Partēz hogevor / A Spiritual Garden]

Calcutta: Աւետ Ջընթլումեան (Ավետ Ջնթլումյան) [Aviet Gentloom also Avet Jntlumian] 1814.

16°, viii, 140 pp. with woodcut initials and vignettes, [2 pp.] blank, contemporary brown goat with gold linear tooling, raised bands, contemporary marbled endpapers, gilt edges (light staining and water-staining to the last pages, minor ink staining in sporadic white margins, sporadic lower margins cut into catchwords, annotations in Armenian in pencil on last blank page, old signature "Allen Knight" on verso of the front loose endpaper, binding little rubbed on the corners, but overall in a good used condition).

A rare early publication by the second Armenian printer in Calcutta, Aviet Gentloom (Avet Jntlumian) in Armenian and English languages.

The Armenian press in India started in Madras in 1772 and later continued in Calcutta. It produced almost 200 books and pamphlets and 13 periodicals in 12 different presses.

The first Calcutta press was founded by coincidence in 1790 in St. Nazareth Church under the management of Rev. Hovsep Stepanosian, after Armenian types and a printing equipment were found in a British shop in the city. The press was only active for 8 years.

St. Nazareth Press was followed 13 years after its closure by the second printing shop, run by Aviet Gentloom (in Avet Jntlumian), in 1811. The press was active until 1818 and produced 21 publications "for the enlightenment, splendor and merriment".

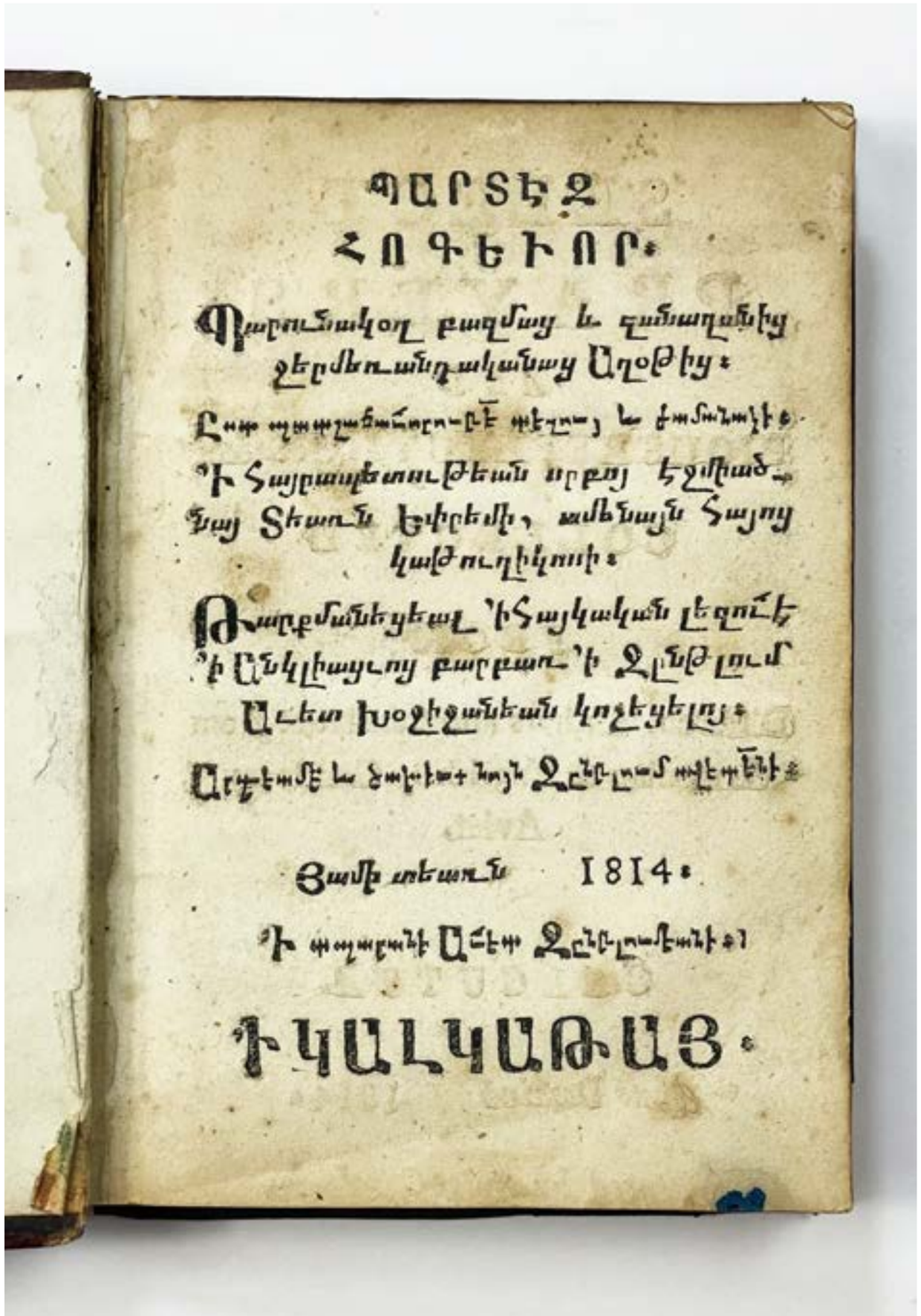
Our book was printed in 1814 in Armenian and English languages and is decorated with charming vignettes and Armenian initials in zoomorphic forms.

The Note on Rarity

We could trace four institutional examples: The National Library of Armenia, Yerevan (please click here for a scan of the book (only 138 pp. of 140 pp. scanned): http://greenstone.flib.sci.am/gsdl/collect/armbook/books/partez_1814.pdf), The British Library, University of Edinburgh - Main Library, Indiana University.

References: OCLC 874271053, 776601279. Cf.: Vazken Ghougassian, The Printing Enterprise of Armenians in India, 2012, UCLA_ThePrintingEnterprizeArmeniansInIndia.pdf).

3.200 EUR


ՊԱՐՏԻԶ
ՀՈԳԵՒՈՐ։
1814։
Ի ՊՊԱՐԱՆ ԱՒԵՏ ՋՆԹԼՈՒՄԵԱՆ։
ԴԿԱԼԿԱԹԱՅ։

Թեամբ՝ ողջախոհութեամբ, արիութեա՛ն
և արդարութեամբ.
Զօրացո՛ զմեզ յաղթօղ լինիլ ընդ դէմ
հնարից բանսարկուին և զամենայն նեռա
մուխս չարին շիջուցանել. արդարութե՛ա
և ա՛ծպաշտութե՛ա կալ մնալ յո՛ի ըստ
հաճոյից և ըստ կամաց քոց, և յետ աստի
կեցոյցես զանձառ բարին վայելել տե՛
ղեամբ մերով. որում փառք և զօրութի՛ւն
յաւիտեանս Ամէն,

Ա՛ստ՛ա՛ծա՛պ՛ն վայր առնիցէ՛ր՛ուն է գիր՛ց և
ասել Աւետարանին. և Հաւատոյն ասացէ
ցոյգ ընդ երգողին.

ՀԱՆԳԱՆԱԿ ՆԻԿԻԱԿԱՆ

Տա՛ւա՛տա՛մ՛ք՛ի՛մի ա՛ծ Հա՛յր՛ն ամե՛նա
կա՛լ. յա՛տա՛ր՛ի՛չ՛ն երկնի և երկրի.
երևելեաց և աներևութից և՛ի՛մի տէ՛
յիսուս քրիստոս. Ո՛ր՛դին ա՛յ. ծնեա՛լ
յա՛յ հօրէ միածին. այսինքն յէութի՛ւ
հօր.

humility, abſtinence, fortitude, and Righteouſneſs.

Strengthen us, to be victorious againſt the machinations of the ſower of diſcord & to extinguiſh the fiery darts of the Evil; that we may live, with righteouſneſs and piety, in this world according to thy will and pleaſure: and after this life to enjoy the inexpreſſible good; through our Lord, to whom be Glory and power for ever; *Amen.*

Here you muſt attend to the reading of the Holy Goſpel; Immediately after which the Creed begins which you muſt repeat.

THE NICENE CREED.

WE believe in one God, the Father Almighty, maker of heaven and Earth; of visible and invisibles. And in one Lord, Jesus Chriſt, the Son of God, begotten of god and only born

of

35. ARMENIAN PRINTING IN CALCUTTA

Mesrop Davtian TAGHIADIAN (also Taghiadiants, Armenian: Մեսրոպ Դաւթեան Թաղիադեան, 1803 – 1858).

Վէպ Վարսենկան սկայուհւոյ աղուանից
[Vep varsenkan Skayuhuoi Aghuanits also Vēp Varsenkan skayuhwoy ałuanic / A Novel of Varsenik the Albanian Giantess]

Calcutta: տպ. Արարատյան ընկերության [Ararat Society Press] 1847.

12°, [4 pp.] blank, [6 pp.], 177 pp., [5 pp.] blank, original green wrappers, later spine (two tiny worm-holes in margins in the first part of the book, light brown ink lines on the title pageotherwise in a good condition).

A rare first edition of an Armenian novel by Mesrop Taghiadian, printed in Calcutta.

(For the history of Armenian printing in Calcutta, please see the previous item).

Our novel was printed and published by a short lived press Ararat Society (also Araratian Association), which was only active between 1845-1848. The central figure of the press was Mesrop Taghiatiants, also the author of this text and was possibly the most active Armenian in the field of writing, publishing and translating in Calcutta in the mid 19th century.

Taghiatiants is regarded as one of the first Armenian fiction writers.

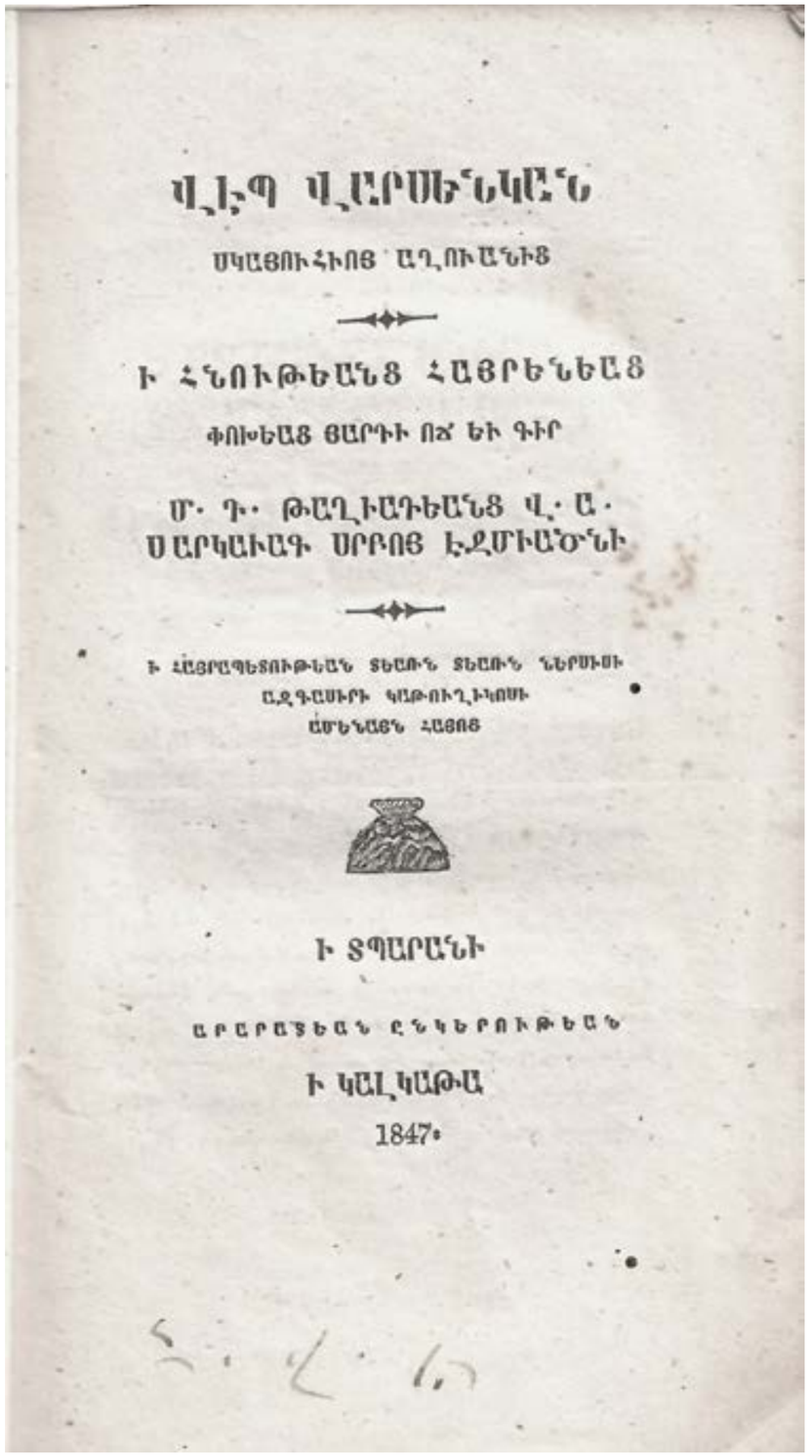
Taghiatiants was born in Yerevan and came to Calcutta as a substitute teacher in 1823. He returned to his native country eight years later, but came back to India in 1839. He was actively writing, translating and publishing books, pamphlets and newspapers. The Araratian Association was founded by Taghiatiants together with a merchant Manoug Zohrapian and four other partners. After Zohrapian's death in 1847 the press was forced to close for lack of funds. Besides the publishing activity the Araratian Association was also active in encouraging meetings, discussions and reading (Ghougassian 2012; Maulik 2020).

All the books printed by the Armenian presses in India are exceedingly rare. They were only issued in smaller numbers to be distributed among the local community. We could only trace two examples of this book, housed at the British Library and the Armenian Institute in London.

The scan of the book is available under the following link: "Վէպ Վարսենկան սկայուհւոյ աղուանից [Vep varsenkan Skayuhuoi Aghuanits], 1847" | Endangered Archives Programme (bl.uk)

References: References: OCLC 1265048510. Cf.: Vazken Ghougassian, The Printing Enterprise of Armenians in India, 2012, UCLA_ThePrintingEnterprizeArmeniansInIndia.pdf); Debabrata Maulik, The Forgotten Church: Remembering Armenians of Saidabad, 2020.

1.600 EUR


ՎԷՊ ՎԱՐՍԵՆԿԱՆ

ՍԿԱՅՈՒՀՈՅ ԱՂՈՒԱՆԻՑ

Ի ՀՆՈՒԹԵԱՆՑ ՀԱՅՐԵՆԵՑԻ

ՓՈԽԵԱՑ ՑԱՐԻ ՈՉ ԵՒ ԳԻՐ

Մ. Դ. ԹԱՂԻԱԴԵԱՆՑ Վ. Ա.
Ս ԱՐԿԱՒԱԳ ՍՐԲՈՑ ԷՋՄԻԱԾՆԻ

Ի ՀԱՅՐԱՊԵՏՈՒԹԵԱՆ ՏԵՐԱՆ ՏԵՐԱՆ ՆԵՐՄՈՒՏ
ԸՋԳԱՍՏԻՐ ԿԱԹՈՒՂԻԿՈՍ
ԱՄԵՆԱՑԵՆ ՀԱՅՈՑ

Ի ՏՊԱՐԱՆԻ
ԱՐԱՐԱՏՅԱՆ ԸՆԿԵՐՈՒԹԵԱՆ
Ի ԿԱԼԿԱԹԱ
1847։

36. FIRST PRINTED OTTOMAN PRIMER
HISTORY OF IDEAS

Kayserili Mehmed Rüşdü also Rüşdi

نحبة الأطفال
[Nuhbetü'l-etfâl / [Could be approx. translated to:] Excellency of Children's Learning]

Istanbul: Ressam Necib Efendi'nin Litoğrafya Destgâhı 1273 [1857, date on the last text page], 1274 [1858, date in words in imprint on the last text page and on the fronz wrapper].

Large 8°, 68 pp. lithographed text with blank page after the front wrapper probably counting as p. 1, original illustrated pink wrappers, yellow sheet with printed instructions and black cut outs bound after the last page, bookseller's stamp on the title page, later black linen boards with embossed decoration and gold lettering, black goat spine (mispagination pp. 9-10 numbered as 4-5, p. 13 as 8, p. 30 as 29, slightly age-toned and stained, mostly in margins, restorations to the front wrapper with repaired loss of paper in margins, but overall in a good used condition).

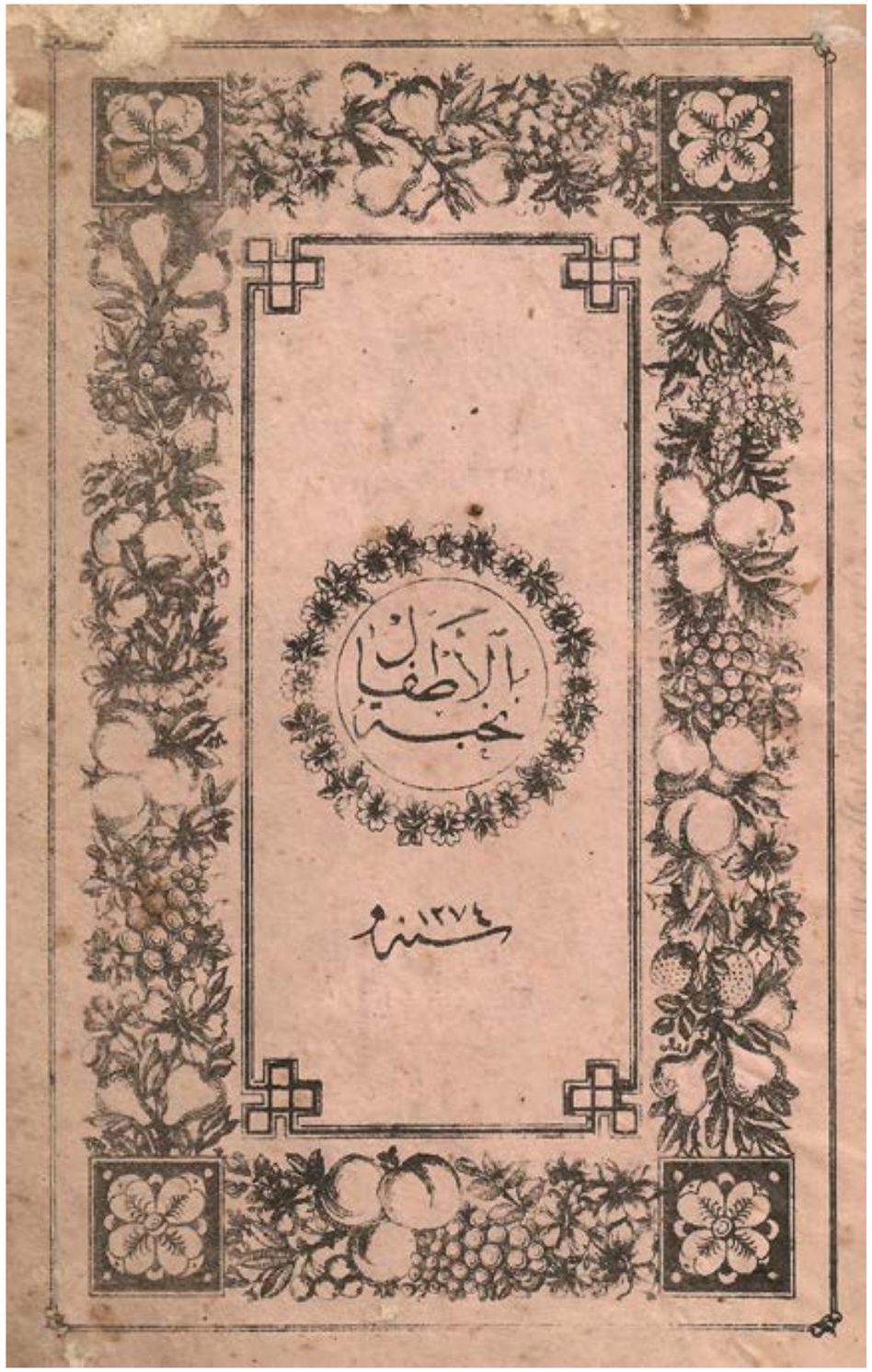
A milestone of children's education in the Ottoman Empire – the first printed Ottoman primer and the first primer with modern educational methods for teachers.

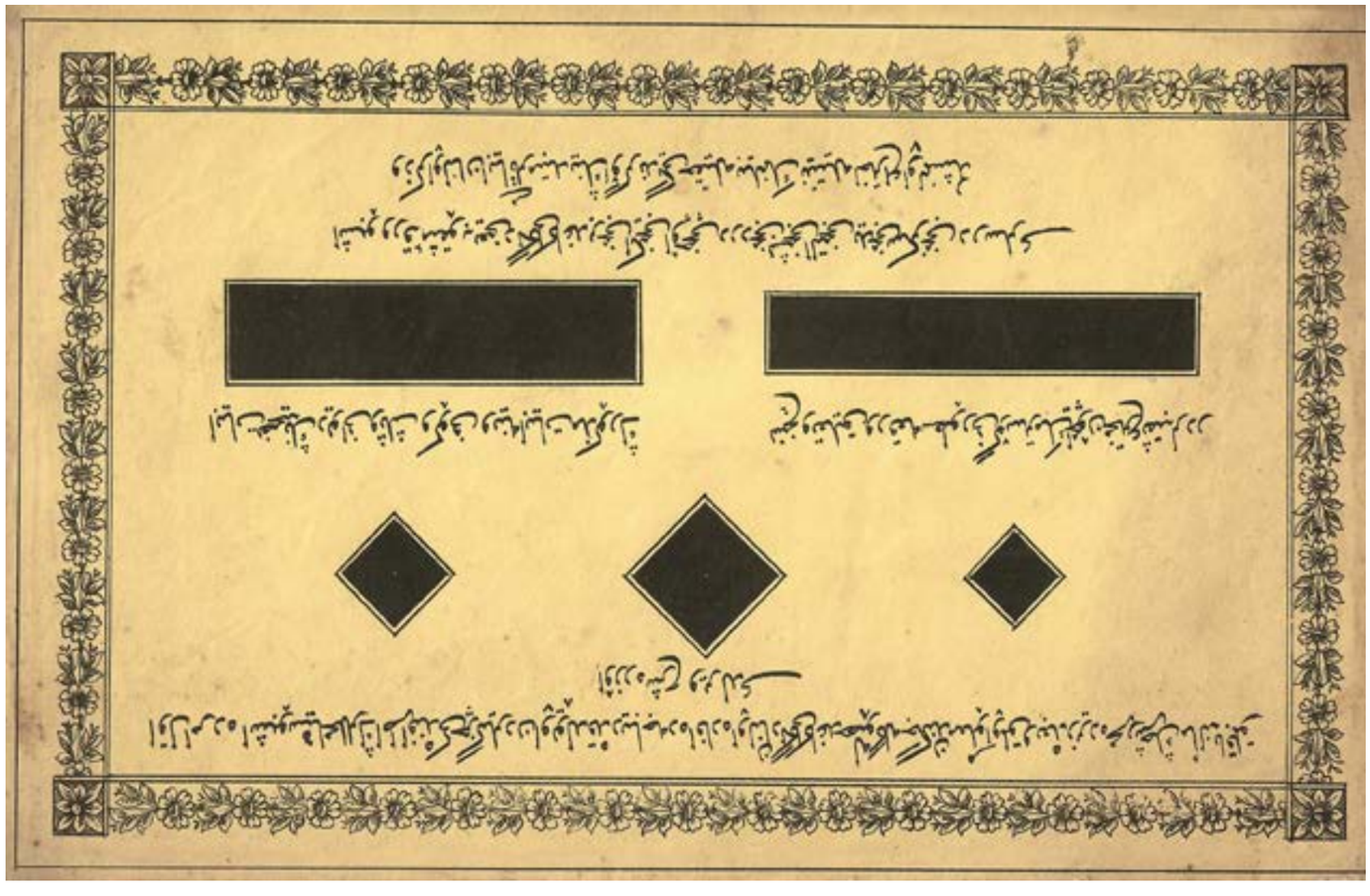
This is the first printed primer in Ottoman language, which also for the first time includes special Old Turkish characters, various types of scripts, diverse texts, such as children's stories, and various modern teaching methods. The primer was juxtaposed to traditional ABC books of the Ottoman Empire, which were made in Arabic language and only focused on the Quran.

The book for the first time increases the number of letters of the alphabet from 29 to 35, by including the Ottoman characters. Already in the introduction the author points out the importance of the Ottoman letters, until then not taught in schools, for everyday words such as "money, orange, bed sheet, socks, dragon, good news".

The book was originally written for teachers, in order to educate them in modern pedagogical methods. The text gives educators advices, how to introduce various subjects to children and how to explain the parts, that are harder to learn. These new methods were supposed to encourage children to approach reading with pleasure and develop curiosity for further knowledge.

This first modern primer was printed and drafted in a new, untraditional style, invented by the author. With the lithographed multiplying technique and a new pedagogical approach it could not be more different from the traditional Elifbas – primers used by religious schools - which encouraged children to memorize first sentences and then the whole passages from the Quran, without a sufficient understanding of the Arabic language and without any encour-





باقه یارب سواد دفتریمه	باقه یاد سواد دفتریمه
آق یاق آتشه بنم یریمه	آه یاق آتشه بو یریمه
گرگنام کوه قاف اولسه محمد یا جلیل	گرگنام کوه قاف اولسه محمد یا جلیل
رحمتک بحریه نسبتا نه شی قلیل	رحمتک بحریه نسبتا نه شی قلیل
مجا یاغه گوزدن یاش ایدوب آلدم اله	مجا یاغه گوزدن یاش ایدوب آلدم اله
برحمزاده ایتمز یاشمه مدی فی الحال	برحمزاده ایتمز یاشمه مدی فی الحال
دل ضعیفه یار آفت گوزل بگندره مم	دل ضعیفه یار آفت گوزل بگندره مم
ایخسته غم عشقه اجل بگندره مم	ایخسته غم عشقه اجل بگندره مم
رأفتاه ارحمان گنج محندر اما	رأفتاه ارحمان گنج محندر اما
بن یوسف رب الجلیله جنگده دعا ایلیه مم	بن یوسف رب الجلیله جنگده دعا ایلیه مم
اولمق اسه رسلنه اگر حقه یقین	اولمق اسه رسلنه اگر حقه یقین
فقر اقلبنه طوقنمه صقین	فقر اقلبنه طوقنمه صقین
سن همان ایله خلوصیله رجوع	سن همان ایله خلوصیله رجوع
عفو باری بولور البته وقوع	عفو باری بولور البته وقوع
گچ ایکیلگدن دلا ایمه نزاع	گچ ایکیلگدن دلا ایمه نزاع
عالم کثرتده اولمز انتفاع	عالم کثرتده اولمز انتفاع
عمر راز ایله همراز اگ	عمر راز ایله همراز اگ
کل سوجاوز الاشین شاع	کل سوجاوز الاشین شاع
چونکه یوق اوصاحبنده فائده	چونکه یوق اوصاحبنده فائده
ربنا انزل علینا مائده	ربنا انزل علینا مائده

حاکوفی

ا	ب	ب	ب	ت
ج	ج	ح	ح	خ
د	د	ذ	ر	ز
س	ص	ص	ط	ظ
ع	ف	ق	ک	ل
م	ن	و	ه	ی

Nuhbetü'l-etfâl was later described as "a revolution in the instruction of reading and writing and the creation of a progressive professional mentality" (Aziz Berker, Türkiyede lk Öretim, 1839–1908 (Ankara: Millî Eitim Basmevi, 1945), p. 135, cit from: Fortna, B.. Learning to Read in the Late Ottoman Empire and the Early Turkish Republic . Palgrave Macmillan UK).

The first book in Ottoman language, that made a step in this modern direction was a text book Kitab iftitah al-qira'at (Introduction to Reading), a pamphlet published anonymously in Izmir in 1264 AH (1848 AD), which introduced children to spoken and written Ottoman, Arabic and Persian.

Nuhbetü'l-etfâl became a milestone in the Ottoman Empire, encouraging publications of further modern educational books in colloquial Old Turkish language.

In 1869, the Ottoman State opened a competition for textbook compositions and in 1870 Rehnüma-yi muallimin- isbyan (Guide for Teachers of Elementary Pupils), written by Selim Sabit Efendi, won. The book became highly influential in the Ottoman education and was followed shortly after by Elifba-y Osmanî (Ottoman Primer), written by the same author. This Ottoman Primer, partly based on traditional Arabic Elifbas, was published for the next decades in various versions and formats.

Not much is known about the author Mehmed Rüşdi (Rüşdü) except that he was recorded as a medical doctor at the Imperial Medical School.

Our example od the book is accompanied with a rare educational sheet, printed on yellow paper and bound after the last page. The student was supposed to cut out black fields and put the yellow stencil over the text, to separate letters and lines from the content as a part of the learning procedure.

A Note on Rarity and Collation

We could trace 4 examples on Worldcat (Library of Congress, University of California Los Angeles, Universität Marburg, Leiden University Libraries). It is possible that more examples are listed, but it is difficult, as always with Ottoman books, to find them due to variations in spelling.

A facsimile was published in 1981.

There were at least two versions of the first edition, dated in 1857, differing by their decoration on the first and last page, minor changes in text (including differently written imprint, but with same text, on the last page) and the collation. The second version included some mispagination, and small correction in the text, mostly in the direction of clearer shapes of letters. The first five pages in the first version remained unnumbered.

Our example is the second version of the first edition.

One should be careful about the collation, as the examples on the market, that we have encountered, tend to lack the first four text pages, bound in before the title page, which remained unnumbered in the first version.

The bibliography of Ottoman prints, Özege, wrongly quotes the pagination as 7 + 68 pp.

References: OCLC 604053028, 652963798, 811825040, 69386375. ÖZEGE 15546. Cf.: Fortna, B.. Learning to Read in the Late Ottoman Empire and the Early Turkish Republic . Palgrave Macmillan UK, Kindle Version; Tarık Aksoy ve Zeki Gürel, Türkçe ilk alfabe kitabı Nuhbetü'l Etfâl'de Türkçe öğretim metodu ve günümüzdeki bazı uygulamalar. Abant İzzet Baysal Üniversitesi Sosyal Bilimler Enstitüsü Dergisi, 2008, 2(17) pp.19-29;

1.600 EUR

37. ALBANIAN PRINTING IN ISTANBUL
PRIMER

Sami FRASHËRI (also Şemseddin Sami Bey, 1850 – 1904).

Abetare e gjuhësë shqip
[Albanian Language Primer]

Istanbul: Rufeja 1909.

Small 8°, 62 pp., [4 pp.], later wrappers (slightly stained, mostly on first and last pages, light age-toning, small holes from old binding in the inner margins).

A rare first primer on the new Albanian alphabet published in Istanbul

Sami Frashëri (1850 – 1904) was an Albanian writer and intellectual, also known for his translations and scientific publications in Ottoman language. He was one of the pioneers of late 19th century stuggle for unification of Albanians and considered an alphabet, adjusted to the Albanian language, the basis for nation's identity.

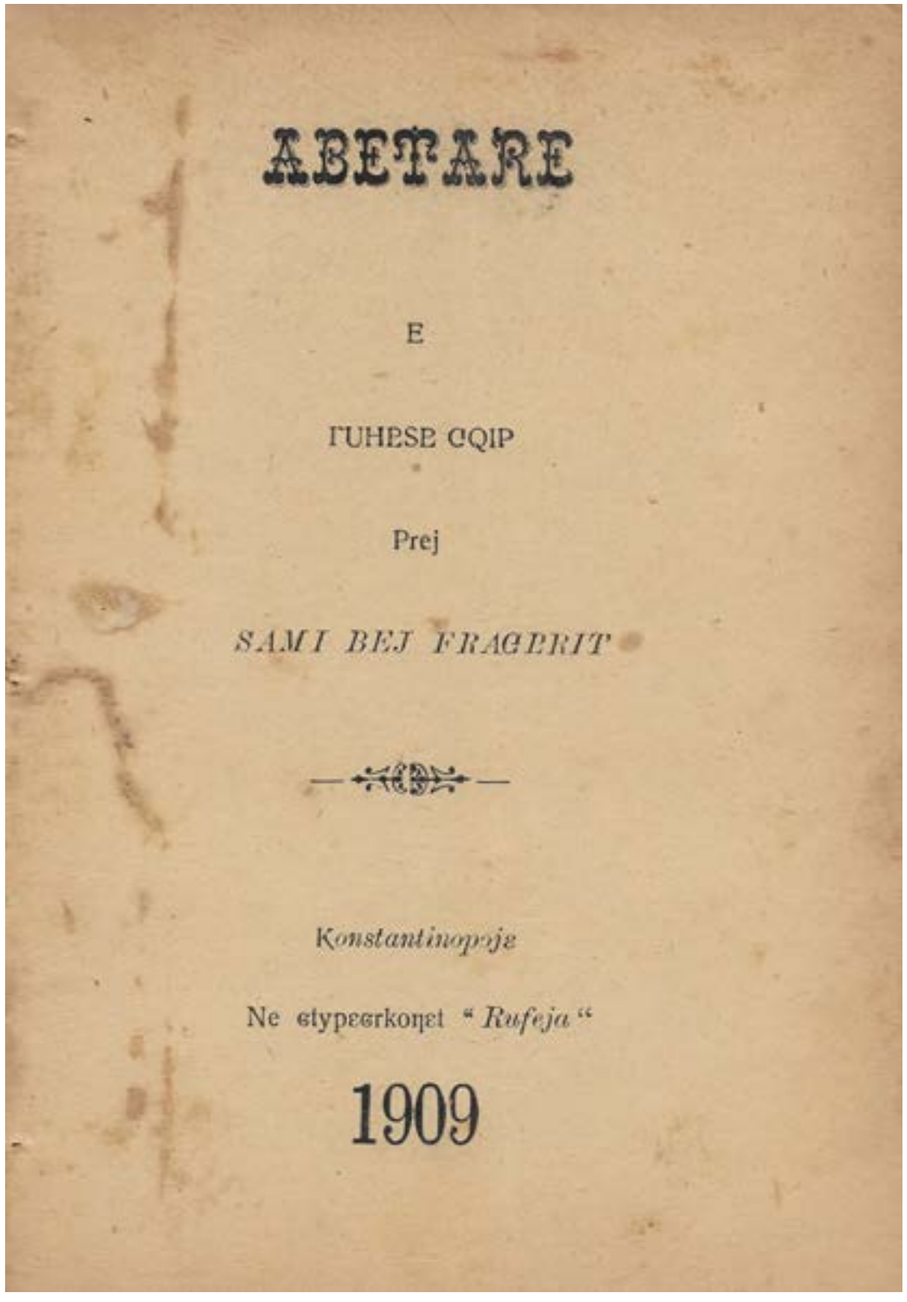
In his famous work *Albania. What It Has Been. What It Is. What It Will Become*, Sami Frashëri wrote: Albania cannot exist without the Albanians, the Albanians cannot exist without the Albanian language, and the latter cannot exist without its own alphabet and without schools.

In the struggle for Albania's own alphabet and education Sami Frashëri architected an alphabet, based on the Latin script, enriched with special characters, which became known as an Istanbul alphabet or Frashëri alphabet. The script was officially adopted by Society for the Publication of Albanian Letters, founded in 1879.

The alphabet was widely popular in the Ottoman Empire and eventually died out in the first decades of the 20th century, when it was replaced by more flexible Bashkimi alphabet, which was easier to use on western typewriters

The Young Turk revolution of 1908 brought an increased tension to the Albanian Society, as the new movement strived for replacement of the Albanian alphabet with Perso-Arabic script as the only proper Islamic alphabet. At the same time Austro-Hungary was encouraging Albanians to use the Latin script with propaganda material, issued in Vienna.

The first primer, introducing this writing system, titled *Abetare e gjuhësë shqip*


ABETARE

E

GJUHESE CQIP

Prej

SAMI BEJ FRAQERIT

Konstantinopoje

Ne shtypeerkonet "*Rufeja*"

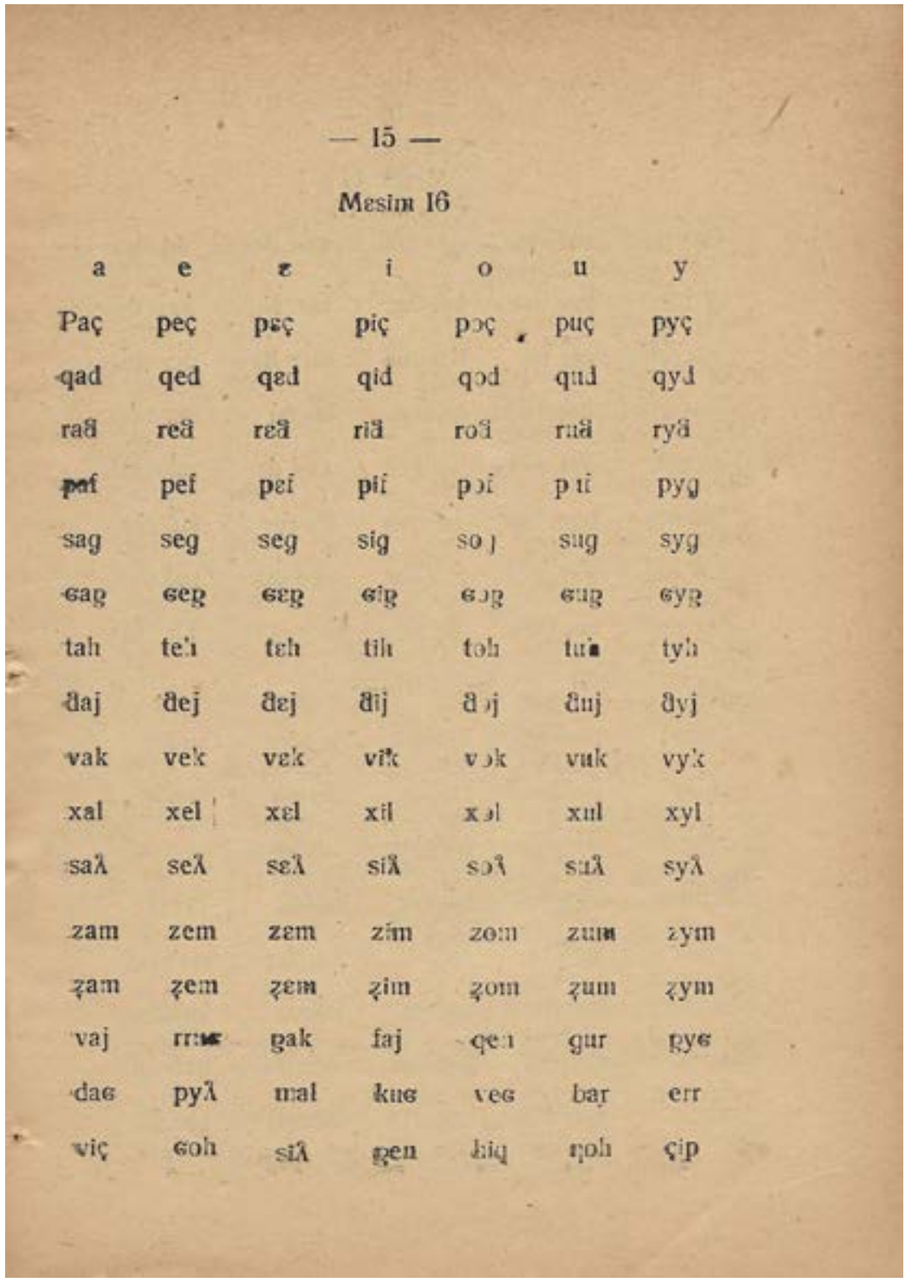
1909

(Albanian Lnaguage Primer) was published in Bucharest in 1886 and was followed by 1888 and 1900 editions. Our book is the forth edition and the first one issued in Istanbul (Vozga 2010) at the time of the Young Turks, to increase the Albanian patriotism and to defend this letters, unique to the language.

The bibliography of Albanian printing mentions seven examples in Albanian institutions (Vozga 2010, no. 356). We could not find any examples in Western libraries on Worldcat.

References: Ramazan Vozga, Libri Shqip 1555-1912 në fondet e bibliotekës kombëtare bibliografi, 2010, no. 356.

1.200 EUR



— 15 —

Mesim 16

a	e	ɛ	i	o	u	y
Paç	peç	pɛç	piç	pɔç	puç	pyç
qad	qed	qɛd	qid	qɔd	qud	qyd
raë	reë	rɛë	rië	roë	ruë	ryë
paf	pef	pɛf	pif	pɔf	puf	pyg
sag	seg	seg	sig	sɔg	sug	syg
ɛag	ɛeg	ɛɛg	ɛig	ɛɔg	ɛug	ɛyg
tah	teh	tɛh	tih	toh	tuh	tyh
ðaj	ðej	ðɛj	ðij	ðɔj	ðuj	ðyj
vak	vek	vɛk	vik	vɔk	vuk	vyk
xal	xel	xɛl	xil	xɔl	xul	xyl
saë	seë	sɛë	sië	sɔë	suë	syë
zam	zem	zɛm	zim	zom	zum	zym
ʒam	ʒem	ʒɛm	ʒim	ʒom	ʒum	ʒym
vaj	rrɛ	gak	faj	qɛn	gur	gyɛ
daɛ	pyë	mal	kuɛ	vɛɛ	bar	err
viç	ɛoh	sië	gɛn	hiq	ŋoh	çip

38. ALBANIAN GRAMMAR
MANASTIR (BITOLA) IMPRINT

Salih GJUKA - DUKAGJINi (1876-1925).

Gabim-dlirsa ndo ndryshim-lirska. مصحح الخطايا ياخود دافع الاختلاف Shkrolaria e-shqypes آربانى غرامرى Pjesa e-par قسم اول

Manastir (Bitola, North Macedonia): Bashkim' i kombit 1326 [Rumi, 1910 Gregorian].

Small 8°, 207 pp. in Ottoman and Albanian, 3 pp. errata, later wrappers (Ottoman bookseller's stamp on title page verso, pages little stained, shadows of old pencil annotations on the title page, first and last pages with stronger soiling and minor loss of paper in margins, small holes from old binding in the inner margins).

The first modern Albanian grammar for educational purposes, written by the first public teacher of this language, Salih Gjuka - Dukagjini and published in Bitola in 1910.

Salih Gjuka - Dukagjini (1876-1925) was an Albanian educator and from 1910 the first teacher of Albanian at the Skopje Highschool. Later he became one of the pioneers in the movement for Albanian independence and a politician. This it the first book on Albanian grammar in Ottoman language for modern educational purposes with examples on Albanian writing and pronunciation. It is written in Istanbul script (please see the previous item for details).

The bibliography of Albanian printing mentions five examples in Albanian institutions (Vozga 2010, no. 398). We could not find any examples in Western libraries on Worldcat.

References: Ramazan Vozga, Libri Shqip 1555-1912 në fondet e bibliotekës kombëtare bibliografi, 2010, no. 398. Cf.: Prof.Dr.Muhamet Pirraku, 100 Vjetori i shkrimit kombëtar shqiptar, Rëndësia kulturore e politike kombëtare e kongresit të dytë të manastirit, Të gjitha alfabetet e gjuhës shqipe (on-line source: 100 Vjetori i shkrimit kombëtar shqiptar (beepworld.de)).

1.400 EUR



Буур.	Лаке.	Френ.	Буур.	Лаке.	Френ.
a	A	a	n	.И.	n
b		b	ŋ		gn
c		ts	o		o
ç		tch	p	.1.	p
d		d	q		q
ð		dh	r	.Ч.	r
e	.Э.	é	rr		rr
ɛ		e	s	.Ƨ.	s
f	.ΛΘ.	f	ɕ	.Ш.	sch
g		g	t	.Ү.	t
ɣ		gh	ϑ	.Ѳ.	th
h	.Ѳ.	h	u		ou
i	.І.	i	v	.В.	v
j	.Ї.	y	x		dz
k	.К.	k	χ		dj
l	.Л.	l	y	.Ѣ.	u
ɣ.		lh	z	.Ƶ.	z
m	.М.	m	ʒ		j

٨) (rr) نك شكلندن دخى آكلاشلمقده اولديغى وجهله بردكل ، پلاقش وشكيتار الفبالرنده صورت مستقلهده مصور بولنان ايكى (r) يى مشعر ايدوكى وبناءً عليه اشارات مخصوصه ايله مصور وماهيتاً بسيط برحرف اساسى جيفتهسنك فراشريم الفباسنده كبى شكل واحدله بالارائه اساسلى برحرف بسيط صره سنده عد ايدلمسى مناسبتسز لغى ، دلائل كافيه درميانيله تظاهر ايتمشدى .

نتيجه ــ اساسلى برجزء بسيط ومستقل ظن اولنمشار سهده اختلافات طبيعيهٔ موجودهدن بالاستفاده حقيقى مناقشات وقواعدى تحليلاتله عارضى ايدوكلرى تظاهر ايدن (c ، ç ، x ، χ ، ɔ ، o ، g ، ð ، d ، b ، ɛ ، q ، ɣ ، ʒ ، rr ، ŋ ، u ، λ ، شكلرندهكى انواع حروفات شكيتارلرك بوكونكى الفبالرندن چيقارلدقلرى حالده دخى متباقى (a ، e ، f ، h ، i ، j ، k ، l ، m ، n ، p ، r ، s ، ɕ ، t ، ϑ ، v ، y ، z) شكلرندهكى اشارات مخصوصهنك تصوير ايتمكده بولندقلرى انواع اجزاى جزؤكلاملهشكيتارجهنك بروجه اساسى يازيله بيله جكى آكلاشلمقده وحالبوكه پلاقش الفباسنده منقوش ايدوكلرى كوريلن اشكال مخصوصهنك مجموعى دخى عين حروفاتك انواع ومقدارينى تصوير ايتمش بولندقلرينه نظراً شكيتارلرك پلاقش احفادندن ايدوكلرينه دائر اولان معلومات تاريخيهنك حقيقتى ، جذر لسان برلكنكَ تظاهريله اثبات ايدلمش اولور .

39. DACHAU CONCENTRATION CAMP NEWSPAPER

Various authors, incl. France ČERNE (1923 – 2012).

Razsvit - glasilo jugoslovanske antifašistične mladine
[Enlightenment - A Newspaper of the Yugoslav Antifascist Youth]

Dachau: June 2, 1945.

4°. 8 pp., stapled (little age-toned, small folds in the upper inner corner, otherwise in a good condition).

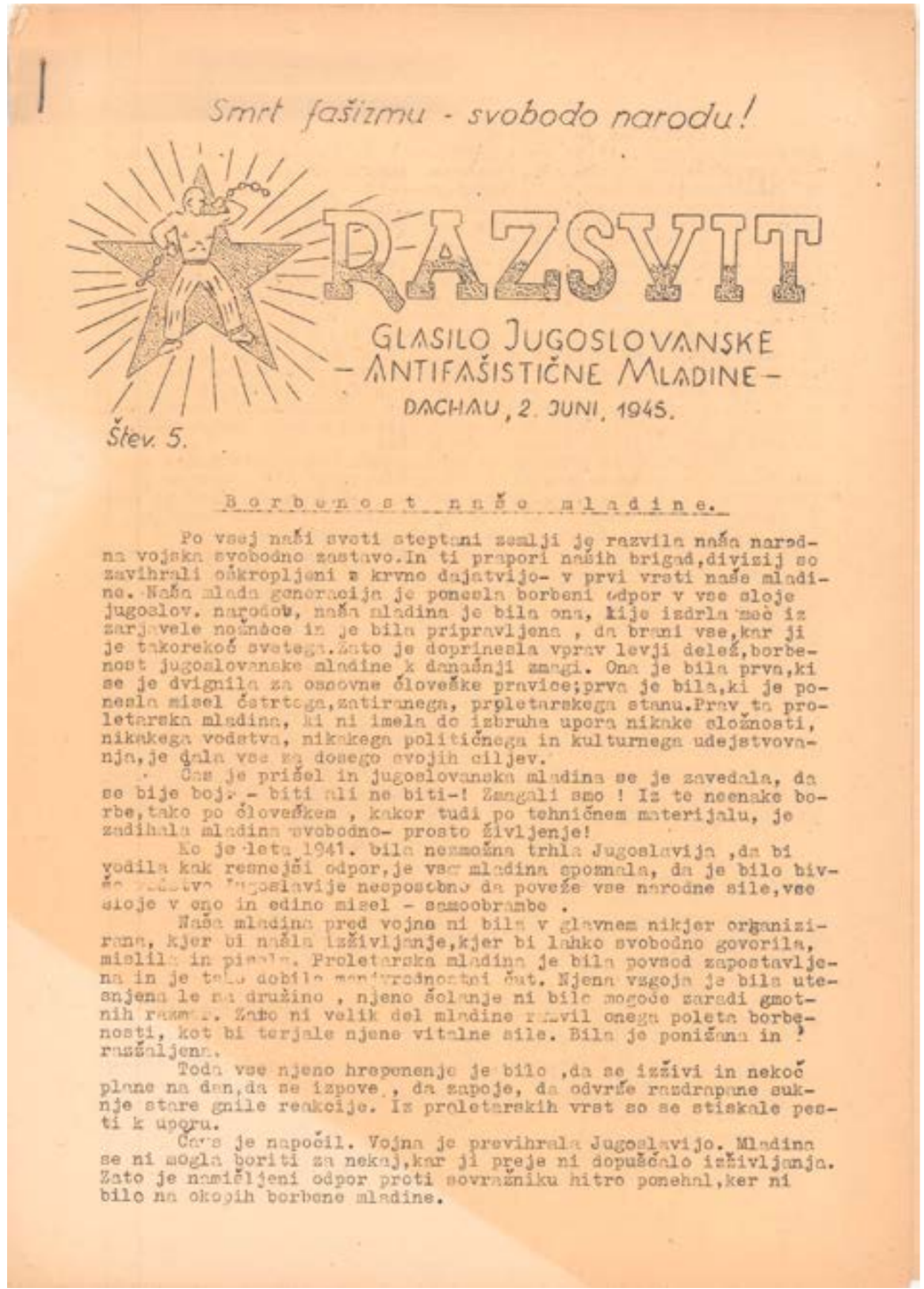
A rare Slovenian newspaper with original stories and poems, printed in the Dachau concentration camp by young prisoners.

A small number of newspapers was printed by the prisoners of the Dachau concentration camp shortly after the liberation.

It should be noted that while the Americans went to great efforts to dramatically improve the conditions of Dachau's residents, most of the former prisoners were obliged to remain in the camp for some weeks until being processed out. Not only did the Americans need to screen the rolls for people who were potential security risks to the Allies, but it was also considered unsafe, or very difficult, for many of the internees to return home. Moreover, there were issues of infectious diseases within the camp, and doctors mandated a quarantine period. Time was required for all the appropriate arrangements to be made, and so thousands remained in Dachau.

The Americans facilitated activities and diversions for the internees as they awaited their release. A small number of residents requested, and were given, the resources to publish newsletters and small visual works, which were mimeographed on relatively small sheets of cheap wartime paper, from stock that was probably left behind by the departed German staff.

The Slovenian prisoners produced the only daily newspaper in post liberation Dachau, *Dahavski Poročevalec* (The Dachau Reporter), which was produced in 31 numbered issues running from May 2 to June 5, 1945, numbered 1-18, 18a and 19-30. Amazingly, the first issue of the paper appeared less than 72 hours after Dachau was liberated from the Nazis by the U.S. Army, on April 29, 1945. The daily gives an valuable insight in the life inside camp during and after the war. It also explains the production of the newspapers inside the camp.


Smrt fašizmu - svobodo narodu!

RAZSVIT

GLASILO JUGOSLOVANSKE
– ANTIFAŠISTIČNE MLADINE –

DACHAU, 2. JUNI, 1945.

Štev. 5.

Borbenost naše mladine.

Po vsej naši sveti steptani zemlji je razvila naša narodna vojska svobodno zastavo. In ti prapori naših brigad, divizij so zavihrali okropljeni z krvno dajatvijo- v prvi vrsti naše mladine. Naša mlada generacija je ponesla borbeni odpor v vse sloje jugoslov. narodov, naša mladina je bila ona, ktije izdrla meč iz zarjavele nožnice in je bila pripravljena , da brani vse, kar ji je takorekoč svetega. Zato je doprinesla vprav levji delež, borbenost jugoslovanske mladine k današnji zmagi. Ona je bila prva, ki se je dvignila za osnovne človeške pravice; prva je bila, ki je ponesla misel čistrega, zatiranega, proletarskega stanu. Prav ta proletarska mladina, ki ni imela do izbruha upora nikake složnosti, nikakega vodstva, nikakega političnega in kulturnega udejstvovanja, je dala vse za dosego svojih ciljev.

Čas je prišel in jugoslovanska mladina se je zavedala, da se bije boj - biti ali ne biti-! Zmagali smo ! Iz te neenake borbe, tako po človeškem , kakor tudi po tehničnem materijalu, je zadihala mladina svobodno- prosto življenje!

Ko je leta 1941. bila nezmožna trhla Jugoslavija ,da bi vodila kak resnejši odpor, je vsa mladina spoznala, da je bilo bivše vodstvo Jugoslavije nesposobno da poveže vse narodne sile, vse sloje v eno in edino misel - samoobrambe .

Naša mladina pred vojno ni bila v glavnem nikjer organizirana, kjer bi našla izživljanje, kjer bi lahko svobodno govorila, mislila in pisala. Proletarska mladina je bila povsod zapostavljena in je tako dobila samozadostni čut. Njena vzgoja je bila utesnjena le na družino , njeno šolanje ni bilo mogoče zaradi gmotnih razmer. Zato ni velik del mladine razvil onega poleta borbenosti, kot bi terjale njene vitalne sile. Bila je ponižana in razžaljena.

Toda vse njeno hrepenenje je bilo ,da se izživi in nekoč plane na dan, da se izpove , da zapoje, da odvrže raztrgane suknje stare gnile reakcije. Iz proletarskih vrst so se stiskale pesti k uporu.

Čas je napočil. Vojna je previhrala Jugoslavijo. Mladina se ni mogla boriti za nekaj, kar ji preje ni dopuščalo izživljanja. Zato je namerjeni odpor proti sovražniku hitro ponehal, ker ni bilo na okopih borbene mladine.

The Present Newspaper in Focus

One of the issues of *Dahavski Poročevalec* mentions a modern, hand-written magazine *Razsvit* (Enlightenment), which was made by young poets, writers and publicists during the war at the concentration camp and circulated among the inmates, encouraging them and presenting a better future. Three issues were made as manuscripts and the fourth one was printed shortly after the liberation of the camp, on May 6, 1945.

This is an exceedingly rare fifth and possibly last edition of the newspaper, published on June 2, 1945, on the eve of the release of the prisoners.

The authors are partly anonymous and are signed only with initials F., Z., S. and first names Slavko, France and Marjan. The introduction praises the liberation and the power of the youth, but the following stories and poems reveal the depressing reality of the young authors of this publication: a story of a young girl, shot by the Nazis, the last day of a young man, who is dying at the Dachau hospital after the liberation, an anti-Hitler essay, a poem on the suffering at the Dachau concentration camp and a poem on typhus. One of the authors was France Černe (1923 – 2012), later a prolific Yugoslav economist, who was imprisoned in Dachau in 1944, aged 21.

The last article is a farewell to the Dachau concentration camp and an encouraging beginning of a new life in freedom, written by an anonymous editor.

The Note on Rarity

Worldcat mentions one institutional example of this issue no. 5. (Narodna in študijska knjižnica, Trst - Slovene National and Study Library Trieste). We could also only trace one example of the no. 4 (Muzej novejše zgodovine Celje (NOB na Celjskem (ce-nob.si)). We owed one example of this issue of the magazine in 2017, which was sold to the trade. The newspaper Razsvit is not mentioned in the bibliography of partisan and underground printing of World War II (which lists *Dahavski Poročevalec*).

1.200 EUR

oda nemski nadčlovek je zavohal kri tujih na
. Naslajal se je , ko je teptal s tanki
ke;užival je ,ko so pošiljali tuje narode po
matorije in ko je razširjal razne epidemije
j bi bila nemška kultura, ki so jo ustvarjal
itd.

Zgodovina bo pisala točno in zanesljivo
ačuga, ako bo pisala o nemških porazih, je
s. A mi trdimo : Zgodovina je najčistejša re
iteljica prihodnjih pokolenj!

Končan je zdaj boj za človekovo dostoja
šele je zagotovila plodnejšo prihodnost ,
la. Šele nad kupi opeke in zoglenelih tramov
nelih teles se je razvil transparent z par
Le mi mladina pa bomo znali tudi ta prib
ti proti vsakemu razdirajočemu poskusu. Naša
z 6 letnim svetovnim ognjem najstrašnejše
jše človekove pravice- nas je izšolala v to
Sedaj je tudi naše tako razbičano in op
mir ,oni čudoviti mir,ki bo povezal vsa sro
derativni,demokratski Jugoslaviji pod vodstv
la T i t a !

- . -

Prvič v „Wildparku."

Zeleno,vse je živo okrog mene....
Po dolgih dneh sem zopet živ,
živ,saj življenje sem odkril-
pobegnil sem iz „Dachauske arene".

Tu ni sestradanih teles,kostì,
tu ni več borbe:kruha ,kruha....
tu so spet polna usta suha
in krematorij daleč,daleč že leži....

40. DACHAU CONCENTRATION CAMP NEWSPAPER

Ludvik MRZEL (1904-1971), Editor.

VESTI: Moskva-London-Beograd-Paris-New York-Ljubljana-Zagreb-Trst.
[News: Moscow-London-Belgrade-Paris-New York- Ljubljana-Zagreb-Trieste]

Dachau, June 6 and 7, 1945.

2 issues (complete), Each 4°. [2 pp.] mimeographed text (little age-toned, tiny chips in margins, otherwise in a good condition).

A rare complete set of two issues of the last newspaper, printed by the Slovenian prisoners at the Dachau concentration camp on the eve of their release.

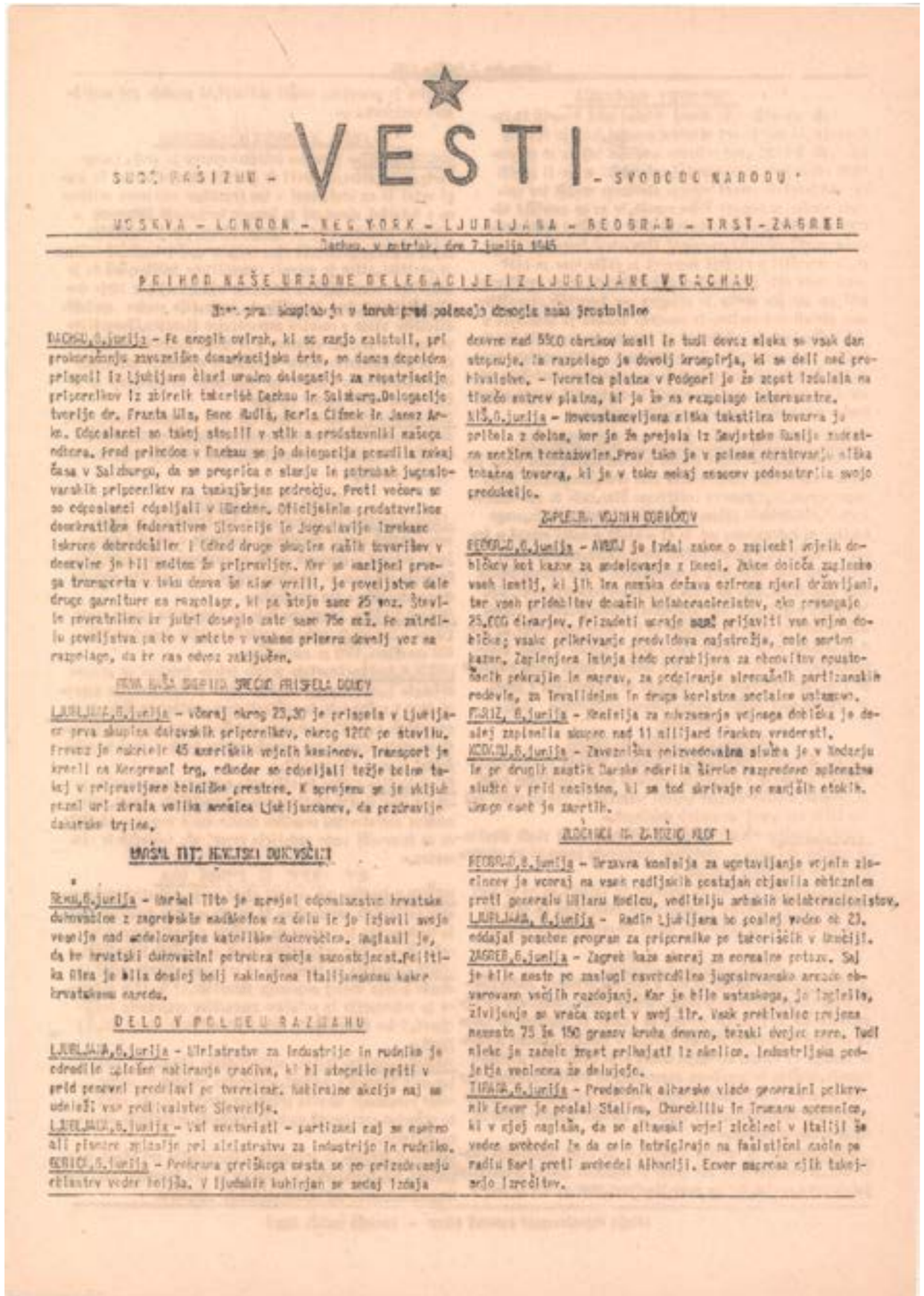
After issuing the only daily newspaper in the camp, *Dahavski Poročevalec* (The Dachau Reporter), from May 2, 1945, on (please see the previous item for a longer description), the Slovenian printers at the Dachau concentration camp, eager to return to their homes after the war, edited the last and farewell issue on June 5, only to receive a devastating news, that the American soldiers, occupying the camp, could not guarantee a save release of the prisoners. The publishers, led by the editor Ludvig Mrzel (1904-1971) returned to the printing room the next day and founded a new daily newspaper, *Vesti* (The News). Comparing to *Dahavski Poročevalec*, the new publication only included short contemporary news on the world and homeland, the prisoners were hoping to return to soon.

The top news of the first number read “Returning of Slovenians and Croatians will Only Begin in Three Weeks”, hinting to the prisoners at Dachau to prepare for further long weeks of eager waiting to return to their liberated homeland.

The second issue, printed only a day later, on June 7, sported a far more optimistic header: “Our First Group Reached Our Capital on Tuesday Before Midnight”. The roads were safe and the prisoners could travel back home.

The following day, the Slovenians closed their press at the Dachau concentration camp and were finally free to leave.

Sadly, only four years later, in 1949, the editor of this newspaper, Ludvig Mrzel, and many of his inmates at Dachau were tried in Yugoslavia at communist show trials (so called Dachau trials) and were either executed or sent to harsh Yugoslav prisons. Mrzel, who was after his return from Dachau making a career as a director of the Slovene National Theater, was marked “insufficiently cultured person for building socialism” and sentenced on 12 years of harsh prison. He was released on parole in 1955 and was put under surveillance for the following years.



SMRT FAŠIZMU - VESTI - SVOBODO NARODU!

MOSKVA - LONDON - NEW YORK - LJUBLJANA - BEOGRAD - TRST - ZAGREB

Dachau, v petek, dne 7 junija 1945

PRIHOD NAŠE URADNE DELEGACIJE IZ LJUBLJANE V DACHAU

Prvi pravi skupina je v torek pred polnočjo dosegla naša prestolnico

DACHAU, 6. junija - Še enogih ovirah, ki so nanjo naletoli, pri prekoračenju zavezniške demarkacijske črte, se danes dopoldne pripeljal iz Ljubljane članl uradne delegacije za repatriacijo prijetnikov iz zbirnih taborišč Dachau in Salzburg. Delegacijo tvorijo dr. Franta Lilo, Bane Hudik, Karla Cifrek in Janez Arko. Odpotovali so takoj stopili v stik s predstavniki našega odbora. Pred prihodom v Dachau se je delegacija ponudila nekaj časa v Salzburgu, da se pregleda o stanju in potrebah jugoslovanskih prijetnikov na tamkajšnjem področju. Proti večeru so se odpeljali odpeljali v München. Oficijelnim predstavnikom demokratične federativne Slovenije in Jugoslavije izrekamo iskreno dobrodošlico. Vsled druge skupine naših tovarišev v današnje je bil sedaj že prizvajen. Ker se nadjamo prvega transporta v teku dneva že sami vrnili, je poveljstvo dalo druge garniture na razpolago, ki pa štejo samo 25 voz. Število povratnikov se jutri dosegle zato samo 75e oseb. Se zatedlo poveljstva pa to v mnicio v vsakem primeru dovolj voz na razpolago, da bi nas odvoz zaključen.

NEKA NAŠA DOPISNA SPECIJE PRIJATELJ DOMOV

LJUBLJANA, 6. junija - včeraj okrog 23,30 je prispela v Ljubljano prva skupina dahavskih prijetnikov, okrog 1200 po številu. Prevoz je nudilo 45 ameriških vojnih kamionov. Transport je krenil na Kongresni trg, odkoder so odseljali težje bolni takoj v prepravljeno bolnišnico. K sprejemu se je zbijal pred uri zbrala velika množica Ljubljancev, da pozdravijo dahavske trpine.

HRVAŠKI TITI DUHOVŠČINI

RIM, 6. junija - Maršal Tito je sprejel odposlanstvo hrvatske duhovščine z zagrebškim nadškofom na čelu in je izjavil svoje veselje nad sodelovanjem katoliške duhovščine, izjavil je, da bo hrvatski duhovščini potrebna vsaka samostojnost. Poštika Hitra je bila doslej bolj naklonjena Italijanskemu kakor hrvatskemu narodu.

DELO V POLJSKI RAZJAHU

LJUBLJANA, 6. junija - Ukinitev za industrijo in rudnike je odredile izpolnjen nabiranje gradiva, ki bi omogočilo pričet v prid pravnel predlogi po tovarnah. Nabiranje akcije naj se odvijali vsa področja Slovenije.

LJUBLJANA, 6. junija - Vsi vozovni - partizani naj se takoj ali pismeno javljajo pri ukinitevi za industrijo in rudnike.

BERLIN, 5. junija - Predvsem prelškega mesta se po prizadevanju oblastev vedno boljša. V ljudskih kuhinjah se sedaj izdaja dnevno nad 5500 obrokov kosil in tudi dovoz mleka se vsak dan stopnjuje. Na razpolago je dovolj krompirja, ki se deli med prebivalstvo. - Tovorna platna v Podgori je že zopet izdulala na tisočo zatrev platna, ki jo je na razpolago intervenire.

NIŠ, 6. junija - Novoustanovljena ruska tekstilna tovarna je prišla z delom, ker je že prejela iz Sovjetske Rusije zadostno količino tekstilnih. Prav tako je v polnem obratovanju ruska tekstilna tovarna, ki je v teku enega meseca podaljšala svojo produkcijo.

ZAPLENJENA VOJNIH DOBIČKOV

BEOGRAD, 6. junija - AVNOJ je izdal zakon o zaplembi vojnih dobičkov kot kazne za sodelovanje z okupatorjem. Zakon določa zaplembo vseh imetij, ki jih bra osebna državna ozirona njeni državljani, kot vseh prebivalcev domačih kolaboracionistov, ako presegajo 25.000 dinarjev. Prizadeti morajo sami prijaviti vse vrjne dobičke; vsako prikrivanje predvideva zaplembo, cele premoženja. Zaplenjena imetja bodo porabljena za obnovitev opustošenih pokrajin in sirot, za podpiranje ubitih partizanskih rodbin, za invalidnino in druge koristne socialne ustanove.

ZAGREB, 6. junija - Komisija za ugotavljanje vojnega dobička je doslej zaplenila skupno nad 11 milijard frankov vrednosti.

KOMUNISTIČNA ZAVEZNIŠKA PROPAGANDA

KOMUNISTIČNA PROPAGANDA

BEOGRAD, 6. junija - Zavezniška propagandna služba je v Indiji in po drugih azijskih deželah široko razpredena spletka v prid komunizma, ki se tod širitvaje po najbolj etoklih ukrepih sveta je zaretih.

ZLOČINCI SO ZAČELI KLOF 1

BEOGRAD, 6. junija - Državna komisija za ugotavljanje vojnih zločincev je včeraj na vseh radijskih postajah objavila obtožnico proti generalu Nedlaru Nedicu, vodilnemu srbskih kolaboracionistov.

LJUBLJANA, 6. junija - Radio Ljubljana bo poslej vedno ob 23. oddajal poseben program za prizorelce po taboriščih v Nemčiji.

ZAGREB, 6. junija - Zagreb kaže skrajni za normalno potezo. Saj je bile mesto po zaslugi osvobodilne jugoslovanske armade obvarovano vsejih razdejanj. Kar je bile ustaškega, je izginilo, življenje se vrača zopet v svoj tir. Vsak prebivalec prejema mesečno 75 ali 150 gramov kruha dnevno, težki dvojec sveže. Tudi mleka je začelo kmet prihajati iz okolice. Industrijska podjetja vsakomur že delujejo.

TIRANA, 6. junija - Predsednik albanske vlade generalni polkovnik Enver je poslal Stalinu, Churchillu in Trumanu sporočilo, ki v njej naglaša, da se albanski vojni zločinci v Italiji že vodno preiskujejo in da cele intrigirajo na fašistični način po radiu Bari proti predsedni Albaniji. Enver napreša njih takojšnjo izročitev.

The Note on Rarity

Worldcat lists examples in three libraries: Narodna in študijska knjižnica (Slovene National and Study Library, Trieste), Mestna knjižnica Ljubljana (Ljubljana City Library) (unclear if both issues) and Munich State Library. Muzej novejše zgodovine Celje (Museum of Recent History, Celje) houses an example of the June 6 issue. We owed examples of both issues of the magazine in 2017, which were sold to the trade. The newspaper *Razsvit* is not mentioned in the bibliography of partisan and underground printing of World War II (which lists *Dahavski Poročevalec*).

References: OCLC 439668936.

2.200 EUR



VESTI ★

MOSKVA NEW YORK
LONDON LJUBLJANA
BEOGRAD ZAGREB
PARIS TRST

SMRT FAŠIZMU – SVOBODO NARODOM!

Dachau, v sredo, dne 6.junija 1945

V LJUBLJANI – PO ŽIVILSKE IN TOBAČNE IZKAZNICE

Repatriacija Slovencev iz Hrvatske se bo začela šele v treh tednih

LJUBLJANA,5.junija – V ozemlju prispeli vojni ujetniki, internirci in civilni dolavci se bodo morali izkazati s potrdilom Štaba za repatriacijo ozirona njegovih področje, če bodo hoteli prejeti živilske izkaznice. V Ljubljani je mestni urad za prehrano v veliki Batjevi trgovini pri pošti na Aleksandrovi cesti. Tamkaj so dobijo tudi tobačne izkaznice.

LJUBLJANA,5.junija – Štab za repatriacijo pozivlja jugoslovanske pripadnike po raznih taboriščih, naj čimprej poiščejo označeno bolnišnico križa.

TRST,5.junija – Tukaj je bila po repatriacijskem štabu ustanovljena nabiralna baza za vračajoče se vojno ujetnike, prebežnike in prisilne dolavce. Sodeluje z vojaškimi oblastmi Rdeči križ, Zveza slovenskih mladine in Slovenska ženska protifašistovska zveza.

ZAGREB,5.junija – Zagrebški Slovenci in slovenski izseljenci iz dosedaj po Nemcih zasedenih okrajev so izvolili krajevni odbor OF, ki je sedaj po vladi v Ljubljani pooblaščen, da uredi povratev izseljencev na njih domove. Delo je že toliko napredovalo, da bodo mogli prihiteti s transporti očakaje v treh tednih.

VELIKO RAZDEJANJE V TRBOVELJSKEM PREMOGOVNIKU

TRBOVLJE,5.junija – Nemški okupatorji so premogovnik izkoriščali prav na roparski način in marsikaj upropastili. Pri tem so popolnoma opustili posebne v zadnjih mesecih pravilna vzdrževalna in varnostna opravila, kar je v nekaterih predelih rudnika povzročilo poplave ozirona požare, ki so jih po osvobojenju rudarji nagla pogasili, vode pa s pomočjo črpalk izčrpali. – Ista usoda je doletela rudnik Kočica pri Laškem, kjer se kopije najboljši premog v Sloveniji. Od tam so Nemci vrh tega odvozili precej strojev. Vendar je tudi tukaj delo v teku in bo v kratkem pričel zopet prvi premog na trg.

MARIBOR,5.junija – Pevski zbor brigade "Srečko Kosovel" je priredil več koncertov v Mariboru, vsi so dobro uspeli. Zlasti so bili zadovoljni ranjenci vojaki po bolnicah ob pozornosti zbora. – V radgonskem okraju so je že pričela organizacija šolstva. Sicer je nekaj šolskih poslopij poškodovanih, toda vsi pomagajo, da se čimprej usposobijo za pouk. Tudi učiteljstvo se polagoma vrača na svoja dolovna mesta. – Zdravstveno stanje v Mariboru in okolici je kar zadovoljivo.

UREDITEV NAŠIH ŽELEZNIC

ZAGREB,5.junija – Železniška proga Zagreb – Beograd je bila po umikajočih se Nemcih in ustaših temeljito pokvarjena; prekoračenih je popolnoma uničenih, trije veliki mostovi pri Jasenovcu porušeni, tako, da je vsak promet nemogoč, dokler se vse ne popravi. Enako se pripeti na italijanski in ruski progi. Zlasti so trpele vodne postaje za oskrbovanje lokomotiv, razno kurilnico in njihove naprave. Delavnica v Brodu je delono porušena, v Zagrebu pa že obratuje. Nekaj je tudi največje parno dvigalo za dviganje lokomotiv in vagonov, ki ima nosilnost 60 ton. – Prometno ministrstvo v Zagrebu upa, da se bo posrečilo v kratkem času urediti progo vsaj za skromen promet.

SARAJEVO,5.junija – Ugotovitev bosanskih železnic zadaja bosanski vladi mnogo skrbi, ker je prehrana celih okrajev odvisna od prometnih zvez. Zlasti važno je, da dobi Sarajevo svoje zveze na Slovenski Brod, na Jadran in proti Beogradu. Predsednik bosanske vlade Džakovič je podal o tem dopisniku "Vanjuga" zanimive izjave; Džakovič naglasil, da bo trajala ureditev prvotnega proge še 3/4 meseca razen cesta pri Maglaju, kjer bo urejeno prestopanje ozirona prekladanje, dokler ne bo vozil most postavljen v teku 8 mesecev. To progo potrebuje zlasti tudi bosanska železarska industrija, ko bo do konca avgusta zopet v polnem obratovanju. – Vlada ima težkoče tudi zaradi vračanja beguncev in gradnje podrtih hiš, za kar vse je zopet potrebno redno dolovanje železnic. – V Sarajevu je bila odprta večja dolavnica za ortopedične otroke in otvorjen velik invalidski dom.

JUGOSLOVANSKO – BOLGARSKO KULTURNO SODELOVANJE

BEOGRAD,5.junija – Sinkaj je prispelo 42 članska zastopstvo bolgarskih kulturnih dolavcev pod vodstvom Lj.Stojanova, da navežejo s srbskimi literati in umetniki tesnejše stike. "Politika" je posvetila gostom toplo napisane dobrodošlice izpod peresa Vlajka Petrovića, ki poudarja, da morajo zastopniki kulturnega udejstvovanja v vladi Bolgarije in vladi Jugoslavije skupno dolati v prid narodov obeh bratskih držav. Po razgledu Beograda so bolgarski gostje priredili v veliki dvorani Kolarčeve ljudske univerze literarni večer.

BEOGRAD,5.junija – Beograjska radijska postaja bo v bodoče razširila svoje bolgarske oddaje s številnimi predavanji in poročili iz kulturnega, političnega in gospodarskega življenja v Jugoslaviji, da seznani svoje bolgarske poslušalce s pravilni prikazi obnovitvenega dela v Jugoslaviji.

NIŠ, 5.junija – Novoustanovljena niška tekstilna tovarna je pričela z delom, kar je že prejela iz Sovjetske Rusije zadostne množine bombažnine. Prav tako je v polnem obratovanju niška tobačna tovarna, ki je v teku nekaj mesecev podaljšala svoje produkcije.

41. DACHAU CONCENTRATION CAMP BRANCH NEWSPAPER SLAVICA

Drago ŠEGA (1918-2004), Editor; France URŠIČ (1907-1979), Illustrator; Stane MIKUŽ (1913-1982) – Leon DETELA (1902-1982) – Lino LEGIŠA (1908-1980) – Anton OCVIRK (1907-1980), Authors of Articles.

Vestnik jugoslovanske dahavske skupine Freimann-München. Smrt fašizmu – Svoboda Narodu. Št. 2.

[News of the Yugoslav Dachau Group Freimann-Munich. Death to the Fascism – Freedom to the Nation! Nr. 2]

Munich – Freimann: Jugoslovanski narodni odbor [Yugoslav National Committee], June 4, 1945.

1 issue (of 2), 4°. 6 pp., mimeographed text with illustrated headings and one mimeographed illustration, stapled (very good).

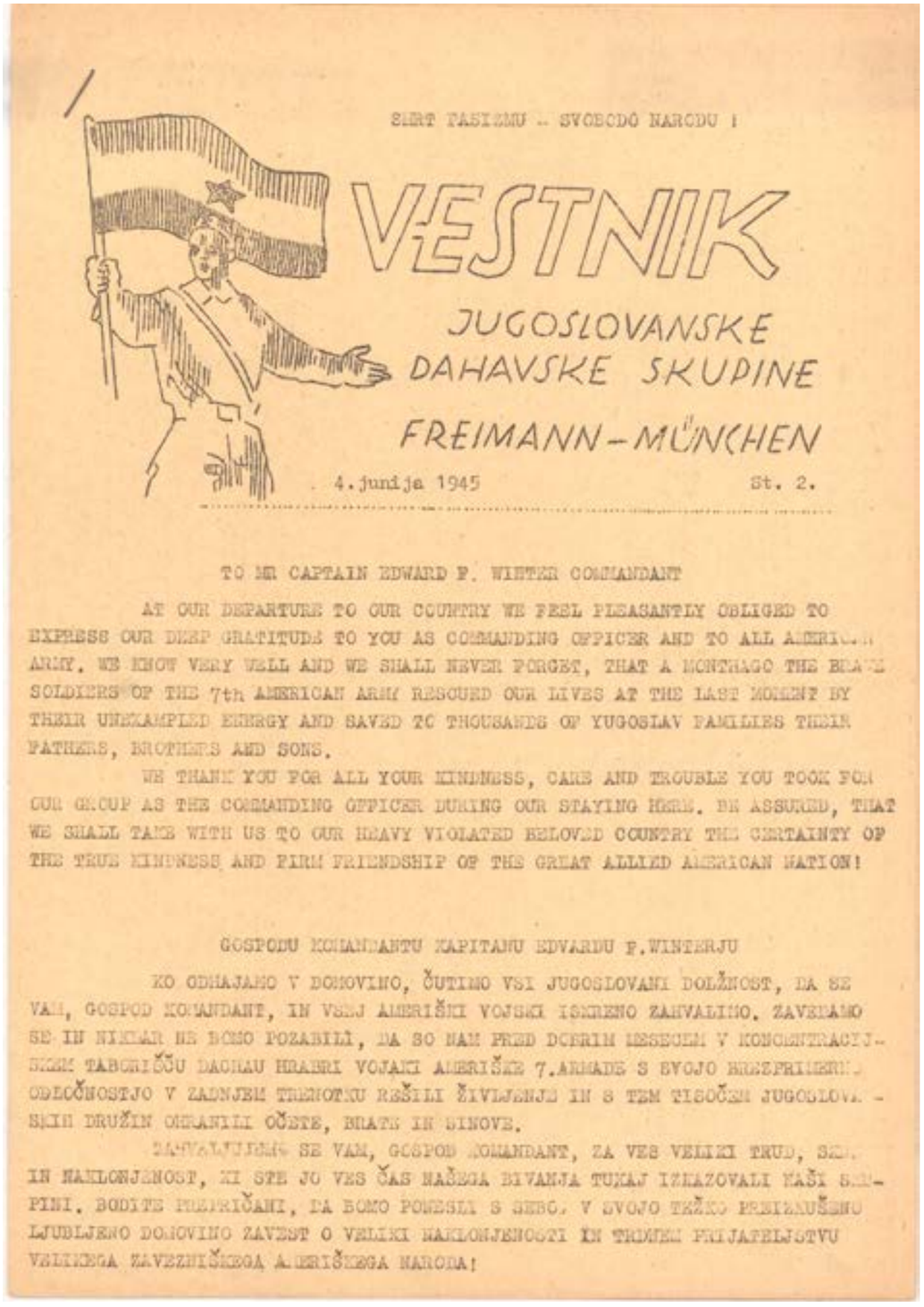
A exceedingly rare mimeographed newspaper, made by the Slovenian / Yugoslav prisoners in a satellite branch of the Dachau concentration camp, situated in the north of Munich.

The second issue (of two published) of an extremely rare mimeographed magazine was made by Slovenian prisoners of the WWII prison camp in Munich-Freimann, today the northmost part of Munich, which was a satellite branch of the nearby Dachau concentration camp. The newspaper gives a good insight into living conditions of this today almost unknown prison camp.

The Munich-Freimann branch of the Dachau concentration camp was set in the SS barracks, where prisoners were sent to do the physical work. According to the newspapers, the life at the SS barracks was much more humane than in the main concentration camp, as the living condition were cleaner and there were no diseases.

The story of the prisoners can be reconstructed through the newspaper articles in both issues (the complete set was researched for our December 2019 catalogue). When the American troops marched into the Freimann SS barracks and the branch of the Dachau concentration camp on May 15th 1945, there were 315 prisoners (possibly the author of the second article in the first issue is talking of the complete number of the prisoners and not only about the Yugoslavs).

As the barracks were demolished in bombing, the American soldiers needed two days to settle in and decide what to do with the prisoners. The initial plan was to send the Freimann inmates back to Dachau concentration camp, which was liberated about three weeks prior to that, but the prisoners there were still kept in a strict quarantine. An article in the first issue (not present here) of the magazine reads, that the prisoners “found (ourselves) here in an extremely comfortable



SMRT FAŠIZMU – SVOBODO NARODU !

VESTNIK

JUGOSLOVANSKE DAHAVSKE SKUPINE FREIMANN-MÜNCHEN

4.junija 1945 St. 2.

TO MR CAPTAIN EDWARD F. WINTER COMMANDANT

AT OUR DEPARTURE TO OUR COUNTRY WE FEEL PLEASANTLY OBLIGED TO EXPRESS OUR DEEP GRATITUDE TO YOU AS COMMANDING OFFICER AND TO ALL AMERICAN ARMY. WE KNOW VERY WELL AND WE SHALL NEVER FORGET, THAT A MONTHAGO THE BRAVE SOLDIERS OF THE 7th AMERICAN ARMY RESCUED OUR LIVES AT THE LAST MOMENT BY THEIR UNEXAMPLED ENERGY AND SAVED TO THOUSANDS OF YUGOSLAV FAMILIES THEIR FATHERS, BROTHERS AND SONS.

WE THANK YOU FOR ALL YOUR KINDNESS, CARE AND TROUBLE YOU TOOK FOR OUR GROUP AS THE COMMANDING OFFICER DURING OUR STAYING HERE. BE ASSURED, THAT WE SHALL TAKE WITH US TO OUR HEAVY VIOLATED BELOVED COUNTRY THE CERTAINTY OF THE TRUE KINDNESS AND FIRM FRIENDSHIP OF THE GREAT ALLIED AMERICAN NATION!

GOSPODU KOMANDANTU KAPITANU EDVARDU F.WINTERJU

KO ODHAJAMO V DOMOVINO, ČUTIMO VSI JUGOSLOVANI DOLŽNOST, DA SE VAM, GOSPOD KOMANDANT, IN VSEM AMERIŠKI VOJSKI ISKRENO ZAHVALIMO. ZAVEZUJEMO SE IN NIKDAR NE BOMO POZABILI, DA SO NAM PRED DOBRIM MESECEM V KONCENTRACIJSKEM TABORIŠČU DACHAU HRABRI VOJAKI AMERIŠKE 7.ARMADE S SVOJO NEUSPREMERNO ODLOČNOSTJO V ZADNJEM TRENUTKU REŠILI ŽIVLJENJE IN S TEM TISOČIM JUGOSLOVANSKIM DRUŽIN OHRANILI OČETE, BRATE IN SINOVE.

ZAHVALJUJEMO SE VAM, GOSPOD KOMANDANT, ZA VES VELIKI TRUD, SKRB IN NAKLONJENOST, KI STE JO VES ČAS NAŠEGA BIVANJA TUKAJ IZKAZOVALI NAŠI SKUPINI. BODITE PREPRIČANI, DA BOMO POVSOD S SEBOJ V SVOJO TEŽKO PREIZKUŠENO LJUBLJENO DOMOVINO ZAVEST O VELIKI NAKLONJENOSTI IN TRDNEM PRIJATELJSTVU VELIKEGA ZAVEZNIŠKEGA AMERIŠKEGA NARODA!

situation comparing to our comrades, who remained in the Dachau mud, diseases and painful situations".

The prisoners were put in a 13-day quarantine, which lasted between May 15th to May 28th. On the final day the American soldiers brough them, among others, ink for the newspaper and a newspaper *Dahavski Poročevalec*, which was printed by the Yugoslav prisoners in the Dachau concentration camp.

The Dachau newspaper inspired the Freimann prisoners to create a similar publication, which would, according to their writing, inform the other prisoners about their situation after having no contact with the outside world for 13 days. The newspaper encouraged the prisoners to leave the prison camp in a disciplined way, pack the luggage as practically as possible, sing partisan songs loudly when passing through the liberated cities, and to use dignified language only.

The present, second number of the newspaper discusses subjects such as the Yugoslav national liberation army (with a small mimeographed image of Tito), the role of the cultural workers in the Partisan movement and remember friends, who died in the Dachau concentration camp.

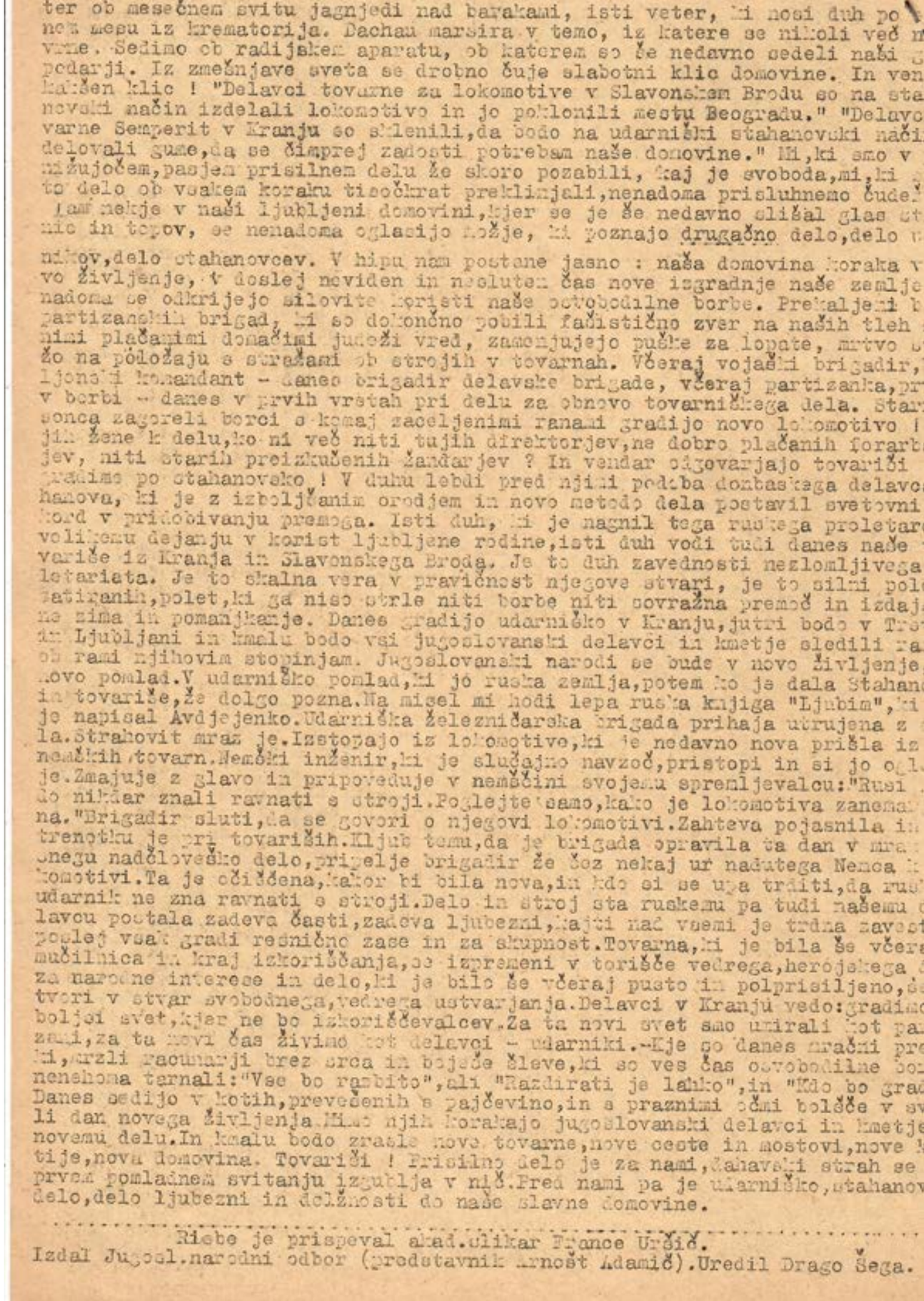
The first part of the title page of this second issue is written in English and is dedicated to the Capitan-Commandant Edward F. Winter of the American Army, who was in charge of recuing the prisoners and treating them with respect and generosity.

The authors of the text and drawings were all esteemed figures from the Slovenian world of culture and education:

- Drago Šega (1918-2004), the editor, was imprisoned during WWII since 1942 in the concentration camps of Dachau, Gonars and Monigo. After the war he became a known writer, editor, literary critic, a cultural attaché in Paris and Trieste and was involved in the film production.
- France Uršič (1907-1979) was the academic artist, who made the illustrations in the newspapers. He was schooled at the Art Academy of Zagreb and joined the Communists already in the 1920s, for which he was imprisoned in 1929. During WWII Uršič joined the partisans. In 1943, he participated in creating of one of the most infamous partisan underground publication V Kristusovemimenu (In the Name of Christ), depicting the members of the Catholic church as collaborators, Fascists and murderers. He was imprisoned in the Dachau concentration camp from 1943 on. Uršič successfully continued his artistic career after the war.
- Stane Mikuž (1913-1982) was a prolific art historian, who after the war, among others, wrote on the art made by the prisoners during WWII.
- Leon Detela (1902-1982) was an esteemed botanist. He was sent to the Dachau concentration camp in 1944.
- Lino Legiša (1908-1980) was a literary historian, critic and professor. He was imprisoned in concentration camps in Italy and later in Dachau, from 1942 until the end of the war.
- Anton Ocvirk (1907-1980) was an author, literary historian and later a professor at the University. He was imprisoned in Dachau between 1944 and the liberation.

We could only trace two institutional examples (Archives of the Republic of Slovenia, inv. Nr SI AS 1769/234 and Bavarian State Library (OCLC 1137817681) and could not find any references to the newspapers in the literature.

920 EUR


ter ob mesečnem svitu jagnjedi nad barakami, isti veter, ki nosi duh po
nek mesu iz krematorija. Dachau marsira v temo, iz katere se nikoli več
vrne. Sedimo ob radijskem aparatu, ob katerem so še nedavno sedeli naši
podarji. Iz zmešnjave sveta se drobno čuje slabotni klic domovine. In ven
kašen klic ! "Delavci tovarne za lokomotive v Slavonskem Brodu so na sta
novski način izdelali lokomotivo in jo poklonili mestu Beogradu." "Delavc
varne Semperit v Kranju so sklenili,da bodo na udarniški stahanovski nači
delovali gume,da se čimprej zadosti potrebam naše domovine." Mi,ki smo v
nižujočem,pasjem prisilnem delu že skoro pozabili, kaj je svoboda,mi,ki
to delo ob vsakem koraku tisočkrat preklinjali,nenadoma prisluhnemo čude
Tam nekje v naši ljubljeni domovini,kjer se je še nedavno slišal glas
nic in topov, se nenadoma oglasijo ročje, ki poznajo drugačno delo,delo
nikov,delo stahanovcev. V hipu nam postane jasno : naša domovina koraka v
vo življenje, v doslej neviden in neslutem čas nove izgradnje naše zemlje
nadoma se odkrijejo silovite koristi naše osvobodilne borbe. Prekaljeni b
partizanskih brigad, ki so dokončno pobili fašistično zver na naših tleh
nimi plačanimi domačimi judeži vred, zamenjujejo puške za lopate, mrtvo s
žo na položaju s strežami ob strojih v tovarnah. Včeraj vojaški brigadir,
ljonski komandant - danes brigadir delavske brigade, včeraj partizanka,pr
v borbi - danes v prvih vrstah pri delu za obnovo tovarniškega dela. Star
sonca zagoreli borci s komaj zaceljenimi ranami gradijo novo lokomotivo
jih žene k delu,ko ni več niti tujih direktorjev,ne dobro plačanih forarb
jev, niti starih preizkušenih žandarjev ? In vendar odgovarjajo tovariši
gradimo po stahanovsko ! V duhu lebdi pred njimi podoba donbaskega delavc
hanova, ki je z izboljšanim orodjem in novo metodo dela postavil svetovni
kord v pridobivanju premoga. Isti duh, ki je nagnil tega ruskega proletar
voljenu dejanju v korist ljubljene rodine,isti duh vodi tudi danes naše
variše iz Kranja in Slavonskega Broda. Je to duh zavednosti nezlomljivega
letariata. Je to skalna vera v pravičnost njegove stvari, je to silni pol
šatiranih,polet,ki ga niso strle niti borbe niti sovražna premoč in izdaj
ne zima in pomanjkanje. Danes gradijo udarniško v Kranju,jutri bodo v Tr
di Ljubljani in kmalu bodo vsi jugoslovanski delavci in kmetje sledili ra
ob rami njihovim stopinjam. Jugoslovanski narodi se bude v novo življenje
.ovo pomlad.V udarniško pomlad,ki jo ruska zemlja,potem ko je dala Stahan
in tovariše,že dolgo pozna.Na misel mi hodi lepa ruska knjiga "Ljubim",ki
je napisal Avdejenko.Udarniška železničarska brigada prihaja utrujena z
la.Strahovit mraz je.Izstopajo iz lokomotive,ki je nedavno nova prišla iz
nemških tovarn.Nemški inženir,ki je slučajno navzoč,pristopi in si jo o
je.Zmajuje z glavo in pripoveduje v nemščini svojemu spremljevalcu:"Rusi
do nikdar znali ravnati s stroji.Poglejte samo,kako je lokomotiva zanem
na."Brigadir sluti,da se govori o njegovi lokomotivi.Zahteva pojasnila i
trenotku je pri tovariših.Kljub temu,da je brigada opravila ta dan v mra
onegu nadčloveško delo,pripelje brigadir že čez nekaj ur nadutega Nemca
komotivi.Ta je očiščena,kakor bi bila nova,in kdo si se upa trditi,da rus
udarnik ne zna ravnati s stroji.Delo in stroj sta ruskemu pa tudi našemu
lavcu postala zadeva časti,zadeva ljubezni,kajti nad vsemi je trdna zavest
poglej vsak gradi redniško zase in za skupnost.Tovarna,ki je bila še včer
mučilnica in kraj izkoriščanja,se izpremeni v torišče vedrega,herojskega
za narodne interese in delo,ki je bilo še včeraj pusto in polprisiljeno,
tvori v stvar svobodnega,vedrega ustvarjanja.Delavci v Kranju vedo:gradim
boljši svet,kjer ne bo izkoriščevalcev.Za ta novi svet smo umirali tot pa
zani,za ta novi čas živimo tot delavci - udarniki.-Kje so danes mračni pr
hi,krvoločni računarji brez srca in bojaželjne šleve,ki so ves čas osvobodilne bo
nenehoma tarnali:"Vse bo razbito",ali "Razdirati je lahko",in "Kdo bo gra
Danes sedijo v kotih,prevedenih s pajčevino,in s praznimi očmi bolšče v s
li dan novega življenja.Mimo njih korakajo jugoslovanski delavci in kmetje
novemu delu.In kmalu bodo zrasle nove tovarne,nove ceste in mostovi,nove
tije,nova domovina. Tovariši ! Prisilno delo je za nami,kahavski strah se
prvem pomladnem svitanju izgublja v nič.Pred nami pa je udarniško,stahanov
delo,delo ljubezni in dolžnosti do naše slavne domovine.

Risbe je prispeval akad.slikar France Uršič.
Izdal Jugosl.narodni odbor (predstavnik Arnošt Adamič).Uredil Drago Šega.

42. TEXTILE DESIGN / CHINTZ
JAPANESE BOOK DESIGN

後藤龍光 Ryuko GOTO.

世界更紗
[Sekai Sarasa / Chintz Design in the World]

Kyoto: 本田雲錦堂 [Honda Unkindo] Meji 36 [1903].

2 volumes (complete), large 4°, reverse collation, original illustrated wrappers, originally bound with brown strings. Vol. 1: Guard, title, 14 colour woodcuts on double leaves, printed recto only. Vol 2:Guard, 13 colour woodcuts on double leaves, printed recto only, imprint (old Italian school libraries on the covers and front transparent guards, old paper library labels on spines, minor wars to the corners, otherwise in a good condition).

A pair of books with 27 handsome colour woodcuts, showcasing various patterns of chintz, wood block printed or painted glazed calico textile panels, made by a Japanese artist Ryuko Goto and published in Kyoto in 1903.

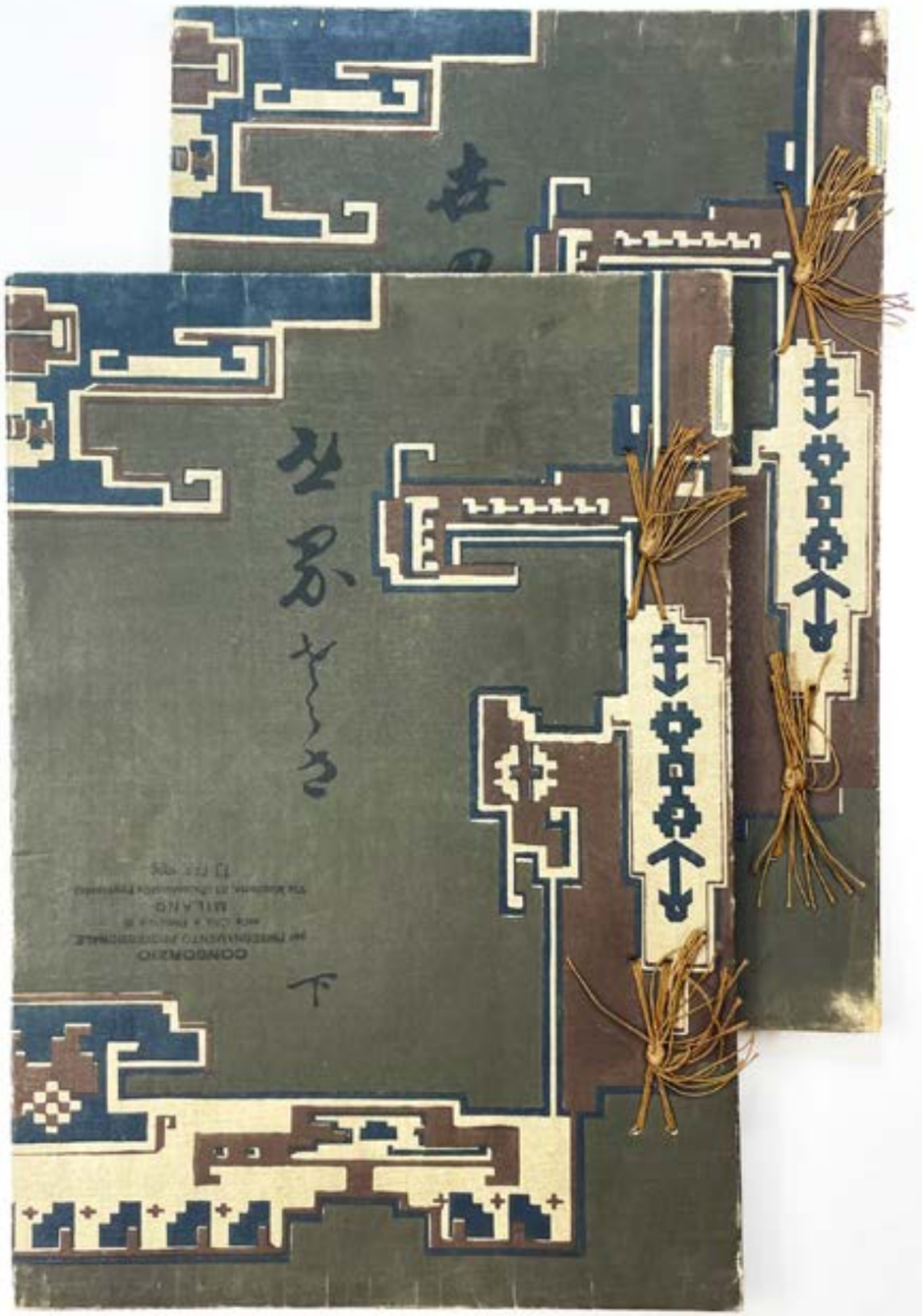
In the second half of the 19th century Japan started opening to the West, which by the turn of the century embraced Japanese esthetics and techniques of textile and wallpaper decoration.

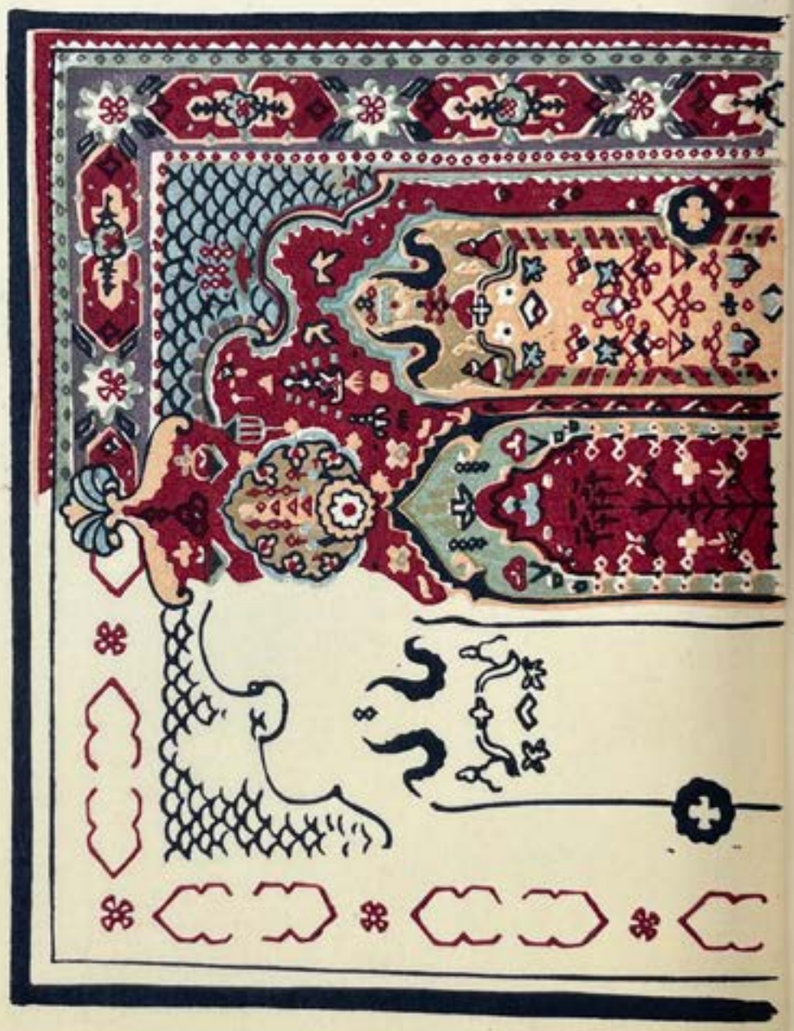
The publications contain stamps of Italian institutions Consorzio per l'insegnamento professionale nella Città e Provincia di Milano (Consortium for professional teaching in the City and Province of Milan) and Consorzio per l'istruzione tecnica (Consortium for Technical Education). These were institutions founded by a Fascist government in 1929 in each province, to secure sufficient and equal professional and technical education in all Italy. The consortia were recognized 1935 and in active until 1977, when they were dissolved and deaccessioned.

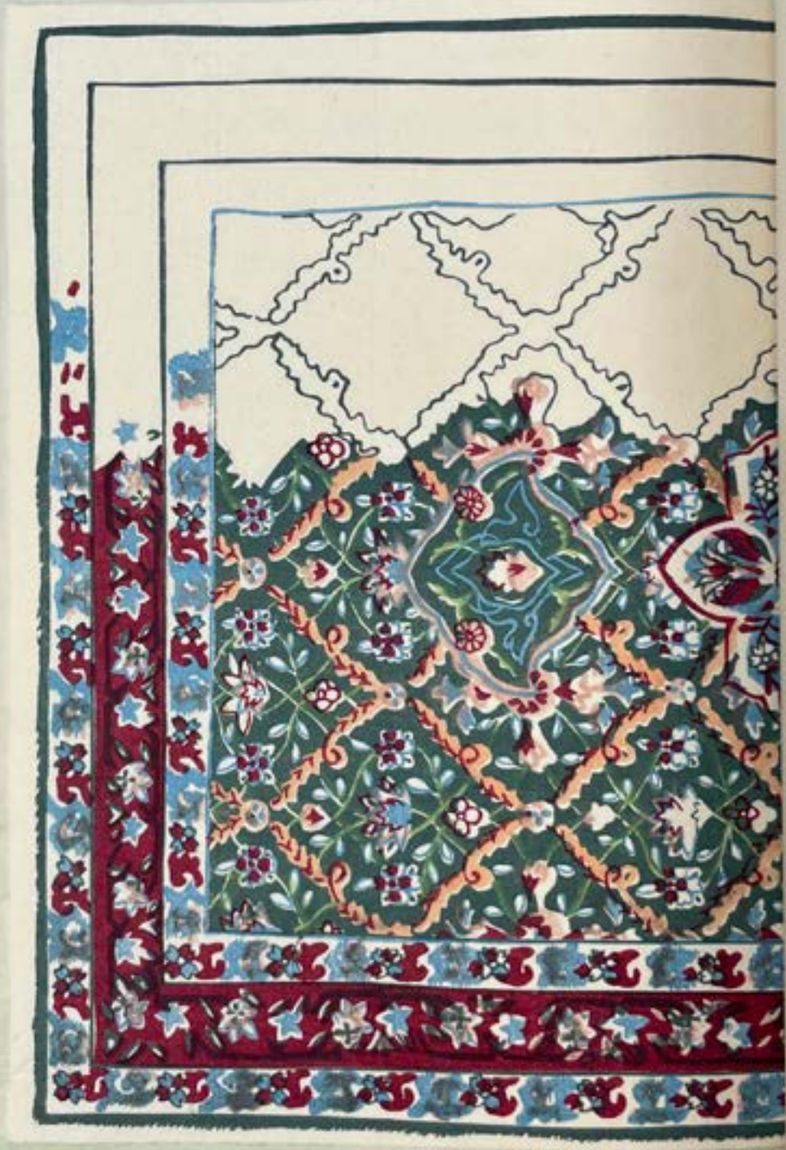
Worldcat lists three institutional examples (Brooklyn Museum Libraries & Archives, National Diet Library (Tokyo), Stanford University Libraries).

References: OCLC 894707662.

850 EUR







43. BENGALI LANGUAGE NOVELS

প্রসাদকুমার মুখোপাধ্যায় [Prasad Kumar Mukhopadhyay].

সোণার সংসার।
[Sonar Sansar / The Golden Family]

Calcutta: বাল্মীকি যন্ত্রে [Valmiki Yantra] 1294 [1878].

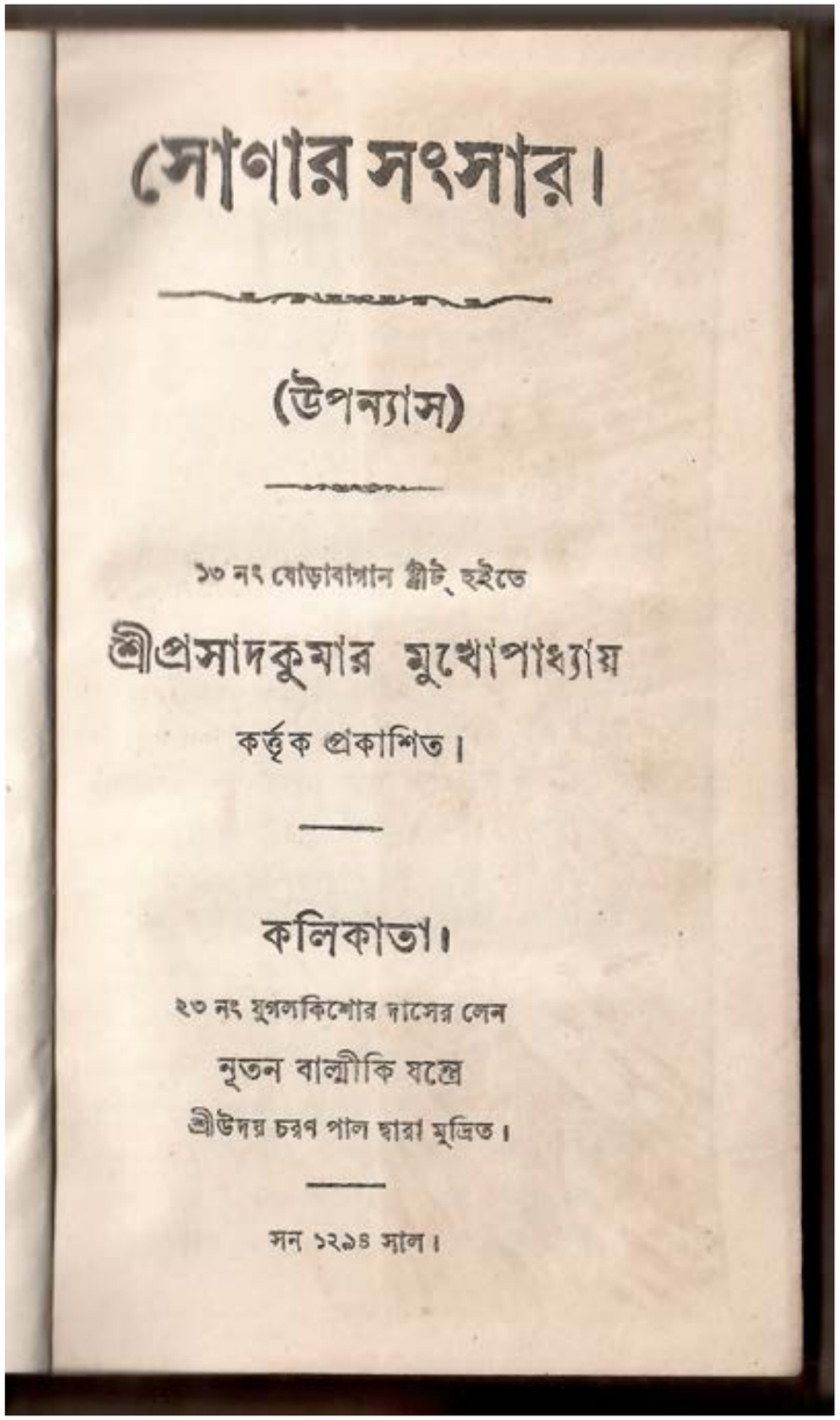
12°, [2 pp.] title page, 228 pp., original brown cloth binding, yellow endpapers (old annotation in inner side of the front board, a period binding, almost certainly Indian in origin with small scratches and worm holes around the spine with worm-holes only affecting the hinges of front endpapers, internally clean and crisp with age-toning to sporadic sheets).

A rare, early Bengali novel, printed in Calcutta

The novel was introduced to Bengali as a new genre of prose in the middle of the 19th century and gained popularity in 1865 with highly influential Durgeshnandini written by Bankim Chandra Chattopadhyay. The motifs of Bengali novels soon centered on contemporary life.

We could not find any institutional examples.

680 EUR


সোণার সংসার।

(উপন্যাস)

১৩ নং ঘোড়াবাগান ষ্ট্রীট্ হইতে

শ্রীপ্রসাদকুমার মুখোপাধ্যায়

কর্ত্তৃক প্রকাশিত।

কলিকাতা।

২৩ নং যুগলকিশোর দাসের লেন

নূতন বাল্মীকি যন্ত্রে

শ্রীউদয় চরণ পাল দ্বারা মুদ্রিত।

সন ১২৯৪ সাল।

44. VETERINARY MEDICINE SUPERSTITION

Cinguli ad mensuram caelitus allatae imaginis D.P. Dominici in Soriano contra luem animalium ad collum eorum appendendi.

[A Rope to Adjust the Heavenly Image of Saint Dominic in Soriano against Plague of Cattle by Hanging the Image around Their Necks]

Munich: Heinrich Theodor von Köln 1732.

8°, 4 pp. with a wood-cut on the last page (Very Good, uncut edges with light soiling).

A rare four-page pamphlet with two somehow different solutions on fighting the pandemic of rinderpest (Lues animalium) in South Germany, in 1732.

Rinderpest (Lues animalium, also cattle plague or steppe murrain) was an infectious viral disease of cattle, which was mostly transmitted through water.

The pamphlet offers two solutions on preventing the illness among the stock. The first one, written in Latin, suggest hanging an image of Saint Dominic in Soriano (San Domenico in Soriano) on a 44 inch white rope around animals' necks and say prayers, quoted in the publication.

Saint Dominic in Soriano was a 16th century painting with a reputation for inspiring miracles. Although the artwork did not survive past mid-17th century, its reproductions rapidly spread across Europe, until the practice of worshiping the image was suppressed as superstition in the early 19th century.

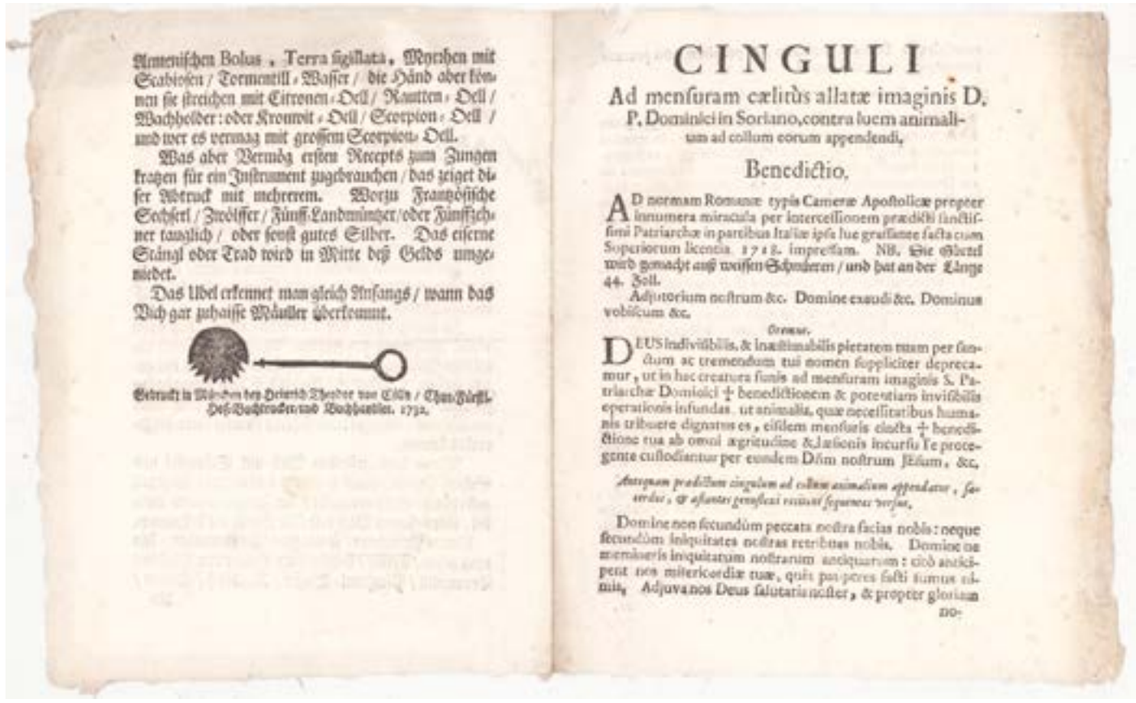
The second solution in the pamphlet on fighting the disease is written in German and describes a practice used for about half a century in the region. The recipe is based on either sulfur either gun powder, mixed with salt, which should be scrubbed into an animal's tongue with a special tool, depicted on the last page. One could also add more pleasant ingredients, such as mithridate, burning bush powder, tormentil water, pimpernel water, garlic, gentian and various aromatic oils.

Another pamphlet with the same title was published in 1764 (one example held in Staatliche Bibliothek Regensburg, OCLC 905433887).

Worldcat lists three examples in institutions (Bayerische Staatsbibliothek, Staatsbibliothek zu Berlin and Bibliotheek Universiteit van Amsterdam).

References: OCLC 165962157. Cf.: Laura Fenelli, Creating a Cult, Faking Relics The Case of St. Dominic of Soriano: Discredited Practices at the Margins of Mimesis, 2018.

420 EUR



Armenischen Bolus, Terra sigillata, Myrrhen mit Scabiosen / Tormentill-Wasser / die Händ aber können sie streichen mit Citronen-Oel / Rauten-Oel / Wachholder: oder Kronwit-Oel / Scorpion-Oel / und wer es vermag mit grossem Scorpion-Oel.

Was aber Vermög ersten Recepts zum Zungen kratzen für ein Instrument zugebrauchen / das zeiget dieser Abtruck mit mehrerem. Worzu Französische Sechserl / Zwölffer / Fünff-Landmünzer / oder Fünffzehner tauglich / oder sonst gutes Silber. Das eiserne Stängl oder Trad wird in Mitte deß Gelds umgebiedet.

Das Ubel erkennet man gleich Anfangs / wann das Vich gar zuhauffe Mäuler überkommt.

Gedruckt in München bey Heinrich Theodor von Cölln / Churfürstl. Hof-Buchdruckern und Buchhandler. 1732.

CINGULI

Ad mensuram cælitùs allatæ imaginis D. P. Dominici in Soriano, contra luem animalium ad collum eorum appendendi.

Benedictio.

AD normam Romanæ typis Cameræ Apostolicæ propter innumera miracula per intercessionem prædicti sanctissimi Patriarchæ in partibus Italiæ ipsa lue grassante facta cum Superiorum licentia. 1732. impressam. Nil. Die Glocken wird gemacht auß weissen Schnuren / und hat an der Länge 44. Zoll.

Adjutorium nostrum &c. Domine exaudi &c. Dominus vobiscum &c.

Oremus.

DEUS individuæ, & inæstimabilis pietatem tuam per sanctum ac tremendum tui nomen suppliciter deprecamur, ut in hac creatura tuæ ad mensuram imaginis S. Patriarchæ Dominici ✝ benedictionem & potentiam invisibilis operationis infundas, ut animalia, quæ necessitatibus humanis tribuere dignatus es, eiusdem mensuris cincta ✝ benedictione tua ab omni ægritudine & lassionis incursu Te procedente custodiantur per eundem Dñm nostrum Jesum, &c.

Antequam prædictum cingulum ad collum animalium appendatur, sacerdos, & assistentes genuflexi recitent sequentes versus.

Domine ne secundùm peccata nostra facias nobis: neque secundùm iniquitates nostras retribuas nobis. Domine ne memineris iniquitatum nostrarum antiquarum: citò anticipent nos misericordiæ tuæ, quia paupres facti sumus nimis. Adjuva nos Deus salutaris noster, & propter gloriam no-

45. COOKBOOKS

Maria STELVIO (1878 – 1950).

Cucina Triestina
[Triestino Cookbook. 4th Edition]

Trieste: Stabilimento tipografico nazionale [National Printing Establishment] 1942.

8°, 461 pp. with black and white illustrations in text, [3 pp.], original wrappers with lettering (wrappers with tiny tears and loss of paper, mostly around the spine, little stained, especially to first and last pages. sporadic small annotations in the index, sheets in the last part partly uncut, overall in a good used condition).

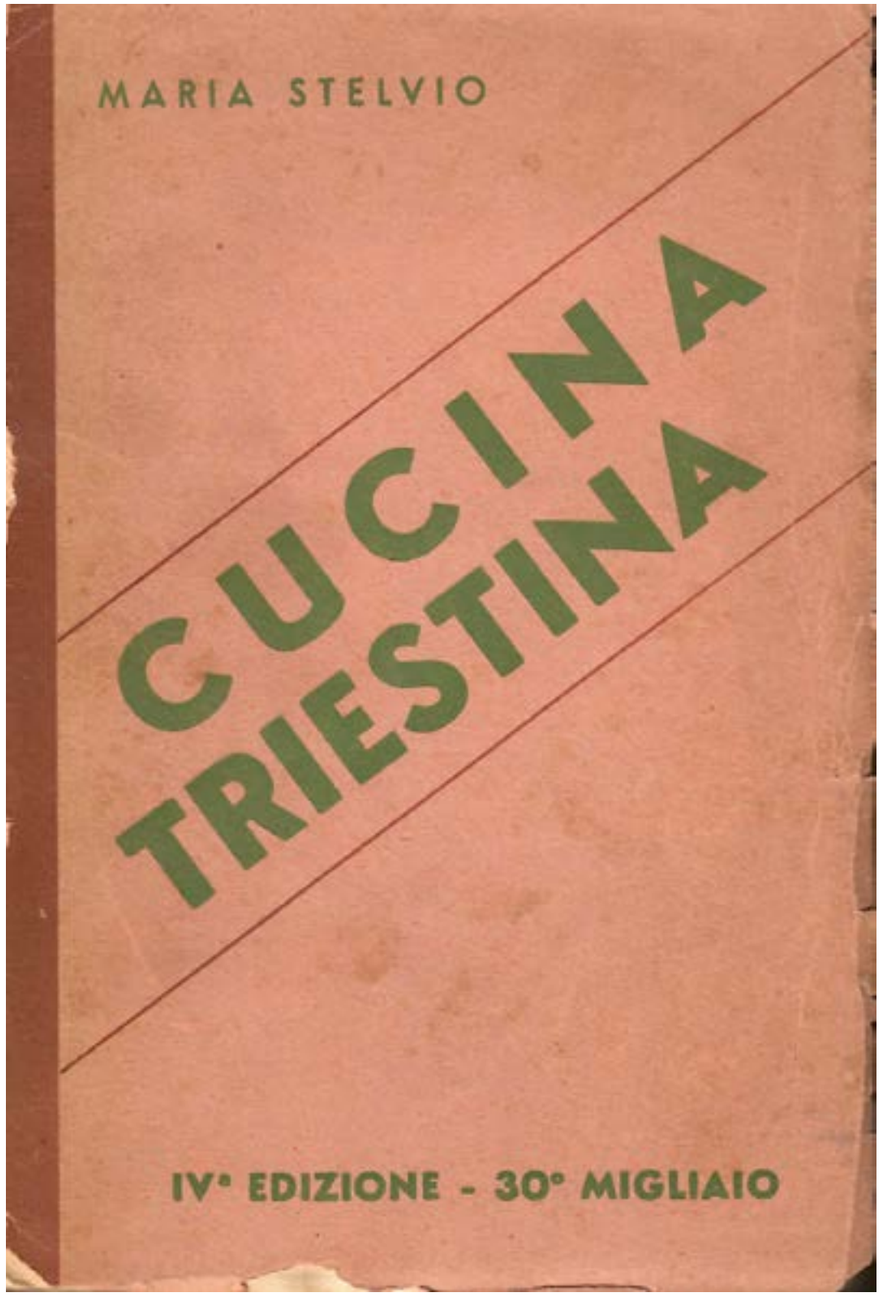
1130 recipes from the rich Triestino cuisine by a former war reporter Maria Stelvio, made in the time of rationing and published during World War II in Fascist Italy.

This fascinating cookbook in Italian language contains 1130 recipes for various dishes and alcohol beverages, typical for Trieste, a port city in the north Adriatic Sea, where North Italian, Slovenian, Croatian and Austrian influences meet. After centuries of being a part of the Habsburg Empire and Austro-Hungary, the city was annexed to Italy in 1920, and was soon affected by severe Fascist reforms, which suppressed all non-Italian elements.

The author Maria Stelvio (1878 – 1950) was working during the First World War as a reporter on the Italian Piave front and settled in Trieste after the war to raise a family. A curious journalist in the time of Fascist Italy, Stelvio smartly moved from political topics to more practical ones and started gathering local recipes, deriving from what is today Austria, Slovenia, Croatian coast, Friuli and Gorizia. The recipes, first published in 1927, are simple and composed entirely of local products, which were available at the time to any household.

In the introduction the author writes she gathered these recipes for her daughter, who recently got married, but was unsure about her cooking. The text should guide her not only to cook basic local dishes, but also to use ingredients rationally. Stelvio also dedicated the book to all the women, who gave up their professional careers to become housewives, so the recipes would bring happiness to their marriage.

The book encourages the reader to cook economically. The households of Trieste, although a prosperous port city, were often affected by rationing during the Fascist times and after World War II. Several introductions to the chapters give advises on smart buying



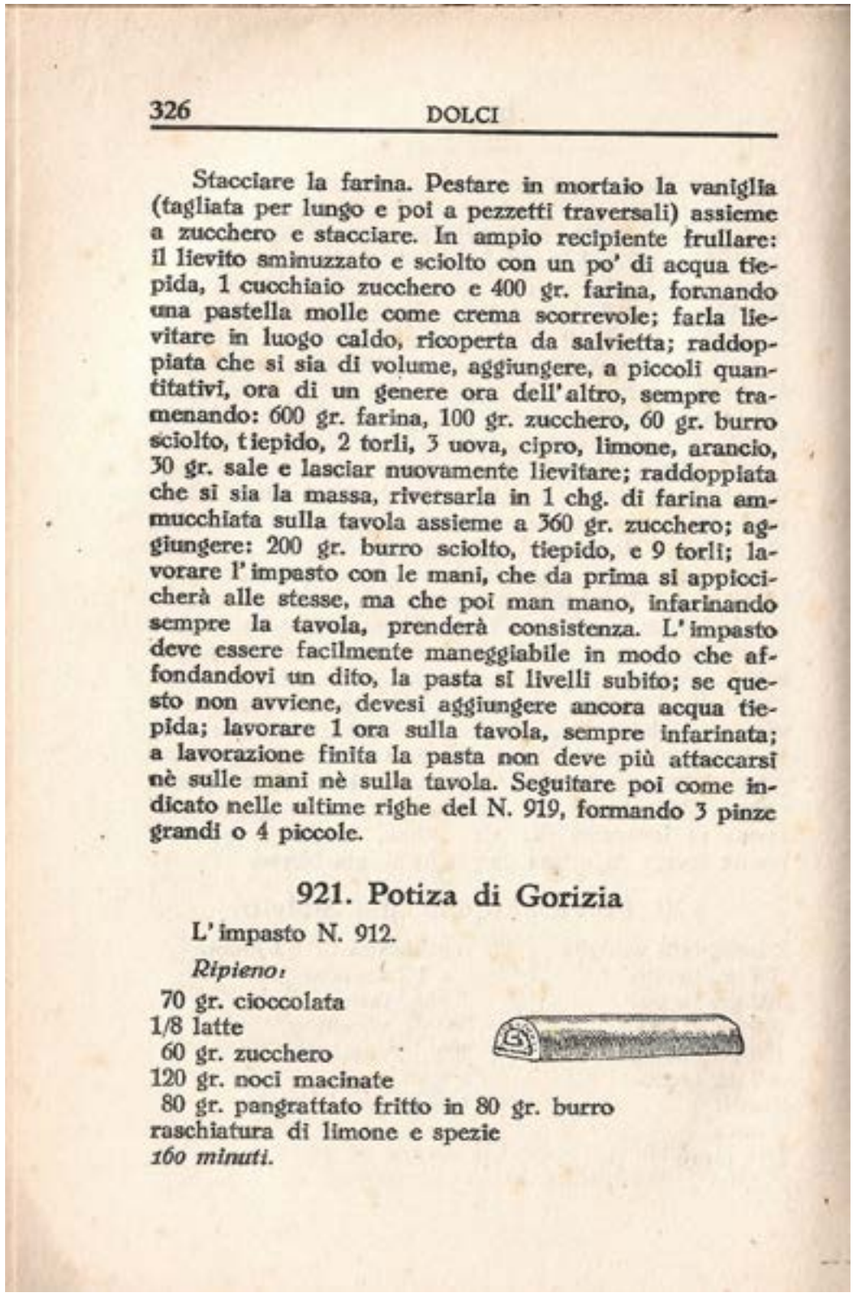
of ingredients (such as coffee and pepper in grains are cheaper than grinded) and reusing leftovers (water of cooked vegetables is already rich in minerals and salt and should be reused for making soups by adding only scarce further ingrediencies).

Included are recipes for starters (antipasti), “luxury” soups, summer soups, winter soups, sauces (economical, normal and “luxury”), various salads, vegetables, meat, fish and shellfish, main dishes, including gnocchi, risotto, pasta, cannelloni, economical deserts (mostly with pasta ang gnocchi), dishes for children, snacks (mostly various versions of frittata), cold and warm beverages and bread. Especially intriguing is the chapter with desserts, where influences of Northern Italy and Austro-Hungary meet im mostly pastries such as involtini, panicelli / palačinke / palatschinken, frittata, sminuzzata / Schmarn / šmorn, fritelle, crostoli, panettoni, Kugelhupf /Guglhupf / šárkelj, pinza / pinca, potica from Gorica (potica is now Slovenian national pastry), presnitz from Kostanjevica / kostanjeviški presnec, struccoli (cooked short crust pastry, filled with walnuts, cheese, fruit or similar filling, typical for Gorizia and Friuli area, a version known as štruklji in Slovenian) etc. The last chapter contains recipes for canned and pickled fruit and vegetables, including alcohol beverages, such as Nocino goriziano (Walnut liqueur of Gorizia), rum, ratafià, fake sparkling wine, vino chinato (i. e. cinchona bark, wine, pure alcohol and sugar) etc.

The book became a classic, not only as a source but also as an inspiration for many modern recipes, and is was published in 16 editions until 2008. Despite of its being published over 81 years, the book remains rare in the libraries worldwide. Worldcat only records 10 examples of various editions, all of which appear to be published after the war (OCLC 780962323).

The present example is a fourth edition, published during World War II, in Fascist Italy, with Trieste being one of the strongpoints of the movement. A special introduction was inserted, instructing the reader how to approach the recipes at the time of the war and bombing, how to cook with one pot on the top of the other, to save energy, how to save scraps for heating in the winter and wash without soap.

450 EUR



326 DOLCI

Stacciare la farina. Pestare in mortaio la vaniglia (tagliata per lungo e poi a pezzetti traversali) assieme a zucchero e stacciare. In ampio recipiente frullare: il lievito sminuzzato e sciolto con un po' di acqua tiepida, 1 cucchiaio zucchero e 400 gr. farina, formando una pastella molle come crema scorrevole; farla lievitare in luogo caldo, ricoperta da salvietta; raddoppiata che si sia di volume, aggiungere, a piccoli quantitativi, ora di un genere ora dell'altro, sempre tramenando: 600 gr. farina, 100 gr. zucchero, 60 gr. burro sciolto, tiepido, 2 torli, 3 uova, cipro, limone, arancio, 30 gr. sale e lasciar nuovamente lievitare; raddoppiata che si sia la massa, riversarla in 1 chg. di farina ammucchiata sulla tavola assieme a 360 gr. zucchero; aggiungere: 200 gr. burro sciolto, tiepido, e 9 torli; lavorare l'impasto con le mani, che da prima si appiccicherà alle stesse, ma che poi man mano, infarinando sempre la tavola, prenderà consistenza. L'impasto deve essere facilmente maneggiabile in modo che affondandovi un dito, la pasta si livelli subito; se questo non avviene, devesi aggiungere ancora acqua tiepida; lavorare 1 ora sulla tavola, sempre infarinata; a lavorazione finita la pasta non deve più attaccarsi nè sulle mani nè sulla tavola. Seguitare poi come indicato nelle ultime righe del N. 919, formando 3 pinze grandi o 4 piccole.

921. Potiza di Gorizia

L'impasto N. 912.

Ripieno:

70 gr. cioccolata
1/8 latte
60 gr. zucchero
120 gr. noci macinate
80 gr. pangrattato fritto in 80 gr. burro
raschiatura di limone e spezie
160 minuti.

46. WOMEN'S MOVEMENT KINGDOM OF YUGOSLAVIA SLAVCA

Mileva MILOJEVIĆ, editor; Pravda RISTIĆ (1871-?) - Alojzija ŠTEBI (1883 – 1956) - Jovanka ŠILJAK (1883-?) - Adela MILČINOVIĆ (1878 – 1968) et al., Authors.

Женски покрет. Ženski pokret. Žensko gibanje.
[Women's Movement]

Belgrade: Ženski pokret 1922.

12 issues in 6 volumes, all 8°, 367 pp. running numeration, pp. 242a-256a inserted between pp. 256-257, each volume with original wrappers, no. I-II with illustrated cover (unbound as originally published, light foxing, tiny tears and folds in margins, but overall in a good condition).

A rare complete third year of most important Yugoslav magazine for women's rights with articles on legal issues, sociology and literature in Serbian, Croatian and Slovenian languages.

A complete third year of a rare Yugoslav magazine on women's rights was published by the Society for Enlightening Women and Protecting Their Rights (Društvo za prosvećivanje žene i zaštitu njenih prava), which was founded in 1919 in the new Kingdom of Yugoslavia, in Belgrade and was expanded shorty after to Sarajevo. The organization, based on similar movements abroad, aimed to educate women on their rights, advocated for equal pay, civil marriage, and protections for children, such as equal custody of children, and recognition of illegitimate offspring.

The magazines contain articles, such as an analysis of the social factors, which would push a woman into prostitution, an article on women immigrants, Muslim women, reports from the meetings of the Woman's Society, texts on the history of movement for women's rights and on the movement abroad, on sexually transmissive diseases and divorce etc. Included are also short stories, poems and critics on literary works.

The magazine was published from 1920 until 1938 and changed five editors. The owner of the magazine remained Milica Dedijer, a fighter for women's rights and the mother of a later famous partisan and human rights activist Vladimir Dedijer (1914 – 1990).

The editor of this year was Mileva Milojević, who was also writing under the name Nada Jovanović in the same publications.

The female authors of articles in the publications were among others:



Pravda Ristić (née Jovanović, 1871- ?) contributed critics of literary works. Pravda was raised in an intellectual progressive atmosphere as daughter of a prolific liberal politician, writer and editor Vladimir Jovanović (1833 - 1922) and a sister of another prominent author, historian and professor, Slobodan Jovanović (1869-1958) (the names of the siblings Jovanović translate as Justice (Pravda) and Free (Slobodan)). She was married to a famous Serbian diplomat Mihailo Ristić (1864 - 1925). Unfortunately Pravda's work is not well researched.

Alojzija Štebi (1883-1956) was a Slovenian teacher, an early feminist and one of the first members of the Communist Party of Yugoslavia. In 1923, Štebi became one of the founders of the Feminist Alliance of the Kingdom of Serbs, Croats and Slovenes (from 1926 Women's Movements' Alliance of Yugoslavia. She was well read and was travelling to international women's conferences, such as the one in Rome and Washington. In 1925 she organized a march for women's right to vote.

Adela Milčinović (née Kamenić, 1878 – 1968) was a Croatian feminist author and suffragette, who worked as a journalist and writer after her divorce. In the 1930s, Milčinović moved to New York.

Jovanka Šiljak (1883- ?) was leading charity organizations for poor children of Sarajevo. Several articles, mostly on legal and medical issues were written by men.

The magazines are extremely rare and we could only find one complete example on Worldcat (City Library of Ljubljana). Three other institutions hold separate issues: University College London (1922 (5-6), 1923 (1-4, 6, 9-10), 1924(1-5)), Knjižnica Mirana Jarca Novo mesto (Slovenia, 1924) and La contemporaine. Bibliothèque, archives, musée des mondes contemporains (1935 (10)). We could not trace any institutional examples in the US libraries.

References OCLC 1166789744, 863786804, 438676369 (OCLC 213513125, 1285139009 without any listed examples). Cf.: Zorana Simić, Katarina Bogdanović i Mileva Milojević kao urednice i saradnice jugoslovenskog feminističkog časopisa Ženski pokret (1920–1938), Женски покрет (1920–1938): зборник радова, 2021.

950 EUR

ЖЕНСКИ ПОКРЕТ

СВЕСКА 1 и 2 — ЈАНУАР—ФЕБРУАР — ГОДИНА III (1922)

УРЕДНИК:
МИЛЕВА Б. МИЛОЈЕВИЋА

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БЕОГРАД
ШТАМПАРИЈА „БУДУЋНОСТ“ — ДВОРСКА УЛИЦА 17
1922

47. LGBTQ+
SLAVICA

Ljuba PRENNER *(nom de plume* Tetka Metka (Auntie Gretl), 1906-1977), author; France (Fran) PODREKAR (1887 - 1964), illustrator.

Skok, Cmok in Jokica
[Jumpy, Dumpling and Cry-Baby]

Ljubljana: Jutra 1929.

12°, 68 pp. with brown illustration on each page, original illustrated binding (minor staining, a tiny tear in one page, binding slightly scuffed, mostly around the spine, but overall in a good condition).

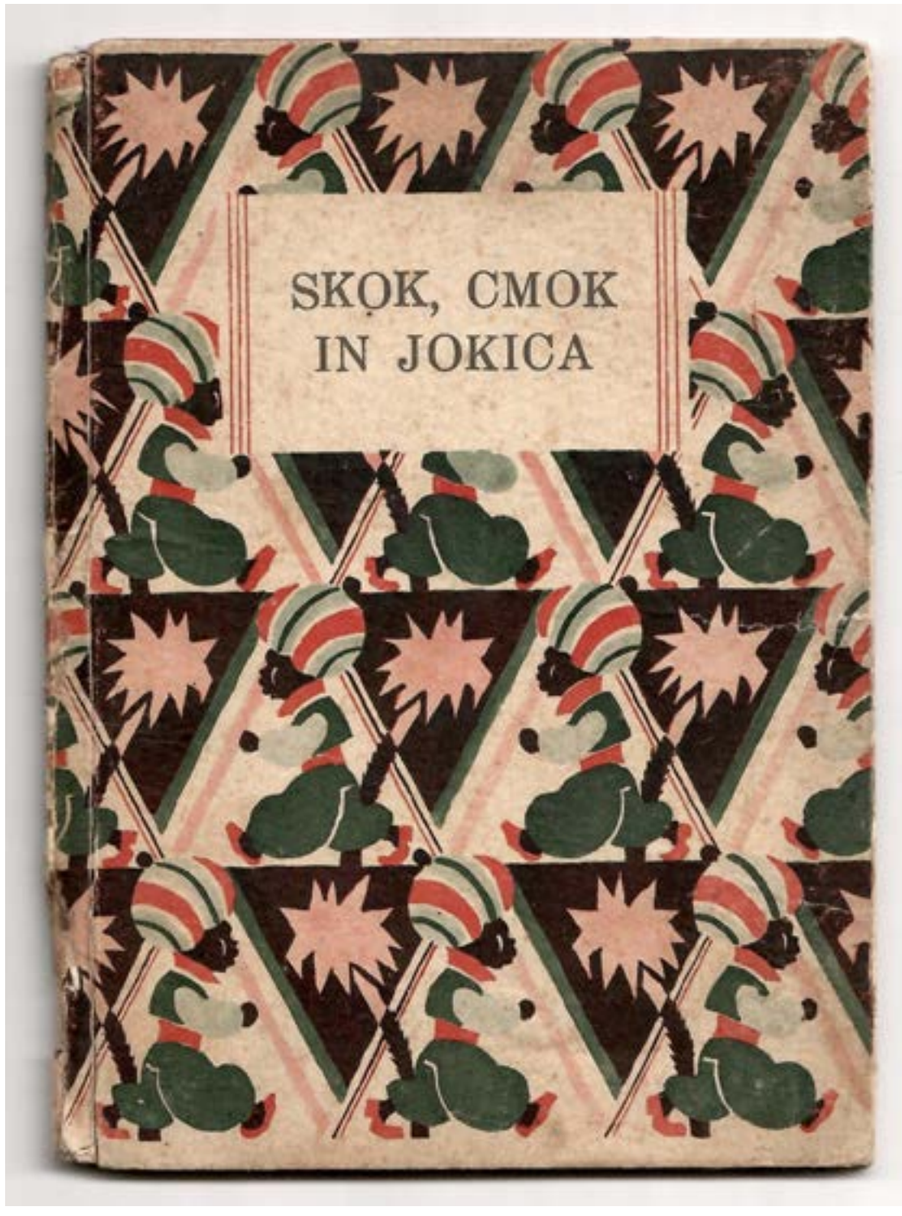
Dr. Ljuba Prenner (1906-1977) was a Slovenian lawyer and writer. Born as a woman and identifying himself as male, he gained a reputation of a serious and respectable legal expertise and a firm individualist, who was brushing off gossips and prejudices with sharp humour.

Prenner was born as Amalia Marija Ursula Prenner in a village in Slovenian part of Carinthia and was due to limited financial possibilities of his family educated in various parts of Yugoslavia, eventually receiving a PhD in law. Soon he renamed himself to Ljuba (a female name, meaning *Beloved*). He started transitioning in his teens, first by sporting jackets and ties to skirts, and eventually living as a man, cutting his hair short and becoming a dapper dresser, with fashionable ties, hats, coats and men suits. “I live easier by wearing trousers” and “God knows, why it is this way” would be his explanations for his lifestyle.

During the war, Prenner was briefly imprisoned by Germans for his anti-fascist activity and later, although being one of only 13 lawyers, who were allowed to continue working in the capital after the end of World War II, by the new Yugoslav government for expressing thoughts, not corresponding with contemporary governmental principles, in court.

After regaining a license to work as a lawyer in 1954, Ljuba Prenner became again active in his professional life, and was despite of his appearance and his living with a woman, both being somehow unusual for the 1950s in Yugoslavia, enjoying highest respects by his colleagues and apprentices. Prenner, a semi-public figure, went through his life, living in the Kingdom of Yugoslavia, Fascist Italy, Nazi Germany and Communist Yugoslavia, without getting in conflict with the authorities over his self-identifying as a man.

Although never having children of his own, Ljuba Prenner replaced a figure of deceased fathers in two families; first in a family of his widowed sister, where both sons eventually became lawyers, working at Prenner’s office, and later in a family of a widowed woman from a province, a friend of his deceased lady-companion, helping her raising children and supporting them with their careers. The children, one of them being a famous Slovenian actress Jerica Mrzel (born 1945), remember Prenner as a warm, humorous person with strong moral standards.



Prenner, who wanted to be a writer, but had to support himself as a lawyer, authored circa 12 literary works, some of which were not published until after his death.

His first book was our title, a small format children's book on dwarfs, which he wrote at the age of 23 under the name of "Tetka Metka" (i. e. Auntie Gretl). The illustrator was France (Fran) Podrekar (1887 - 1964), an academic painter and illustrator, who studied in Prague, Munich and Vienna and was mostly known for his caricatures. It is Prenner's only book for children.

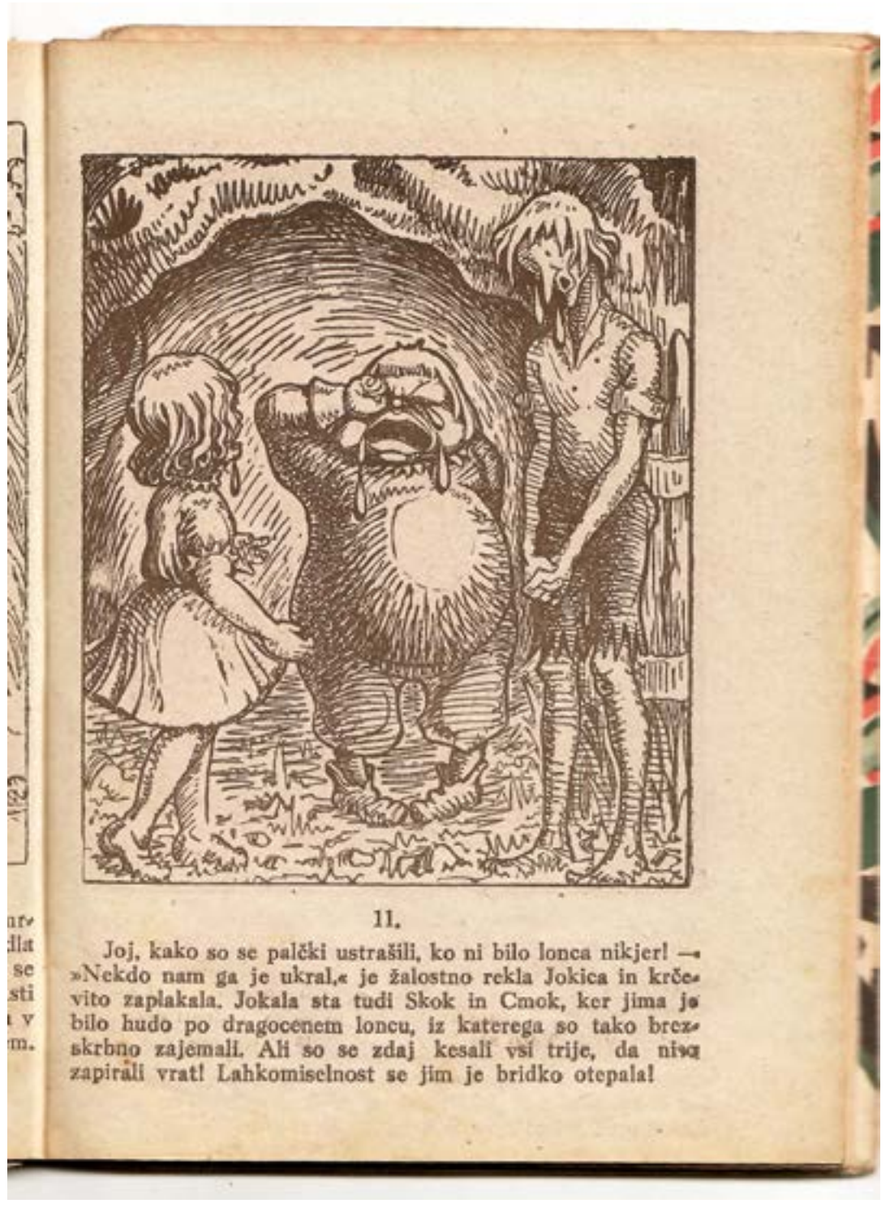
The following works, all published under Prenner's name, were among others the first Slovenian crime novel *Neznani storilec* (The Unknown Perpetrator), issued in 1938, and *Slovo od mladosti* (Farewell to Youth), libretto for the opera ballet, written in a Yugoslav prison in 1947.

Please see the Wikipedia page for more details and photos: Ljuba Prenner - Wikipedia

The book is very rare. We could only trace six examples in Slovenian institutions.

References: OCLC 440348511.

680 EUR


11.

Joj, kako so se palčki ustrašili, ko ni bilo lonca nikjer! — »Nekdo nam ga je ukral,« je žalostno rekla Jokica in krčevito zaplakala. Jokala sta tudi Skok in Cmok, ker jima je bilo hudo po dragocenem loncu, iz katerega so tako brezskrbno zajemali. Ali so se zdaj kesali vsi trije, da niso zapirali vrat! Lahkomiselnost se jim je bridko otepala!

About Us



Daša Pahor (*1977 in Slovenia) specializes in cataloguing and curating books and maps relating to the Ottoman Empire, Middle East, Slavic languages, Central Europe and items connected with data visualization and the history of art.

Daša holds a PhD in the History of Art from the University of Ljubljana, focusing upon 16th and 17th century architecture in Central Europe. She has also authored several peer-reviewed articles, and during her archival research into 16th century sources in German language she developed and an interest in antiquarian books.

As a keen flea market goer since her teenage years and a collector of mid-century Yugoslav design and vintage clothing, going into antique books did not seem like such a leap.

After attending German and International antiquarian book fairs for several years, both as a private collector and as an assistant to professional book dealers, Daša founded Antiquariat Daša Pahor, in Munich, in September 2006.

Daša is also our business manager, and she will be happy to answer your e-mails and attend to your orders.

Alexander ("Alex") Johnson (*1977 in Toronto) holds a PhD in History from the University of Exeter, England. His doctoral thesis became the basis for a ground-breaking book on scientific cartography in the U.S.A. and Canada, The First Mapping of America: The General Survey of British North America Johnson (London: I.B. Tauris, 2017).



Alex's career in the antiquarian world began at Christie's, London, in 2005, where he conducted the research for the sale of the Waldseemüller Globe Gores (1507), the 'Birth Certificate of America,' and a world auction record for a single-sheet printed map. He subsequently held positions with leading dealers in New York and California.

Alex has spearheaded several international projects and curated museum exhibitions on historical cartography in the United States, United Kingdom and India. He has also authored several academic articles, most notably as part of The History of Cartography, Volume 4: Cartography in the European Enlightenment (2020).

In September 2014, Alex joined his wife, Daša, at Antiquariat Daša Pahor, where his main fields of expertise are maps, books and archives regarding the West Indies & Latin America, South and East Asia and Sub-Saharan Africa.

Alex is a longtime collector of maps and books relating to Jamaica, a country to which he has strong family connections. Like Daša, this experience gives him an insight into the other side of the business, as being a client and curator.



Antiquariat Daša Pahor was established 17 years ago, in Munich, Germany, and specializes in sourcing and researching unusual, unique and academically significant maps, books and archives, and providing them to libraries, museums and private collectors. We are a member of ILAB and are pleased to count many leading institutions, on five continents, as regular customers.

From 2006 to 2020, we regularly exhibited at major events such as the New York Antiquarian Book Fair, Firsts London, Frankfurt Book Fair, Stuttgart Antiquarian Book Fair, London Map Fair, Paris Map Fair, Mantua Map & Print Fair, Milan Map Fair, Amsterdam Antiquarian Book Fair, and the Warsaw Art Fair.

However, since 2020, we have been taking a hiatus from trade fairs to dedicate our focus to improving our knowledge and the quality of our research, as well to curate new arrivals and maintain closer contact with our clients worldwide.

Our offices are located in the charming Schwabing neighborhood of Munich. We invite you to visit us (by appointment), including on weekends.

Allgemeine Geschäftsbedingungen (AGB) für Bestellungen beim Antiquariat Dasa Pahor GbR, Alexander Johnson & Dasa Pahor, Jakob-Klar-Str. 12, 80796 München (Deutschland). Telefon +49-8033-91499, FAX +49-8033- 309888; E-Mail: antiquariat@pahor.de; Internet: www.pahor.de; Umsatzsteuer-ID-Nr. DE300219701

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