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Member of:



1. BARBADOS WWII – BATTLE OF THE CARIBBEAN - U-BOAT ATTACK ON CARLISLE BAY (1942) ORIGINAL MSS. U-BOAT ATTACK PLAN

[CREW OF U-514 COMMANDED BY KAPITÄNLEUTNANT HANS-JÜRGEN AUFFERMANN (1914 - 1943)].

“Carlisle Bucht / Barbados” / [Manuscript Chart of Carlisle Bay and Bridgetown, Barbados showing the Track of U-514 and the Trajectories of its Torpedo Attacks on Allied Ships in Port].

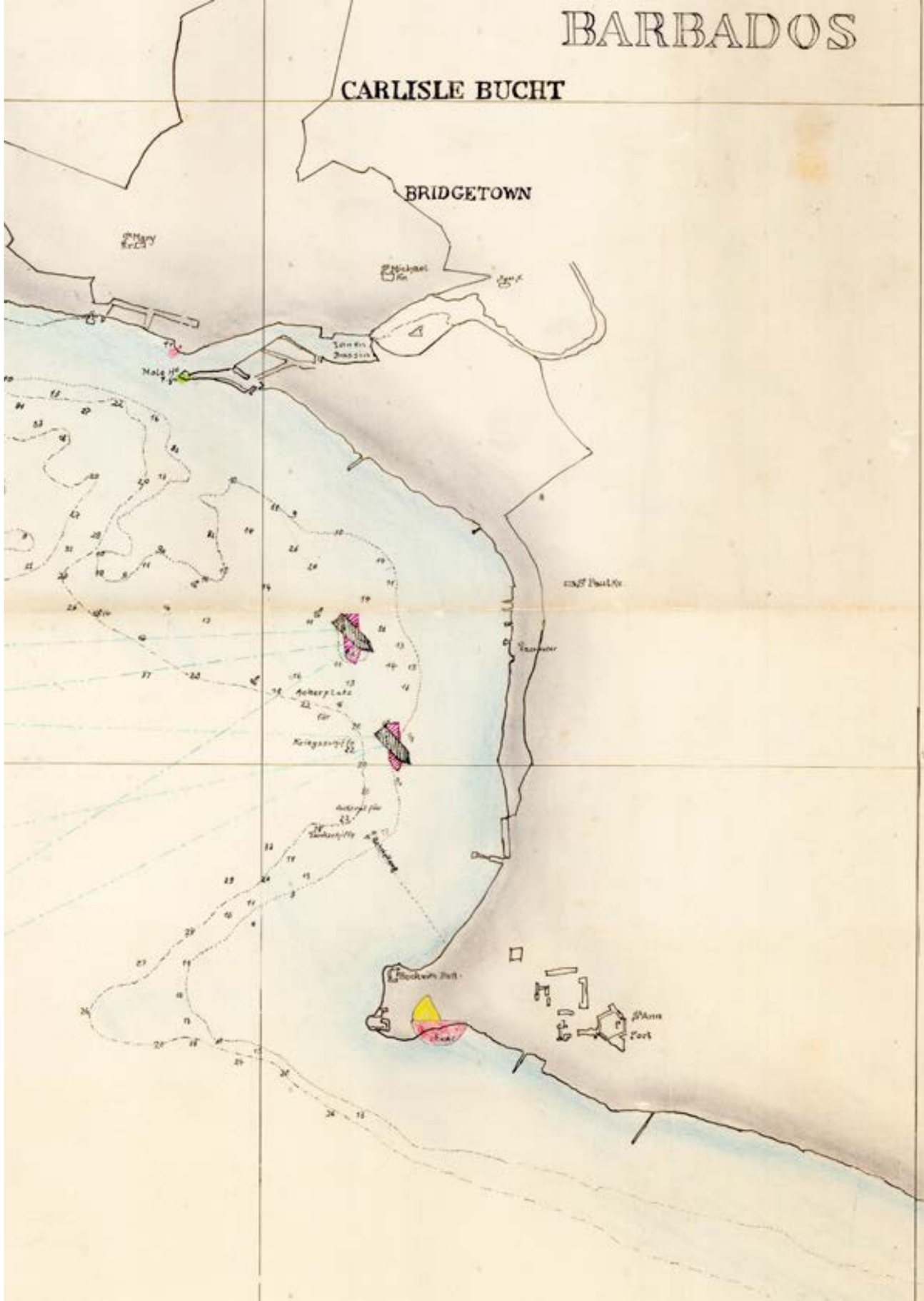
Manuscript [Aboard U-514, off Barbados, completed September 11, 1942].

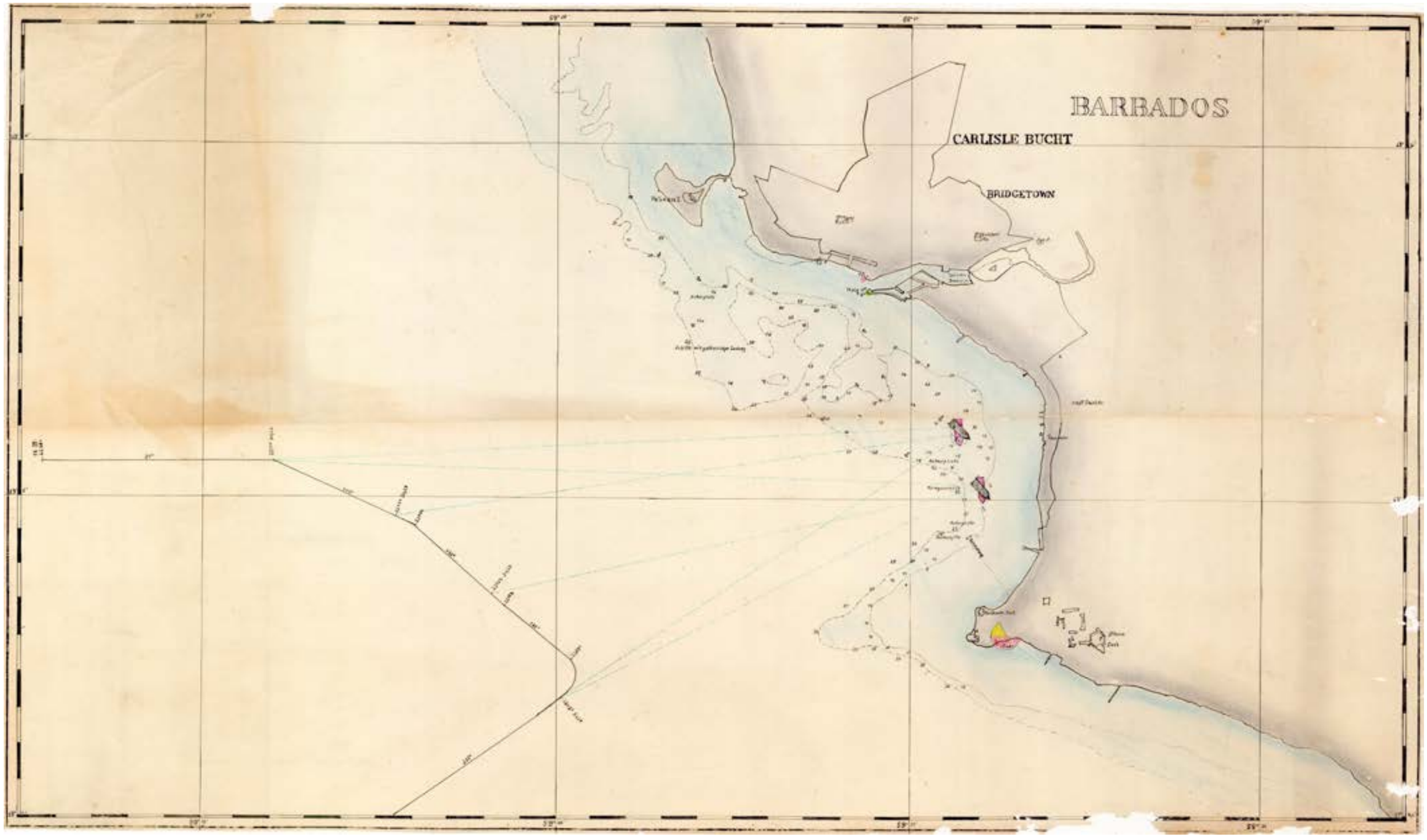
Manuscript, pen and ink and wash colour on tracing paper (Good, some holes and chipping with loss to neatline on right side and lower right, some wear and small holes along vertical centrefold and some hairline tears just entering image closed from verso by archival repairs, some toning to upper left quadrant, some creasing to upper left corner), 42.5 x 73 cm (16.5 x 28.5 inches).

An amazing artifact of WWII in the West Indies, being an original manuscript attack plan made by the crew of the German submarine U-514 for its daring torpedo assault upon Carlisle Bay, the harbour of Bridgetown, Barbados (September 11, 1942), that beyond striking an Allied freighter, dealt a devasting psychological blow, shattering Bajans’ peace of mind and revealing severe weaknesses in the British defense systems, a seminal event in the ‘Battle of the Caribbean’, whereupon the Kriegsmarine’s U-boats sought to choke off one of the Allies’ vital lifelines for oil and agrarian supplies; the highly detailed map shows the track of U-514 as it stalks the Allied shipping in Carlisle Bay, and depicts the precise points and trajectories upon which it fired torpedoes into to the harbour – an amazing survivor, as scarcely any such original U-boat attack plans remain anywhere.

For the first three years of World War II, Germany maintained a lethal advantage over Britain and her allies on the high seas. The German Navy’s submarine programme, with its famous U-boats (from the German U-Boot, short for Unterseebooten, literally ‘Undersea Boat’), was lightyears ahead of that of the opposition.

Britain was utterly dependent upon supplies and troops shipped in from overseas, and during the early part of the war, the U-boats were able to stealthily approach and torpedo Allied shipping with impunity. In what became known as the ‘Battle of the Atlantic’, which spanned the entire duration of the war, U-boats seemed to be able to appear almost anywhere from the Falklands, the West Indies, the English Channel, West Africa, and the St. Lawrence River, suddenly sinking unsuspecting vessels, before disappearing into the deep. Moreover, the U-boats were able to drop spies and equipment upon Allied shores without ever being detected.




BARBADOS
CARLISLE BUCHT
BRIDGETOWN

Germany upped the stakes when they started pursuing 'Unrestricted submarine warfare', whereby they targeted all Allied shipping (both military and civilian) without following the legally agreed protocols (it was not permitted to sink civilian vessels without warning or caring for their crews and passengers). The U-boats also communicated through the Enigma code system, that remained safe from decryption for some time. The losses and security risks due to the German submarine onslaught were so great that Sir Winston Churchill recalled "The only thing that really frightened me during the war was the U-boat peril."

In total, throughout Battle of the Atlantic, the German Kriegsmarine took an astounding toll upon the Allies, killing 36,200 navy servicemen and 36,000 merchant mariners, sinking 3,500 merchant ships and 175 warships, while 783 planes were lost on anti-submarine patrols. On the other side, the mortality rate of U-boats was very high, and increased dramatically from 1943 onwards, as the Germans lost 783 submarines and 30,000 sailors.

The Battle of the Caribbean (1941-5) was the theatre of the Battle of the Atlantic that occurred in the West Indies. The region was critically important to Allied supply chains, most importantly being the source of immense quantities of petroleum from Venezuela and Trinidad, with the oil refinery at Allied-controlled Curaçao being the largest in the world. Moreover, the Caribbean islands themselves produced valuable foodstuffs, notably sugar, which were needed in both North America and Britain. Germany's main objective in the Caribbean campaign was to attack Allied oil facilities and sink oil tankers. Beyond that, in line with 'Unrestricted submarine warfare', its targeted all Allied civilian and military shipping, while aiming to strike a psychological blow upon Britain by hitting targets immediately inside or near its seminal ports.

The height of the U-boat terror in the Caribbean occurred in 1942, when the Kriegsmarine sank 336 Allied merchant ships, accounting for 1,559,422 tons, being the great majority of the total of 400 such vessel downed by the Germans in the region during the entire war. That year, the U-boats succeeding in severely disrupting the delivery of vital commodities to North America and Britain, while sea captains and coastal residents lived in a constant state of fear, as the U-boats seemed to appear in even the most unexpected places without any warning.

Barbados in the Crosshairs

A major event of the Battle of the Caribbean was U-514's direct attack on Carlisle Bay, Barbados (September 11, 1942). While not all that damaging in real terms (no lives were lost, while the one Allied ship that was stuck was successfully raised and repaired), the event was psychologically devasting, undermining the British piece of mind in one of their oldest and most prized colonies.
Carlisle Bay, the main port of Barbados, and the harbour for its capital Bridgetown, was a major waypoint for Allied shipping throughout the war. It lay immediately along the shipping routes running north from Trinidad, while the Barbados itself was a key source for valuable agrarian commodities such as sugar. Carlisle Bay frequently hosted large Royal Navy vessels and commercial freighters.

While Carlisle Bay was strategically well-located, it was exceptionally exposed to U-boat attack, due to its small size and shape (its mouth was about 3 km wide but it extended only 1 km inland) and that it lay open to relatively deep water, without the obstructions of major reefs, shoals or islets, so allowing enemy submarines to approach close the harbour without being detected and to fire torpedoes directly into the heart of the port.

The British were aware of the vulnerabilities of Carlisle Bay and from the beginning of the war positioned heavy anti-submarine artillery on Needham Point, the southern tip of the bay. The Trinidad Royal Naval Volunteer Reserve (TRNVR), a maritime auxiliary task force, based in Port of Spain, was responsible for patrolling the waters off Barbados with anti-submarine speed boats, but it had too large an area to cover, and so was often not able to give Barbados the attention it deserved. The British also conducted frequent air patrols of the adjacent coastal waters, to give some advance warning of the arrival of U-Boats, although this was often not effective, as the deep waters near Barbados allowed the submarines a good measure of cover.

In February-March 1942, the Kriegsmarine launched Operation Neuland, a programme of escalating attacks upon Allied shipping in the West Indies, which led to a sharp increase in the number of U-boats in the waters around Barbados. Several Allied ships were sunk on the high seas near Barbados, although the Germans held off making a direct attack on Carlisle Bay.

The British were rightly alarmed and stepped up their air and sea patrols. In August 1942, the Royal Navy seconded three fast speed boats with anti-submarine capabilities (depth charges and machine guns) from Trinidad to be permanently based at Carlisle Bay, in addition to a similar boat donated by a private citizen, the "Hazel Y". Their presence dramatically improved defensive capabilities.

However, the most important measure was the erection of an anti-torpedo net across the mouth of Carlisle Bay, which was completed at the beginning of September 1942. This net, modelled on their successful deployment in other locations (ex. Halifax, Nova Scotia), was sufficiently reliable to stop virtually any torpedo strike, at least at the first instance at any given point along the net. However, the net had a vulnerability in that each time it was struck by a torpedo, it was damaged, often opening a gap that could allow future salvos to pass freely through. However, the net was a transformative step that dramatically increased the safety of ships in Carlisle Bay. As it turned out, the net was completed in the nick of time!

The Present Map and U-514's Attack upon Carlisle Bay

U-514 was an ultra-modern Type IXC submarine of 1,100 l tons, 77 metres in length, launched by Deutsche Werf AG Hamburg in November 1941. After 9 months of training, it entered active combat service on September 1, 1942. It was commanded by Kapitänleutnant [Lt. Commander] Hans-Jürgen Auffermann (1914 - 1943), who was considered one of the Kriegsmarine's most brilliant and bold young U-Boat captains.

For U-514's maiden combat mission, Auffermann decided to mount a daring, direct attack upon Carlisle Bay, seeking to destroy the large commercial or navy ships that were invariably anchored there. This was risky, as Auffermann likely had intelligence that the harbour was well protected by four speedboats, not to mention the artillery at Needham Point. Notably, however, he was unaware of the presence of the anti-torpedo net across the mouth of the bay.

The present map is a spectacular survivor, as it is U-514's original masterplan for its attack upon Carlisle Bay, made by the submarine's crew. It is drafted on tracing paper, copying its 'template' (i.e., the topographical and hydrographic details) from a published British Admiralty chart. Such recent British charts were scarce and valuable to the Kriegsmarine (they often had to be obtained by German spies), and while U-514 surely had an original chart aboard, they would have been careful not to mark it up or damage it in any way, so necessitating making copies on tracing paper,

The template aspect of the chart provides a very detailed and accurate image of the coastlines of Carlisle Bay, the major terrestrial features, and the hydrography of the inshore waters. With the name of the bay translated into German as "Carlisle Bucht", it shows the outlines of the city of Bridgetown, on the northside of the bay, with its wharf ["Innen Bassin" / Inner Basin], while the shorelines to the south features various quays, leading down to the fortifications at Needham Point, including the "Beckworth Battery" and "St. Ann Fort". Navigational lights are show by colours, located at the Inner Basin and at the southern tip of the bay. All along, clearly visible landmarks are noted, including churches (ex. "St. Paul Kr."), and the "Gasometer", an oil facility. Offshore, the bay features numerous bathymetric soundings and, labelled in German, are the parts of the bay designated for "Ankerplatz für Schiffe mit gefährlicher Ladung" [Anchorage for Ships with Dangerous Cargo]; "Ankerplatz für Kriegsschiffe" [Anchorage for Warships]; "Ankerplatz für Tankenschiffe" [Anchorage for Tankers], the latter featuring a "Rohrkeitung" [Pipeline], connected to the shore.

Upon the pre-prepared cartographic template, the crew of U-514 added the battle action information almost immediately in the wake of mounting their attack upon Carlisle Bay. Notably, the 'targets' are depicted, being the outlines of two unnamed ships, moored in the "Ankerplatz für Kriegsschiffe", near the middle of Carlisle Bay. While the ships are unnamed on the map (as while U-514's crew were aware of their location and approximate size, they have no knowledge of the specifics), the vessel which lies to the north is the Betancuria, a 3-ton Norwegian motor merchant ship, while to its south is the Cornwallis, a 5.5-ton Canadian freighter. Built in Vancouver in 1921, and by then owned by the Canadian National Steamships Ltd. of Montreal, during the war, the Cornwallis was engaged in running bagged sugar and molasses in barrels between Barbados and the Canadian Maritimes. Both vessels were moored well within the zone protected by the anti-submarine net, although Auffemann was not then aware of the net's existence.

Meanwhile, curving through the lower-left quadrant of the chart is the track of U-514, which cruising just below the surface, mounted its torpedo attacks upon the shipping in Carlisle Bay. The route of the submarine passed daringly close to the harbour, approaching to a point just over 2 km away at its closest point, almost as if it was taunting the British sentries (who, luckily for the Germans, were caught unawares).

Importantly for our subject, all U-boats always operated on German time (CET), regardless of their locations worldwide. Thus, while U-514 attacked Carlisle Bay late in the afternoon local time, the times notes on the present manuscript are six hours later.

The track of U-514 is shown to enter the scene from the west at "11.IX 22 28h" [meaning September 11 1942 at 22:28 German Time, so 16:28 Barbados time], with its track traversing the lower left quadrant of the map in roughly a crescent shape. All along the way spot times are given, as well as the submarine's trajectory (ex. 90°). It shows that at 22:37 (at a time marked with the word "Shuss", meaning "Fired"), from about 3,500 metres away from the anchorages in Carlisle Bay, U-514 deployed two torpedoes (being G7e bow torpedoes) towards both the Betancuria and the Cornwallis, with the intended trajectories of the salvos shown by green dashed lines. However, unbeknownst to Auffermann, these torpedoes were blocked by the anti-submarine net. Next, at 22.43, U-514 fired a single G7e stern torpedo at the Betancuria, while at 22:52 it fired another single salvo of the same at the Cornwallis (with point of firing marked "Shuss" and the intended torpedo trajectories shown by dashed green lines). Again, both these shots were blocked by the net, albeit significantly damaging its integrity.

Finally, at 23:02, from about 2,200 metres out, U-514, having turned around, fired its two G7e bow torpedoes towards the Allied vessels. The antisubmarine net stopped the salvo meant for the Betancuria, while that destined for the Cornwallis passed through a hole in the newly damaged net, striking the Cornwallis. Luckily, the nobody on the Canadian freighter was seriously injured and the crew managed to scuttle the ship in shallow water (it would soon be easily raised and repaired, returning to service).

U-514 departed the scene immediately after striking the Cornwallis, with Auffermann, being unaware of the existence of the anit-torpedo net, errantly believing that he had scored direct and fatal blows upon both vessels anchored in Carlisle Bay, and that these ships were 4,500 and 7,500 tone respectively. However, while U-514's attack was materially nowhere near as damaging as it could have been, its daring and sudden nature stunned the people of Bridgetown, who hitherto naively believed that Carlisle Bay was safe from a direct attack. Indeed, at the time of the assault, many people were swimming in the bay and having birthday parties on beach, only a matter of meters away from the targeted vessels. U-514's attack showed the British defenses around Barbados, despite the recent upgrades, to be woefully inadequate; they would have to dramatically 'up their game'. Moreover, the event brought the war home to Bajans, many of whom hitherto saw the war only in abstract terms. The attack would be vividly remembered for many years as one of the key events of the Battle of the Caribbean.

Epilogue

Not long after the attack on Carlisle Bay, the sea war began to turn decisively against the Kriegsmarine, for two main reasons. First, the United States (having entered the conflict December 1941) came to provide the Allies with dramatically more resources to hunt down and destroy U-boats, while the proliferation of Allied shipping meant that the German submarines could not keep up, as their attacks failed to meaningfully disrupt the Allied supply systems. Second, the Allies developed new technologies that turned the tables on the U-boats. They invented Sonar (called ASDIC in Britain), that could detect submerged U-Boats in many circumstances (while also allowing the U-boats to detect the Allied vessels that were monitoring them). The British also developed radar that allowed them to trace U-boats that were sailing on the surface; in turn, the Germans could use radar detectors to trace their opposition, resulting in many dramatic cat-and-mouse showdowns. In 1943, the Allies won the vast majority of these contests, destroying hundreds of U-boats, which could not be easily replaced due the progressive degradation of the German industrial complex. By 1944, the U-boat programme was a sad shadow of its former self, more of nuisance to the Allies than a general threat.

For instance, in the theatre of the Battle of the Caribbean, where the Kriegsmarine sank 336 Allied merchant vessels in 1942, in 1943 this number had fallen to only 35, while in 1944, they managed to take out only 3 ships.

Indicative of the fact that plying the seas at any time during the war was a deadly enterprise, both U-514 and the Cornwallis met terrible fates. On July 8, 1943, U-514 was sunk by a British patrol plane off the coast of Spain, with the loss of all hands. On December 3, 1944, the Cornwallis was torpedoed and sunk by a U-boat off the coast of Maine; sadly, only 5 of its crew of 48 survived.

References: N/A – Present manuscript seemingly unrecorded.

2.800 EUR

2. SOUTH AFRICA / EXPLORATION
THE GREAT TREK / BIG-GAME HUNTING
SAFARI / CARTOGRAPHY / BOMBAY IMPRINT

William Cornwallis HARRIS (1807 - 1848).

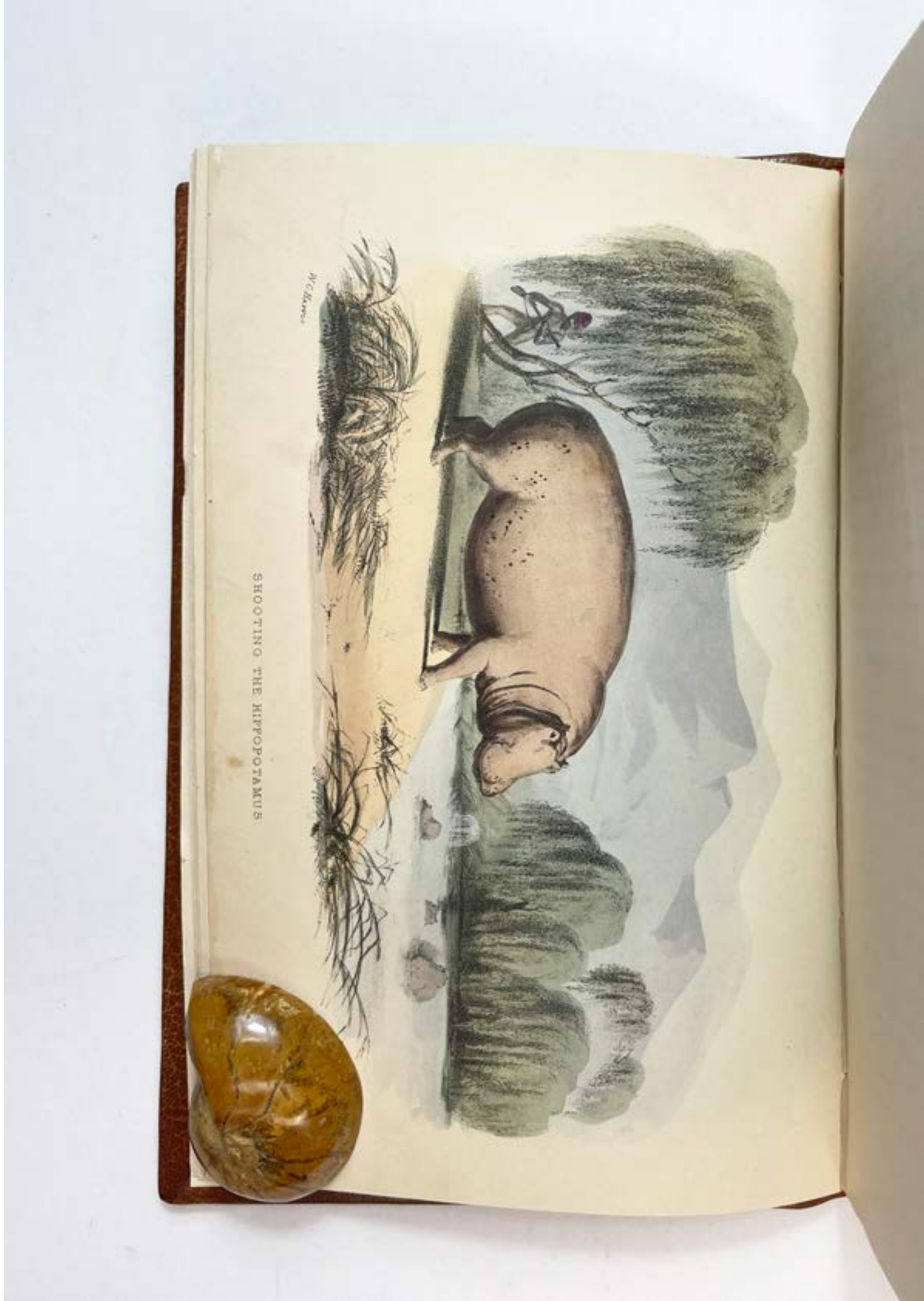
Narrative of an Expedition into Southern Africa, during the years 1836, and 1837, from the Cape of Good Hope, through the Territories of the Chief Moselekatse, to the Tropic of Capricorn, with a Sketch of the Recent Emigration of the Border Colonists, and a Zoological Appendix.

Bombay: American Mission Press, 1838.

8° (21.5 x 13.5 cm): [Complete collation of the 1838 Bombay first edition:] xviii, 406 pp., plus, 4 lithographic plates including frontispiece and 1 folding lithographed map (Africa, North East of the Cape Colony) with original hand colour (53 x 44 cm) folding at rear, mss. period owner's inscription of "Sir Thos. Hastings, R. Naval College" to half-title, plus, EXTRA-ILLUSTATED with the folding lithographed map (24.5 x 23.5 cm) and 24 full-page hand-coloured lithographic plates from subsequent London editions of the book bound in at rear; modern light brown crushed morocco bearing gilt title to spine and the gilt image of a stag's head to both covers (Very Good, overall clean, just a few very minor stains and light even toning to Bombay text with stab-holes visible in gutter from former binding, looseleaf map clean and bright and mounted upon archival Japan backing with upper left neatline slightly trimmed and some minor wear along old folds, hand-coloured plates clean and bright with resplendent colours, binding pristine).

A bespoke example of Captain William Cornwallis Harris' fascinating and important account of his 1836-7 expedition to the Transvaal, featuring the complete collation of the first edition, published in Bombay in 1838, with 4 plates lithographed by the author, plus, his excellent and important map, plus, extra-illustrated by 24 resplendently hand-colored lithographed plates and the map from the subsequent London editions; Harris was sent on a diplomatic-scientific mission to the Transvaal by the Bombay Medical Board, whereupon he witnessed the 'Great Trek' of the Afrikaners, had an audience with the great Ndebele King Mzilikazi; while mapping the enigmatic countryside and sketching and hunting the region's famous Big-Game before it was depleted by modern exploitation; a landmark work on South Africa, safaris, ethnography and zoology of the highveld, from the library of Admiral Sir Thomas Hastings, the famed British gunnery instructor.

During the 1830s the region of Southern Africa that would become the Transvaal (roughly today's South African provinces of Gauteng, Northwest, Limpopo and Mpumalanga) was a vast and magnificent land of astounding ecological diversity and wealth, as well as



being the theatre of a great clash of civilizations. The northern part of this region was the centre of the great indigenous nation of the Ndebele people, who had spread their control down from Zimbabwe. They were led by their epic monarch Mzilikazi (aka Moselekatse) (c. 1790 –1868), who in 1840 consolidated his territory as the Kingdom of Matabeleland. They battled their rivals, and neighbours the southeast, the Zulus, led by the great prince Dingane (aka Dingaan) (c. 1795–1840).

Into this realm of powerful indigenous states, came waves of Afrikaner emigrants, departing what they saw as the oppressive British rule in the Cape Colony. Commencing with 'The Great Trek' [Die Groot Trek] (1836-40), the voortrekkers sough to carve out agrarian settlements in the Transvaal, battling both the Ndebele and Zulus. Intrepid, but very brutal, Afrikaner commando parties penetrated the region, variously led by Pieter Mauritz Retief, Gerrit Maritz, Andries Hendrik Potgieter and Louis Johannes Tregardt. Notably, at the Battle of Mosega (January 17, 1837), voortrekker commando forces led by Potgieter and Maritz sacked Mzilikazi's capital, killing over 1,000 of his warriors, taking 6,000 of his cattle, and compelling him to move his base of operations to Kapian. During the same period, both the Ndebele and Zulus mounted stealth raids upon Afrikaner settlements and travel parties, resulting in great massacres in what would become Transvaal and Natal, the most known of which was Piet Retief Delegation Massacre (February 6, 1838) at the hands of Dingane's Zulu warriors. The overall situation was thus extremely tense and unpredictable.

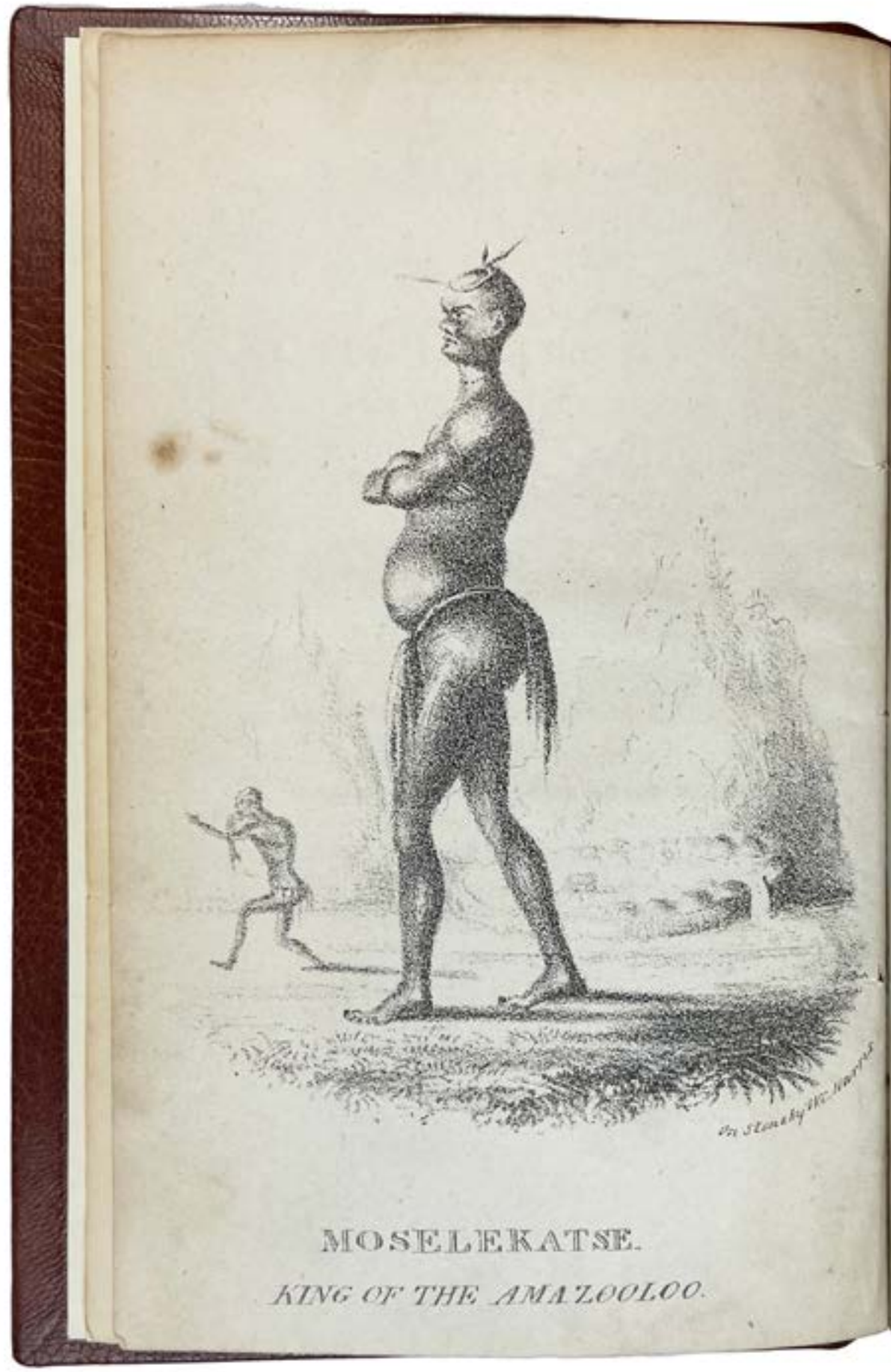
Juxtaposed against the chaotic human environment, the highveld of the northern Transvaal was still a largely unspoiled paradise of animal life, with vast herds of Big-Game remaining in their traditional form, undiminished since ancient times.

While the voortrekkers and a few, principally British, explorers made some decent reconnaissance and sketch maps of key travel corridors, for the most part the northern Transvaal largely remained an enigma to Europeans.

Meanwhile, the Bombay Presidency of the British East India Company (EIC), which maintained a vague imperial oversight of affairs in southeastern Africa, decided to take a more hands-on approach to the situation in the Transvaal. They were weary of the voortrekkers and their supposed desire to create an Afrikaner empire in the heart of Southern Africa. They were also curious about the nature of the Ndebele nation, and the potential of opening fruitful diplomatic/trading relations with them.

Enter William Cornwallis Harris: Pathfinder and Big Game Hunter on the Highveld
Captain (later Major Sir) William Cornwallis Harris (1807 - 1848) was an English military man of uncommon energy and powers of observation. A native of Kent, he attended the EIC's academy, the Addiscombe Military Seminary, gaining accreditation as an engineer.

He headed to India in 1823, joining the Bombay Engineers. A life-long 'gun nut' he was an obsessive hunter, and his various postings in rural Western India afforded him the opportunity to bag many impressive trophies. While trigger happy and certainly responsible for killing an unnecessarily large number of creatures (even by the liberal standards of the day), he was nevertheless a keen observer of wildlife and a skilled amateur artist whose portrayals of creatures in their natural environment was widely acclaimed.



Harris' reputation as a great frontiersman, cartographer and intelligence operative endeared him to the senior civil and scientific establishment of Western India. In 1836, the Bombay Medical Board sent him on a mission to explore the Transvaal, to gain an assessment of the activities and ambitions of the voortrekkers, as well as of Mzilikazi and his court, a tall order, especially as these two parties were mortal enemies. He was also to assess the natural wonders of the region, including its famed Big-Game animals, as well as charting the terrain to fill in some of the many blanks that still existed on the maps of the region. It was an extremely dangerous assignment, but an exciting one, and Harris is recorded as being almost overwhelmed with enthusiasm for his new adventure.

In June 1836, Harris disembarked at Cape Town, where he met and gained valuable knowledge from Dr. Andrew Smith, the eminent ethnologist and zoologist, who had recently returned from an expedition to the northwestern Transvaal, where he met Mzilikazi at his capital Mosega. Also, on his way to the Cape, Harris met, by chance, William Richardson, an intrepid official of the Bombay Civil Service, who he invited to join his expedition.

Harris then continued to Grahamstown, in the eastern Cape Colony, which was to be the staging point for his trek, whereupon he met the legendary Scottish ivory trader and explorer David Hume (1796 – 1864), who had already mounted several expeditions into the northern Transvaal, as well as being one of the first Europeans to meet Mzilikazi, back in 1829. The intelligence he gained from Hume proved invaluable.

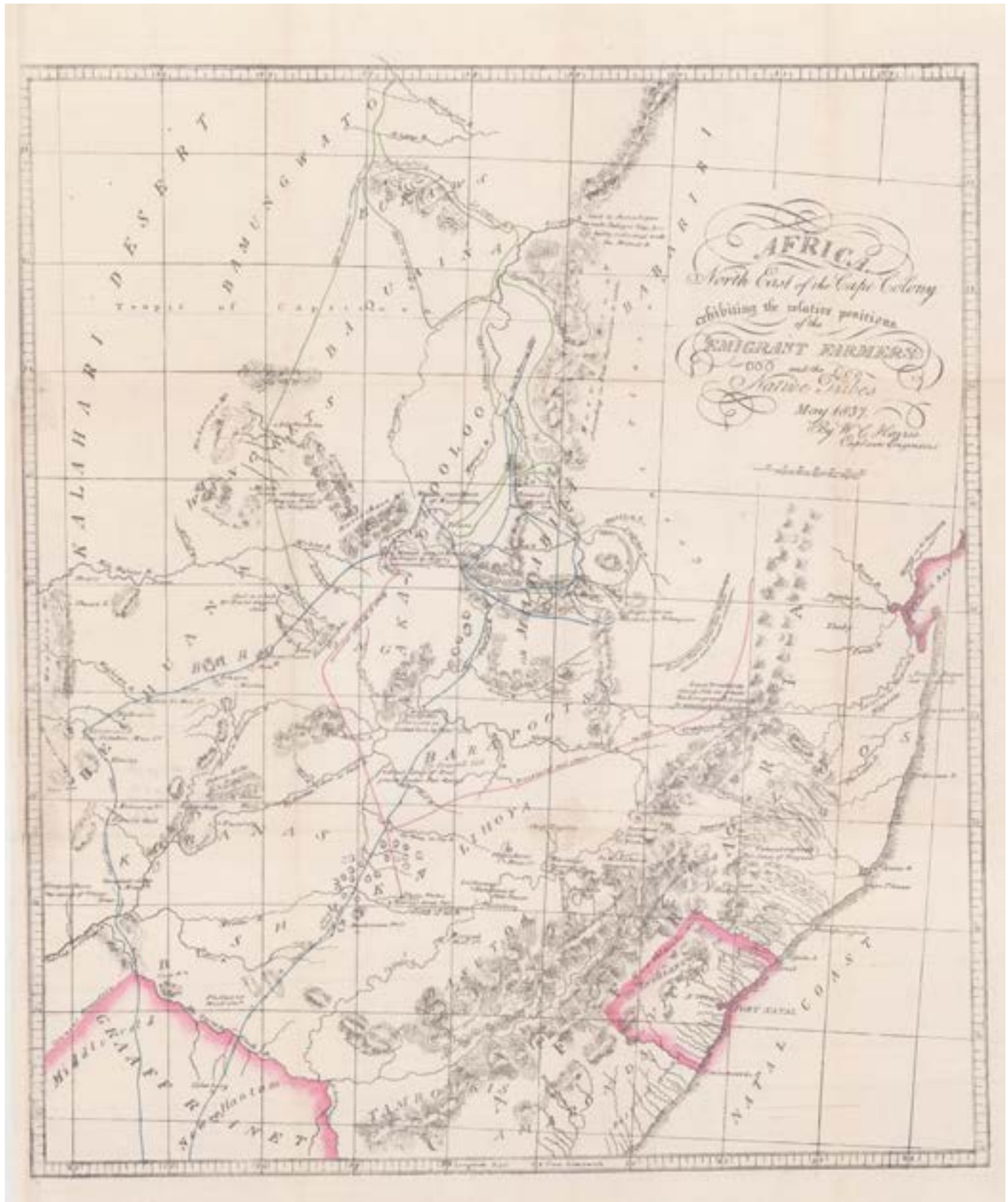
Harris organized his expedition essentially as a Big-Game hunting trip, with his diplomatic-espionage responsibilities being done 'on the fly'.

The Harris expedition headed up to Graaf Reinet, in the northeast of the Cape Colony and into the highveld, across the Orange River to Kuruman. There Harris met Robert Moffat, a frontiersman who was good friend of Mzilikazi, and who provided stellar advice on how to treat with the Ndebele king.

Harris next encountered several settlements and parties of voortrekkers, some of which he lived with for a time, gaining fascinating insights into their daily lives and their political and military objectives. He then travelled up to Kapain, Mzilikazi's new provisional capital, whereupon he was received with great hospitality by the king, who greatly impressed Harris as a brave and noble leader. He then travelled up towards the Limpopo Valley, and then back down to Graaf Reinet, concluding an epic voyage.

All along the way, Harris mapped his itinerary, while gaining geographical intelligence of the wider region from other sources, deveoping a new and highly valuable mapping of the region. Gripped by "shooting madness", he killed almost anything that moved. At the Meritsane River he found a great herd of quaggas and and many as 15,000 brindled 'gnoos'. He shot an eland and was set upon by a lion, but amazingly escaped without major injury. Traversing the Mariqua River, he stalked white rhinoceros and ostriches. In the Cashan Mountains, he hunted elephants, while in the Limpopo Valley, he encountered buffalo, hippopotamus, giraffe, black rhinoceros, sable, and lion.

While many today might find Harris; mass killings of great African animals to be acts of



horrific barbarity, he neverthelss constantly sketched the creatures he encountered with a keen eye to accuracy, capturing their vigour and majesty in a way seldom rivaled. His artworks and the specimens he collected were imbued with tremendous value by scientists in Bombay and London. Harris's observations on both the Afrikaners and the Ndebele, as well as his mapping of the Transvaal, ensured that his superiors in Bombay considered his mission to have been a great diplomatic-espionage success. Consequently, the Bombay Presidency charged Harris to lead an important scientific-diplomatic mission to Ethiopia, from 1841 to 1843, to negotiate a commercial treaty with Emperor Sahle Sellassie.

Harris' Expedition Account: The Present Work in Focus

Upon Harris's return to Bombay in early 1838, he commenced work on the publication of the present book, a Narrative of an Expedition into Southern Africa, which is significant for being one of the best and most authentic accounts of the Great Trek and early voortrekker life, its impression of Mzilikazi and the Ndebele court, as well as being one of the first great books on African hunting safaris. For the work, Harris prepared a magnificent map of eastern South Africa, depicting his travel route and much other fascinating information, plus personally engraving four of his field sketches onto stone, to be lithographed. The engagingly written text details Harris's exciting adventures, including his time with the voortrekkers, his audience with Mzilikazi, stories of the many regional conflicts, ethnographic observations, as well as riveting accounts of his big-game hunts. As Kenneth Czech writes, "Harris' work is valuable as it presents a detailed picture of the South African game fields prior to the growing pressure of civilization. A cornerstone title in the essential African sporting library."

Four subsequent editions of the work were published in London, under a different title, The Wild Sports of Southern Africa, with very similar text, issued in 1839, 1841, 1844 and 1852. The 1839 edition featured a small number of dull monochrome plates, while the third to firth editions featured 26 resplendently hand-coloured lithographed plates, that proved wildly popular with the British upper classes.

The present bespoke example of Harris' work was assembled for or by Admiral Sir Thomas Hastings (1790 - 1870), a British naval officer known for his great intellect and as one of the world's most innovative an influential gunnery instructors (the half-title features his mss. inscription of "Sir Thos. Hastings, R. Naval College"). It includes the complete contents of the first, and only Bombay edition, issued in 1838 by the American Mission Press, but is also extra-illustrated. The 4 lithographed plates issued in Bombay are each labeled as 'On Stone by W.C. Harris' and possess a beautifully crude colonial quality; they include:

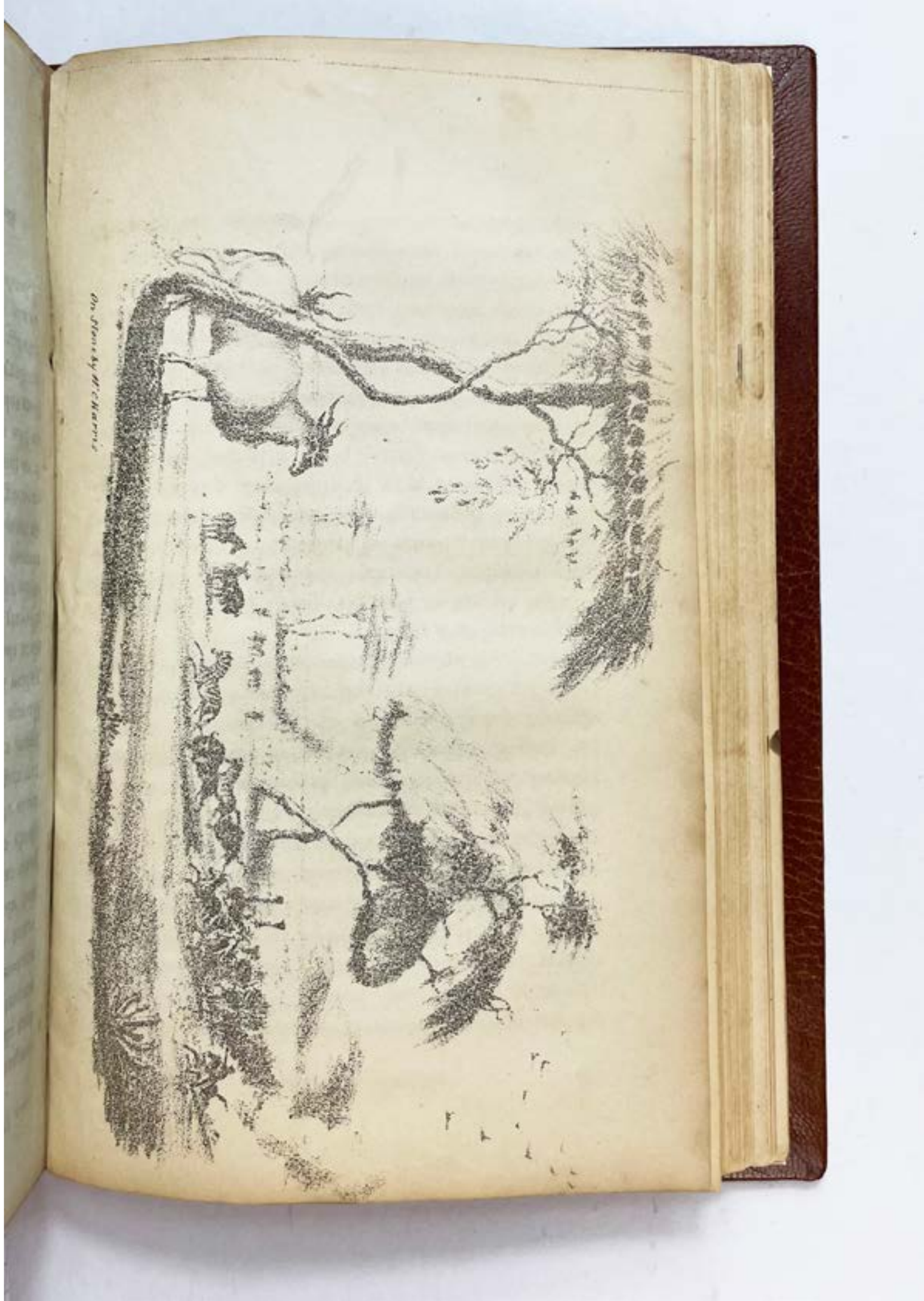
1. Moselekatse. King of the Amazooloo (Frontispiece)

2. Elands, and Game Scene (between pp.74-5)

3. Matabili Warrior. (between pp. 168-9)

4. [Giraffes] (between pp. 228-9)

The original Bombay edition of Harris' magnificent map, *Africa, North East of the Cape Colony, exhibiting the relative positions of the Emigrant Farmers and the Native Tribes* / May 1837. By W.C. Harris, Captain Engineers. (53 x 44 cm), which is here folded looseleaf at the end of the work, is one of the finest and most intriguing early maps of the Transvaal, featuring many new discoveries made by Harris (ex. his discovery of the source of the Marique River, one of the tributaries of the Limpopo, etc.), while compiling geographical intelligence from several different authoritative sources. Notably, it is one of the first documents to chart the spatial relationship



between the Afrikaners, the Ndebele and Zulus during the tumultuous and transformative period of the 1830s.

The map delineates all major rivers (as best as was known), labels tribal lands, notes the locations in many Christian Missionary stations, indigenous villages and Afrikaner outposts. The British-held territories, in 'Graaf Reinet'(Cape Colony) and the 'Victoria' district (later Natal), with the city of 'D'Urban (Durban, founded 1824), are shaded in pink, with the hotly disputed regions extending beyond, while the map reaches almost as far north as the 21st parallel South. Various itinerary routes are marked on the map, being: Blue Line = 'Captain Harris' route 1836 and 1837; Pink Line = 'Route of Maritz's Commando' 1836-7 and that of 'Bronkhorst and others' (being the route of the voortrekker Johannes Gerhardus Stephanus Bronkhorst); Green Line = David Hume's routes, 1830-5. The map also features numerous fascinating notes on places and contemporary incidents, including: 'Thaba Unchu, Maritz's camp'; 'Mosega and 15 Kraals destroyed by Maritz commando, 17th January 1837'; 'Kapain, residence of Moselekatse'; 'Great Camp of Emigrants under Piet Retief'; 'Emigrant farmers attacked here 29th Octr. 1836'; 'BaMakaria Cannibals'; 'Battle between Moselekatse & Dingaan'; and 'Residence of Dingaan'.

The text is rounded out with a zoological index, 'Ferae Naturae', describing in detail all the major animals Harris encountered, some of which were scarcely known to Europeans; a list of subscribers that contains 409 entries, featuring mostly Anglo Indian and Indian names; and a prospectus for Harris' 'Portraits of Game and Wild Animals of Southern Africa' (a book was what eventually published, in London, in 1840).

Not only does the present bespoke example of Harris' work includes all the contents of the 1838 Bombay edition but is extra-illustrated with the map and 24 (of 26) of the magnificent full-page, hand-coloured lithographed plates from the London editions of 1841, 1844 and 1852 (it does not feature the first 2 London plates: I. Moselekatse, King of the Amazooloo (Frontispiece) and II. Vignette Title Page). The London edition of the Harris map (24.5 x 23.5 cm) is essentially a greatly reduced version of his map from the Bombay edition.

The London edition plates present within the present bespoke example include: III. Andries Africander, A Mulatto Hottentot; IV. The Gnoo; V. The High Road to Kuruman; VI. Bechuana of Distinction; VII. Bechuana Belle; VIII. Burchell's Zebra, and Brindled Gnoo; IX. Hunting at Meritsane; X. The Sassaybe and Hartebeest; XI. Driving in an Eland; XII. Departure from Mosega; XIII. Truey, The Griqua Maid; XIV. The White Rhinoceros; XV. 'Lingap, A Matabili Warrior; XVI. Aigocerus Ellipsiprymnus; XVII. Hunting the Wild Buffalo; XVIII. Hunting the Wild Elephant; XIX. Shooting The Hippopotamus; XX. Hunting The Giraffe; XXI. The Black Rhinoceros; XXII. Aigocerus Niger; XXIII. Bechuana Hunting the Lion; XXIV. Hunting The Blesbok; XXV. Hunting The Ostrich; and the XXVI. The Pretty Bushgirl.

References: Library of Congress: DT756 .H3 1838; OCLC: 896736127; ABBEY Travel 333; Kenneth CZECH, Bibliography of African Big Game Hunting Books 1785 -1999, p. 118-9; Sydney MENDELSSOHN, South African Bibliography, vol. 1, pp. 688-90.

3.000 EUR



3. RUSSIAN EMPIRE IN EUROPE
FIRST SCIENTIFIC GEOLOGICAL MAP

RUSSIAN EMPIRE IN EUROPE – FIRST SCIENTIFIC GEOLOGICAL MAP:

Alexander Petrovich KARPINSKY [Александр Петрович КАРПИНСКИЙ] (1847 - 1936). / Sergei Nikolaevich NIKITIN (1851 - 1909). / Feodosy Nikolayevich CHERNYSHEV (1856 - 1914). / Nikolai Alekseevich SOKOLOV (1856 - 1907). / Aleksander MICHALSKI (1855 - 1904) et al.

Геологическая Карта Европейской Россіи изданная Геологическимъ Комитетомъ 1892. = Carte géologique de la Russie d'Europe éditée par le comité géologique 1892.

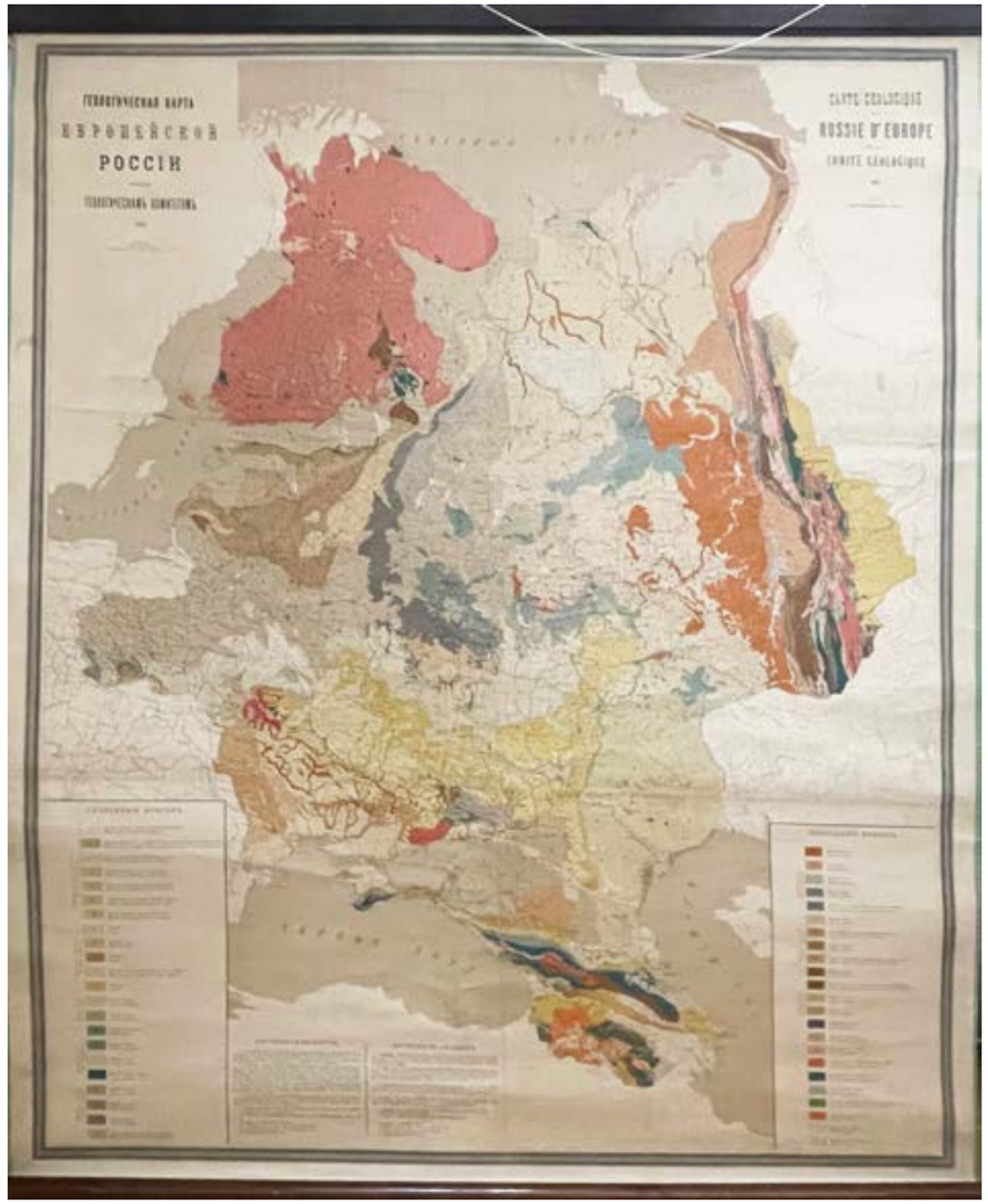
St. Peterburg: A. Ilyin's Cartographic Establishment, 1892.

Colour lithograph printed on 6 sheets but here joined and mounted upon mid-20th century linen, with green edging and mid-20th century wooden rollers (Very Good, lovely colours, some small closed tears in upper and lower parts but with no loss), 167 x 140.5 cm (65.5 x 55.5 inches).

A great landmark in the history of geology, being the rare first edition of the first comprehensive scientific general geological map of European Russia, a colossal and resplendently coloured work predicated upon a composite of extremely high-quality regional surveys, edited and integrated by the preeminant Russian mining engineer and geologist Alexander Petrovich Karpinsky, under the auspices of the Russian Geological Committee, published in St. Petersburg by the leading firm of A. Ilyin's Cartographic Establishment.

This grand composition is the first general geological map of the European domains of the Russian Empire predated upon comprehensive scientific surveys. It was compiled by the country's premiant geologist, Alexander Petrovich Karpinsky, under the auspices of the Russian Геологический комитет [Geological Committee]. With bilingual (Russian-French) text, the map was published in St. Peterburg by Russia's premier commercial map house, A. Ilyin's Cartographic Establishment.

Employing vibrant hues, as explained in the Объясненіе Краскъ [Explanation of Colours], in the lower corners, the map identifies 45 geological zones, grouped into several geological periods (some archaic) such as Quaternary, Tertiary, Cretaceous, Jurassic, Triassic, Permian, Carboniferous, Devonian, Silurian. The geological profile is especially complex and diverse in the Caucasus and the Ural Mountains, which divided Europe from Asia, the latter being then by far and away Russia's greatest source of metals (platinum, gold, silver, copper, iron, etc.), and indeed one of the most important mining regions in the world.



The work is a composite map, being a carefully fitted collage of a series of high-quality regional scientific geological surveys, as revealed in the ‘Составители карты’ / ‘Auteurs de la Carte’ [Authors of the Map], lower left. The editor/compiler of the map, Alexander Petrovich Karpinsky, was responsible for the geological mapping of St. Petersburg, Novgorod, Pskov, Estonia, Latvia, Courland, Kaunas, Vilnius, Minsk, Volhynia, the areas east of Urals below 60° North and the trans-Ural regions of Perm and Orenburg.

Sergei Nikolaevich Nikitin (1851 - 1909), who was, after Karpinsky, the leading Russian geologist, mapped Tver, Yaroslavl, Kostroma, Smolensk Moscow, Vladimir, Nizhny-Novgorod, Kazan, Kaluga, Tula, Ryazan, Orel, Kursk, Voronezh, Tambov, Saratov, Simbirsk, Penza, Samara, Ufa (southeastern part), Orenburg (eastern part), Astrakhan, Uralian Province, and the Don Province (northern part).

Feodosy Nikolayevich Chernyshev (1856 - 1914) geologically charted Northern European Russian (Archangel, Olonets, Vologda, Vyatka), Perm (eastern part), Ufa (east of the Urals and the Arctic part). Nikolai Alekseevich Sokolov (1856 - 1907) mapped Podolia, Bessarabia, Mogilev, Chernigov, Kyiv, Poltava, Kherson, Kursk (southeastern part), Kharkiv, Dnipro, Crimea, Stavropol and Don Province (south and central parts).

Aleksander Michalski (1855 - 1904) and others geologically surveyed Poland, part of Astrakhan, the Caucuses, Finland, Urals (the parts between 60° and 65° North), the Coal Basin of the Donbas and Ovruch.

Alexander Petrovich Karpinsky [Александр Петрович Карпинский] (1847 - 1936) was a legendary figure the world of geology, with a career that spanned almost 70 years, covering the last 50 years of the Czarist period and continuing well into the Soviet era.

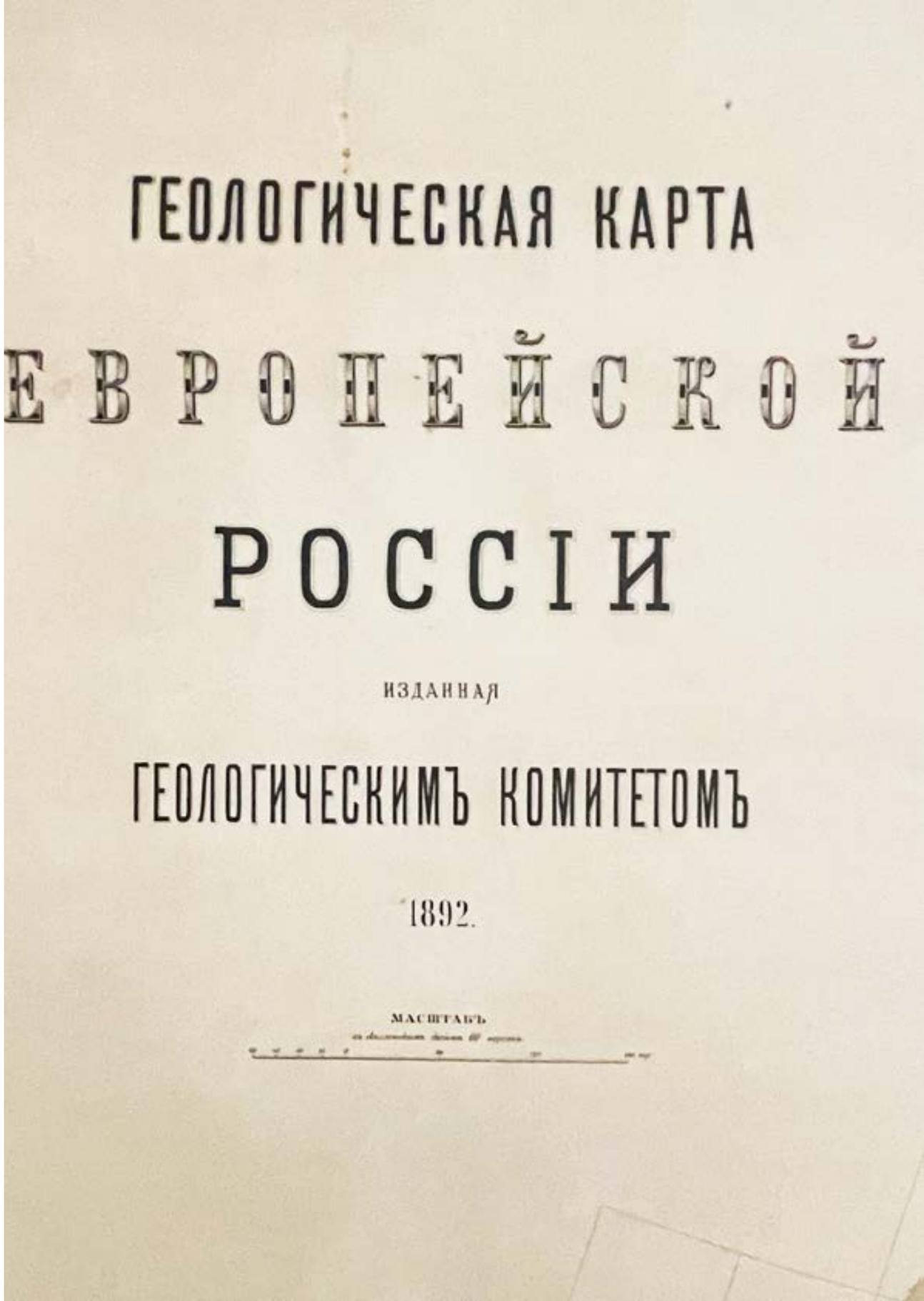
He was born into a family of mining engineers in Turyinskiye Rudniki, Perm Governorate, in the Ural Mountains. Preparing to enter the ‘family business’, he studied at the Imperial Mining School in St. Petersburg, and then the Mineralogical Institute, and as something of a prodigy, he graduated in 1866 at the age of only 19.

After spending a few years as an engineer in the field in the Urals, Karpinsky was invited back to St. Petersburg, in 1869, whereupon he took up an appointment as an assistant professor at the Mining Initiate, rising to become a full professor in 1877, at only age 30.

In 1885, Karpinsky became the Imperial Director of Mining Research, remaining in that role until 1916. Under the umbrella of the Geological Committee, he supervised the scientific mapping of all European Russian, personally leading the some of the seminal mapping expeditions. He ended his career as the President of the Russian Academy of Sciences (later the Academy of Sciences of the USSR), from 1917 to 1936.

The 19th Century Geological Mapping of Russia

The road leading to the realization of the present work, the first scientific general geological map of European Russia, was long, and the story intriguing. Russia is a vast



land of profound geological diversity and complexity and astounding mineralogical wealth. Given the immense challenge of distance and climate, the geological mapping of Russia started quite early, resulting in impressive achievements.

Most of the first strides in the geological mapping of Russia were accomplished by Western Europeans, as they were the only ones who then possessed the requisite specialized knowledge and experience. The first scientifically serious geological survey in Russia was undertaken in 1821 by the British diplomat William Fox-Strangways, who executed a geological map of the environs of St. Petersburg. While of little conscience economically, as the region possessed few mineralogical resources, it was of tremendous merit academically, while stoking interest in geology amongst the Russian elite, who were henceforth prepared to finance further endeavours.

In the 1830s, the focus of geological mapping was cast upon the Urals, due to its mineralogical riches. Various French engineers made scientific geological surveys of specific mines and localities, while in 1840 the legendary British geologist Sir Roderick Impey Murchison conducted a more general geological mapping of the Urals, resulting in an important monograph, published in 1845.

Gathering intelligence from a variety of spotty scientific and speculative information, Jules Guillemin published the first decent general geological sketch map of European Russian, the Carte Geologique de la Russie d'Europe (Paris, 1859). While the work represent a great achievement, in that it roughly defined the main geological zones of European Russia, it was still vague and not all that accurate in some places.

The first major geological survey and study of the geology of Russia authored by a native of that country was Grigory Efimovich Shchurovsky's excellent history of the geology of the Moscow Basin (1866-7). This hailed the maturity of the Russian geological establishment, such that henceforth most major endeavours in the field were led by Russians, with foreigners assuming supporting roles.

A watershed moment came in 1882 with the establishment of the Геологический комитет [Geological Committee, today known as the Karpinsky Russian Geological Research Institute], Russia's first formal geological society, which had a mandate to (someday) scientifically map the entire geological profile of all Russia. Modelled upon the geological societies of Britain and France, the Committee and its work were soon regarded as being world class, helmed by brilliant engineers such as Karpinsky and Nikitin.

The Committee's first grand opus was the endeavour to scientifically geologically survey all European Russian, resulting in hundreds of connecting sheets executed to the scale of 1:420,000. These map sheets were issued serially from 1883, although the project would not be completed until 1928, as it was a herculean task.

Karpinsky, relying upon the wealth of high-quality mapping already accomplished, was able to complete the present map in 1892, only ten years after the establishment of the Geological Committee.



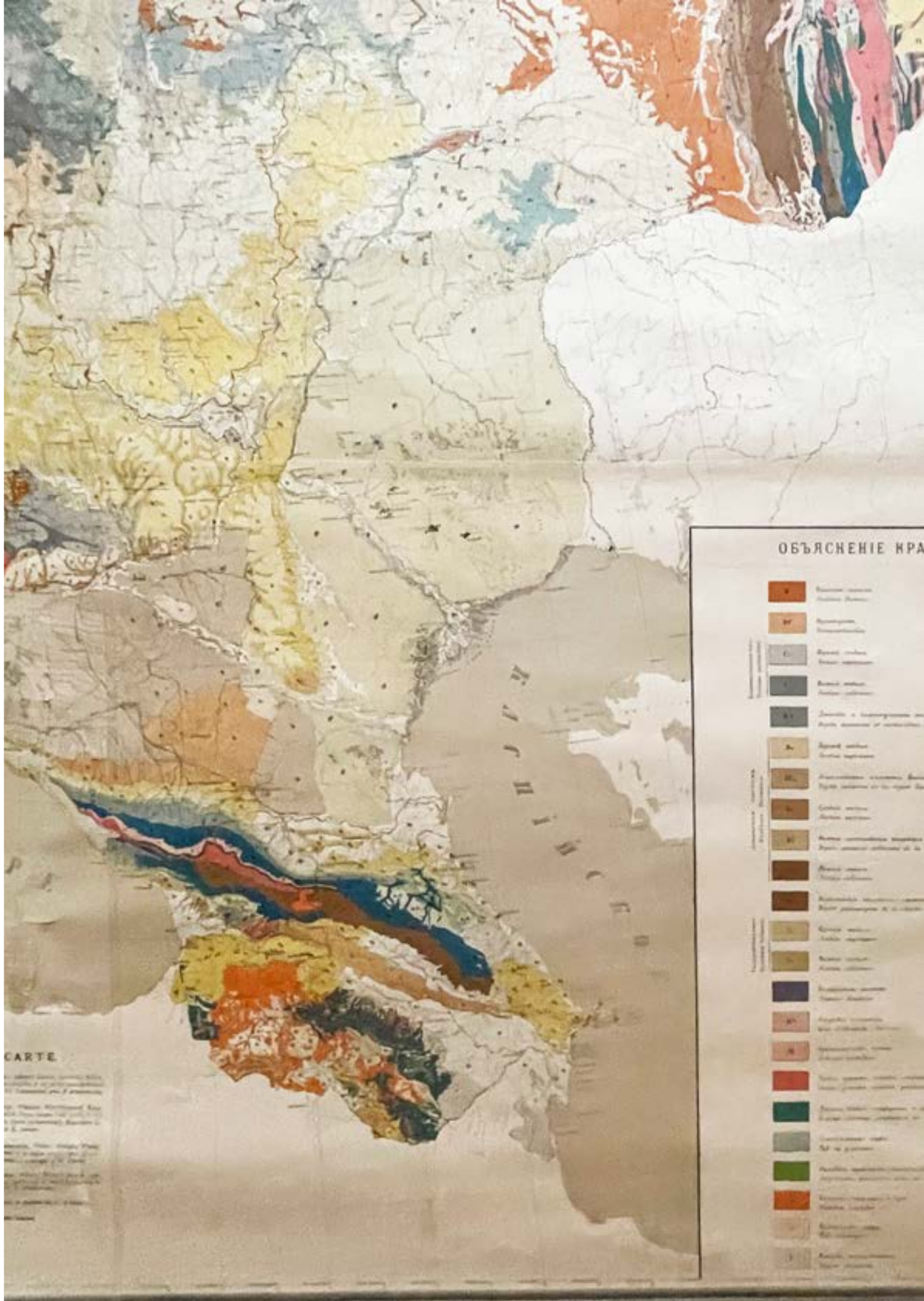
The present map remained the blueprint for geological discovery for decades, with a second edition issued in 1915.

A Note on Rarity

The present first edition of the map is rare; we can trace around dozen or so examples in Western institutions, for instance, held by the likes of the Bibliothèque nationale de France; Sorbonne; University of Chicago Library; University of Washington Libraries; University of California, Los Angeles; Columbia University; Universitätsbibliothek Basel; Marburg Universitätsbibliothek; Australian Museum Research Library (Sydney) and the Muséum national d'histoire naturelle (Paris). Moreover, the map is very uncommon on the market, for we cannot trace any sales records outside of Russia for any other examples.

References: Bibliothèque nationale de France, département Cartes et plans, GE C-1825; OCLC: 705129658, 829565554, 912677737, 422134714, 494441539.

3.500 EUR



4. CHINA, MACAO, HONG KONG, CALCUTTA BINDINGS

Théophile de FERRIERE LE VAYER (1812-1864).

Une ambassade française en Chine. Journal de voyage

Paris: Librairie d'Amyot 1854

8°, [2 pp.], VI, 386 pp., red Morocco binding with raised bands and gold lettering on the spine, marbled paper endpapers with gold tooling around pastedowns, gold edges (minimal staining in the lower white margins, otherwise in a good condition).

A travelogue to Asia by a French diplomat Théophile de Ferrière Le Vayer in a fine binding

A travelogue by a French diplomat Théophile de Ferrière Le Vayer (1812-1864) describes his journey to Asia, made in 1843 and 1844 through Tenerife, Rio de Janeiro, Cape of Good Hope, Le Réunion, Malacca, Singapore, Manilla, Guangzhou, Calcutta, Bombay, Aden Cairo, Alexandria, Malta and return to France through Southampton.

The end of each chapter discusses the importance of the colony.

The travelogue includes descriptions of cities and places, customs, developments of the colonies and also issues, such as the influence of slavery in Portugal on the current situation in Brazil, descriptions of the vineries of Constantia, the Table Mountain, general considerations on the colonies in the Cape of Good Hope, Creole dinner in Le Réunion, replacement of the working force of colored slaves by the Chinese immigrants, which the author holds in highest regards and predicts, that they are going to expand in the Americas, a long description of Macao and a dinner at a Chinese restaurant in the city etc.

The second part, which is a shorter travelogue, depicting the journey in 1845, describes Sri Lanka and Madras, Calcutta, with cholera, the Bengal Club, women, and opium sales, as well as the trade between the Americans and French with India and China, Macao and contains a description of Hong Kong.

500 EUR



TH. DE FERRIÈRE LE VAYER

UNE

AMBASSADE

FRANÇAISE

EN CHINE

JOURNAL DE VOYAGE



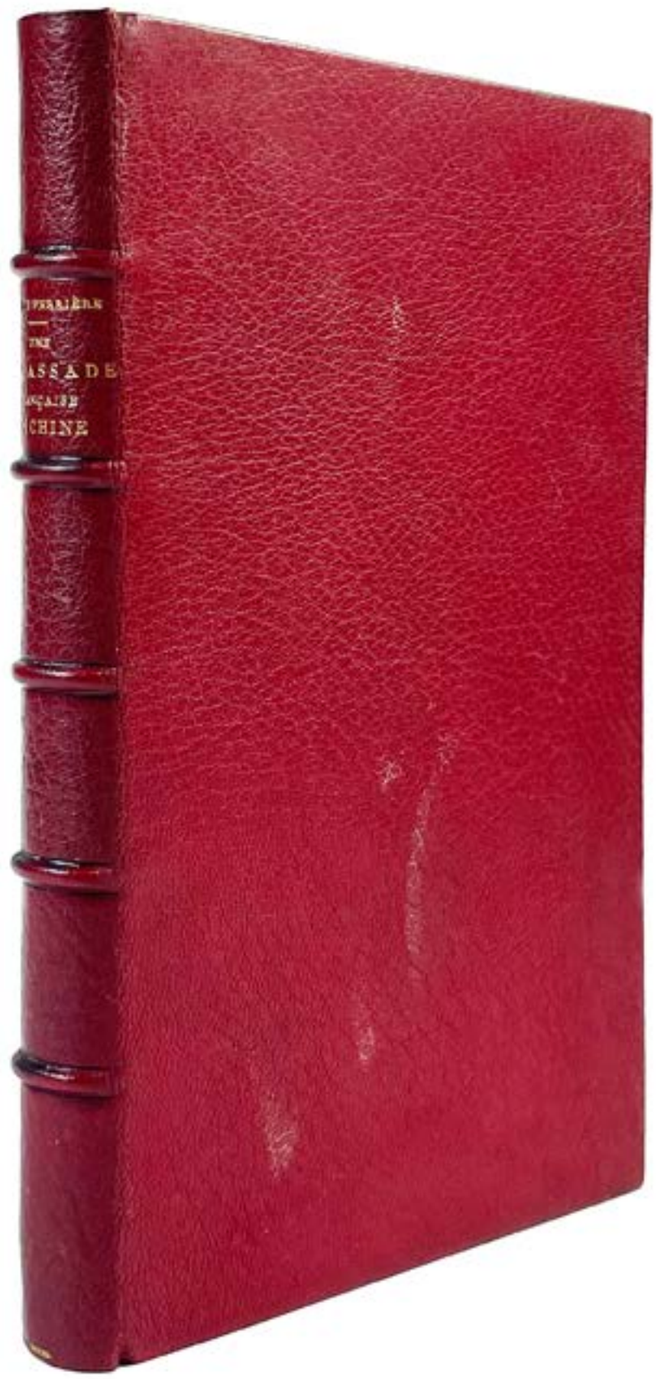
Paris

LIBRAIRIE D'AMYOT, ÉDITEUR

8, rue de la Paix.

M DCCCLIV

Paris.



5. VENEZUELA - ORINOCO RIVER
GERMAN EXPLORERS

Christian Anton GOERING (1836 - 1905).

[Orinoco River with Flamingos]

[Leipzig:] 1886.

Water-colour on paper, mounted on later paper, sheet: 39 x 59 cm (15.3 x 23.2 inches), Drawing: 35 x 55 cm (13.8 x 21.6 inches), (light mat-burns to the margins, but otherwise in a good condition).

An original drawing of the wildlife of the Orinoco River, made by the German explorer Christian Anton Goering

Christian Anton Goering (1836 - 1905) developed his interests in zoology at a young age as a son of a passionate ornithologist. He worked as a taxidermist and conservator at the zoological museum of the University of Halle, a job he received by the recommendation of Christian Ludwig Brehm, another keen ornithologist of the time. Brehm's son Alfred (1829 - 1884) later authored the famous work Brehms Tierleben (Brehm's Animal Life), which was illustrated by Goering.

Christian Anton Goering made his first journey to South America from 1856 until 1858, and then again between 1866 and 1874, when he travelled around Venezuela to the Orinoco Reiver, following the path of Alexander von Humboldt, where he collected specimens for the British Museum and executed a series of drawings, mostly with motifs from the nature, which he exhibited at the Exposición Anual de Bellas Artes Venezolanas in Caracas in 1872.

Upon his return to Germany Goering published his drawings in the magazine Die Gartenlaube – Illustrirtes Familienblatt and later prepared a new series, based on his Venezuela sketches for the travelogue Vom tropischen Tieflande zum ewigen Schnee. Eine malerische Schilderung des schönsten Tropenlandes Venezuela (From the Tropic Sun to Eternal Snow. A Picturesque Description of the Most Beautiful Tropical Country Venezuela), which was published in Leipzig in 1892.

The present drawing, dated 1886, was probably one of the drafts for this book. A similar chromolithograph with flamingos with various plants, depicting flora and fauna of the Orinoco river appears as one of the illustrations in the publication. Goering's water colours after his return to Germany are adjusted to appeal to the European vision of the exotic South America, as his art-work made on the field is of more decorative nature.

3.200 EUR





6. HISTORY OF THOUGHT
BATTLE OF LEIPZIG, 1813

Carl Ernst KHEMANDT – „Widow“ SCHRÖTER

Irrgarten
[The Labyrinth]

Kreypau, Germany: October 17, 1813.

Manuscript in brown ink on both sides of paper with cut-outs, 39,5 x 33 cm (15.5 x 13 inches), (light staining, soft folds).

An early 19th century German manuscript in a shape of a labyrinth depicting a flow of thoughts on twists of fate and priorities, leading reader to the right decision through contemplation.

Made during the Battle of Leipzig, on October 17, 1813.

A manuscript novelty in German language, with a folk poem about twists of fate rotates around a labyrinth-like large sheet of paper with cut-outs. Starting with thoughts on returning to a home country, it continues on motifs of life, changes and friendship. The subject was popular in folk songs for centuries, mostly by travelers and soldiers.

The labyrinth symbolizes a path to a right decision through contemplation, rotating through thoughts and words towards the core. Labyrinth-shaped garden in monasteries throughout centuries were used for spiritual practice and prayerful walking.

A similar item, dated in 1908, was described by Franz Weinitz in 1911, who attributed the sheet to the North German room (*Ein papierer Irrgarten, Zeitschrift des Vereins für Volkskunde*, no 21, pp. 336-338, Zeitschrift des Vereins für Volkskunde, 21.1911 - digi-hub (hu-berlin.de)).

The present object was made in a small village Kreypau, eastern of Leipzig. It is dated with October 17, 1813, which was the second day of the raging Battle of Leipzig (lasting until October 19), which ended with the defeat of Napoleon and changed the course of the history. It is possible, that this item was written by a mercenary, who signed as Carl Ernst Khemandt, who was at the time stationed in the village.

2.400 EUR



7. TALISMAN AGAINST WITCHCRAFT
HISTORY OF THOUGHT
MICROGRAPHY

SEEGER

[Talisman in a Shape of a Cup]

[S. l., S. d., but South Germany, probably Bavaria: circa 1700]

Manuscript in dark brown ink on paper, 23 x 12 cm (9 x 4.7 inches), (with light staining, folds and tiny loss of paper, mounted on later sheet).

A unique manuscript micrography – a calligraphic technique of presenting image with words and sentences – with a biblical story of Joseph's Cup, and also probably serving as a talisman against diseases and witchcraft.

A playful script in German language rotating in various directions and forming an image of a chalice tells the story of Joseph's cup. The narrative starts in the upper left part with words: *This Can be Seen in the First Book of Moses in the 44th Chapter from Beginning to the End…* (*Dießes ist zu sehen in den ersten Buch Mosis in den vier und vierzisten Capitel von Anfang bis zu Ende…*), referring to the passage from the Bible.

The last words make mention of the image as a "Weapon at the Walpurgis Night", or *Walpurgisnacht* and also known as "Witches' Night", a holiday, celebrated with a bonfire on May 1 and originally connected with burning of witches and bad spirits, still celebrated in various countries. The holiday was later mixed with other May Day celebrations.

Saint Walpurga was known as a protector against pest, rabies, and against witchcraft. One of the Walpurga's symbols is a cup or a flask, containing oil (*Saint Walburga's Oil*), which is said to heal illness.

The present micrography probably served as a talisman, protecting the owner against the upper mentioned diseases as well as against the witchcraft and evil spirits, which were traditionally fought on the Walpurgis Night.

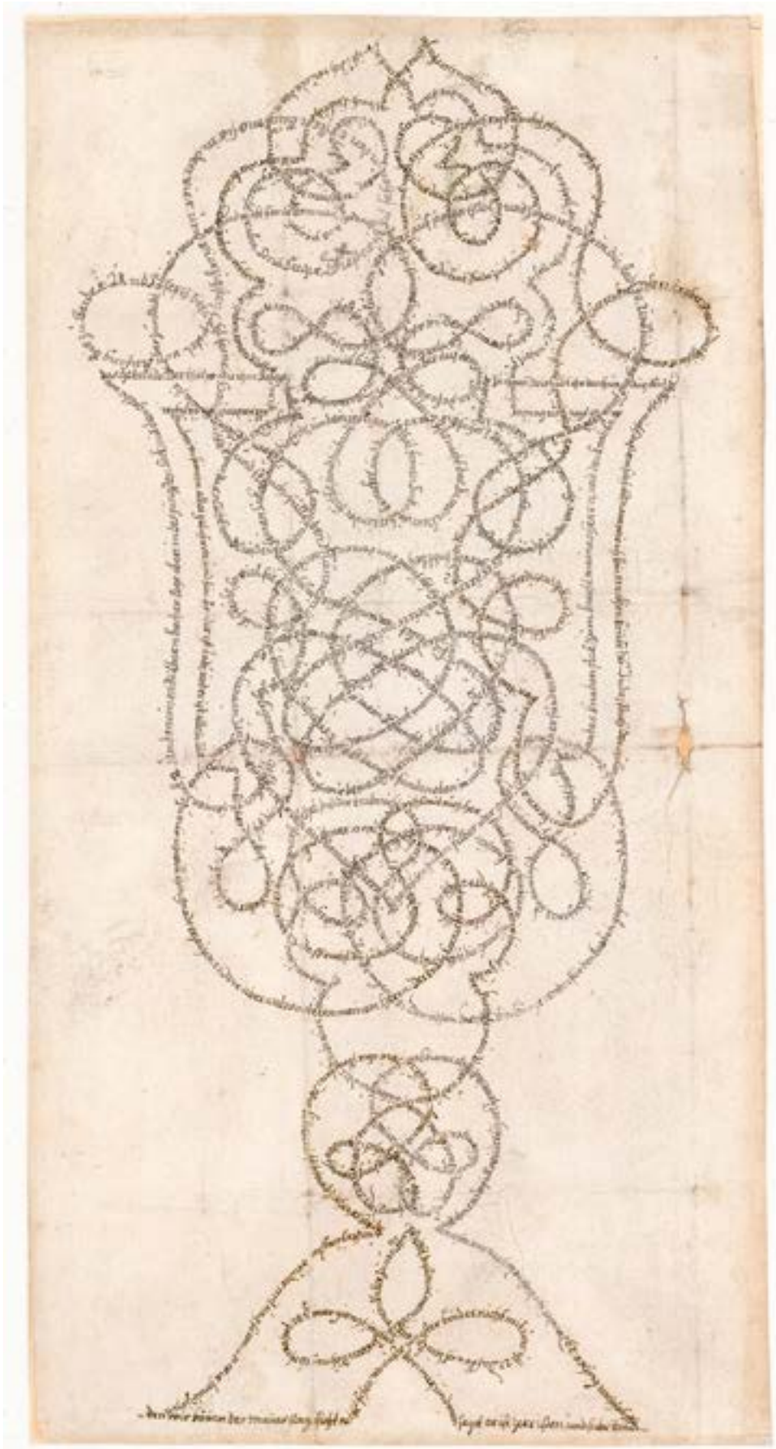
The micrography in German art reached its peak in the late 17th and early 18th centuries with the family Püchler. Comparing to those somehow younger images, which were mostly reproduced as etchings and copper engravings with a miniature script, often difficult to read, the writing on the present image is crisp and the letters are clearly recognizable, when enlarged.

Such texts were not only of entertaining and decorative nature, but also sources for meditation, when the reader's mind twists and turns through the words to the final idea.

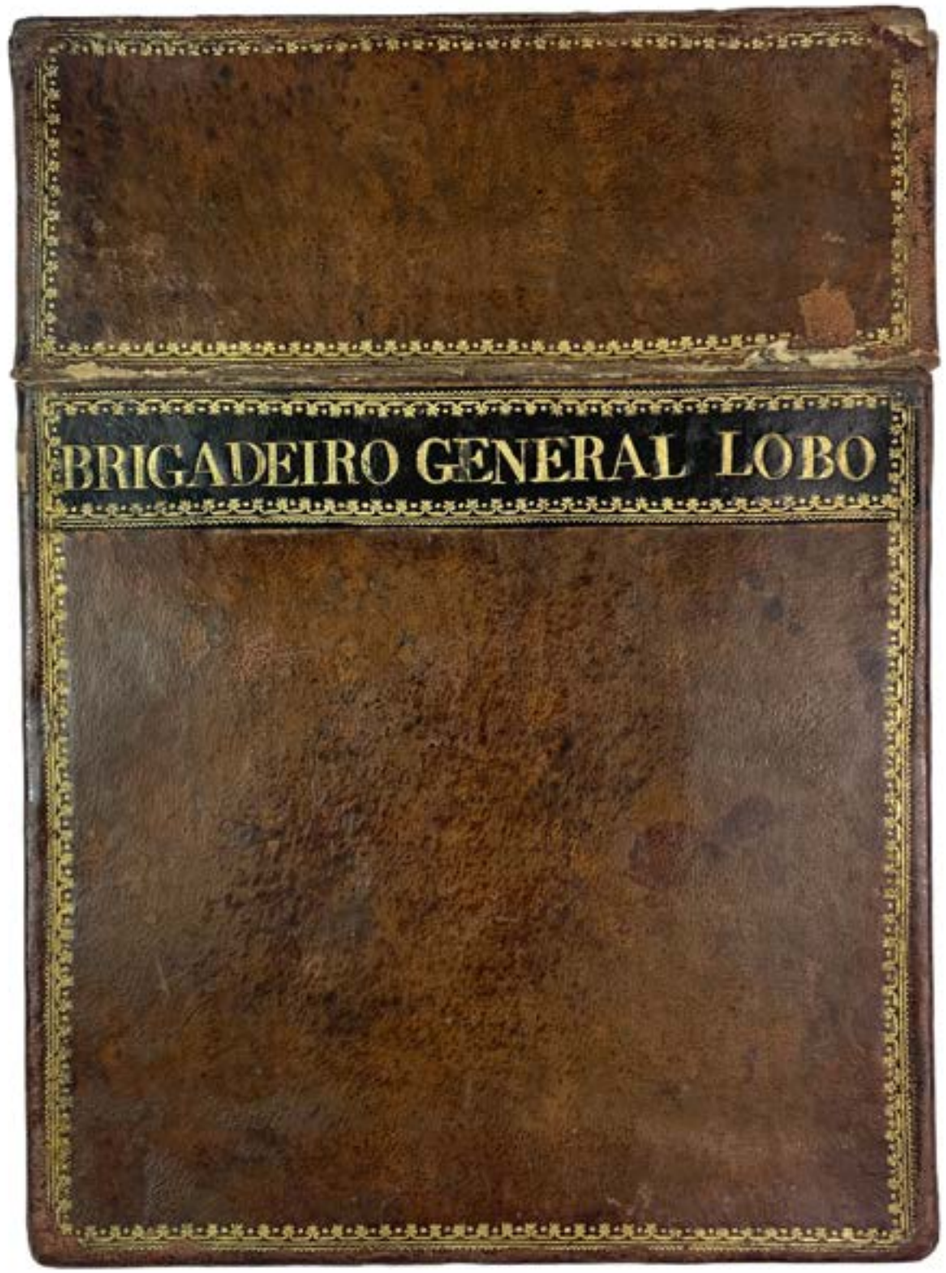
The sheet was probably made in South Germany, more precisely Bavaria, where St. Walpurga was especially favoured.

References: Cf. Schrift als Bild, 2001, passim.

4.500 EUR



8. IBERIA – SPAIN & PORTUGAL
PENINSULAR WAR
FINE BINDING / STELLAR PROVENACE



Jasper NANTIAT (d. 1817), Cartographer; William FADEN (1749 – 1836), Publisher.

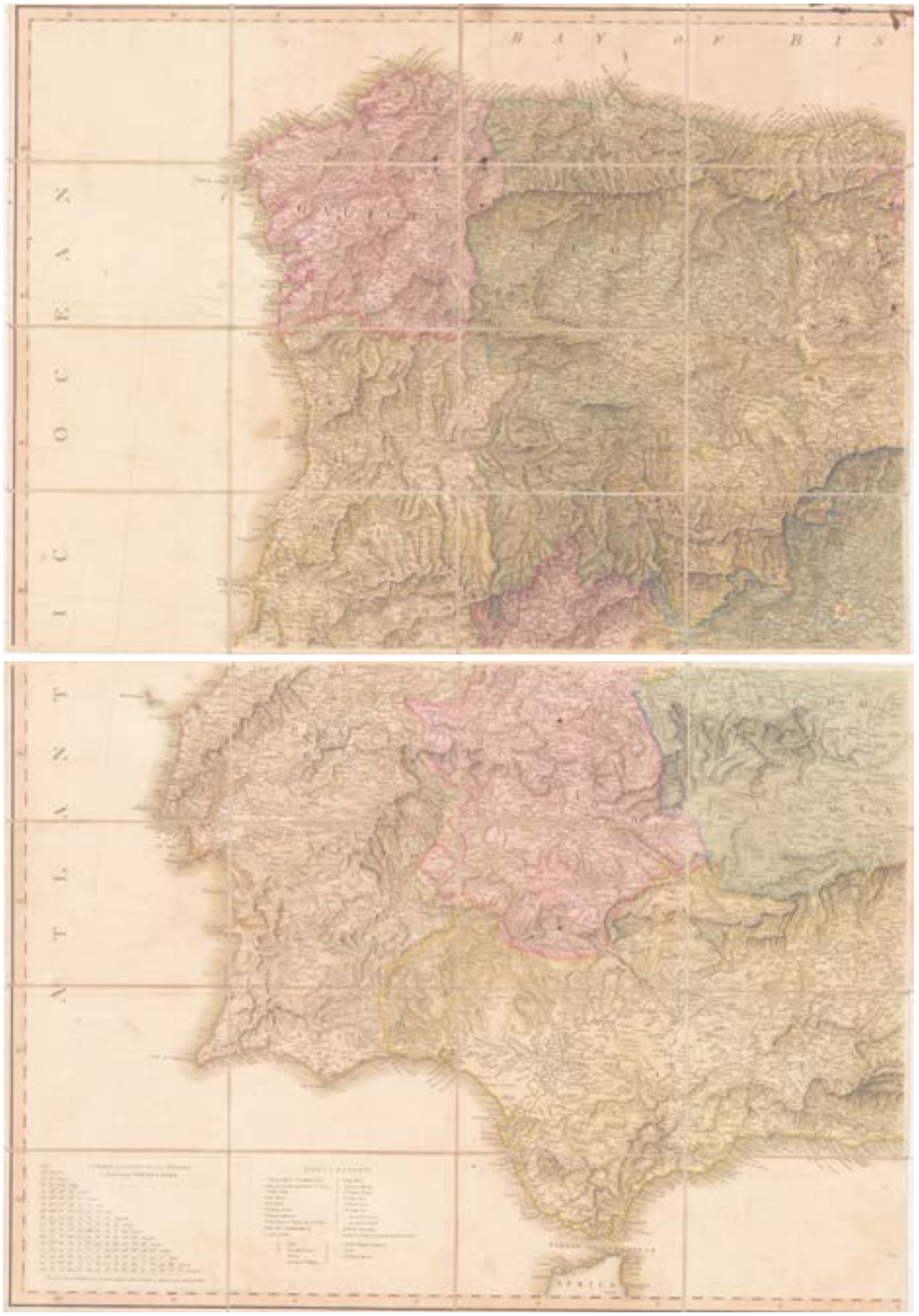
A New Map of Spain and Portugal, Exhibiting the Chains of Mountains with their Passes, the Principal & Cross Roads, with Other Details requisite for the Intelligence of Military Operations compiled by Jasper Nantiat.

London: William Faden, January 1, 1810.

Copper engraving with full original hand colour, dissected and mounted on 4 parts of original linen, all housed in an exquisite custom-made full brown calf box (measuring 23 x 16.5 x 4.5 cm), dating from 1811-5, with elegant gilt tooling and a black name piece to lid marked in gilt as 'Brigadeiro General Lobo' (Good, map with lovely full hand colour, some light print transference, toning and staining, plus, some contemporary small ink stains likely from active military use; box with some edgewear and minor abrasions), each part of map approximately 57 x 79.5 cm, that if joined would form a map approximately 113 x 158 cm (44.5 x 62 inches).

A unique example of Jasper Nantiat's monumental and masterly map of Spain and Portugal, published at the beginning of 1810, during the Peninsular War; meticulous and beautifully rendered, it features all the 'Details requisite for the Intelligence of Military Operations', and was made as a strategic aid for the commanders of Arthur Wellesley's (the future Duke of Wellington) combined British-Portuguese-Spanish force, as they successfully fought to liberate Iberia from Napoleon's Legions; the present example is stellar, as it was owned by Brigadier (later Lieutenant General) João Lobo Brandão de Almeida, later the Conde de Alhandra, one of the most important Portuguese military commanders during the war and the dramatic revolutionary period of the early 1820s, housed in an exquisite custom-made full brown calf and gilt tooled box bearing Lobo's name in gilt, while the map features contemporary ink stains, suggesting that Lobo did indeed use it as a wartime strategic aid.

The Peninsular War (1807–1814) brought Iberia to the forefront of geopolitics, with the conflict being the struggle by Portugal, Spain and their British allies to liberate the peninsula from French occupation. During the war, General Sir Arthur Wellesley, later the Duke of Wellington, first rose to global fame for his brilliant and dogged campaign to gradually push back Napoleon's legions. The conflict involved mass guerilla warfare, which made a profound knowledge of the terrain especially critical.


BAY OF BIS
OCEAN
ATLANTIC


CAY
FRANCE
SEA
MEDITERR
A new Map
SPAIN AND PORTUGAL,
Military Operations

To capitalize on wartime imperatives, William Faden, then the leading commercial mapmaker in the British Empire, commissioned one of his cartographers, Jasper Nantiat, to compose the present monumental map of Iberia. Imbued with, as the title says, "Details requisite for the Intelligence of Military Operations", it was intended to serve as a strategic aid to British-Allied commanders and political leaders. Nantiat poured over the best sources, which are described in the 'Advertisement', to the left of the title, to create this stellar work, which in grand scale shows all Portugal and Spain. The map, which has each of Spain and Portugal's provinces shaded in its own attractive hue of original wash, sees the coasts carefully delineated, while all cities, towns and fortifications are marked, as are the post roads, while special attention is given to defining the mountain ranges and passes, in what was a very rugged region.

Portugal was initially invaded by France in November 1807, but the following year was liberated by a joint Anglo-Portuguese force commanded by Wellington the following year. In 1809, Wellington ordered the construction of a massive chain of forts to the north of Lisbon, running from the Tagus River to the sea, known as the 'Torres Vedras Line'.

The present map would have been highly valued by British and Portuguese commanders serving in the field, as in July 1810, only six months after that work was printed, the French Marshal Masséna stormed into Portugal from Spain, at the head of an army of 65,000 troops. He made for Lisbon, but the Torres Vedras Line managed to stop the French juggernaut, saving Portugal, and returning the momentum in the Peninsular War to Wellington & Co. In due course, the Allies invaded Spain and progressively pushed Napoleon's men ever north, taking Madrid, before striking a decisive blow by winning the Battle of Vitoria (June 21, 1813), in the Basque Country. The liberation of Portugal and Spain was complete when the French were forced over the Pyrenees during the winter of 1813-4 (France and Napoleon would fall the next year, following the Battle of Waterloo).

Despite his obvious talent, not much is known about Jasper Nantiat (d. 1817), the cartographer who made the map. We can assume that he was one of the many professional draftsmen/mapmakers employed by William Faden, who was then Britain's leading map publisher. In addition to the present work, Nantiat drafted a fine map of Russia, The Russian Dominions in Europe: drawn from the latest maps, printed by the Academy of Sciences, St Petersburg, revised and corrected, with the post roads & new governments, from the Russian Atlas of 1806 (London: William Faden, 1808). It seems that after working in London for some years, he moved to Tiverton, Devon, where he died. He apparently left his financial affairs in great disarray, as a notice in The London Gazette (May 15, 1819), reads that: "The creditors of the late Jasper Nantiat, of Tiverton, in the County of Devon, but formerly of London or its vicinity, are requested to send the particulars of their claims against the said Jasper Nantiat, to Messrs. Wood and Strong, Solicitors, Tiverton, or the Mr. Thomas Heathfield, 138, Leadenhall Street, on or before the 1st of July next, in order that a distribution of his effects may be made".

An August Provenance: General João Lobo Brandão de Almeida and the Map's Fine Casing

The Nantiat map of Iberia is not particularly rare; however, the present example is stellar and unique, owing to its august provenance. The map is housed within an exquisite custom-made full-calf box, adorned with gilt tooling and a black name piece to its lid labelled in gilt as 'Brigadeiro General Lobo'. This refers to the Portuguese army commander Brigadier General João Lobo Brandão de Almeida, and the box dates from the period in which he held that rank, between May 1811 to October 1815. During that time, Lobo was variously the governor of a vital army base in the Tajus Valley and a frontline infantry battle commander. The map bears many small ink stains, which suggests that Brigadier Lobo must have poured over it, using it as a strategic aid, proving that the map, as its title claims, has all the "Details Requisite for the Intelligence of Military Operations".

Lieutenant General João Lobo Brandão de Almeida (1759 – d. after 1826), the Conde de Alhandra, was one of the most important Portuguese military commanders during the Peninsular War and the dramatic revolutionary period of the early 1820s. Born to an affluent family in Arruda dos Vinhos, just north of Lisbon, Lobo was initially focused on serving the Roman Catholic Church. He studied in Rome at the prestigious Nazarene College before joining the Knighst of Malta, rising to the rank of Lieutenant Colonel.

Seeing as Portugal was being threatened by Napoleonic France, sometime around 1805, Lobo returned home and transferred to the Portuguese Army, maintaining his rank of Lieutenant Colonel. He joined the Torres Vedras Militia Regiment and was promoted to Colonel in January 1807.

Following the French invasion and occupation of Portugal in November 1807, Lobo was engaged in resistance activities and the following year he commanded an army corps in support of Wellington's British liberation force, which soon (temporarily) evicted Napoleon's Legions from the country.

In 1809, Colonel Lobo was placed in charge of an infantry regiment, helping to stop the French reinvasion of Portugal in 1810. In May 1811 was promoted to Brigadier General and was made the Governor of the Praça de Abrantes, a strategically critical base on the Tajus River, about 140 km northeast of Lisbon. In December 1813, Lobo was transferred to the Operations Army, where he assumed a combat command, in charge of the 2nd Infantry Brigade.

In October 1815, Lobo was made an acting Field Marshal and was subsequently appointed as the commander of the of Praça de Elvas, and the Military Governor of Alentejo Province, one of the top posts of the Portuguese military. In May 1820, he was given the permanent rank of Lieutenant General.

Following the Liberal Revolution of 1820 (August 24), which compelled King João VI to return to Portugal from his long exile in Brazil, the country fell into a state of constant instability and tension. In September 1821, the king, considering Lobo to be a 'safe pair of hands', appointed him to his War Council. In 1823, Lobo was made the Military Governor of Trás-os-Montes Province, a potentially volatile northeastern region that needed to be secured, while also being ennobled as the Viscount of Alhandra. His final posts, from June 1824, included serving as the Governor of Arms of the Royal Court and as the Military Governor of Estremadura. Lobo retired from active service in February 1826, and was elevated to being the Count of Alhandra. Little is known about his life after that time.

References: British Library: Maps C.12.f.4.; The Anti-Jacobin Review and Magazine or Monthly Political and Literary Censor, vol. XXXVII (1810), p. 184. Cf. [re: Nantiat:] The London Gazette, no. 17477 (May 15, 1819), p. 849.

3.000 EUR

9. INDIA – CALCUTTA-HOOGHLY RIVER THEMATIC CARTOGRAPHY – ECONOMIC-INDUSTRIAL MAP

R. S. GHOSE. / CALCUTTA PORT COMMISSIONERS.

Sketch Map of River Hooghly from Hooghly to Ulabaria showing Jute and Cotton Mills, Factories, Presses and Port Commissioners Ferry Service Route 1920. Published under the authority of the Calcutta Port Commissioners by the Deputy Conservator of the Port.

Calcutta: Survey of India Office, 1920.

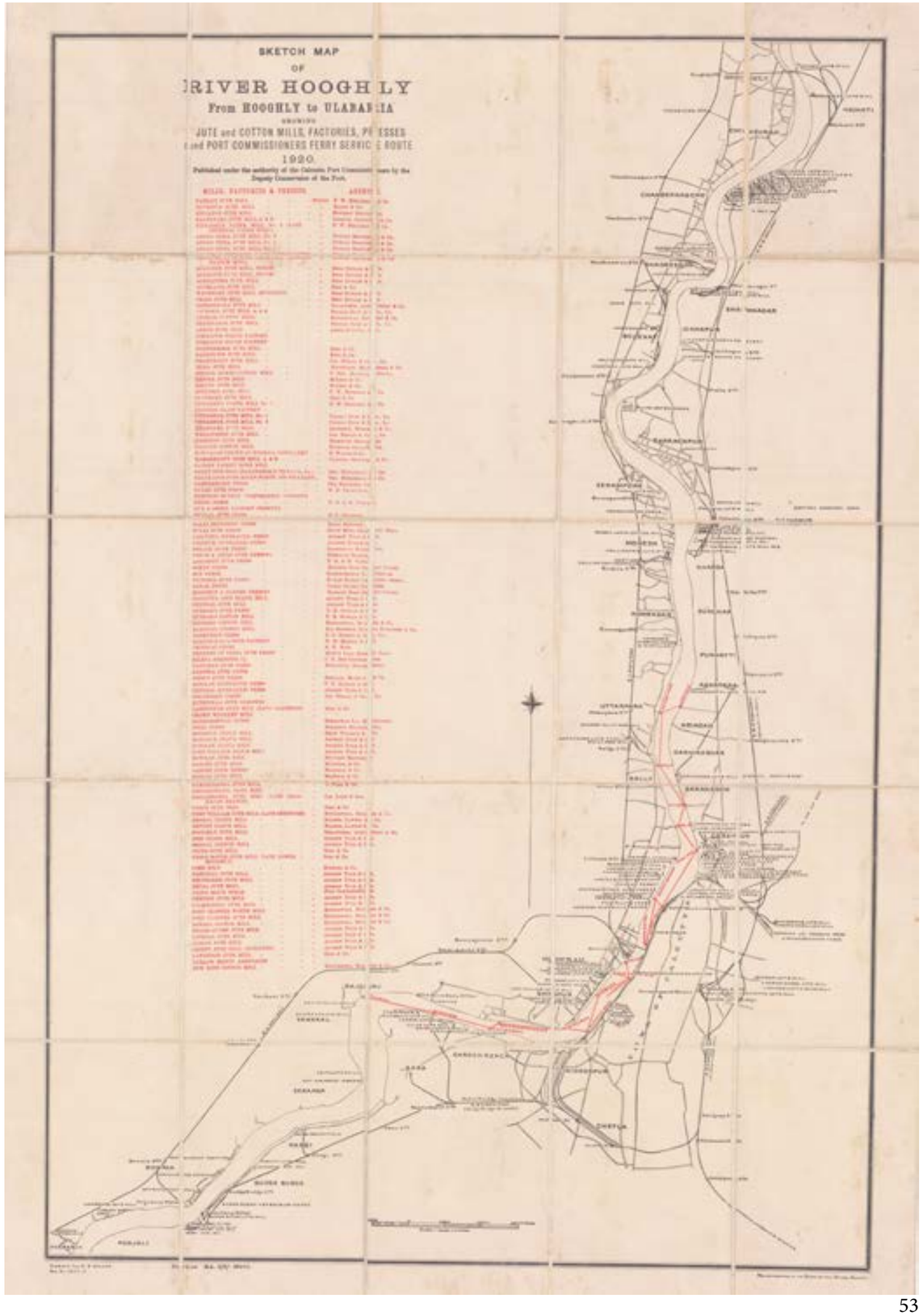
Heliozincograph in red and black, dissected into sections and mounted upon original cloth with original marbled endpapers, mss. owner's inscription of "Saunders 29-8-[19]21" to cloth verso (Good, some mild staining due to the natural oxidization of the glue from the cloth backing), 85 x 59.5 cm (33.5 x 23.5 inches).

A seemingly unrecorded and highly engaging map depicting Calcutta and the neighbouring stretch of the Hooghly River, home to India's largest concentration of industrial facilities, including many which concern Bengal's globally renown and longstanding jute and textile sectors, made during the post-WWI/Roaring '20s economic boom, the map labels 122 factories and plants, and delineates the river ferry service, railways and roads which service them; the map made for the Calcutta Port Commissioners, drafted by the Bengali cartographer R.S. Ghose, and published in Calcutta by the Survey of India Office.

Bengal had for centuries been the epicentre of the textile trade in South Asia, and during Mughal times it was responsible of over 50% of the Indian Subcontinent's production. From the 16th century onwards, the mass export of Bengali textiles was economically and cultural transformative for both India and Europe.

During the 18th century, Calcutta (founded by the English East India Company in 1690) rose to become the leading textile and general industrial centre in India. It served as the capital of British India from the 1750s until 1911, as well as being the Subcontinent's largest city and literary centre. It was also a hotbed of revolutionary sentiment, notably since the late 19th century, as the main base of the Indian Independence movement.

By the early 20th century, Calcutta and its environs represented one of Asia's greatest manufacturing centres, and during World War I it became one of the leading sources of provisions for the Entente war effort. By this time, Calcutta area had developed a very diverse and sophistical industrial profile, that not only relied upon textile production, but



ONE MILL.	,,	
TE MILL. (LATE BARA-NCH).	,,	JAS. LUKE & SON.
L - - -	,,	BIRD & Co.
TE MILL (LATE SEEBPORE)	,,	KETTLEWELL, BULL EN & Co.
ILL - - -	,,	BALMER, LAWRIE & Co.
ILL - - -	,,	BALMER, LAWRIE & Co.
ILL - - -	,,	GILLANDERS, ARBUTHNOT & Co.
- - -	,,	ANDREW YULE & Co.
MILL - - -	,,	ANDREW YULE & Co.
- - -	,,	BIRD & Co.
TE MILL (LATE LOWER -	,,	BIRD & Co.
- - -	,,	KILBURN & Co.
MILL - - -	,,	ANDREW YULE & Co.
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L - - -	,,	ANDREW YULE & Co.
LD - - -	,,	PORT COMMISSIONERS.
ILL - - -	,,	ANDREW YULE & Co.
E MILL - - -	,,	ANDREW YULE & Co.
ORTH MILL - -	,,	KETTLEWELL, BULLEN & Co.
TE MILL - -	,,	KETTLEWELL, BULLEN & Co.
MILL - - -	,,	KETTLEWELL, BULLEN & Co.
TE MILL - -	,,	ANDREW YULE & Co.
ILL - - -	,,	ANDREW YULE & Co.
L - - -	,,	ANDREW YULE & Co.
L (BUILDING) - -	,,	ANDREW YULE & Co.
MILL - - -	,,	BIRD & Co.
ASSOCIATES - -	,,	
N MILL - - -	,,	KETTLEWELL, BULLEN & Co.

BARANAGAR
N. Boundary Pillar
Lillooah Stn
CENTRAL JUTE MILLS
GUZDARS JUTE PRESS
GUZDARS COTTON MILL
GOOSERY COTTON MILL
AAMOYAL COTTON MILL
HAMYTHS PRESS
HARTON & Co'S ROPE FACTORY
IMPERIAL PRESS
EMPRESS OF INDIA JUTE PRESS
SALKIA PRESSING Co.
HANUMAN JUTE PRESS
KRISHNA JUTE PRESS
WEST'S JUTE PRESS
HOWRAH HYDRAULIC PRESSES
RUTHTOLLA JUTE GODOWN
SALKIA BANDRA COSSIPUR
BURRA BAZAR
ACHEREE TOLLA
INDIA PRESS
Howrah Stn
STEELRUG
RAMKRISTO PUR
PORT COMMISSIONERS OFFICE
SIBPUR
CHANDPAL
Government House
FORT WILLIAM
SHALIMAR
TUCKTA GHAT
COSSIPUR
CAMPERDOWN PRESS
LUXMI JUTE PRESS
ELECTRIC SUPPLY
CORPORATION COSSIPUR
FACTORY COSSIPUR
BENGAL JUTE PRESS
CALCUTTA HYDRAULIC PRESS
UNION & ATLAS
ASHCROFT
CANAL PRESS
HOOGHLY & GANGES PRESSES
CALCUTTA CITY FLOUR MILL
CENTRAL HYDRAULIC PRESS
GOLABARRY PRESS
Circular Canal
E.B.S. RAILWAY (Central Station)
DUMDUM JN
SURAJ JUTE PRESS
VICTORIA JUTE PRESS
SUN PRESS & OCEAN PRESS
BISSESWAR
BANSDRONI
CROWN W
SOORAH JUTE MILL
NARCOLDANGA
CHINGRIHATTA
CHINGRIHATTA JUTE MILL
UNION JUTE MILL
Scaldah Stn
Baligunj Stn
Dhakuria Stn
Jadabpur Stn
KALIGHAT Stn
CHETLA
KIDDERPUR
E.B.S. RAILWAY (Southern Section)
T. P. RAILWAY
Ramrajatala Stn
Santragatchi Stn
Unsani Stn
Andul Stn
RAJGUNJ
Sankral Stn
NATIONAL JUTE MILLS
BELVEDERE JUTE MILLS
SANKRAL
B.N. RAILWAY
Old Boundary Pillar
LIME KILN
Old B. Mark 6
UNION SOUTH JUTE MILL
L.G.N. & RY. Co's DOCKS
CLIVE JUTE MILL
BENGAL COTTON MILL
DESI CLOTH MILL
R.S.N. Co's DOCKS
RAJGUNJ
RAJABAGAN
BOTANICAL GARDENS
MUTTEABRUJ
GARDEN REACH
HOOGHLY JUTE MILL
AKRA
Bruce Bridge Junction
E.B.S. RAILWAY (Budge Budge Branch)
Santoshpur Stn
Akra Stn
DELTA JUTE MILLS
PORT ENGINEERING WORKS
SERANGA
HANGI BRICK FIELD
NANGI
Nangi Stn
CHEVIOT JUTE MILL
CALEDONIAN JUTE MILL
BUDGE BUDGE

had expanded into all kinds of manufacturing, notably of chemicals and building supplies. Especially important was the production of high quality, ultra-durable industrial fabrics and rope, notably made from jute, a fibre from the Corchorus plant that grew abundantly throughout Bengal. Calcutta's factories exported jute worldwide, for making sacks and containers for agrarian and manufactured goods, as well as for shipping (ropes).

Most of the factories and plants in the Calcutta area were located on or very near the banks of the Hooghly River, and in proximity to the area's extensive railway network, forming some of Asia's most extensive concentrations of industrial complexes.

The Calcutta Port Commissioners oversaw much of the system that transported industrial goods within the Calcutta area, as well as those headed out of the region for export. During the immediate post-WWI period, industrial production in greater Calcutta was booming, while the manufacturing and transportation system functioned in a very orderly fashion, before the hypergrowth of Calcutta, which commenced in the 1930s, gradually made the situation chaotic.

The Map in Focus

The present map was created in 1920, during the industrial boom that commenced in World War I and continued into the Roaring '20s. Its purpose was to showcase the locations of the Calcutta area's major factories and plants, as well as the transportation networks that connected and supported them. The work was sponsored by the Calcutta Port Commissioners, drafted by the Bengali cartographer R. S. Ghose, and published in Calcutta by the Survey of India Office.

The map is focused upon the Hooghly River and shows the outline of the 'Town of Calcutta' with the citadel of Fort William, in the lower left, and with its coverage extending along the river from Hooghly, in the north, down to Ulabaria, in the southwest. The Calcutta 'Port Commissioners Office' and 'Government House' are labelled in Calcutta city. All towns are carefully marked on both sides of the Hooghly, major roads are depicted, while the railway system is carefully delineated, anchored by the E.I. Railway (East Indian Railway), on the east bank of the Hooghly, and the E.B.S. Railway (Eastern Bengal State Railway), on the west bank, with various spur lines connecting the key industrial estates.

Importantly, the locations of all major factories and plants are shown on the map, while the lengthy register of text, in red, upper left, headed as 'Mills, Factories & Presses', lists 122 of the Calcutta area's principal industrial facilities. This includes jute mills and presses; rope works; cotton mills; wool mill; cloth mill; paper mills; glass factory; chemical works; electricity plant; gun and shell factory; flour mills; lime kiln; brick field, etc. To the right of the entries for the factories are listed the 'Agents' for each establishment. In many cases the map vaguely outlines the main buildings of the individual industrial facilities.

On the map itself, two systems of red lines mark the routes and named stations of the special ferry service operated by the Calcutta Port Commissioners that connected many of the industrial estates and neighbourhoods in the immediate vicinity of Calcutta city. The ferry network, with reliable and frequent service, played a vital role in transporting people and goods to and from the factories.

The map is seemingly unrecorded, with the present example being the only known survivor. This is not surprising, as the map would have been made in only a limited print run for the use of public officials, managers of major industrial facilities and logistical experts, and while available for sale for the price of 2 rupees, 8 annas, was not really intended for public consumption. Moreover, such maps made for practical use in India tended to have a very low survival rate.

References: N/A – Map Seemingly Unrecorded.

1.800 EUR

10. HAVANA, CUBA – FIRST BUILDING CODE / ARCHITECTURE / PUBLIC WORKS / PUBLIC HEALTH / LATIN AMERICAN URBANISM

Isidoro SÁNCHEZ y Fuentes (fl. 1820s – 1840s).

Ordenanzas de Edificios de Madrid, Toledo y Sevilla acomodadas a los usos y costumbres de esta ciudad de La Habana, por D. Ysidoro Sanchez, Maestro mayor por S.M. de las obras publicas de ella.

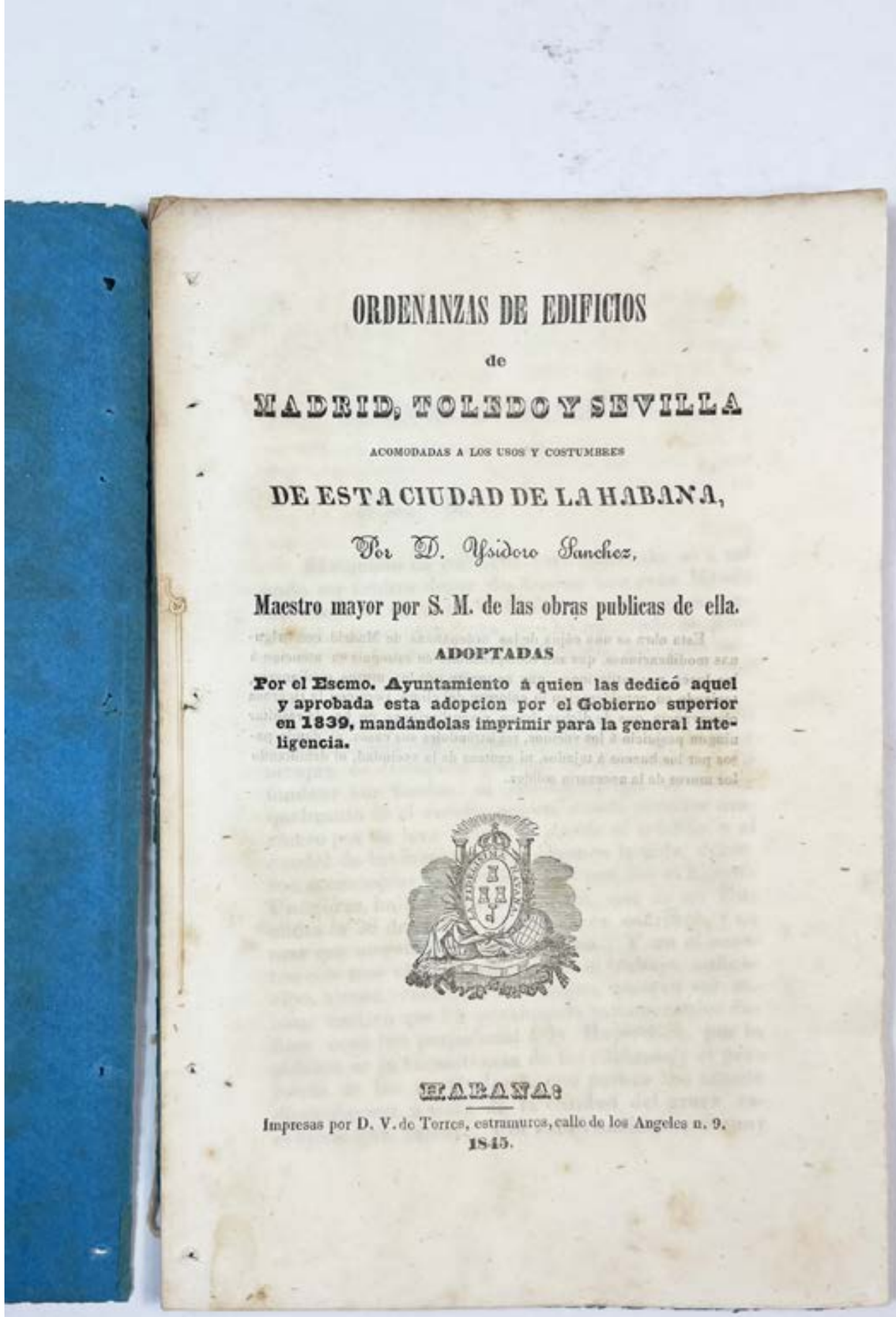
Habana: Impresas por D.V. de Torres, 1845.

8° (20.5 x 13.5 cm): 53 pp., [1 p. index], original plain blue paper wrappers (Very Good, overall clean, just some areas of light toning, wear to spine of wrappers).

Exceedingly rare – no other examples traced - the first printing of the first comprehensive building code for Havana, developed in 1837 by Isidoro Sánchez y Fuentes, the city's Director of Public Works, it outlines detailed rules for the construction of buildings and related infrastructure to accord to high technical, aesthetic and public health standards, influenced by such regulations as had been imposed in Madrid, Toledo and Seville; Sánchez's code proved highly consequential, as it resulted in massive improvements to the appearance, livability and safety of many Havana neighbourhoods - a gorgeous, unsophisticated example bound in original plain blue wrappers.

Historically, Havana was always one of the greatest, wealthiest and most culturally refined cities in the Americas. From the 16th century it boasted many grand public buildings, monasteries, mansion-palaces and plazas that, in some cases, could rival those in major European cities. However, until the late 1830s, Havana scarcely had any building regulations, let alone a coherent code, and even where rules existed, they were vague and seldom unenforced. Only in the best neighbourhoods or in the grand public plazas was any serious effort made to ensure that buildings and associated infrastructure adhered to the appropriate form in terms of style and cleanliness.

By the early 1800s, in many neighbourhoods, particularly in the rapidly expanding estramuros (the suburbs beyond Havana's old walls), the urban development ranged from haphazard to wretched. Many homes had been hastily built of substandard materials employing poor techniques, making them susceptible to destruction by fire and hurricanes. Many buildings were also pressed against each other, exposing neighbours to noise and smoke from kitchen fires, while poor ventilation and drainage/sewage posed severe threats to public health in what was a tropical climate, inherently prone to severe epidemics.



ORDENANZAS DE EDIFICIOS

de

MADRID, TOLEDO Y SEVILLA

ACOMODADAS A LOS USOS Y COSTUMBRES

DE ESTA CIUDAD DE LA HABANA,

Por D. Ysidoro Sanchez,

Maestro mayor por S. M. de las obras publicas de ella.

ADOPTADAS

Por el Escmo. Ayuntamiento á quien las dedicó aquel y aprobada esta adopcion por el Gobierno superior en 1839, mandándolas imprimir para la general inteligencia.

HABANA:

Impresas por D. V. de Torres, estramuros, calle de los Angeles n. 9.

1845.

Havana's urban blight was occurring even as the city was enjoying an economic boom that lasted through most of mid-decades of the 19th century, buoyed by the sugar economy and maritime trade. However, this wealth was not well distributed, and while those in good neighbourhoods enjoyed high living standards in lovely surroundings, most habaneros lived in rather shabby accommodation.

A catalyst for change was the administration of Enter Miguel Tacón y Rosique, who served as the Governor of Cuba from 1834 to 1838. Tacón lamented the ramshackle appearance of many parts of Havana, while being determined to improve the amenities in the already grand quarters of the city centre, as well as building new infrastructure. He earmarked large sums for public works, and was enthusiastically supported by the Mayor of Havana, Claudio Martínez de Pinillos. The governor was notably responsible for the great projects that came to known as the Tacón Theatre, Paseo de Tacón, Mercado de Tacón and Tacón Garden.

On the ground, the task of improving Havana's public appearance and developing and enforcing building codes was entrusted to Isidoro Sánchez y Fuentes, the city's long-time Director of Public Works (his title variously referred to as 'Maestro Mayor de las Obras Publicas' and 'Maestro Mayor y alarife'), who served in that capacity from at least 1827 to 1845.

In the 18th century, Madrid, Seville and Toledo suffered from many of the same problems of haphazard urban development as Havana. However, great efforts were made to develop and enforce building codes which cleaned up most of these city's formerly slum-like suburbs, of great benefit to public health, not to mention aesthetics. The magnum opus by Teodoro Ardemans, Madrid's Director of Public Works, Ordenanzas de Madrid y otras diferentes, que se practican en las ciudades de Toledo y Sevilla, con algunas advertencias á los alarifes y particulares, y otros capitulos, etc. (Madrid, 1720), jumpstarted these urban reforms in Madrid, Seville and Toledo, and was fantastically influential for generations (it was reprinted on many occasions up to 1848).

Isidoro Sánchez adapted Ardemans's concepts, which had since been updated and improved, to the tropical climate and customs of Havana. He thus developed the first comprehensive building code for the Cuban capital, which was one of the most progressive and well-considered in the Americas. Sánchez presented his proposed code to the City Council on June 10, 1837, and in 1839 it was approved in full by the Governor, so becoming law.

The circumstances of the presentation of Sánchez's building code and its publication are described on p. 5 of the present work:

D. Francisco de Castro y Puebla, the Chief Notary of Government and of the Excellent city council of this city: I certify that in the ordinary town hall meeting held on June 10 of last year, 1837, Mr. Isidoro Sanchez, maestre mayor of this city, presented to the Hon. City Council the building ordinances of Madrid, Toledo and Seville, adapted to the uses and customs of Havana: and adopted by the corporation on September 15 of the same year, he ordered them to be passed to the Hon. Mr. President, Governor and Captain General, who in accordance with the consultation of Mr. Lieutenant General Advisor first, gave his approval to the memorandum of agreement, according to his communication of April 4, 1839; and as the Chapter body agreed that said ordinances, were printed on behalf of whoever concerned, because their own funds were not able to cover their cost, they remained in that state, until the ordinary council of the current, chaired by the Hon. Mr. Superior Civil Governor, Mr. Vicente de Torres, a practicing printer, requested that he be allowed to do so at his own expense, distributing the copies to the public for a modest price, and it was agreed in accordance with his claim, delivering 4 copies for the archive, and one for each Capitular [head of Havana's ecclesiastical chapter], according to the indicated background to which I refer. Havana April 28, 1845. - Francisco de Castro.

Thus, in 1845, Torres published Sánchez's building code for Havana in full, exactly as it was first proposed and accepted into law. Sánchez's programme is very well-conceived and thorough, written in an erudite fashion indicative of a man of high formal education, but with a respect for practical realities.

The body of the text commences with a trio of 'Proemial', being an archaic term for 'Preamble' (pp. 7 - 22). In the 'Primer Proemial', 'Of the particularities with which the Architect must be adorned, to judge the works of the other Arts', here Sánchez, in a passionate manner, discusses how architects in Havana should be inspired by the builders of classical antiquity, notably highlighting the writings of the great Vitruvius.

The 'Segundo Proemial', 'About what the provisions say regarding the dependence of the builders, and some warnings so that they keep in mind that they use it ex officio', discusses the historical Spanish building regulations, such as the Recopilación de las ordenanzas de la ciudad de Sevilla, mandados observar por los Sres. Reyes do Fernando y doña Isabel (1632), that should inspire today's architects and builders in Havana. The 'Tercer Proemial', 'Common Warnings about the Security of Good Habitation', articulates how building codes must account for health and safety concerns, giving specific examples.

The bulk of the work, 'Gobierno Politico de las Fabricas' [Political Governance of Building] (pp. 23 - 53), covers many seminal topics, such as the rules for erecting buildings in the estramuros; respecting neighbours' rights when building homes, working farm plots, shared alleyways, building ovens in light of nearby homes; creating ventanas de medianería (large windows that can open or close depending the temperature and breeze); how garages should open onto public thoroughfares; where building materials should be manufactured; building basements; building balconies, etc. on public streets; drainage systems and sewers; creating wells and other drinking water sources; where to build forges without disturbing neighbours; large windows for basements; building attics; and air circulation, etc.

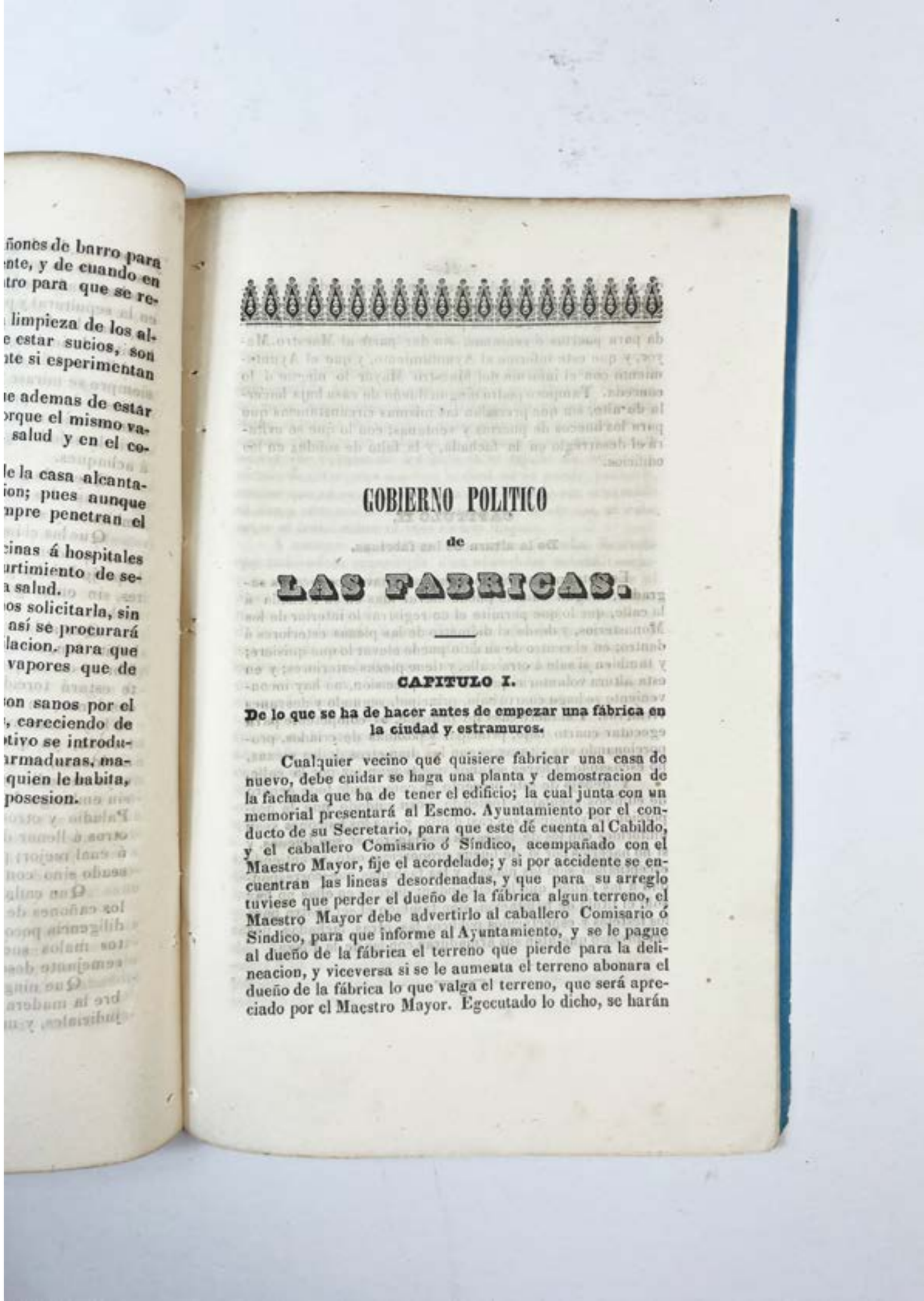
The present work is exceedingly rare. While, as an important text, it is heavily cited in 19th century literature, and to lesser extent by modern authors, we cannot trace the current location of any institutional examples, not can we find any sales records for any other examples. However, we assume that there are a few examples in Cuban libraries and archives whose catalogues are not online. The work's rarity is not so surprising, as such ephemeral pamphlets published in 19th century Havana have a very low survival rate.

Epilogue

Sánchez's building code proved highly consequential. It was implanted and enforced in many neighoburhoods, greatly improving their physical appearance, living standards and healthfulness. Indeed, during the mid-to-late 19th century, Havana rose to become one of the most orderly and best-governed major cities in the Americas, playing a leading role in infrastructure, architectural and public health innovations that not only improved Havana, but were emulated in many other cities, particularly in Latin America.

References: No current locations of any other examples traced. Dionisio HIDALGO, Diccionario general de Bibliografía Española, tom. 4 (Madrid: Imprenta de J. Limia y G. Urosa, 1872), p. 457; María Victoria Zardoya LOUREDA, '[La Habana, ciudad capital]: La ciudad y la ley', in Patricia Rodríguez Alomá (ed.), Cuba: las centralidades urbanas son los lugares de la memoria (Quito: Olacchi, 2012), pp. 61 – 88, esp. p. 69; Manuel TORRES CAMPOS, Bibliografía española contemporánea del derecho y la política: 1800-1880 (Madrid: Libreria de Fernando Fe, 1883), no. 1507 (p. 102); Carlos Manuel TRELLES, Bibliografía cubana del siglo XIX: 1841-1855, t. 2 (Matanzas: Imprenta de Quiros y Estrada, 1912), p. 91; José Antonio del VALLE, Guia practica de jueces locales de la isla de Cuba ... (Havana: Imprenta Militar, 1860), book featured in rear advertisements.

1.200 EUR


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GOBIERNO POLITICO
de
LAS FABRICAS.

CAPITULO I.

De lo que se ha de hacer antes de empezar una fábrica en la ciudad y estramuros.

Cualquier vecino qué quisiere fabricar una casa de nuevo, debe cuidar se haga una planta y demostracion de la fachada que ha de tener el edificio; la cual junta con un memorial presentará al Escmo. Ayuntamiento por el conducto de su Secretario, para que este dé cuenta al Cabildo, y el caballero Comisario ó Síndico, acompañado con el Maestro Mayor, fije el acordelade; y si por accidente se encuentran las lineas desordenadas, y que para su arreglo tuviese que perder el dueño de la fábrica algun terreno, el Maestro Mayor debe advertirlo al caballero Comisario ó Síndico, para que informe al Ayuntamiento, y se le pague al dueño de la fábrica el terreno que pierde para la delineacion, y viceversa si se le aumenta el terreno abonara el dueño de la fábrica lo que valga el terreno, que será apreciado por el Maestro Mayor. Egecutado lo dicho, se harán

´11. SLAVERY – WEST INDIES
ST. VINCENT
ORIGINAL MSS.

Patrick CONINGHAM.

[Mss. Contract for the Sale of 35 Named Slaves for £1800 by Patrick Coningham of Union Island, St Vincent to Walter Coningham of the Colonarie Vale estate, St. Vincent].
"To all to whom those present shall come Patrick Coningham of the Union Island, one of the dependencies of the island of St. Vincent, Esquire…"

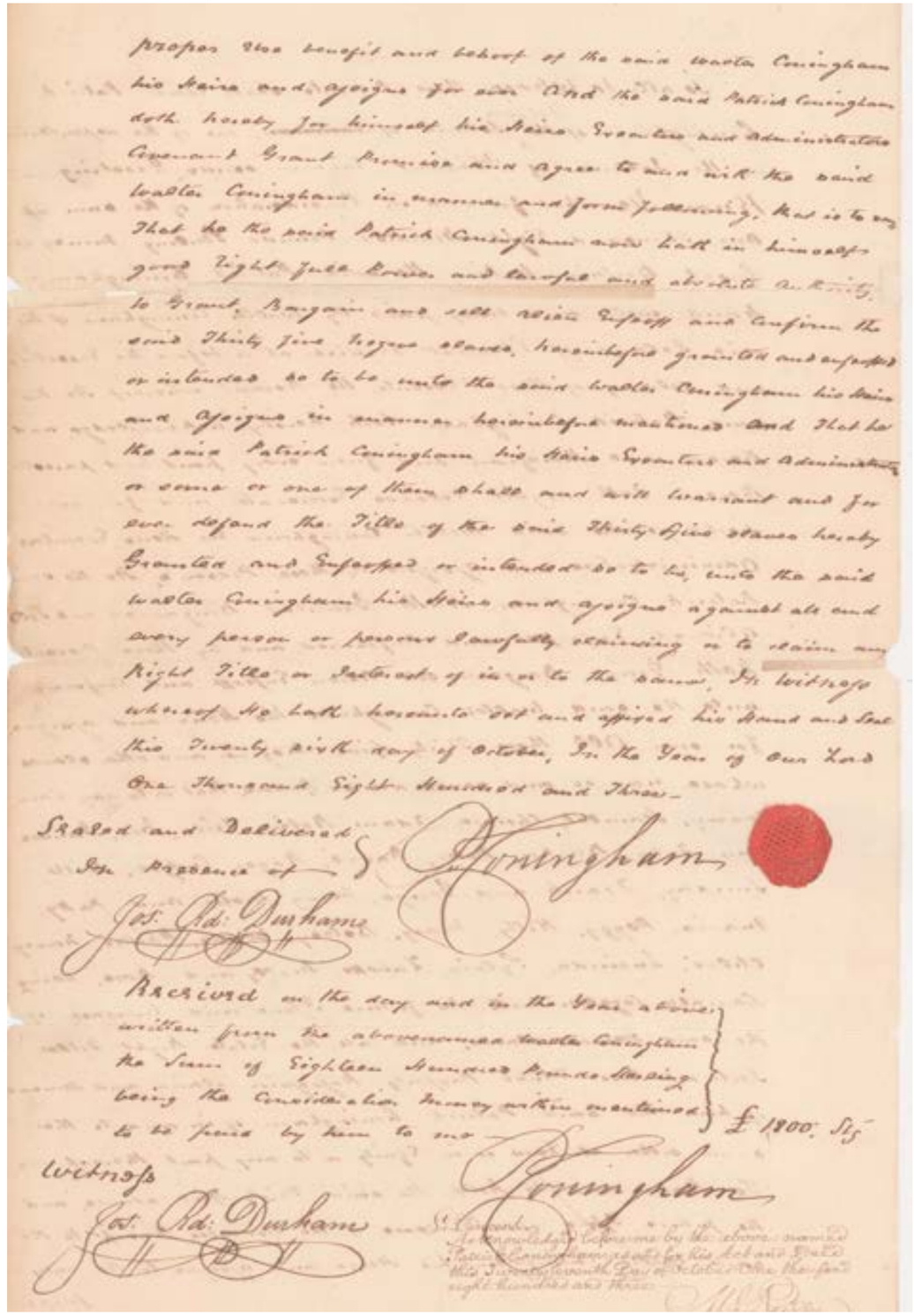
Manuscript, St. Vincent, W.I., October 26, 1803.

Manuscript, 2 pp. pen and ink on a single tall quarto sheet of laid paper (37.5 x 23 cm), signed by the contractor and witnesses, bearing red wax seal to verso (Good, some separations along old folds with old bridging repairs and a small tear in upper blank margin with no loss, otherwise quite bright clean and legible).

An original manuscript contract for the sale of 35 named slaves, sold for the price of £1800 by the Irishman Patrick Coningham, based in Union Island, in the Grenadines, to his brother Walter Coningham, one of St. Vincent's preeminent sugar planters and the proprietor of he the well-known Colonarie Vale estate; the contract, which was signed sealed and witnessed in St. Vincent, while legally rigorous, maintains the somewhat 'rustic' and 'authentic' form of such documents made on the smaller British West Indian isles; a stellar original artifact detailing the albeit horrific intra-island slave trade from the last heyday of the British Caribbean sugar economy.

At the beginning of the 19th century St. Vincent and the Grenadines were experiencing the last golden period of the sugar economy. From the early days of the Haitian Revolution to the end of the Napoleonic Wars, the global sugar price remained sky high. Planters in the West Indies were making a mint, albeit cruelly on the backs of their enslaved workforces.

During this time, the intra-island trade in slaves on the British West Indian isles was one of the greatest and most profitable sectors of commerce, as major planters sought to augment their workforces, to increase of their sugar production. This was especially so, as while the Transatlantic slave trade would not be banned by Britain until 1807, it was already falling out of fashion in the British colonies, while the ongoing wars made long-distance slaving journeys especially perilous and costly.


proper Use benefit and behoof of the said Walter Coningham his Heirs and Assigns for ever And the said Patrick Coningham doth hereby for himself his Heirs Executors and Administrators Covenant Grant Promise and Agree to and with the said Walter Coningham in manner and form following, that is to say That he the said Patrick Coningham now hath in himself good right full Power and lawful and absolute Authority to Grant Bargain and sell Alien Enfeoff and Confirm the said Thirty five Negro Slaves hereinbefore granted and enfeoffed or intended so to be unto the said Walter Coningham his Heirs and Assigns in manner hereinbefore mentioned and That he the said Patrick Coningham his Heirs Executors and Administrators or some or one of them shall and will warrant and for ever defend the Title of the said Thirty five Slaves hereby Granted and Enfeoffed or intended so to be unto the said Walter Coningham his Heirs and Assigns against all and every person or persons lawfully claiming or to claim any Right Title or Interest of in or to the same. In Witness whereof he hath hereunto set and affixed his Hand and Seal this Twenty sixth day of October, In the Year of our Lord One Thousand Eight Hundred and Three.

Sealed and Delivered
In Presence of
Jos. Rd. Durham

Pat. Coningham

Received on the day and in the Year above written from the above named Walter Coningham the Sum of Eighteen Hundred Pounds Sterling being the Consideration Money within mentioned to be paid by him to me

£ 1800. Stg

Pat. Coningham

Witness
Jos. Rd. Durham

Notable contemporary players in the sugar-slavery economy were the brothers Patrick and Walter Coningham, originally from Londonderry, Ireland, who made their fortunes as planters in St. Vincent and its dependencies. Walter Coningham (d. 1830) was from 1802 until his death, the proprietor of the Colonarie Vale estate, a large sugar plantation of 407 acres on the west coast of St. Vincent that engaged over 300 slaves at any one time. He is listed as one of the subscribers to Charles Shephard's An Historical Account of the Island of Saint Vincent (1832), even though the work was published after his death.

Patrick Coningham was a successful planter, albeit of more modest means than his brother Walter. He was based on Union Island, one of the Grenadines, a dependency of St. Vincent, located about 65 km south of St. Vincent proper, and also had some interests in Carriacou, a nearby Grenadine island (a dependency of Grenada). Patrick and Walter had a well-known brother, Robert Coningham of Gower Street (d. 1809), who worked for a time in St. Vincent as co-owner of the mercantile firm of Coningham & Tatham, although he eventually moved to London.

The Present Manuscript in Focus

This present original manuscript is a contract for the sale of 35 named slaves for the price of £1800 by Patrick Coningham to Walter Coningham, dated 1803 in St. Vincent. While drafted in formal legal language and properly witnessed and registered, this artefact of the intra-island slave trade maintains a rather 'rustic' and 'authentic' form, drafted on plain laid paper, in line with how such documents were usually made in the less-populous British West Indian islands, like St. Vincent. By contrast many of the Caribbean slave sale contracts made in Britain were drafted on vellum, featuring elaborate seals and ribbons, while even those made on the major islands (ex. Jamaica, Antigua, Barbados, etc.) tended to be drafted on fancier paper with more elaborate adornment. The survival rate of the rustic/small island contracts is very low, such that they are rarer than the British-made documents, making the present manuscript a special find.

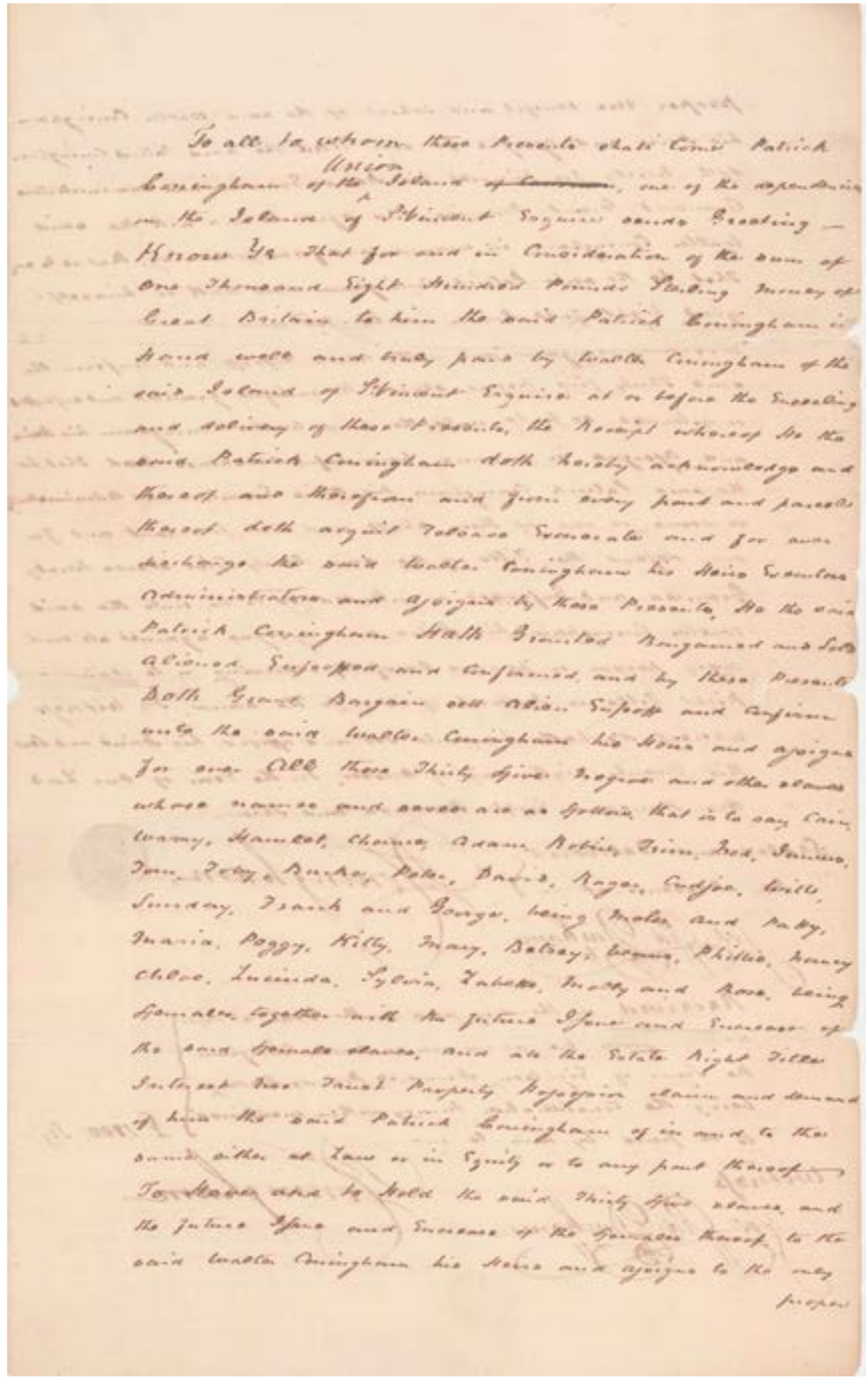
The salient elements of the contract read:

"To all to whom those present shall come Patrick Coningham of the Union Island, one of the dependencies of the island of St. Vincent, Esquire sends greetings – Know ye that for and in consideration of the sum of one thousand eight hundred pounds sterling money of Great Britain… confirm unto Walter Coningham [and] his heirs… for ever and all those thirty five negros and other slaves whose names and sexes are as follows, that is to say, Cain, Samy, Hamlet, Chance, Adam, Robin, Trim, Ned, Torn, Toby, Bucker, Peter, David, Roger, Cudjoe, Will, Sunday, Frank and George, being males, and Patty, Maria, Peggy, Kitty, Mary, Betsy, Hanna, Phillis, Nancy, Chloe, Lucinda, Sylvia, Tabatha, Molly and Rose being females together with the… increase of the said female slaves."

At the end, the contract is signed and sealed in red wax by Patrick Coningham at St. Vincent, on October 26, 1803, witnessed by Joseph Durham (signed), under the supervision of M. Reilly, Registrar (signed).

References: N/A – Manuscript seemingly unrecorded.

1.600 EUR



12. BRAZIL – JAPANESE IMMIGRATION TO BRAZIL SÃO PAULO STATE

海外協会中央委員会 [Overseas Association Central Committee] / 南米土地組合 [South Amercian Land Asscoaiton], Sponsors. / 津崎尚武 [Naotake Tsuzaki], Designer.

南米土地組合便覧 [South American Land Association Handbook]. / ブラジル国サンパウロ州之図 [Map of the State of São Paulo, Brazil].

Tokyo: 力行会印刷所 [Rikigyokai Printing Office], Taishō 12 [1923].

Colour off-set print, printed in both sides, with verso in monochrome, discreet contemporary mapseller's handstamp to centre left of map (Good, some light patches of toning in good part due to the natural oxidization of print transference), 54.5 x 79 cm (21.5 x 31 inches).

An extremely rare large format Japanese map of São Paulo State, Brazil, showing the locations of 42 Japanese immigrant communities in the state (as numbered red dots), as well as in adjacent jurisdictions, plus detailing the region's land use, transport infrastructure and industrial sites, while the flipside features an illustrated guide for new arrivals to Brazil; the map was made just before the height of Japanese immigration to Brazil, which resulted in the largest Japanese diaspora in the world, that today numbers over 2 million people; published in Tokyo in 1923 in a charmingly crude form of colour off-set printing, the map was sponsored by the 'Overseas Association Central Committee', a Japanese emigration support group, and designed under the supervision of the prominent politician and Japanese colonization promoter Naotake Tsuzaki; it seems to be the earliest map of its kind, and was widely copied by other designers/publishers from 1925 into the 1930s.

This fascinating and important map depicts Brazil's São Paulo State, the main destination for the waves of Japanese immigration that gave Brazil what remains today the world's largest Japanese diaspora community. Beginning in 1908, thousands of Japanese farmers, fleeing poverty in their homeland came to work mainly on São Paulo's immense coffee estates. However, after much suffering and toil, the immigrants, through their intelligence and industry, attained a high degree of success, many leasing or buying their own agrarian estates, while other sought professional or entrepreneurial careers in the cities. Today over 1 million Nipo-brasileiros live in São Paulo State, forming a major pillar of the general society, playing an outsized role in business, academia, culture and politics.



ブラジル国サンパウロ州之図

南米土地組合便覧



日本ト「サンパウロ」州ト比較図

日本ヨリブラジル=到ル航路図

The present work was issued in Tokyo in 1923, not long before the greatest wave of Japanese immigration to Brazil (between 1926 and 1935 132,225 Japanese immigrants arrived in the country), to both inform the Japanese public about Japanese immigration to Brazil, as well as to educate prospective immigrants about their potential new homeland and the current state of their brethren in São Paulo State. Its production was jointly sponsored by the 海外協会中央委員会 [Overseas Association Central Committee], the main society which sponsored and facilitated Japan immigration to Brazil, and its affiliated organization, the 南米土地組合 [South American Land Association]. The map was designed under the close supervision of 津崎尚武 [Naotake Tsuzaki] (1882 - 1962), a prominent lawyer, long-time member of the Imperial Diet (1920-45) and foremost promoter of external Japanese settler colonies (not only in South America, but also in Manchuria).

The work is both a map and an illustrated textual guide to Brazil. While the printing technique employed is charmingly crude, the amount of information and the manner by which it is presented is quite sophisticated.

The front side of the map features the title section depicting a happy and well-dressed Japanese farming couple waving a greeting from a verdant, paradisical Brazilian landscape. The ブラジル国サンパウロ州之図 [Map of the State of São Paulo, Brazil], which dominates the side of the sheet, shows all São Paulo state, plus, coverage parts of adjacent jurisdictions. All significant cities and towns are labeled in both Japanese and Portuguese, while all major rivers are delineated and named.

The legend, bottom centre, identifies the region's 13 named railway lines by colour-coding; the symbols used to locate various types of schools, electricity plants, weather stations, telephone lines and major industrial centres; while land use is colour-coded (identifying forests and plains, as well as land planted with sugar, rice, coffee, cotton, etc.).

Most importantly, the map feature numerous red dots labelled with old-style Japanese numerals that accord to the list, upper right, identifying the names and locations of 42 different Japanese colonies/settlements across São Paulo state and adjacent states.

The large inset map in the lower right corner, 日本ヨリブラジルニ到ル航路図 [Route Map from Japan to Brazil], is a World map showing the two main travel routes from Japan to Brazil, while the inset map to in the lower left corner contextualizes the location of São Paulo state within Brazil and South America.

The verso of the work, printed in monochrome, features copious text and 15 photographic illustrations. It consists of two parts, with one being 南米土地組合便覧 [South American Land Association Handbook], discussing the activities and business plan of the organization whose mandate as to assist Japanese colonists in Brazil. The other part, the ブラジル概要 [Brazil Overview], provides general information on Brazil while extolling its virtues.

The present work seems to be the earliest map of its form detailing Japanese immigration to São Paulo state, and it proved highly influential, being the basis for many future works, most notably, Kazuo Nakajima's eponymous Map of São Paulo, Brazil, published in Tokyo for the Overseas Kogyo Co., Ltd., which ran into various editions from 1925 into the 1930s.

A Note on Rarity

The map is extremely rare, in line with large format ephemeral works of the time. We can only trace only a single institutional listing that might be an example of the present map, held by the Kanagawa Prefectural Library, while examples appear only very infrequently on the market.

Nipo-brasileiros: Japanese Immigration to Brazil and the World's Largest Japanese Diaspora
Japanese immigration to Brazil created the largest Japanese diaspora in the world – today around 2 million Brazilians can claim Japanese ancestry, as Nipo-brasileiros. About half of this population is concentrated in São Paulo State, where the Japanese Brazilian influence is, far from being a niche presence, central to the identity of the greater society.

During the Meiji Era in Japan (1868-1912), the country hyper-industrialized, and while this overall led Japan to attain a level of unprecedented wealth, this prosperity was concentrated in the cities. The rural areas, due to the abolition of the traditional feudal system and other economic realignments, suffered terribly, especially in southern Japan, causing dire poverty.

Consequently, thousands of Japanese farmers decided to leave Japan in the hopes of starting new lives in unfamiliar, faraway lands. Many of the initial waves of immigrants went to places such as California, British Columbia, Hawai'i and Peru.

Meanwhile, around the turn of the century, Brazil's agrarian sector, and its coffee plantations in particular, were booming. Yet, the great estates suffered from severe shortage of workers, especially skilled labour, while Japan had a surplus of under-employed labourers accustomed to semi-tropical and tropical agriculture.

In 1908, the first party of Japanese immigrants arrived in Brazil. They, and the other early arrivals that followed, were compelled to work in almost slave-like conditions, mostly on coffee plantations in São Paulo State.

However, the Nipo-brasileiros proved to be incredibly hard-working, patient and clever. Many saved up money, while groups of Japanese farmworkers pooled resources, and it was not long before many bought their own coffee plantations (as shown on the present map!). These enterprises often thrived, due to the industriousness of their proprietors.

The, albeit hard-won, success of the early Japanese Brazilians encouraged others to make the long voyage from the home country. While only 14,983 Japanese immigrated to Brazil between 1908 and 1914, from 1914 to 1940 over 164,000 Japanese immigrated to Brazil, with the majority of these arriving between 1926 and 1935. Around 75% of these immigrants settled in São Paulo State.

While many Nipo-brasileiros remained in the agrarian sector, others migrated to the cities, notably São Paulo, where the second generation became educated and followed entrepreneurial or professional careers. They proved to be incredibly disciplined and civic-minded and they gained a reputation for honesty and competence in a society that had chronic problems with corruption and disorder.

Today, Japanese Brazilians play a critical role in the economic and cultural life of Brazil that far transcends their size as constituting only 1% of the total population; this is especially true in São Paulo State, where over 1 million residents claim Japanese ancestry. While the Nipo-brasileiro identity and culture is not under existential threat, intermarriage outside of the community is today very common, such that the Japanese Brazilians have become highly integrated into the general Brazilian society.

References: [Possibly the same map?:] Kanagawa Prefectural Library: 296.2-14.

1.800 EUR

13. ADDRESS BOOK OF VIENNA

Anton BECHSEL.

Verzeichniß aller in der kaiserl. königl. Haupt- und Residenzstadt Wien mit ihren Vorstädten befindlichen Häuser : mit genauer Angabe der älteren, mittleren und neuesten Nummerirungen, der damahligen Eigenthümer und Schilder, der Straßen und Plätze, der Grund-Obrigkeiten, dann der Polizey- und Pfarr-Bezirke / Verfaßt und herausgegeben von Anton Behsel, Stadt Wiener Bauinspector

[Directory of Everyone in the Imperial Royal Capital and Residential City of Vienna with its Suburbs: With Precise Information about the Older, Middle and Newest Numberings, the Former Owners and Signs, the Streets and Squares, the Land Authorities, then the Police and Parish Districts]

Vienna: Carl Gerold 1829.

Large 8°. [4 pp.] title and introduction, 226 pp., [1 pp.] errate original pink card binding with lettering (Very Good, with minor foxing to the first and last page and very small wear to the cover).

A rare address book of Vienna

Listed are the owners of houses, the names on signs on houses, names of streets, house numbers with two pervious registered numbers, police and church district the house belongs to.

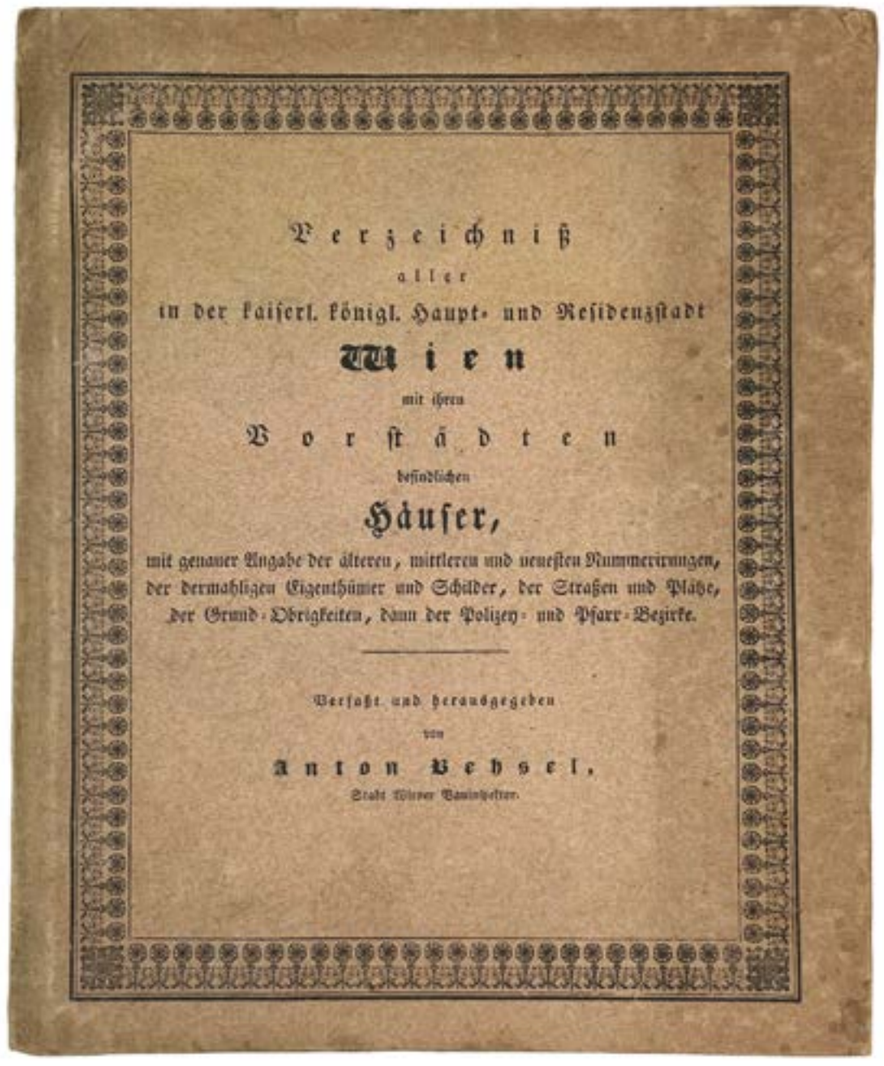
The first official numbering of houses was ordered in Vienna in 1770. The numbers and street names changed in the next decades, depending on new buildings and political situations.
The hanging signs and names on the buildings, especially on the pharmacies, shops and restaurants were of great importance, since they remained the same after renaming of streets and renumbering of houses.

The present guide was made by the city building inspector Anton Bechsel after the new numbering of streets in 1819/1821 and amid the expansion of the city to new suburbs between 1827 and 1830.

This is a fine example in original binding with minimal wear.

We could only trace institutional examples in Austrian institutions: two in the Austrian National Library and one in Wienbibliothek im Rathaus (Vienna Library in the Town Hall).

820 EUR


Verzeichniß
aller
in der kaiserl. königl. Haupt- und Residenzstadt
Wien
mit ihren
Vorstädten
befindlichen
Häuser,
mit genauer Angabe der älteren, mittleren und neuesten Nummerirungen,
der dermahligen Eigenthümer und Schilder, der Straßen und Plätze,
der Grund-Obrigkeiten, dann der Polizey- und Pfarr-Bezirke.
Verfaßt und herausgegeben
von
Anton Behsel,
Stadt Wiener Bauinspector.

Haus-Nummer neue	alte	ältere	Nahmen der Hausinhaber.	Hausschild oder ortsübliche Benennung.	Gassen und Plätze.	Grund-Obrigkeit.	Polizey-Bezirks-Direct.	Pfarr-Bezirk.
38	38	132	Joseph Fink.		Hofgasse.			
39	39	104	Valentin Colzer.					
40	40	103	Johann Schlichtinger.					
41	41	102	Heinrich Pfau.	Berg Besuv.				
42	42	101	Andreas Mayer.					
43	43	114	Johann Koferlein.					
44	44	121	Anton Haydinger.	z steiner. Krüge.	Gartengasse.			
45	45	115	Thomas Bischof.					
46	46	129	Theres Ceregetti.					
47	170	—	Mathias Ettmayer.					
48	47	128	Johann Käser.	Zum Frieden.				
49	48	127	Stephan Götz.					
50	49	150	Philipp Woß.		Brunngasse.			
51	50	120	Elisabeth Bardel.					
52	51	126	Ebendieselbe.				n.	
53	52	125	Joseph Reder.	Stadt Baden.				
54	53	154	Ebendieselbe.			Magistrat		
55	54	124	Anton Fürnhauser.					
56	55	123	Katharina Ettmayer.					
57	56	130	Sebastian Ettmayer.		Gartengasse.	der		
58	57	113	Joh. Keimel und Baio'sche Erben.	Weinberg.				
59	58	106	Johann Fink.					
60	59	107	Joseph Hopfinger.	Flucht in Egypt.		Stadt Wien.		
61	60	100	Anton Fuchs.					
62	61	99	Anna Rosenheimer.					
63	62	98	Emerich Berzinner.					
64	63	2	Joseph Wenger.					
65	64	92	Joseph Dirr.					
66	65	3	Joseph Wießgrill.	3 Weizenähren.				
67	66	122	Franz Siepter.					
68	67	93	Adam Endel.					
69	68	153	Franz Tranquillo Cassali.		Grießgasse.			
70	69	4	Johann Zeilinger.					
71	70	5	Thomas Oberhauser.	z lustige Bauern				
72	71	6	Joh. Georg Konstantin.					
73	72	7	Joseph Konstanz.					
74	73	8	Franz Kittler.					
75	74	9	Joseph Reder.					
76	75	94	Mathias Serg.		Spengergasse.			
77	166	—	Johann Berger.					

Haus-Nummer neue	alte	ältere	Nahmen der Hausinhaber.	Hausschild oder ortsübliche Benennung.	Gassen und Plätze.	Grund-Obrigkeit.	Polizey-Bezirks-Direct.	Pfarr-Bezirk.
78	76	95	Joseph Thomas.		Spengergasse.			
79	162	—	Mathias Drexler.		Grießgasse.	Magistrat der Stadt Wien.		
80	160	—	Mathias Serg.					
81	77	10	Georg Adolphy.		Reinprechts-dorferstraße.			
82	78	155	Georg Gießauf.					
83	79	96	Leopold Baumgärtner.					
84	80	11	Johann Konstantin.					
85	169	—	Anton Koch.					
86	81	12	Ebendieselbe.		Grießgasse.	Magistrat und Dominikaner.		
87	167	—	Michael Weidinger.					
88	161	—	Leopold Thaller.					
89	82	151	Joseph Braun.					
90	83	13	Stadtmagistr. Beauhaus.		Schloßplatz.			
91	84	14	Johann Bachmann.	St. Florian.	Beauhausgasse.			
92	85	15	Johann Baumer.					
93	86	16	Joseph Wielander.			Magistrat der Stadt Wien.		
94	87	17	Anton Tugati.					
95	88	18	Georg Fierschling.					
96	89	19	Anton Brukner.					
97	90	20	Anna Heim.	Zwey Linden.				
98	91	21	Georg Böhm.	Guter Hirt.				
99	92	22	Paul Hauer.					
100	93	23	Augustin Kehl.	H. Dreyfaltigk.				
101	94	24	Nikolaus Lindner.					
102	95	25	Paul Schieder.	Zum Hauer.				
103	96	26	Wolfgang Linder.					
104	97	27	Andreas Wettengel.	Adam u. Eva.	Lange Gasse.			
105	98	28	Anna Hauer.			Magistrat und Dominikaner.		
106	99	29	Leopold Schirmbeck.	Weißes Rößel.				
107	163	—	Joseph Schauer.					
108	168	—	Barbara Schauer.					
109	100	30	Wendelin Ant.					
110	164	—	Bartholomäus Fischler.	Gräf. Stadtgut				
111	101	156	Andreas Sartory.			Magistrat der Stadt Wien.		
112	102	158	Thomas Winkler.					
113	103	15	Ebendieselbe.					
114	104	150	Joseph Bayer.					
115	105	31	Ignaz Brunner und Anna Stöckelmayer.	Goldene Sonne				

Zum heiligen Joseph (Gemeindepfarre.)

14. WOMEN PRINTERS AND PUBLISHERS WOMEN EMANCIPATION AUSTRO-HUNGARY

Österreichischer Bürger-Kalender für das Jahr 1846 ein zu fortwährendem Gebrauche bestimmtes Lese-. Sachlage- und Bibliothek-Buch

[Austrian Citizens' Calendar for the Year 1846, a Reading Book Intended for Ongoing Use. Factual Situation and Library Book]

Vienna: Pichler's Witve [i. e. Elisabeth Pichler][1845].

8°. Lithographed portrait of Franziska Klähr as frontispiece, guard, IV, XXX with interleaved unnumbered printed templates for book-keeping between pp. 1-16, 315 pp. with interleaved 3 lithographed portraits, [8 pp.] index and advertisements, original printed binding, speckled edges (semi-erased stamp of an Austro-Hungarian library on the cover, binding slightly dusty and age-toned with minimal scuffing on the corners, internally with light foxing, overall a good example with minimal shelf-wear) (#70866).

A rare first (of only two issued) Calendar for Austrian Citizens was printed for educational purposes of the uprising working middle class by a female printer and publisher Elisabeth Pichler. The book opens with a portrait of a Viennese businesswoman and philanthropist Franziska Klähr.

Franziska Klähr (1774 – 1850) was born in a middle class family and took over her late husband's workshop a master metalworker / locksmith, an unusual profession a for a woman at the time. Described as "determined, energetic, smart and untiring" she earned a small fortune through her metalwork business. During the Napoleonic Wars she helped financially as well as with medical care to heal hundreds wounded Austrian and Russian soldiers. For her work Khlär was awarded with medals by Francis II, Holy Rioman Emperor, Frederick William III of Prussia and Alexander I of Russia.

The almanac also includes portraits and biographies of Ignaz Edler von Würth (1747–1834), a silversmith and goldsmith, as well as a statesman from Vienna, Josef Moser (1779 – 1836) a pharmacists, who in 1816 installed the first gaslight in a shop in Vienna, and Franz Leibenfrost (1790 – 1851) a Viennese wine and coffee merchant and a philanthropist.

The publication also includes history of various Viennese buildings, customs and holidays, and other educational articles. The introduction mentions, that the almanac was meant to be different from other similar publications and calls authors to submit more articles. Unfortunately only one more issue of the title followed the next year.

The printer and publisher of the almanac was Elisabeth Pichler, née Praller (1783–1865), who took over the business after the death of her husband Anton Andreas Pichler (1770 - 1823). In 1852, she was joined by her son Franz Pichler (1808–1891). Elisabeth Pichler was a sister-in-law of an Austrian intellectual and author Caroline Pichler (also Karoline 1769 - 1843). The publishing house is still active under the name Hölder-Pichler-Tempsky.

The almanac is very rare. Worldcat mentions the title with no institutional examples (OCLC 1366471991).

950 EUR



Oesterreichischer

Bürger-Kalender

für das Jahr

1846.



Ein

zu fortwährendem Gebrauche bestimmtes

Lese-, Nachschlage- und Bibliothek-Buch.

Herausgegeben

von einer Gesellschaft.

Erster Jahrgang.

Mit vier Portraiten.

WIEN.

Druck und Verlag von A. Pichler's sel. Witwe

Stadt, Plankengasse Nr. 1061.

Österreichischer

Bürger-Kalender

für das

Jahr 1846.

Ein zu fortwährendem Gebrauche bestimmtes

Lese-, Nachschlage- und Bibliothek-Buch.

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Druck und Verlag von A. Pichler's Witwe,

Plankengasse Nr. 1061.

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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