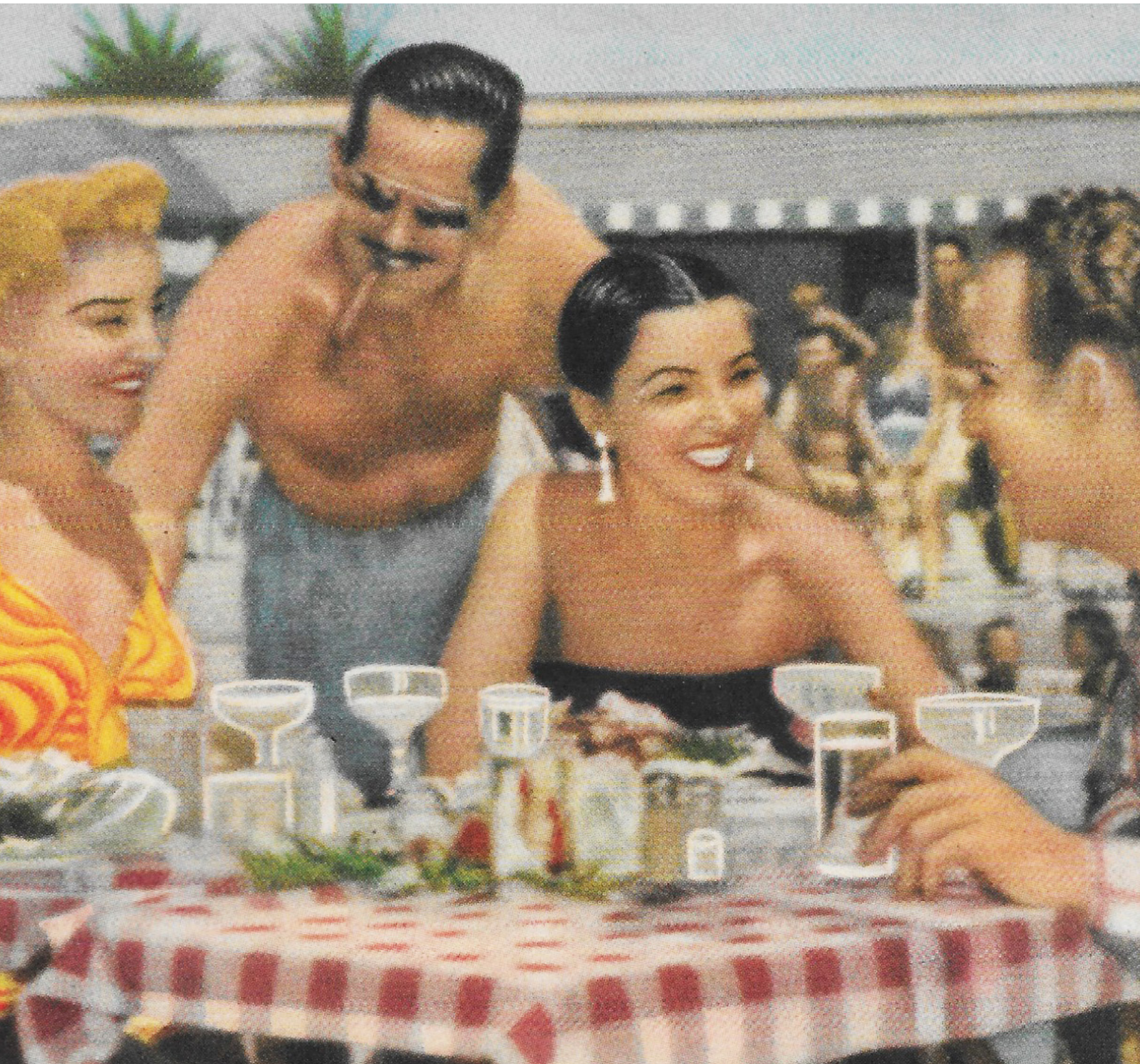
ANTIQUARIAT DAŠA PAHOR

CATALOGUE
April 2025



antiquariat
Daša Pahor

Antiquariat Daša Pahor
Palais Fugger
Theaterplatz 5
Austria - 9020 Klagenfurt

pahor.at
+43 676 9329522

VAT: ATU81405926



THE FIRST SCIENTIFIC MAPPING AND ARCHAEOLOGICAL RECONNAISSANCE OF THE INTERIOR OF THE SINAI

1.

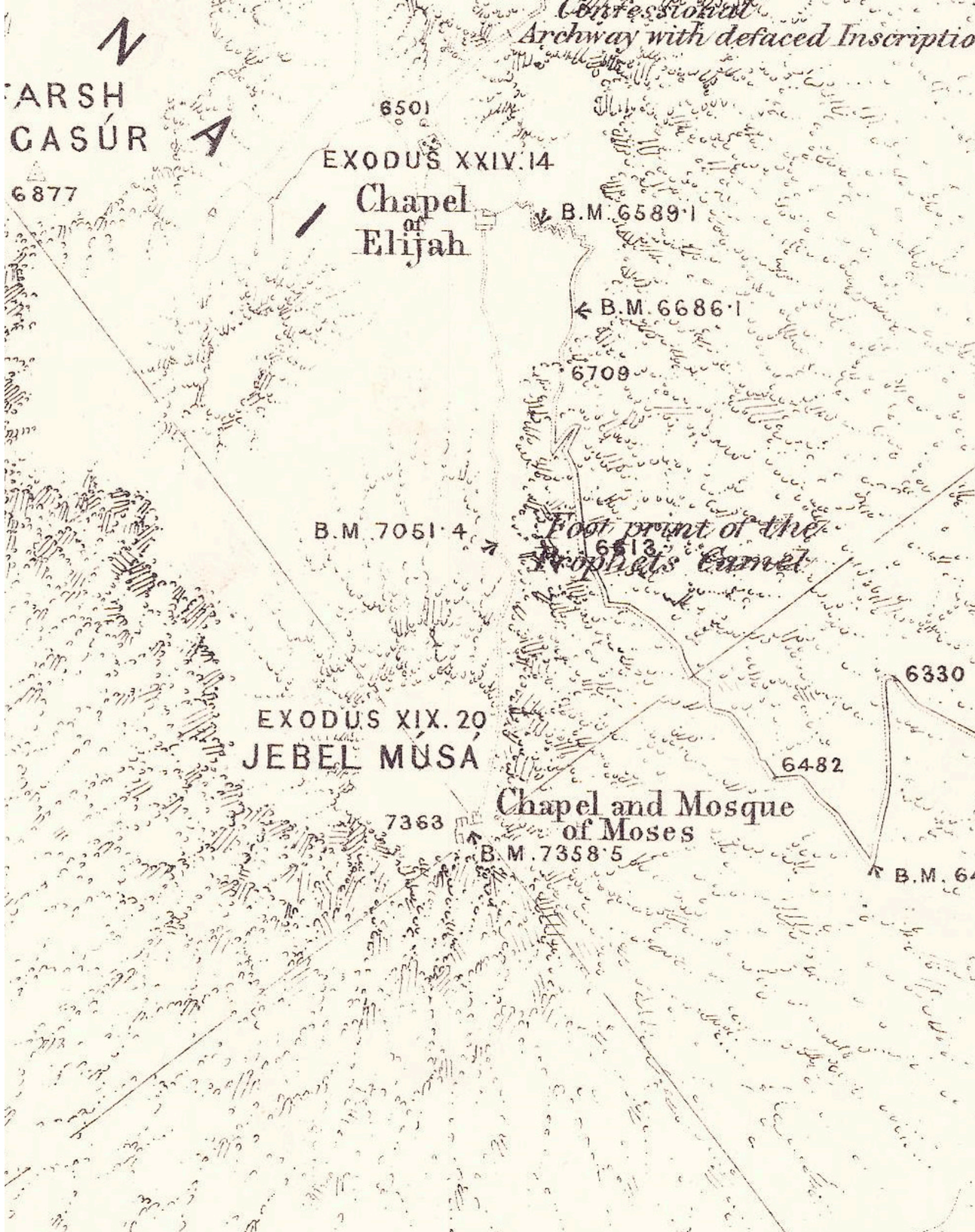
Charles William WILSON (1836 - 1905) and Henry Spencer PALMER (1834 - 1893). / ORDNANCE SURVEY OF THE PENINSULA OF SINAI.
Ordnance Survey of the Peninsula of Sinai. Made with the sanction of the Right Hon: Sir John Parkington, Bart: Secretary of State for War, by Captains C.W. Wilson and H.S. Palmer under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director General of the Ordnance Survey. Part II. Maps, Plans and Sections.
Southampton, England: Ordnance Survey Office, 1869 [-1870].

Folio Portfolio (49 x 36 cm): containing 10 large loose zincographed folding plates (8 Maps and 2 Sheets of Topographical Cross-Sections, some coloured), each dissected and mounted upon original linen with blue silk edging (plates of varying dimensions, see below), portfolio boards of half black pebbled calf over purple pebbled cloth with gilt tooling to outer corners, printed pastedown bookplate to inside front cover, reading: 'Presented to Professor E.H. Palmer, M.A. by Authority of The Right Hon.ble The First Commissioner of H.M. Works & c.' (Maps generally in Very Good condition (for condition of each, see below), portfolio covers with spine entirely perished and thus boards separated, boards with edge-wear).

The very rare, spectacular and complete portfolio of 8 very large format maps and 2 Topographical Cross-Sections from the 'Ordnance Survey of the Peninsula of Sinai' (1868-9), the ambitious exploring expedition led by the Royal Engineer captains Charles William Wilson and Henry Spencer Palmer that conducted the first scientific mapping and archaeological reconnaissance of the interior of the Sinai, both to reveal the true locations of the events described the Bible's 'Exodus' and to gain critical geopolitical intelligence for the British government in the immediate run-up to the opening of the Suez Canal; featuring the first accurate topographical and geological maps of the Sinai peninsula, as well as several highly precise maps and topographical cross-sections of the Biblically critical areas of Mount Sinai/St. Catherine's Monastery and Mount Serbal – ***with a stellar provenance, featuring the presentation bookplate addressed to Cambridge Professor Edward H. Palmer, the esteemed orientalist and explorer who was one of the leading lights of the Sinai Survey****.*

8.500 EUR

In the 1860s, the combination of Victorian religious revivalism, the advent of modern archaeology, and the intense geopolitical interest in the regions near the under-construction Suez Canal, caused Britain to initiate a series of grand surveys of the Holy



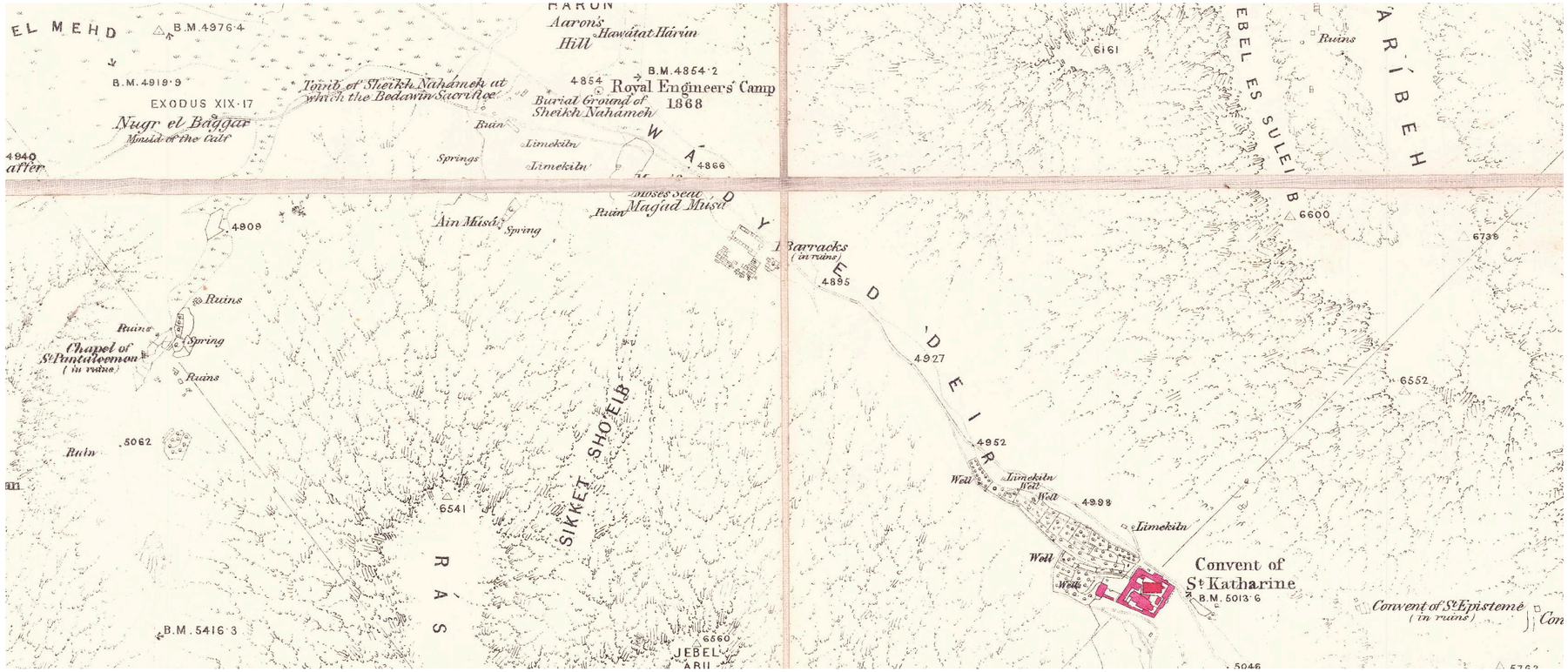
Land and Egypt's Siani Peninsula. The first of these endeavours was the Ordnance Survey of Jerusalem (1864-5), instigated of Anglican bishops who sought to gain a scientific-archaeological understanding of Christianity's holiest city. Thereby, a team of Royal Engineers, led by the 28-year-old Lieutenant Charles Wilson, conducted exhaustive surveys that led to "the first perfectly accurate map [of Jerusalem], even in the eyes of modern cartography". The survey made many significant archaeological and religiously important discoveries, winning it enormous praise in Britain.

Riding the success of the Jerusalem survey, the Palestine Exploration Fund (PEF) was established in 1865, with mandate to scientifically map the entire Holy Land (principally modern Israel), with an eye to uncovering archaeological sites, especially those of religious significance. While piously minded people were excited about the possibility of Biblical revelations, Whitehall intended the PEF to be an espionage unit, reconnoitring a strategically vital area that was part of the ailing Ottman Empire.

The PEF was financed largely by subscriptions from the public throughout the British Empire, while it was to be staffed by members of the Royal Engineers, who were to be accompanied by academic authorities and interpreters. The PEF's most famous accomplishment was its *Survey of Palestine* (1872-80), which explored most of modern Isreal, leading to the publication of its famous 26-sheet *Map of Western Palestine* (London, 1881). However, before that, the PEF realized an amazing achievement in the Sinai, the Biblical gateway to the Holy Land.

To the three Abrahamic religions, the Sinai Peninsula was the land where Moses led the Jews from Egypt proper across the Red Sea and where he received the Ten Commandments, before wandering the desert on their way towards the Promised Land, dramatic events all chronicled in Exodus.

Geopolitically, the Sinai abutted the nearly completed Suez Canal (built between 1858-1869),



which was being constructed under French auspices (something which deeply bothered the British government). While the coasts of the Sinai had been surveyed to a high degree of scientific proficiency by the Royal Navy in the 1830s, its interior was enigmatic to almost all Europeans, while it had never been mapped in any serious fashion. Not only had the rugged terrain and scorching, parched desert climate discouraged European exploration of the interior of the Sinai, but the region was forever renowned for its murderous bandits.

In 1868, under the umbrella of the PEF, the *Ordnance Survey of the Peninsula of Sinai* was commissioned to map the southern part of the peninsula (which lay between the Gulfs of Suez and Aqaba), with an emphasis upon its Biblically important west-central region. Of particular interest were the areas around Mount Sinai (also known as *Jabal Musa*, meaning the "Mountain of Moses), which at 2,285 m (7,497 ft) was the peninsula's highest peak, and supposed by many to be the place where Moses received the Ten Commandments, and Mount Serbal (*Jebel Serbal*, 2,070 m / 6,790 ft), to the northeast, which was thought by others to be the true place where Moses received God's laws. Notably, near the foot of Mount Sinai was the famed St. Catherine's Monastery, which competed in 565 AD, on the orders of Emperor Constantine the Great, today has the distinction of being the world's oldest continuously inhabited Christian monastery. Inhabited by Orthodox monks, it houses one the greatest libraries of ancient Judeo-Christian manuscripts. The area was full of ruins, landmarks and stones bearing inscriptions that were critical to the story of Exodus.

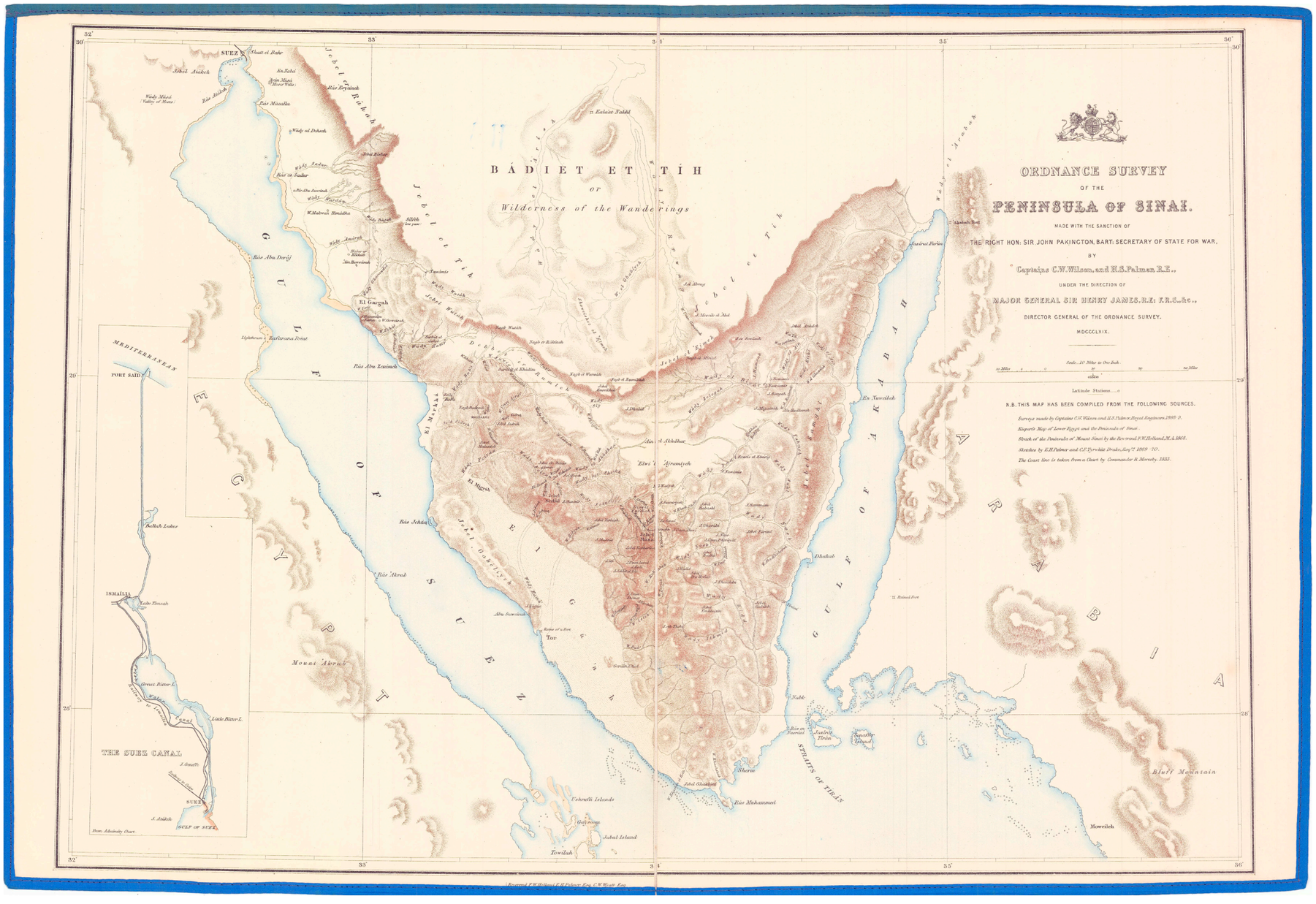
It was the Sinai Survey's mandate to not only scientifically map the greater region, but to discover and record its archaeological wonders and to, hopefully, forge friendly contacts with the locals. Ambitiously, it was also supposed to determine the path of Exodus and the true location where Moses received the Ten Commandments, by exactingly mapping both Mount Sinai and Mount Serbal.

Captain (later Major General Sir) Charles William Wilson (1836 – 1905), the same man who led the Ordnance Survey of Jerusalem, was appointed the lead the Sinai Survey. An amazingly talented surveyor, he was also an archaeologist and an academic geographer, as well as a career-long intelligence officer. He cut his teeth as a young Royal Engineer, in North America, surveying the U.S.-British North American boundary along the 49th parallel (1858-

62), before his posting in Jerusalem. During the PEF's survey of Western Palestine, whereupon he held senior roles, he notably mapped the Temple Mount. Following this mission in Sinai, he variously served as the British Consul in Anatolia (1870-82) and participated in the famed 'Desert Column' of the 1884 Relief Expedition to Khartoum. He then served as the Director-General of the Ordnance Survey of Ireland (1886-94), and as one of Britain's' most senior intelligence officers. Finally, he was the Chairman for the PEF from 1901-5.

The other principal of the Ordnance Survey of Sinai was Captain (later Major-General) Henry Spencer Palmer (1834-1893), a Royal Engineer born in Bangalore, India who, like Wilson, went to North America to map the 49th parallel. In addition to his service in the Sinai Survey, he held a senior role in Ordnance Survey of Palestine, as well as playing leading parts in scientific surveys in New Zealand, Hong Kong and Barbados. From 1887, he spent the rest of his days as a senior engineering consultant to the Japanese government, whereupon he notably redesigned the Port of Yokohama.

While not a surveyor, a key player in the Sinai Survey was Edward Henry Palmer (1840 –1882), commonly known simply as 'E. H. Palmer', a leading English orientalist and explorer. A Cambridge professor, who mastered several languages, he was renowned for cataloguing the university's vast collection of Middle Eastern manuscripts. He joined the Sinai expedition, translating ancient inscriptions and uncovering archaeological sites, as well as acting as an interpreter, forging ties with the locals. After participating in the Sinai Survey, Palmer made another expedition to the Sinai, in the company of Charles Francis Tyrwhitt-Drake, where he became much beloved by local Bedouin, who called him "Abdallah Effendi". This led the publication of his important work, *The Desert of the Exodus* (1871-2). Tragically, and in a testament to the dangerous nature of the Sinai, Palmer was murdered by local Arab sheikhs while taking part in an expedition to the peninsula to secure British colonial control over the region. Notably, the present portfolio of maps



of the Sinai Survey belonged to Palmer.

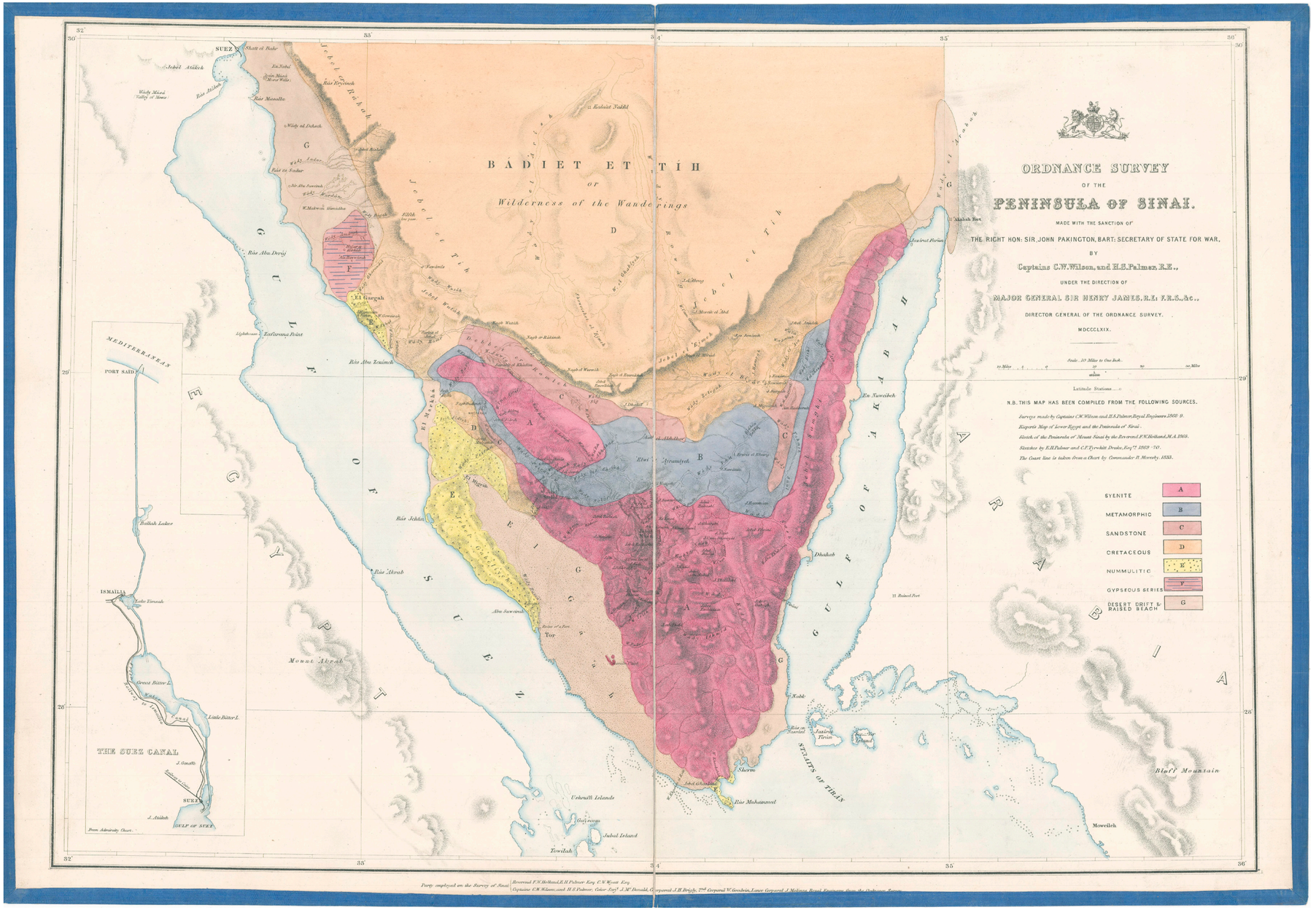
Turning to the Sinai Survey itself, after many months of gruelling and dangerous work, through 1868 and 1869, Wilson, Palmer and company completed their awesome task, having scientifically mapped the southern Sinai for the first time, both topography and geologically, while conducting precise mapping of Mounts Sinai and Serbal. Additionally, the expedition took many fine photographs, under the direction of its official photographer Sargeant J. Macdonald.

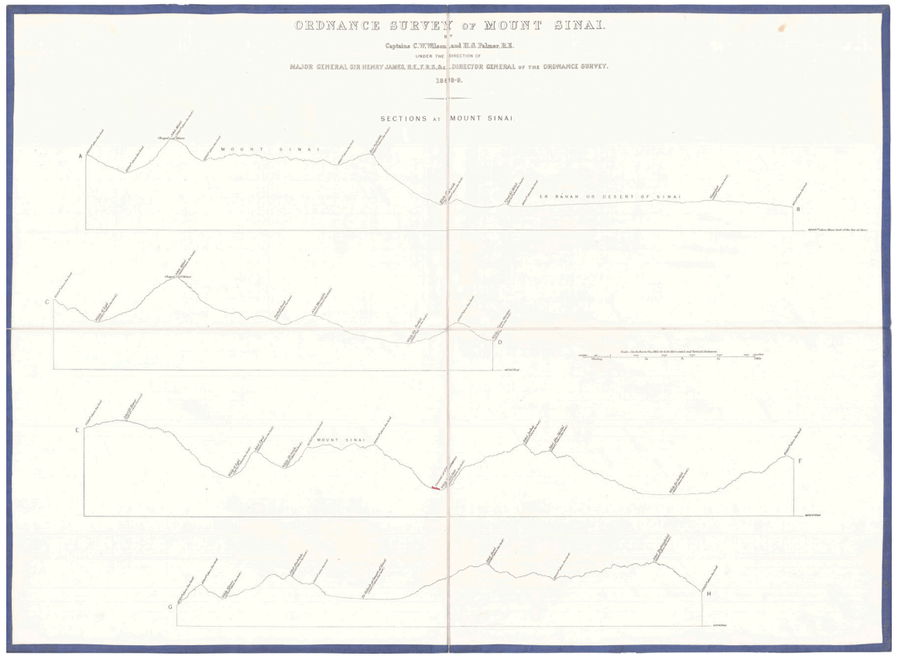
While the expedition may not have succeeded in revealing all the secrets of Exodus, it did make many amazing archaeological discoveries, while finding and translating many ancient inscriptions of enduring significance. From a geopolitical point of view, the mission acquired valuable intelligence on the nature of the land and its peoples that would in the early 1880s prove vital to Britain's efforts to secure the Sinai and the Suez Canal under their de facto military and political control.

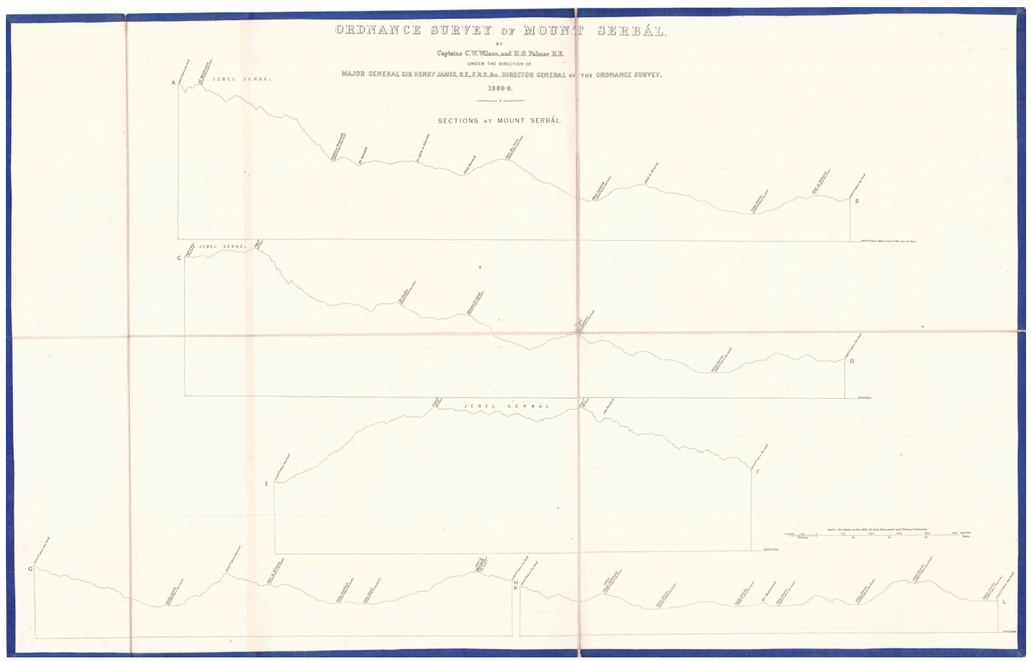
The results of the Ordnance Survey of the Peninsula of Sinai were recorded and showcased in a sumptuous 3 volume folio work, published in Southampton, England by the Ordnance Survey Office, from 1869 to 1871. These tomes included Vol 1. [Illustrated Text] *Account of the Origin, Progress and Results of the Survey*; Vol. 2. *Maps, Plans and Sections* [8 Maps and 2 Sheets of Topographical Cross-Sections, loose in a portfolio]; and Vol. 3. *Photographic Views* [mostly by Sargeant Macdonald]. This set represented one of the grandest and most beautiful memoirs of any exploring expedition of the 19th century.

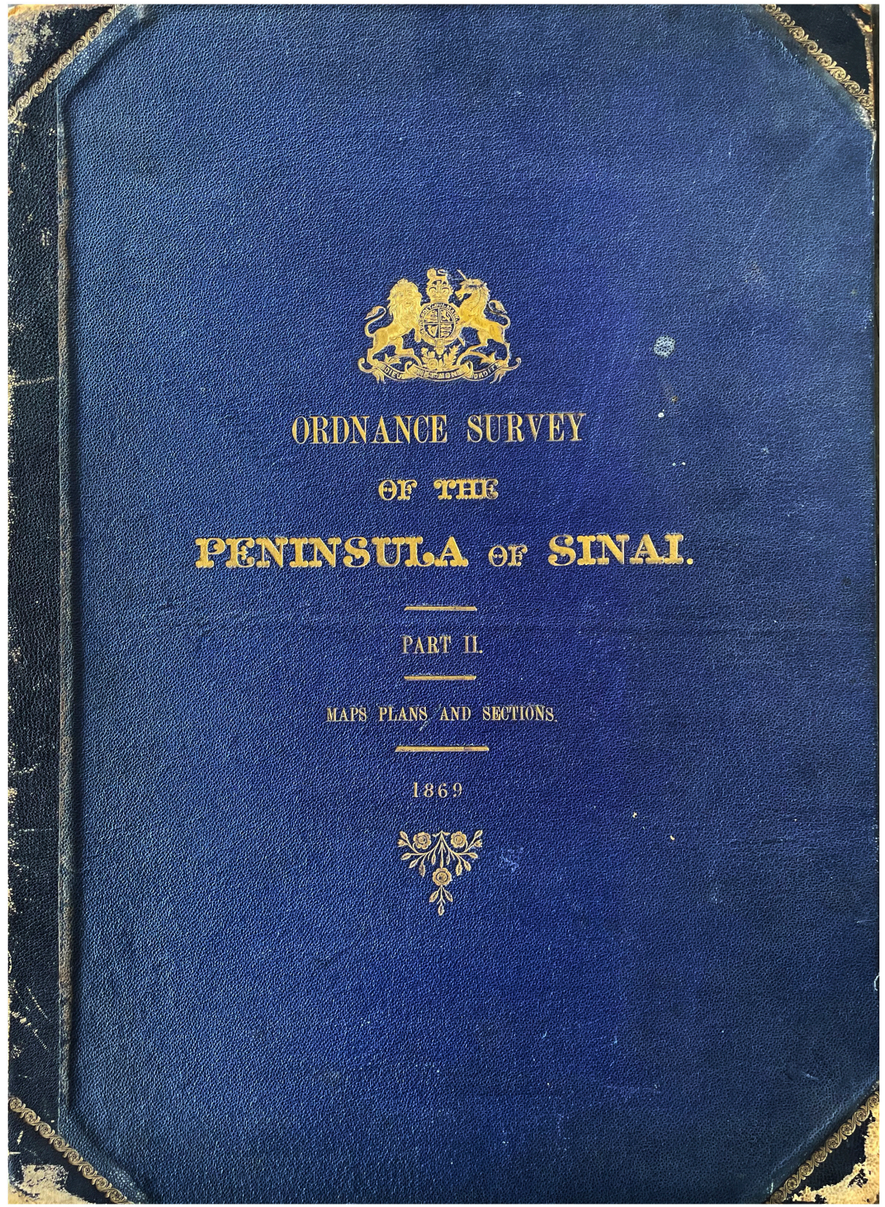
THE PRESENT OFFERING IN FOCUS

Here is the complete Volume 2 of the Ordnance Survey of the Peninsula of Sinai report, featuring 10 large format plates, including 8 Maps and 2 Sheets of Topographical Cross-Sections, some coloured, mounted upon original linen with blue silk edging,




ORDNANCE SURVEY OF MOUNT SINAI.
BY
Captains C.W.Wilson, and H.S.Palmer R.E.
UNDER THE DIRECTION OF
MAJOR GENERAL SIR HENRY JAMES, R.E., F.R.S. &c. DIRECTOR GENERAL OF THE ORDNANCE SURVEY.
1868-9.
SECTIONS AT MOUNT SINAI.
A
MOUNT SINAI
ER RAHAH OR DESERT OF SINAI
B
C
D
E
MOUNT SINAI
F
G
H


ORDNANCE SURVEY OF MOUNT SERBÁL.
BY
Captains C.W.Wilson, and H.S.Palmer R.E.
UNDER THE DIRECTION OF
MAJOR GENERAL SIR HENRY JAMES, R.E., F.R.S. &c. DIRECTOR GENERAL OF THE ORDNANCE SURVEY.
1868-9.
SECTIONS AT MOUNT SERBÁL.
A
JEBEL SERBÁL
B
C
JEBEL SERBÁL
D
JEBEL SERBÁL
E
F
G
K
L


ORDNANCE SURVEY
OF THE
PENINSULA OF SINAI.
PART II.
MAPS PLANS AND SECTIONS.
1869

all folding into custom folio covers bearing the title in gilt. Volumes 1 (text) and Volume 3 (photos) of the report are not included here.

The maps and views, which are all original products of Wilson and Palmer's surveys, represent the first accurate general mapping of the interior of Sinai and its most Biblically and archaeologically important areas. The maps/views can be divided into 3 categories. First, Maps #1-4 are general maps of either the southern two-thirds of the Sinai, or the sizeable centre-western part of the peninsula, extending from the Mount Sinai-Mount Serbal area to the Gulf of Suez. Second, Maps/Views #5-7 concern the site-specific survey of the Mount Sinai-St. Catherine's Monastery area. Third, Maps/Views #8-10 feature the survey of Mount Serbal and vicinity.

The present example of the portfolio comes with a stellar provenance, as it was the example owned by one of the leading lights of the Sinai Survey, Professor Edward H. Palmer. The inside of the front cover of the portfolio bears a printed pastedown presentation plate that reads: 'Presented to Professor E.H. Palmer, M.A. by Authority of The Right Hon.ble The First Commissioner of H.M. Works &c.'

The complete map portfolio of the report of the *Ordnance Survey of the Peninsula of Sinai,* being Volume 2, featuring 10 maps and crosse-sections, appears only very rarely on the market. For context, the full report, complete in 3 volumes, is an extreme rarity in commerce. One was recently offered by a New York dealer for $65,000, while the last auction listing before that was from Sotheby's in 1972.

THE 10 MAPS/CROSS-SECTIONS ARE AS FOLLOWS:

[1].
Ordnance Survey of the Peninsula of Sinai. Made with the sanction of the Right Hon: Sir John Parkington, Bart: Secretary of State for War, by Captains C.W. Wilson and H.S. Palmer under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director General of the Ordnance Survey. MDCCCLXIX. / [Printed label on verso reads:]
Peninsula of Sinai. (Scale 10 Miles to an Inch).
[Southampton, England: Ordnance Survey Office, 1869.]

Lithograph in two tones (black and brown) with the coastlines outlined in blue wash, dissected into 2 sections and mounted upon original linen with blue silk edging (Very Good, clean and bright), 47 x 69 cm (18.5 x 27 inches).

This fine work represents the first scientifically accurate general topographical map of the Sinai Peninsula, or at least its southern two thirds. While the coastlines of the peninsula were first charted by surveyors working for the East India Company in the early 1830s, with the result published as *Chart of the Red Sea, Comprising the part above Jiddah, on Mercator's Projection, Compiled from a Stasimetric Survey, Executed in the Years 1830, 31, 32 & 33…* (London, 1836), prior to Wilson and Palmer's Ordnance Survey almost all of the interior of the peninsula was largely an enigma to the Europeans and had never been scientifically mapped. Located below the vast wasteland of the 'Wilderness of the Wanderings", in the centre of the peninsula, the map very carefully charts the numerous wadis that pierce the interior (the only viable transport corridors), while the mountain systems are expressed by careful hachuring. The inset map on the lefthand side details the Suez Canal, based upon Admiralty charts, and showcases the course of the recently completed wonder of modern engineering, along with the rail lines that serve its ports.
Below the title, the map reveals its sources as being Wilson and Palmer's surveys of 1868-9; Heinrich Kiepert's Map of Lower Egypt and the Peninsula of Sinai (1856); Sketch of the Peninsula of Sinai and Mount Sinai by Reverend F.W. Holland, M.A., 1868; Sketches by E.H. Plamer and C.F. Tyrwhitt Drake, Esq.rs, 1868-9; and Moresby's sea chart of 1833.

[2.]
Ordnance Survey of the Peninsula of Sinai. Made with the sanction of the Right Hon: Sir John Parkington, Bart: Secretary of State for War, by Captains C.W. Wilson and H.S. Palmer under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director General of the Ordnance Survey. MDCCCLXIX. / [Printed label on verso reads:] Peninsula of Sinai – Geologically Coloured. (Scale Ten Miles to an Inch).
[Southampton, England: Ordnance Survey Office, 1869].

Zincograph, with full original hand colour, dissected into 2 sections and mounted upon original linen with blue silk edging (Very Good, lovely colours, clean and bright), 47 x 68 (18.5 x 27 inches).

This highly attractive work is the first printing of the first geological map of the Sinai Peninsula, being a version of the above general topographical map, save that it is overlaid with the coded shading of geological zones. The 8 zones, as described below the title, are: Syenite (Shaded Rose colour, marked 'A'); Metamorphic (Shaded Purple, marked 'B'); Sandstone (Shaded Dark Pink, marked 'C'); Cretaceous (Shaded Orange, marked 'D'); Nummulitic (Shaded Yellow with Dots, marked 'E'); Gypseous Series (Shaded Pink with Green Lines, marked 'F'); and Desert Drift & Raised Beach (Shaded Ochre, marked 'G').

Further below, the map reveals its sources as being the same for the above general topographical map [#1].

[3].
Ordnance Survey of the Peninsula of Sinai made in 1868-9 by Captains C.W. Wilson and H.S. Palmer, R.E. under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director-General of the Ordnance Survey. / [Printed label on verso reads:] Peninsula of Sinai – Outline. (Scale Two Miles to an Inch).
Southampton, England: Ordnance Survey Office, [1869].

Zincograph, dissected into 9 sections and mounted upon original linen with blue silk edging (Good, lines of natural oxidization, especially running vertically down lefthand side), 130 x 103 cm (51 x 40.5 inches).

This fascinating, massive work is the first practically useful transportation map, as well as the first archaeological map of the critical corridors of the peninsula that extend into the interior from the Gulf of Sinai to the Mount Sinai-Saint Catherine's Monastery area. It meticulously details all the wadis and caravan routes and roads (ex. 'Road for light camels') entering the heart of the Sinai and intentionally does not include hill shading to lend clarity for its seminal purpose. Many Arabic placenames are transliterated, spot heights of many places are noted, villages and forts are marked, while there are copious notes on the nature of the countryside and vegetation. The empirical authority of the map is supported by its honesty as to where reconnaissance was not undertaken, as such areas are marked as 'Unexplored'.

The map features a vast wealth of archaeological information, such as the locations of 'Inscriptions', 'Ruined Temples', and 'Stone Circles', etc. The identity of the civilizations that that produced the archaeological finds is indicated by the font by which they are labelled, as noted in the 'References', below the title, so specifying Primitive, Egyptian, Sinaitic and Monastic origins.

[4].
Ordnance Survey of the Peninsula of Sinai made in 1868-9 by Captains C.W. Wilson and H.S. Palmer, R.E. under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director-General of the Ordnance Survey. / [Printed label on verso reads:] Peninsula of Sinai – Hill Shaded. (Scale Two Miles to an Inch).
Southampton, England: Ordnance Survey Office, [1869].

Zincograph, dissected into 9 sections and mounted upon original linen with blue silk edging (Good, 2 lines of natural oxidization running horizontally across cen-

ORDNANCE SURVEY OF MOUNT SERBÁL.

BY

Captains C.W. Wilson, and H.S. Palmer, R.E.

UNDER THE DIRECTION OF

MAJOR GENERAL SIR HENRY JAMES, R.E., F.R.S. &c., DIRECTOR GENERAL OF THE ORDNANCE SURVEY.

1868-9.



The Altitudes are given in Feet above the Mean Level of the Sea at Suez, and those indicated thus 1M 910 *refer to Marks made on Rocks &c.*

ZINCOGRAPHED AT THE ORDNANCE SURVEY OFFICE, SOUTHAMPTON.

AN D

PUBLISHED BY AUTHORITY OF THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY, 1870.

ORDNANCE SURVEY OF MOUNT SERBÁL.

BY

Captains C.W. Wilson, and H.S. Palmer, R.E.

UNDER THE DIRECTION OF

MAJOR GENERAL SIR HENRY JAMES, R.E., F.R.S. &c., DIRECTOR GENERAL OF THE ORDNANCE SURVEY.

1868-9.



The Altitudes are given in Feet above the Mean Level of the Sea at Suez, as all those indicated thus 1M 910 *refer to Marks made on Rocks, &c.*

PHOTOZINCOGRAPHED AT THE ORDNANCE SURVEY OFFICE, SOUTHAMPTON.

AN 16

PUBLISHED BY AUTHORITY OF THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY, 1870.

tre of the map), 130 x 103 cm (51 x 40.5 inches).

This map is the same as Map [#3] above, save that it adds hill shading, that while perhaps making the transportation/archaeological information harder to visualize, grants a more sophisticated picture, considering the extremely rugged nature of the peninsula's landscape.

[5].
Ordnance Survey of Mount Sinai by C.W. Wilson and H.S. Palmer, R.E. under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director General of the Ordnance Survey. 1868-9. / [Printed label on verso reads:] Mount Sinai – Outline. (Scale Six Inches to a Mile).
Southampton, England: Ordnance Survey Office, 1870.

Zincograph, with the location of the 'Convent of St. Katherine' shaded in bright pink, dissected into 4 sections and mounted upon original linen with blue silk edging (Very Good, clean and bright), 93 x 68 cm (36.5 x 27 inches).

This intriguing map is the first scientific survey of the Biblically famous area around Mount Sinai and the St. Catherine's Monastery. The map carefully showcases the area's very rugged terrain, with its deep wadis and high desert peaks, with rises of elevation expressed by light shading, so as not to obscure vital archaeological/Biblical features. St. Catherine's Monastery is located near the centre of the map, and is shaded in bright pink, amidst a small, irrigated patch within the 'Wady Ed 'Deir', at the foot of Mount Sinai. The 'Royal Engineers Camp' is shown just down the wadi. The map features innumerable spot heights, surveying marks, the delineation of desert roads and trails, as well as the locations of wells. Many archaeological details are shown, including the locations of ruined monasteries, chapels, tombs and burial grounds, with place names such as the 'Chapel and Mosque of Moses', the 'Footprint of the Prophet's Camel' and the 'Confessional Archway with defaced Inscription'. Various locations are also marked with the specific verses from Exodus, describing where events occurred.

[6].
Ordnance Survey of Mount Sinai by C.W. Wilson and H.S. Palmer, R.E. under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director General of the Ordnance Survey. 1868-9. / [Printed label on verso reads:] Mount Sinai – Hill Shaded. (Scale Six Inches to a Mile).
Southampton, England: Ordnance Survey Office, 1870.

Zincograph, with the location of the 'Convent of St. Katherine' shaded in dark red, dissected into 4 sections and mounted upon original linen with blue silk edging (Very Good, clean and bright), 94 x 68.5 cm (37 x 27 inches).

This map is the same as Map [#5] above, save that it includes hill shading it order to provide a more sophisticated view of the area's rugged topography, while omitting much of the archaeological/human detail.

[7].
Ordnance Survey of Mount Sinai by C.W. Wilson and H.S. Palmer, R.E. under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director General of the Ordnance Survey. 1868-9. / / Sections at Mount Sinai. [Printed label on verso reads:] Mount Sinai – Sections. (Scale Six Inches to a Mile).
[Southampton, England: Ordnance Survey Office, 1870.]

Zincograph, with the location of the 'Convent of St. Katherine' shaded in bright pink, dissected into 4 sections and mounted upon original linen with blue silk edging (Very Good, clean and bright), 68.5 x 93 cm (27 x 36.5 inches).

This sheet features four cross-section views of the topography of the Mount Sinai area taken from different angles as marked on Map [#5] above (A-B, C-D, E-F and G-F), labelling the major peaks with their heights in feet, along with the location of the St. Catherine's Monastery, shaded in pink along line E-F.

[8].
Ordnance Survey of Mount Serbál by C.W. Wilson and H.S. Palmer, R.E. under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director General of the Ordnance Survey. 1868-9. / [Printed label on verso reads:] Mount Serbal – Outline. (Scale Six Inches to a Mile).
Southampton, England: Ordnance Survey Office, 1870.

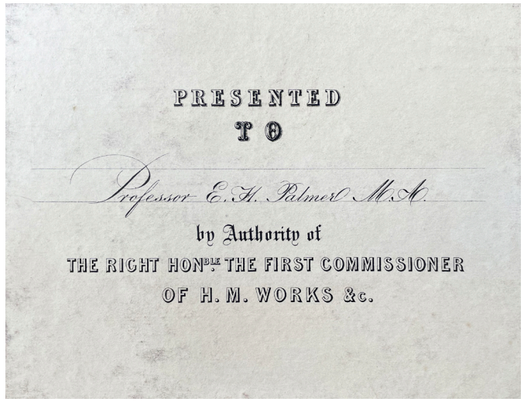
Zincograph, dissected into 4 sections and mounted upon original linen with blue silk edging (Very Good, clean and bright), 93 x 68 cm (36.5 x 27 inches).

This is the first scientific survey of the area around Mount Serbal (marked here as being 6,443 feet high), the summit upon which Moses supposedly read the Ten Commandments. While the terrain is mapped with great accuracy, with the deep Wadis cutting down from the high, barren peaks, compared to their reconnaissance of the Mount Sinai area, Wilson, Palmer & company did not find many archaeological sites.

[9].
Ordnance Survey of Mount Serbál by C.W. Wilson and H.S. Palmer, R.E. under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director General of the Ordnance Survey. 1868-9. / [Printed label on verso reads:] Mount Serbal – Hill Shaded. (Scale Six Inches to a Mile).

Zincograph, dissected into 4 sections and mounted upon original linen with blue silk edging (Very Good, clean and bright), 93.5 x 68 cm (37 x 27 inches).

This map is the same as the above map of Mount Serbal [#8], same that it adds hill shading to provide a more sophisticated impression of the rugged topography.



[10].
Ordnance Survey of Mount Serbál by C.W. Wilson and H.S. Palmer, R.E. under the direction of Major General Sir Henry James, R.E: F.R.S., & c., Director General of the Ordnance Survey. 1868-9. / Sections at Mount Serbál. [Printed label on verso reads:]
Mount Serbal – Sections. (Scale Six Inches to a Mile).
[Southampton, England: Ordnance Survey Office, 1870.]

Zincograph, dissected into 6 sections and mounted upon original linen with blue silk edging (Good, a line of natural oxidization running vertically down lefthand side), 68.5 x 107 cm (27 x 42 inches).

This sheet features five cross-section views of the topography of the Mount Serbal area taken from different angles as marked on Map [8] above (A-B, C-D, E-F, G-F and h-G), labelling the major peaks with their heights in feet.

References: Getty Museum: 84.XO.1248.2; Staatsbibliothek Berlin: gr.2"@Ul 9537-2; OCLC: 249866617.

ORDNANCE SURVEY OF MOUNT SINAI.

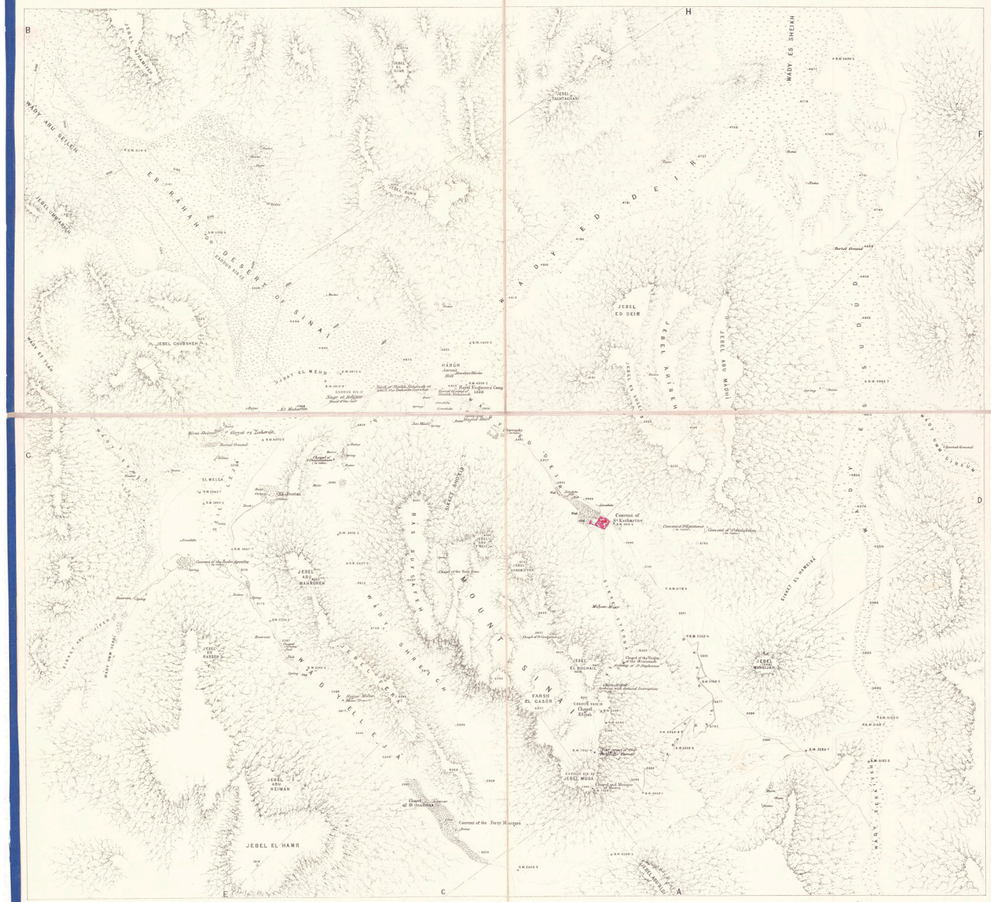
BY

Captains C.W.Wilson, and H.S.Palmer, R.E.

UNDER THE DIRECTION OF

MAJOR GENERAL SIR HENRY JAMES, R.E., F.R.S. &c., DIRECTOR GENERAL OF THE ORDNANCE SURVEY.

1868-9.



The Altitudes are given in Feet above the Mean Level of the Sea at Suez, and those indicated thus S.M.1111.6, refer to Marks made on Rocks &c.

PHOTOZINCOGRAPHED AT THE ORDNANCE SURVEY OFFICE, SOUTHAMPTON,

AND

PUBLISHED BY AUTHORITY OF THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY, 1870.

ORDNANCE SURVEY OF MOUNT SINAI.

BY

Captains C.W.Wilson, and H.S.Palmer, R.E.

UNDER THE DIRECTION OF

MAJOR GENERAL SIR HENRY JAMES, R.E., F.R.S. &c., DIRECTOR GENERAL OF THE ORDNANCE SURVEY.

1868-9.



The Altitudes are given in Feet above the Mean Level of the Sea at Suez, and those indicated thus S.M.1111.6, refer to Marks made on Rocks &c.

PHOTOZINCOGRAPHED AT THE ORDNANCE SURVEY OFFICE, SOUTHAMPTON,

AND

PUBLISHED BY AUTHORITY OF THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY, 1870.

A COLLECTION OF KOREAN WAR PROPAGANDA LEAFLETS

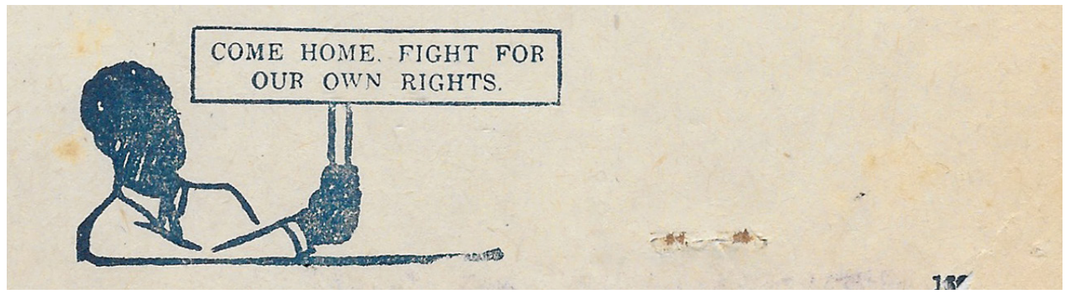
2.

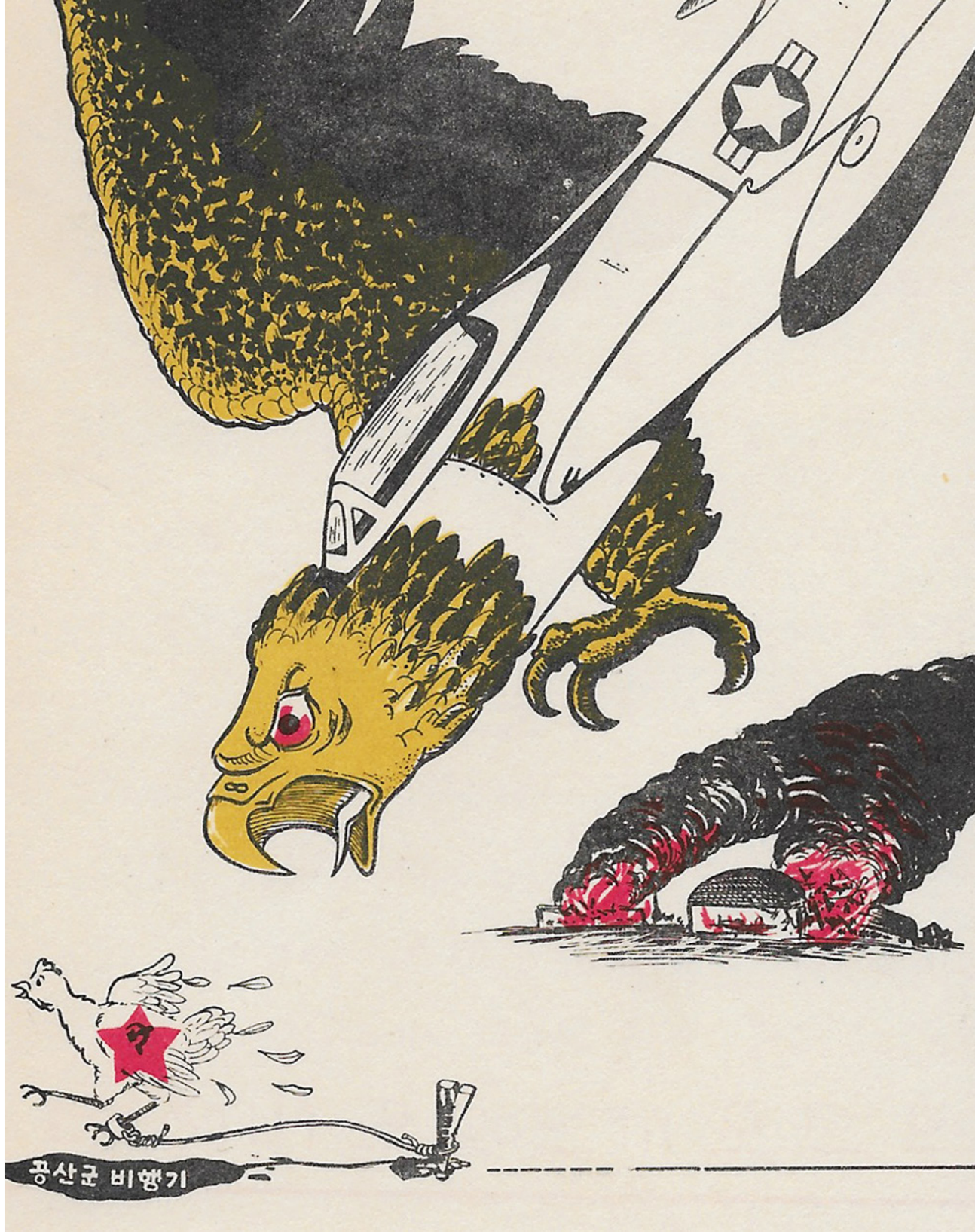
A collection of 73 psywar leaflets from the United Nations and Communist forces, printed during the Korean War.

19.500 EUR

On 25 June 1950, the Korean War began, a conflict between North and South Korea, each supported by their allies. Just hours after the conflict began, initial plans for conducting psychological warfare (PSYWAR) were developed. On June 28, a C-46 Commando transport plane from the 374th Troop Carrier Wing transported over twelve million propaganda leaflets (known as ppira) from Ashiya Airbase in Japan. The following evening, the first radio broadcast dedicated to psychological warfare in Korea aired, providing thirty minutes of radio time for psychological warfare...

PLEASE CLICK HERE FOR THE FULL CATALOGUE





3.

MISSION HYDROGRAPHIQUE DU NIGER ('LA MISSION HOURST') / [Adrien-Édouard BAUDRY (1867 – 1914)].
"Carnet hydrographique. Le Dantec. Mission hydrographique du Niger. Janvier 1896."
Manuscript, [made aboard the vessel Le Dantec on the Niger River, Mali], January-March 1896.

4° (30.5 x 20.5 cm): 62 pp. manuscript, including p. 1 (title), pp. 2-22 (hydrographic tables in pencil illustrated with riverbank profile drawings), pp. 23-30 (technical notes in pencil illustrated with numerous riverbank profiles drawings, some in colour), pp. 31-62 (28 map sections, in pencil and coloured crayon and 1 crude pencil map sketch, and a few pages of technical notes), with 5 pages of blanks interspersed within mss., mss. leaves followed by numerous blanks, all on thick lined paper, notebook bound in a black cloth, bearing the printed pastedown stationer's label of 'Napoleon Alexandre & Cie./ Paris' to inside front cover (Very Good, overall clean, just some sporadic very light stains).

*An incredible survivor – being the **original manuscript surveyor's field and map book** made by Ensign Adrien-Édouard Baudry while serving as the commander of 'Le Dantec', one of the trio of vessels that comprised the 'Mission Hydrographique du Niger' the epic expedition that was the first to navigate and chart almost the entire navigable course of the Niger River, with revolutionary geopolitical, economic and social consequences for France's colonial ambitions in West Africa and its indigenous peoples; the present manuscript covers the most critical part of the Mission, from January to Mach 1896, when it surveyed the route between Kabara (the port of Timbuktu) and the Ansongo Rapids, through the 'Boucle du Niger', opening up an approximately 500 km-long additional navigable route that was hitherto enigmatic to Europeans, while braving the threat of the mercurial Tuaregs; the present manuscript was made by Baudry while aboard the 'Le Dantec', actively conducting surveys, whereupon he records his observations and data in real-time, and which includes many hydrographic data tables, numerous cross-section views of the river banks, technical notes, while the highlight is a suite of 28 coloured maps, representing interconnecting sections of the river, featuring copious bathymetric soundings and detailing the nature of the river's banks, being the original source material for the authoritative printed maps of the region that facilitated the French colonization of the heart of West Africa; very few such surveyor's field books survive today from any important African survey.*

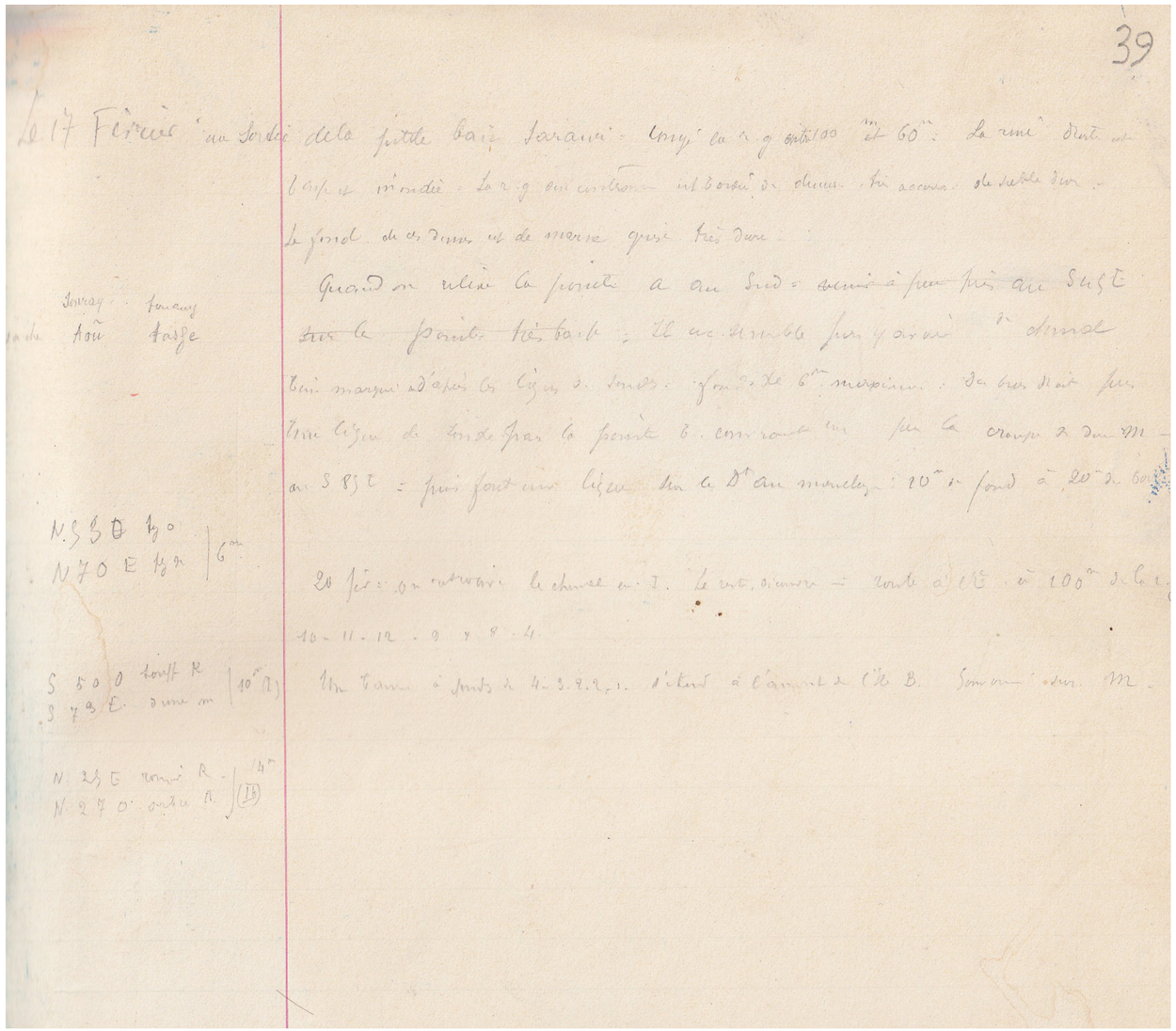
9.200 EUR



The Niger River, at 4,180 kilometres long, is the greatest inland waterway of West Africa. It flows from the Guinea Highlands and makes a great arch in its mid-course (called the 'Boucle du Niger', or 'Bend of the Niger') through the Sahel, in modern Mali and Niger, before descending towards the lush coastlines of Nigeria, whereupon it forms a great delta. The river flows though extremely diverse climatic and geological-topographical environments. Vast stretches of the river are navigable during the high-water season for small craft, while in other places passage is blocked by rapids and cataracts.

The first European to descend the entire middle course of the Niger was the Scotsman Mungo Park (1771 - 1806), who travelled from Bamako to Bussa (Nigeria) in 1805-6. However, Park was killed by the indigenous people while trapped on the rapids at Bussa, resulting in the loss of his maps and journals. In 1853-4, the German Heinrich Barth travelled by land along the banks of the Middle Niger, but his efforts yielded only limited intelligence on the river's navigability. So, even in the mid-1890s, the nature of the critical mid-course of the Niger River remained largely enigmatic to Europeans.

Beginning in the late 1870s, France, operating from its long-established base in Senegal, initiated a bold new imperialistic programme in West Africa. Notably, it resolved to conquer the 'Boucle du Niger' region, an imprecisely defined zone that roughly embraced the mid-Niger valley from Bamako past Timbuktu to Niamey. Even though the region held little contemporary economic or political value, France had developed a bizarre and intense obsession with the Boucle du Niger, ever since one of its countrymen, René Caillié, became the first European to return alive from visiting Timbuktu in 1828. Their fascination was seemingly based upon the fact that Timbuktu was a legendary centre of medieval learning (its libraries of Koranic manuscripts were one of the world's greatest intellectual wonders), while the former Mali and Songhai empires that arose in the area were famed for their astounding wealth from gold and trans-African trade. All these things apparently stoked modern passions!



Louis Brière de l'Isle, who served as the Governor of Senegal from 1876 to 1881, initiated a design to conquer the 'Boucle du Niger', which from 1880 the French confusingly named *Soudan français* (which approximated the territory of today's Mali). France's campaign to penetrate the heart of West Africa was spearheaded by the soon-to-be-famous Colonel (later Marshal) Joseph Simon Gallieni, who would conquer the interior of Senegal and Guinée, opening the land routes to Mali. Next, Captain Parfait-Louis Monteil led the *Mission Topographique du Haut Sénégal* (1884-85), to survey the passage from the upper Senegal River valley to the Niger River, at Bamako, primarily for the purpose of finding the best route for an envisaged Dakar-Niger River Railway.

Critically, at the Berlin Conference (1884-5), whereby the major European powers divided Africa amongst themselves, France was given vague title to the zone encompassing the upper and middle Niger River. However, to claim her prize, France would have to seize the territory from its indigenous peoples and build transport infrastructure. Meanwhile, Britian was to assume control over the river's lower courses and mouth, in moder-day Nigeria.

During what became known as the Gallieni Campaign (1886-8), the colonel showed himself to possess an amazing ability to gain the locals' cooperation, without resorting to threats or violence. His efforts created the momentum that would allow France to assume control over most of what is today western and central Mali by 1892. However, the lands to the east of Timbuktu remained largely under the control of the indigenous Tuareg clans.

Critical to France's ambitions to control the Boucle du Niger would be opening regular shipping routes along the navigable parts of the river. A large stretch of the Niger's middle course was thought to be navigable for decent sized shallow-draft craft, as least during the high-water season (the river levels fluctuated greatly at various points along the Niger depending on the timing of annual rainy season upriver). However, the feasibility of this route had never been proven.

The Mission *Hydrographique du Niger* ('La Mission Hourst')

Enter Émile Auguste Léon Hourst (1864 - 1940), a French naval officer, hydrographer and explorer, who was to be Davoust's second-in-command on the aborted 1888 Niger River expedition. A native of Marseille, he was a veteran of military adventures in Vietnam and Madagascar, before serving in Senegal, where he developed an intense desire to explore the interior of West Africa.

Following the demise of the Davoust Mission, Hourst led a relentless lobbying campaign to be given the French government's blessing and support to realize Davoust's vision, which was finally achieved in 1893. Hourst, who then had the rank of lieutenant, immediately set out for Mali, but bureaucratic delays and enemy action prevented the commencement of his mission for over two years.

Hourst's objective was to travel, by boat, the length of the Niger River from Timbuktu all the way to the sea, as distance of over 1,700 km. Most importantly, he was to assess the feasibility of navigating the course through the Boucle du Niger, while conducting the first scientific charting of the river from Timbuktu to the cataracts at Bussa. If this stretch of the river, or at least the majority thereof, could be opened for shipping, it would revolutionize French colonial prospects in West Africa.

The European element of Hourst's expedition consisted of the marine Ensigns Adrien-Édouard Baudry (the mission's second-in command) and René Bluzet (1871 – 1915), as well as the military physician Monsieur Taburet, and Père Augustin Prosper Hacquard (1860 – 1901), a priest of the White Fathers of Algiers, who would act as an interpreter and diplomat (who would join the mission in Timbuktu). They were to be accompanied by 20 *laptots* (indigenous colonial troops) and 12 servants, plus indigenous interpreters.

The expedition was to travel on three custom made shallow-draft boats, being the *Jules Davoust* (commanded by Hourst), a prefabricated aluminium craft made in France that was to be assembled in the field, and which was 12 metres in length, with a weight capacity of 9 tons and a draft of only 35 cm. Next, was the *Enseigne-Aube* (commanded by Bluzet), a chaloupe (long boat) made of local wood, that measured 16 metres, with a draft of 70 cm. *Le Dantec* (commanded by Baudry), also a chaloupe of local wood, was 9 metres long and had a draft of 30 cm.

Before embarking, Hourst and his men had to be mindful of the local rainy season (June to November) and the dry season (November to June), which greatly affected the flow and depth of the river, and so its navigability. Moreover, the river's complex and varied nature ensured that high and low water occurred in different areas at surprising times, with the water levels in some places affected by the rains (or lack thereof) far upriver.

The mission marshalled itself at Kayes (in the far west of Mali), on the Senegal River, in October 1895, whereupon the party, with its disassembled boats and luggage, travelled by land on carts to Koulikoro, a good port on the Niger located 70 km downriver from Bamako. From there, they would travel by boat, launching the Davoust, Enseigne-Aube and Le Dantec, taking advantage of the high-water levels on the Niger.

The expedition departed Koulikoro on December 22, heading downriver on the Niger, reaching Timbuktu, the last point of "French civilization" in the region, on January 11, 1896. There, the expedition recruited Father Hacquard, as well as an Arab interpreter who was very familiar with the local tribes.

Importantly, as the Niger River was well understood and charted down to Timbuktu, it was from that point onwards that La Mission Hourst commenced in earnest, as henceforth the river and its banks were only vaguely known to Europeans and were still under the control of potentially hostile indigenous powers. The mission's mandate was thus to scientifically chart the Niger, with an eye to its



commercial navigability, and to forge at least civil relations with the locals.

The mission left Kabara, the port of Timbuktu, by boat, on January 22, 1896 (whereupon the coverage of the present manuscript commences). While the *Jules Davoust, Enseigne-Aube, Le Dantec* always remained in eyesight of one another, and rendezvoused every evening, their respective crews would often assume autonomous surveying duties. For instance, one vessel would take soundings, while another would trigonometrically chart the banks, while another might map the islands and shoals, etc. The expedition also took numerous photographs all along its progress.

Importantly, at the recommendation of Père Hacquard, Hourst would always himself to the Tuaregs as the "son of Abu Karim". Abu Karim was the name used by Heinrich Barth, who had forged surprisingly warm relations with the normally hostile Tuareg chiefs during his expedtion four decades earlier. As the memory of Barth was still treasured by the Tuaregs, it was hoped that they would show kindness to the son of the beloved Abu Karim.

The missions's progress down the Niger since leaving Kolikouro proceeded swimmingly for some time, with the water course being broad with mild currents, and easily deep enough to carry the expedition's craft, while scarcely any remarkable obstacles were encountered. As such, the formal river surveying, which commenced at Kabara, was easily accomplished.

However, as the expedition approached the river port of Gao (famed as the capital of the late mighty Songay Empire), they entered the territory of the Awelliminden Tuaregs, a fierce and clever tribe led by the formidable Chief Madidou. It was vital for Hourst to negotiate a detente with Madidou, otherwise his warriors could effortlessly block his mission's progress, let alone send all its members to an early grave!

Hourst sagely sent Madidou a gift of 22 guns, courtesy of the "son of Abu Karim". This move proved effective, as while the chief declined to meet Hourst in person, he granted him permission to traverse his territory.

The expedition continued to enjoy stellar conditions on the Boucle du Niger, even as it had to navigate around innumerable islands and rocks, passing through diverse countryside that included vast marshlands, immense seas of sand dunes, and great red cliffs.

The easy ride ended abruptly in early March, when the mission encountered the first major physical obstacle to navigation - the Ansongo Rapids. As René Bluzet recalled, "from Ansongo, the river suddenly changes character…Bizarre alignments of boulders, an iron gate that the Tuareg call Akarambay, and which could bear to the navigators the words of Dante "Lasciate ogni Speranza"". It was here that Mungo Park, made vulnerable by having been slowed down by the raids, was first attacked by the Tuareg. Yet, this time, due to Hourst's guise as the "son of Abu Karim", the mission was safe from such a threat.

It was here that the coverage of the present manuscript ends, at what was a natural break in the Hourst expedition's progress.

The mission continued with some difficulty, traversing the rapids at Fafa and Labezeyan, after which the passage became somewhat easier for a time. However, in May 1896, the advent of the low water season necessitated that the expedition temporary halt its progress, at a place called Fort Archinard (named after General Louis Archinard, a hero of the recent French military campaigns in Mali), located just past Say, about 60 km downriver from modern Niamey, Niger.

The mission remained at Fort Archinard for five months, awaiting the arrival of the high-water season. Menacingly, the surrounding region was controlled by a local potentate named Chief Ahmadu, who as a refugee from French incursions in western Mali, naturally harboured ill will towards all Frenchmen. Fortunately, Fort Archinard was an easily defensible position, and no serious security problems were encountered.

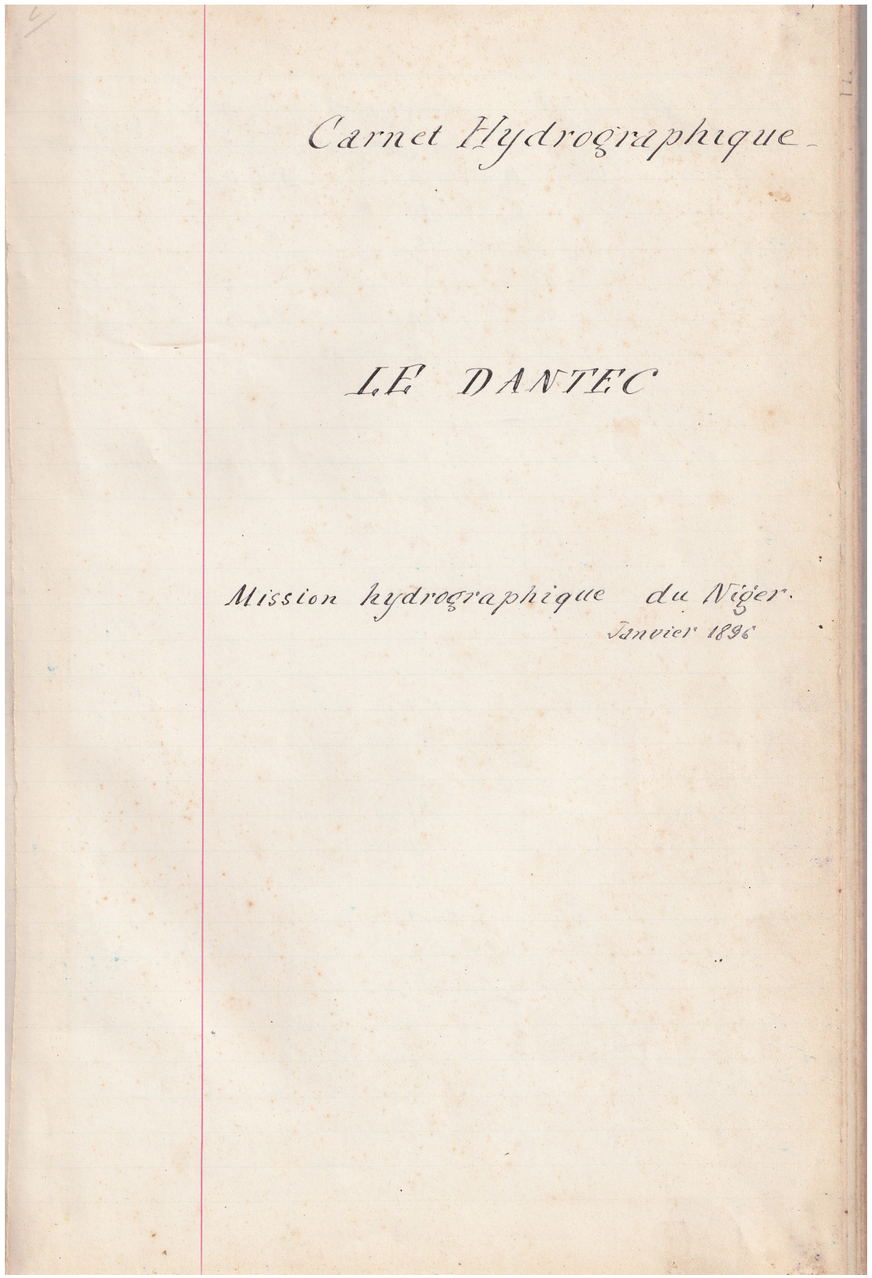
The expedtion left Fort Archinard on September 15, 1896, and continued down the Niger without incident until arriving at the Bussa Rapids. These dreaded cataracts marked the site where Mungo Park was killed by the locals. While thought to perhaps be passable during high water, this vast series of vicious maelstroms ensured that even a minor error in pilotage could be fatal. Confirming Hourst's opinion of 'Perfidious Albion', the British, who considered the lower Niger to be their colonial zone, ran interference, such that Hourst expedition could not find a local guide to help their passage through the rapids. Thus, the mission had to 'go it alone', and while not an easy feat, the exceptionally high-water levels allowed their safe passage.

Shortly thereafter, the expedition arrived at Leaba (Nigeria), the highest British outpost on the Niger, where they received a frosty reception from the Englich commander. From there, they descended the river to the sea, so making them the first European mission to chart almost the entire navigable course of the Niger River, while opening the Boucle du Niger as a passageway for steamships to exploit a vast inland waterway, entirely within the French colonial zone.

The Reception, Significance and Legacy of La Mission Hourst

Upon Hourst, Baudry and Bluzet's return to France, the government hailed their mission as a triumph, as it inaugurated the use of a vast inland navigable waterway exclusively within French colonial domains. This had incalculable advantages for France's political, economic and social ambitions in West Africa, and would prove the pivotal factor in allowing France to colonize the western Sahel.

In Lieutenant Bluzet's words, La Mission Hourst was "considered very advantageous from the French point of view" as the Niger River was proven "navigable from Koulikoro to Ansongo, over a space of approximately 1,000 kilometres, east, from Ansongo to Geba, [where it was] absolutely blocked by



several series of impassable obstacles, thus preventing any foreign competition to reach our markets. So, this navigable reach in the middle of Africa is indeed at home, very much ours."

La Mission Hourst's manuscript river survey charts (including Baudry's present maps) formed the basis for the creation of the *Mission Hourst. Cours du Niger de Tombouctou à Boussa / Levé expédié, exécuté en 1896 par MM. HOURST, Lieut.t de V.eau, BAUDRY, Enseigne de V.eau, et BLUZET, Lieut.t d'Inf.ie de Marine / Atlas de 50 feuilles à ;Echelle de 1/50.000* ([Paris] : Service hydrographique de la marine , 1899), and impossibly grand map of 50 sheets, curving over 30 metres long, that represented the first complete and accurate charting of the Niger River from Timbuktu to the Bussa Rapids.

Please see scans of this map, courtesy of the Université Bordeaux Montaigne:

Recherche dans les données descriptives · Recherche · 1886

The achievements and the adventures of the Hourst expedition gained great international awareness and acclaim, as they were covered by innumerable newspapers and magazines. Moreover, Hourst's memoir, *La mission Hourst, sur le Niger et au pays des touaregs* (Paris: Éditions Plon, 1898), which was illustrated by 190 images and photographs, as well as map, became a Europe-wide bestseller. This work was translated into English as the French Enterprise in Africa: *The Personal Narrative of Lieut. Hourst of his Exploration of the Niger* (London: Chapman & Hall Ld., 1898).

As for Émile Auguste Léon Hourst, in 1901, he was sent on special mission to China to chart the Yangtze River, to assess whether it offered a viable navigable passage above Yichang. Promoted to frigate captain in 1910, he spent the rest of his days as a celebrity amongst African hands and river pilotes, much beloved by his countrymen.

The Present Manuscript in Focus

The present manuscript is an amazing artefact of one of the great exploring expeditions into the interior of Africa and is of the kind that almost never survives today. It an original surveyor's field and map book, almost certainly authored by Adrien-Édouard Baudry while working aboard *Le Dantec*, during the most critical stage of the Hourst expedition, from January to March 1896, whereby they proved that a roughly 500 km-long navigable route existed down the Niger River from Kabara (Timbuktu) to the Ansongo Rapids. The opening of this stretch of the Niger, now connected to the already known route down from the head of navigation of the river, confirmed that a 1,000 km navigable passage ran through in the heart of West Africa, and which lay entirely with the French colonial sphere. This discovery had immense geopolitical, commercial and social implications that would play out in the succeeding three generations.

While the present manuscript is unsigned, as Ensign (Later Lieutenant) Adrien-Édouard Baudry (1867 – 1914) was the skipper and surveyor of record aboard the *Le Dantec*, it can be reasonably assumed that it was executed in his hand. Baudry was born in Clisson, Loire-Atlantique (near the great port of Nantes) and was attracted to the sea at an early age. He joined the French navy in 1884, becoming a midshipman in 1887. Gaining the rank of Ensign, in 1889, he was posted to Loiret, Brittany, where he began his officer training. Along the way, he received formal training in hydrographic surveying. From 1892-3, he took part in his first great overseas tour, sailing to the Far East aboard the cruiser *Villars*.

Following his participation in La Mission Hourst, Baudry spent the rest of his career serving in a series of increasingly senior sea command and administrative posts. Tragically, he was killed in action, on November 10, 1914, during the early days of World War I, while leading a troop of marines during the Battle of Diksmuide (Belgium).



In common with conventional practice amongst cartographer-explorers of the day, the Baudry's present manuscript field book is where he recorded his raw data and observations in real-time while undertaking the survey of the Niger River and its banks. It features numerous hydrographical statical tables, technical notes, profile views of the river's banks and obstacles, as well as series of maps, being interconnecting sections of the river.

While Baudry's manuscript features highly sophisticated and accurate data, it appears in a crude, totally authentic form. The field book's data, sketches and maps would, upon the completion of the mission, be carefully compared that recorded in the books of the *Davoust* (Hourst) and the *Enseigne-Aube* (Bluzet), whereupon formally refined and finished maps, charts and textual analysis would be prepared for presentation to the French government, and then for publication.

Importantly, as the information contained in such rough surveyors' books was supposedly superseded by the resulting published maps, records and memoirs, they tend to have a very low survival rate. In the wake of expeditions and the publication process, the surveyors tended to retain their manuscript books as their private property, as souvenirs. As such, as time went by, and as they were not protected in an archive or library, most such field books were eventually lost to time, making the present manuscript an amazing survivor.

The present manuscript has three distinct sections, per there content/format and there place within the chronology of the expedition's progress down the approximately 500 km-long stretch of the Niger River from Kabara to Ansongo.

Following the title page [p. 1], which reads "Carnet hydrographique. Le Dantec. Mission hydrographique du Niger. Janvier 1896", is what can be termed Part I (pp. 2-22), being a series of Hydrographic Tables bearing raw data and observations made by Baudry aboard *Le Dantec*, taken from just after the expedition departed Kabara, on January 22, 1896, until the end of the same month. The highly detailed tables, which include date references (ex. "25 janvier", p. 14; "29 janvier", p. 20), appear in a continuous form, and have 8 vertical columns, with the headers being Stations [Places of Measurement], Heures [Times], Sonds [Bathymetric Soundings], Distances [Distances Covered], Relevements [Bearings], Angles aux Travaux [Angles of Survey], Observations Courants, etc. [Observations of Currents, etc.], Notes Hydorgraphiques, etc. [Hydrographic Notes, etc.]. The charts are augmented by a few rough sketch maps and profile views of the riverbank.

Part II, so to speak, can be termed as Technical Notes (pp. 23-30), which cover the period from February 1-6, 1896, and feature a great wealth of sophisticated scientific information about the expedition's progress.

In many respects, the highlight of the manuscript is what we can termed as Part III (pp. 32-62), featuring 28 maps, drafted in pencil and coloured crayon, plus, 1 crude pencil map sketch and 3 pp. of technical notes. These were all executed by Baudry aboard Le Dantec and record his surveys of the Niger River from Rhergo (near the northernmost point of the Boucle du Niger) to the village of Ansongo, past the eponymous rapids, covering the time from February 13 to March 8, 1896, or just thereafter.

The maps consist of interconnecting sections of the course of the Niger River, with colour coding and symbols to indicate different features. The riverbanks are outlined in blue, while within the river's course are lines of bathymetric soundings taken along *Le Dantec*'s survey routes; dashed red lines indicate the recommended shipping route, while sandbars are shaded in yellow. Along the riverbanks, large rocks are depicted in dark brown, while swamps and grasslands are shaded in light green, treed places are dark green, while cliffs and sand dunes are coloured variously in oche or brown. Villages are marked in orange, while the expedition's nightly camp sites are noted as orange Xs with dates, while the presence of letters indicates positions referred to in the technical notes. There are many annotations, for example, marking the locations from which "photos" were taken, and "habitants arrivés [the villagers arrive]".

The map sections are as follows, while noting their correspondence to the relevant named and numbered sheets of the mission's subsequent 50-sheet printed map, *Mission Hourst. Cours du Niger de Tombouctou à Boussa…* (1899):

pp. 32-3: 1 map section dated February 13, corresponding to part of the *Rhergo* sheet {no. 6} on the mission's 1899 printed map, being the near northernmost point of the Boucle du Niger, with technical notes on following page (p. 33).

pp. 34-6: 2 map sections, being a continuation of *Rhergo* {no. 6}, along with a page of technical notes dated February 14.

p. 38-9: 1 map section corresponding to *Sambo* {No. 7}, plus a page of technical notes dated February 17.

pp. 40 and 42: 2 map sections corresponding to *Titankoy* {no. 8} and part of *Amgoudié* {No. 9} (pp. 41 and 43 are blanks).

p. 44: 1 map section corresponding to *Amgoudié* {No. 9} (p. 45 is a blank)

p. 46: 1 map section (crossing 2 pages) corresponding to part of *Sallakoïra* {no. 10}

pp. 48-9: 3 map sections corresponding to part of *Sallakoïra* {no. 10} to *Goumsa* {No. 11} and part of *Koundouga* {No. 12}

p. 50 – 1: 3 map sections corresponding to parts of *Koundouga* {No. 12} and *Salaba* {No. 13}.

pp. 52-3: 2 map sections corresponding to part of *Salaba* {No. 13}, *Kosékourï* {No. 14} and *Gao Gao* {No. 15}.

pp. 54-9: 9 map sections corresponding to *Saleakoïra* {No. 16}, *Dergona* {No. 17}, *Bara* {No. 18} and parts of *Ansongo* {No. 19}.

pp. 60-1: 3 map sections corresponding to parts of *Ansongo* {No. 19}, marking the rapids of Ansongo and Ansongo village (where Le Dantec's position is marked "8 mars").

p. 62: rough pencil sketch map

References: N/A – **Manuscript seemingly not recorded.** Cf. Frederick A. ANDREWS, 'The French on the Niger', The Gentleman's Magazine, vol. 285 (1898), pp. 275-84; René BLUZET, 'Le Niger français: La Mission Hourst', Revue universelle, tom. 7 (1897), pp. 358-60; Émile Auguste Léon HOURST, La mission Hourst, sur le Niger et au pays des touaregs (Paris: Éditions Plon, 1898); 'E.R.', 'Mission hydrographique du Niger', Revue des cours scientifiques de la France et de l'étranger, tom. 59 (1897), pp. 108-10.

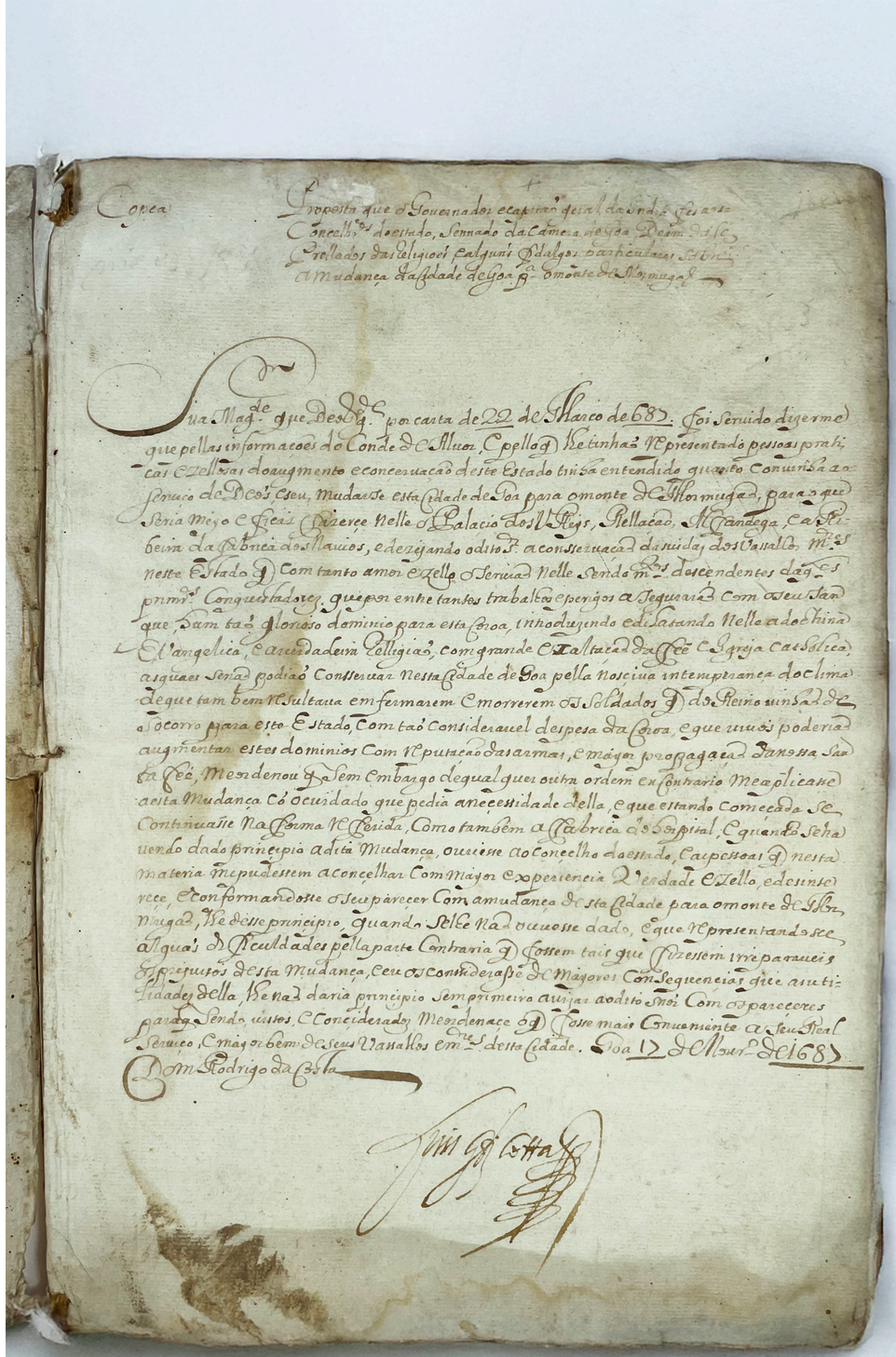
PROPOSAL TO MOVE THE CAPITAL OF PORTUGUESE INDIA FROM VELHA GOA TO MORMUGÃO

4.

Dom Rodrigo da COSTA (c. 1640 - 1690), Governor of Portuguese India; and Others.
['Monsoon Book' Letters: Manuscript Dossier of Opinions proffered by Members of the Viceregal Commission appointed to Investigate Moving the Capital of Portuguese India from Velha Goa to Mormugão] "Prosposta…" / "Parecer…".
Manuscript, Velha Goa, 1687 – 1688.

4° (30.5 x 22 cm): dossier of 16 manuscript letters, 34 ff. total of which 30 ff. feature writing in dark pen [see below for details], all on uniform fine laid watermarked paper, each letter seemingly written in a different secretarial hand and marked "Copia", with each letter signed and thus notarized with the original signature of "Luís Gz. Cotta" [Luís Gonçalves Cotta], the Secretary of Portuguese India, all tied together with contemporary string (Good, mostly clean, some light tide-making on most leaves but not marring text, minor stains and slight ink smudges, some minor marginal knicks and tears, final leaf, featuring the 16th letter, with conspicuous pink staining seemingly from an old red morocco binding but not affecting legibility of text; but overall fine condition for a 300-year-old+ Indian mss.).

*An extraordinary artifact **from one of the great debates in the history of Portuguese India**, being the question as to whether the capital of the colony should be moved from the Cidade de Goa (Velha Goa), the once impossibly grand city billed as the "Oriental Rome" but having since become run-down, depopulated and beset by plague, to Mormugão, a supposedly more healthful and convenient location on the coast; the present original manuscript dossier, dating from 1687-8, features 16 letters, including the "Proposta" (Proposal) of Dom Rodrigo da Costa, the Governor of Portuguese India, to form a Junta (commission) of Goa's civil, military and religious leaders, to give recommendations to King on the matter, so including 15 separate letters of "Parecer" (Opinion) from each of the junta members; defying the express wishes of the King and the obvious dangers of remaining in Velha Goa, the grandees unanimously voted against the switching of the capital, arguing that the utterly dire state of the colony's finances made the move impossible; the letters come from the 'Livros das Monções' (Monsoon Books), the long-standing system of secret high-level correspondence between the viceregal palace in Goa and the King in Lisbon; while the present letters are all written in a secretarial hand and are marked as "Copia", they are all notarized by the original mss. signature of Luís Gonçalves Cotta, the Secretary of Portuguese India, so imbuing them with the same legal authority as the originals; the present letters are possibly today be the only remaining original examples of these vital document, as is not certain*



as to whether the firsthand examples survive in the Goa Archives; while the debate over moving the capital from Velha Goa to Mormugão would be a dominant topic in the colony from the 1660s to the 1710s, the resistance of the local grandee, as well as bureaucratic inertia, ensured that the capital would not be moved until 1759, when severe outbreaks of cholera forced the abandonment of Velha Goa in favour of Nova Goa (Panjim / Panaji); importantly, ***original 17th century manuscripts from Goa almost never appear on the market****, and the historical significance of the present offering perhaps renders it a once-in-a-lifetime opportunity.*

8.500 EUR

The Cidade de Goa, or the City of Goa (later Velha Goa / Old Goa) was founded in the 15th century by the Bijapur Sultanate. It was located on the south bank of the Rio de Goa (the Mandovi River), about 15 km inland, but was reachable by seagoing vessels. The city was conquered by the Portuguese in 1510, who made into the epicentre of their Asiatic and African Empire, consisting of an archipelago of trading posts and Catholic missions, that eventually extended from Mozambique to Japan.

During Goa's heyday in the 16th century, Velha Goa was the nucleus of Christianity in Asia and an entrepôt of astounding wealth from trade. With of a population of over 200,000 (enormous by contemporary standards), its status led to the construction of numerous grand and expensive cathedrals, convents and palaces. Velha Goa became by far and away the greatest Western-style architectural spectacle outside of Europe, leading it to be called "the Oriental Rome".

However, the location of Velha Goa was, in many seminal respects, atrocious. The city's swampy surroundings bred plague and other tropical maladies with epidemics regularly killing thousands of its residents (including several Viceroys!). The Mandovi River also silted up, requiring it to be continually dredged at great expense to maintain iaccess to the sea. Moreover, its inland position made it dangerously vulnerable to attack by enemy armies arriving from the hinterland. Conversely, a well-chosen location along the coast would allow it the city to be protected by the Portuguese Navy, as well as being far more healthful.

By the third quarter of the 17th century, Portuguese India was a shadow of its former self. Through the 1600s, Portugal had suffered the loss of much of its Asiatic trading empire due to warfare and competition from the Netherlands and England. While Goa was still the seat of Christianity in Asia, and while some important commerce still flowed, the colonial treasury constantly ran a deficit, while the standard of living of its residents had declined. Velha Goa's population shrank from over 200,000 in the late 16th century to only about 25,000 in 1680s. Many of the city's buildings were abandoned and had fallen into ruin, while the distressed financial state of the religious orders prevented them from maintaining the proper upkeep of their innumerable massive churches and monasteries. The epidemics that ravaged Velha Goa carried away far more soldiers than would die in battle, while the colony even had to borrow money from local loan sharks to pay for its naval fleet to leave port on patrol. The situation was dire.

The interim government council that ruled Portuguese India from 1668 to 1671, in the absence of a viceroy, was the first administration to seriously take up the matter of moving the capital. It proposed that the capital should be transferred to "Monte de Mormugão", being a height upon a peninsula that marked the south side of the mouth of the Zauri River (today part of the city of Vasco da Gama), located about 27 km by land southwest of Velha Goa. Mormugão was blessed by a very healthy climate and a fine natural harbour. The Portuguese had built a fort there in 1624, and the location was considered be good for defence, as it allowed good artillery coverage of the surrounding waters, while the neck of the narrow peninsula could be easily barricaded to block a land assault. Indeed, Mormugão had already successfully weathered two concerted attacks, mounted by the Dutch, in 1640 and 1643.

The proposal to move the capital caused deep fissures of disagreement within Velha Goa's elite class. The central government in Lisbon, which often had to pay for fixing many of Goa's problems, and whose principals had no emotional attachment to Velha Goa, tended to favour moving the capital. The military establishment often voiced preference for the move, as it saw Mormugão to be in more healthful, defensible location. However, the proposal faced serious pushback from the powerful Roman Catholic clerical class and some elements of the civil service. As there would never be anywhere near enough money (let alone the expertise) to recreate the grand churches and palaces of Velha Goa in Mormugão, the bishops and monks dreaded having to give up their sumptuous Portuguese renaissance quarters for modest accommodation on the coast. Moreover, some administrators and civil servants believed that the cost of building a new capital would be prohibitively expensive.

At various points over the next 40 years, the debate would see-saw back and forth between staying or moving, with passions rising to a fever pitch on both sides. Indeed, from the late 1660s to the 1710s, the question of transferring the capital from Velha Goa to Mormugão was often the dominant topic in Portuguese India.

The second serious attempt to move the capital occurred when King Pedro II asked Viceroy Luís de Mendonça Furtado e Albuquerque, Conde de Lavradio (in office, 1671-7) to convene a junta (commission) of local grandees to debate the matter and to provide recommendations. Lavradio personally opposed moving the capital on the grounds that it would be too expensive, and it seemed that he strongarmed the junta into decisively rejecting the move to Mormugão.

However, a potentially game-changing event occurred in the form of the Maratha–Portuguese War of 1683–1684, known as Sambhaji's Invasion, so named for the head of the Maratha Confederacy, a newly-formed mega-state that would eventually dominate Western and Northern India. Sambhaji's armies invaded Goa and utterly ravaged large parts of its northern and southern districts. The Portuguese forces were caught on the backfoot, playing defence, and with little success. Sambhaji's professed goal was to seize and ransack Velha Goa and, for a time, it seemed like that was an inevitability. However, at the eleventh hour, a large Mughal force sent by Emperor Aurangzeb (the Mughals were arch enemies of the Marathas) attacked Sambhaji's rear, compelling him to suddenly withdraw from Goa. Portuguese India was saved – but only by a whisker!

Goa's near-death experience sharpened minds, and decisively turned Goa's elite towards supporting the notion of abandoning Velha Goa in favour of Mormugão. Viceroy Francisco de Távora, Conde de Alvor (in office, 1681-6) was an ardent backer of moving the capital and on January 12, 1684, he assembled another junta of Goa's grandees. Future events would suggest that a fear of not offending the Conde de Alvor (a very powerful man) may have caused some of the junta members to vote in favour of the move, against what may have been their personal inclinations. While there was still some resistance from a minority of the clergy, this body recommended replacing Velha Goa with Mormugão.

In 1685, the Conde de Alvor commissioned the Jesuit architect Teotónio Rebelo to design and commence the construction of the main civil edifices in the proposed new capital, namely the Viceroy's Palace, Courthouse, Customs House, Hospital, and the 'Ribeira' (quaysides) of the shipyard. The following year, the Viceroy also issued a decree mandating the dramatic improvement of Mormugão's fortifications (see 'Assento que se tomou no Conselho do estado sobre se continuarem as fortificações começadas nas Fortalezas de Mormugão, Aguada, Rachof e Fortes de Tiuy', December 8, 1686, *Assentos Do*

Conselho Do Estado, Vol. IV (1659 – 1695) (Bastora, Goa: Tipografia Rangel, 1956), p. 438-44).

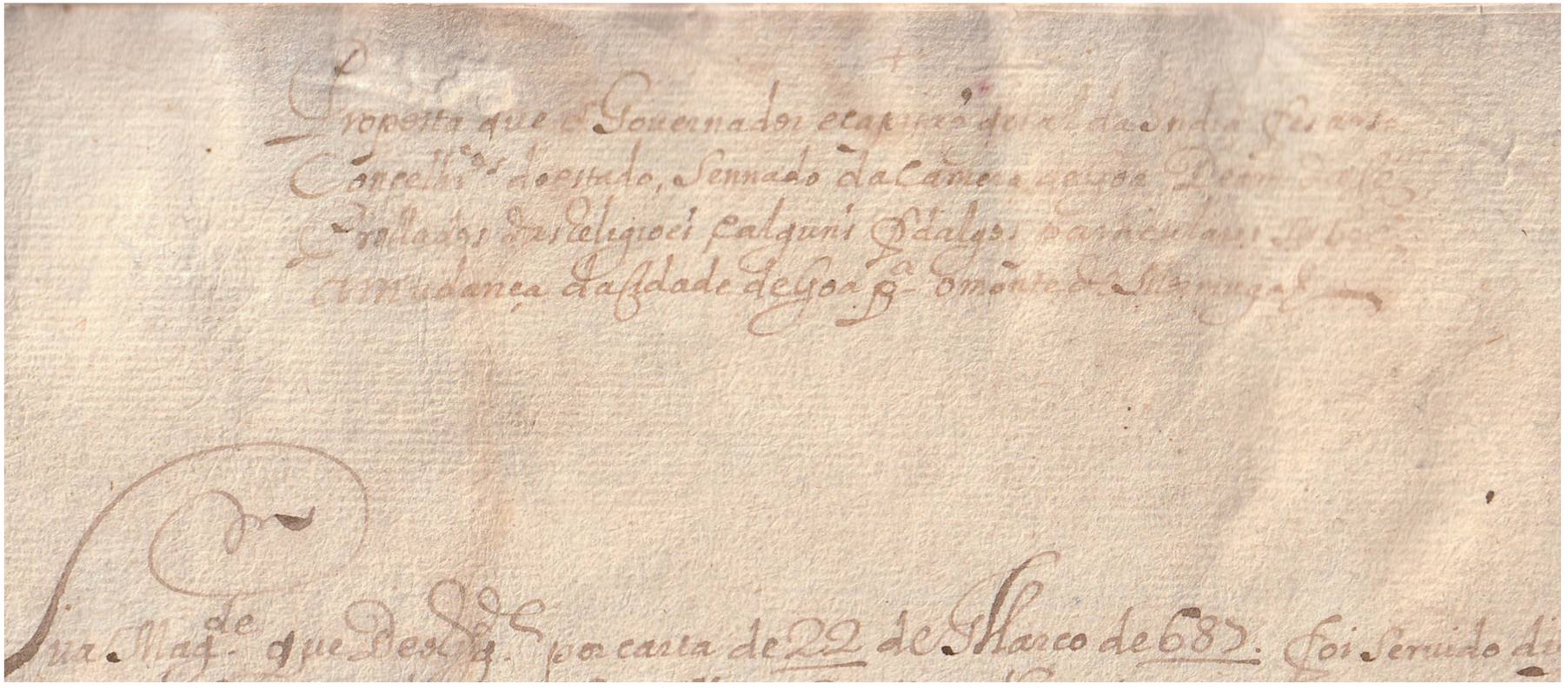
Presumably predicated upon Rebelo's designs, the Conde de Alvor submitted an elaborate plan for the moving process and the construction of Mormugão to the king (with whom the ultimate decision on the matter was to rest), but this document, and any copies thereof, seems to have long gone missing (perhaps destroyed during the 1755 Lisbon Earthquake?!).

The Conde de Alvor was recalled home, to realize his promotion to become the head the Overseas Council in Lisbon, before King Pedro II could respond to his plan to move the capital, leaving the matter to be handled by a new chief executive in Goa.

Enter Dom Rodrigo da Costa and his Junta

Upon the Conde de Alvor's departure from Goa on December 15, 1686, he was replaced by Dom Rodrigo da Costa (c. 1640 - 1690), who would serve the Governor of Portuguese India from that time until his death in June 1690 ('Governor' was technically the term for 'Interim Viceroy', although Da Costa was given permission to hold the role indefinitely). Costa was a fidalgo and a military man, and unlike most Viceroys, who were political appointees dispatched from Lisbon, Costa gained the post by gradually working his way up the ladder in the colonies. He had served with great distinction in India for some years, eventually becoming the *General dos Galliões da Armada do Mar da Índia*, essentially the head of the Portuguese Navy in the Indies, whereupon he gained universal praise for his stellar conduct during the Maratha–Portuguese War of 1683–1684.

An energetic administrator, Costa shored up the colony's defences and endeavoured to reinvigorate its commerce. Sadly, however, like so many of his predecessors and successors, Costa died in post on June 23, 1690, to be succeeded as governor by



Dom Miguel de Almeida. One should not confuse him with his eponymous relative, Dom Rodrigo da Costa (1657 - 1722), who served as Viceroy of Portuguese India from 1707 to 1712.

While the Conde de Alvor was a diehard advocate of moving the capital, Costa, despite being a military man, was not very enthusiastic about the notion. Upon taking office, he gained full knowledge of the deplorable state of the colony's finances, which had been depleted by the costs of countering the Maratha invasion and the burden of funding the reconstruction of the districts that were ravaged. It was apparently his opinion that the Goa simply did not have the money to take on such a mega-project, at least not for the time being. It even seems that Costa stonewalled Teotónio Rebelo's ongoing construction operations in Mormugão.

On March 22, 1687, King Dom Pedro II wrote a letter to Costa endorsing the Conde de Alvor's plan to move the capital from Velha Goa to Mormugão. After lamenting that Velha Gao, while a grand city, was terminally unhealthy, he told Costa, "I order you that, despite any other order to the contrary, you apply yourself to this change with the care required by its necessity…". However, the king left the door open to Costa and those that opposed the move, by qualifying that "…if some difficulties are presented by the opposing party, which are such that the losses of the transfer are insurmountable as you consider them to be of greater consequences than it benefits, you will not initiate [i.e., moving the capital] without informing me of your opinions, so that, having seen and considered them, I may order you to do what may be most convenient…" (see J.H. da Cunha Rivara, 'Tentativa de Mudança da Cidade de Goa para Mormugão', *O Chronista De Tissuary. Periodico Mensal*, vol. 1, pp. 199-200).

The plan floated around by the Conde de Alvor called for the initial capital outlay for establishing Mormugão to be 1.5 million réis, an enormous sum, especially during such difficult economic times.

Like his predecessor, Governor da Costa convened a viceregal commission, or junta, comprised of Goa's civil, military and religious grandees, to give their opinions on the matter of whether the capital of Portuguese India should be moved from Velha Goa to Mormugão. On November 17, 1687, Costa issued a "Proposta" [Proposal], addressed to the junta, framing their assignment.

Costa's junta consisted of 15 members (plus the Governor himself), and included state councillors, military chiefs, the Senate of the City Council of Goa, as well as the leaders of the main ecclesiastical institutions. The members were: Dom Alberto da Silva, Archbishop de Goa, Primas das Índias [Archbishop of Goa and Primate of the Church in the Indies]; João de Lemos do Valle, Provedor mór dos contos, que servia de Vedor Geral da fazenda [Receiver of Accounts, General Supervisor of the State Finances, essentially the Treasurer of Portuguese India]; D. Fernando Martins Mascarenhas de Lencastre, Capitão da cidade de Goa, e do conselho do Estado da India [Captain of the City of Goa, and of the Council of the State of India]; Dr. Lopo Alvres de Moura, Inquisidor Apostolico, do conselho do Estado da India [Apostolic Inquisitor, Member of the Council of the State of India]; Christovão de Sousa Coutinho, do conselho do Estado da India [Member of the Council of the State of India]; Senado da Camara da Cidade de Goa [Senate of the City Council of Goa]; Dr. João Correa Borges, Deão de Sé Primacial [Dean of the Cathedral]; Dr. Manoel Gonçalves Guião, Inquisidor Apostolico [Apolistic Inquisitor]; Padre Mestre Frei Antonio da Trindade, Vigario Geral da Ordem dos Pregadores (S. Domingos) [Vicar of the Dominican Order]; Padre Frei Ignacio do Rosario, Provincial da Provincia de S. Thomé dos Observantes de S. Francisco [Provincial of the Franciscan Order]; Padre Frei Simão de Gouvea, Provincial dos Eremitas de Santo Agostinho [Provincial of the Augustinian Order]; Padre Frei Amaro de Santo Antonio, Provincial da Provincia da Madre de Deos (Capuchos) [Provincial of the Capuchin Order]; Padre Gaspar Affonso, Provincial da Companhia de Jesus [Provincial of the Jesuits]; Dom Phelippe de Sousa, fidalgo da casa de S. M. Mestre de Campo que foide hum Terço do Estado da India [the *Maître de camp,* or Commander of the Army in Portuguese India]; and Manoel Leitão de Andrade, fidalgo da casa de S. M. capitão mór que foi das armadas do Sul e Norte [the Commander of the Navy in Portuguese India].

Of these, only 3 members had served on the Conde de Alvor's 1686 Junta, being Dom Rodrigo da Costa, Christovão de Sousa Coutinho and Dr. Manoel Gonçalves Guião. Curiously, all three of these men would end up changing their opinions, as in 1686 they all were in favour of moving the capital (no doubt under considerable pressure from the Conde de Alvor), while in 1687-8, they all stood against the move.

As revealed below, when the Junta members submitted their opinions (a process that was completed in January 1688), they voted unanimously to reject the plan to move the capital from of Velha Goa to Mormugão. All members cited the distressed state of the colony's finances and the poverty of its people as their rationale for declaring the move to be 'impossible' (although there was a diversity of 'angles' given to this point). This was even though many admitted that under ideal circumstances the change to Mormugão would have been a good idea. Some members were adamant in their viewpoint, while others gave their opinions only very reluctantly, seemingly having wrestled with the decision, as if their votes could have gone either way. Indeed, Governor da Costa, who personally opposed moving the capital, may have leaned on some of the members of the committee to vote for his preferred option. While the ultimate decision on moving the capital rested with king alone, the junta's opinions would have been hard to ignore.

The Present Manuscripts in Focus

Present here is an original manuscript dossier featuring Governor da Costa's "Proposta" [Proposal] creating the Junta that was to deliberate on moving the capital, plus the 15 letters from the Junta's members, whereupon each offered their "Perecer" [Opinion] on whether Velha Goa should be replaced by Mormugão.

To be clear, the dossier's letters are official notarized copies of the firsthand letters to the king in Lisbon. As such, they are all labelled as "Copia" in the upper right corner, and while seemingly written in a variety of different secretarial hands (none are signed by their authors), each is countersigned (and so officially notarized) with the original signature of Luís Gonçalves Cotta, the Secretário do Estado da Índia. It was then custom for a few copies of all official Portuguese crown correspondence to be made for security reasons, to preserve a record in the colonial archives, as well as to account for the fact that letters sometimes got lost at sea or be some other mishap. As the present letters were all signed personally by Secretary Cotta, they were imbued with the same legal status as the firsthand examples that were sent to King Pedro II.

It is work mentioning that Luís Gonçalves Cotta (d. 1691) was an important figure in his own right. He served as the Secretário do Estado da Índia from 1677 until 1691, which was the 2nd most senior position in the colonial government, being the viceroy/governor's righthand man, the head of the civil service and essentially the colony's COO. Archival sources show Cotta to have been very active and industrious, and like Dom Rodrigo da Costa, he was praised for his strong leadership during the Maratha invasion of Goa of 1683-4. Upon the death of Governor Dom Miguel de Almeida on January 9, 1691, Cotta served as the acting governor, as the head of a triumvirate governing commission, until his death on June 4 of that year.

The letters of present dossier were part of a legendary corpus of correspondence called the *Livros das Monções* [Monsoon Books], the term used to describe the official high-level communications between Goa and Lisbon, that is today one of the most important archival sources for the history of Asia and East Africa. The name 'Monsoon Books' comes from the fact that ships could only travel between Portugal and India at certain times of the year, depending on the winds of the seasonal monsoons. As such, messages from Lisbon could only arrive in Goa between June and September, while letters from Goa could only reach Lisbon between December and March. The Livros das Monções primarily concerned the Governor/Viceroy of Portuguese India's secret correspondence with the King, via the Overseas Council and the Secretary of State for the Navy and Colonies, as well as letters to and from senior military commanders in Goa. As the Governor/Viceroy oversaw Mozambique, Macau and Timor, the Monsoon Books also included correspondence relating these colonies.

It is unclear if the relevant volume of the Monsoon Books containing another set of examples of the present documents still survives today. It is certain that this volume existed into modern times, as in the mid-1860s, the great intellectual Joaquim Heliodoro da Cunha Rivara personally consulted and copied most of the present documents from the relevant Monsson Book then housed at what was the Archivo do Governo Geral da India Portugueza in Goa.

However, since India's conquest of Goa, in 1961, the official archives have fallen into state of disrepair, such that many precious documents have been lost or severely degraded by the tropical climate. While what is now the Directorate of Archives & Archaeology (Panaji, Goa) is said to hold 500 volumes of Monsoon Books, only a personal visit to the archives could confirm whether the relevant volume containing the present documents survives today.

While a much smaller collection of Monsoon Books is preserved in Portugal, the volume relevant to the present documents is apparently not present. As an aside, the Arquivo Histórico Ultramarino (shelf mark: PT/AHU/NA/00), holds 16 volumes of Monsoon Books, dated from 1653-6 and 1709-85; the Archivo Nacional - Torre do Tombo (shelf mark: PT/TT/GEI/001) holds 62 volumes dating from 1605 to 1651.

It almost goes without saying that the present dossier is an exceedingly important discovery, as it may be the only surviving original manuscript record of a key event in the history of Portuguese India. Moreover, any manuscripts drafted in Goa during the 17th century, on any topic, scarcely ever appear on the market, and whenever they do, they seldom concern such an important affair of state.

THE CONTENTS OF THE DOSSIER

1.
[Proposal of Dom Rodrigo da COSTA].
Dom Rodrigo da Costa (1657 - 1722).
"Proposta que d'Governador e capitão geral da India fei aos Consel.ros do estado, Sennado da Camara de Goa, Deam da ses Prellados das religiões, …fidalgos particulares... Mudança da Cidade de pa[ra] o Monte de Mormugão." / "Copia".
Goa, November 17, 1687. 1 f.

In this "Proposal", Governor da Costa commences by citing the King's letter of March 22, 1687, approving the Conde de Alvor's plan to move the capital to Mormugão. He discusses how the foundation of the plan rests on building a Viceregal Palace, courthouse, customs house and a 'Ribeira' (quays for ships) in Mormugão. He notes that the City of Goa [Velha Goa] has an "intemperance of climate" that has led to the deaths of the "king's soldiers" and that some say it is thus necessary to move the capital, although there might be opinions to the contrary. As per the king's order, here Costa mandates the creation of a Junta's of 15 of Goa's leading stakeholders to give the governor their opinions on the matter, which he will forward to the King.

2.
[Opinion of Dom Frei Alberto de São Gonçalo DA SILVA (1631 - 1688)].
"Perecer de Dom Alberto da Silva, Arcebispo de Goa, Primas das Índias". / "Copia".
Panelim, January 12, 1688. 2 pp.

Dom Frei Alberto de São Gonçalo da Silva, a native of Amarante, Portugal, was a member of the Augustinian Order, who late in life, after long years of service to the faith, became the Archbishop of Goa and the Primate of the Catholic Church in the Indies, serving from 1686 until his death on April 8, 1688.

Here the Archbishop comes out strongly against moving the capital. He estimates that the initial stages of such a transition will cost 2 million réis (an astounding sum!), being 33% more that the official estimates. He notes that currently, the facilities of the religious establishment in Velha Goa consist of a Cathedral, Archbishop's Palace, 13 monasteries, 2 retreats, 2 seminaries and 30 churches. As most religious houses are in a state of poverty, they cannot possibly afford to move. {Full text of letter given in Cunha Rivara, vol. 1, pp. 225-6}.

3.
[Opinion of João do LEMOS DO VALLE].
"Parecer de João de Lemos do Valle, Provedor mor dos Contos; q[ue] Serve de vedor geral da fazenda da India". / "Copia".
Goa, January 7, 1688. 1 f.

Here João do Lemos do Valle, who was essentially the Treasurer of Portuguese India, votes against moving the capital. While he concedes that Velha Goa is an unsuitable place due "to the corruption of the air" and that making the shift to Mormugão will be like "fleeing from death for life… this great and pious work seems impossible to achieve". He says simply that the colony is too broke to afford the move, and that the average residents of Velha Goa already "having nothing to rebuild the ruins of the houses in which they live in this city… will barely be able to do anything else in the region", let alone "…build palaces, reception halls, customs houses, quays, and everything else that befits" Goa's status, while the colony faces "so many calamities". {Full text of letter given in Cunha Rivara, vol. 1, pp. 226}.

4.
[Opinion of Fernando Martins MASCARENHAS DE LENCASTRE (1643 – 1719)].
"Parecer de Dom Fernando M. Mas. De Lancastre, Cap.an da Cidade De Goa" / "Copia".
Goa, November 18, 1687". / "Copia". 2 pp.

Fernando Martins Mascarenhas de Lencastre (1643 – 1719) was the Captain of the City of Goa (essentially mayor) and a member of the Council of State. He hailed from the Lencastre house, one of Portugal's leading noble families, that descended from the English House of Lancaster (i.e., the War of the Roses). Mascarenhas de Lencastre had a long and illustrious career in Portuguese colonial service, serving as the de facto Viceroy of Portuguese India (1691-3), after the death of Luís Gonçalves Cotta, and later in Brazil, as the Governor of the Capitania do Pernambuco (1699-1703) and as the Governor of the Capitania do Rio de Janeiro (1705-9).

Lencastre was also strongly against moving the capital. While he admits that Mormugão is "a place very suitable for the purpose", the State of India "is so exhausted of capital" that it needs to borrow money simply to finance the fleets that protect its coasts, as well as to pay for the maintenance of the barracks and provisions. He estimates that moving the capital will cost a "few million" réis and that Goa has already suffered from "shortcomings" due to the funds already spent by the Conde de Alvor for building the foundations of the proposed new capital at Mormugão. {Full text of letter given in Cunha Rivara, vol. 1, pp. 226-7}.

5.
[Opinion of Lopo Alvres de MOURA].
"Parecer do Dr. Lopo Alz. de Moura, Inquisidor Apostolico da Inquisição desse estado da India". / "Copia".
Goa, November 22, 1687. 1 f.

Dr. Lopo Alvres de Moura, an Apostolic Inquisitor of Portuguese India and a member of the Council of State, argues against moving the capital, citing financial grounds. He says that "it seems to me that for now the aforementioned change cannot be made", as many of the colony's religious establishments are already severely in debt and could not possibly afford to build new facilities in Mormugão. In lieu of moving the capital, Moura suggests that a hospital for soldiers be built in the healthy climate of Mormugão, and which should be overseen by a physician sent over from Portugal, along with a recovery centre for nuns. {Full text of letter given in Cunha Rivara, vol. 1, pp. 227}.

6.
[Opinion of Christovão de SOUSA COUTINHO].
"Parecer de Christovão de Sousa Cout.o". / "Copia".
Goa, December 8, 1687. 7 pp.

Christovão de Sousa Coutinho was a long-serving and highly respected Councillor of the Estado da India. Here, in a lengthy and highly articulate letter, Sousa Coutinho opposes moving the capital. Curiously, in 1684, as a member of the Conde de Alvor's Junta, he was in favour of the move, yet here he writes that the "State of India is so exhausted it cannot meet its ordinary expenses" and urges the crown not to "spend great capital fruitlessly". He goes on to say that the people of Velha Goa are suffering in poverty, while the churches do not collect sufficient alms for their upkeep. Moving the capital will not only be too expensive but will be an intolerable hardship for the people. While Sousa Coutinho concedes that Velha Goa is an unhealthy environment, his solution is to build a new hospital to cure sick soldiers of their ailments. He also asserts that Mormugão is not so great a location as it is said to be, for its weather is stormy, there is limited access to fresh water, its land is barren and its hilly topography makes local transportation challenging, while the harbour is not as good for loading ships as commonly maintained. {Full text of letter given in Cunha Rivara, vol. 1, pp. 201-6}

7.
[Opinion of the SENADO DA CAMARA DA CIDADE DE GOA].
"Parecer do Senado da Camara da Cidade de Goa". / "Copia".
December 23, 1687. 2 pp.

The Senado da Camara da Cidade de Goa was the city council of Velha Goa. Here the council comes out against moving the capital. It concedes that Mormugão is a stellar choice for a capital, as it is virtually "impregnable" to a siege, while it has a "salutary" environment. Conversely, Velha Goa is hard to defend, as "there is not a large enough num-

Para se curarem os Soldados na Ilha de Goa, deve de fazer na Misericordia de Goa
Aldeas pois a Ilha tem muitas) outro hospital, ou nos Celeiros da Cidade, quando
do parece conveniente no mesmo hospital donde não sendo ja nelle curados pode,
ra ser que de curem melhor, então morrão muitos, e desta sorte podem ficar
delle (se grande fabrica que tem) os outros hospitais, servindose esquife, a
mas, roupas brancas, centos, e mantimentos necessarios para aquelle ministerio, etc. S.
que tem por anno. Deve mandar separar p.ª as despezas delles tirado p.ª cobrar a cada hum
e Officiaes, e Cirurgiões que has de curar aos doentes delles, e mordomo daquelles
ferros tão bem dos refrimo, e Sangue, cadavecem e securão com os medicos, ha nel
las serem de ferro necessario outros Cirurgiões não faltará grandiro, e Cirurgiões
Cirurgue, e ainceiro para o tratamento daquelles hospitais não pode deixar de ser p.ª Cal
por Secretario desta Armada, veja Ca que com facilidade virão a dalo para aquelle effeito
es Capitaes, e Generais de Goa, Dalecta e Soldados, porque temos por esperiencia que delles não
tem tratado com Cabidos majores e muitas vezes a dos do Serv.º de S. Mag.º que a dalo
Se Forem alguns de menos utilidade que deste Exercito nesta Mar.ª Deixa dando aos Sol
dados, emordomos de Goa o mais effeito meio q.º Serem estes curados sem aquelle incon
to, Especialmente de ser cidade de Goa doente, sorem aquelle q.º não basta he conveniente
te que vejamos em dela, que he bom medico, bons medicamentos cuidado bastante Cirurgia
estar tudo a tempo necessario, e sendo este assim Para mais facilitar aquelle meyo
q.º como Capaz dos Soldados, e Estados q.º pode dar se for servido sem que aventa
dor determinado de Portugal Mandes não duvido em q.º S. Mag.º se dê por bem Ser
vido, que mande a prender a q.º tanto q.º cedo Nosso Senhor for servido trazer esta noticia

Escendidas as Cazas deste paço, em redor de Selas se Vay crescendo com toda
Cidade, e Cidade, e Cidade. Sem outra maior fortificação não Se possa ver passar a cidade
de Goa para o Mosteiro de Nossa Senhora quando se faça nelle o Palacio dos
Vice Reis. Estacada. A Fortaleza da Cidade para estas obras somente despendera
S. Mag.º grandissimas Cidades em grandissima parte como ella mostrara a quem
deste cuidado quando se consiga estas naquelle Mosteiro e deixem de ir
Lo Cugar porque estando de India se acha tão estenuado, que não pode ad
dir as suas despezas ordinarias por falta de dinheiro, Espera que Deus com Ma
yor fundamento Se inconveniente impossivel mudar q.º Mormugão a cidade
de Goa, ajuda q.º a q.º este effeito ouvessem Minas grandiosas delle, direi abaixo
Sem emfadar, nem descanso que se Mormugão esta Ilha de Goa

O Mosteiro de Mormugão he huã ponta da terra de Salsete e seu tabaleiro em
toda roda tem pouco mais de meya legoa, aonde acha se de banda de Dentro
tem duas Fontes, e das mesmas huã aguada sobre darem pouca agua Secão se pode
rão. Desta que com mais abundancia corre he muito saborozo. Tirem baseha a
Ilha a respeito deste Mosteiro esta huã Fortaleza edella se estende a muralha como
os Cidades que o cerca todo de ambas Partes, este he o Mosteiro de Mormugão.

e sua capacidade donde não ha huma Enseada nem barra a qual desta Ilha de
huã parte bate o mar, e da outra entra o Rio por elle aquelles Navios, que vão para a Ilha
de Goa Fortaleza de Rachol, e hum braço delle corre por S. Lourenço S. Joaõ, e
Thiago, e S. Pedro, e Vence com o de Goa, espera de Cerca de entrada a este Rio
No Verão por ser a barra dos grandes mares que ha nelle Cujo dentro tem seus inconve
nientes, Cujo inverno he este instante por mar em Cezão das grandes correntes
e Barlaventos Ventos com Cuja força nem todos podem sair e Monsão, nos fundos todos tem pos
sibilidade para terem ancoras, Cabos, e amarrações, Espera o Verem tem a sua
comodidade daquelles he caminho m.to escendido, e espero.

A Ilha de goa que se fazem dous Rios comodamente cando, e Cujo Rio tem seis
pimento mais de seis legoas de largo duas emeya com Bom e capacio (se meus for
Cos) entra hum por aquada e o Rio sua ao cabo que faz barra de boa Capacidade
de que naõ cobrindo muito a Vante de anos, he amais de Emanuel Cauza que S.
Mag.º tem na India, em este sentimento não me engano, por que Cendo em prima acha
o Cidade, e Estado longe aquelle grande, e m.to conquistador seja Emperador
Cujo que a gandou com per fidia por q.º espantose a grandes perigos e de Cuido
dos, e Cervicos dos Cenzonia conhecendo no Cerro Cheia a grande de Cerca e das
sua porta maiores comodidades a foz da Cabeça Nordeste Sueste para o Cia. En
tendendo que a Ilha de goa Cea mais propria e conveniente Morada para os
Vice Reis da India, e q.º ganando aquesta não tanto aquella Cezão que Se propon
do as Fortalezas de Malaca Cidão Ormuz, e Dio tratarão do nesta
Ilha, e assim Fortificando toda a entrada desta Cidade.

Defronte desta Ilha sahe hum Rio com o Nome que segue pelo
Cis dentro de goa o Rio de Pangim Dias a Fortaleza, e Castello do Rio de Pan
gim, e o Rio de Ribandar, e deste se estende a Cidade este o Rio de Pangim
donde começa huã Formosa muralha que nesta Cidade com seus bestiaes,
Este o Rio de S. Joaõ que he tão ogue que Nau grande alcança dos Mouros Por
que neste distancia ha tres passagens nellas se fazem duas Fortalezas de
S. Joaõ que chamão Agoada velho e S. Thiago por outro nome Benestari não se
Lê visto nas historias, este Rio de S. Joaõ, adiante deste esta huã passagem
de bastante largura, e Cumeyo della he da Cidade que não he passadeira
passar por este acima Cidade do Inimigo e sua gente sege sem esta não empren
de cousa a que empende se Cidade quando q.º gerego neste passagem se poem guar
da de noite necessario com Sanguicel ou balsas para a sua defença esta passagem de
S. Lourenço que he ja no Rio que entra por Mormugão Contra as nossas Terras
de Salsete esta outro Rio, e deste vay alcançando Cidade Cerca em o monte
de Cidade esta outro Rio, e deste vay alcançando Cidade Cerca em o monte
de Nossa Senhora do Cabo por q.º neste destricto tão bem se acha as suas desembar
cadouros. Se mandou S.ª guarda delles fazer huã muralha Cinas Rio de Bardes
se fazem duas Fortalezas, esta Agoada, e do Rio Mayor. huã Fortaleza do
se fazem duas Fortalezas, esta Agoada, e do Rio Mayor. huã Fortaleza do

ber of soldiers due to its great circumference", while the houses of Velha Goa are "falling into ruin, not because of the age of the buildings, but because of the lack of money with which to repair and preserve them". Making the move to Mormugão is impossible due to "the lack of money in the royal treasury", which is "totally exhausted and in debt", while the ecclesiastical state can barely sustain its itself, for as the populace upon which they depend was so impoverished. {Full text of letter given in Cunha Rivara, vol. 1, pp. 227-8}.

8.
[Opinion of Dr. João CORREA BORGES].
"Parecer do Doutor João Correa Borges, Deão da Sé Primacial de Goa". / "Copia".
Goa, January 7, 1688. 1 f.

Dr. João Correa Borges, the Dean of Goa's great Cathedral, was also against the move to Mormugão. He observed that the "the decision suggested to His Majesty to move this city to the Monte de Mormugão is both the most convenient and the most difficult". Despite acknowledging the obvious advantages of the new location, he opined that "this decision is impracticable at the present time, since, according to those who understand architecture best" to will cost far more than the 1.5 million réis that has been proposed, and that raising these funds is "impossible due to the poverty experienced" in all quarters, such that "this change should not be attempted". {Full text of letter given in Cunha Rivara, vol. 1, pp. 228-9}.

9.
[Opinion of Manoel Gonçalves GUIÃO].
"Paracer do Dr. Manoel Gonçalves Guião, Inquisidor Apostolico da Inquisição desse estado da India". / "Copia".
Goa, November 19, 1687. 2 pp.

Manoel Gonçalves Guião was the long-serving Inquisitor of Portuguese India, being the man who oversaw the forced conversions of Hindus to Christianity and the adherence of the populace to religious doctrine. While he was in favour of moving the capital while serving on the Count of Alvor's 1684 Junta, here he changed his stance. Guião says that the move is too expensive and will take vital funds away from the defence budget at a crucial time. Moreover, the people of Velha Goa will not support move as they are now experiencing poverty and food shortages, such that they cannot spend vast sums and energy on a mega-project which does not address their basic needs. {Full text of letter given in Cunha Rivara, vol. 1, pp. 201}.

10.
[Opinion of Antonio da TRINDADE].
"Parecer do P.e Frey Antonio da TRINDADE, Vigario geral da ordem dos Pregadores". / "Copia".
Goa, Janaury 3, 1688. 1 f.

The Reverend Father Antonio da Trindade was the Vicar of the Dominican Order in Goa. He was against the move to Mormugão, claiming that the change was "not only difficult for the present state, but also impossible", as the treasury is too "exhausted of money to start the many factories that will necessarily have to be built" in Mormugão. Moreover, Velha Goa's citizens "are so poor" that "they lack even ordinary sustenance due to the lack of trade and the high cost of all customs, by which they are reduced to a greater poverty", and so cannot possibly handle the immense obligations of such a transition. Rather, Trindade asks that "we preserve these ruins in the same places, and that we ask God for improvements" in Velha Goa, and wait for a "better time" in the future to perhaps move the capital. {Full text of letter given in Cunha Rivara, vol. 1, p. 229}.

11.
[Opinion of Ignacio do ROSARIO].
"Parecer do P.e Fr. Ignacio do Rosario, Provincial da Provincia de Saõ Thome da ordem dos observantes". / "Copia".
Goa, December 3, 1687. 4 pp.

In this lengthy response, the Reverend Father Ignacio do Rosario, the Provincial of the Franciscans in Goa, opposes moving the capital due to curious rationale. After asserting the conventional argument that the great "temples and sacred sanctuaries" in Velha Goa cannot possibly be "restored again elsewhere", he goes on to argue that Mormugão is not a good location as commonly assumed. He says that the site of the proposed capital is a "sterile place with an evident lack of water" and that, unlike Velha Goa, is beset by storms for much of the year. Rather, he believes that Velha Goa's healthiness will improve as its population declines, as the city will become less crowded. {Full text of letter given in Cunha Rivara, vol. 1, pp. 229-31}

12.
[Opinion of Simaõ de GOUVEA].
"Parecer do P.e Frey Simaõ de Gouvea, Provincial dos Eremitas de Santo Agostinho". / "Copia".
Goa, December 29, 1687. 1 f.

The Reverend Father Simaõ de Gouvea, the Provincial of the Augustinian Order in Goa, is steadfast against moving the capital, as "This business is so costly to the royal treasury that it seems morally impossible to achieve it". Even if one could somehow build the principal edifices of government and commerce in Mormugão, he reasons that the capital would not be viable, as "cities without inhabitants are not cities; and few or none of the citizens of this State have the resources to build the houses in which they live in this new home". As for the religious entablements, their "incomes are so limited that we can only provide the precisely necessary support of the Religious, due to the continued high cost of food", such that budling dozens of new churches and convents in a new city is simply out of the question. {Full text of letter given in Cunha Rivara, vol. 1, pp. 232}.

13.
[Opinion of Amaro de SANTO ANTONIO].
"Parecer do P.e Fr. Amaro de Santo Antonio, Provincial Da Provincia da ordem capucha". / "Copia".
Goa, November 25, 1687. 1 f.

The Reverend Father Amaro de Santo Antonio, the Provincial of the Capuchin Order, seemed very reluctant to comment on "matters of state". However, he personally believed the move to be "impossible", due to reasons that that "are as clear and patent as the light of noon"; however, he humbly concedes that "greater judgments will certainly be made with better erudition" by others. {Full text of letter given in Cunha Rivara, vol. 1, p. 232}.

14.
[Opinion of Gaspar AFFONSO].
"Parecer do P.e Gaspar Affonso da Companhia de Jesus, Provincial da Provincia de Goa". / "Copia".
Goa, November 19, 1687. 1 f.

Gaspar Affonso was the Provincial of the Jesuits in Goa. His letter starts out seeming to indicate that he is in favour of the transition, as he writes that making Mormugão the capital "seems to me very correct, both for the strength of the site and for the goodness of the air, in which the evils that we in Goa experienced would be repaired. And although this change has many and great difficulties, without them nothing great would be done, as would be the case with this change…". However, he then goes on to say that he is against the move, as the state is in dire financial straits and can nowhere near afford "to cover the expenses of the new palace of Viceroy, audience halls, quaysides, armouries, Cathedral and Palaces of the Archbishops, and of the Inquisition" which moving to Mormugão will demand. He ends by sternly affirming "I consider this change impossible. This is my judgment". {Full text of letter given in Cunha Rivara, vol. 1, pp. 232-3}

15.
[Opinion of Phelippe de SOUSA].
"Parecer de D. Phelippe de Sousa". / "Copia".
Goa, December 5, 1687. 2 pp.

Phelippe de Sousa, the Commander of the Army in Portuguese India, says that after "Considering carefully the reasons that may favour or hinder this change" he believes that moving the capital is "almost impossible in the present state, since His Majesty's treasury is so short of money". As for

the fact that so many soldiers in Velha Goa die of disease, Sousa says that this can be alleviated by sending ill troops to new hospitals in healthier parts of the colony, perhaps even to Mormugão. Moreover, he believes that the climate of Velha Goa may not be quite as unhealthy as everyone assumes, as the real cause of the demise of the soldiers is the horrific state of the hospital there, which "is the beginning of their ills, and the origin of their deaths". {Full text of letter given in Cunha Rivara, vol. 1, pp. 233-4}.

16.
[Opinion of Manoel LEITÃO D'ANDRADE]. "Parecer De Manoel Leitão d'Andrade". / "Copia".
Goa, November 26, 1687. 2pp.

Manoel Leitão d'Andrade, the Commander of the Navy in Goa, is opposed to quitting Velha Goa for the proposed new capital. He says that "we all know that the roses on the Monte de Mormugão are healthier than those in this city" and that the Conde de Alvor's determination to move the capital was well intentioned, and seemed like a good idea at the time, being "made with the judgment that was expected of such a great captain, with so much experience". However, today, it is simply not possible to make the move to Mormugão, as "the state in which the royal treasury is found, with its commitments, the income being so low that it is not enough to cover the necessary expenses". {Full text of letter given in Cunha Rivara, vol. 1, pp. 234}.

Epilogue

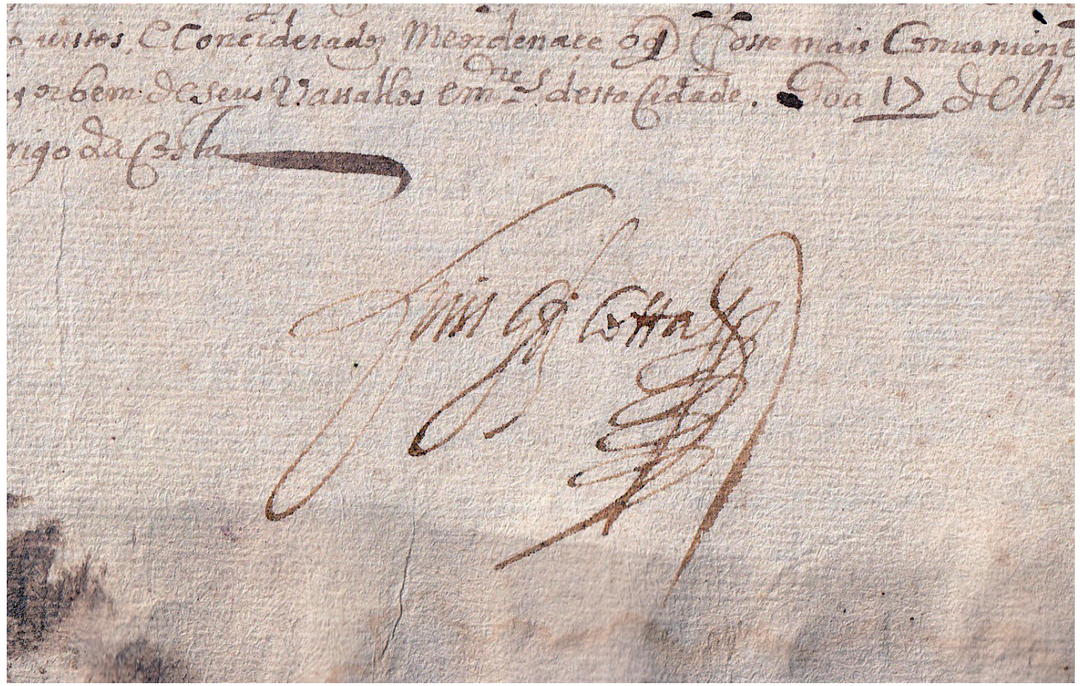
On January 23, 1688, Dom Rodrigo da Costa wrote to the King, submitting examples of the present letters, revealing the opinions of the Goa's junta of grandees, that unanimously affirmed that moving the capital was not possible due to the lamentable state of the colony's finances. Taking advantage of the 'out' that the King had given him in his March 1687 order, which allowed that Costa could opt against moving the capital if the challenges involved were "insurmountable", he used the present letters as 'cover' to stymie the move. He thus placed the ball back into the King's court so that "Your Majesty will order what is appropriate".

Yet, as Cunha Rivara recorded, Governor da Costa "found himself in great distress". He had voted to move the capital while serving as part of the 1684 Junta, like many of his colleagues, doing so "more out of flattery of the Viceroy, the Conde de Alvor" than out of any great conviction. Yet, once in power, Costa came to believe that the move was impossible, yet it was clear that the King was inclined to favour the move anyway. Moreover, the Conde de Alvor, who had arrived back in Lisbon, was no doubt lobbying the royal court in favour of the move to Mormugão. Costa was between a rock and a hard place.

Governor da Costa followed a time-honoured political custom – foot-dragging. Having lobbed the ball back into the King's court, he used the excuse of 'new circumstances' to delay any action on the matter, and he died in office before anyone could force his hand.

Over the coming years, the royal court urged successive viceroys to act on moving the capital to Mormugão, if not in one fell swoop, to at least make the transition in gradual stages. When the King grew impatient with the procrastination of Viceroy Caetano de Melo e Castro (in office, 1703-7), construction works at Mormugão resumed at pace, and the government palace, the hospital and some other key edifices were completed. Caetano de Melo e Castro even resided in Mormugão for part of the year.

However, continued financial problems in Goa and turmoil in Europe due the War of the Spanish Succession (1701-14) ensured that progress on building Mormugão slowed to a glacial pace. Curiously, it was Governor da Costa's eponymous relative, Viceroy Dom Rodrigo da Costa (in office, 1707-12) who, being ardently against the move to Mormugão, killed off the project, ceasing all construction on March 8, 1712.



Yet, while Velha Goa remained the capital, it continued to decay and its population dwindled, falling from 20,000 in 1695 and to only 1,600 in 1775. When a Maratha invasion of Goa in 1739 threatened (but narrowly failed) to seize Velha Goa, many religious orders decided to permanently move some of their most vulnerable members (ex. nuns, the infirm) to Mormugão.

Finally, in 1759, after a series of cholera epidemics, the colonial government and most of the religious establishment abandoned Velha Goa and moved the de facto capital of Portuguese India to a newly expanded city called Nova Goa (also called Pangim, today Panaji). While not seen to be quite as good a location as Mormugão, it was still dramatically better than Velha Goa and was located only 9 km down the Mandovi River from for the old capital, so making the move less onerous. While Velha Goa would remain the de jure capital until 1843, it was largely a ghost town as by that time, having only 1,500 residents, being mostly indigent civilians and a handful of stubborn priests. Nova Goa would remain the capital of Portuguese India for the remainder of the colonial era, while Panaji is today the capital of the Indian state of Goa.

References: Possible surviving examples of other copies of the Present Manuscripts not located. Cf. [Published transcripts of most of the Present Documents made in the 1860s from mss. examples then in the archives in Goa that may or may not survive today:] Joaquim Heliodoro da CUNHA RIVARA, 'Tentativa de Mudança da Cidade de Goa para Mormugão', O Chronista De Tissuary. Periodico Mensal, vol. 1 (Nova-Goa: Imprensa Nacional, 1866), pp. 122-130, 145-155, 169-178, 226 – 237, 253-259, 279-287, 311-315 and O Chronista De Tissuary. Periodico Mensal, vol. 2 (1867), pp. 3-7, with the present dociment specifially covered in vol. 1, pp. 201-6 and 227-234. Cf. J.F. FEREIRA MARTINS, 'Mudança da cidade de para Mormugão', O Oriente Portugues, vol. VII (1910). Pp. 34-42 and 89-100.

CITY PLAN OF SANTIAGO DE CUBA, DRAFTED AND LITHOGRAPHED IN CUBA

5.

Louis François DELMÉS (1793 - 1869).
Plano de la Ciudad de Santiago de Cuba.
Santiago de Cuba: Ejecutado enteramente por D.n L.F. Delmès, 1845.

Lithograph with full original hand wash colour, with some neat period manuscript annotations below the 'Esplicaciones' lower right (Good, stellar original colours, some minor surface abrasions a couple short marginal tears, a couple tiny stains, some very slight traces of former folds; HOWEVER, the map is tightly pasted to a seemingly acid free modern board), 33 x 43.5 cm (13 x 17 inches).

A great rarity of Cuban cartography, being a city plan of Santiago de Cuba, drafted and lithographed locally by Louis François Delmés, the French émigré portraitist and miniaturist who was the father of academic painting in eastern Cuba; the map, executed in the artist's signature resplendent colour palette, portrays Cuba's second city during the island's last 'sugar boom', showcasing Santiago as a figurative amphitheatre, amidst verdant plantations, opening to its great natural harbour, within are labelled every street, while all of major buildings are depicted in a meticulous pictographic form, in line with the artist's skill as miniaturist; one of a sequence of Delmés's city plans of Santiago de Cuba that are today iconic images of the 19th century city – ***1 of only 2 known examples.***

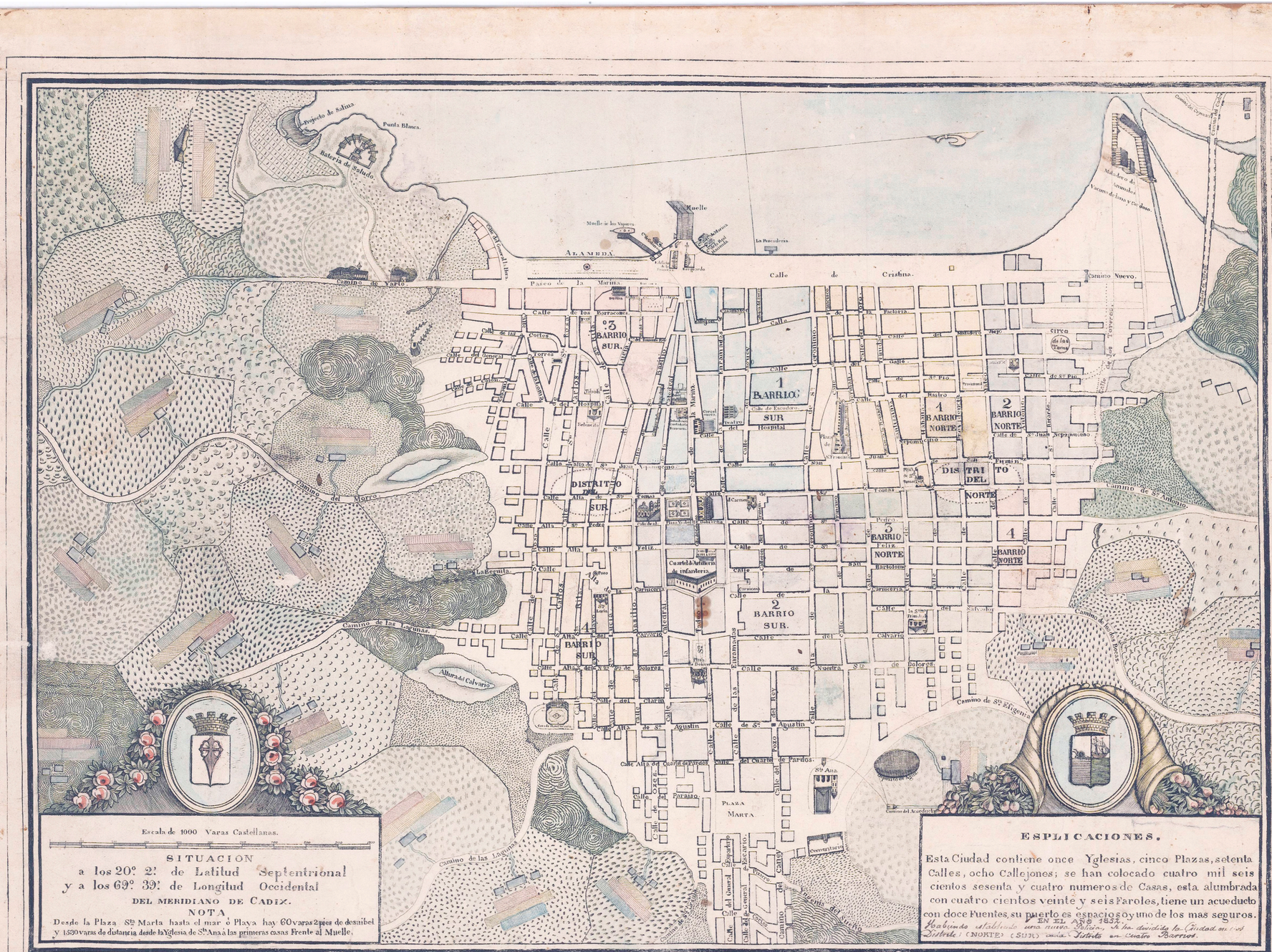
4.800 EUR

Santiago de Cuba, the island's second city, was founded in 1515, located on magnificent bay that was one of the largest and finest natural harbours in the West Indies. For centuries, it prospered enormously, as great trading port for eastern Cuba's agrarian bounty, and as a slave mart and a base for privateers/guarda costas praying upon foreign shipping in the Caribbean.

The present map captures Santiago de Cuba in the 1840s, when it had a population of around 30,000, and during Cuba's last great 'sugar boom'. Indeed, Cuba's Oriente Province, of which Santiago was the capital, produced 40% of Cuba's sugar, 90% of its coffee and 57% of its tobacco. In the year 1845, Santiagos' port processed 1,300 ships, exporting 4.7 million pesos of goods, while importing 3.4 million pesos. While this wealth was not well distributed, it led to the rise of an affluent and culturally sophisticated bourgeois class, the construction of grand homes and public buildings, and an intense demand for artwork, books (and maps!).

The Map in Focus

This magnificent and exceedingly rare map is an archetype example of the French émigré painter and miniaturist Louis François Delmés's extraordinary and unique signature style of cartography, which features lively pictographic detailing and a



Ejecutado enteramente por Dn L.F Delmès en Cuba. año 1845.

PLANO DE LA CIUDAD DE SANTIAGO DE CUBA.

colour palette that adapts 18th century Parisian pastels to the West Indies. Issued by Delmés in Santiago de Cuba, the map is one of a sequence of six updated maps of the city that he both drafted and lithographed between 1840 and 1861.

The highly detailed map showcases all Santiago de Cuba from a roughly westerly orientation, whereupon it appears as an "amphitheatre", surrounded on three sides by a horseshoe of vibrantly coloured and textured hilly countryside, while opening to its magnificent harbour. All urban streets and laneways, as well as country roads are defined and labelled, with Santiago's two numbered districts marked (as divided by the Calle de San Geronimo), while its 8 barrios are each shaded in their own pastel hues. The district and barrio divisions were used to administer health and sanitary regulations, and subsequently to define police precincts.

As explained in the 'Explicaciones", below the arms and cornucopia, in the lower right corner: 'This City contains eleven churches, five squares, seventy streets, eight alleys; four thousand six hundred sixty-four house numbers have been placed; it is lit by four hundred twenty-six lanterns [a sign of the city's modernity]; it has an aqueduct with twelve fountains; its port is spacious and one of the safest'.

Immediately below is written, in a very neat period manuscript hand, "In the Year 1852 having established a new Police force, the City was divided into two Districts (North) and (South), each District into four neighbourhoods."

In the lower lefthand corner, below the city's arms featuring the Cross of Saint James, is a register that notes the map's scale, as measured by '1000 varas [yards] Calstellanos', while noting the city's 'Situcaion', giving its latitude and longitude. Below, a note describes the rough size of the urban area, as 'From the Plaza S.ta Marta to the sea or Beach there are 60 yards, 2 feet of level and 1350 yards of distance from the Church of S.ta Ana [in the far interior of the city] to the first houses in front of the Pier".

As noted, all major buildings and features are labelled and shown pictorially in meticulous form, indicative of Delmés's skill as a miniaturist. In addition to the city's eleven churches, these key places include, along the central waterfront, the *Muelle* [Main Quay], *Muelle de los vapores* [Steamship Quay, another sign of modernity], as well as the jetties for the *Gobierno* [Government], *Marina* [Navy], *Real Hacienda* [Royal Treasury], while nearby are the *Edificio de la Princesa* and the *Resguarda* [Coast Guard Station], while the *La Pescaderia* [Fish Market] can be found further north up the waterfront.

In the city centre are the *Intendencia / Contadoria /Tesoria* [Government Finance Office], *Hospital de Belen* [Bethlehem Hospital], *Carcel nueva* [New Jail, opened in 1845], *Teatro* [Theatre, called El Coloseo, opened in 1823], *Gobierno* [Government House], *Cartel de Infanteria / Artilleria* [Barracks of Infantry / Artillery], while in the lower part of the map (the eastern / interior area) are the *Casa de Beneficencias* [Orphanage], *Camino de Acueducto* [Aqueduct Channel], *Deposito de Agua* [Reservoir].

In the upper left (northwest), is the *Matadero do Animales / Vacuna de lana y Cerdoso* [Abattoir], while in the lower right (southwest) is the *Bateria de Saluda* [Saluda Battery] and the *Projecto de Salina* [Salt Works].

As María Elena Orozco Melgar observes, Santiago de Cuba is portrayed by Delmés as a "living and dynamic entity", as his "cartography integrates a new type of image of the city, while simultaneously conceiving this discipline as work of art: his plans are urban landscapes, where the city is the protagonist and each plan perfectly shows the evolution of civic progress, to present the city and decode the possible levels of reading…

He uses miniatures to integrate the legend within the plan… which are captured with true realism…". As such, the map's "irreplaceable documentary-testimonial value is bringing us closer to a knowledge of the society and the city of Santiago de Cuba in the process of de-ruralisation".

A Note on Editions and Rarity

The present map of Santiago de Cuba is one of sequence of 6 updated city plans that were drafted and lithographed by Delmés in 1840, 1845, 1856, 1857, 1858 and 1861. Notably, each edition of the map was entirely re-lithographed, although they all follow his lovely signature style and resplendent colour palette. Delmés also published a map of the bay and harbour of the city, *Plano del puerto de Satiago de Cuba / Plan du port de Satiago de Cuba* (1833; another edition 1856).

All Delmés's maps are toady exceedingly rare, with each issue known in only one or two surviving examples. They would have been made in only a small print run for consumption by Santiago's wealthy and official classes, while being fragile and created in a tropical climate, they had a low survival rate.

We **can trace only a single institutional example** of the present 1845 map of Santiago de Cuba, held by the Museo Municipal Emilio Bacardí Moreau (Santiago), while we are not aware of any sales records for other examples of any of Delmas's maps.

It is worth noting that Emilio Bacardí y Moreau (1844–1922), the legendary Cuban industrialist, politician, writer and art collector, who managed the Bacardi Rum Company and was the first democratically elected Mayor of Santiago, was especially fond of Delmés's work. He was the first person to attempt a study of his career and oeuvre, and examples of Delmés 1845 and 1857 plans of Santiago are today preserved in collections of the museum he endowed, the Museo Municipal Emilio Bacardí Moreau.

Louis François Delmés: Santiago de Cuba through the Eyes of French Émigré Artist

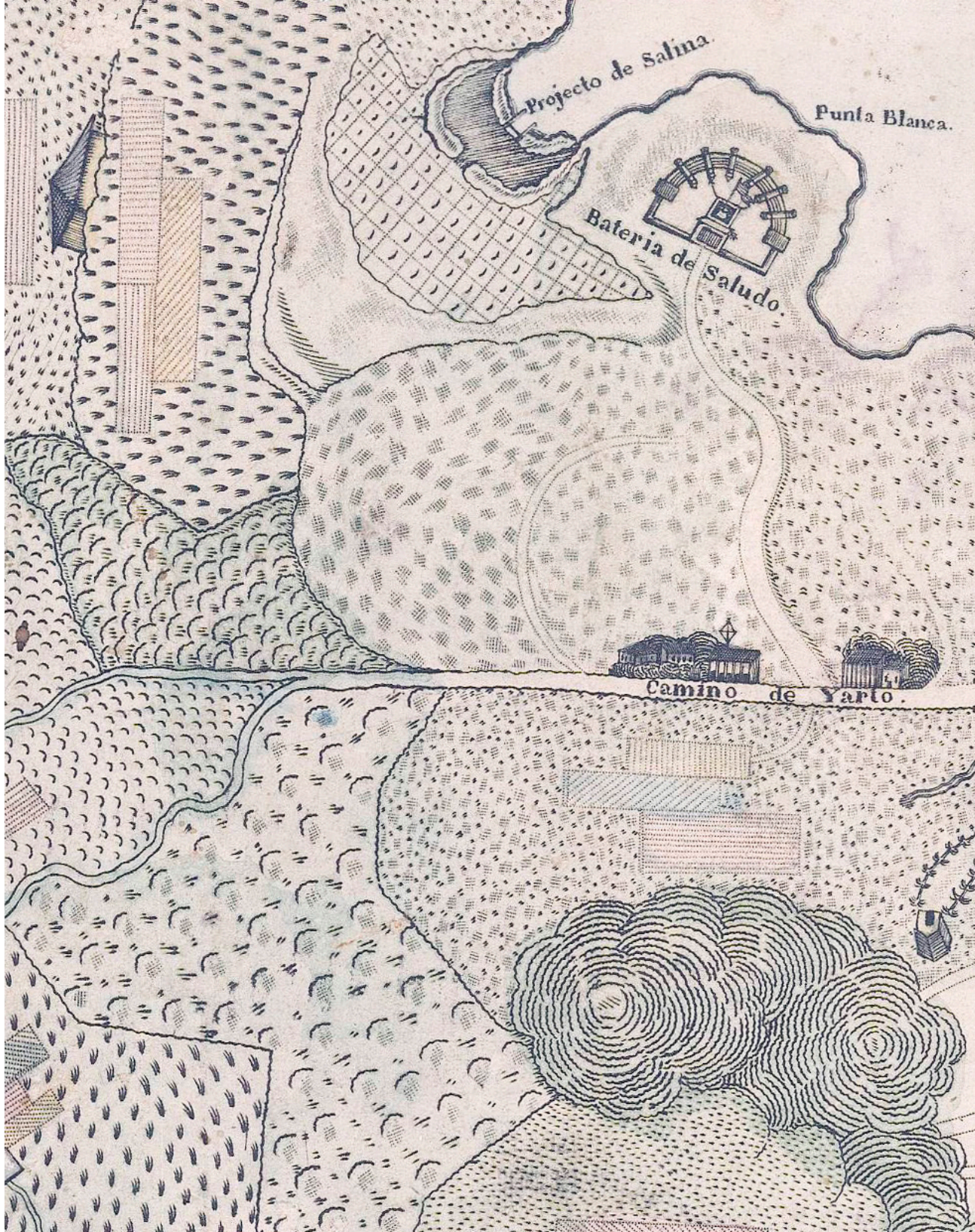
Louis François Delmés (1793 - 1869) was a native of Paris, where at a young age he trained to be a professional engraver and painter. He joined Napoleon's legions in 1810, surviving the emperor's famously ill-fated Russian Campaign (1812). The following year, Delmés was honourably discharged from the army, whereupon he immigrated to Philadelphia, joining that city's prominent French émigré community. There he lived for almost 20 years, working as a painting instructor and a creator of decorative works.

In 1832, Delmés immigrated to Santiago de Cuba. At first, this might seem to the modern reader as an unlikely move, although the historical context reveals it to have been quite logical. Santiago had a sizeable and wealthy French émigré community, which was founded by the wave of white plantation owners and merchants who immigrated to Cuba from Saint-Domingue during the Haitian Revolution (1791 - 1804). Moreover, the French communities in Philadelphia and Santiago de Cuba maintained strong ties. The French population in Santiago numbered over 400 souls when Delmés arrived, and the community was a major driver of cultural patronage in the city, providing many opportunities for an ambitious and talented painter/printer.

Delmés gained popular attention when he drafted and published a very fine map of the bay and harbour of Santiago de Cuba, showing evident skill as cartographer that he perhaps acquired while serving in Napoleon's army. The following year, he opened his own painting and drawing academy, on French academic lines, and went on to mentor many local artists, such that he is today widely regarded as the father of formal painting in eastern Cuba. Delmés personally fulfilled many commissions as a portraitist and miniaturist, portraying many of Santiago's leading citizens.

Delmés's city plans of Santiago de Cuba that he produced from 1840 to 1861, showcased his unique artistic skill and style, and were good PR for his academy. Yet, facing competition from other French émigré painters, business was always difficult. In 1847, despite his popularity, Delmés was forced the file for bankruptcy, although he soon bounced back. Later in his career he diversified, embracing new technologies, including making and selling daguerreotypes.

References: Museo Municipal Emilio Bacardí Moreau: Fondo Mapas, mapa no. 26, plano no. 25; María Elena Orozco MELGAR, Louis François Delmés: el cartógrafo francés de Santiago de Cuba, Anales del Museo de América, no. 14 (2006), pp. 255-83, esp. pp. 266-8; Emilio CUETO, Cuban Cartography, 1500-1898, 'Checklist of "Cuban" Maps, 1500-1898', no. 152, p. 178; Omar López RODRÍGUEZ, La cartografía de Santiago de Cuba : una fuente inagotable (Seville, 2005), p. 35.



THE FINEST GENERAL MAP OF PUNJAB OF THE EARLY DAYS OF THE BRITISH RAJ'S 'MACHINE RULE'

6.

SURVEY OF INDIA.
The Punjab and its Dependencies With portions of the North-West Provinces and Afghanistan / 1869. Compiled in the Office of the Surveyor General of India, from the latest Surveys. / 5th Edition (Corrected up to 1875.).
Calcutta: Surveyor General's Office, March 1875.

Zincograph with original hand colour, printed on 4 sheets, but here joined and dissected into 40 sections and mounted upon original linen with red silk edging, folding into original red cloth covers with blind-stamped designs and the gilt crest of the 'Topographical Department. India' to upper cover, pastedown manuscript owner's inscription of "Edward H. Steel / Capt assist Sur: General / Survey of India. 1878" to inside front cover (Very Good, overall clean and bright, just some light wear to covers), 117 x 135 cm (46.3 x 53.5 inches).

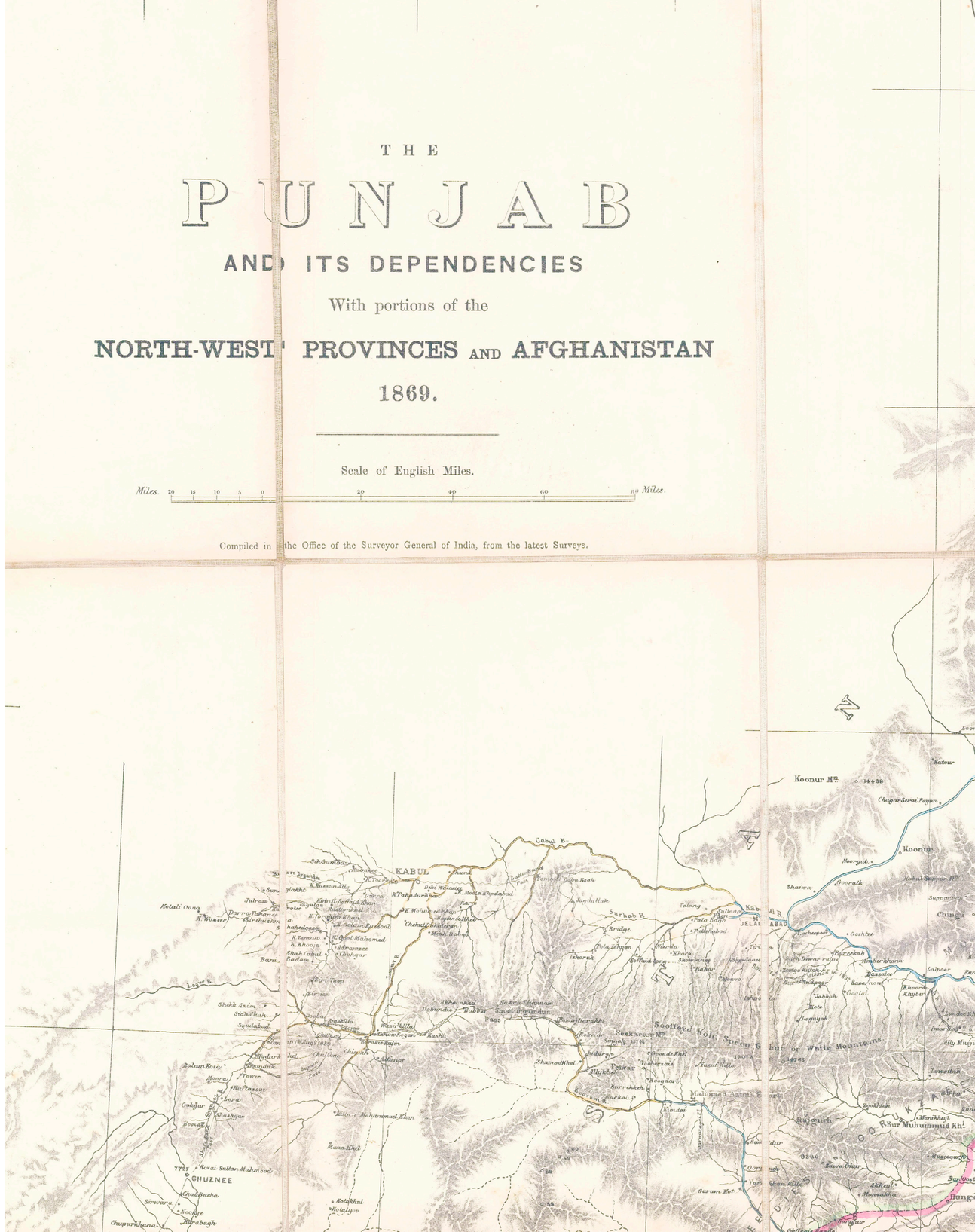
Rare and historically significant - the finest general map of Punjab of the early days of the British Raj's 'machine rule' over the region, when the Punjab was transformed into an agrarian superpower with stellar public institutions and modern infrastructure; the grand map, issued in Calcutta by the Surveyor General's Office and predicated upon the latest advanced scientific surveys, is a masterplan for overseeing the Raj's ambitious colonial deigns, as it meticulously showcases the topography, political boundaries, as well as the new railways, highways and canals that were key to revolutionizing Punjab's economy and society – the present example carries fine provenance, bearing the ***bookplate of Captain Edward H. Steele, the Assistant Surveyor General of India.***

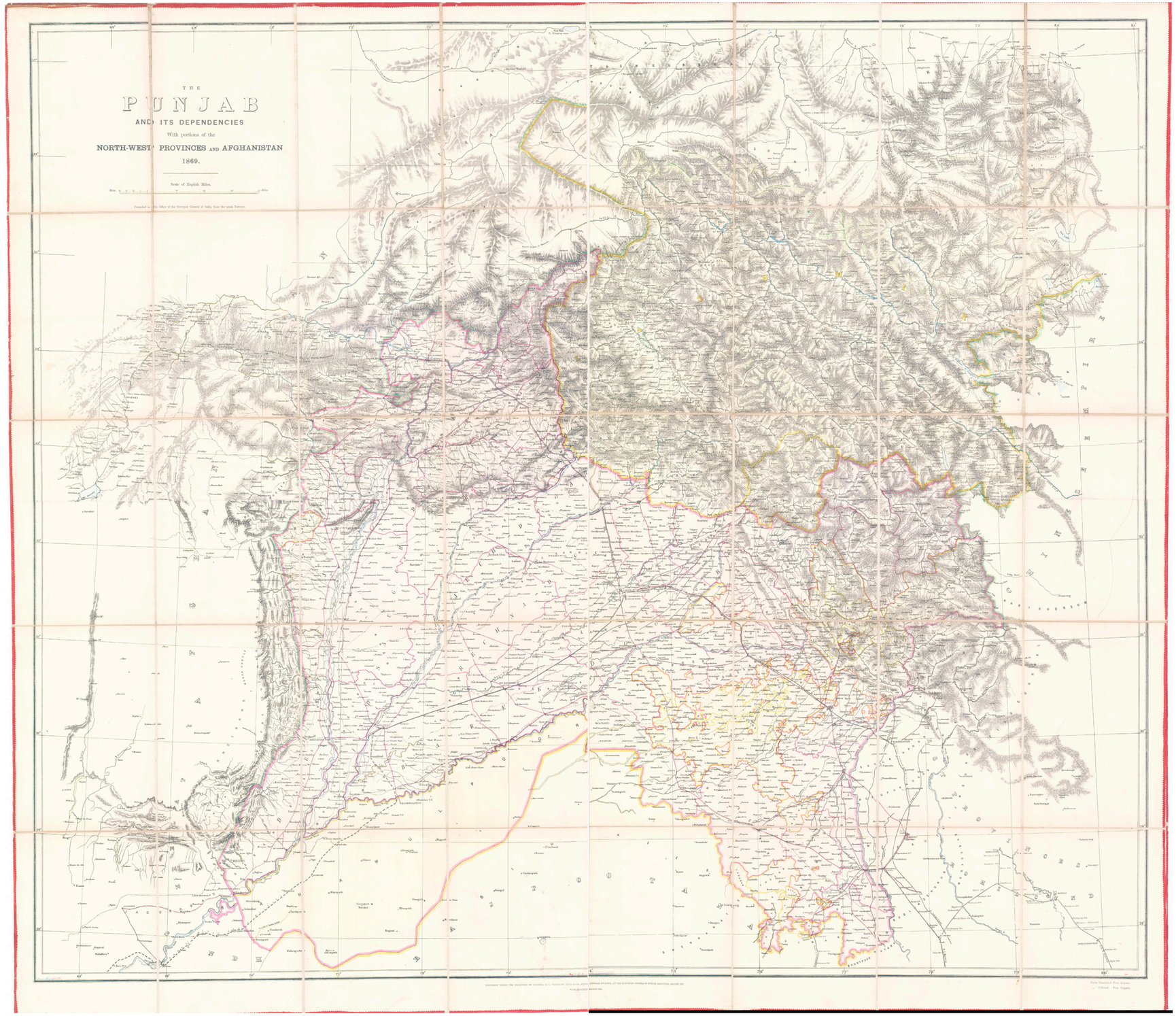
4.800 EUR

Punjab, the land of five rivers (from Punj (Five) and Aab (Water)), being the Sutlej, Beas, Ravi, Chenab, and Jhelum, has since ancient times been the 'breadbasket of India', with a seemingly infinite expanse of fertile land. This made Punjab both the epicentre and target of numerous empires, creating a land of demographic and religious diversity, home to great Muslim, Hindu and Sikh civilizations. In more modern times, Punjab was home to the Sikh Empire (1799-1849), led for most of its existence by the legendary Ranjit Singh.

The British East India Company (EIC), which had gained control of almost all Peninsular India by 1818, eventually turned its attention to the conquest of Punjab. During the Anglo-Sikh Wars, (1845–46; 1848–49), it topped the Sikh Empire, annexing its territories.

Closely connected to Punjab is Jammu & Kashmir, the incomparably beautiful Himalayan kingdom, to the northeast. It fell under the control of the Sikh Empire in 1820 but, with British assistance, came under the rule of the Hindu Dogra Dynasty, in




THE
PUNJAB
AND ITS DEPENDENCIES
With portions of the
NORTH-WEST PROVINCES AND AFGHANISTAN
1869.
Scale of English Miles.
Compiled in the Office of the Surveyor General of India, from the latest Surveys.

in 1846, at the end of the First Anglo-Sikh War. Jammu & Kashmir was hitherto a princely state and a staunch ally of Britain.

Also conquered from the Sikh Empire by the EIC in 1849, was the North-West Frontier Province (toady's Khyber Pakhtunkhwa), a rugged buffer zone between Punjab and Afghanistan. Anchored by the great market town of Peshawar, it was inhabited by warlike tribes who always posed a challenge to whomever was the regional hegemon.

The Indian Uprising of 1857, which only lightly affected Punjab, led to the dissolution of the EIC, with India coming under direct crown rule, so forming the 'British Raj'. The Raj had ambitious designs for Punjab, which would turn it into an agrarian superpower.

Traditionally, while Punjab yielded bumper crops, there were many inefficiencies that led to problems with brining produce to market (ex. poor transportation, corruption, bureaucratic inertia, poor storage, bad coordination amongst producers, and archaic farming techniques, etc.). The British aimed to ameliorate these issues.

The Raj revolutionized the governance of Punjab, creating a system of centralized 'machine rule' that replaced the traditional 'paternalistic' rule of the large local landowners. The Briths placated the local grandees by showering them with patronage, while improving social services and education, so leading the peasantry to tolerate the Raj, if not show it a degree of loyalty. Therefore, the Raj found the Punjabis to be 'reliable', such that the region became the largest source of recruits to the Indian Army, providing the British Empire with some of its finest frontline warriors.

The lifeblood of the Raj's machine rule in Punjab was the new communications system, including the creation of the postal system, telegraph lines, the mass renovation of roads, as well as the building of railways. This would allow information and produce to travel quickly, while allowing British troops to speedily move to any area to quell signs of unrest.

With special reference to railways, the first section of track in Punjab was opened in 1862, between Lahore and Amritsar, with the line extended from Lahore to Multan in 1864. Amritsar and Delhi were connected by railway in 1870, while the same year three regional railways were merged to form the *Scinde, Punjab and Delhi Railway*, which provided a seamless connection between the port of Karachi and Lahore via Multan. In the north, between 1871 and 1876, the *Punjab Northern State Railway*, completed a line from Lahore and 'Peshawur' (Peshawar). In 1886, this railway would be merged with the Scinde, Punjab & Delhi Railway to form the *North Western State Railway*.

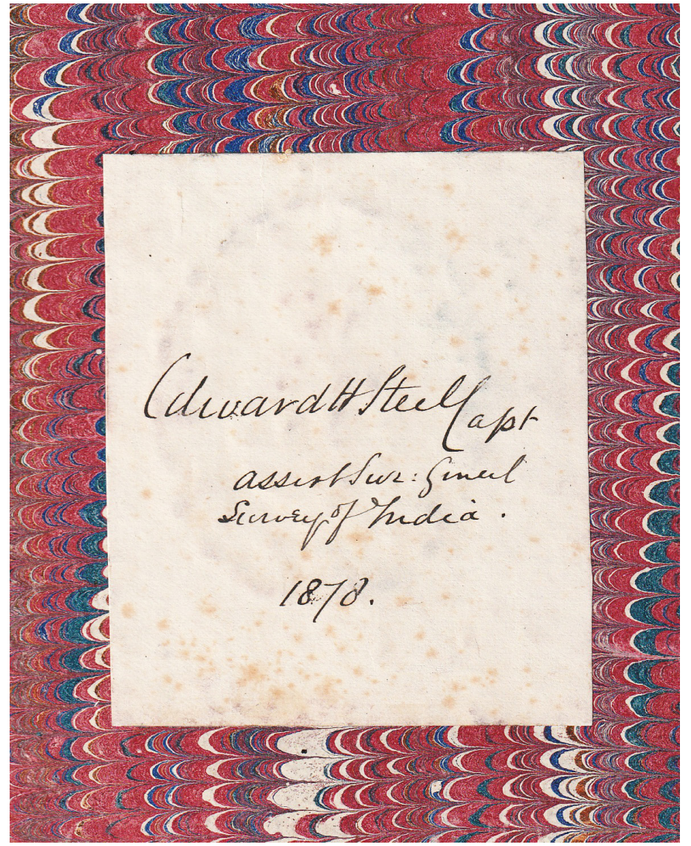
Economically, the Briths designs in Punjab were exceedingly successful. Eliminating inefficiencies and corruption, the creation of modern infrastructure, the introduction of modern farming practices and the construction of canals and reservoirs, ensured that Punjab's agrarian production boomed, allowing it to feed much of northern and western India.

In time, the rise of Punjab's general affluence led a critical mass of its citizens to receive British-style educations, leading to the rise of a professional class. This resulting legacy of Punjabi doctors, lawyers, businesspeople, etc., continues to the present day in India, as well as in the large Punjabi diasporas in Britain, Canada and the USA.

The Map in Focus

The present work is the finest general map of Punjab and adjacent lands created during the period in which the British Raj was consolidating its 'machine rule' over the region and, in that vein, would have served as the masterplan for overseeing the implementation of the polices and infrastructure projects that underpinned this socio-political revolution.

In grand form, the map showcases all Punjab, which is shown to possess a rough fan-shape, consisting of relatively flat land, following the courses

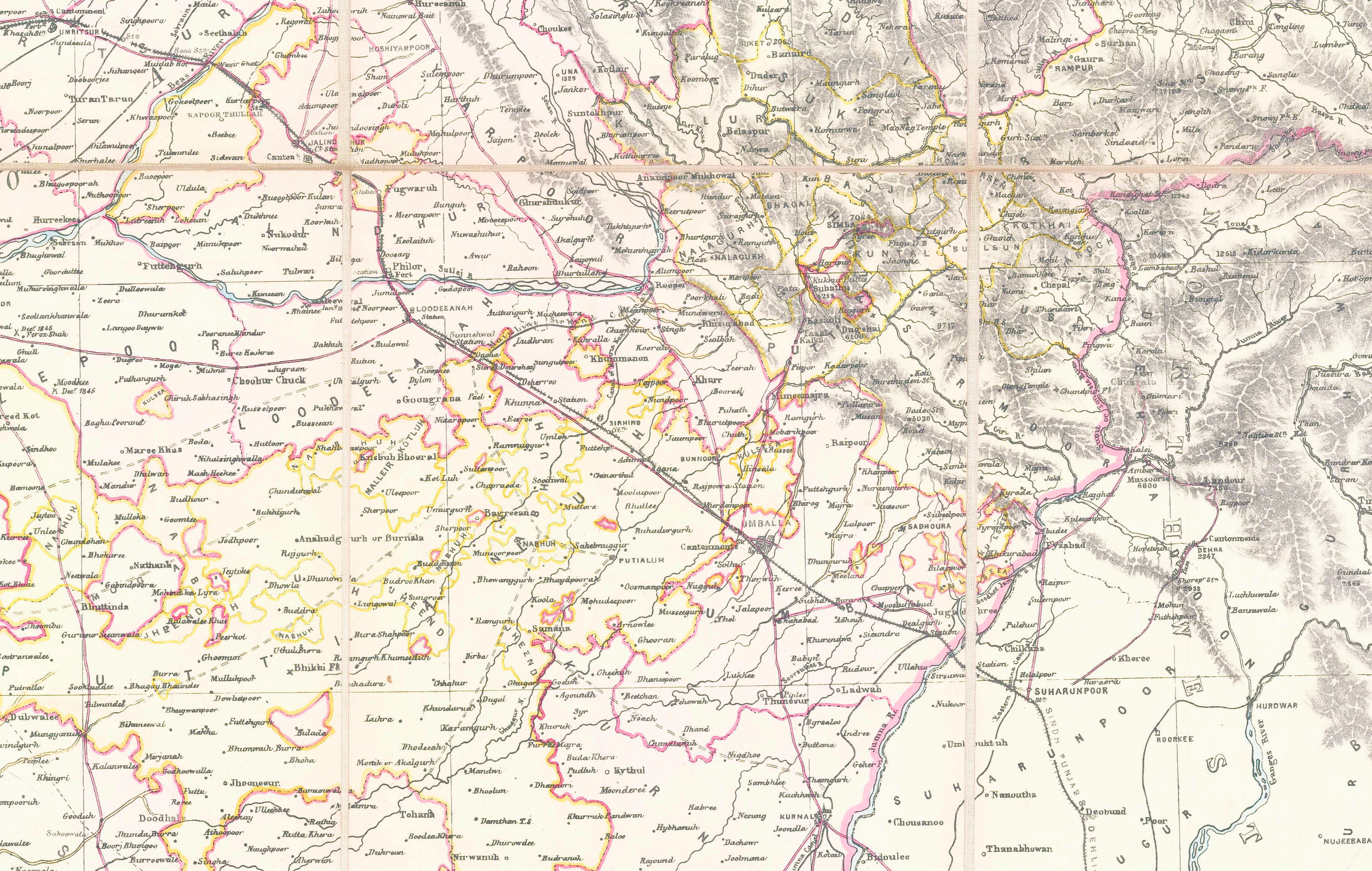


of its major rivers as they converge, having run down from the Himalayas. To the northeast, is exceedingly mountainous Jammu & Kashmir, while to the northwest are the frontier regions between Punjab and Afghanistan. To the southeast, the flatlands continue through modern day Haryana to Delhi, while to the south is 'Rajpootana' (Rajasthan), while in the southwest, the Indus continues down towards Sindh.

The mapping of Punjab is predicated upon the best and most recent sources, including stellar general scientific topographical surveys overseen by the Survey of India and the Great Trigonometrical Survey of India; the vast corpus of very exact local mapping from the Punjab Revenue Surveys (an ongoing program commenced in 1851; land taxation was the backbone of the Raj's public finances); as well as various specialized military, railway and canal surveys.

The source for the mapping of Jammu & Kashmir was the Survey of Kashmir and Jammu (1855-65), spearheaded by Lieutenant Thomas G. Montgomerie. This was inarguably one of the most technically impressive accomplishments of scientific surveying of the 19th century, which involved the exact mapping of immense Himalayan peaks and valleys, often at altitudes never attempted.

Per the tradition of British Indian cartography, the map shades areas under direct British rule (including almost all of Punjab) in pink, while areas under princely rule, under British oversight, are shaded in


UMRITSUR
Cantonment
Singhpoora
Seethalah
Regowal
Beas River
Beas Sta.
Muidab Kot
Wazir Ghat
Ghumbee
Juhanqeer
Deoboorjee
Boorj
TuranTarun
Noorpoor
Seran
Khwaspoor
Gokoolpoor
Kurtarpoor Sta.
KAPOOR THULLAH
Beebee
Junalpoor
Dilawulpoor
Tulwundee
Sidwan
Canton
JALIND
Hurreesinah
Nuwawal Bait
HOSHIYARPOOR
Sham
Sulemanpoor
Dhurumpoor
Dusoti
Harthuh
Temple
Mahulpoor
Jaijon
Dooleh
Mahulkpoor
Madhopoor
Mamuwal
Choukee
Solasinghi Sta.
Kungolah
UNA
1329
Jankor
Kotlair
Suntokhpur
Bhyrampoor
Kuthbarree
Kookreaneh
Kulsara
Tarun
Neherai
Rusuta
SUKET
2065
Bamaird
Paralug
Koombeg
Duder
Dihur
Belaspur
Nanora
Sujai
Matungurh
Songlool
Pongru
Jabo
Tarenu
Bidwara
Romanwa
MaaNag Temple
Chini
Tangling
Lumber
Cheira
Zeng
Chagaon
Malangi
Sarhan
Gaura
RAMPUR
Komarul
Mirana
Marti
Bari
Durkari
Manyware
Junglih
Mila
Pandaru
Lorai
Gurh Sta.
Karaish
Sambarkot
Sindoaid
Chasang
Sangla
Snowy Ph. F.
Snowy Ph. E
Baspa R.
Chitkul
Mulang
Burang
Tungo
Sutlej R.
Hurreekee
Lubreenah
Tohecan
Dukhnee
Roorkuh
Nukodur
Sobraon
Mukhoo
Baipor
Manukpoor
Noormahul
Bhughowal
Futtehgurh
Saluhpoor
Tulwan
Goorduttee
Muhursinghwalla
Dullewala
Kuneean
Meew
Zeera
Dhurumkot
Soolankhanwala
Dec. 1845
Feroz Shah
Liangoo Dwywa
Pooranee Mandur
Buree Keshree
Dakhuh
Ghull
Dugroo
Moga
Mukna
Jugraon
Choohur Chuck
Moodkee
Dec. 1845
Puthangurh
Chiruk Sabhasingh
Fuseelpoor
Pukhow
Bagha Poorana
Bussecan
Maree Khas
Nihalsinghwalla
Mulakee
Dhulwan
Mach Heekee
Mandur
Chundeengal
Budhour
Bukhtgurh
Mulloka
Goomtee
Unlee
Chundohan
Bhokaree
Nathana
Jodhpoor
Anahudg
Rajgurh
Neawala
Gobindpoora
Mohuntka
Lyra
Jeytoke
Dhowla
Dhunowla
Bhuttinda
Rulawalee Khas
Peerkot
Jhoomba
Gurusur Seeanwala
Ghooman
Bhikhi Fz
Uthulburra
Putralla
Sookhander
Bhugay Bhaindur
Mullukpoor
Dowlutpoor
Bhugwanpoor
Dulwalee
Mungyanah
Bihaneewal
Futtehgurh
Bhummah Burra
Bhoha
Kulanwalee
Godhoowalla
Jhooneeur
Futtu
Doodhal
Alleekay
Ullechee
Radhaj
Jhunda Burra
Athoopoor
Rutta Khera
Boorj Bhurigoo
Burroowale
Singha
Naughpoor
Dhurmsot
Ugwaruh
Bunguh
Meerapoor
Koolaituh
Nuwashuhur
Doosanj
Philor Fort
Awur
Raheon
Jurnalpoor
Gadapoor
LOODEEANAH
Station
Noorpoor
Budowal
Rutun
Choopkee
Dylon
Goongrana
Nizarapoor
Kotlah
Kishub Bhoorsal
Ulleepoor
Sherpoor
Umargurh
Sherpoor
Munseerpoor
Budduwan
Budroo Khan
Lungowal
Sangroor
Bura Shahpoor
Ramgurh Khumeedah
Birba
Chhatur
Dugal
Khundarud
Luhra
Karamgurh
Dhodeeah
Motick or Akalgurh
Mandwi
Bhoolun
Tohana
Damthan T.s
Boodea Khera
Dhurowdee
Duhreun
Nirwanuh
Budranah
Sultanpoor
Koi Luh
Soodiwal
Chapraoda
Muttora
Bhutlee
Bagreean
NABHUH
Sahebnuggur
PUTIALUH
Buhadurgurh
Bhowanygurh
Bhuzdpoora
Oosmanpoor
Nuggur
Kvola
Mohudeepoor
Samana
Arnowlee
Ghooran
Mussegurh
Jalapoor
Thol
Cheekuh
Dhanespoor
Lukhee
Goelish
Agoundh
Beetchan
Pehowah
Syr
Noach
Khuruk
Furreed Nagra
Budla Khera
Pudluh
Kythul
Moonderee R.
Khurruk Pandwan
Habree
Nesung
Hybhanuh
Joondla
Dachowr
Joolmana
Rajound
Kotaul
Bidoulee
Anandpoor Mukhowal
Kiratpoor
Suraigurh
Bhartgurh
Ramgurh
NALAGURH
Alumpoor
Rooper
Poorkhali
Badi
Mundwara
Khizurabad
Sealbah
Khurr
Boorael
Puhath
Bharatpoor
Jaumpoor
Mobarikpoor
Ramgurh
Mukundpoor
Raipoor
Khanpoor
Nurangurh
Lulpoor
Mujra
Kussour
Subulpoor
SADHOURA
Cantonments
Dhunguruh
Mooland
Chupperra
Moostufabad
Jugra
Dealgurh
Station
Siaundra
Khurendwa
Babyni
Rudour
Ullahus
Sirsawa
Ladwah
Thunesur
Egrsaloo
Indree
Buttana
Nigdhoo
Shamgurh
Kuchhwah
Chousanoo
Nanoutha
Thanabhowan
Deobund
Poor
Nujeebaba
Jumna R.
Ganges River
SUHARUNPOOR
HURDWAR
ROORKEE
Kaiserabad
Kheree
Chilkana
Station
Belalpoor
Kaaora
Pulehur
Sulempoor
Raipur
Kyrada
Jyrampoor
Tyzabad
Khazurabad
Hopetunah
Cantonments
DEHRA
2347
Shorep Str.
2938
Motaun
Futtehpoor
Luchhuwala
Bansuwala
Gundial
7868
Rajpoor
Landour
7239
Mussoorie
6600
Ambari
Raghat
Kulesurpoor
Badee
Kotkhai
Kandighat Sta.
12942
Dodra
Leor
Chujoli
Machan
Kot
Ramgurh
Gaanda
Kandhu Peak
Matil
Lambatach
Bashul
Kumrmul
Chepal
Bamunkhoe
Nuoni
Tarpa
Bag
Kande
Bungal
Thandawi
Tiloi
Bowen
Dhar
Pingwa
Korala
Shilan
Chandpur Ft.
Chukatu
Gulmari
Pokri
Kalsi
Nagtiba Str.
Than
Kot
Jussura Dooab
Dmanda
Sirmoor
Jumna River
Giri R.
Tons R.
Kidarkanta
12518
10435
Bunda
Hut Spr
Kaiserabad
Kyrada
Raghat
Kulesurpoor
Badee
Tyzabad
Khazurabad
Hopetunah
Cantonments
DEHRA
2347
Shorep Str.
2938
Motaun
Futtehpoor
Luchhuwala
Bansuwala
Gundial
7868
Rajpoor
Landour
7239
Mussoorie
6600
Ambari

in green, while rivers are carefully delineated, with the major channels shaded in blue.

Every city, village and town of any significance is labelled, while all highways are shows as double-black lines with pink shading, while lesser thoroughfares are simple black lines. The region's innumerable forts are marked, as well as the locations of 'Cantonments', being British army bases (ex. the large 'Cantonment of Meean Meer' near Lahore). The locations of recent major military events are marked by crossed swords and labelled (such as the battle near 'Feroz Shah / Decr. 1845', near 'Ferozepoor'). There are also notes on the historical courses of the Punjab's major rivers (ex. the 'Old Right Bank of the River Beeas').

Importantly. the map marks the region's railways, including the 'Sindh-Punjab-Delhi Railway', which connects to the general Indian system at Delhi, and then heads Lahore to 'Mooltan' (Multan), while from Multan the 'Indus Valley Railway' leads south towards Karachi. Heading north from Lahore, the under-construction *Punjab Northern State Railway* is shown to extend up to 'Rawul Pindi" (Rawlpindi). Additionally, all the stations along the lines are labelled.

The map also labels the Doabs (*Doab* being a South Asian term for 'interfleuve', or a tract of land lying between two confluent rivers) which lie between Punjab's major rivers, being the 'Baree-Dooab' [Bari Doab], 'Rechnna-Dooab' [Rechna Doab], 'Jech-Dooab' [Jech Doab] and the Sind-Sougor-Dooab' [Sind Sagar Doab]. Within the Daobs are shown the numerous named canals, which played a critical role in the ongoing agrarian revolution.

The present work is marked as the 5th (and final) edition of the map, of March 1875, although the only examples of any another edition of which we can trace is of the 2nd edition, of 1870. Supposedly, there was a 1st edition, of 1869, as well as 3rd and 4th editions issued between 1870 and 1875, although we cannot trace any references to these issues. It is possible that these 'ghost editions' were were perhaps prototypes issued by the Surveyor General's Office for internal use, and so they never appeared in public.

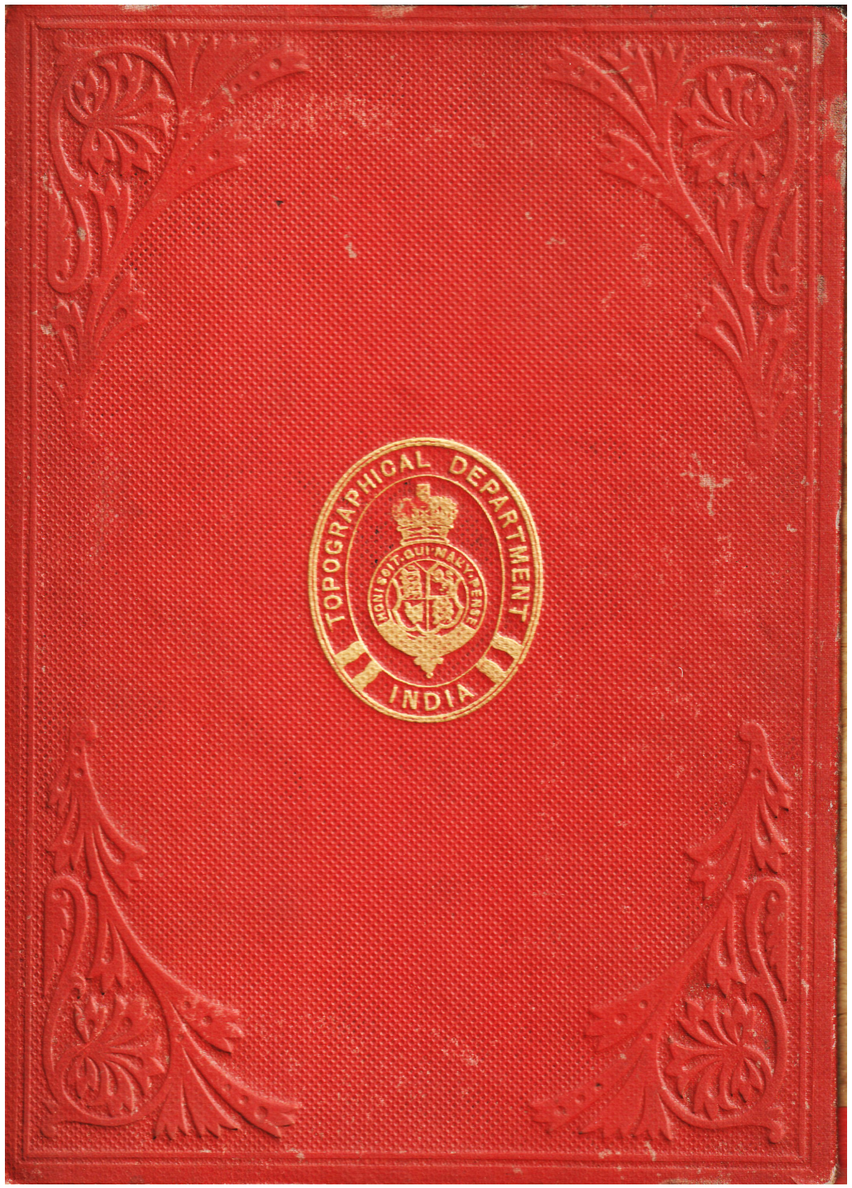
A Fine Provenance

The map has a fine provenance, as it bears the bookplate of "Edward H. Steel / Capt assist Sur: General / Survey of India. 1878". Captain Edward H. Steele briefly served as the Assistant Surveyor General of India, the second-highest role in the Survey Office, during the late 1870s. We have not been able to uncover much about his biography. However, we reference the fact that he notarized a copy of a *Map of the Country round Cabul*...1839 (Southampton, England: Ordnance Survey Office, 1879), whereupon it is annotated "True Copy Edward H Steel Captain Assistant Surveyor General" and Stamped: 'For War Department Purposes Only' (National Archives U.K.: MPHH 1/675/1).

A Note on Rarity

The map is rare, we can trace 6 institutional examples of the present 1875 edition, held by the British Library; Bodleian Library (Oxford University); University of Aberdeen Library; Harvard University Library; University of Melbourne Library; and the Bibliothèque Nationale Universitaire de Strasbourg. The 1870 edition is likewise rare.

References: British Library: Maps I.S.130.; Bodleian Library (Oxford University): D10:30 (39); University of Aberdeen Library: Lib R 912(545) Ind; Harvard University Library: G7625 1875 .S8; University of Melbourne Library: 450.0023 a 1875; OCLC: 49328598, 557205979, 948363704, 271779017; The Geographical Magazine, vol. 3 (December 1875), p. 376.



7.

縣長李大林 [LI DALIN, County Magistrate].
署成都府新津縣造骨里縣境內各場市鎮山形水勢交界處所繪具圖說業清冊
[A Description and Map of the Intersection of Mountains and Waters in the various Towns and Cities in Xinjin County, Chengdu Prefecture].
[Likely Chengdu], Guangxu 22 [1896].

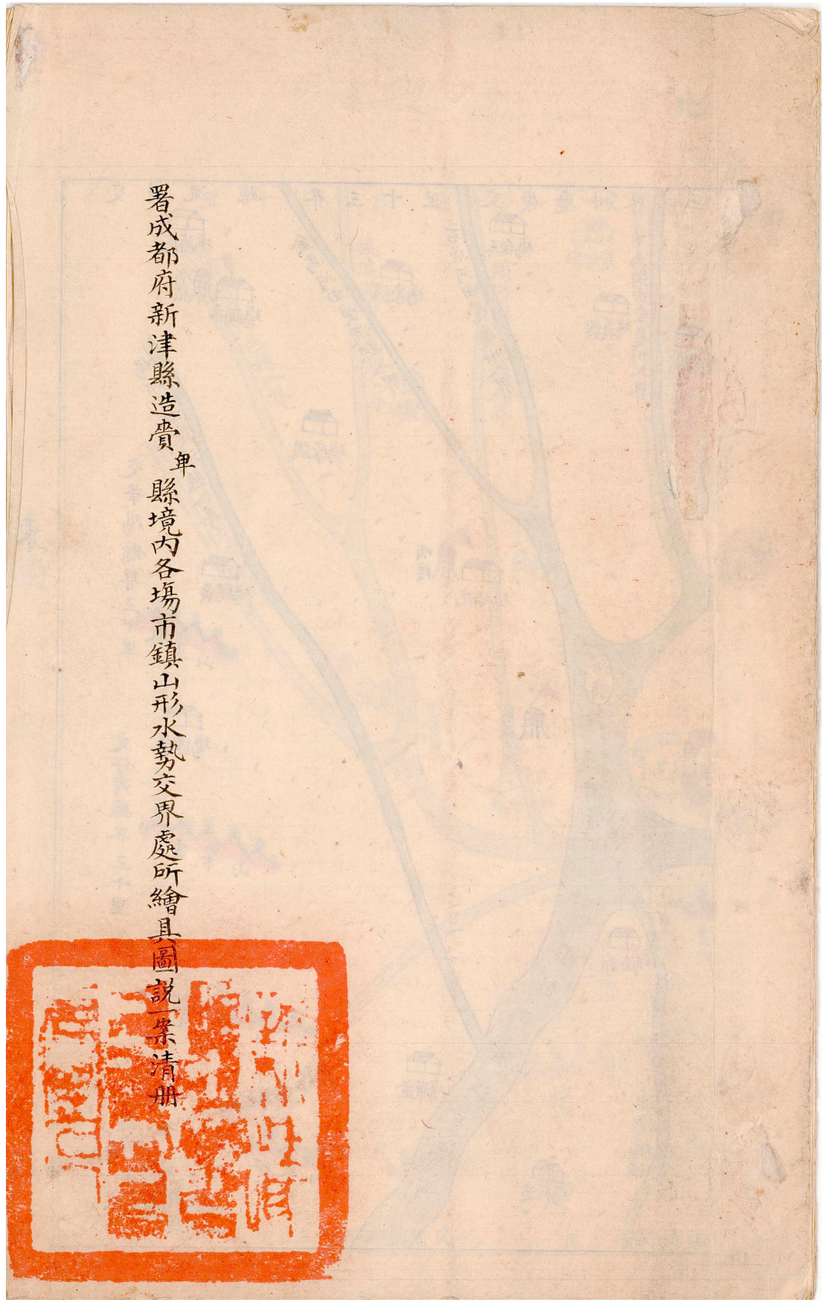
Small 4° (25.5 x 16 cm): [18 pp.] (including covers and 3 blank pp.), including a double-page hand coloured map, lithographed, of accordion-folded leaves of rice paper, with red official censor's handstamps to all pages except those featuring map [i.e., pp. 2-3] (Very Good, clean and bright, just some very light toning and spotting to outer sides of first and final leaves).

A seemingly unrecorded and attractive Chinese lithographed pamphlet, published in 1896 entirely in Chinese, almost certainly in Chengdu, Sichuan, being an official description of Xinjin County (today 'Xinjin District', an exurb of Chengdu) written by Li Dalin, the 'xiànzhǎng' (county magistrate), it features a wealth of information on the county's demographics, towns, economy, geography, transportation and defensive systems, while providing travel itineraries, all corresponding to a fine custom county map done to traditional Chinese cartographic conventions; the work is both academically intriguing and a practically useful travel guide, providing an authentic overview of the nature of rural Sichuan on the eve of transformative change.

1.600 EUR

Xinjin County (today Xinjin District) was traditionally a rural area, located about 40 km southwest of the centre of Chengdu, in southeastern Sichuan. Most of the county is in the flat, fertile Chengdu Plain, through which flow numerous rivers, while its southern areas rise into low mountains covered in thick broadleaf evergreen forest. Centred on Xinjin town, the country was historically home to a sophisticated system of cash crop agriculture, nurtured by an elaborate network of canals that connected the rivers, which also providing innumerable avenues for transportation. Lumber, fishing and quarries were also important elements of the economy.

The present work was made in the late 19th century, when the traditional Chinese way of life and socio-economic systems were undergoing transformative change due the increasing influence of Westerners. This gradually brought industrialization and new ideas to Sichuan, which were welcomed by some, while others deeply resented what they saw at threats to much-cherished traditions and their nation's sovereignty.



北

西

東

南

交遵流縣界三十里

交崇慶州界三十里

交大邑縣界三十里

交華陽縣界三十里

交仁壽縣界三十里

交彭山縣界二十五里

交蒲江邛州界三十里

交邛州界二十五里

新津縣城

沙壩

通濟堰堤

通濟堰溝

下彭山滙江口大河

舊縣哨樓

哨樓

哨樓

哨樓

哨樓

鐵溪橋

花蘭場

串頭場

羅家場

三合場

龍興場

興義場

羊禹河由崇慶州入界

石魚河由崇慶州入界

金馬河由遵流縣入界

楊柏河由遵流縣入界

張家場

石頭河由大邑縣入界

鐵溪河由大邑縣入界

方興場

啓渠河由大邑縣入界

楷木河由大邑縣入界

文井江西河由崇慶州入界

嘴和場

增盛場

關家場

橋花場

黃泥場

牧馬山

普興場

雲峯山

寶峯山

紅巖山

奇峯山

金華場

和婆場

節公場

平水場

永興場

寶資山

鐵旗山

龍巖山

油石山

銅梗山

獅子山

中峯山

九蓮山

While not entirely free of problems, overall Xinjin County was a relatively affluent and peaceful region, overseen by a county bureaucracy that maintained a reasonably high degree of local antonymy. As a largely rural area, change came slowly compared to the major urban centres, like Chengdu, such that in the mid-1890s most people in Xinjin still lived under the traditional Chinese system of government and commerce, aspects of which are elaborated upon in the present work.

Today, Xinjin District is largely unrecognizable from the former county's appearance 130 years ago. It is now a part of the colossal Chengdu Prefecture-level City, the capital of Sichuan, with a population of over 20 million. While still only a partially urbanized exurb, Xinjin is now a major hub of high-tech industrial development, home to around 380,000 people. Thus, the present pamphlet records scenes from a bygone era.

The Present Work in Focus

This is an exceedingly rare (seemingly unrecorded) lithographed pamphlet, printed entirely in Chinese, that features a description of Xinjin County, being an official work written by Li Dalin (李大林), the xiànzhǎng (縣長), or the county magistrate. Predicated upon Mr. Li's access to official statistics and information, the work features a wealth of information on Xinjin County's demographics, towns, economy, geography, transportation and defensive systems. The text is written in succinct sentences, almost in bullet point form. These details, plus the travel itineraries it incudes, all correspond to a fine map custom made for the work. As such, the book is both academically interesting, as it gives an authentic overview of the nature of rural Sichuan on the eve of transformative change, while being a practically useful guide for the contemporary traveller.

More specifically, the text commences on [p. 5], with notes on the routes, with directions and distances, from Xinjin town towards the neighbouring counties. Next, the is an overview of the county's defensive system [p. 6], noting the placement of infantry detachments, the lcoaitons of cavalry and army barracks, as well as sentry towers (ex. "Two infantry men should be installed at the Iron Bridge on the First West Road, and there shold be additoonal baracks an three Sentry Towers").

There then follows a detailed township-by-township overview of the county, describing the villages and the travel routes along the way [pp. 7 - 16]. Interestingly, it gives the populations of the villages according to the last annual census, whereby the head of each household was legally required to visit the local authorities at the beginning of each Chinese New Year to report how many people lived in their abode (ex. at a named village "every March more than 600 households come to apply for household registration" [p. 7:]).

All along the way, detailed itineraries are given, for travelling both by road and by boat, along the county's innumerable rivers and canals, with distances given between waypoints, while noting the quality of the routes (ex. "open for boats and rafting", or "no direction for boating"). Also revealed are the locations of "canal pumps" (mechanisms to raise the water in canals to allow the passage for vessels), with practical information, such as "one penny opens the pump", and "Stone Fish can be found in the river".

The locations and times of farmers' markets are noted, with remarks, for instance, noting that at the village of Tokou, a market occurs "every fifth day", whereupon "100 water and land transportation vehicles" are available to ferry customers [p. 8]. Various landmarks are also mentioned, such as mountains, temples, and political boundary stones.

The social and security atmosphere of the places along the itineraries is mentioned, with comments, such as "situation is not dangerous", and more menacingly, "situation precarious" as while at a named village there was "brickworks and kilns", a shortage of charcoal ensured that there were many "unemployed, homeless people" [p. 12].

The highlight of the work is perhaps the double-page lithographed, hand-coloured map, which showcases all Xinjin County, and follows the traditional Chinese pictographic style [pp. 2-3], so corresponding to the details and itineraries described in the text. Xinjin town occupies the dead centre, engirdled in its castellated walls. The countryside all-round is dominated by named rivers and canals that mostly flow in a roughly southward direction to all merge, near Xinjin town, into the Min River (Mínjiāng), which continues to flow to the south-east, towards the mighty Yangtze.

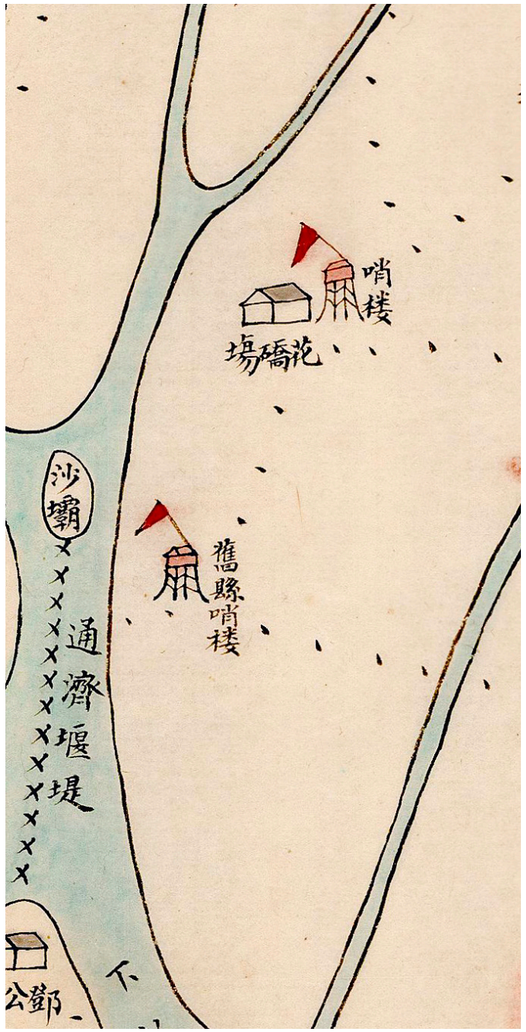
Also represented by pictographic symbols are villages (appearing as 'houses'); Army Sentry Posts (raised sheds with red flags); Bridges, Hills/Mountains (which appear only in the south of the county, as the other areas are flatlands), and roads (as dotted lines), while the boundaries with neighbouring counties are marked.

While the mode of the map's prinitng (lithography) is modern and Western, its style purely follows traditional Chinese conventions. While such cartography may seem simplistic and imprecise to the uneducated observer, in truth, traditional Chinese maps are highly sophisticated and ingeniously useful. Features such as rivers, towns, mountains and castles are shown to be of intentionally exaggerated size to allow the map user travelling in the field to easily recognize them by sight. As described in the accompanying text, the directions and distances along the roads and rivers are essentially accurate. As such, the traveler can easily follow the map to get from point A to point B, in many cases with far more ease than relying upon modern Western maps, that while presumably more scientifically precise, did not engage the viewer's practical senses in the field.

The present work, while featuring no imprint, was almost certainly published in Chengdu, which during the fin de siècle era was home to one of the country's most vibrant Chinese-language publishing and mapmaking centres. The city's printers and cartographers, perhaps best exemplified by the brilliant 傅崇榘 [Fu Chongju] (1875 – 1917), mastered the merger of Western technologies and ideas with traditional Chinese concepts to form wonderfully unique creations.

The present work is seemingly unrecorded, which is not surprising, as its ephemeral nature would have given it a very low survival rate.

References: N/A – pamphlet seemingly unrecorded.



8.

ANONYMOUS.
Saggio di Gnomonica. Per d'elevazione di polo settent[rion]e da gradi 44.30 sino a gr. 48 inclusivamente
[Essay on Gnomonics. For elevation of the northern pole from 44.30 degrees up to 48 degrees inclusive]
[S. l., but North Italy:] 1815.

Manuscript in brown ink on paper, bound with strings in three volumes, each 15,5 x 10,5 cm (6.1 x 4.1 inches), 96 pp. running numeration, with drawings in brown, red and yellow ink, each volume with paper wrapper and hand-written title on the cover (light staining and traces of use, but overall good and clean).

[accompanied with:]
2 paper sundials, both copper engravings on paper, mounted on thin card, with metal pieces in the middle.
Il semicerchio per gli orologi [A Semicircle for Sundials]
[Venice: Giacomo Storti 1790].

11 x 17.5 cm (4.3 x 6.9 inches), (light traces of use with tiny holes).

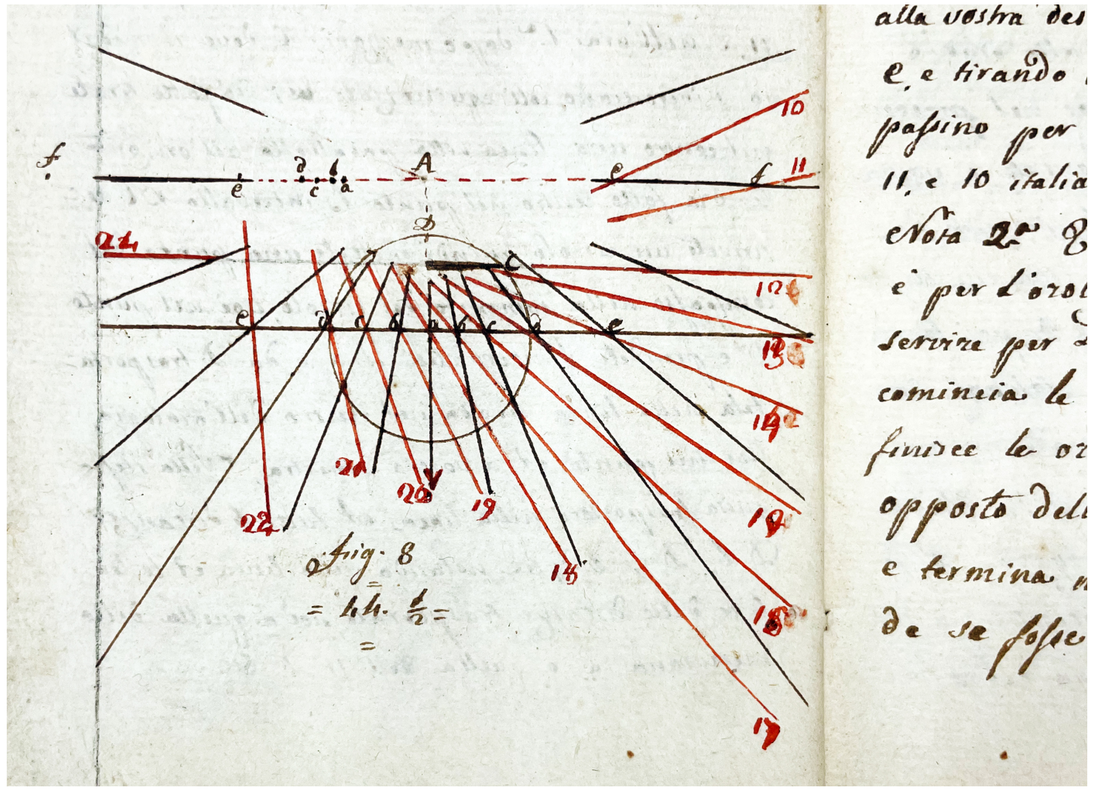
[and:]
Il cerchio per gli orologi [A Circle for Sundials]
[Venice: Giacomo Storti 1790].

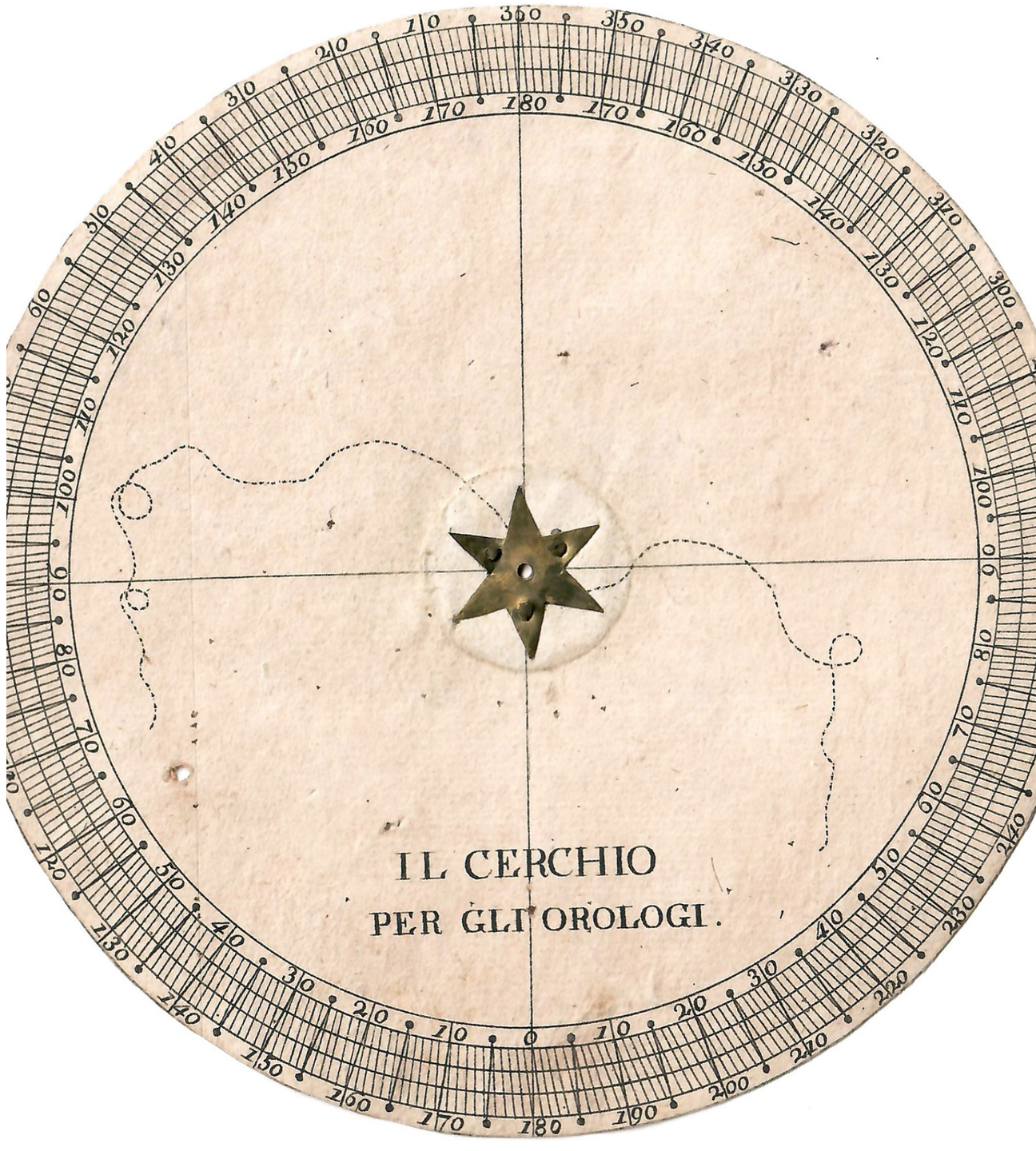
14.5 x 14.5 cm (5.7 x 5.7 inches), (light traces of use with tiny holes).

[housed in:]
Folding marbled paper case
[Probably North Italy, circa 1815]

20 x 16 m (7.8 x 6.3 inches), when folded, (minor staining, rubbed on corners, traces of old paper label with numbers).







A delightful unique collection featuring a manuscript on sundials and two paper instruments, all contained in a contemporary marbled paper case.

2.200 EUR

This charming unique set, composed of pocket-sized manuscripts on gnomonics, bound in three volumes with strings, two paper sundials, and a folding paper case made of two different types of marbled paper was created by an anonymous Northern Italian author.

The manuscript is written in clear Italian and includes charming technical illustrations in various colors. It mainly focuses on vertical sundials designed for latitudes between 44°30' and 48° north. This geographical area includes most of northern Italy, Croatia, Slovenia, large parts of Austria, Switzerland, as well as regions of southern Germany and central France.

As the manuscript appears to be an original work, the copper-engraved sundials are sourced from the book "Metodo Facile Per Descrivere Gli Orologi Solari" (Easy Method to Describe Sundials) by Giuseppe Toaldo, published in 1790 in Venice. Both sundials were designed to be cut out and used in conjunction with the text. Our examples have been reinforced on the back with thick paper and adorned in the center with metal pieces. Light signs of wear indicate that they were used in practice.

PRETENDER TO THE THRONE, SULTAN JACHIA, WHO SOUGHT TO CHRISTIANIZE THE OTTOMAN EMPIRE

9.

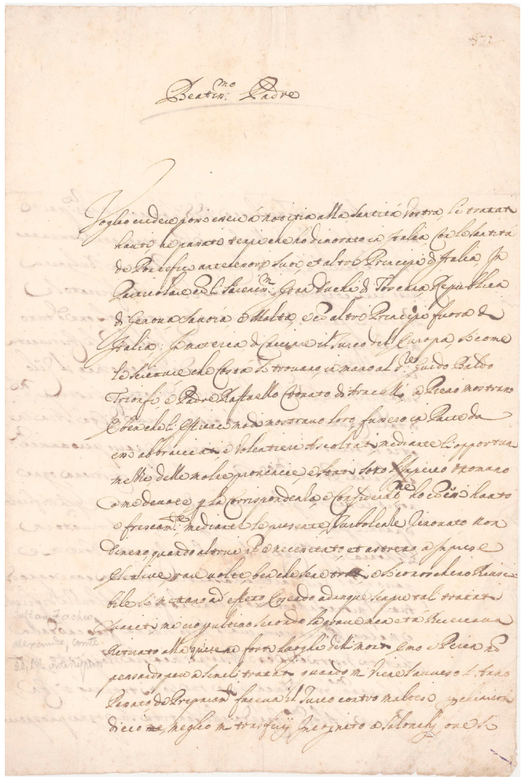
SULTAN JACHIA - Count Alexander of Montenegro (also ŞEHZADE YAHYA or Alexander VARNA, 1585? –1648).
[A letter of Sultan Jachia to the Pope]
Lviv: November 3, 1645.

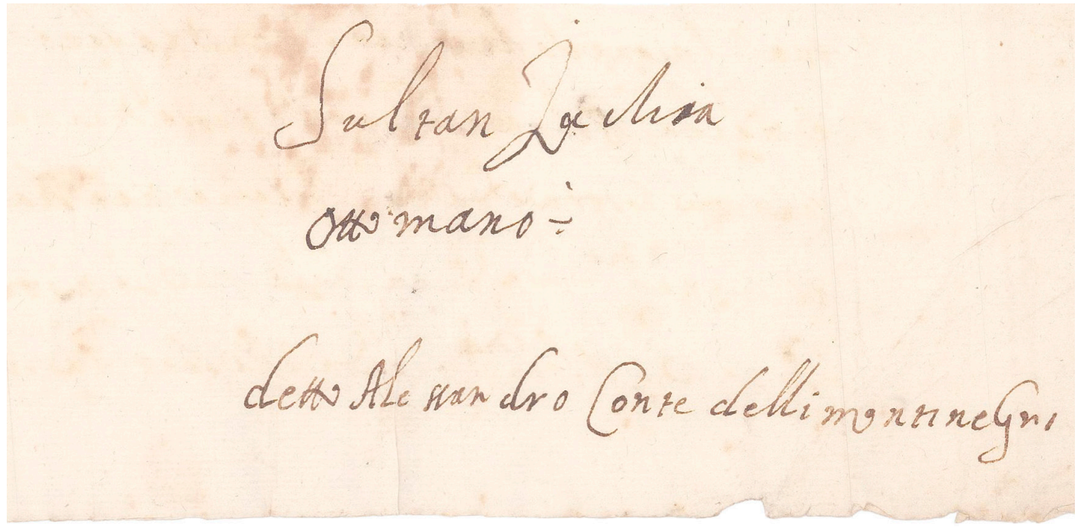
Manuscript in brown ink in Italian language on laid paper with a watermark, 20,5 x 30,5 (8.1 x 12 inches), [4 pp.] with manuscript on three pages and a date and name on the last one (soft folds, minor staining, a larger light brown stain, possibly from a wax of a seal).

***A letter to Pope Innocent X** from Sultan Jachia, the self-proclaimed Christian leader of the Ottoman Empire, requesting papal support at the onset of the new Venetian-Ottoman conflict and another attempt to convert the entire Ottoman Empire to Christianity.*

2.200 EUR

Count Alexander of Montenegro (circa 1585 – 1648), also known as Sultan Jachia or Şehzade Yahya, was a self-proclaimed son of Ottoman Sultan Murad III (1546 – 1595). He claimed that his mother, Elena, was a Christian from Trabzon who was forced to convert to Islam after being taken to Murad III's harem. According to Jachia's early biographies, he and his mother hid in Montenegro and later in other Balkan regions to escape the Sultan's men and the threat of execution by his half-brother, the new Sultan Mehmed III, who sought to eliminate any rivals. Jachia was baptized in an Orthodox Christian ritual, and his mother eventually entered a monastery in Thessaloniki.





1645, in Lviv, during the author's travels in Poland after arriving in Istanbul in June 1645. The author spent some time in Istanbul, disguised as a dervish (Catualdi 1889, p. 258). This letter is addressed to Pope Innocent X and details the author's journey in disguise from Istanbul through Thessaloniki to Lviv. The year 1645 was particularly turbulent for the Ottoman Empire's relations with its Italian neighbors, as the peace treaty between the Venetian Republic and its allies, including the Papal States, concluded the Fifth Ottoman–Venetian War, which was largely fought over the island of Crete. By November, when this letter was written, it became clear that the war would continue for a longer period, with both the Ottoman Empire and the Venetians gathering resources to strengthen their military forces. Sultan Jachia likely believed that the increasing political tension with the Ottoman Empire would lead the Pope to recognize him as a legitimate Christian Sultan.

A year later, Jachia relocated to Venice, where he was legally known as Alexander Varna and held the title of *Colonello*. He was addressed as *Serenissimo Sultano*.

Although often overlooked in the history of the Ottoman Empire, Sultan Jachia's life has intrigued various authors and scholars from the early 17th century to the present day in Europe. To this day, there remains no clear consensus on whether he was a legitimate heir to the Ottoman throne or an impostor.

References: Vittorio Catualdi, Sultan Jahja dell'imperial casa ottomana od altrimenti Alessandro conte di Montenegro ed i suoi discendenti in Italia. Nuovi contributi alla storia della questione orientale ..., 1889; Amanda Danielle Giammanco, (Self) Fashioning of an Ottoman Christian Prince: Jachia ibn Mehmed in confessional diplomacy of the early Seventeenth-Century, 2015 (with quoted older literature).

OTTOMAN WALL MAP OF TRIPOLITANIA AT THE OUTSET OF THE ITALO-TURKISH WAR

10.

طرابلس غرب بنغازی و حواليسی خريطه سی

[Map of Tripoli, Benghazi and Surroundings]

[Istanbul: probably Military Surveying Office] 1327 [1911].

Colour lithography, originally dissected in 24 segments and mounted on linen, 127 x 105 cm (50 x 40,6 inches), (minor staining and tiny tears in the folds, but overall in a good condition).

An exceedingly detailed rare gigantic Ottoman Map of Tripolitania, mostly embracing the territory of today's Libya, as well as parts of Tunisia, Niger, Chad and Egypt, was made in the beginning of the Italo-Turkish War.

2.400 EUR

The map covers a vast area that includes present-day Libya in the center, a portion of Tunisia in the northwestern part, Ras El-Hekma in Egypt on the east, Agadez in Niger along the left margin of the lowest segment, Fada in Chad at the southern margin, and the border regions of Egypt and Sudan on the right.

The inset maps depict Ghadames in Libya, located on the border between Tunisia and Algeria, as well as Tripoli and Marina (Juliana Beach) in Benghazi.

The last three locations mentioned were crucial points during the initial stages of the Italo-Turkish War, which lasted from September 29, 1911, to October 18, 1912. On October 3, 1911, the Italian Navy launched an attack on Tripoli, and on October 19, they began the bombardment of Juliana Beach in Benghazi, where they intended to land troops.

Ghadames was a vital center for Trans-Saharan trade and served as an important Ottoman strategic location in the interior of Libya. After the siege of Tripoli, the Italians began advancing toward Ghadames, which they besieged in 1913. Italy maintained control of the city until June 1915, when they were forced to retreat back to Tripoli due to widespread uprisings throughout Libya. The Ottomans regained full control of Ghadames in 1918.

The map displays various roads, routes, settlements, tribal locations, hills, and deserts from the Libyan coast to the mid-Sahara in Nigeria and Chad.

The map is rare and was also sold in four separate sheets, each with its own title. In 2021, we listed one of the sheets in our June catalogue.



سرت كورفزى

كورفزى

بنغازى

الحمرا

حماده

جبل سيفا الابيض

جبل سيفا الابيض

الشوشن

الموضحر

جبل سيفا البيض

جبل خضر

جبل اخضر

محمد

جبل حيفات

جبل ذهوبه

جيفا

حيه المغاذا

جبل خضر

جبل اخضر

11.

ارکان حربیه عمومیه [ERKÂN-I HARBIYE-I UMÛMIYE / MINISTRY OF GENERAL STAFF].
مصر خریطه سی
[Mısır Haritası / Map of Egypt]
Istanbul: ارکان حربیه عمومیه مطبعه سی [Erkân-ı Harbiye-i Umûmiye Matbaası / Ministry of General Staff Press] 1330 [1914 or early 1915].

Colour lithography, 57,5 x 82,5 cm (22.7 x 32.5 inches), (light staining, soft folds and small tears in margins).

A rare official map of Lower Egypt, depicting Cairo, Alexandria, and the Suez Canal, likely created just before the Ottoman entry into World War I when the region became a significant target for Ottoman-German forces.

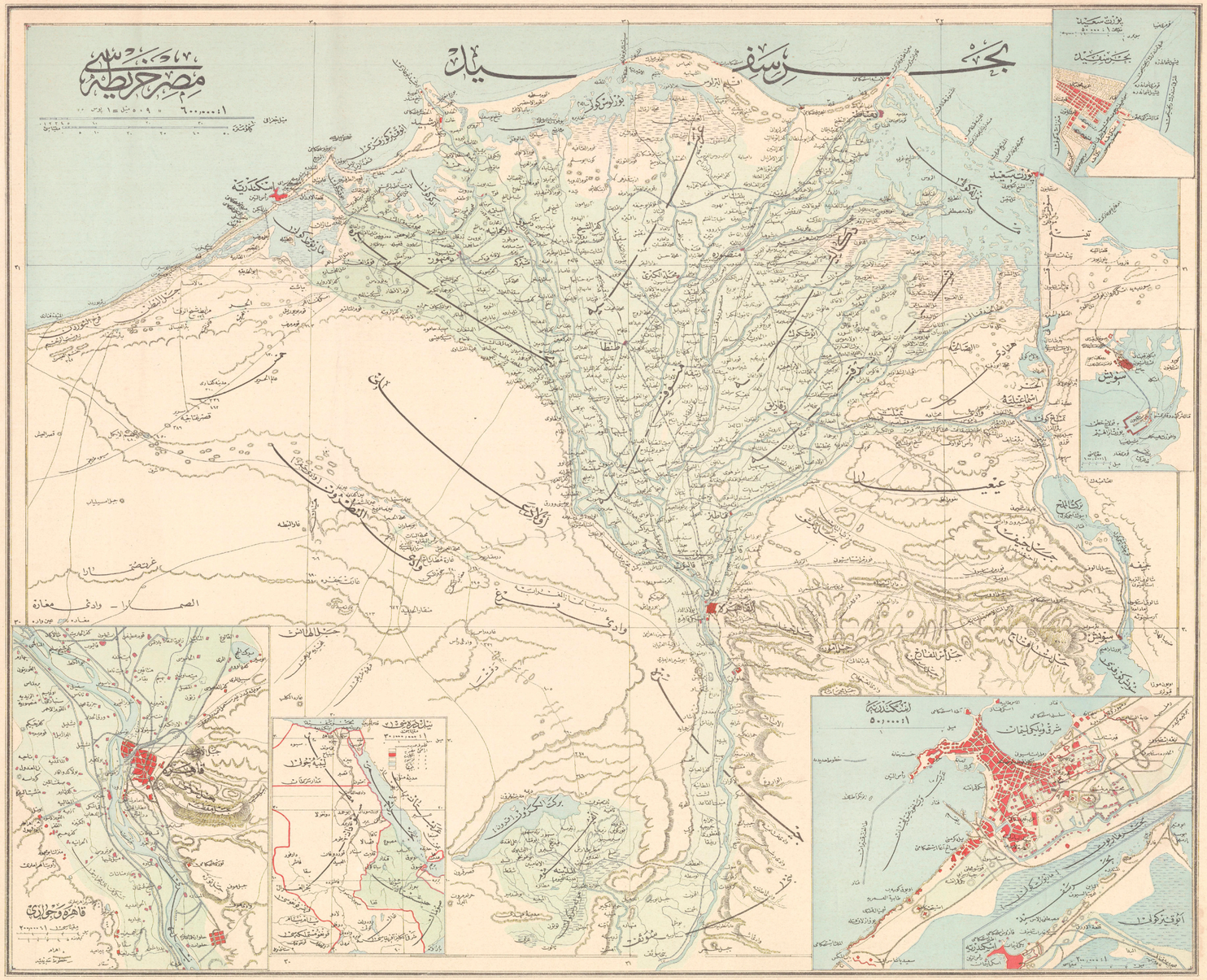
950 EUR

This rare map, depicting the Delta of the Nile River and the Suez Canal, was created by the Ottoman Ministry of General Staff on the eve or in the early months of World War I. The date on the map corresponds to 1330 in the Rumi calendar, which spans from March 1914 to February 1915. The Ottoman Empire entered the war on October 29, 1914.

The inset maps illustrate Cairo and its surroundings, Alexandria, Port Said, Suez, and the River Nile. The latter in-set map marks railways, along with colonies from Egypt, Britain, France, Italy, and Belgium, which are indicated in the key on the right-hand side. However, only the British and Italian colonies are part of the represented area.

We could trace a single institutional example of the map, housed at the David Rumsey Map Collection (مصر خریطه سی [Map of Egypt] - David Rumsey Historical Map Collection).


القاهره
الاسكندريه
بورسعيد
السويس
الصالحيه
اسماعيليه
المنصوره
طنطا
الزقازيق
بنها
دمنهور
كفر الدوار
دمياط
رشيد
ابوكير
ابوقير
العريش
غزه
يافا
القدس
بيت لحم
الخليل
بئر السبع
عسقلان
الرمله
حيفا
عكا
صفد
طبريه
بيسان
نابلس
جنين
طولكرم
قلقيليه
رفح
خان يونس
دير البلح
غزه
جبل الشيخ
دمشق
بيروت
طرابلس
حلب
ادلب
اللاذقيه
جسر الشغور
حماه
حمص
تدمر
الرقه
دير الزور
الحسكه
القامشلي
الموصل
كركوك
السليمانيه
اربيل
دهوك
زاخو
الرمادي
الفلوجه
سامراء
بغداد
الكوت
العماره
البصره
الزبير
الفاو
شط العرب
عبادان
المحمره
الاحواز
شوشتر
دزفول
خرم آباد
بروجرد
همدان
كرمانشاه
سنندج
ارومیه
وان
بتليس
ديار بكر
ماردين
نصيبين
عينتاب
كلس
اسكندرون
انطاكيه
السويداء
درعا
اربد
جرش
عجلون
عمان
الزرقاء
السلط
مادبا
الكرك
الطفيله
معان
العقبه
وادي موسى
رأس النقب
نخل
قطيه
العريش
رفح
غزه
خان يونس
دير البلح
المغازي
دير سنيد
الزوايده
الشيخ زويد
رفح
العريش
بئر لحفن
القنطره
التل الكبير
الاسماعيليه
فايد
القصاصين
تمليت
المحسمه
ابو عطوه
كفر داود
الطينه
وادي
الجسر
الصالحيه
هنادي
تل الفرما
بلوزيوم
فرما
قنطره
قنطره غرب
قنطره شرق
بورت توفيق
بورت سعيد
بورت فؤاد
بورت العرب
بورت ابراهيم
بورت كوفري
سويس
خليج السويس
خليج العقبه
خليج السلوم
خليج ابوقير
خليج الاسكندريه
بحيره المنزله
بحيره البرلس
بحيره مريوط
بحيره ادكو
بحيره البرلس
بحيره المنزله
بحيره التمساح
بحيره المر الكبرى
بحيره المر الصغرى
بحيره التمساح
بحيره البلاح
بحيره المنزله
بحيره ادكو
بحيره مريوط


مصر خريطة
بحر رشيد
بحر سفيد
إسكندرية
بورسعيد
السويس
القاهرة
الصحارا - وادي مغارة

HEJAZ RAILWAY IN SAUDI ARABIA DURING WORLD WAR I AND THE ARAB REVOLT

12.

VERMESSUNGSABTEILUNG 27.
Operationskarte. Tebuk. Medina
[Middle East:] Vermessungsabteilung 27, December 31, 1917.

2 lithographed maps, each 62 x 57 cm (24.5 x 22.4 inches), (soft folds slightly age-toned, otherwise in a good condition.

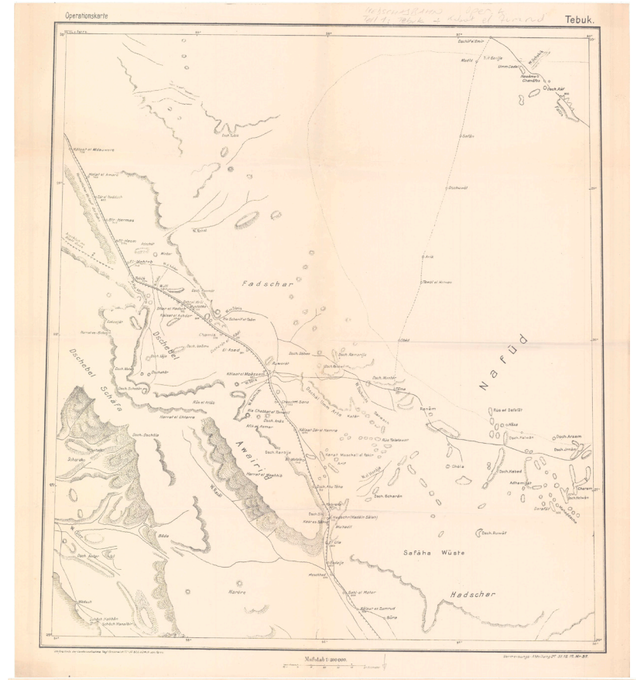
*A German military map in two parts of the Hejaz Railway, between Tabuk and Medina, was **printed in the field at the end of 1917**, during an increase in attacks on this part of the railway amid World War I and the Arab Revolt.*

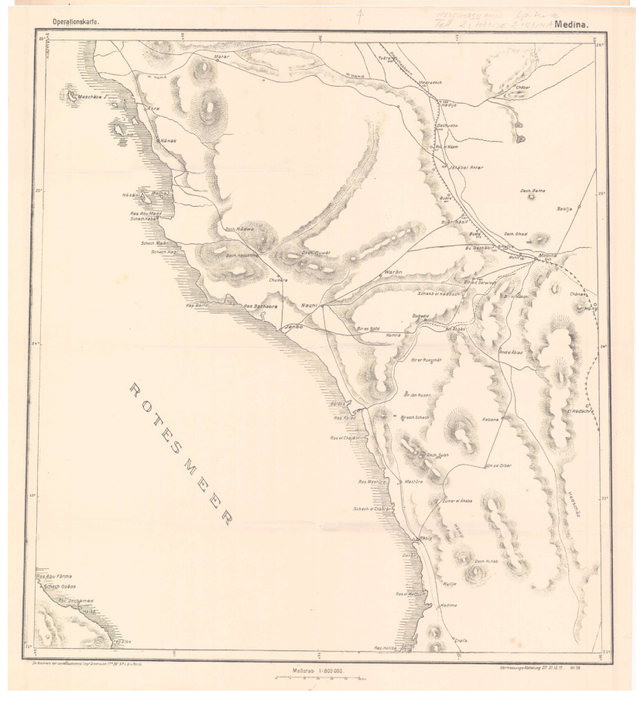
4.500 EUR

This exceedingly rare and fascinating pair of maps, printed in German and filed on December 31, 1917, focuses on the route of the Hejaz Railway between Tebuk and Medina. The section of the railway north of Tabuk is indicated only as a potential route, and the unfinished line beyond Medina is shown with a broken line. The maps also indicate the elevations of the stations along the railway.

In late 1917, this track was a key target for the Arab rebels. In October, they laid siege to the town of Tabuk, while Sultan Al-Faqeer captured the Madain Saleh and Abu-Anna'am stations. In November, Sharif Abdullah and his tribe attacked the Al-Bwair station. Then, in December, Ibn Ghusiab, with the assistance of his soldiers, derailed a train south of Tabuk.

The Vermessungsabteilung 27, indicated by a signature in the lower right corner, was a specialized and highly trained cartographic unit made up of German surveyors, draftsmen, and printers. They operated mobile drafting workshops and printing presses while accompanying the German-Ottoman high command throughout the campaign. This unit had the capability to produce sophisticated maps on demand, which could be quickly processed in the field for use by senior officers. To ensure that the command had access to the latest geographical intelligence, Vermessungsabteilung 27 frequently produced several updated editions of their maps as new intelligence or survey data became available.





Hadije
389
Dschudaa
455
Abū el Naam
417
Iṣṭábal Antar
529
Dsch. Batha
Buēre
464
Sabīja
Bijar Nāsif
487
Buata
573
Dsch. Ohod
565
Hafire
565
Bu Dschābir
560
Muhil
731
Medina
645
Dsch. Radwa
Dsch. Hedschine
Dsch. Ruwāt
Chudēra
Warān
760
Bir ed. Derwisch
Schakb el Haddsch
853
Bir el Māschi
Chának
Kap Barīdi
Ras Dschabra
Nachl
Dschedid
Janbo
Bir es Saīd
Hamra
Bir Abbās
Amd el Ábiad

13.

Anon.

[Map of Southwestern Syria showcasing the Route of the Hauran Railway].

[Probably Istanbul, circa 1894 - 1895].

Lithograph with original hand colour, dissected into 16 sections and mounted upon original linen, with the mss. inscription of the name “Mahmoud” in Latin characters to verso (Good, some light rose-coloured staining on one panel lower right seemingly due to old exposure to a now absent red morocco sleave or book, otherwise clean and bright), 90 x 90.5 cm (35.5 x 35.5 inches).

An exceedingly rare map of southwestern Syria, made expressly to depict the route of the newly-built Hauran Railway, the first railroad in the Levant, which spurred a ‘railway boom’ in the grater region; the 100 km-long Hauran Railway, inaugurated in 1894, connected the Hauran region, ‘Syria’s Breadbasket’, to Damascus, and later to Beirut, allowing the region’s vast agrarian bounty to be quickly transported to markets as far away is Istanbul, so greatly buttressing economic development and food security in many locales; the present map which has toponomy entirely in Ottoman Turkish, was seemingly issued in Istanbul in only very small print run for high-level official use, making it a stellar artefact of the birth of the railway era in the Levant and the Hejaz.

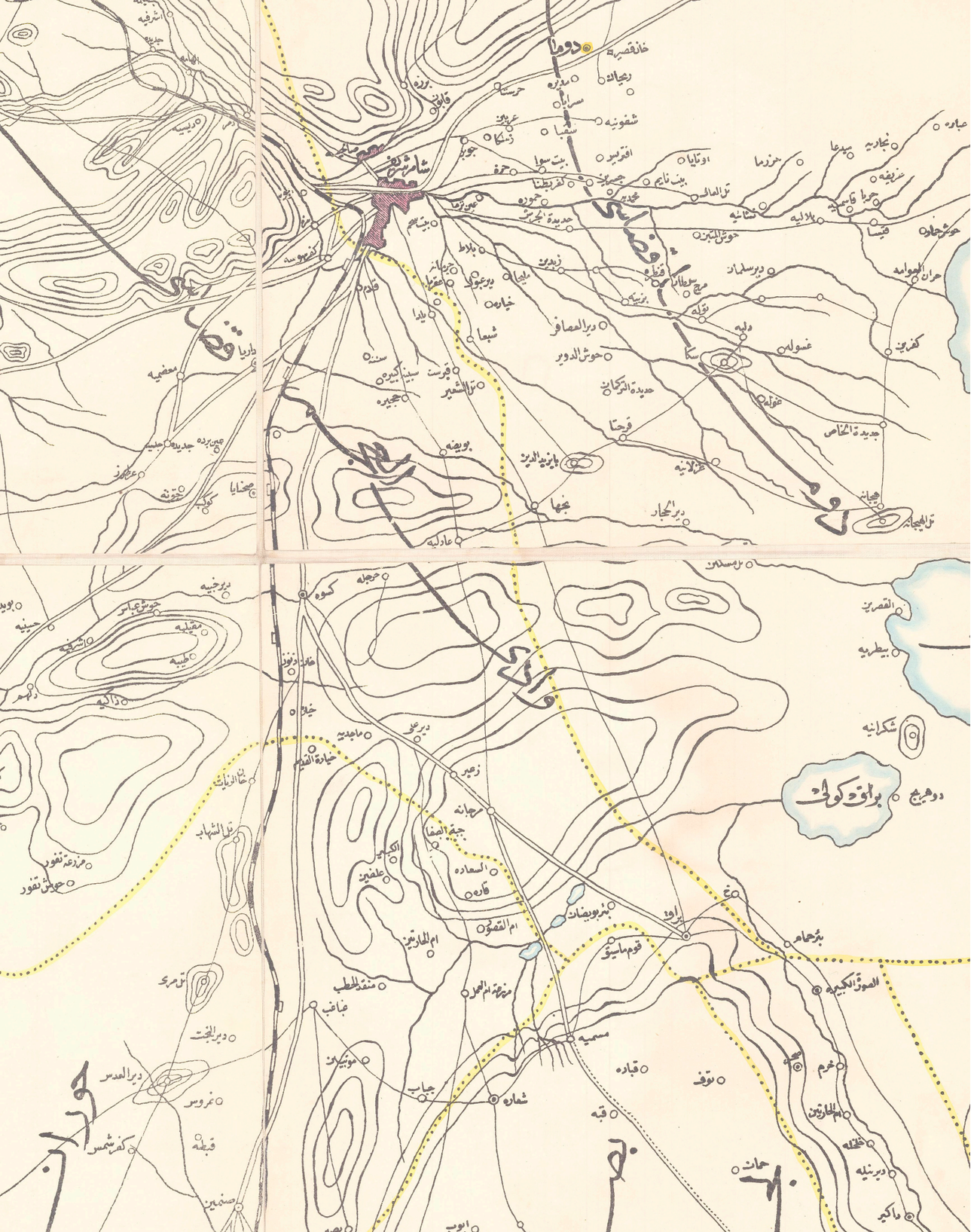
3.200 EUR

The Hauran is a region of southwestern Syria that has, since ancient times, been the ‘breadbasket’ of the country. Sandwiched between the Golan Heights (to the west), the Ghouta Oasis (to the north) and the steppe of the Syrian Desert (to the east), the Hauran consists of three subregions, the Nuqrah and Jaydur Plains, the Jebal-al-Druze massif and the Lajat volcanic field. Unlike much of the greater region, the Hauran’s soils are fertile and the rainfall sufficient that it can support many types of crops, including grains, fruit trees and vegetables. Like most of Syria, traditionally, the Hauran was ethnically diverse, with the Nuqrah and Jaydur Plains primarily being home to Sunni Arabs, while the Jebal-al-Druze was home the Druze, while its foothills were inhabited primary by ethnic Greeks, of both Orthodox and Catholic persuasions.

The Hauran was of seminal importance to the economy of Syria, as it reliably produced bumper crops of grains, wines, vegetables and fruit for Damascus and other major centres. However, a limitation to enjoying this bounty was that the road system was poor, such that it was expensive and time-consuming to get the Hauran’s produce to market.

The period from the 1880s to World War I saw a railway boom in in the Ottman Empire, that eventually reached the Levant. Notably, Istanbul was directly connected to Paris by the Orient Express in in 1889, while the Anatolian Railway was extended





from Istanbul to Ankara by 1892.

France, which had old and deep economic and social ties to Syria and Lebanon, took the lead in initiating railway construction in the Levant. In 1891, the *Société des Chemins de fer Ottomans économiques de Beyrouth-Damas-Hauran en Syrie* was formed with a mandate to build and operate the first railways in both Syria and Lebanon. This commercial enterprise was headed by the mega-industrialist Baron Robert de Nervo (1842 – 1909) and was backed by French capital, in addition to support from the Ottoman Bank. The Société was initially given the concessions from the Sublime Porte to build railways from Damascus to the Hauran and from Damascus to Beirut.

The Hauran Railway (also known as the 'Damascus-Muzayrib Line') was to run 100 km from Damascus to Muzayrib, one of the Hauran's main market towns. It was earmarked as the first of the Société's planned mega-projects, due to the relative ease of building the tracks across the gentle of the Ghouta Oasis and the Hauran. The railway, once realized, would revolutionize food production and distribution in southwestern Syrian and beyond, allowing produce to travel from the farms of the Hauran to Damascus in only matter of hours (versus trips that traditionally took some days). Thus, fresh, perishable fruit and vegetables could arrive at bazaars in the capital in good form, while Damascus and other key towns would have reliable access to grain, so dramatically improving food security. It was thus believed that the intense, consistent demand for Hauran's produce would yield the Société healthy profits from the Damascus-Muzayrib Line.

The Hauran Railway was built very quickly and without any of the technical difficulties that were then commonplace in the Middle East, and was opened for operation on July 17, 1894, making it the first railway in the Levant. The economy of region thus made a great leap forward, with the Damascus-Muzayrib Line inaugurating a railway boom in the Levant and Hejaz that would last until World War I.

Now on a roll, the Société soon completed the far more technically demanding Damascus-Beirut Railway, which was inaugurated on August 3, 1895. This achievement opened the interior of Lebanon to the outside world for the first time, making Beirut a major commercial port, while also providing Damascus with a quick route to the sea. The now connected Hauran to Beirut railway system allowed the agrarian bounty of the Hauran to be exported beyond the Levant, as its excess grains were sent afield as far away as Istanbul, through the port of Beirut. Thus, the Hauran went from being locally important to internationally significant, a status which gave a major boost to the region's famers.

In 1900, the Société greatly augment its mandate when it was given the concession to build a railway from Damascus, north to Hamah (a route which was eventually extended to Aleppo), such that the corporation was renamed as the *Société Ottomane du Chemin de fer de Damas-Hamah et prolongements.*

Yet, despite its great early success, it would not all be smooth running for the Hauran Railway. In 1900, a specially formed Wafq (a Muslin religious endowment) was given the Sultan's blessing to build a railway from Damascus to the holy cities of Medina and Mecca, in Hejaz, so to ease the historically arduous travels of Hajj Pilgrims (traditionally the trip from Damascus to Medina took 40 days through sun-baked deserts full of bandits!).

As the course of Hauran Railway ran almost perfectly along the Hejaz Railway's desired initial route south from Damascus, the latter made serious overtures to purchase the Damascus-Muzayrib Line from the Société. However, talks broke down, in a somewhat acrimonious fashion, as the Société claimed that the Wafq was being stingy and coercive, while the Wafq countered that Baron de Nervo's people made outrageous demands that could never be fulfilled. The truth was in the eye of the beholder!

As it turned out, in 1901, the Hejaz Railway began


جديه
انفل
كينه
جبنه
جاسوم
عجه
ديبو
مجيدل
نجيح
قيراطه
زينبه
شقره
ازرع
النفيع
ديبه
ام العلاق
جمره
جدل
صميت
ديرادمة الجولان
ادمة العليا
الحريه
عاصم
جيدر
جمرين
حران
رايانه
مجران
دوره (نهار)
فنوات
وادي
بركه
دير اللبوه
دير السهوات
سميع
صفا
طيره
مزرعه
ديكيه
ملحة العيون
ملحة الشرقيه
ناصر
بطع
تل مكداد
تركيه
ام الحنابو
ام الطبع
ام الزيتون
ام الرمان
ام الخرب
ام الجمال
ام الحجارة
ام الحمام
ام الحمار
ام الحمامات
ام الحمامة
ام الحمامة
ام الحمامة

SEEMINGLY UNRECORDED MAP OF SHEIKH OTHMAN, TODAY IN ADEN, YEMEN, PRINTED IN POONA, INDIA

14.

Niyaz Muhammad KHAN (British Indian Army).
Map of Sheikh Othman by Havildar Niyaz Muhammad Khan 18th Infantry.
Poona: Thos: Faes. Litho. for the Govt Photozinco: Office, 1913.

Photozincograph, dissected into 18 sections and mounted upon original linen, green marbled endpapers (Very Good, overall clean and bright, just some light toning to linen backing along folds), 62.5 x 89.5 cm (24.5 x 35 inches).

A seemingly unrecorded map of Sheikh Othman and vicinity, the planned modern urban district that for decades served as the commercial centre and army HQ of the British Aden Protectorate, in Southern Yemen; the present map is predicated upon a scientific survey conducted by Havildar (Sargeant) Niyaz Muhammad Khan of the 18th Infantry of the Indian Army, in 1913, on the eve of World War I, whereupon Sheikh Othman would play a key role in the British efforts to repel a concerted Ottman attack upon Aden, which not only threatened Britain's control of South Yemen, but its access to the Suez Canal, the lifeblood of its empire; the map was published in Poona (Pune), India, by the Government Photozinco Office, for restricted use by senior Indian Army officers and colonial officials.

1.600 EUR

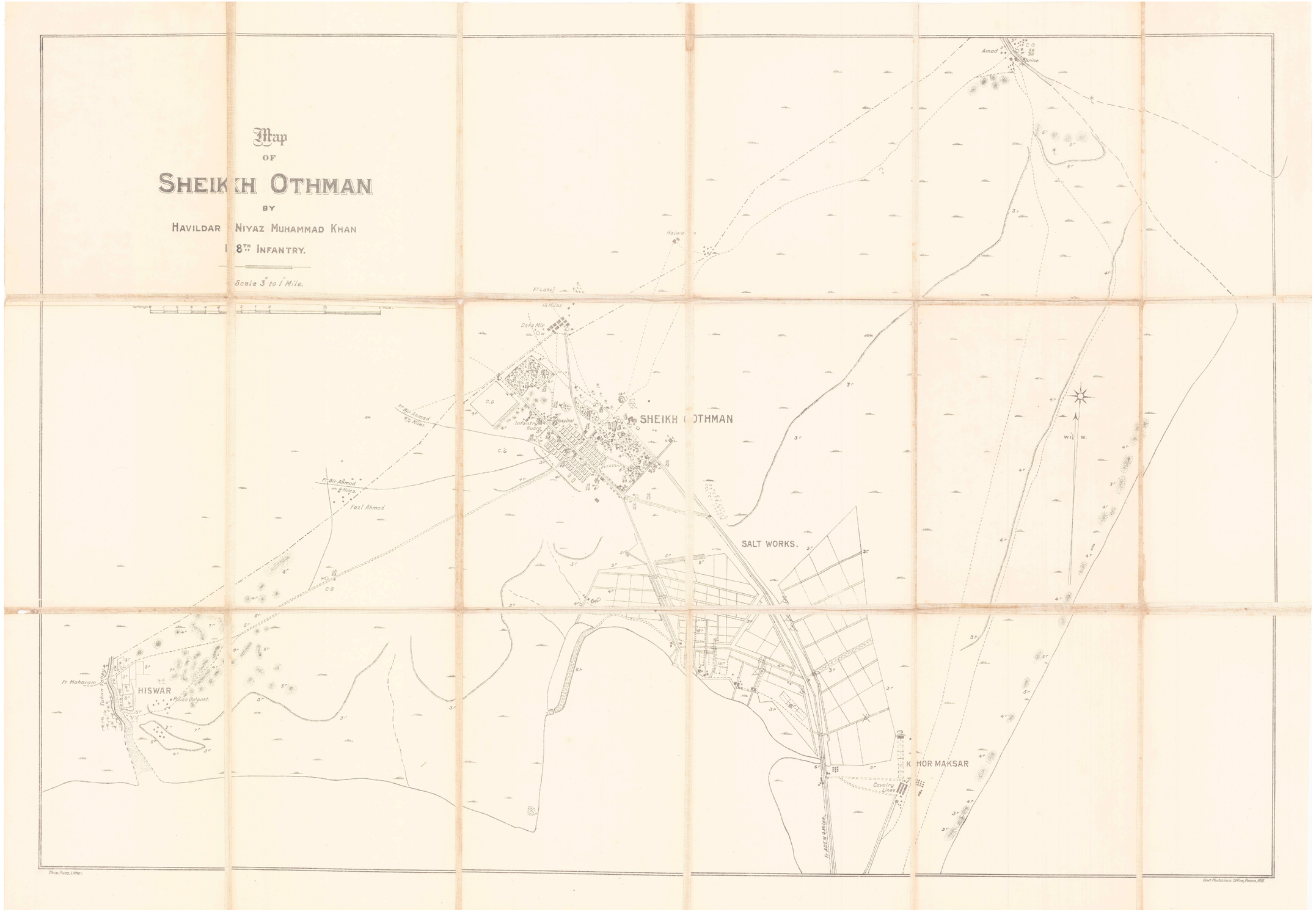
The city of Aden sits upon a stellar natural harbour, strategically guarding the main shipping lanes across the Arabian Sea towards India, and from the entrances to the Red Sea and the Persian Gulf. While it had historically been controlled by a variety of powers, during the mid-18th century, Aden came under the rule of the newly formed Sultanate of Lahij, a powerful and wealthy state that dominated most of southern Yemen.

From the late 18th century, the British East India Company (EIC) coveted Aden, seeing it as an ideal naval base for trade in the Indian Ocean and to suppress the Arab Pirates that plagued their shipping. In 1839, the EIC mounted a successful naval expedition to that seize Aden and its vicinity from the Sultanate of Lahij. From that point, the strip of territory around the harbour of Aden became the 'Aden Settlement' (subsequently known as the Aden Protectorate) and was politically a part of British India.

In 1869, upon the opening of the Suez Canal, Aden assumed outsized importance as re-coaling and revictualling base along what became the main sea route from Europe to India and Far East. The city's population and economy boomed, becoming a great mart of commerce buttressed by a diverse populace of Arabs, Persians, Indians and Jews, as well as a small community of Europeans. Meanwhile, Aden became the most important Royal Navy base in the Middle East.

Map
OF
SHEIKH OTHMAN
BY
HAVILDAR NIYAZ MUHAMMAD KHAN
18TH INFANTRY.

Scale 3" to 1 Mile.



However, the British found that the old city of Aden, located on the tip of the peninsula guarding the harbour, which was comprised of dense warrens of narrow streets riding up steep hills, was too crowded and chaotic for their tastes. They decided to create a 'New Aden', built to orderly, modern European standards, on flat land nearby.

In 1880, the British purchased at sizeable tract of land from the Sultanate of Lahij around the site of 'Sheikh Othman', so named for a shrine to the Muslim saint, Sheikh Othman Al-Zubairi Al-Wahki, so adding this territory to the Aden Protectorate. The site was located about 2 miles inland from the harbour, about 6 mile north of Aden city, and 16 miles southeast of Lahij city.

The British proceeded to build the Sheikh Othman District, a planned neighbourhood that was perhaps the most modern urban area in the Middle East of its time. It was the commercial and residential district for the British community, as well as others who were close to the colonial regime. It boasted an even grid plan of paved streets and the most modern amenities and buildings, including stores, hospitals, schools, markets, mosques, churches and theatres. Sheikh Othman also serves as the headquarters of the British Army in Yemen.

Sheikh Othman continued to flourish, until it fell into peril during World War I. Early in that conflict, the British drew down the strength of their armed forces in Aden to dangerously low levels, having sent troops to fight elsewhere, mainly in Egypt and Iraq.

In June 1915, the Ottomans mounted an attack upon southern Yemen from their bases in Ottoman northern Yemen. At the Battle of Ad-Dakim (June to July 5, 1915), they seized and sacked Lahij city (the Sultanate of Lahij was then a British ally).

The Ottomans then advanced into the Aden Protectorate, forcing the woefully outmatched British to withdraw to Aden city. The Ottomans marched into Shiekh Othman unopposed and seized the entire hinterland of the protectorate. This placed Britain in very frightening predicament, as if she lost Aden, then so with it would go her secure access to the Suez Canal, so endangering its best link with India and the Far East.

It was at this point that reinforcements flooded into Aden from India, led by the legendary Major General Sir Gorge Younghusband, who took charge of the 'Aden Column'.

On July 20, 1915, a detachment of the column, led by the seasoned frontier warrior Lieutenant Colonel A.M.S. Esmie, attacked and utterly routed the Ottomans as Sheikh Othman, evicting them from the district. Over the next two months, the Aden Column, forced the Ottomans out of southern Yemen altogether, such that Aden was henceforth safe from any threat of enemy action.

Sheikh Othman quickly recovered in the wake of the brief Ottoman occupation and, in 1916, received a boost upon the completion of the Aden State Railway, being a 29-mile line which connected the district to Aden city and heartland of Lahij. In 1936, Sheikh Othman became home to RAF Sheikh Othman, a major air force base that played an important role in World War II.

Shiekh Othman remained one of the most modern and desirable neighbourhoods in the Middle East until the 'Aden Emergency' (October 14, 1963 – November 30, 1967), whereupon the National Liberation Front (NLF), a Marxist-Leninist paramilitary group, mounted an armed rebellion against the British presence in Yemen. The Emergency forced the British to withdraw from Yemen entirely in 1967. While Aden, and Yemen in general, have experienced tremendous turmoil, Shiekh Othman remains something of an oasis, being a relatively peaceful and vibrant centre of commerce.

The Map in Focus

This exceedingly rare, seemingly unrecorded map of the Sheikh Othman District and vicinity was made on the eve of World War I, whereupon the area figured prominently in the events of the Ottoman attack upon the Aden Protectorate in July 1915. The map was made by Havildar Niyaz Muhammad Khan, of the 18th Infantry of the Indian Army ('Haldivar' is a rank in the Indian army equivalent to Sargeant). As the Aden Protectorate was under the direct auspices of British Raj, it was common for the Indian Army to dispatch professional military surveyors to map the area, and especially those of the Muslim faith, like Haldivar Khan, who would be more likely to be accepted by the locals. The map was published by the Government Photozinco Office in Poona (Pune), India, which was the main printing establishment for maps made by Indian Army surveyors based in Western India (the source of most troops in Yemen).

The great rarity of the map today is due to the fact that it would have been printed in only a handful of examples for restricted use by senior Indian Army officers and colonial officials, and would not have ben otherwise disseminated (indeed upon the outbreak of World War I, such a map would have been classified as 'Secret', as it would have been dangerously useful to the Ottomans!).

The map, executed to the large scale of 3 inches to a mile, is based on a scientific triangulated survey. Sheikh Othman appears near the centre, while to the south, about 2-3 miles away, is the northern shore of Aden Harbour. The massive Salt Works are located to the immediate southeast of Sheikh Othman, while beyond is Khor Maksar (home of the Indian Army's 'Cavalry Lines'), located on the isthmus of the Aden Peninsula, while Aden city is 4 miles to the south, off the map. In the far southwest, is Hiswar (home to a 'Police Outpost'), on the shores of the harbour, while in the far northeast is the 'Aram Shrine', while the Aden Protectorate-Sultanate of Lahij boundary is marked by the dashed-dotted line the run across the map, just beyond Sheikh Othman (Lahij city is labelled as being 16 miles to the northwest). Throughout the map, all major roads and topographical and manmade landmarks are carefully depicted.

Focusing upon Sheikh Othman proper, the district is shown to be composed of a neat, even grid of urban blocks, build upon a central cross of roads, while parklands, featuring various outlined facilities, are located to the northeast. Specifically labelled are the lands of the 'Infantry Guard' (the Army HQ) and the 'Hospital', while a telegraph line is shown to run into town, up the main road from Aden city.

The map is one of only very few detailed cartographic depictions of the Sheikh Othman area from the period leading up to World War I, whereupon it was the scene of an epic showdown between British and the Ottomans for control of southern Yemen and the gates of the Red Sea.

References: N/A – **Map seemingly unrecorded.**

15.

Fahreddin Reşad Bey (Rumbeyoğlu Fahreddin Bey also Rumbeyoglu Fahr al-Din Bey,1867–1943) - Mehmed Nâbi Bey (1868-1924).
باب عالی. خارجیه نظارتی. القطر سواحلی مسئله سی
[Sublime Port. Foreign Reports. Problem of Qatar Coasts]
Fakhr al-Din Rum Beyoglu and Muhammad Nabi.
Istanbul: Matbaa-i Âmire 1334 [1918].

8°, 16 pp., original brown wrappers with title, bound with a later string (minor marks from binding on the spine).

This pamphlet, issued by the Ottoman government in Ottoman and French at the end of World War I, contains documents about ***British interests in Qatar's coast since the late 19th century,*** *based on a peace treaty among Arab Sheikhs, which contributed to Qatar's development as a sheikhdom.*

4.500 EUR

The following report was compiled during World War I in 1917 and published the following year in a series of government publications regarding the management of foreign affairs in the former Ottoman territories and borderlands at the war's end.

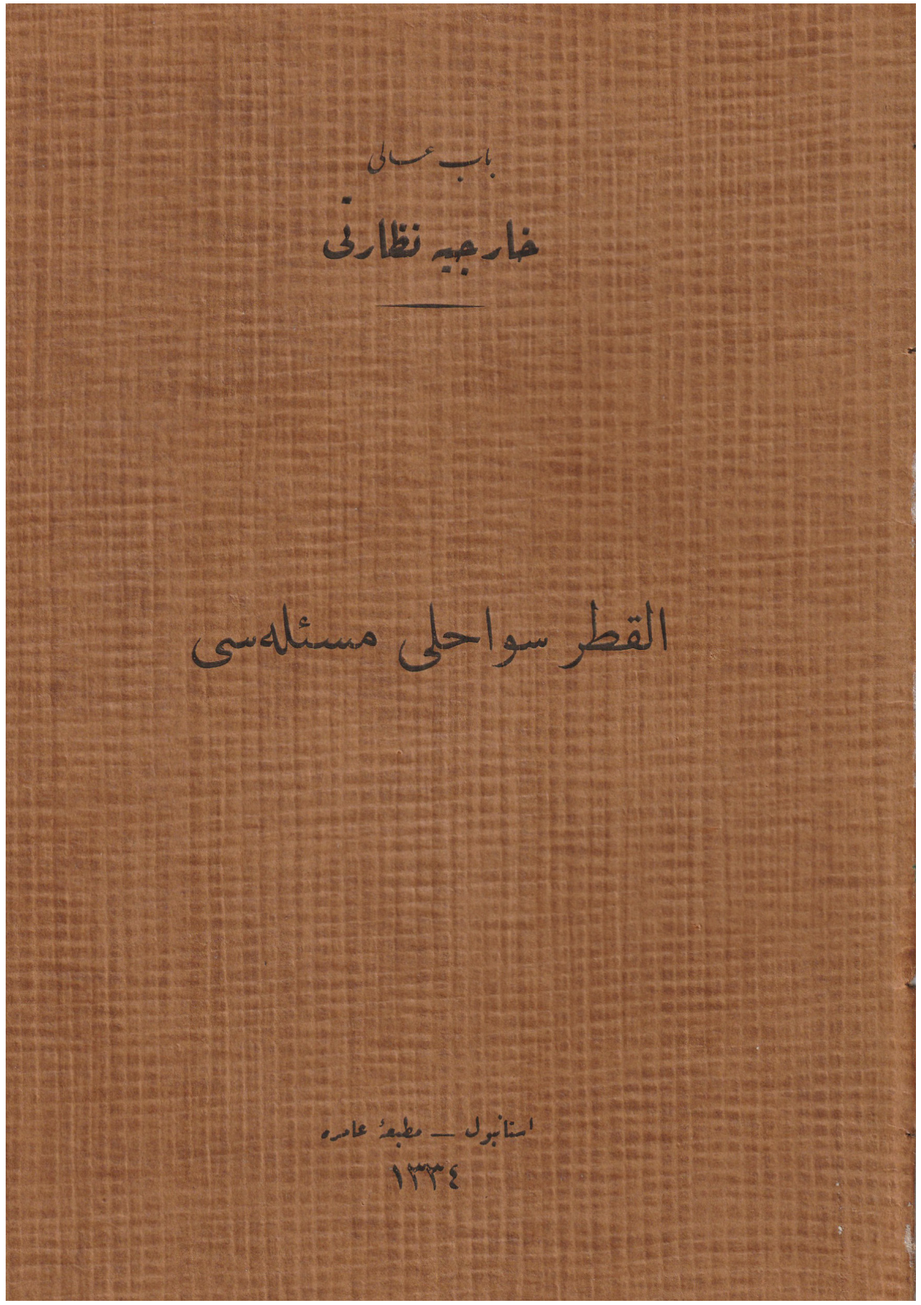
The editors who selected and transcribed the documents from the archives into Ottoman Turkish and then translated them into French were Fahreddin Reşad Bey (also known as Rumbeyoğlu Fahreddin Bey or Rumbeyoglu Fahr al-Din Bey, 1867–1943), a diplomat, and Mehmed Nâbi Bey (1868–1924), a statesman who served as the Minister of Foreign Affairs starting in October 1918.

A rare pamphlet presents the correspondence between the British and Ottoman diplomats from 1890 until 1903 regarding the British interest in the coast of Qatar, at the time *de facto* under the Ottoman rule, but locally governed by Arab Sheiks, whore rebellion against the Ottomans was supported by the British. Qatar became a British protectorate on 3 November 1916.

The pamphlet includes transcriptions of the following documents:

December 9, 1890.
A Note Verbale between the British ambassador in Istanbul, Sir William Arthur White (1824 –1891) to the Ottoman Imperial Ministry for Foreign Affairs regarding the military posts Zubarah and Khawr al Udayd on the coast of "El-Katr" in the Persian Gulf. March 22, 1891.

March 22, 1891.
A letter by the British ambassador in Istanbul to the Ottoman minister, reminding him, that they have not responded the letter about two new Ottoman military posts in Zubarah and Khawr al Udayd on the coast of Qatar. Mentioned is also a signature of the Sheikh of Abu Dhabi (*Abuthabi*) on a peace treaty (Maritime Fruce).



July 11, 1891.
A Note Verbale is a response by the Ottoman Foreign Ministry to the British ambassador, regarding the two military posts on the coast of Qatar, which are in the limits of the Vilayet of Basra. The minister states he knowns nothing about the document, signed by the Sheikh of Abu Dhabi.

August 29, 1891.
Respond of the British ambassador to the Ottoman foreign minister regarding the posts in Qatar. The ambassador also mentions that the peace treaty (Maritime Fruce) was signed on May 4 1853 between the Sheikhs of Ras Al Khaimah (today Saudi Arabia), Abu Dhabi, Dubai, Ajman and Umm al-Qaiwain.
The letter is followed by a transcription of the peace treaty, signed by five Arab Sheikhs.

January 2, 1892.
A respond of the Ottoman foreign minister to the British ambassador regarding the previous letter. He acknowledges no previous notion on the Arab treaty but stands behind the statement, that the Zubarah and Khawr al Udayd are under the Ottoman rule.

April 1903.
A letter by the Secretary of State for Foreign Affairs, Henry Charles Keith Petty-Fitzmaurice, 5th Marquess of Lansdowne, (1845 – 1927), probably to the Ottoman Ambassador in England, regarding the coast of Qatar and the news, that the Ottoman Empire will not send any further Mudirs (governors) to Qatar.

May 13, 1903.
A letter by the Ottoman Ambassador in England to Lord Lansdowne, confirming, that a Mudir had been appointed to Al Wakrah and had already met with Sheikh Ahmed.

We could **trace a single institutional example on Worldcat**, housed at the University of Haifa. We have featured another example in our March 2024 catalogue.

ment, car il ne saurait pouvoir acquiéscer à ce que la Turquie occupe un poste militaire qu'il considère comme une dépendance d'Abuthabi, dont le Chef est un des signataires du "Maritime Fruce."

Je saisie etc. . . .

(Signé: A. WHITE

NOTE VERBALE
du Ministère des Affaires Etrangères
à
l'Ambassade d'Angleterre
No 100722/55, le 11 Juillet 1891.
—o—

En réponse aux deux notes que l'Ambassade de Sa Majesté Britannique a bien voulu lui adresser, les 9 mars 1890 et 22 mars dernier, No 128 et 28, le Ministère des Affaires Etrangères a l'honneur de l'informer que les localités de Zobara et d'Odeid se trouvant dans les limites du Vilayet de Bassorah sont depuis longtemps administrées par des Caïmacams et des Mudirs.

Quant à la signature du «Maritime Fruce» par le Cheih d'Abuthabi, le Gouvernement Impérial n'en a point connaissance il ne saurait, dès lors, l'Ambassade de Sa Majesté la Reine voudra bien en convenir reconnaître cet acte.

NOTE VERBALE
de l'Ambassade d'Angleterre
au
Ministère des Affaires Etrangères
No 76, 26 Août 1891. Thérapia
—o—

Se référant aux Notes Verbales que l'Ambassade de Sa Majesté Britannique a eu l'honneur d'adresser à la Sublime Porte

« القطر » مسئله‌سی ذیلی

NOTE VERBALE
de l'Ambassadé d'Angleterre
au
Ministère Impérial des Affaires Etrangères
No 126, le 9 Décembre 1890
Constantinople
—o—

Se conformant aux instructions de son Gouvernement l'Ambassade de Sa Majesté Britannique a l'honneur de prier la Sublime Porte de vouloir bien lui faire savoir si la nouvelle parvenue à la connaissance du Gouvernement de Sa Majesté est vraie, disant que le Gouvernement Impérial Ottoman se propose d'établir des postes militaires à Zobara et Odeid sur la côte d'El-Katr du Golfe Persique et que des Mudirs y ont été nommés.

No 28

Constantinople, le 22 Mars 7891.

Monsieur le Ministre,

A la date du 9 Décembre écoulé, l'Ambassade de Sa Majesté Britannique a eu l'honneur d'adresser une Note Verbale à la Sublime Porte demandant à connaître la vérité sur la nouvelle qui était parvenue à la connaissance du Gouvernement Britannique à savoir: que le Gouvernement Impérial Ottoman se proposait d'établir des postes militaires à Zobara et Odeid sur la côte d'El-Katr dans le Golfe Persique.

La Sublime Porte n'a pas encore fait l'honneur à l'Ambassade de Sa Majesté de répondre à cette Note Verbale.

Mon Gouvernemeut vient de me donner pour instructions d'informer Votre Excellence que le Gouvernement de Sa Majesté espère que la nouvelle en question est dénouée de tout fonde-

FIRST SEPARATELY ISSUED EDITION OF THE FIRST SCIENTIFIC GEOLOGICAL MAP OF KOREA

16.

[地質調査所 (農商務省) / 井上禧之助 // GEOLOGICAL SURVEY OF JAPAN (MINISTRY OF AGRICULTURE AND COMMERCE) / Kinosuke INOUYE].
韓国地質鑛産圖
[Kankoku chishitsu kōsanzu / General Geological Map of Korea].
[Tokyo: 地質調査所 / Geological Survey, 1906 – 1907].

Colour lithograph, dissected into 16 sections and mounted upon original linen, small additional newsprint map of central Korea pasted down to lefthand side and small printed pastedown 'Errata' slip to lower right corner, contemporary red map seller's handstamp by title, some contemporary mss. additions in pen, pencil and crayon, contemporary pastedown manuscript title to verso (Good, some spotting an toning, some shadowing from the pastedown newsprint map, some clean splits to linen backing along folds since repaired with archival material), 76 x 53 cm (30 x 20.7 inches).

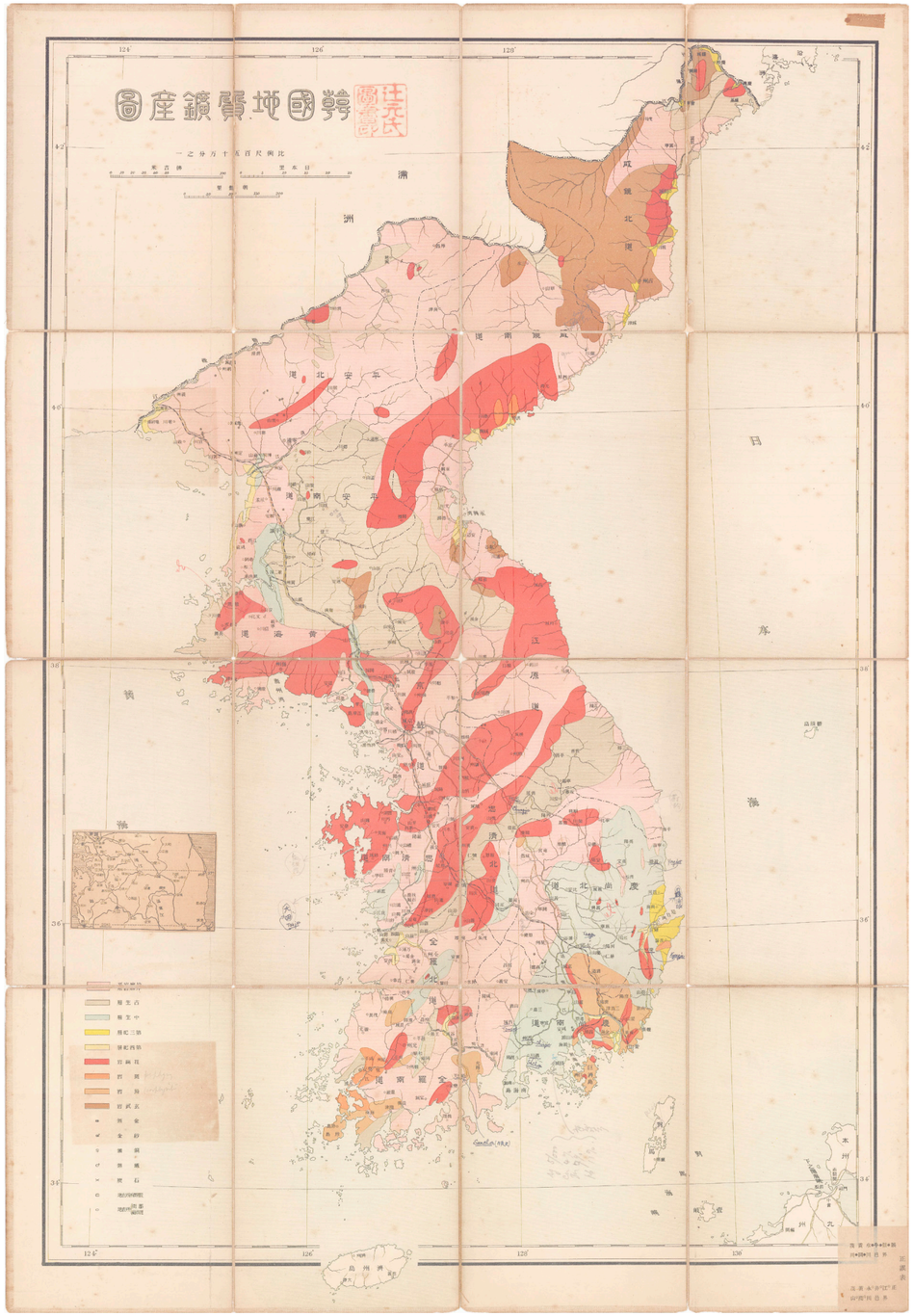
Exceedingly rare – the first separately issued edition of the first scientific geological map of Korea; the map is the seminal accomplishment of the Korea Geological Survey, completed in 1906 by the Geological Survey of Japan, a mission personally led by the esteemed geologist Kinosuke Inouye, being a masterplan serving Japan's ambitious designs to exploit the natural resources of Korea (a de facto Japanese colony); the map employs vibrant colour coding to identify 9 geological zones, as well as symbols to indicate the locations of gold, copper, iron, and coal deposits.

1.500 EUR

During the First Sino-Japanese War (1894-5), Japan invaded Korea, making it a protectorate (although it was really a de facto colony). Japan had bold ambitions for Korea, seeking to heavily industrialize the hitherto agrarian country, and to harness its natural resources, while building modern infrastructure (such as the Seoul-Busan Railway, completed in 1904). While these revolutionary reforms led to rapid economic growth, this was done to mainly benefit the 'Mother Country', while Japan's rule was incredibly oppressive towards the Korean people and their culture (Japan would complete and formalize its domination of Korea when it annexed the country in 1910).

A critical element of Japan's design was the execution of an accurate scientific general geological survey of Korea. This would be a grand undertaking, as hitherto, save for the odd mining site or other specific locale, Korea had never been geologically reconnoitred to any serious degree.

This task fell to the Imperial Geological Survey of Japan, which was founded in 1882 with a mandate to scientifically survey all Japanese domains (and which since 1895 de facto included Korea). By

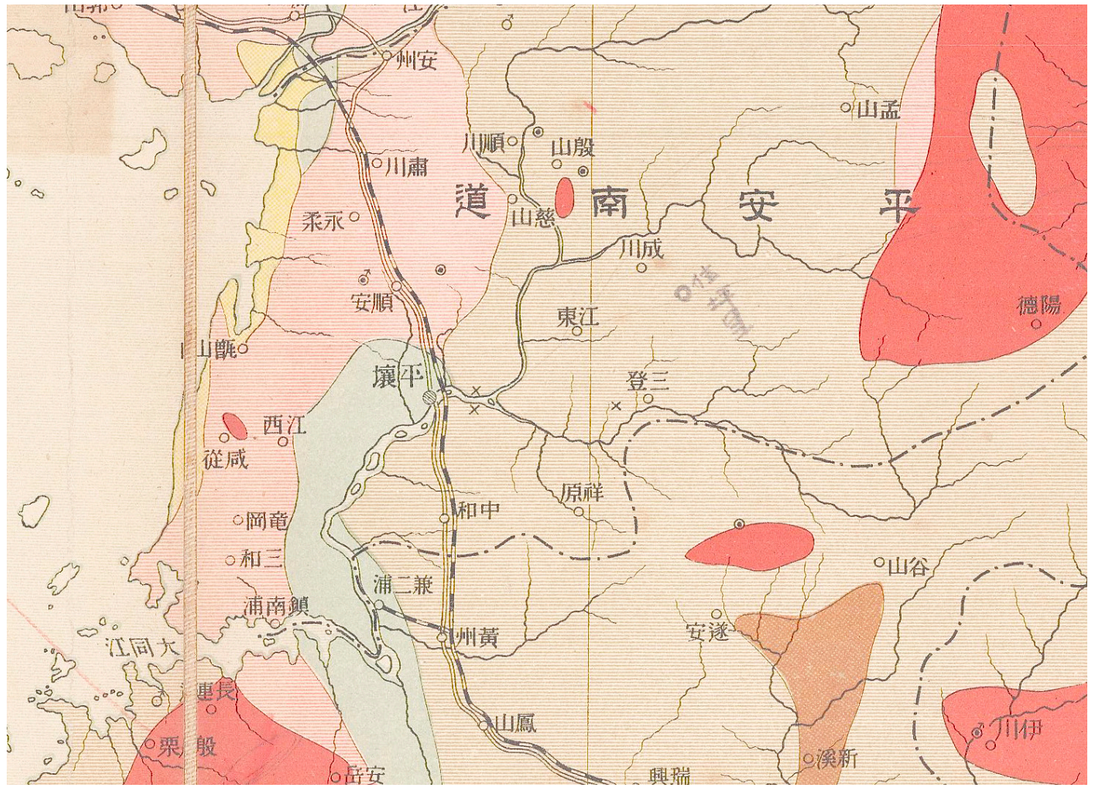


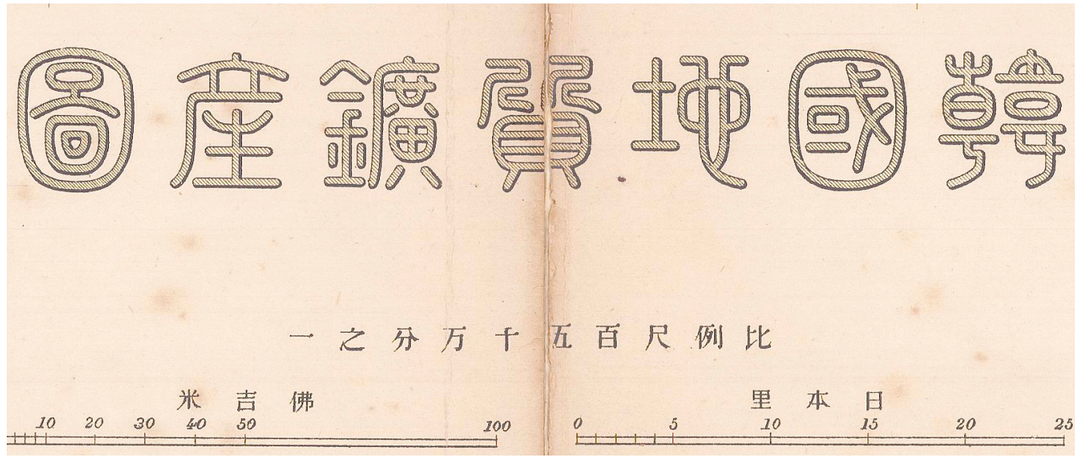
the turn of the century, the Geological Survey had become one of the most proficient scientific organizations of its kind in the world. Kinosuke Inouye, the Survey's highly respected director, who was an expert on identifying economically exploitable mineral resources, was charged with leading the Korea Geological Survey, which was completed in 1906.

The seminal accomplishment of Inouye's mission was the first scientific geological map of Korea, which was issued in three slightly different versions in 1906-7.

The present map is the extremely rare only separately issued edition. With text entirely in Japanese, it embraces the entire Korea Peninsula to the ample scale of 1:1,500,000. The legend, lower left, identifies the colour coding employed to show the map's 9 geological zones, being: Gneiss = Pink; Palaeozoic = Grey; Mesozoic = Blue; Tertiary = Dark Yellow; Quaternary = Light Yellow; Granite = Red; Porphyry = Orange; Porphyrite = Light Brown; and Basalt = Dark Brown. Additionally, the legend explains the symbols that place deposits of gold, placer gold, copper, iron, coal, as well as identifying the locations of mining inspections stations a

Interestingly, the present example of the map features contemporary manuscript annotations that refer to the presence of various mineral resources and prospective mining sites, mentioning deposits of gold and zinc, etc. This proves that the map was practically used as intended, as a blueprint for exploiting Korea's mineral resources.





The carto-bibliography of the geological mapping of Korea from the Japanese occupation period is haphazard at best, such that one is left to piece together the story from disparate sources. As best as we can tell, the first general geological mapping of Korea, based on Kinsuke Inouye's Korea Geological Survey, was rolled out in 3 printed versions, with the second and third editions being revised from the former.

To be clear, the present map is the second edition of the trio, and the only one to be separately issued. The editions are as follows:

1.
This supposed first edition has a slightly different title than the present work, 韓国地質圖 [Korea Geological Map], and is of lightly smaller format (60×39 cm), while featuring a bit less information. It was included within the pamphlet, 韓国鉱業調査報告 [Korea Mining Survey Report], Tokyo: 農商務省 [Ministry of Agriculture and Commerce] (October 1906). All of the text of the report and of the map is entirely in Japanese.

2.
This second edition is the present map, having been issued separately, and while having no imprint was clearly published by the Geological Survey of Japan,

3.
The third edition is bilingual (Japanese / English), to allow it to be understandable to Westerners and bears the title 韓国地質鑛産圖 / General Geological Map of Korea. It appeared within the journal, 地質要報 [Geological Bulletin], no. 1 (March, Meiji 40 [1907]) and features some additional details as compared to previous issues. We gather that the same edition of the map also appeared in Kinosuke Inouye (ed.), 'Geology and Mineral Resources of Korea', a special edition of the Memoirs of the Imperial Geological Survey of Japan, vol. 19, no. 225 (1907).

A Note on Rarity

The present map is extremely rare, we can trace **only a single institutional example**, held by the National Diet Library; moreover, we are not aware of any sales records for any other examples. As it lacks an imprint, it was perhaps issued in only a small print run exclusively for internal official use and so was not disseminated publicly. The other two editions are also very rare, each cited in only a few institutional examples.

References: National Diet Library: YG2-K2-1; OCLC: 965936462.

LITHUANIA, BELARUS, AND UKRAINE ON THE EVE OF THEIR BRIEF INDEPENDENCE

17.

Józef Michał BAZEWICZ (1867–1929).
Mapa Litwy i Rusi (Litwa, Białoruś, Podole, Wołyń i Ukraina)
[Map of Lithuania and Rus' (Lithuania, Belarus, Podolia, Volhynia and Ukraine)]
Warsaw: Bazewicz 1911.

Coloured lithography, 150 x 112 cm (59 x 44 inches), contemporarily dissected in 16 segments and mounted on linen (some water staining and dusty surfaces, tiny tears in margins, corners of segments little rubbed, small holes in corners).

A rare Polish wall map depicting parts of Eastern Russia after the 1905 revolution, which in the following decade would become areas of independent Poland, Ukraine, Lithuania, Belarus, and Moldova.

950 EUR

The map of Lithuania and Rus' includes territories that are now part of Poland, with Lublin situated in the upper left corner. It also encompasses Lithuania, Belarus—featuring Klimowicze to the east—and Ukraine, which includes Kamianets-Podilskyi and Mohyliv-Podilskyi along the Moldovan border, as well as Chyhyryn in the easternmost part of the region. The lowest point of the green-colored area includes Iagorlîc, located in Moldova/Transnistria. Additionally, Velizh, now in Russia, can be found in the eastern part of the yellow-colored area. Marked are the road and railroad connections, cities, towns, villages, settlements, local borders, post offices, etc.

The map was created in 1911, during a time when the territory was part of the Russian Empire. Following the Russian Revolution of 1905, which allowed the use of native languages instead of imposing Russian, the countries in the region began striving for independence. Lithuania and Belarus both declared independence in 1918, while Ukraine did so in 1917.

Józef Michał Bazewicz (1867–1929) was a prominent Polish nationalist cartographer, writer, and bookseller in early 20th-century Warsaw. He significantly influenced the cultural scene of the city. Among his notable works are the map titled *"Poland in Three Partitions within the Pre-Partition Borders in 1770 and in Other More Important Historical Periods"* (*Polska w trzech zaborach w granicach przedroz biorowych w 1770 r. Oraz w innych ważnie jszych okresach historycznych*, circa 1922), the *"Historical Atlas of Poland"* (*Atlas historyczny Polski,* 1916), and the patriotic tract "*Historical Truths, Historical Necessities, and Tasks of Poland"* (*Prawdy historyczne, konieczności dziejowe i zadania Polski*, 1921), which includes a map of Europe from the 14th and 15th centuries.

We could not trace any institutional examples outside Poland and Lithuania.

References: OCLC 782188062.



MAPA LITWY i RUSI

(Litwa, Białorus, Podole, Wołyń i Ukraina)

NA PODSTAWIE NAJNOWSZYCH ŹRÓDEŁ.

OPRACOWANA PRZEZ

J. M. BAZEWICZA

WARSZAWA

1911.

ALEJE JEROZOLIMSKIE № 25

Leendert Theodorus Maijer (also spelled Mayer, 1851-1914) was born on Java to a Dutch father and a Javanese mother, the "inlandsche vrouw Maria Maurid." Thanks to the deep knowledge of native customs inherited from his mother, Maijer confidently authored several influential works that introduced and explored Javanese culture, society, and customs. In addition to the current titles, his contributions include *Vier Javaansche Legenden Uit de Residentie Madioen* (Four Javanese Legends From the Madiun Residency, 1893), *Javaansch-Hollandsche Samenspraken* (Javanese-Dutch Dialogues, 1894), *Een Blik in het Javaansche Volksleven* (A Glimpse into Javanese Folk Life, 1897), *De Javaan als Landbouwer en Veefokker* (The Javanese as Farmer and Cattle Breeder, 1898), *De Javaan als Doekoen. Een Ethnographische Bijdrage* (The Javanese as Dukun. An Ethnographic Contribution, 1918) and works on Wayang theatre in Javanese language. **PLEASE SEE THE FOLLOWING THREE ITEMS.**

WAYANG KULIT - SHADOW THEATER

18.

Leendert Theodorus MAIJER also MAYER (1851-1914).

Lakon Kresna – Goegah.

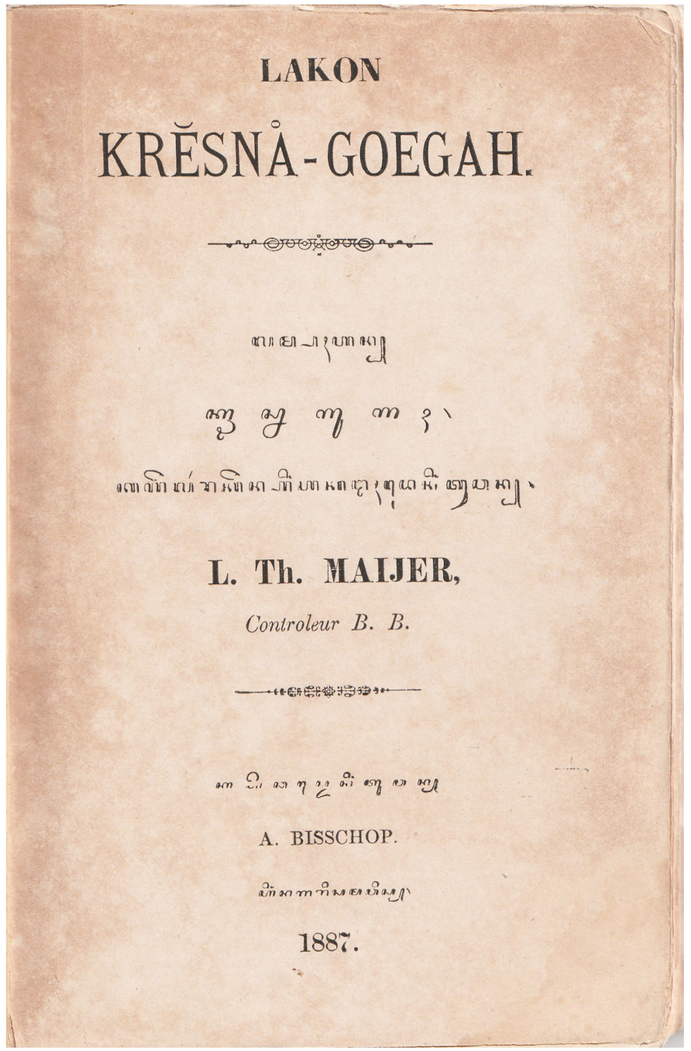
Samawis [Semarang]: A. Bisschop 1887 [1888].

8º, 251 pp. in Javanese, author's signature after the title page under the script, that only books with this autograph are considered to be originals, contemporary marbled paper covers with a label with hand-written title, brown cloth spine (minor age-toning and staining, light water staining in the lower outer corner, soft folds, some leaves loose, old annotations in pencil in the first part of the book, binding loose, sporadic tears, binding lightly scuffed on corners).

An early printed text featuring excerpts and stage directions for a traditional Javanese shadow play.

950 EUR

"Kresna Gugah" remains one of the most popular plays in the wayang kulit tradition, also known as shadow theater, in Indonesia. In this printed work, written in Javanese, Leendert Theodorus Maijer commemorates the play's opening recitatives, describes the characters, and provides some stage directions.


LAKON

KRĚSNÅ-GOEGAH.

L. Th. MAIJER,

Controleur B. B.

A. BISSCHOP.

1887.

The cover of the book (not present with this example) is dated 1888, although the title page bears the date 1887.

We could only trace examples in the following institutions: Leiden University Libraries, Koninklijke Bibliotheek, Staatsbibliothek zu Berlin - Preußischer Kulturbesitz, Haus Potsdamer Straße and Australian National University.

References: OCLC 254593265, 68009956. Clara van Groenendael, Wayang Theatre in Indonesia. An Annotated Bibliography, 2024, no. 279

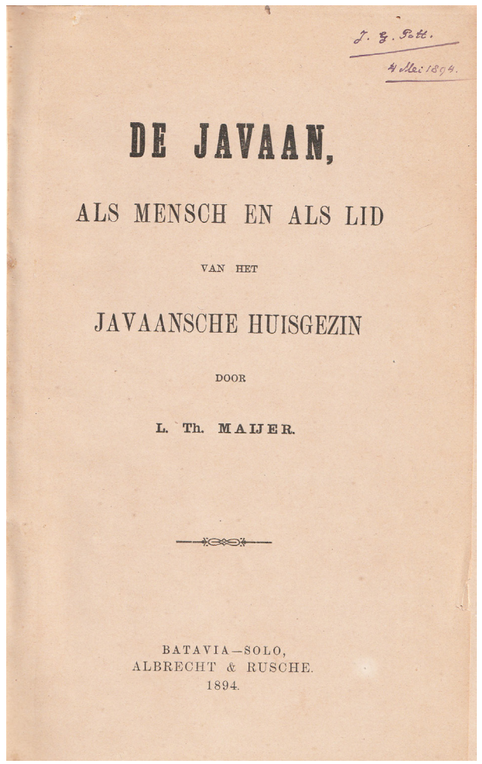
BOUND IN A HANDSOME CONTEMPORARY BATIK BINDING

19.

Leendert Theodorus MAIJER also MAYER (1851-1914).
De Javaan, als mensch en als lid van het Javaansche huisgezin
[The Javanese, as a Human Being and as a Member of the Javanese Family]
Batavia – Solo: Albrecht & Rusche 1894.

8º, [4 pp.] titles, III, II, III, blank, 262 pp., blank, contemporary batik cloth binding, old bookbinder's label on the inner side of the front cover, paper label with typed title on the spine (front leaves partly loose, front and rear leaves with tiny worm-holes in margins, minor scuffing to the lower part of the spine, minor sporadic old annotations, old owner's signature in the upper corner of the title page).

880 EUR


J. G. Pott.
4 Mei 1894.

DE JAVAAN,

ALS MENSCH EN ALS LID

VAN HET

JAVAANSCHE HUISGEZIN

DOOR

L. Th. MAIJER.

BATAVIA—SOLO,
ALBRECHT & RUSCHE.
1894.

This work comprehensively explores Javanese social, cultural, and family life, alongside an in-depth look at the language. It's printed in Batavia, now known as Jakarta, and features a striking contemporary batik cloth binding.

References: OCLC 25756088, 470182578.

STORIES WRITTEN IN JAVANESE LOCAL DIALECTS

20.

Leendert Theodorus MAIJER also MAYER (1851-1914).
Javaansche legenden en sagen
[Javanese Legends and Tales]
Batavia – Solo: Albrecht & Rusche 1894.

Large 8º, title page, III, introduction, 159 pp., original yellow wrappers with lettering (wrappers with light scuffing on the spine, age toning and light water-staining, internally clean and partly uncut).

A collection of Javanese stories and legends, written in their original language and various local dialects, along with a Dutch adaptation of the texts.

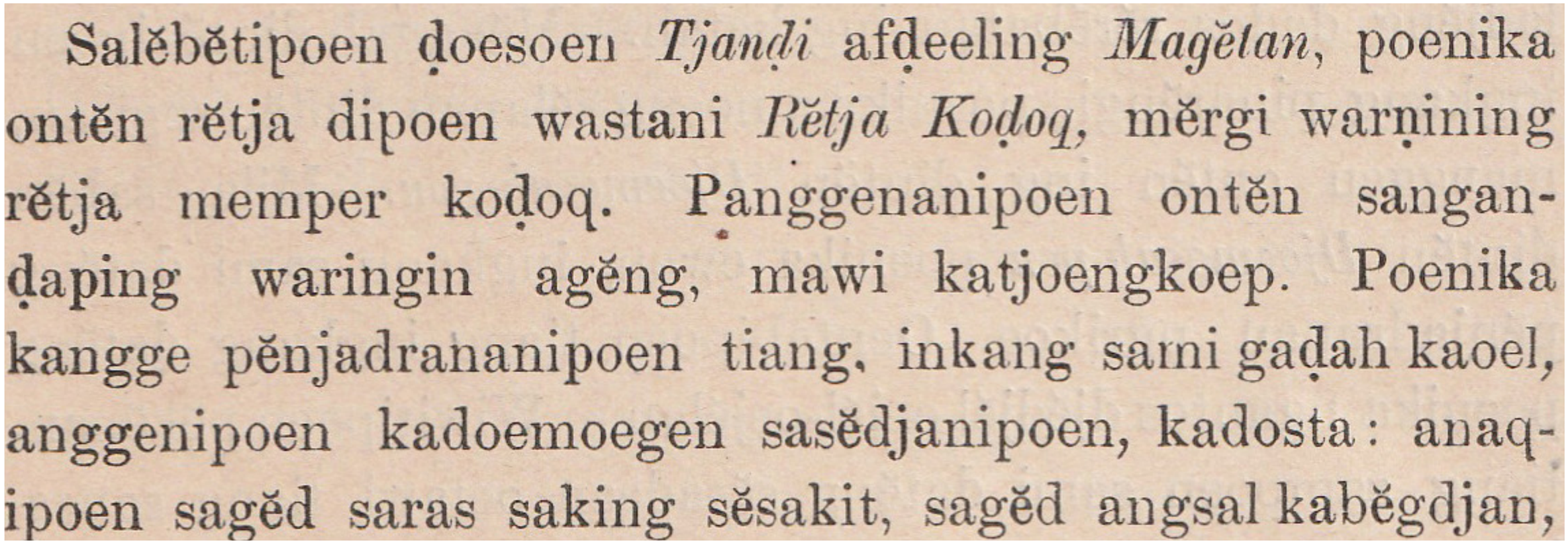
950 EUR

The book explores various legends and tales from Java, focusing on regions such as Madiun, Banyumas Regency, Semarang, Rembang, Jepara, and Cirebon. The first part of the book is written in Dutch and includes explanations of Javanese traditional names, words, and expressions. The second part contains legends and tales written in the Javanese language using Latin characters.

According to the author's introduction, the stories were collected from "the mouths of the people," specifically in the local dialects of each storyteller. The Javanese texts are entirely written in these dialects. The Dutch text is not a direct translation; instead, it is an adaptation made by the author to suit Dutch readers.

Worldcat lists examples in Dutch libraries as well as in the Royal Danish Library, Berlin State Library, Yale University Library, Cleveland Public Library, Ohio University Libraries and University of Melbourne Libraries.

References: OCLC 7517423, 251729195.


Salĕbĕtipoen ḍoesoen *Tjanḍi* afḍeeling *Magĕlan*, poenika
ontĕn rĕtja dipoen wastani *Rĕtja Koḍoq*, mĕrgi warṇining
rĕtja memper koḍoq. Panggenanipoen ontĕn sangan-
ḍaping waringin agĕng, mawi katjoengkoep. Poenika
kangge pĕnjadrananipoen tiang, inkang sami gaḍah kaoel,
anggenipoen kadoemoegen sasĕdjanipoen, kadosta: anaq-
ipoen sagĕd saras saking sĕsakit, sagĕd angsal kabĕgdjan,

Haiti: The Political Situation Represented by a Black Haitian Living in Europe

Louis-Joseph Janvier (1855–1911) was a Haitian diplomat, medical doctor, intellectual, and author. He spent 28 years of his adult life in Europe, serving as the Haitian Minister Resident in London from 1894 to 1903. Janvier authored several works focusing on his native country, its history, and its people.

The following three items were authored by Janvier in Paris and present contemporary Haitian life and problems to the Western world, as seen by a Haitian nationalist adapted to European lifestyle. **PLEASE SEE THE FOLLOWING THREE ITEMS.**

THE BLOODY WEEK OF 1884

21.

Louis-Joseph JANVIER (1855 – 1911).
Les antinationaux
[The anti-nationals]
Paris: G. Rougier et Co., 1884.

Small 8º, [4 pp.], 101 pp., blank, bound with original pink wrappers with lettering, bound in modern brown binding with a label on the spine (wrappers a little dusty and stained with repaired tears, tiny pieces of the corners of the rear pages replaced with modern paper).

Criticism directed at the mulatto upper class of Haiti for rebelling against the black president, Lysius Salomon.

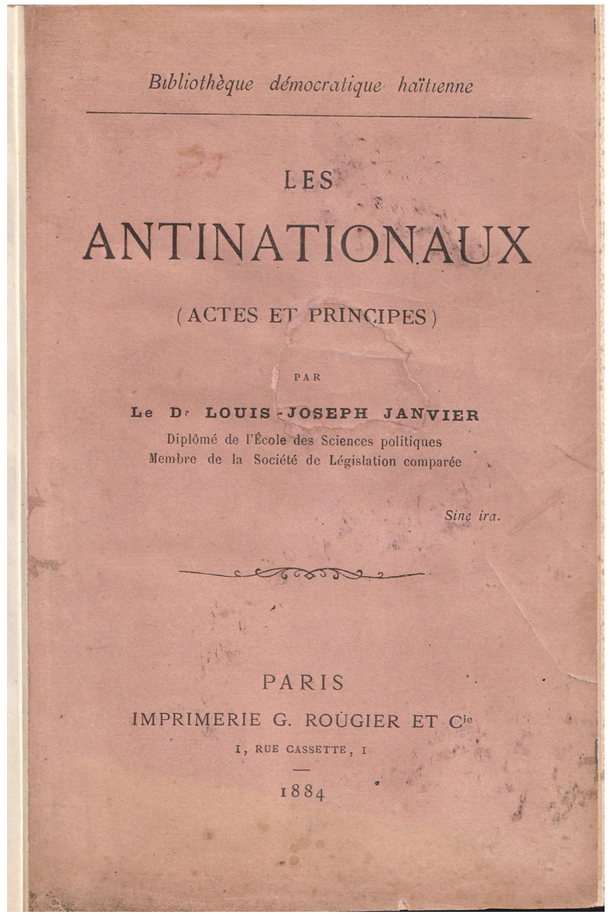
1.200 EUR

In this book, Janvier engages in a battle of ideas with the rebels who are opposing President Lysius Salomon (1815 – 1888), a black leader known for his efforts to modernize Haiti. The rebels, who orchestrated the coup, were primarily members of the Liberal Party, consisting of the upper class and mulattos. This conflict was further fueled by new arrivals from France who brought substantial investment money to the island.

Louis-Joseph Janvier accuses the upper class, which mainly included mulattos, of undermining the interests of the original black inhabitants of Haiti. This conflict peaked in 1884, the year the book was written, during a period known as "Bloody Week." Many people were killed or injured, resulting in the destabilization of the Haitian government.

This is a **rare first edition**. We could only trace **three institutional examples, all housed in European libraries:** The British Library, Bibliothèque Nationale de France, International Institute of Social History in Amsterdam.

References: OCLC 1906257 (also lists 1962 and 2012 editions).


Bibliothèque démocratique haïtienne

LES

ANTINATIONAUX

(ACTES ET PRINCIPES)

PAR

Le Dr LOUIS-JOSEPH JANVIER

Diplômé de l'École des Sciences politiques
Membre de la Société de Législation comparée

Sine ira.

PARIS

IMPRIMERIE G. ROUGIER ET Cie

1, RUE CASSETTE, 1

1884

22.

Louis-Joseph JANVIER (1855 – 1911).
Le Vieux Piquet, scène de la vie haïtienne
[The Old Piquet. A Picture of a Haitian Life]
Paris : A. Davy 1884.

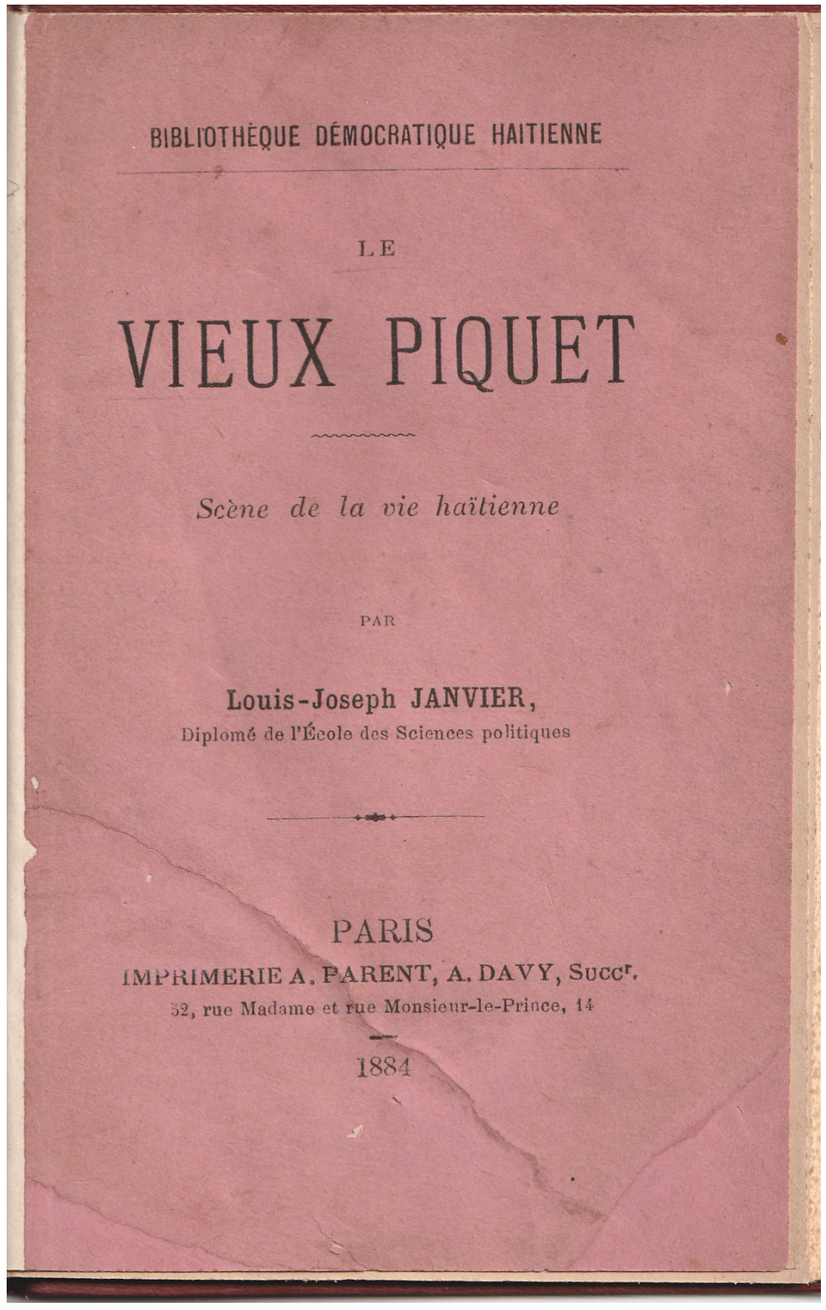
12º, original purple front cover with lettering, 36 pp., bound in a modern red binding with gold lettering on black label on the spine (front wrapper little dusty with repaired tear and replaced blank corner with similar paper, last sheet loose with tiny tears in margins).

A rare first edition of a short novel exploring life in rural Haiti.

980 EUR

This short story is set in the Macaya Mountains and describes the struggles of a 75-year-old farmer named Jean-Louis Bon Dos. He reflects on his life, shaped by the various changes in 19th-century Haiti's history. The name "Piquet" comes from the word for pikes, which were wielded by rebellious farmers during the "Piquet Uprising" of 1844.

This is a rare first edition of the work, with **a single example recorded on Worldcat,** housed at the Bibliothèque Nationale de France (OCLC 457493106).


BIBLIOTHÈQUE DÉMOCRATIQUE HAITIENNE

LE

VIEUX PIQUET

Scène de la vie haïtienne

PAR

Louis-Joseph JANVIER,

Diplomé de l'École des Sciences politiques

PARIS

IMPRIMERIE A. PARENT, A. DAVY, Succr.

52, rue Madame et rue Monsieur-le-Prince, 14

1884

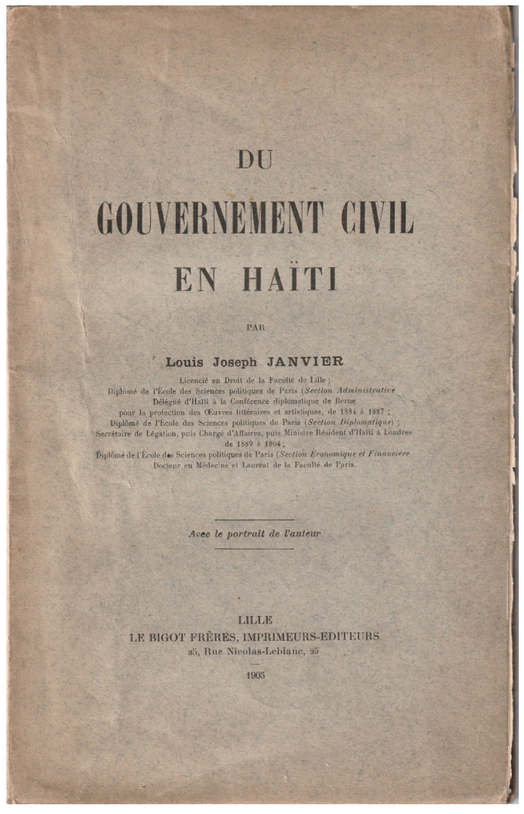
23.

Louis-Joseph JANVIER (1855 – 1911).
Du Gouvernement Civil en Haïti
Lille: Le Bigot Frères 1905.

8º, blank, portrait of the author, protected with a guard, 84 pp., [4 pp.], blank, original wrappers with lettering on the cover (wrappers slightly dusty with soft folds, internally with sporadic foxing, but otherwise a clean and uncut example).

Written at the 100th anniversary of Haiti's independence

1.400 EUR


DU

GOUVERNEMENT CIVIL

EN HAÏTI

PAR

Louis Joseph JANVIER

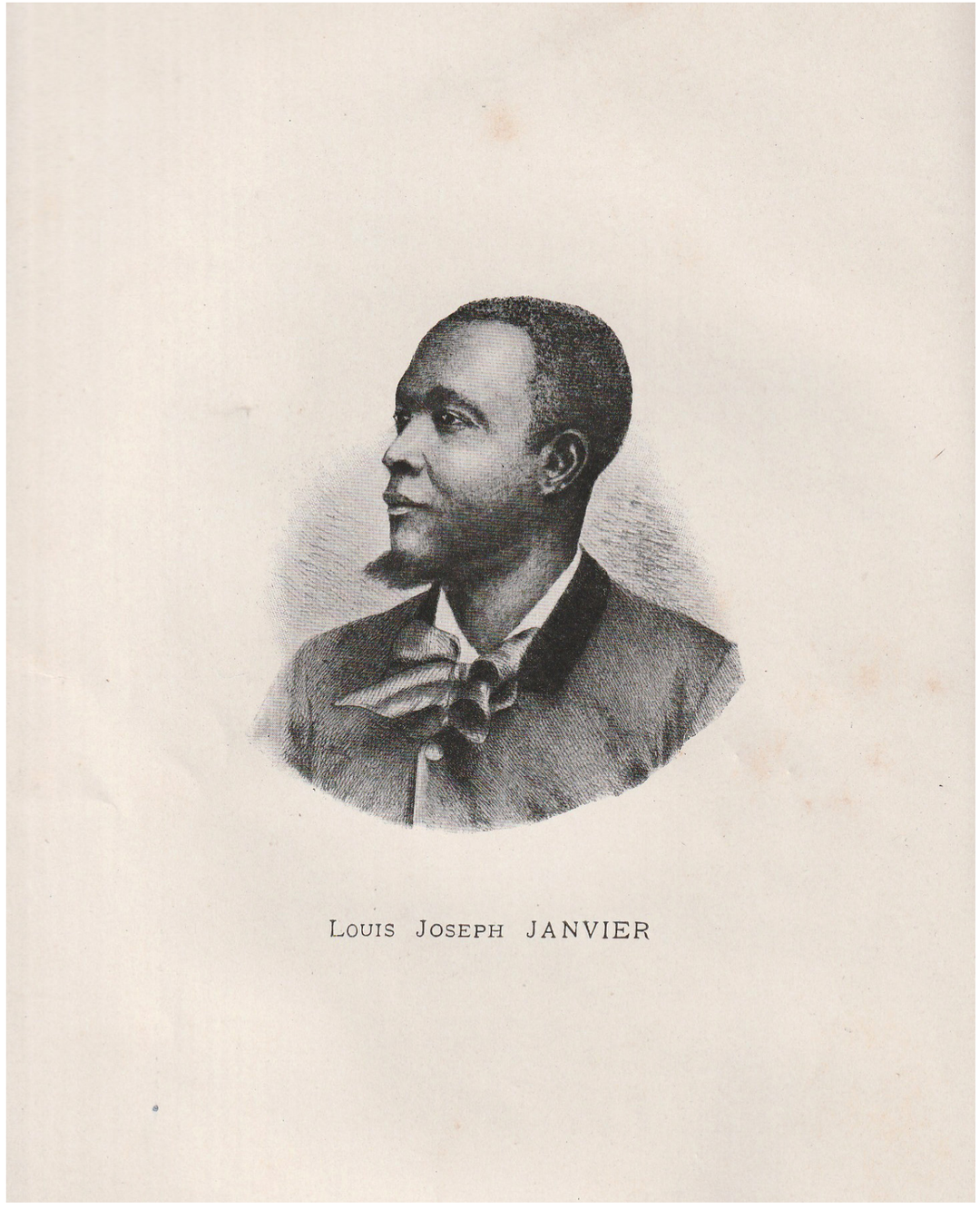
Licencié en Droit de la Faculté de Lille ;
Diplômé de l'École des Sciences politiques de Paris (*Section Administrative*
Délégué d'Haïti à la Conférence diplomatique de Berne
pour la protection des Œuvres littéraires et artistiques, de 1884 à 1887 ;
Diplômé de l'École des Sciences politiques de Paris (*Section Diplomatique*) ;
Secrétaire de Légation, puis Chargé d'Affaires, puis Ministre Résident d'Haïti à Londres
de 1889 à 1904 ;
Diplômé de l'École des Sciences politiques de Paris (*Section Économique et Financière*
Docteur en Médecine et Lauréat de la Faculté de Paris.

Avec le portrait de l'auteur

LILLE
LE BIGOT FRÈRES, IMPRIMEURS-EDITEURS
25, Rue Nicolas-Leblanc, 25
1905

This text provides a comprehensive history of Haiti, beginning with its discovery by Christopher Columbus in 1492 and covering the colonial era up until 1804. A central chapter focuses on the events of 1804 and 1805, when a slave rebellion led to Haiti's independence. The final section of the book looks forward to the future, expressing hopes for a civil government governed by the native inhabitants in the 20th century, free from military interference by other countries.

We could trace **a single institutional example** of the title, housed in the Bibliothèque Nationale de France (OCLC 1410086961 & 1176646110), the other examples on Worldcat appear to be eBooks (OCLC 1008993448, 28202660, 763403715).



24.

[François Denys LÉGITIME (1841 – 1935)].
Histoire du gouvernement du Général Légitime Président de la République d'Haïti.
[History of the Government of General Légitime, President of the Republic of Haiti]
Paris: Ernest Leroux 1890.

Large 8º, [8 pp.], full page portrait on thicker paper, full page view of Port au Prince on thicker paper, XLVI, 422 pp., [4 pp.], double-page colour lithographed map, later binding with red marbled paper boards and cloth spine with lettering, speckled edges (binding slightly rubbed on the corners, internally with light sporadic foxing and tiny tears in margins, optherwise in a good condition).

A documentary report on Haiti by former President François Denys Légitime

350 EUR

François Denys Légitime (1841 – 1935) was a Haitian general who served as President of Haiti for a brief period from December 16, 1888, to August 22, 1889. He was a descendant of an Ethiopian enslaved woman, Al Pouessi, known as Modeste Testas (1765 – 1870). After gaining her freedom, she became a landowner in Haiti along with her husband Joseph Lespérance.

Légitime was born into an upper-class family and became a member of the Liberal Party, which opposed Haitian President Lysius Salomon (please refer to lot no. 21 in this catalogue for the opposition's response).

In this work, Légitime, who was living in exile in Jamaica at the time, explains the political situation in Haiti during the preceding years by compiling texts, documents, and correspondence. The accompanying map illustrates Haiti's departments along with their populations.

Although the work is not signed, it was likely written by Légitime himself, as other writings on him and the contemporary Haitian situation are listed at the beginning of the book. He is also recognized as an author in contemporary literature.

References: OCLC 1308867456, 692142554 (also eBooks), 1152771788, 906377536, 762762619, 253653265, 460697163, 763389325, 880787729.



A REPORT ON ISRAEL'S FUTURE BY A MISSIONARY SEEKING TO CONVERT JEWS TO CHRISTIANITY

25.

Samuel FARMAN (1808-1878).
Il futuro destino d'Israele
[The Future Destiny of Israel]
Malta: 1831.

8º, 23 pp., original blue wrappers with lettering (small wormholes throughout the book, larger wormholes in the rear lower white corners, lower white corners partly reconstructed with modern white paper).

A rare report on Israel's future as an independent unit, written by missionary Samuel Farman of the London Jews Society and ***printed in Malta*** *in 1831*

1.400 EUR

The London Jews Society (LJS), established in 1809, was a pioneering organization dedicated to promoting Christianity among the Jewish community. Initially focused in London, the society quickly expanded its influence across Europe and into Russia. In 1841, it boldly extended its reach to Jerusalem, under the guidance of Michael Solomon Alexander, a converted Jew and former Professor of Hebrew at King's College London. That same year, he made history by becoming the first Protestant bishop in Jerusalem, further solidifying the society's mission and impact.

The author of this book, Samuel Farman (1808-1878), was one of the pioneering Protestant missionaries in the Holy Land. In November 1829, he joined the prominent LJS missionary John Nicolayson, who later became the first permanent Protestant resident of Jerusalem. By May 1828, the Protestant missionaries relocated from Jerusalem and Beirut to Malta due to political tensions and hostility from the Turks towards the British.

In July 1831, Farman and Nicolayson embarked on a comprehensive tour of Palestine, visiting both Jewish and Christian settlements. This journey served as the foundation for the research presented in this book, which was published the same year in Malta. In the book, Farman reflects on the unification and independence of Israel from a Biblical perspective, considering the contemporary circumstances of Jews and Christians within the Ottoman Empire.

We could trace **a single institutional example**, housed in the University Library Greifswald, Germany.

References: OCLC 246280108; Crockford's Clerical Dictionary, Forth issue, 1868, p. 222.



4 PUBLICATIONS ON ON BANNING THE TRANSATLANTIC SLAVE TRADE FROM PORTUGUESE AFRICA (Nos. 26-29)

Four scarce and historically important Portuguese works (each sold separately!) concerning the final push to ban Portugal's involvement in the Transatlantic slave trade, which after three decades of unsuccessful bargaining and unenforced treaties resulted in a transformative accord; present here are 2 complementary works featuring the hitherto mainly secret memoranda, accords and correspondence from the tortured Anglo-Portuguese negotiations of the 1830s that led to the breakdown of diplomacy, so compelling the British to enact the unilateral, coercive measures of the Palmerston Act (1839); this is followed by the first printing of the leading Portuguese stateman and Abolitionist the Viconde de Sá da Bandeira's famous attack upon the Palmerston Act; while the final work is the first and official printing of the Anglo-Portuguese Anti-Slave Trade Treaty of July 3, 1842, whereby, after renewed diplomacy, the parties agreed to "entirely reciprocal" measures which definitively ended Portugal's mass involvement in the Transatlantic slave trade, so marking a milestone in the journey towards complete Abolition.

The Abolition of the Transatlantic Slave Trade from Portuguese Africa

By the beginning of the 19th century many members of the metropolitan elites in Europe and North America came to believe that slavery should be abolished. In many cases, the Abolitionists formed well organized societies to lobby for the end of the ignoble industry. However, they were opposed by powerful colonial / planter lobbies that employed tried and tested methods of 'convincing' political leaders to protect what was the lifeblood of their prosperity.

While slavery would remain legal in most European colonial realms, in 1807, Britain endeavoured to ban the international slave trade. Focusing on clamping down upon the Transatlantic commerce, the Royal Navy set about intercepting and seizing slave ships flying foreign flags. However, while their efforts may have been noble, they were legally dubious. In 1817, the British Supreme Court ruled the interception of foreign slavers was legal only if Britain had signed an anti-slavery treaty with the appropriate country. While Britain had already inked a few such treaties, it proceeded to dramatically step up its efforts to forge more, and stronger agreements, often applying intense diplomatic pressure.

The enforcement mechanisms of these treaties permitted the Royal Navy to board suspected foreign slavers, and should there be evidence of violations, they would be escorted to be tried by 'Mixed Commission' courts (i.e., composed of magistrates from both Britain and the nation of the defendant) at fixed locations (Freetown, Sierra Leone was home to the busiest such court).

While the Royal Navy's anti-slaving patrols succeeded in liberating many thousands of kidnapped Africans,

one hand, the words "Port and
Roadstead" imply a frequented an-
chorage under the superintendence
and controul of constituted Authori-
ties, who can exercise some kind of
jurisdiction over such anchorage,
and with whose jurisdiction the
Cruizers ought not to interfere. —
On the other hand the word "Bay"
plies, or at least may include,
frequented places on the Coast,
away from the controul of any
al Authorities; and to which Slave
ders might be likely to resort for
purposes of their Trade.
is Excellency complained, that
cle 5 of the amended Draft, does
contain a clause, that no stipu-
n in the Treaty shall be considered
peding the free communication
een the various Possessions of
Crown of Portugal in Africa.
e also complained, that those
gueze Possessions are not enu-
ed in that Article.
the clause on the subject of
communication was omitted;
se it was redundant and useless;
enumeration of the Possessions
Crown of Portugal in Africa
nitted, because it does not
to Great-Britain to determine
aty with Portugal, what those
ions are; and at all events the
nation and enumeration of
ossessions is a question of ter-
right; and has nothing to do
Treaty against Slave Trade.
Treaty, if concluded, would
plied to all the Possessions
Crown of Portugal; but it

Enseada „ designam um ancoradou-
ro frequentado debaixo da superinten-
dencia e fiscalisação das Authorida-
des constituidas que podem exercer
alguma especie de jurisdicção sobre
aquelle ancoradouro, e com cuja ju-
risdicção os Cruzadores não devem
intrometter-se, de outra parte, a pa-
lavra "Bahia„ involve, ou pelo me-
nos póde incluir logares não frequen-
tados na Costa, distantes da fiscalisa-
ção de quaesquer Authoridades locaes,
e ás quaes os Negociantes de Escra-
vos podem talvez recorrer para os fins
do seu commercio.
S. Ex.ª queixou-se de que o Artigo
5.º do Projecto emendado não contém
uma clausula para que estipulação al-
guma seja considerada como obstacu-
lo á livre communicação entre os va-
rios Dominios da Corôa de Portugal na
Africa, e queixou-se igualmente de que
aquelles Dominios não são enumera-
dos no dito Artigo.
Porém a clausula sobre o assumpto
da livre communicação foi omittida,
porque era redundante e inutil; e
omittiu-se a enumeração dos Domi-
nios da Corôa de Portugal na Africa,
por não pertencer á Gram-Breta-
nha determinar por Tractado com Por-
tugal quaes são esses Dominios, e em
todo o caso, a determinação e enu-
meração dos referidos Dominios é uma
questão de direito territorial, que na-
da tem com um Tractado contra o
Trafico da Escravatura.
O Tractado, se se concluisse, teria
applicação a todos os Dominios da

and shutting down many established slaving routes, the measures had its technical limitations, while the British were often reluctant to interdict ships from certain allied states (like Portugal). As such, many thousands of Africans continued to be transported to the Americas against their will every year. Indeed, in major slave economies such as Brazil (independent from Portugal since 1822) and Cuba, a Spanish colony, slavery was not only legal, but so was the importation of slaves.

A major step forward for the anti-slavery cause was the abolition of slavery throughout the British Empire, which was phased in between 1834 and 1838, liberating 800,000 souls. However, the abolitionists' mission was far from complete, as slavery was still legal in Brazil and the Spanish, French, Dutch, Danish, and Swedish West Indian colonies, let alone the United States. Despite Britain's best efforts, the 'black-market' Transatlantic slave trade still thrived, and often in plain sight.

Portugal was one of greatest 'offenders'. Its massive possessions of Angola and Mozambique, plus its smaller African colonies, had been one of the main sources of slaves for the Transatlantic trade for almost 400 years. The Portuguese colonial authorities routinely allowed slavecatchers to launch expeditions into the interior of their colonies to kidnap new victims, before spiriting them onto ships, usually bound for Latin America. While the British occasionally interdicted Portuguese slaving vessels, they were often hesitant to do so, as Lisbon was London's oldest ally, while many wily Portuguese captains knew how to evade capture. Every year, ports such as Rio de Janeiro and Havana received thousands of slaves from Angola and Mozambique.

The Portuguese colonial lobby was incredibly strong and well-placed, as business with Angola, Mozambique and Brazil, etc. accounted for a large percentage of Portugal's imperial economy. However, an increasing number of prominent Portuguese figures were abolitionists, usually being members of the Liberal Party. Foremost amongst them was Bernardo de Sá Nogueira de Figueiredo, 1st Marquis de Sá da Bandeira (1795 - 1876), a war hero, politician and an esteemed authority on African affairs, who served as prime minister on five occasions (in 1836-7, 1837-9, 1865, and 1868-9 and 1870).

Against biting headwinds, Sá da Bandeira was able to pass a law that banned the slave trade out of Portugal's dominions in 1836. However, this prohibition was not well enforced, as many colonial officials not only tolerated the slave trade but were actively engaged in the business. Notably, the roguish Brigadier General Joaquim Pereira Marinho, who served as the Governor of Cabo Verde (in office, 1835-6, 1837-9) and Governor-General of Mozambique (1840-1), was flagrantly in league with slave traders, causing a great scandal. As such, that the ignoble trade increased in the period immediately after the ban!

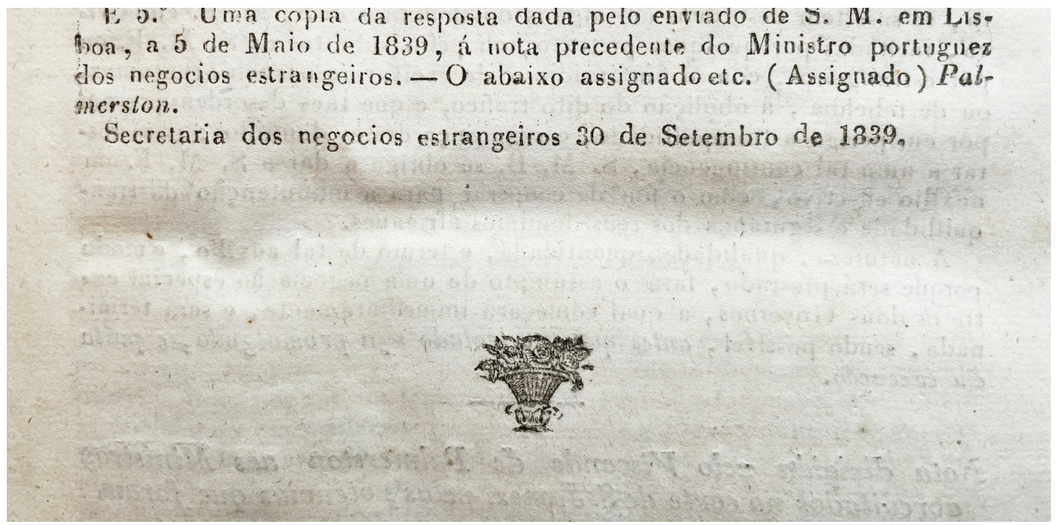
During the mid to late 1830s, Britain upped the pressure on Portugal to cease its involvement in the slave trade, attempting to convince Lisbon to sign a treaty to that included iron-clad enforcement mechanisms. From 1835 to 1838, intense negotiations to this effect ensued, with Portugal, represented first by the Duke of Faial and Palmela, and then by the Conde de Sá da Bandeira, and with Britain, represented by its minister (ambassador) in Lisbon, Baron Howard de Walden. However, these negotiations broke down, with the Portuguese (with some justification) accusing the British of constantly 'moving the goalpost', by adding onerous new clauses to the draft texts at the last minute, while the British accused the Portuguese of stonewalling **(see Books #26 and #27 below).**

At this point, the British Foreign Secretary, Lord Palmerton, had simply run out of patience with Portugal, accusing Lisbon's behaviour in the negotiations to be "repugnant to the liberty of the Portuguese nation, and to the independence of Her Majesty's Crown." At his behest, the Parliament passed a bill "for the more effectual Suppression of the Portuguese Slave Trade", popularly known as the 'Palmerston Act' (August 24, 1839). This law authorized the Royal Navy to board suspected Portuguese slaving vessels and, even if they did not encounter any slaves, but merely found circumstantial evidence of the ship as having perhaps been recently used as a slaver (i.e. the presence of shackles, open compartments, etc.), then the vessel could be seized to be tried in British Vice-Admiralty courts under British law.

While many Portuguese, including the Marquis de Sá da Bandeir**a (see Book #28 below)**, were outraged by this violation of their nation's sovereignty on the part of their oldest ally, the Palmerston Act dramatically upped the pressure on the Portugal to decisively to end the slave trade. A fierce debate ensued in Portugal about how to proceed, with the abolitionists pressing what they saw as an unprecedented advantage, at an inflection point in a decades-long struggle.

Under duress from Britain and an ever-growing number of their own people (Portuguese Abolitionists had mounted an effective PR campaign), the Portuguese government signed a new anti-slave trade treaty with Britain on July 3, 1842, known as a convention abolishing the slave trade "in every part of their respective Dominions" **(see Book #29 below),** whereby Portugal promised to come down hard on the slave trade, while the British were given strong enforcement mechanisms. Notably, suspected Portuguese slavers could be seized by the Royal Navy and tried by new Mixed Commission courts at Luanda, Boa Vista (Cabo Verde), Spanish Town (Jamaica) and Cape Town.

The 1842 treaty proved to be the turning point that the abolitionists had hoped for. While black market Portuguese slave trading continued, the slavers found their endeavours to be far more expensive and dangerous, often prohibitively so. The trade from Portuguese Africa to the Americas dramatically declined, such that, from 1847, Cuba even came to import Chinese indentured workers to replace the lack of new African labour. While slavery remained legal in the Portuguese colonies until it was phased out between 1869 and 1879, the abolitionists' PR campaign and the 1842 treaty marked the beginning of the end of 400 year-long Portuguese enslavement of Africans, and eventual downfall of slavery in the Americas (which ended with Brazil abolishing the institution in 1889).


E 5.ª Uma copia da resposta dada pelo enviado de S. M. em Lisboa, a 5 de Maio de 1839, á nota precedente do Ministro portuguez dos negocios estrangeiros. — O abaixo assignado etc. (Assignado) *Palmerston.*

Secretaria dos negocios estrangeiros 30 de Setembro de 1839.

26.

[VARIOUS AUTHORS].
Documentos officiaes relativos á negociação do tractado entre Portugal e a Gram Bretanha para a suppressão do trafico da escravatura mandados imprimir por ordem da Camara dos Senadores. /// Documentos relativos á negociação do tractado entre Portugal, e a Gram Bretanha para a abolição do trafico da escravatura mandados publicar por ordem governo de Sua Magestade Em additamento aos que a Camara dos Senadores mandou imprimir.
Lisbon: Imprensa Nacional, 1839.

4° (30 x 20 cm): iv, 144 pp. 1f.; 1 f., 82 pp., 1 f., later marbled paper wrappers (Very Good, overall clean and crisp, just the odd light spot).

1.800 EUR

This fascinating primary source was published by the Portuguese government in the wake of the passage of the Palmerston Act. It features innumerable seminal (including many hitherto secret) documents from the tortured negotiations conducted from 1835 to 1838 between Pedro de Sousa Holstein, 1st Duke of Faial and Palmela (1781 – 1850) and the Conde de Sá da Bandeira, representing Portugal, on one side, and the Charles Augustus Ellis, 6th Baron Howard de Walden (1799 – 1868), represented Britain, on the other. The deliberations sought to realize an enforceable treaty that would definitively end the Portuguese involvement in the slave trade. These documents include the text of letters between the negotiators and other interested parties, memorandums, and the texts of draft treaties.

While the documents give a comprehensive picture of the negotiations and are given in their unedited original form, the Portuguese government's main purpose in publishing the work was as a PR salvo. The documents, taken as whole, show that while the Portuguese were tough negotiators who sought to limit the scope and severity of the enforcement mechanisms of the proposed treaty (which the British, rightly or wrongly, considered stonewalling), it is clear that the British did try to slip new and onerous clauses into draft texts at the last moment, seemingly as a pressure tactic. To most Portuguese (and maybe even some British) readers, the present work makes Palmela and Sá da Bandeira look tough but reasonable, and Howard de Walden as sneaky and opportunistic.

As noted in the work's 'Advertencia', or preface: "This is the brief history of this Negotiation, which will contribute to facilitating the understanding of the content in the following Documents, relating to the same Negotiation, ordered to be printed by the Chamber of Senators; and from which it is evident that the Portuguese Government has always been willing to conclude the aforementioned Treaty, and that only the exorbitant demands of the British Government have prevented its final conclusion."

A Note on Rarity

This work is scarce, we can trace around a dozen or so institutional examples, while we can trace a couple sales records from the Portuguese market from the last decade or so.

References: Biblioteca Nacional de Portugal: H.G. 3297 A.; British Library: 8156.i.2.;King's College London: FOL. DP557.G7 POR; University of


DOCUMENTOS OFFICIAES
RELATIVOS
Á NEGOCIAÇÃO DO TRACTADO
ENTRE
PORTUGAL
E
A GRAM BRETANHA
PARA
A SUPPRESSÃO DO TRAFICO DA ESCRAVATURA
MANDADOS IMPRIMIR POR ORDEM
DA
CAMARA DOS SENADORES.
LISBOA
Na Imprensa Nacional.
1839.

London Senate House Library: [G.L.] B1.839 fol.; Harvard Law School Library: GEN 116 12.6; New York Public Library: Sc G 80-33; Cornell University Library: Rare Books HT1221 .A2 1839 +; Biblioteca da Câmara dos Deputados (Brasília): SYS-586698; Biblioteca de Monserrat (Barcelona): D*II*4°*224; OCLC: 1429814683; [re: context:] José Baptista de SOUSA, '"Anti-Slave Trade Cruzader": Lord Holland's Contribution: Portuguese Political and Diplomatic Relations', Revista de Estudos Anglo-Portugueses/Journal of Anglo-Portuguese Studies, no. 27 (2018), pp. 186-190.

27.

[VARIOUS AUTHORS].
Documentos ácerca do trafico da escravatura extrahidos dos papeis relativos a Portugal apresentados ao Parlamento Britannico.
Lisbon: Na Typ. do Largo do Contador Mor, 1840.

4° (30 x 20 cm): 2ff., 104 pp., later marbled paper wrappers (Good, light toning, leaves of pp. 29-30 and 31-2 with some tears with no loss along edges of parts of the text block due to a strong printing impression on thin paper).

1.800 EUR

The 'Introducção' of this intriguing work sets the tone:

These documents about the slavery trade were taken from papers relating to Portugal presented to the British Parliament.

This leaflet is offered to the public, containing in Portuguese extensive correspondence, presented in the English language, to the English Parliament.

Comparing this correspondence with that prepared by the last Ministry, to be presented to the Cortes ***[see Book #26 above],*** *it will be possible to judge the extent to which official and documentary information has reached, on the various issues concerning the Slave Trade; subject of such long and unpleasant negotiations and correspondence between the Governments of Portugal, and Great Britain; and which were not presented to the representatives of the nation.*

The great mass of correspondence which had to be examined; and the very time required for the exact translation of documents; together with another events, prevented many additions from being made, which would be well accepted by the Public, but which can be consulted in the official English papers.

Here it is featured many documents and correspondence selected from the vast corpus of papers, dating from 1834 to 1839, on the tortured and unsuccessful Anglo-Portuguese negotiations, that were submitted to the British Parliament. For the most part, the letters have been translated from English into Portuguese. This anthology is complementary to #26, as it features a different selection of correspondence, memorandums and proposed agreements than the above. The correspondents include Sá da Bandeira, de Walden, Palmela, Governor Domingo Saldanha of Angola, George Sulyarde Stafford Jerningham, the Secretary of the British Legation at Lisbon (1837-9) and even the Duke of Wellington (a sometime British Prime Minister, who was national hero in Portugal due to his role in liberating the country from Napoleon).

Recalling the introduction, where it is written that by "*Comparing this correspondence with that prepared by the last Ministry, to be presented to the Cortes* [i.e., Book # 1 above]", one will notice a very different tone. While the documents provided in #1 paint the Portuguese to be quite reasonable, and the British argumentative and coercive, the documents here present a more balanced perspective, indicating that both sides were always at loggerheads and simply could not find common ground, so forcing Lord Palmerston to pursue the 'nuclear option' of passing the act that bears his name.

A Note on Rarity

This work is rare. We can trace examples in 6 institutions, including the Biblioteca Nacional de Portugal; King's College London; Northwestern University; Stanford University; University of California, Riverside; and Biblioteca da Câmara dos Deputados (Brasília).


DOCUMENTOS
ácerca
DO TRAFICO
DA
ESCRAVATURA
Extrahidos dos papeis relativos a
PORTUGAL
APPRESENTADOS AO
PARLAMENTO BRITANNICO.
LISBOA
NA TYP. DO LARGO DO CONTADOR MOR N.° 1.
1840.

References: Biblioteca Nacional de Portugal (2 examples): S.C. 2365 V. and S.C. 7008//5 V.; King's College London: FOL. HT1322 DOC; Northwestern University: Large 326.1 G7848d; Stanford University: HT1321 .D63; University of California, Riverside: HT1321 .D63; Biblioteca da Câmara dos Deputados (Brasília): SYS-577374; OCLC: 9302349; Peter HOGG, The African Slave Trade and Its Suppression: A Classified and Annotated Bibliography of Books, Pamphlets and Periodicals (2014), no. 3199.

28.

Bernardo de Sá Nogueira de Figueiredo, Viconde (later Marquês) de SÁ DA BANDEIRA (1795 - 1876).
O tráfico da escravatura, e O Bill de Lord Palmerston, pelo Visconde de Sá da Bandeira.
Lisbon: Typ. de José Baptista Morando, 1840.

8° (22 x 14.5 cm): [2], 82 pp., bound in modern marbled paper wrappers (Very Good, uncut, overall clean, just the odd light spot, some light toning to last leaf).

2.200 EUR

Bernardo de Sá Nogueira de Figueiredo, Viconde (later Marquês) de Sá da Bandeira (1795 - 1876) was one of the towering figures of 19th century Portugal. A man of immense intellect, endless energy and polymath talents, he was variously a military hero of the Liberal Wars (1828-34), a five-time Portuguese Prime Minister (1836–1837, 1837–1839, 1865, 1868–1869 and 1870), a sometime Foreign and Colonial Minister, an esteemed expert on colonial affairs, a foremost cartographer of Africa, as well as being the country's leading Abolitionist.

While Sá da Bandeira sympathized with Britain's desire to resolutely ban the slave trade and fought valiantly to end Portugal's participation in that ignoble commerce, he was enraged by the Palmerston Act (1839). He believed that Portugal must be cleansed of the slave trade through calm, diplomatic, and even gradual means, as sudden moves risked inflaming the country's powerful colonial lobby. He saw the Palmerston Act as coercive and deeply ungracious, and not the behaviour of Portugal's oldest ally. Not only did it offend Portuguese sovereignty and dignity, but it risked discrediting the Abolitionist movement within Portugal, as some might possibly equate it with being anti-patriotic.

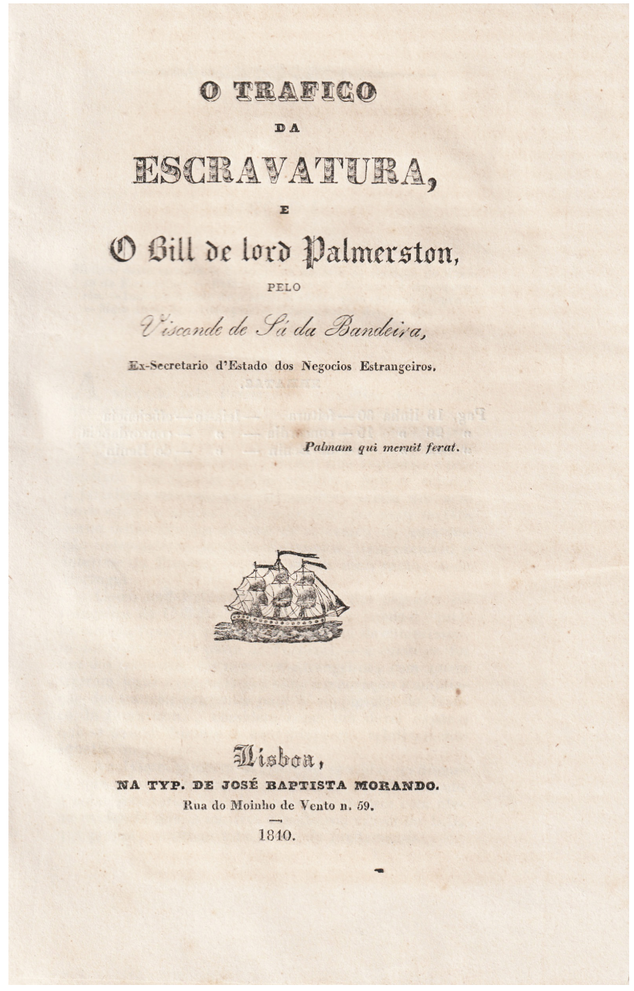
This work is the first printing of Sá da Bandeira's articulate and ingenious protest against the Palmerton Act, which he held to be an "act of usurpation on the part of the British Government of the sovereign rights of a nation independent of the Crown of Great Britain." Blessed by his own ultimate insider's knowledge of the recent Ango-Portuguese negotiations, his vast understanding of the slave trade, while refencing many primary sources, Sá da Bandeira argues that the Palmerston Act was illegal, reckless and impractical. He blames Britain's hostile, bullying tone for the failure of the recent negotiations, while painting Sá da Bandeira's late government as a sincere foe of the slave trade, as well as an ardent defender of Portugal's sovereignty.

In Portugal, the present work proved highly influential, such that Sá da Bandeira's version of events were commonly accepted as fact. The work also gained much attention in Britain, where the later English translation, *The Slave Trade and Lord Palmerston's Bill* (1840), caused many to question whether the Palmerston Act was indeed to best way to get Portugal to exit the slave trade. The work's rhetorical effect was a factor in causing both Britain and Portugal to eventually return to the negotiating table, leading to the signing of the Anglo-Portuguese anti-slave trade treaty of July 3, 1842.

A Note on Rarity

This work is institutionally scarce, we can trace examples in around dozen libraries, while it is very rare on the market, as we cannot trace any sales records.

References: Biblioteca Nacioanl de Portugal (7 examples): ex. H.G. 13948//7 V. and H.G. 16441//12 V., etc.; British Library: 8157.c.2.; New York Public Library: SEKH (Sá da Bandeira, de. Trafico da escravatura e o bill de Lord Palmerston); Widener


O TRAFICO
DA
ESCRAVATURA,
E
O Bill de lord Palmerston,
PELO
Visconde de Sá da Bandeira,
Ex-Secretario d'Estado dos Negocios Estrangeiros.
Palmam qui meruit ferat.
Lisboa,
NA TYP. DE JOSÉ BAPTISTA MORANDO.
Rua do Moinho de Vento n. 59.
1840.

Library, Harvard University: KKQ205.P46 S2 1997; University of Manchester Library: R223226; Bodleian Library, University of Oxford: (RHO) 100.221 r. 32 (6); University of Southampton: Rare Books (Well. Pamph. 1184); Biblioteca de Arte – Fundação Calouste Gulbenkian: BI 1320; Instituto de Investigacao Cientffica Tropical (Lisboa): CEHU-1608/6; Universidade Católica Portuguesa - Biblioteca João Paulo II: MC-1825; Biblioteca Central da Marinha: 3U812-28; Gabriel B. PAQUETTE, Imperial Portugal in the Age of Atlantic Revolutions: The Luso-Brazilian World, C.1770-1850 (2013), p. 406; Biblioteca da Câmara dos Deputados (Brasília): SYS-577730; OCLC: 959072967; José Baptista de SOUSA, '"Anti-Slave Trade Cruzader": Lord Holland's Contribution: Portuguese Political and Diplomatic Relations', Revista de Estudos Anglo-Portugueses/Journal of Anglo-Portuguese Studies, no. 27 (2018), pp. 163-98.

29.

PORTUGAL and GREAT BRITAIN (GOVERNMENTS).
Tratado para a completa abolição do trafico da escravatura entre sua magestade a Rainha de Portugal e dos Algarves e sua magestade a Rainha do Reino-Unido da Gram-Bretanha e Irlanda, assignado em Lisboa pelos respectivos plenipotenciarios em 3 de julho de 1842.
Lisbon: Imprensa Nacional, 1842.

4° (30 x 20 cm): 41 pp., bound in modern marbled paper wrappers (Very Good, clean and crisp).

2.200 EUR

This is the first, and official, printing of the Anglo-Portuguese Treaty of July 3, 1842 that effectively ended Portugal's mass participation in the slave trade (while some black-market commerce would still occur between Angola and Brazil and Cuba, this activity paled in comparison to its traditional volume). It followed around three decades of false starts and unenforced treaties and represented a landmark moment in the history of abolitionism.

The treaty was negotiated and signed in Lisbon by the Duke of Palmela, representing Portugal, and Baron de Walden, on behalf of Britain, and was a convention that promised to end the salve trade "in every part of their respective Dominions".

Unlike the aggressive, unilateral British measures mandated by the Palmerston Act, this treaty's 34 articles mandated "entirely reciprocal" measures. It mandated harsh enforcement mechanisms, such as authorising both country's navies to board suspected slave ships of any flag and, if thought justified, to seize said vessels and to incarcerate their crews, who would be tried by "Mixed Commissions" of both British and Portuguese magistrates. While in previous anti-slave trade treaties Portugal agreed to clamp down on its own slavers (promises which were often disavowed), here they pledged to join forces with the British to stop all slave trading everywhere. Portugal now agreed to be part of the solution, as opposed to being a drag on Abolitionism.

With the signing of the treaty, the Palmerston Act was repealed, while Portugal's energetic role in supporting the slave trade led to dramatic reductions in the ignoble commerce. The accord became quite popular in both Portugal and Britain, with Palmela recalling in his memoirs that "The treaty of 1842 was, if I am not mistaken, the most advantageous and, at least, certainly the most decent between Portugal and England that our diplomatic history recalls".

A Note on Rarity

This work is rare; we can trace examples in 7 libraries, while we are aware of a few examples as having been offered on the Portuguese market over the last generation.

References: Biblioteca Nacional de Portugal: MSS. 199, n. 159; British Library: S.L.276/250.; Robarts Library, University of Toronto: HT1221 .A4 1842; Northwestern University Library: Large 326.1 P8533t; Indiana University Libraries: HT 1321. G74 1842; Yale University Library: BEINECKE (Non-Circulating) >> 1988 +33; University of California-Los Angeles: * HT1221 .A5 1842; OCLC: 504702156, 219218240.


TRATADO
PARA
A COMPLETA ABOLIÇÃO
DO
TRAFICO DA ESCRAVATURA
ENTRE
SUA MAGESTADE
A
RAINHA DE PORTUGAL E DOS ALGARVES
E
SUA MAGESTADE
A
RAINHA DO REINO-UNIDO DA GRAM-BRETANHA E IRLANDA,
ASSIGNADO EM LISBOA
PELOS
RESPECTIVOS PLENIPOTENCIARIOS
EM 3 DE JULHO DE 1842.
LISBOA
NA IMPRENSA NACIONAL.
1842.

30.

Süleyman NUTKU (also NUTKI, 1854-1924).
ارطغرل فرقتینی فاجعه سی
[Ertuğrul Firkateyni Faciası/ The Disaster of the Frigate Ertuğrul]
Istanbul: Matbaa-i Hayriye 1327 [1911].

8º, 133 pp., 6 black and white and partly coloured illustrations, 5 folding plates, original wrappers with lettering (wrappers little dusty with small tears in margins, internally overall clean).

A comprehensive report on the sinking of the frigate Ertuğrul off the coast of Japan, which successfully established a robust friendship between Turkey and Japan.

1.200 EUR

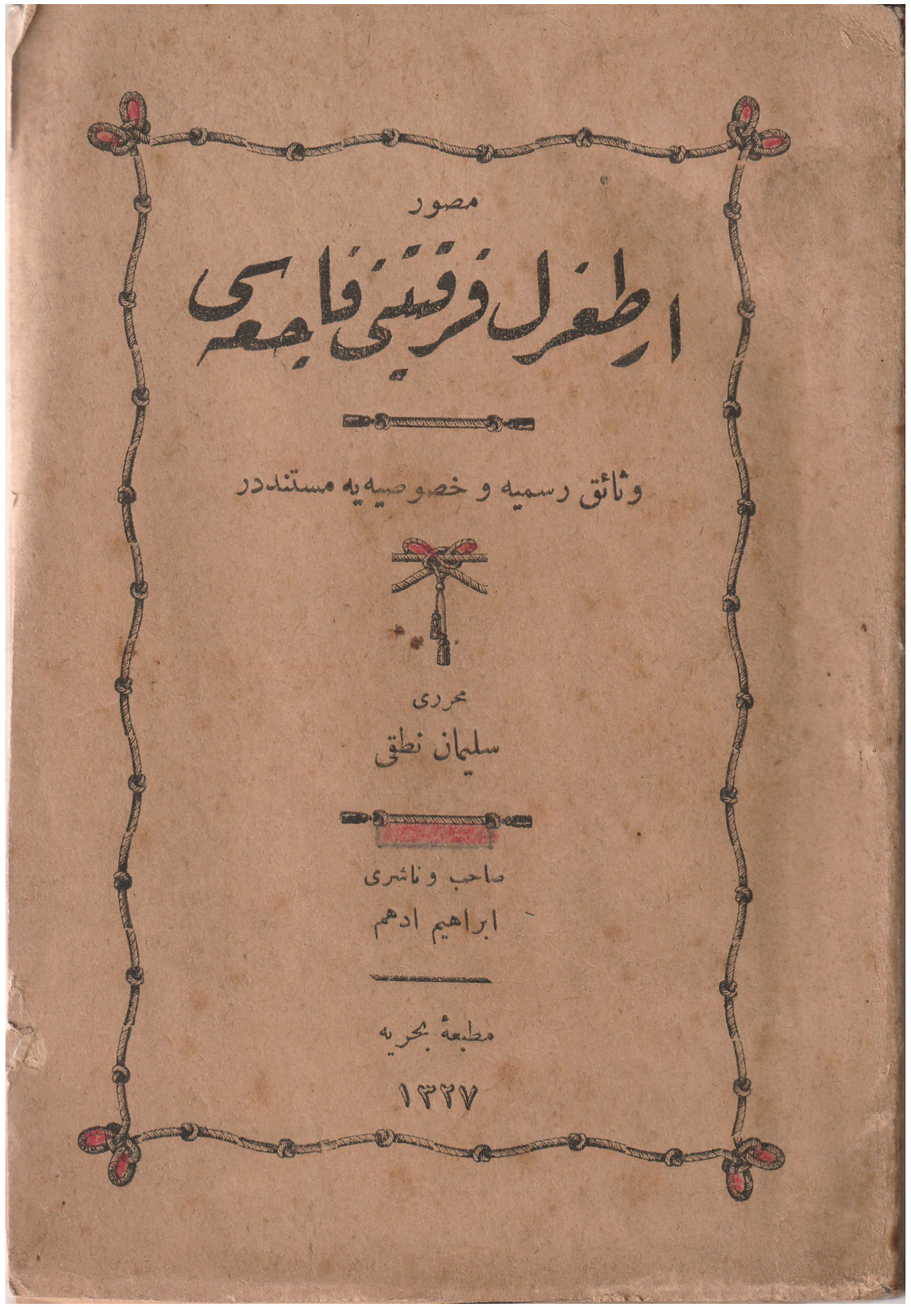
In 1889, an Ottoman frigate named Ertuğrul embarked on a goodwill voyage to Japan to strengthen the relations between the Ottoman Empire and Japan. On its return journey, the ship sank off the coast of Japan, resulting in the loss of more than 500 lives aboard. However, 69 Ottoman sailors and officers survived and were transported to Istanbul on two Japanese corvettes. Upon their arrival, they were received with great honors, and the Ottomans expressed immense gratitude to the Japanese for their assistance.

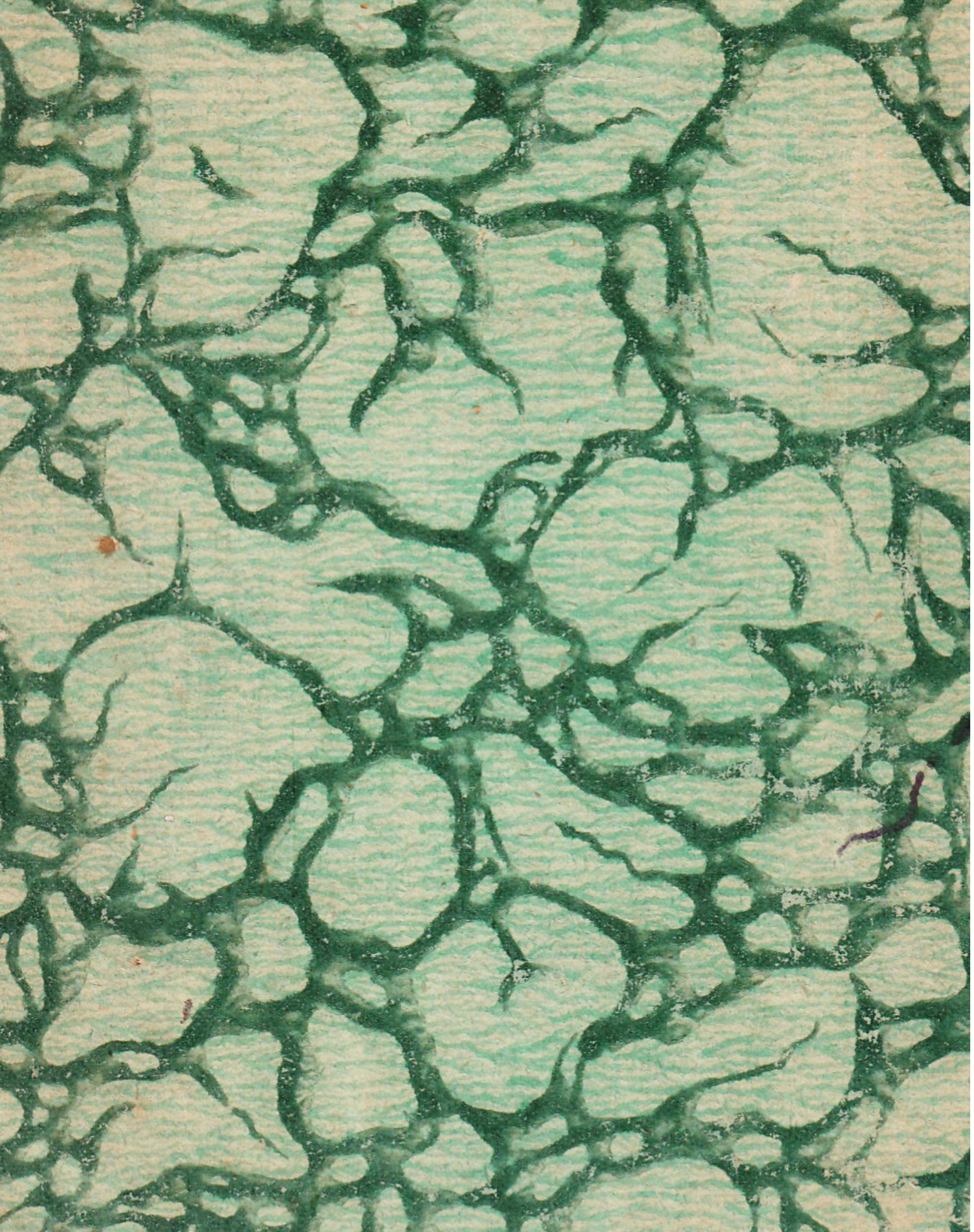
At first glance, it may seem that the Ottoman Empire and Japan have little in common. However, a significant event led to a phenomenon known as Japonomania, where the Ottomans began to admire and closely follow Japan's political events and achievements in the following decades. Today, Turkey holds Japan in high regard, and the Japanese language is commonly taught in high schools. The story of the Ertuğrul was immensely popular in the Ottoman Empire, and the song "Ey gaziler yol göründü" (Hey Veterans, the Way Has Appeared…), which was sung during her departure, continues to be a part of Turkish culture even today.

This book is the first comprehensive printed report on the Frigate Ertuğrul, detailing its journey, sinking, and the beginnings of Turkish friendship with Japan. It includes portraits of the individuals involved in the events, as well as reproductions of Ottoman and Japanese documents related to the incident.

The author, Süleyman Nutku (also spelled Nutki), was an Ottoman navy officer who lived from 1854 to 1924. He is known for his significant contributions to naval history through various important works and magazines.

We could trace **a single institutional example on Worldcat**, housed at the Boğaziçi University Library in Istanbul (OCLC 949478165).





ANSWERS TO THE MOST COMMON QUESTIONS

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

All items are subject to prior sale and are at the discretion of the vendor.
Possession of the item(s) does not pass to the client until the invoice has been paid in full. Prices are in EURO. All items are subject to return within 14 days of date or invoice, provided the item is returned in the same condition as which it was sold.

© 2025 Antiquariat Daša Pahor

Lieferbedingungen: Das Angebot ist freibleibend. Alle Bücher sind, wenn nicht anders vermerkt vollständig und dem Alter entsprechend in gutem Zustand. Kleine Mängel sind nicht immer angegeben, aber im Preis berücksichtigt. Bei begründeten Reklamationen binnen 14 Tagen garantieren wir die Rücknahme der Ware. Die Rechnung ist ohne Abzug zahlbar nach Erhalt. Erfüllungsort und Gerichtsstand für beide Teile ist Klagenfurt. Die Auslieferung erfolgt nach Reihenfolge des Eingangs der Bestellungen. Mit der Bestellung werden die Lieferbedingungen anerkannt. Mitteilung über nicht mehr vorrätige Titel nur auf Wunsch.