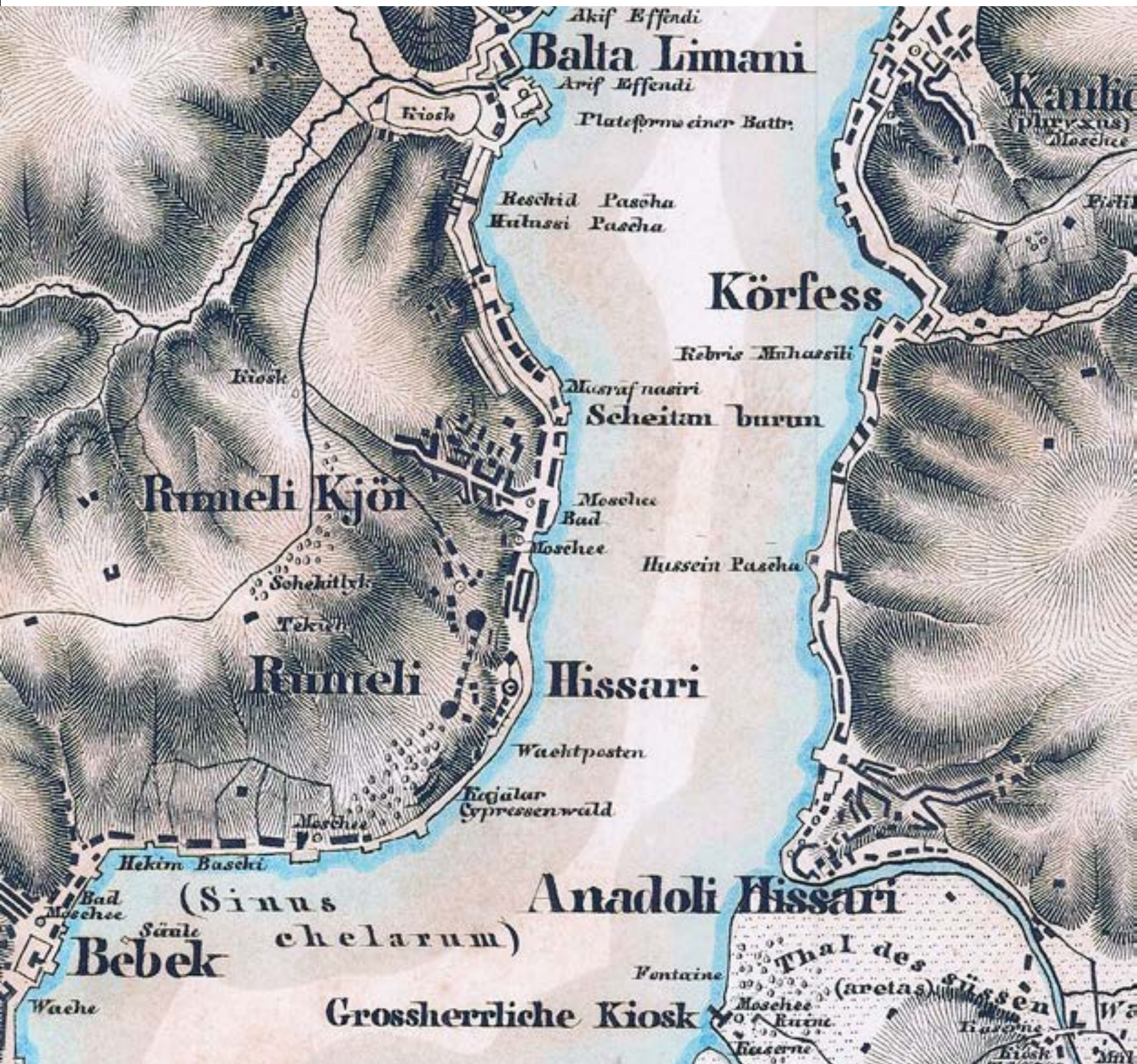
ANTIQUARIAT DAŠA PAHOR

CATALOGUE
November 2025





Shipping to the US and New Tariffs

We're aware there's been a lot of chatter about new tariffs and potential customs issues when shipping to the United States.

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BRAZIL – AMAZON - BELÉM DO PARÁ
BRAZILIAN INDEPENDENCE ERA

1.

Anon.

Chart of the Coast from Salinas to Para taking the Longitude from the Meridian of Lisbon.

Manuscript, Off the Coast of Brazil, [1823/4].

Manuscript, pen and ink and grisaille wash on fine wove paper watermarked 'J. Whatman Turkey Mill 1821' (Very Good, overall clean and bright with just some small stains, some minor marginal chipping and short closed tears from margins, old soft folds), 48 x 59.5 cm (19 x 23.5 inches).

An amazing survivor - a large format working manuscript sea chart of Brazil's Rio Pará Estuary, leading to the port of Belém, a great trading port of tropical cash crops that was the gateway to the Amazon; the chart was obviously drafted by one of the many British merchant mariners who frequented Belém during the 1820s, during the heady days of the struggle for Brazilian Independence and the country's opening to the world; the chart, drafted in 1823/4, precedes the availably of the earliest accurate printed charts of the area, and was made in the wake of centuries of Portuguese 'cartographic secrecy', and is a stellar example of the kind of charts that were created by naval and merchant mariners for their own private use, as invaluable guides to pass through what was one of South America's most dangerous navigational gauntlets.

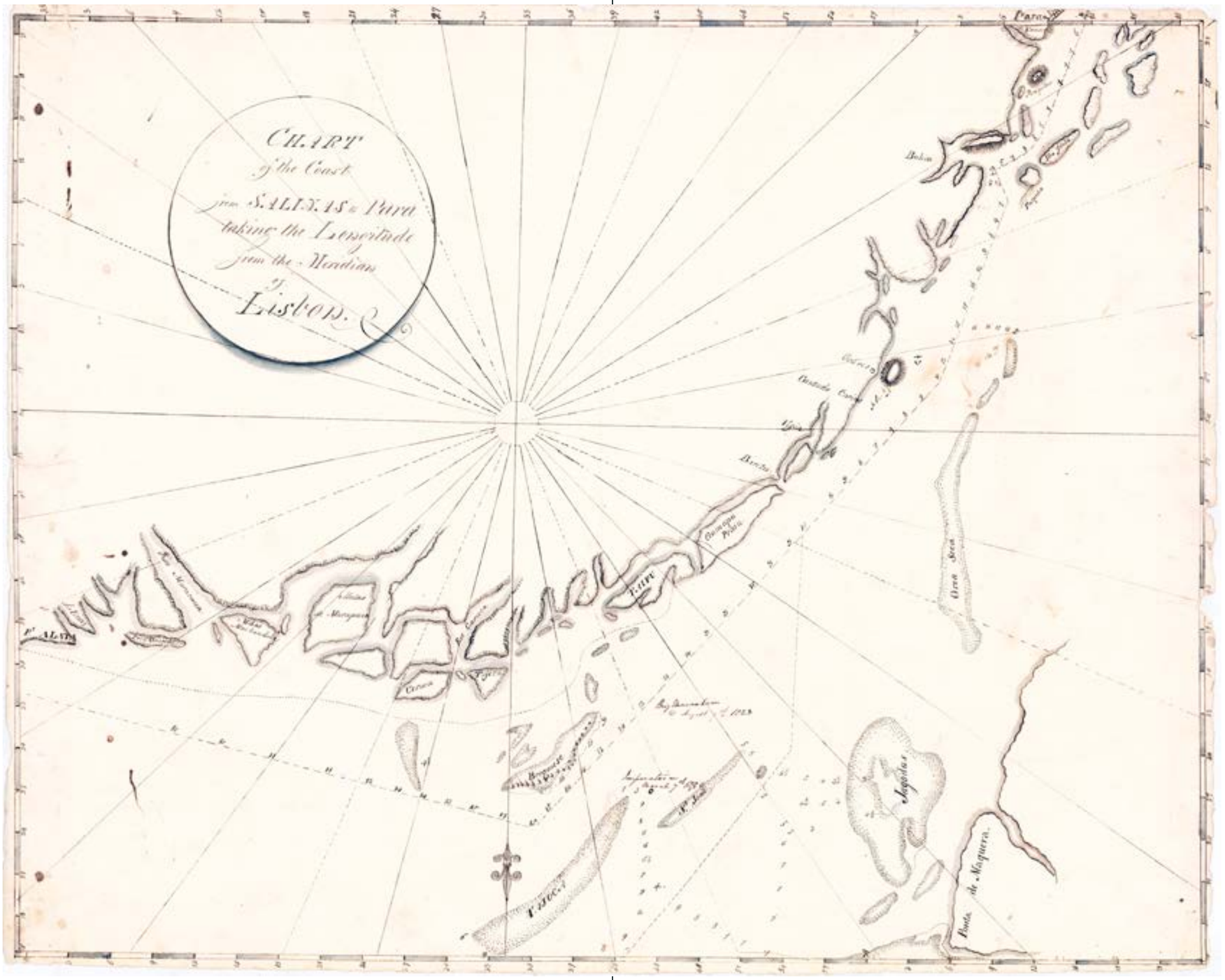
4.200 EUR

The city of Belém do Pará, which today has a metropolitan population of 2.5 million, has been for the last four centuries the gateway to the Amazon. It is located on the banks of the Rio Pará, a massive estuarine channel of the Amazon, 100 km up from the Atlantic. It was founded in 1616, becoming the capital of an impossibly vast and exotic inland empire called the 'Captaincy of Grão-Pará' that covered the territories of all the modern Brazilian states of Pará, Amazonas, Amapá, Roraima, and Rondônia.

Belém grew into a large, bustling but gritty river port, exporting Grão-Pará's vast quantities of tropical produce (sugar, rice, precious hardwoods, etc.) supported by an immense slave-plantation economy that extended hundreds of kilometres inland. Located a vast distance from the colonial centres of power (Rio de Janeiro was 2,500 km away, while Salvador da Bahia was 1,500 km distant), unlike the rest of Brazil, Grão-Pará's government and trading stakeholders reported directly to Lisbon, which was eager to maintain control over its bounty. From 1750 to 1790, Belém do Pará prospered immensely, riding a constant and exuberant commodities boom.

During the 18th century, British merchants became key players in Belém's commodity and slave trades. This was even though all direct trade between Britain (and indeed any other foreign country) and Brazil was forbidden, a 'detail' that was circumvented by British commercial houses headquartered in Lisbon and Porto.




CHART
of the Coast
from S.ALLY.AS to Peru
taking the Longitude
from the Meridian
of
LISBON.
Barra
Bahia
Abrolhos
Ilheos
Porto Seguro
Cabo Frio
Rio Janeiro
Ilha Grande
Ilha de Mangaratiba
Ilha de Sta Anna
Ilha Rasa
Ilha de Cabo Frio
Ilha de Sta Barbara
Ilha de Sta Catharina
Ilha de Sta Sebastiana
Ilha de Sta Maria

The turmoil of the French Revolutionary and Napoleonic Wars severely disrupted Transatlantic trade and commodity markets, leading to Belém's economic decline and a general social malaise throughout Grão-Pará.

In 1808, when the Portuguese royal court was evacuated to Rio de Janeiro, in the wake of France's invasion Portugal, Brazil (including Grão-Pará) was officially opened to direct British trade for the first time. This led to a resurgence in Belém's economy, as the port welcomed numerous mercantile vessels from places such as Liverpool, London, Bristol and Glasgow. Here the British could acquire tropical goods for markedly lower prices that in other major Brazilian ports, while the locals benefitted from their visitors' amble supply of specie and their willingness to extend loans on flexible terms (often using slaves as collateral). The British commercial activity in Belém's port provided a vital ray of economic light into what was otherwise a gloomy environment in Grão-Pará.

During the era of the Brazilian War of Independence (1821-2), Grão-Pará was gripped by political turmoil, as various rival factions sought to gain dominance in a place that was so distant from the rest of the action. Two main political options developed, with one calling for Grão-Pará to become independent of Brazil, while maintaining a special Transatlantic relationship with Portugal, while the second path called for the province to join an independent Brazil full-stop.

The British merchants who frequented Belém's port nimbly navigated these political cleavages, wishing not to betray their ancient ally, Portugal, while leaving the door open to forging a future with an independent Brazil. Eventually, through gunboat diplomacy, Grão-Pará joined Brazil on August 15, 1823, almost a year after the rest of the country formed the independent Empire of Brazil.

The relative peace in the decade from 1823, saw a flourishing of trade out of Belém, with the visitations of British ships reaching unprecedented levels. Great British trading houses, such as George Henderson and Co. of Glasgow, opened large, fixed premises in the city, becoming anchors of the local economy, helping to cement Belém's role as the gateway to the Amazon in the modern industrial era.

Navigating the Rio Pará Estuary

The navigation of the of shipping lanes to and from the open Atlantic up the Rio Pará to the port of Belém was famously treacherous, owing to the presence of giant, constantly shifting sandbanks and the immense force of the tides and currents. Traditionally, there were no decent printed sea charts of the Pará Estuary, a reality that was the result of Portugal's policy of 'cartographic secrecy', which essentially forbade the publication of any such works. Visiting vessels were thus reliant upon the services of local pilots, which met incoming ships at Salinas, a small port near the southern mouth of estuary, before guiding them along the 100 kms up into Belém. While (as evidenced by the present work), naval officers and merchants sometimes made their own bespoke sondages of the Pará Estuary, which they drafted on manuscript charts for their own private use, these works had very limited circulation and a low survival rate.

The Portuguese policy of cartographic secrecy was not a function of paranoia but effectively served for generations to protect Belém from foreign attack and black-market trade, as navigating the river was forbiddingly dangerous for the uninvited.

It was only in the wake of the opening Brazil's ports to international trade, from 1808, that the Portuguese (and later the Brazilian) authorities agreed to allow for scientific surveys of the coasts to be executed for the purpose of open publication.

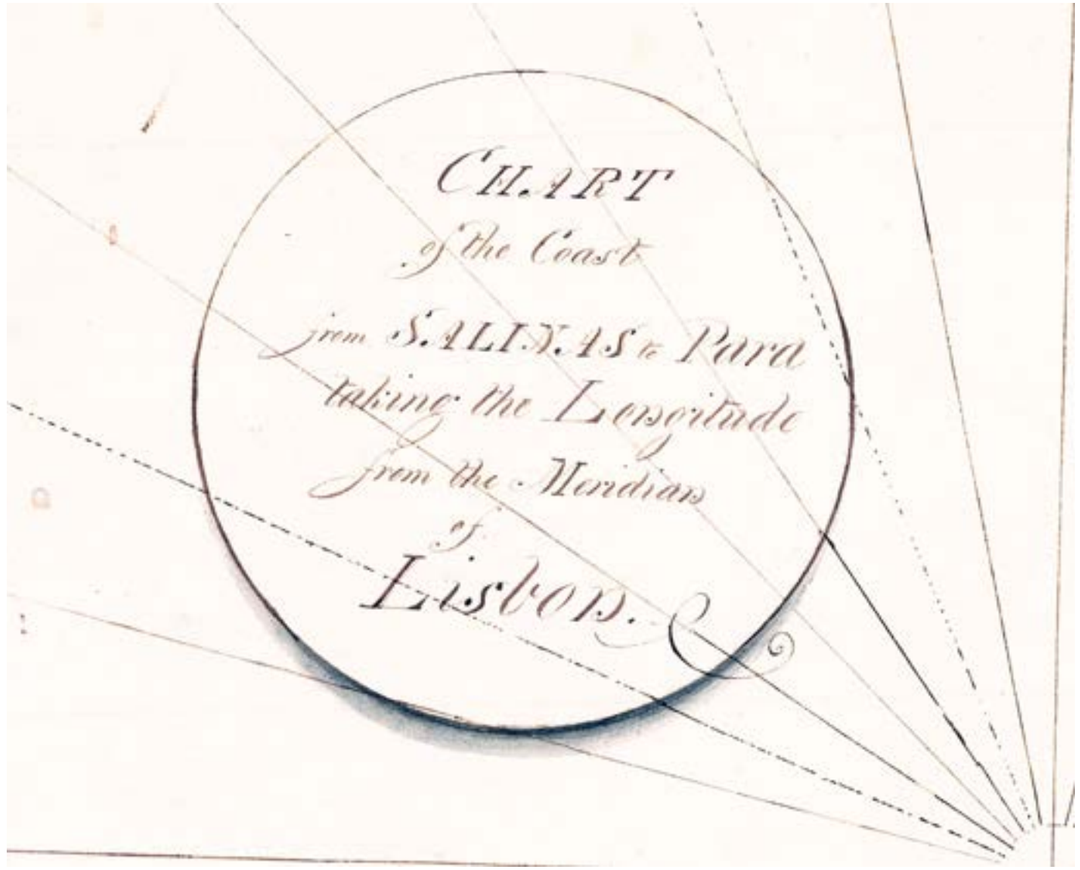
While the French Admiral Albin Reine Roussin scientifically surveyed most of Brazil's key ports and stetches of coastline in 1819 and 1820, leading the publication of his masterly atlas *Le pilote du Brésil, ou description des côtes de l'Amerique Meridionale* (Paris, 1826), his coverage did not extend to the Amazonian Estuaries.

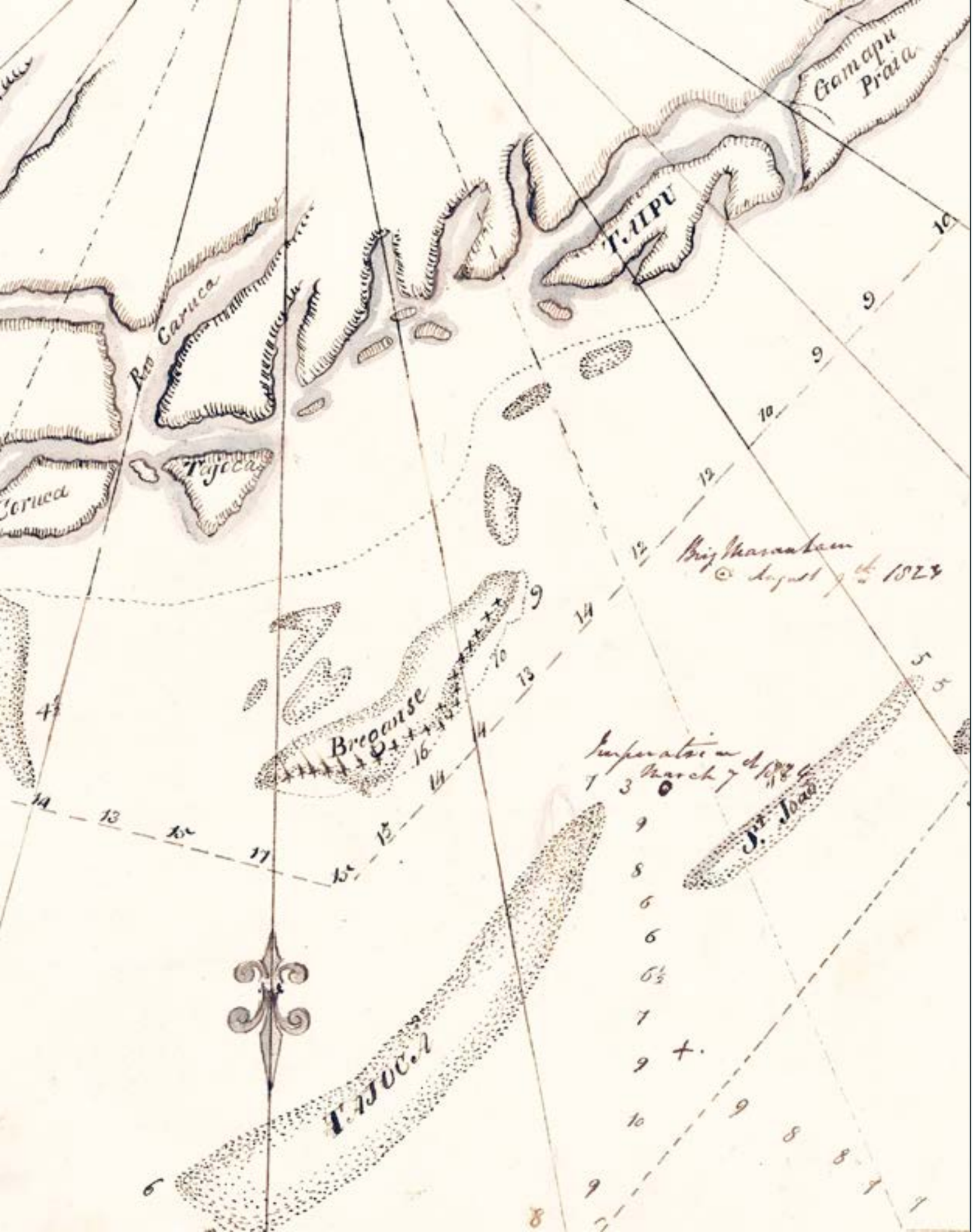
The first decent, and thus safely useable, published chart of the Rio Pará Estuary, depicting the shipping lanes into Belém, was John William Norie's *A New Chart of the North Coast of Brazil from Maranham to Para with a sketch of the River Amazon, drawn from a late Portuguese Survey with additions by J.W. Norie, Hydrographer, &c.* (first issued London: January 21, 1824), which featured the large inset 'The Entrances to the River Para, with Adjacent Shoals & Dangers'. Please see a link to an 1828 second edition of this chart, courtesy of the University of Wisconsin-Milwaukee:

https://collections.lib.uwm.edu/digital/collection/agdm/id/19630/

Naturally, Norie's chart, which was largely based upon manuscript surveys by British merchant mariners, would not have been available for use at sea off the Rio Pará Estuary until late 1824 – at the earliest – such that before that point, visiting skippers would have had to rely upon pilotage and any manuscript charts that they may have been able to make, or acquire, to undertake the notoriously dangerous navigation.

Subsequently, Norie's work, in its various editions and derivates, became the standard chart of issue for the Rio Pará navigation for decades, although it still had to be combined with the use of pilots owing the river's potent moodiness.





The Present Manuscript in Focus

This is an amazing survivor, being an original large-format manuscript working sea chart of the Rio Pará Estuary, clearly drafted by an anonymous British merchant mariner, in 1823/4, during the last gasp of the 'manuscript era' of navigation in the region, on the eve of the availability of Norie's chart, and at the beginning of the heady days in the wake of Brazilian Independence and the revival of Belém's commercial life.

The chart, drafted attractively and crisply in pen and ink with grisaille wash, captures the Rio Pará navigation from a perspective of facing due south, such that the city of "Para" [Belém] is show at the head of the estuary, in the upper right corner, while the open Atlantic lies in the lower left. The estuary's gates, "Pt. Alata", on the south bank, is on the far left side, while "Ponta da Marquera", on the north bank, on Marajó Island (which separates the Rio Pará from the main mouth of the Amazon), is in the lower right corner. Just past Punta Alata is "Salinas", where most incoming vessels first met the local river pilots, while beyond the south bank forms a massive curve arching towards Belém. Near the mouth of the estuary the passage is guarded by four massive sandbanks, being "Breganse" [Bragança], "Tajuca", "St. João" and "Jagodas", all deadly hazards that could easily ensnare an unsuspecting ship, causing it to be ripped apart by the daily tidal surges.

This working sea chart, which would have been drafted aboard ship, on scene, features accurate and practically useful navigational intelligence, predicated upon bespoke sondages and observations of the estuary. The chart marks the two main shipping channels that lead from the sea into the Rio Pará Estuary. The deepest channel, which runs through the middle, between the "Breganse" and "Tajoca" sandbanks, is marked by bathymetric soundings (in fathoms) the entire length of the trip to Belém. Soundings are also marked at the mouth of the northern channel, which runs between the St. João" and "Jagodas" sandbanks, with both tracks converging into one to run south of the "Gran Seca" bank, which lies in the mid-course of the estuary. It should be noted that while the middle channel was clearer and deeper, the northern channel was sometimes easier to use depending on the tidal flows. Additionally, along the way to Belém, numerous inlets, islands and the anchorage sites are marked, providing waypoints along the passage.

While the chart is not explicitly dated, it is drafted on fine English wove paper watermarked 'J. Whatman Turkey Mill 1821', while additional details added to the chart, on scene, likely shortly after it was made, add further clues to the dating. Marked in between the tip of the "Tajoca" and "St. João" sandbanks is the note "Separation March 7th 1824", perhaps referring to where two ships hitherto travelling together parted company, while a bit further along the way towards Belém is a note that reads "Brig Maranham August 9th 1824", seemingly referring to where a ship of that name was encountered.

The chart is an amazing artifact of from an exciting and transformative time in the Brazilian and maritime history, of the kind that scarcely survives to the present day.

References: N/A – manuscript seemingly not recorded. Cf. [re: Valuable period accounts of sailing into the Rio Pará Estuary:] John PURDY, rev. Alexander G. FINDLAY, The New Sailing Directory for the Ethiopic or Southern Atlantic Ocean; including the coasts of Brasil, etc.,… (London: R.H. Laurie by J. Rider, London, 1844), pp. 183-8; William Henry Bayley WEBSTER, Narrative of a Voyage to the Southern Atlantic Ocean, vol. II (London: Richard Bentley, 1834), pp. 67-87.

SOUTH AFRICA
SECOND ANGLO-BOER WAR (1899 - 1902)
AFRIKANER MILITARY 'OFFENSIVE MAP '

2.

KANTOOR LANDMETER GENERAAL (ZUID-AFRIKAANSCHE REPUBLIEK / ZAR).
Kaart van Ged. Kaap Kolonie. O.V. Staat. Basutuland en Britsch Bechuanaland. /
Kantoor Landmeter Generaal. / Pretoria, Z.A.R.
Pretoria: Kantoor Landmeter Generaal, [1899].

Blueprint (Cyanotype) with boundaries highlighted in yellow and red watercolour, dissected into 40 sections and mounted upon original linen (Very Good, overall clean and crisp, just a minor stain along lefthand margin and some very minor marginal creasing), 85 x 95 cm (33.5 x 37.5 inches).

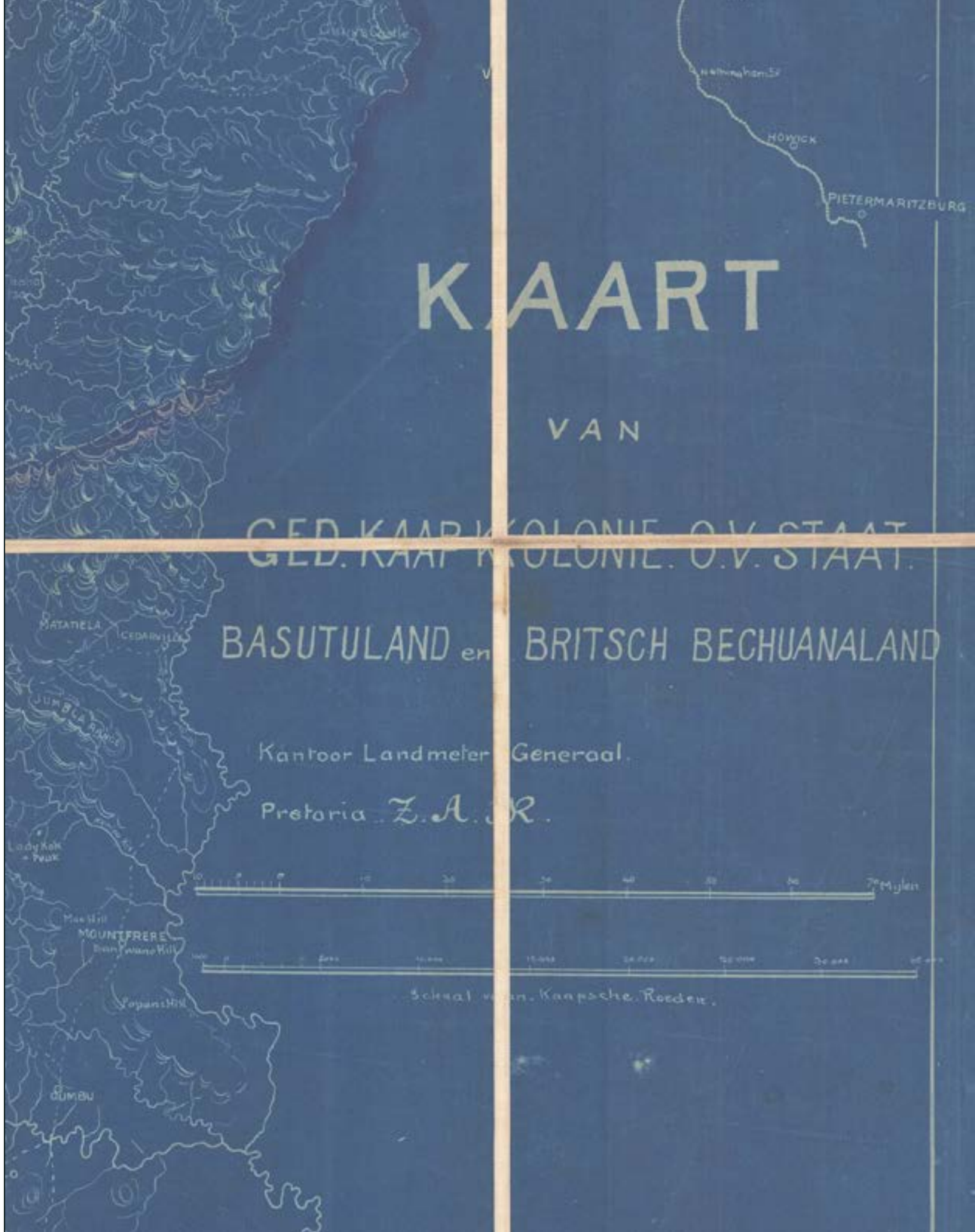
Seemingly unrecorded – an extraordinary military 'offensive map' made by the Office of the Surveyor General of the Zuid-Afrikaansche Republiek (ZAR), being a large format blueprint (cyanotype) map made just before or in the early days of the Second Anglo-Boer War (1899-1902), the decisive showdown for control over South Africa; with tremendous detail and accuracy, it showcases most of the theatre of the Afrikaner's initially shockingly successful 'Sitzkrieg' campaigns that opened the conflict; the map would have been made in only a handful of examples, restricted for high level military use as strategic aid to guide the Afrikaners' offensive into British territory; while British maps relating to the war abounded, the present work is an amazing survivor, as today there are very few maps that show the conflict from an Afrikaner perspective.

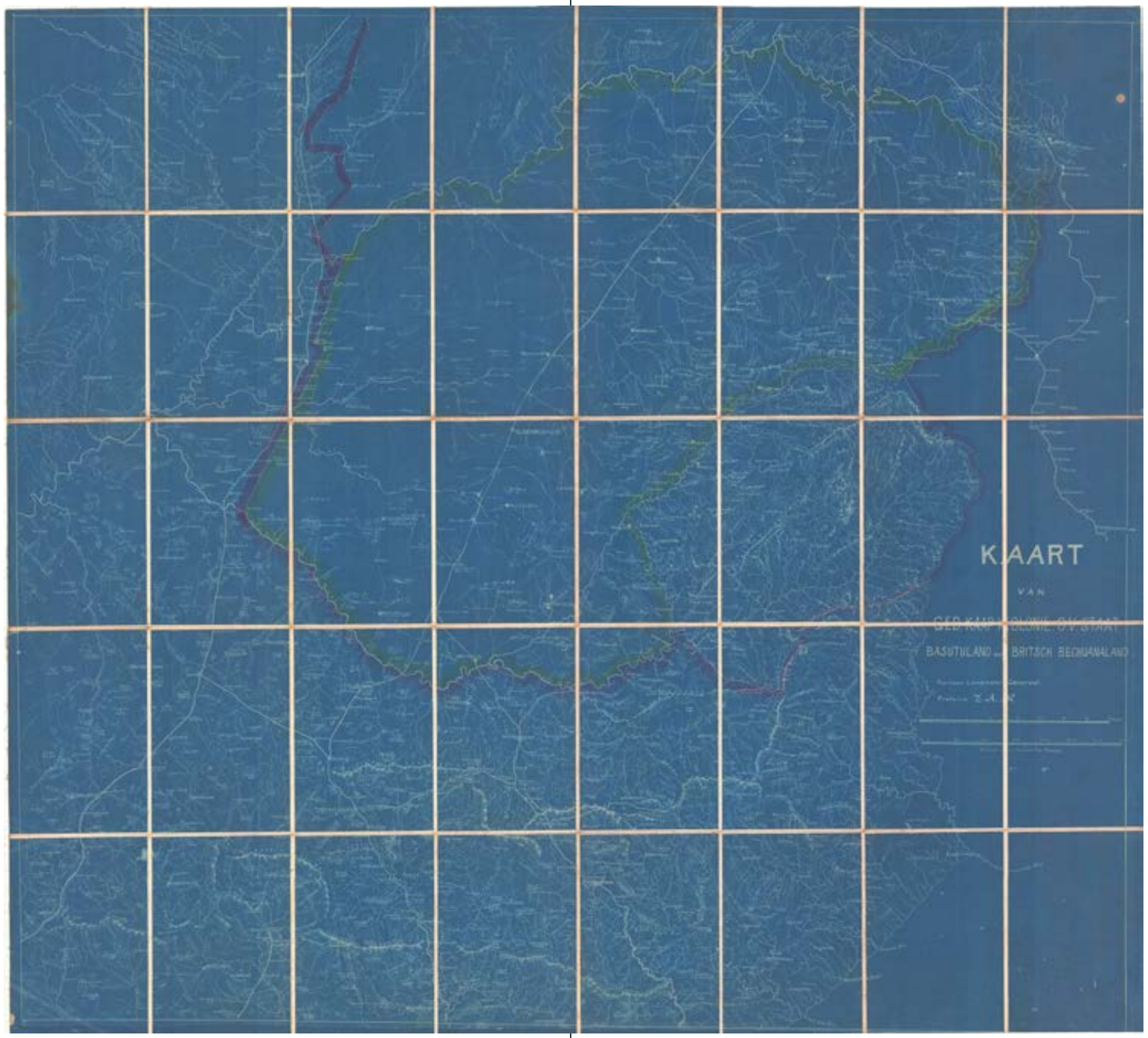
3.200 EUR

This extraordinary, and seemingly unrecorded, map was made by the Kantoor Landmeter Generaal [Office of the Surveyor General] of the Zuid-Afrikaansche Republiek (ZAR) on the eve of, or during the very early days of the Second Anglo-Boer War (1899 - 1902), the epic showdown between South Africa's the two independent Afrikaner nations (the ZAR and the Orange Free State) and the British Empire for domination of South Africa.

Executed in the blueprint (cyanotype) method, it encompasses the entirety of the Orange Free State (Oranje Vrijstaat), in the centre, outlined in yellow; the southwestern ZAR, to the north; the British Cape Colony curves down from the west of the Orange Free State and south around to the coast of the Indian Ocean in the southeast, extending as the far as the Umzimvubu River; the British protectorate of Basutoland (Lesotho) lies in the interior southeast; while in British Natal, the map traces the lines of the Natal Government Railways down as far as Pietermaritzburg, while the boundaries of the British sovereign territories are outlined in red watercolour.

The map is exceedingly detailed and accurate and is predicated upon the best British and Afrikaner




KAART
VAN
BASUTULAND
BRITSCH BECHUANALAND

sources. It notes the locations all cities and towns of significance, roads, railway lines, political boundaries and, most importantly, it showcases the region's rugged topography by the use of contour lines, while labelling all mountain ranges and key peaks, and delineating river systems. This all renders the map as an ideal strategic aid to guide military movement.

Accordingly, the map was clearly made by the ZAR authorities to serve as on 'offensive' military map for use during their shockingly successful strategy of 'Sitzkrieg', that dominated the early period of the conflict. During this time, the Afrikaners employed their superior frontier fighting skills to pin the British forces down in their major centres, and then to encircle and besiege them. In this regard, the map features incredibly detailed topographical renderings of the frontier areas of the Cape Colony and the ZAR and Orange Free State, as well as a skeletal rendering of the Orange Free State-Natal border regions (tracing the lines of the Natal Government Railways), all places where most of the Sitzkrieg events occurred. The map does not record any battle action, as it was likely made before these events.

The map features the sites of the Siege of Kimberly, Cape Colony, the world's diamond capital (October 14, 1899 – February 14, 1900); and the Siege of Ladysmith, Natal (November 2, 1899 to February 28, 1900) [although the location of the Siege of Mafeking, a 217-day long melodrama (October 13, 1899 to May 17, 1900), lies of the map, to the northwest].

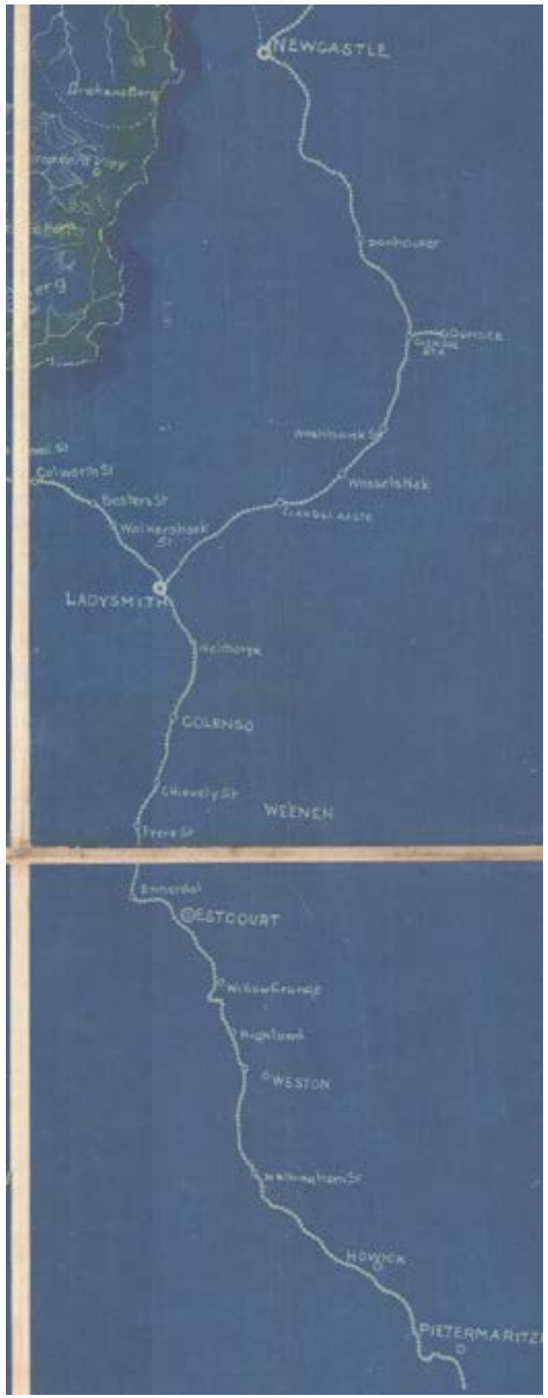
The map also labels the future locations of the major battles during what the British called the 'Black Week', when the Afrikaners dealt a trifecta of crushing defeats upon the British army, being the battles of Stromberg, Eastern Cape (December 10, 1899); Magersfontein, just south of Kimberly (December 11, 1899); and Colenso, Natal (December 15, 1899).

The Afrikaners were the hands down victors of the opening acts of the war. However, the British would subsequently flood the region with hundreds of thousands of troops, and by employing "scorched earth tactics" managed to turn the conflict around (albeit only with great difficulty and at astounding cost), eventually gaining ultimate victory and domination over all South Africa.

The present map would have been considered confidential and would have been issued in only a handful of examples restricted for the use of senior Afrikaner military commanders and political figures.

Importantly, while British maps relating to the Second Anglo-Boer war abound, the present map is one of surprisingly few grand Afrikaner war maps. This is even though the ZAR's Kantoor Landmeter Generaal (established 1864) was inarguably a highly competent agency, capable of producing maps of the highest European scientific standards. It was then led by Johann Friedrich Bernhard Rissik (1857 – 1925), who served as Surveyor General from 1895 to 1901. Born in the Netherlands, Rissik was a universally respected figure, lauded for his previous masterly role in the Transvaal-Mozambique Boundary Survey, as well as organizing the Transvaal mining survey system. However, the ZAR Kantoor Landmeter Generaal tended to issue maps in only small print runs for officially sanctioned administrative, military and commercial use, as opposed to making them available for public consumption. This was especially true for Afrikaner military maps, most of which either remained in manuscript form or were reproduced by improvised techniques (like cyanotype, as here) in only a tiny print run exclusively for the use of senior army officers. As these maps tended to be heavily used in theatres of frontier warfare, their survival rate is incredibly low. Thus, the present map is an extraordinary survivor, especially due to its large size, technical quality and fine condition.

The cyanotype (blueprint) printing technique, which is sometimes referred to as a 'sunprint', is a photographic printing process that involved the use of two chemicals, ammonium iron (III) citrate and potassium ferricyanide. Invented in 1842 by the astronomer Sir John Herschel, the technique was favoured by engineers, as it produced technical diagrams of sharp contrast and clarity. It also had the advantage of being very low cost and easy to execute (by those properly trained). From the late 19th to mid-20th centuries, the technique gained widespread popularity for architectural and engineering plans (i.e., 'Blueprints'). This led it to be adapted to cartography, often to maps of a technical nature, such as military planning maps (as here), urban plans and overviews of mines and transportation infrastructure. A limitation of the cyanotype medium is that it could yield only a very limited number of copies, such that virtually all cyanotype maps are today extremely rare.



Historical Context: The World's Greatest Gold Rush and the Anglo-Afrikaner Conflict

The present map appeared during a time of transformative change in South Africa, in which the discovery of vast mineral resources caused the region to go from a colonial backwater to a focal point of international geopolitics, resulting in great conflicts for control of the country.

Britain conquered the Cape Colony from the Netherlands in 1806. For the next several decades Britain mainly valued the colony as a strategically located way-station for voyages to India. The Cape was invariably a financial burden, as it produced few exportable commodities and its location ensured that it was almost continuously embroiled in expensive frontier wars with formidable native nations, such as the Xhosa. The British Crown was loathe to invest any significant amounts of money into infrastructure and economic development schemes, which ensured that the colony's lack of productivity was a self-fulfilling prophecy.

The foundation of independent Afrikaner societies in the 1830s in the Highveld, to the northeast of the Cape Colony, seemed not to bother the British, as they had no interest in those far away landlocked territories, and were glad to be rid of potentially troublesome subjects. Britain's decision to annex the former Afrikaner settlement of Natal in 1843, motivated by its coastal location and the fine natural harbour at Durban, was nevertheless considered by many Whitehall officials to only be an added burden.

London recognized the independence of the Afrikaner nations, the South African Republic (ZAR,

Zuid-Afrikaansche Republiek), being the Transvaal, at the Sand River Convention (1852) and the Orange Free State at the Bloemfontein Convention (1854). While both the British and Afrikaners were weary of each other, they were at least pleased to have another European power in the neighbourhood which could held to keep the Xhosa and Zulu nations in check.

Then an unexpected event changed everything – almost overnight. In 1868 news broke that diamonds, of the finest quality and quantity, were discovered in the Vaal River region, where the ill-defined boundaries of the ZAR, Orange Free State and Cape Colony met. Suddenly, it seemed as though everyone in London became vitally interested in the region, desperately looking for any books or maps that could inform them about an area that had hitherto been a complete enigma. Thousands of Anglo settlers flooded to the Vaal River region, spiking tensions with the Afrikaner authorities on their sides of the lines.

The British and the Afrikaner republics quarrelled over their shared boundaries resulting in innumerable disputes. In 1877, Britain unilaterally announced the annexation of the ZAR, although they had no power to enforce this on the ground, while the move was dismissed in Pretoria (albeit with some trepidation). The British crushed the Zulu nation during the Anglo-Zulu War (1879), and while this was a cause of some relief to the Afrikaners, who were long threatened by the Zulus, it also emboldened the British to play their hand against the Afrikaners.

Tensions overboiled, and the South African Republic formally asserted its independence from Britain on December 16, 1880, sparking the First Anglo-Boer War. President Brand of the Orange Free State, although sympathetic to his fellow Afrikaners, ensured that his country officially remained neutral, knowing that his geographically vulnerable nation would be overrun. However, the Transvaal Afrikaners mounted a ferocious guerrilla war that caught the British on the back-foot. After barely three months of being outwitted by much smaller irregular forces, the British sued for peace and the conflict ended on March 23, 1881. The resulting Treaty of Pretoria (August 3, 1881) was signed largely on the ZAR's terms, with Britain agreeing to respect its independence.

For a few years, it seemed as if the independence of the Afrikaner republics would be secure and that Britain might turn its attention to other regions of the world. However, another shocking surprise altered the course of South African history. In 1886, the largest gold deposits in the world were discovered along the Witwatersrand in the South African Republic. While the presence of gold in the Transvaal was known for some decades, and significant strikes had been made as early as 1880, it was only in that year that incontrovertible proof was found that it was the 'real deal'. Thousands of prospectors and settlers flocked to region, deemed as 'Uitlanders' by the Afrikaners, founding the city of Johannesburg in 1886. Opportunists rushed in from as far away as Canada, California and Australia.

The ZAR government, led by President Paul Kruger, was deeply alarmed, for just as the influx of foreign prospectors had taken California from Mexico, so seemed the fate of the ZAR for the Afrikaners. The hysteria for gold amongst both the prospectors and the British government was exponentially greater than the previous lust for diamonds, and the situation was pitched into a whirlwind.

Whitehall dearly wanted control of the Transvaal, yet all efforts to make a deal with President Kruger, whereby Britain would respect the ZAR's nominal independence in return for a big cut of the gold, failed.

Then, around the New Year of 1895-6, the English mining magnate Cecil Rhodes devised the 'Jameson Raid', an attempt by armed British troublemakers to invade the ZAR and stir up an Uitlander rebellion against the Afrikaner government. This operation failed spectacularly, yet Britain remained undeterred, seeking to find any excuse to start a war with the Afrikaner republics.

Anglo-Afrikaner tensions marched towards a final showdown, the Second Anglo-Boer War (October 11, 1899 – May 31, 1902), which proved to be far more horrendous than either side could possibly have imagined. For the first three months of the conflict, the Afrikaners overran the region, tying down British positions, in so-called "Sitzkrieg" warfare. This shocked the British into drastic action, and after appointing the aggressive Lord Kitchener as their new commander-in-chief, they flooded South Africa with 500,000 troops from across the empire. Against this, the Afrikaners forces could muster barely 90,000 men.

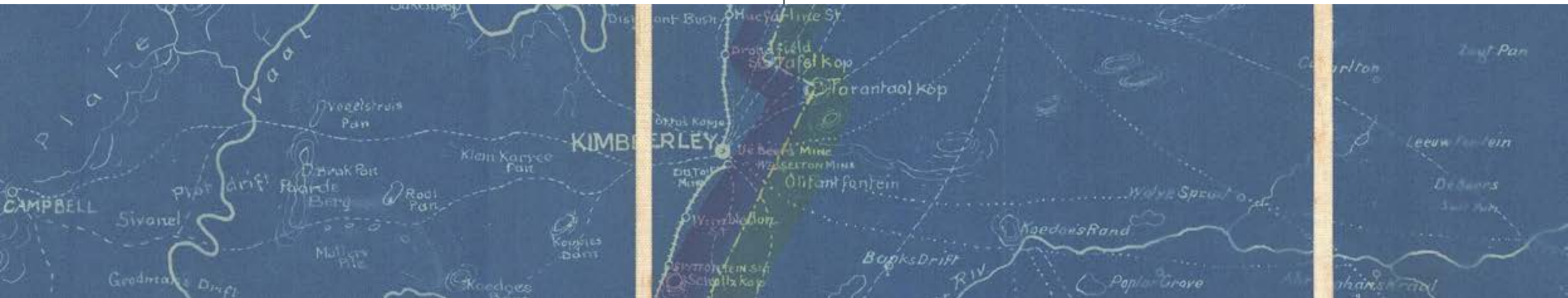
The British reversed all the Afrikaners' gains and invaded the ZAR and the Orange Free State. While the Afrikaners did an admirable job prosecuting a fierce guerrilla insurgency, the British responded with a "scorched earth" campaign, devastating the Transvaal countryside at tremendous cost to civilian life. The price to Britain was also awesome, they lost many men, and it is estimated that the war cost the equivalent of over £200 billion in today's money!

The Afrikaners were forced to surrender and signed the Treaty of Vereeninging (May 31, 1902), by which the Afrikaner republics were dissolved and annexed by Britain, in return for the Afrikaners retaining their property rights and being safe from reprisals.

This conflict generated a vast corpus of high-quality mapping that formed an estimable cartographic legacy for the Union of South Africa upon its creation in 1910.

The Witwatersrand-Transvaal Gold Rush was the catalyst for what was known as the 'Mineral Revolution', whereby South Africa was radically transformed into an industrialized, heavily urban society, producing wealth unrivalled in Africa. As we now all know, this came at a heavy price, as the proceeds were distributed unequally, exacerbated existing racial cleavages and giving rise to the ignoble Apartheid regime. It is only recently that some of the wealth has been enjoyed by a wider range of society.

References: N/A – Map seemingly unrecorded.



MOLTKE'S MAP OF THE BOSPORUS

3.

Helmuth Karl Bernhard von MOLTKE (1800-1891).
Karte des nördlichen befestigten Theils des Bosphorus von den Hissaren bis zu den Leuchtthürmen am Schwarzen Meer im Auftrage Sr. Hoheit Sultan Mahmud II. Mit dem Messtisch in 1 : 25,000 aufgennommen 1836-37 durch Freiherrn von Moltke.
[Map of the northern fortified part of the Bosphorus from the Hissar Fortresses to the lighthouses on the Black Sea, commissioned by His Highness Sultan Mahmud II. Surveyed with a plane table at a scale of 1:25,000 in 1836-37 by Baron von Moltke].
Berlin: Simon Schropp & Comp., 1849.

Lithography with original colour in outline, 73,5 x 68 cm (29 x 26,77 inches), dissected in 20 segments and mounted on linen. An advertisement of Artaria, Vienna, on green paper mounted on one of the segments verso. Housed in a contemporary marbled paper slipcase, red Morocco spine with gold lettering (light age-toning to the map, slipcase rubbed on the corners but overall good).

A rare map of the Bosphorus commissioned by Ottoman Sultan Mahmud II and created by Prussian military surveyor Helmuth von Moltke.

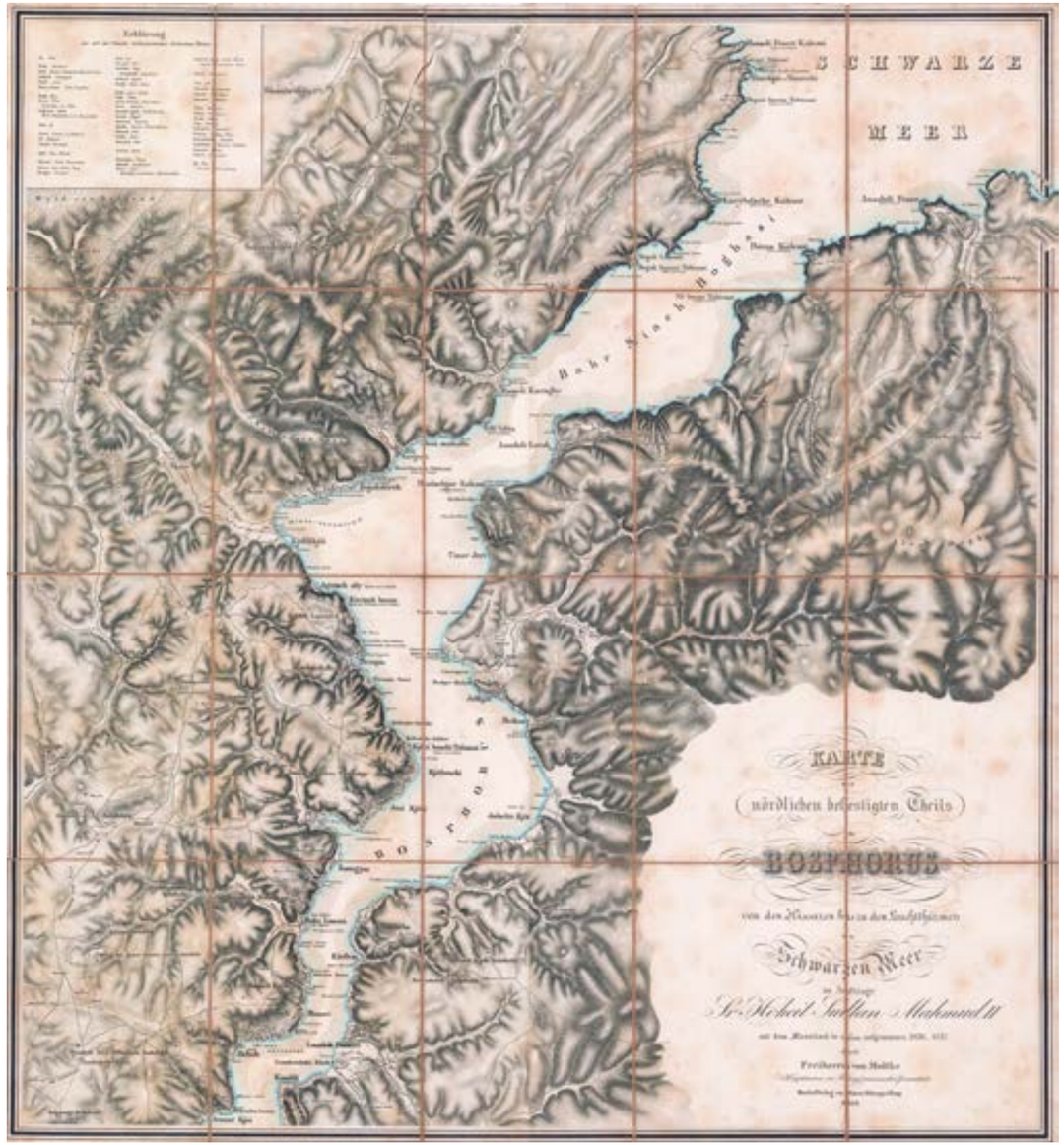
3.800 EUR

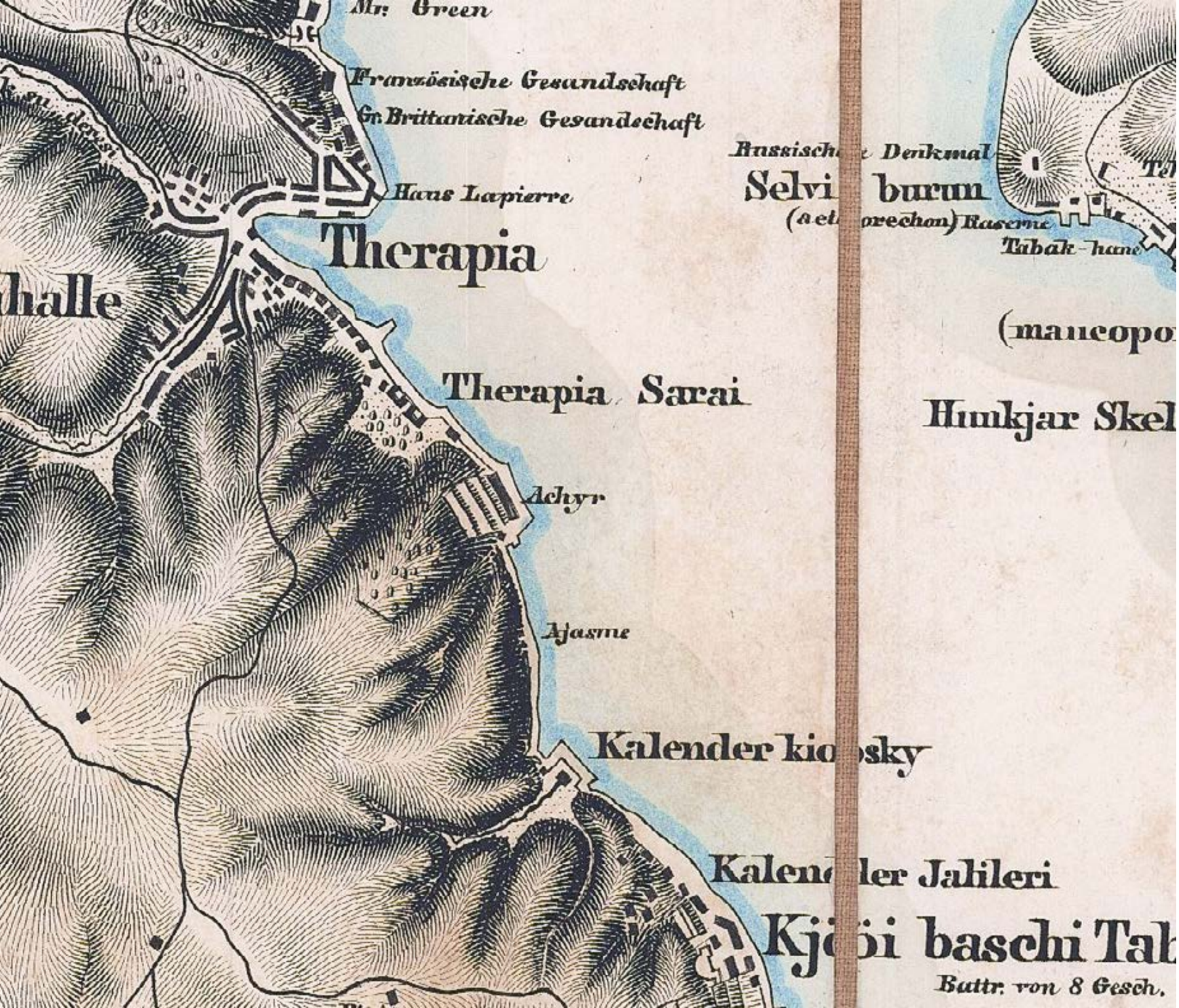
Moltke's Mapping of Istanbul and Its Surroundings

In the mid-1830s, Constantinople (Istanbul) was a bustling metropolis with over 600,000 residents, characterized by chaotic streets, wooden buildings, and steep hills. Despite its grandeur, the city was vulnerable to fire and disease, reflecting a more medieval than modern vibe. Sultan Mahmud II (reigned 1808-39) was a reformer who eliminated the conservative Janissaries in 1826 and sought to modernize the empire. He faced challenges, including Russian occupation in 1833 during the war of 1828-9, but, after overcoming these threats, he initiated military reforms.

As it happened, in 1835, Captain Helmuth Karl Bernhard von Moltke (1800-91), considered to be one of the great rising stars of the Prussian Army, was passing though Istanbul as part of a six-moth sabbatical. Somehow, he was given an audience with Mahmud II, who was so impressed that he asked Moltke to remain in Istanbul as a special advisor to train the Turkish officer corps in modern techniques of training and warfare.

One of Mahmud II's dreams was to redevelop Istanbul as a modern capital. While the most important old edifices and monuments would be preserved, he favoured the idea of building grand new, straight avenues across the city to improve transportation and sanitation. Realizing such a plan would also greatly improve Istanbul's military preparedness. The recent





Russian occupation proved that it was so difficult to deploy troops across the city that it was rendered virtually indefensible in the event of a siege.

However, no precise trigonometric survey of Istanbul and its environs existed. Some decent maps, based and surveys conducted by archaic methods, were available, but these works were not adequate for facilitating a new masterplan for the city.

The sultan commissioned Moltke to conduct the first systematic scientific survey of Istanbul, as well as the Bosporus and Dardanelles. Throughout 1836 and 1837, Moltke led teams of Turkish army engineers to meticulously map the area to exacting standards. Moltke's surviving correspondence reveals that he approached this task with a perfectionist's rigor, making it an immense undertaking.

In his letters, Helmuth von Moltke frequently mentions and describes his travels to the Bosporus, where he surveyed the coasts to create a map of the strait. The manuscript map he returned to Berlin was noted in contemporary documents for its rich detail, showcasing all the defensive architecture and the number of cannons located in the fortresses (GÜL – LAMB, 2004, pp. 429). Unfortunately, these intricate details were lost in the printed version of the map.

We could trace about 8 examples in European institutions and one example housed at the Harvard Library. The map only rarely appears on the market.

References: OCLC 902468668, 556666090, 1262870480, 300581501, 1078620494; Cf.: MURAT GÜL and RICHARD LAMB. "Mapping, Regularizing and Modernizing Ottoman Istanbul: Aspects of the Genesis of the 1839 Development Policy." Urban History, vol. 31, no. 3, 2004, pp. 429. JSTOR, http://www.jstor.org/stable/44613501. Accessed 20 Oct. 2025.

PHILIPPINES – CORREGIDOR ISLAND
ORIGINAL MSS. VIEWS

4.

Anon. [U.S. Army Soldier of the 'Black Hawk Division'].
[Set of 4 Original Manuscript Views of Corregidor].
Manuscripts, Corregidor, Philippines, 1946.

Set of 4 manuscript views, variously pen and ink and crayon on paper, various dimensions (see below for details), all found folded loose into a copy of the pamphlet Army Forces in the Western Pacific, Combat History Division's Corregidor: Of Eternal Memory ([Washington or San Francisco?]: Publications and Printing Division, Adjutant-General's Section, AFWESPAC, 1946), octavo, 52 pp. [also provided here].

A collection of 4 original manuscript views of Corregidor, the 'Gibraltar of the East', the ultra-strategic, heavily fortified island that guarded Manila Harbour, Philippines, made in 1946 by an anonymous G.I. who was a member of the venerable 'Blackhawk Division', in the wake of World War II; Corregidor was famously the scene of the Allies' last stand during the Japanese invasion of the Philippines in May 1942, and, in reciprocity, the Japanese garrison on the island was besieged and taken by the Americans during their reconquest of the Philippines in February 1945; the present finely executed views are of important documentary value for their authentic and unvarnished depiction of the war-ravaged Corregidor when it was briefly, once again, a major U.S. Army base in the postwar period.

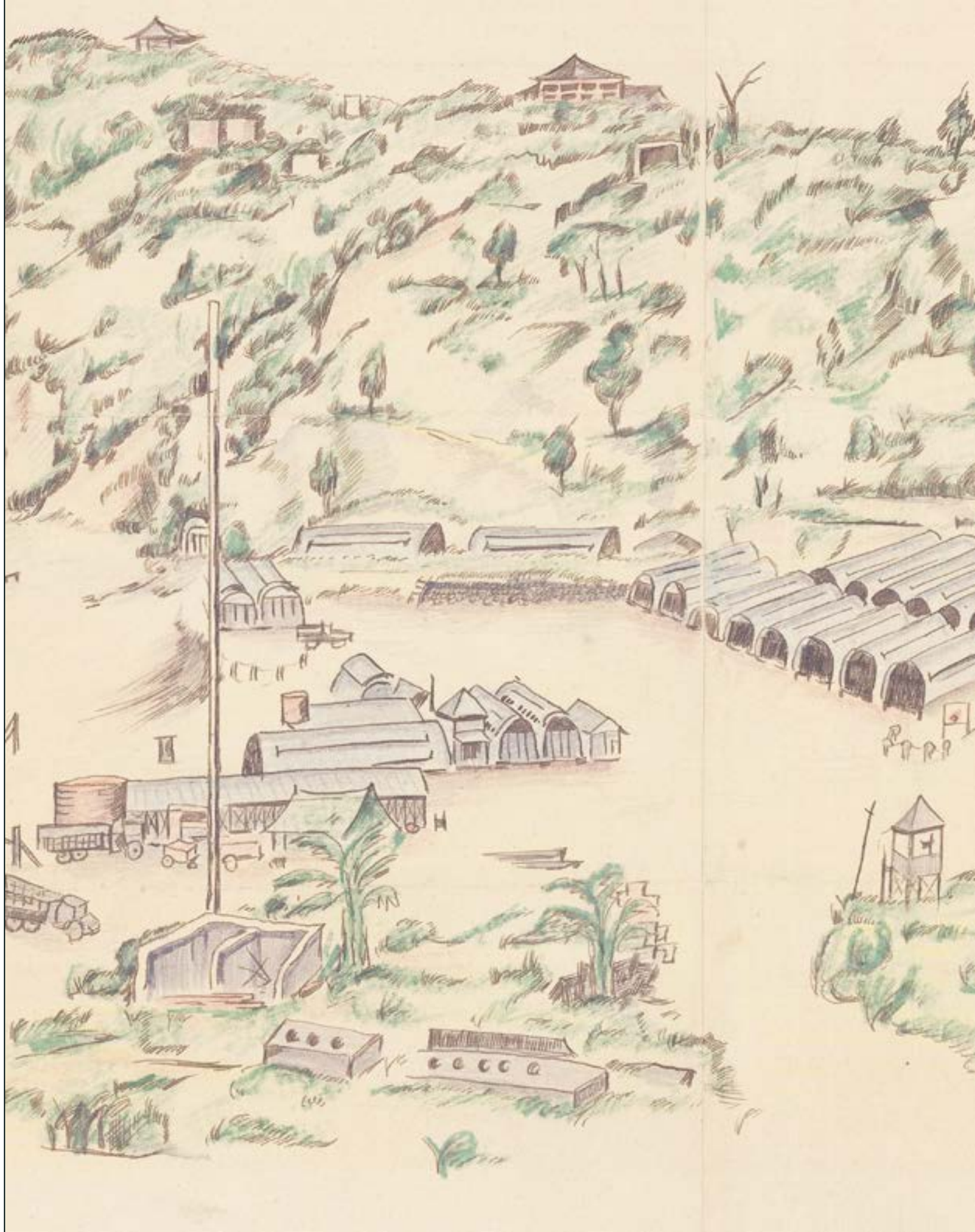
2.800 EUR

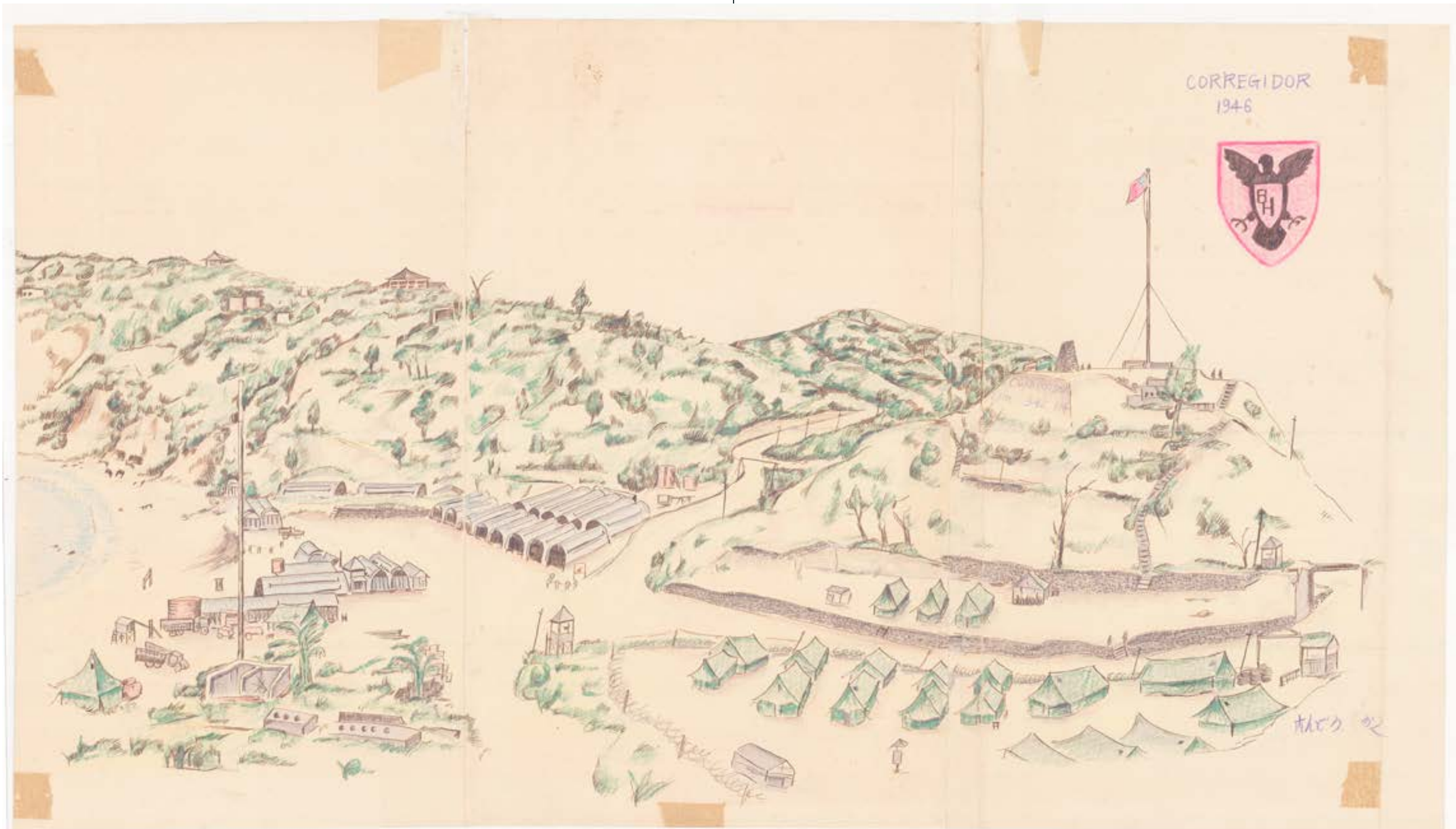
Corregidor, which in Spanish is called the Isla del Corregidor (meaning the 'Corrector's Island') is, despite its diminutive size, one of the most famous military sites in the Far East. Nicknamed the 'Gibraltar of the East', or 'The Rock', the small mountainous isle has an area of only 900 hectares, being 6.5 km long and 2 km wide at its greatest extent. Crucially, it guards the entrance to Manila Harbour, such that if it is held by an enemy force, it would render Manila landlocked.

The Spanish heavily fortified Corregidor immediately upon taking control of the Philippines in the 1570s, and it consistently remained a military base, as well as quarantine station and a customs office for the next three centuries.

In 1898, upon the United States assuming control over the Philippines, the U.S. military decided to radically modernize and strengthen Corregidor's defensive infrastructure. They also came to classify the tadpole-shaped island into four geographic sections, being Topside (the 180 metre-high summit atop the western bulk of the island), Bottomside (the lowland area to the east, below Topside), Middleside (the area below Malinta Hill) and Tailside (the rugged and narrow eastern extremity of Corregidor), adapting the natural topography to different uses.

In 1902, Corregidor officially became a U.S. Military Reservation, and over the next decades the U.S.




CORREGIDOR
1946
BH

Army Corps of Engineers built formidable fortifications and a series of artillery positions along the coasts and on the heights. A permanent army base, Fort Mills, was established on the island, featuring a naval hospital, extensive barracks, bomb shelters, and warehouses, as well as other facilities. The plan was for Corregidor to be able to withstand a siege for at least six months against any enemy.

In 1932-4, the U.S. Army built the Malinta Tunnel under the height of Manita Hill to serve as a massive underground siege shelter and storage facility, such that some believed it would allow the island to withstand any assault. In all, the U.S government spent $150 million fortifying Corregidor, then an astounding sum.

As it turned out, Corregidor would be the scene of the two of the most famed sieges of World War II, during which the island would fall both times, proving that despite the U.S Army Corps of Engineers' best efforts, the island's defence were far from impregnable.

During the WWII Invasion of the Philippines, or the Fall of the Philippines (December 8, 1941 to May 8, 1942), Japan launched a stealth juggernaut against the U.S.-ruled islands. The Philippines were defended by the U.S. Army Forces in the Far East (USAFFE), which was comprised of 100,000 Filipino and 20,000 American troops, commanded by the legendary General Douglas MacArthur. The Allies decided to abandon Manila without a fight (so as the save the city form ruin), making Corregidor the USAFFE HQ. However, as the Japanese methodically conquered Luzon, on March 11, 1945, MacArthur, at the urging of President Roosevelt, was evacuated from the Philippines for Australia. Upon his departure from Corregidor, he prophetically vowed "I shall return".

Eventually, the Japanese closed in on Corregidor, which was the last American-Filipino stronghold in Luzon. At the Battle of Corregidor (May 5–6, 1942), the American-Filipino garrison of 13,000 men was besieged by 75,000 Japanese troops. This left the commander, General Jonathan Wainwright, with no choice but to surrender, as holding out would guarantee the death of all his men.

Yet, while USAFFE had failed to save the Philippines from being conquered, it succeeded in severely delaying the Japanese plans, upsetting their overall war strategy. Tokyo had intended for the entire Philippines to be conquered in 50 days, but the brave American-Filipino resistance had ensured that this took 99 days.

The USAFFE POWs from Corregidor and other places in Luzon, in total numbering 75,000 troops (60,000 Filipinos and 15,000 Americans), were made by the Japanese to suffer terribly for their heroism. They were forced to walk 65 miles (105 km) from southern Bataan northwards to their intended internment camps. In what became known as the Bataan Death March (April 9-17, 1942), these men were brutally mistreated and starved, such that it is estimated that somewhere between 5,000 and 18,000 did not survive the ordeal.

Japan occupied the Philippines, overseeing a regime of sadistic terror over the Filipino people. Fortunately, by 1944, Japan was badly losing of the war, as the Allies progressively conquered islands in the Southwest Pacific, drawing ever closer to the Philippines. This gave the Allies the staging points to launch the Philippines Campaign (October 12, 1944 – August 15, 1945), the brutally hard-fought reconquest of the islands.

Just as Corregidor was the American-Filipinos' last stand in Luzon, so it was the last major refuge for the Japanese. After taking Manila and gaining dominance over the nearby Bataan Peninsula, the Americans had the confidence to launch the Battle of Corregidor (February 16-26, 1945).

The recapture of Corregidor was a massive and carefully choreographed combined amphibious-airborne assault. It was to involve 7,000 American troops, a force dominated by the 38th Division, commanded by General George M. Jones, plus the 3rd Battalion of the 34th RCT. The 3rd Battalion was led by Colonel Aubrey S. "Red" Newman, a hard-charging South Carolinian and former Olympic pentathlete, famous for his battle cry of "Follow Me!" at the recent Battle of Leyte. Opposing the American juggernaut was a Japanese force of 6,700 men.

During the battle, which unfolded almost perfectly to the American plan, Newman's troops played a decisive role when they secured the vital location of Malinta Hill, so allowing a wave of paratroopers to safely land, ensuring ultimate victory, which was achieved 10 days after the battle commenced. In the end, the Americans suffered 204 dead, while the Japanese, who, as usual, fought to death, lost 6,600 men – almost their entire force. The conquest of Corregidor was pivotal, as it opened Manila's port to Allied resupply, ensuring that Japan's days in the Philippines were numbered.

In the aftermath of the war, Corregidor lay in ruins. Most of the Americans' grand prewar military infrastructure and buildings had been severely damaged or destroyed. Bombing had even ravaged the landscape so dramatically that some areas looked like deserts, such that airplanes were deployed to reseed the terrain. For a short time, the U.S Army kept thousands of troops on Corregidor, mostly housed and operating from small, improvised buildings and tents. However, as the age of modern warfare progressed, whereupon airpower became king, the strategic importance of Corregidor declined, such that it came be guarded by only a skeletal garrison of troops and coast guardsmen. Today it is one of Asia's largest and most fascinating open-air museums.

The Present Manuscript Views in Focus

The present collection of 4 original manuscript views was drafted in 1946 by an anonymous American soldier who was clearly a member of the 'Company G, 342nd Infantry Regiment', of the Black Hawk Division (as this is labelled on two of the views), which was then posted to the island. The views were found folded into an example of the Army Forces in the Western Pacific, Combat History Division's Corregidor: Of Eternal Memory (1946), a copiously illustrated and informative promotional pamphlet (which is included here), and which the GI seems to have sent home stateside to a relative.

The well composed manuscript views, evidently made by someone with some amateur artistic ability, are valuable documentary works, as they provide authentic and unvarnished insights into the nature of Corregidor shortly after the war, when the battle-ravaged island was briefly, once again, a major base for American troops. Indeed, the views show the Americans were heavily reliant upon improvised, or prefabricated small buildings and tents, while almost all of the fine prewar edifices and facilities were mostly in ruins.

1.
"Corregidor" [Tailside].
Manuscript, pen and ink and crayon on paper (Good, some wear and old tape repairs from verso along old folds, some tape stains along margins), 33 x 60 cm.

This large format and attractively rendered coloured view depicts the army facilities by the shoreline and the great flagstaff, flying the stars and stripes on the hill above, in Tailside, or the narrow eastern part of Corregidor. Taken form an almost bird's eye perspective, from atop an adjacent hill, one can see, in the lowlands near the beach, a large concentration of prefabricated metal buildings, likely used for transport and equipment storage, while to the left is a large compound of tents surrounded by barbed wire that would have been used to house troops. In the right background, stairs lead up the hill to the great flagstaff, while in the left background verdant hills rise, atop which are seemingly sentry posts and the quarters of commanding officers. The shield of the Black Hawk Division, with its 'BH' monogram, adorns the upper left corner, while the line "Corregidor CO. G 342 INF", meaning 'Company G, 342nd Infantry Regiment' appears below the flagstaff.

Mysteriously, in the lower right corner, there appears writing in Japanese, employing the same crayon as used to label the title. This is perhaps a point worthy of further investigation.


CORREGIDOR
1946


CORREGIDOR
1946



2.
"Corregidor 1946." [The Flagstaff at Tailside].
Manuscript, blue pen and ink and crayon on paper (Good, old tape stains around margins, old folds), 20.5 x 26 cm.

This is a finely composed detailed view of the area around the great flagstaff at Tailside, with the Stars and Stripes flying prominently upper right, while below it reads "Corregidor CO. G 342 INF".

3.
"Corregidor 1946." [The South Dock at San José, Bottomside].
Manuscript, blue pen and ink and crayon on paper (Good, old tape stains around margins, light stain in lower area, old folds), 20 x 26.5 cm.

This attractive view shows the South Pier and the adjacent shoreline in the Barrio San José, in Bottomside, the lowland area in the middle of Corregidor. While the pier could host small naval and coast guard vessels, it and the adjacent beach were more regularly used by Filipino fisherman (with their boats depicted here), who every morning brought fresh fish for the use the U.S. garrison on the island. Shown by the shoreline, are small, improvised buildings and tents for mixed military-civilian use. In the background left, are the slopes of Malinta Hill, a key strategic site and home of the famed Malinta Tunnel.

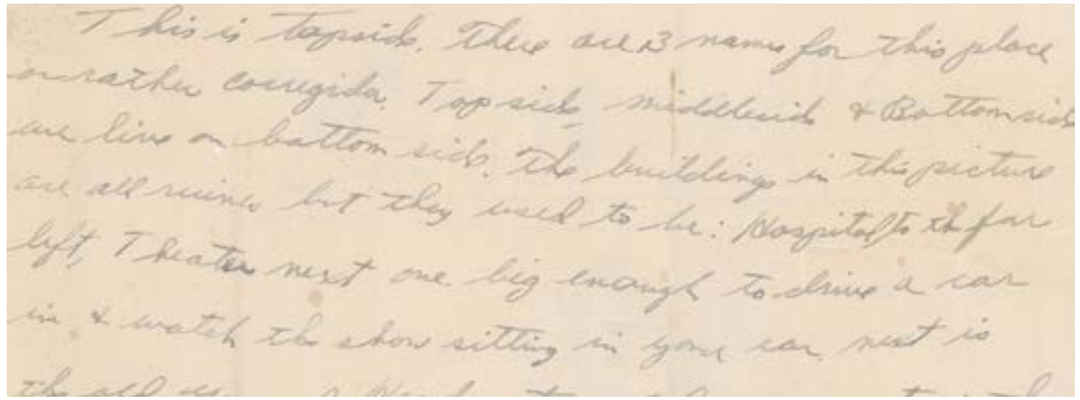
4.
"Topside".
Manuscript, blue pen and ink and crayon on paper, title written in pencil, lengthy inscription on verso, in pencil (Good, old tape stains around margins, old folds), 20.5 x 26.5 cm.

This slightly eerie view shows the main square of the small village of buildings and ruins in Topside, located upon the height of the western bulk of Corregidor. Early in the 20th century, the U.S. Army constructed fine American-style brick buildings to serve a social nucleus for the island's garrison, located near the old Corregidor Island Lighthouse, constructed by the Spanish in 1853. Regrettably, most of these attractive edifices were severely damaged or destroyed during the 1945 Battle of Corregidor, leaving most in ruins, as seen here.

The inscription of the verso of the view reads:

"This is Topside. There are 3 names for this place or rather Corregidor: Topside, Middleside & Bottomside. We live in Bottomside. The buildings in this picture are all ruins but they used to be: the Hospital, to the far left, Theater next one, big enough to drive a car in & watch the show sitting in your car, next is the old General Headquarters, and way on top is the Lighthouse which is still working. Directly to the right & bottom is the parade ground & baseball field. That's all."

References: N/A – Manuscript views unrecorded.



5.

Rodrigo de BERNARDO y Estrada (active from 1838, d. 1877).
Manual de agrimensura cubana según el sistema especial, que rige en la isla. Contiene una esplicacion por órden alfabético de las principales voces facultativas; el modo de operar sobre el terreno, y los autos acordados, reales órdenes y reglamentos que tienen relacion con la facultad.
Sagua La Grande [Cuba]: Imprenta de la Hoja Económica, 1854.

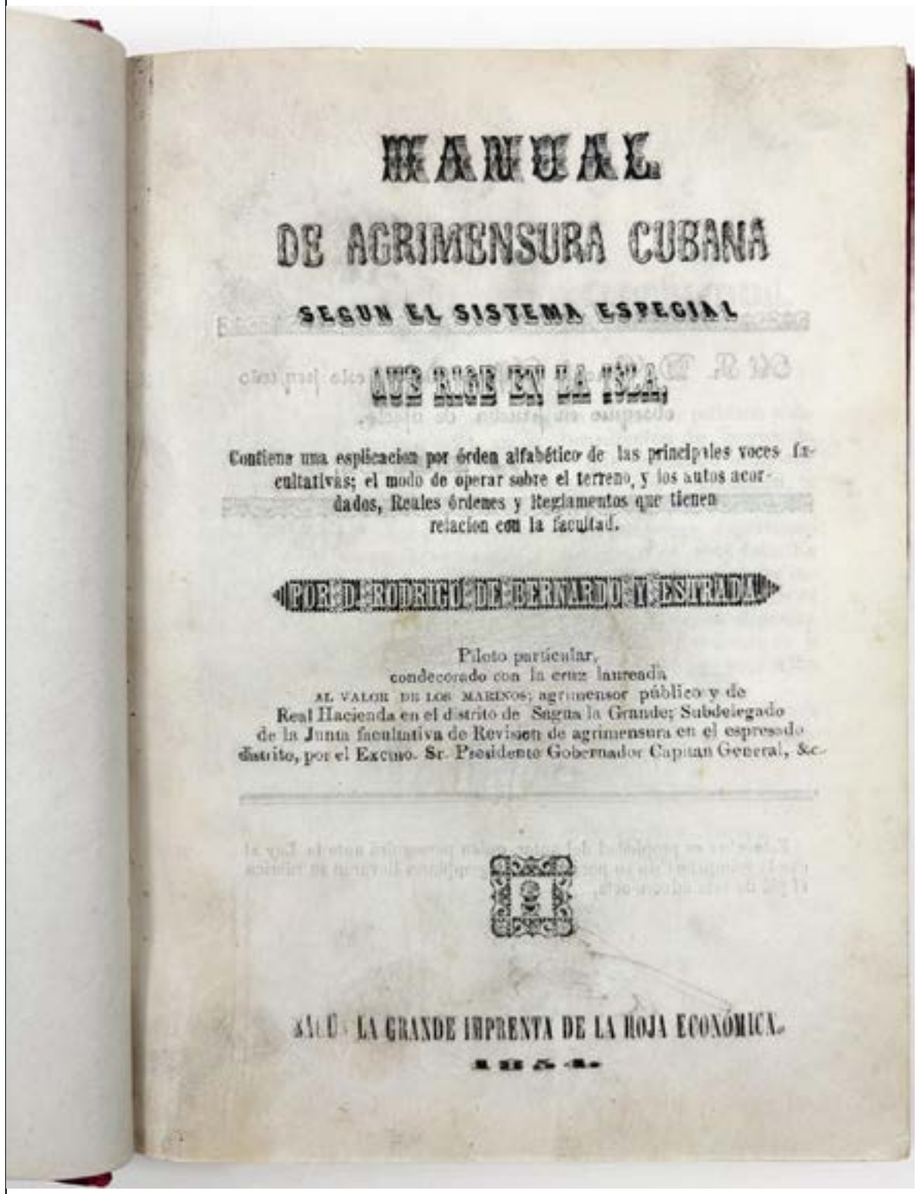
8° (21.5 x 15.5 cm): 281 pp., 2 ff., [57 pp.], bound in contemporary full red cloth with elaborate blind-stamped decoration to covers and gilt tile to spine (Very Good, overall clean, just some leaves with light even toning and some with minor spotting, binding in fine form with only light wear to spine, water stain on the title page, a shadow of original blue wrappers mounted on the last blank page).

Exceedingly rare – 1 of only 2 known examples – the first edition of the finest and most comprehensive Cuban surveying manual of the 19th century, written by the crown surveyor Don Rodrigo de Bernardo y Estrada during Cuba's 'sugar boom', when there was a fast and furious scramble to convert all viable lands into cane fields; while this boom bought massive wealth to Cuba, it also led to thousands of land disputes due to poorly surveyed property boundaries that overwhelmed the island's court system while creating immense discord between Cuba's planter families, causing, in the author's words, "the festive house of the powerful" to become "a sad mansion of misery"; Bernardo's well-written and encyclopaedic work sought educate surveyors and other stakeholders on proper scientific field techniques and the correct application of the island's complex land laws; an amazing example of Cuban provincial printing, it was published in Sagua La Grande (Villa Clara Province), the island's ultimate sugar boomtown; highly regarded and influential, a second edition of the work was subsequently issued in Havana.

2.400 EUR

From the 1830s to the 1850s Cuba experienced an unprecedented 'sugar boom', becoming the largest producer of the commodity in the world. It benefitted mightily from strong demand for sugar in Europe and North America, and the collapse of its competition, namely of the British West Indian sugar economies, due to the abolition of slavery in those colonies. Meanwhile, Cuba maintained its slavery system and even continued to engage in the Transatlantic slave trade, resisting British attempts to shut it down.

Astounding sums of money flowed into Cuba, as evidenced today by the grand and sumptuous edifices that were constructed in Havana and other major centres during the sugar boom. Indeed, Cuba became one of the wealthiest places in the Americas, although this bounty was borne on the backs of slaves.


MANUAL
DE AGRIMENSURA CUBANA
SEGUN EL SISTEMA ESPECIAL
QUE RIGE EN LA ISLA.
Contiene una esplicacion por órden alfabético de las principales voces facultativas; el modo de operar sobre el terreno, y los autos acordados, Reales órdenes y Reglamentos que tienen relacion con la facultad.
POR D. RODRIGO DE BERNARDO Y ESTRADA
Piloto particular,
condecorado con la cruz laureada
AL VALOR DE LOS MARINOS; agrimensor público y de
Real Hacienda en el distrito de Sagua la Grande; Subdelegado
de la Junta facultativa de Revision de agrimensura en el espresado
distrito, por el Excmo. Sr. Presidente Gobernador Capitan General, &c.
SAGUA LA GRANDE IMPRENTA DE LA HOJA ECONÓMICA.
1854.

Cubans rushed to convert existing agricultural lands that were used for other crops into cane fields, while aggressively expanding sugar production into virgin or under-exploited areas.

The place that proportionally benefitted from, and changed, the most during the Cuban sugar boom was the town of Sagua La Grande, in central Cuba, in what is today Villa Clara Province, located 50 km NNW of Santa Clara and 17 km inland from the north coast. Founded only in 1812, Sagua La Grande was for its first two decades was a sleepy village in a fertile, yet remote, underdeveloped and oft-forgotten part of Cuba.

From the 1830s, the Sagua Valley was rapidly developed for sugar production, and much wealth flowed into the town of Sagua. By the early 1840s, the Sagua La Grande produced 25 million lbs. of sugar annually and was home to 59 sugar mills. In census of 1841 recorded that Sagua had a population of 1,216, and boasted 253 houses, 4 tall buildings of masonry, 113 buildings of boards and tiles and 115 constrictions of busbar and guano.

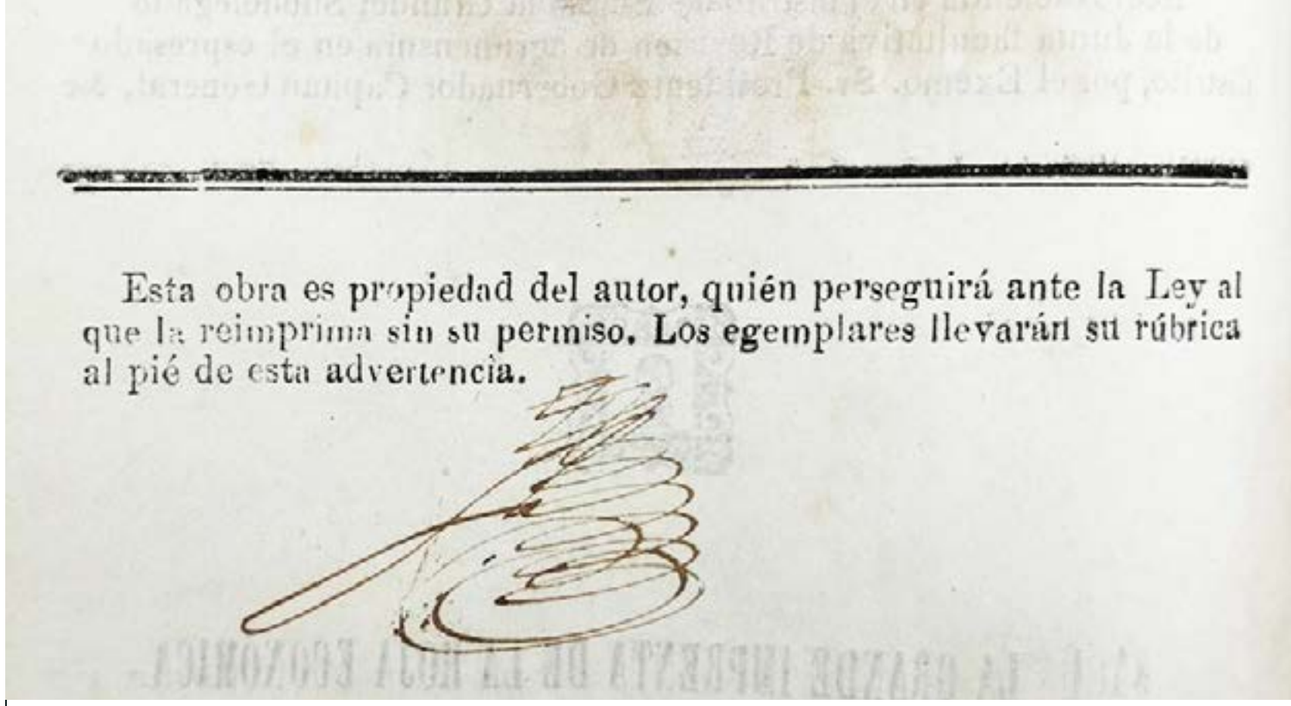
In 1849, the author of the present work, Rodrigo de Bernardo y Estrada, laid out a grand neoclassical urban plan for Sagua La Grande, which accordingly became known for its arrestingly expensive and beautiful architecture, wide streets and lovely parks.

In 1858, a railway was completed from Sagua la Grande to the new port of Isabela de Sagua, which due to the sugar trade, soon became one of Cuba's busiest ports.

While the sugar boom faded later in the 19th century, Sagua La Gande remained a vibrant centre well into the 20th century. However, the collectivisation of agriculture under the Communist regime that took over Cuba in 1959 was not kind to Sagua. Today it is practically a ghost town, and a curiosity for tourists, who can wander its vast avenues amidst mostly abandoned neoclassical edifices.

Returning to the sugar boom, the era had a downside, in that land ownership throughout Cuba the was often hotly disputed. This was in good part due to poor land surveying that often ensured that any two surveys of the same property line were radically divergent. This was especially true in provincial areas, where many of land surveyors had little or no formal training, while Cuban land ownership laws were admittedly complex. This problem was traditionally not acute when land was not so dear; however, during the sugar boom, even some nearly forgotten fallow lots suddenly became immensely valuable.





Suddenly, in the 1830s, Cuba's courts were overwhelmed with lawsuits over disputed land ownership, upon which many of the surveys submitted to the judges were so flawed as to be useless. This caused horrendous expense and confusion, such that the only people who befitted were lawyers! Moreover, many esteemed old plantation families that had lived in harmony with their neighbours for generations, became arch nemeses due to disputes over the bounds of their newly super-valuable lands. These problems were so severe that many Cubans came to view their island's sugar wealth as a curse!

The only way of lifting the curse going forward was to educate and professionalize the land surveying industry across Cuba, by educating surveyors on proper technical and scientific methodology for their field work, as well as being able to correctly fill out the necessary paperwork to comply with Cuba's complex land laws. Only when estates and their boundaries were exactingly defined and properly recorded could the tsunami of legal disputes be averted. Moreover, landowners and their agents, as well as crown officers and lawyers, could also benefit from having a better grasp of surveying and land law.

A great leap forward was the publication of the crown surveyor *Desiderio de Herrera's Agrimensura aplicada al sistema de medidas de la isla de Cuba* (Havana: Oficina del Gobierno y Capitanía General por S.M., 1835), which has the distinction of being the first Cuban manual on land surveying. While an excellent and well written work that benefitted many, over time stakeholders came to believe that such a work needed to be improved and augmented, especially with respect to how fieldwork could comply with Cuba's land laws. This task was left for another man, the better part of a generation later.

The Present Work in Focus

This exceedingly rare work is the first edition of a highly influential early Cuban guide to surveying, written by Don Rodrigo de Bernardo y Estrada, the chief crown surveyor for the Sagua La Grande district. Notably, it was published in Sagua La Grande by the Imprenta de la Hoja Económica, a modest local press that otherwise issued small ephemeral works. As best as we are aware, it is the only proper book (i.e., over 100 pages) printed in Sagua La Grande during its era, representing a somewhat remarkable achievement for a provincial Cuban press.

The present work is an incredibly thorough encyclopaedia of surveying and Cuban land law, as well as topics from related fields such as astronomy, geography, hydrography, geodesy, and agriculture. Issued in 1854, it is by far and away the most detailed and comprehensive manual on surveying published during the 19th century and was the much desired "next generation" improvement from Desiderio de Herrera's work of 19 years before.

In his dedication to the Governor and Captain General of Cuba, dated Havana, October 24, 1850, Bernardo explains the purpose of his work, which was to educate everyone involved in surveying and avoiding land disputes:

"...it has occurred to him [Bernardo] to put together in alphabetical order a sort of Manual of Cuban Surveying, in accordance with the doctrines, agreed-upon decrees, and Royal provisions observed on this Island. It is a work that may very well find acceptance among the intelligentsia, much more so to facilitate the successful performance of a faculty by new professionals on which the conclusion of lawsuits between families sometimes immediately depends; and since it is necessary to make said works available to the public through the Press"

In Bernardo's 'Prólogo', he writes that:

The objective I set myself in compiling this vocabulary is to gather in a single volume all the knowledge and information necessary for a surveyor to properly perform his or her duties. On the island of Cuba, more than anywhere else, due to a special system that governs the subject, it is essential that the study of surveying be complex and associated with other branches of human knowledge.

The explanation of the optional terms in alphabetical order makes it easy to quickly understand the principles of each of them. In many cases, I have not been content with a simple explanation, but for greater clarity, I have used examples that, with the necessary prolixity and accuracy, resolve those to formulate the various methods of operation.

This work abounds in data that I consider useful for both the professor and the candidate for the faculty, and the curious landowner will also find a repertoire that he can consult in many cases.

The explanations of certain provincial terms, which are understood by everyone, are also necessary for the landowners themselves, and for those who dedicate themselves to such an honorable and delicate career. How many lawyers there are, defending a dispute over land ownership, who, constantly encountering these provincialisms, will appreciate my thoroughness and patience! In addition to what I have included in the text of my own work, the fruit of my own speculations and long practice, I have also made use of other works on surveying, and in particular, the only one published on this Island by the illustrious professor D. Desiderio Herrera, copying his well-written doctrines verbatim . ...

If the usefulness of this work (brought to its state of perfection) is undeniable by this marked benefit alone, how much more so can it be by the enlightenment it sheds on the same candidates for the faculty, on the lawyers, defenders, advisors, and very particularly on the landowners in their ill-founded claims, the sole purpose (after thousands of steps and pesos consumed in vain) of some lawsuits whose obscurity has often resulted in the festive house of the powerful being converted into a sad mansion of misery?

The body of the work, being the alphabetical encyclopaedia, and its index, is followed by a length series of geodetic tables under the heading 'Tablas ausiliares adaptas al sistema especial de la agrimensura cubana'.

Interestingly, on the verso of the title, is the book's copyright statement, "This work is the property of the author, who will prosecute anyone who reprints it without permission. Copies will bear the signature at the bottom of this notice", which is then signed off with Bernardo's original manuscript rubric.

Bernardo's surveying manual was highly regarded in its time and was very much in demand. However, examples must have been difficult to obtain,

as the first edition would have been issued only a very limited print run. Responding to the demand, Bernardo issued a second edition, printed in 1860, in Havana, by the Imprenta y Librería de Andrés Graupera, and appearing as 2 volumes, it was described as 'Corrected and considerably augmented with entries, many auxiliary tables and a record of grants, awarded by the City Council of Havana, in alphabetical order'.

Don Rodrigo de Bernardo y Estrada: Sugar Boom Surveyor of Sagua La Grande

Rodrigo de Bernardo y Estrada (active from at least 1838, d. 1877) was a surveyor, maritime pilot, author and cartographer, and a consequential figure in Cuba, even if many aspects of his bibliography remain a bit hazy. We know that he worked as a professional surveyor in Matanzas from 1838 to 1844. However, he seems to have been engaged at sea before that point, as he billed himself as a maritime pilot having received the decoration "Al Valor de los Marinos".

In the mid-1840s, Bernardo moved to Sagua La Grande, where he became the 'Public Surveyor and of the Royal Treasury in the District of Sagua La Grande' (i.e., the chief crown surveyor), where he no doubt also received lucrative private commissions from the owners of the many burgeoning sugar estates. There he would have had a front row seat to the multitude of problems (i.e., bad surveys and lawsuits) that plagued the scene. Evidently, a highly competent surveyor with a mastery of Cuban land law, he was an ideal candidate to write the present manual which sought to use education to ameliorate the situation.

While most of his writings and maps would have remained in manuscript, in addition to his two editions of the present work, Bernardo authored Prontuario de Mercedes, ó sea indice por orden alfabetico de las mercedes concedidas por el Escmo. Ayuntamiento de la Habana, en cuanto concierne a las haciendas de crianza de animales ... copiadas y arregladas ... por D.R. de Bernardo y Estrada (Havana, 1857), a piece that recorded the livestock farms in the Las Mercedes District, south of the city of Havana.

His published cartographic work included a highly attractive map of Cuba, Mapa de la Isla de Cuba, para servir a la Geografía publicada por D.P. González... (1856), that appeared within an edition of Pelayo González's highly popular children's geography primer, Elementos de geografía e historia de la isla de Cuba, arreglados al alcance de los niños. He also made a stellar sea chart of Sagua la Grande's gateway the world, the port of Isabela de Sagua, Plano del puerto de Saguya la Grande, el la costa Septentrional de la Isla de Cuba (1858).

A Note on Rarity

The present first edition of Bernardo y Estrada's surveying manual is exceedingly rare, consistent with mid 19th century provincial Cuban imprints, while the survival rate of surveying manuals tends to be very low due to wear and tear during field use.

We can trace only a single institutional example, held by the Bibliotheca Nacional de España, while we cannot trace any sales records for any other examples. The second edition of 1860 is likewise rare.

Provenance

Auction House Nosbüsch & Stucke, February 2, 2015. Austrian Book Dealer, sold in 2025.

References: Bibliotheca Nacional de España: HA/9616; OCLC: 1327598987; PALAU, 28,266; Carlos M. TRELLES, Bibliografía cubana del siglo XIX, tomo terciero (1841-1855) (Matanzas: Imprenta de Quirós y Estrada, 1911), pp. 270-1; María Karla García Campos and Eraida Campos Maura, 'Surgimiento y desarrollo de la hacienda comunera en Santa Clara. Impacto en la evolución socioeconómica y política de la jurisdicció', Islas, 62 (196) (mayo-agosto, 2020), pp. 167-181; Biblioteca dominicana, vol. 1 (1947) p. 179; Emilio Rodríguez Demorizi, La era de Francia en Santo Domingo: contribución a su estudio (1955), p. 135.

NORTHEAST PASSAGE
CROATS
AUSTRO-HUNGARIAN POLAR EXPEDITION

In the late 19th century, Austro-Hungary, on the initiative of the German geographer August Petermann, joined the challenge of finding a Northeast Passage. In 1871, Karl Weyprecht (1838–1881), a Darmstadt-born explorer and navy officer with Austro-Hungarian citizenship, and Julius Payer (later von Payer, 1841–1915), a general staff officer at the k.k. Military Geographic Institute, led a small team of Norwegian sailors on a preliminary Austro-Hungarian expedition to Novaya Zemlya.

This trip served as preparation for a more demanding journey that would take place the following year in 1872, when Weyprecht and Payer, along with a crew of 11 men and 11 sailors, set sail from Bremerhaven on a newly built ship named *Tegetthoff*.

With the exception of the ice pilot and harpooner, Elling Carlsen, who was Norwegian, the entire crew was from Austro-Hungary (Weyprecht had acquired his new citizenship by that time). Remarkably, five crew members, including Payer, came from the landlocked regions of Bohemia and Moravia, which are now part of the Czech Republic. One of them was Eduard Orel, the second officer and a talented artist. He commemorated the journey through sketches that were later published as illustrations and redone as paintings.

The ship's doctor, Julius Kepes, was Hungarian, while two hunters and mountaineers hailed from Tyrol. Notably, 10 out of 11 sailors came from the Istrian and Dalmatian coasts and islands, which are now located in Croatia, as well as the ship's boatswain and carpenter.

The Croatian sailors were reportedly chosen for this expedition not only for their exceptional sailing and navigation skills, but also for their cheerful disposition, which helped maintain the crew's morale during the dark, cold, and icy months ahead.

The invaluable members were accompanying dogs, proving their worth over the following months and years. They protected the men, served as transportation, and offered companionship during their challenging journey.

This daring exploration of the Northeast Passage would soon turn out to go ...

...Not as Planned

The *Tegetthoff* departed from the Norwegian port of Tromsø on 13 July 1872. Already the following month, she became trapped in pack ice north of Novaya Zemlya, drifting into previously unknown polar regions.

After a year (!) of uncontrollable drifting, the team reached an unsurveyed archipelago north of Novaya Zemlya on August 30, 1873, when the ship stopped in the frozen sea at the southeastern part of the land. The team named the location Wilczek Island in honor of the expedition's investor.

In the following months, the team decided to explore the archipelago on foot, despite the darkness, rough conditions and frequent confrontations with polar bears. They were assisted by loyal dogs, which helped them fight the danger. A significant achievement occurred on April 12, 1874, when Julius Payer, Eduard Orel, and Antonio Zaninovich reached the northernmost point at 82 degrees latitude. They named the newly discovered archipelago Kaiser Franz Joseph Land in honor of Emperor Franz Joseph I. Additionally, some of the islands were named after Austro-Hungarian places, such as Wiener Neustadt Island and Klagenfurt Island.

As it became clear that the ship would not be freed from the ice, the crew made a brave and necessary decision after being on the voyage with no contact with the outer world for almost two years: *to walk back*.

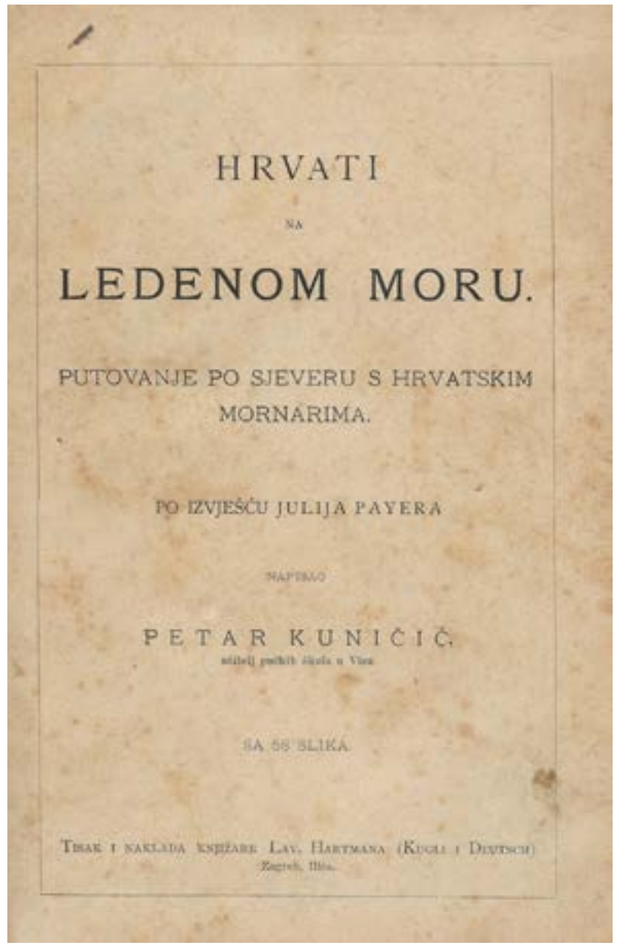
They equipped themselves with small wooden rescue boats, which had been modified to slide on the snow, along with sleds and dogs to assist them. The men walked, slid, and rowed across the ice and frozen sea. According to Payer's report, everyone maintained a positive attitude and good humor throughout the journey. Before traveling back, he even illustrates the celebration of Carnival, a traditional holiday in Austro-Hungary, where everyone, including dogs, wore funny outfits and participated in a silly snowball fight.

The arduous journey lasted from May 20 to August 24, 1874. During the final part of the trip, the men were able to board boats in the partially unfrozen summer sea. Unfortunately, the dogs were put down out of mercy, which brought great sadness to the team, as the animals would not have been able to endure the last part of the voyage on small boats for an unpredictable duration.

As their strength waned and hope of returning after more than two years trapped in ice diminished, they were rescued by a Russian ship named *Nikolaj*, which brought them to the Norwegian port of Vardø. From there, they were able to send a telegram to Vienna.

Upon their return home, the travelers experienced a mix of emotions. While Payer received a promotion to captain and was granted a noble title, he encountered skepticism regarding his discoveries from the public. Eventually, he withdrew from public life and dedicated himself to painting. He documented the journey in his book, *"Die Entdeckung von Kaiser Franz Joseph-Land"*. Meanwhile, Karl Weyprecht advocated for further scientific studies of the Arctic before he succumbed to tuberculosis in 1881 at the age of 42.

See items 6 & 7.


HRVATI

NA

LEDENOM MORU.

PUTOVANJE PO SJEVERU S HRVATSKIM MORNARIMA.

PO IZVJEŠĆU JULIJA PAYERA

NAPISAO

PETAR KUNIČIĆ,

učitelj pučkih škola u Visu.

SA 58 SLIKA.

Tisak i naklada knjižare Lav. Hartmana (Kugli i Deutsch)
Zagreb, Ilica.

6.

Petar KUNČIĆ (1862-1940).

Hrvati na ledenom moru. Putovanje po Sjeveru s hrvatskim mornarima. Po izvješću Julia Payera. [Croats on the Icy Sea. Journey to the North with Croatian Sailors. According to a Report by Julius Payer]

Zagreb: Lavoslav Hartman (Kugli & Deutsch) [1893].

8°, [6 pp.], 128 pp. with black and white illustrations in text, 4 pp. index, contemporary quarter linen binding with dark speckled paper boards (minor age-toning and staining, tiny tears and folds in margins, sporadic pages loose, binding scratched on corners).

A rare first edition on the role of Croatian sailors in the Austro-Hungarian exploration of the Northeast Passage.

650 EUR

In this work, written by Petar Kučić (1862-1940), a Croatian teacher, historian, writer, and patriot from the island of Vis, the author summarizes Payer's account of the Austro-Hungarian exploration of the Northeast Passage. The focus is on the courage and skills of the Croatians who participated in the expedition. The book is dedicated to all brave Croatian sailors who served on Austro-Hungarian ships.

This is a rare first edition. Reprints were made in 1994 and in 2024. We found examples of the first edition in Croatian institutions, the City Library of Ljubljana, the University of Illinois at Urbana-Champaign, and Stanford University.

References: OCLC 164913941 (including the 1994 reprint).


Vođenje ladica.

7.

"Zvonimir G." [*after* Petar KUNČIĆ (1862-1940)].
Avstrijska ekspedicija v Severnem ledenem morju 1872-1874**. *Potovanje s hrvaškimi mornarji na skrajni sever.***
[Austrian Expedition in the Arctic Ocean 1872-1874. Journey with Croatian Sailors to the Far North]
Ljubljana: J. Giontini 1907.

Small 8°, 77 pp, [3 pp.], dedication page partly coloured, original illustrated cover mounted on later wrappers (small tears in margins, slightly age-toned, old annotations in pencil on the title page and in the upper part of the cover).

A concise Slovenian version of Kunčić's work on the role of Croatian sailors in Austro-Hungarian polar exploration.

380 EUR

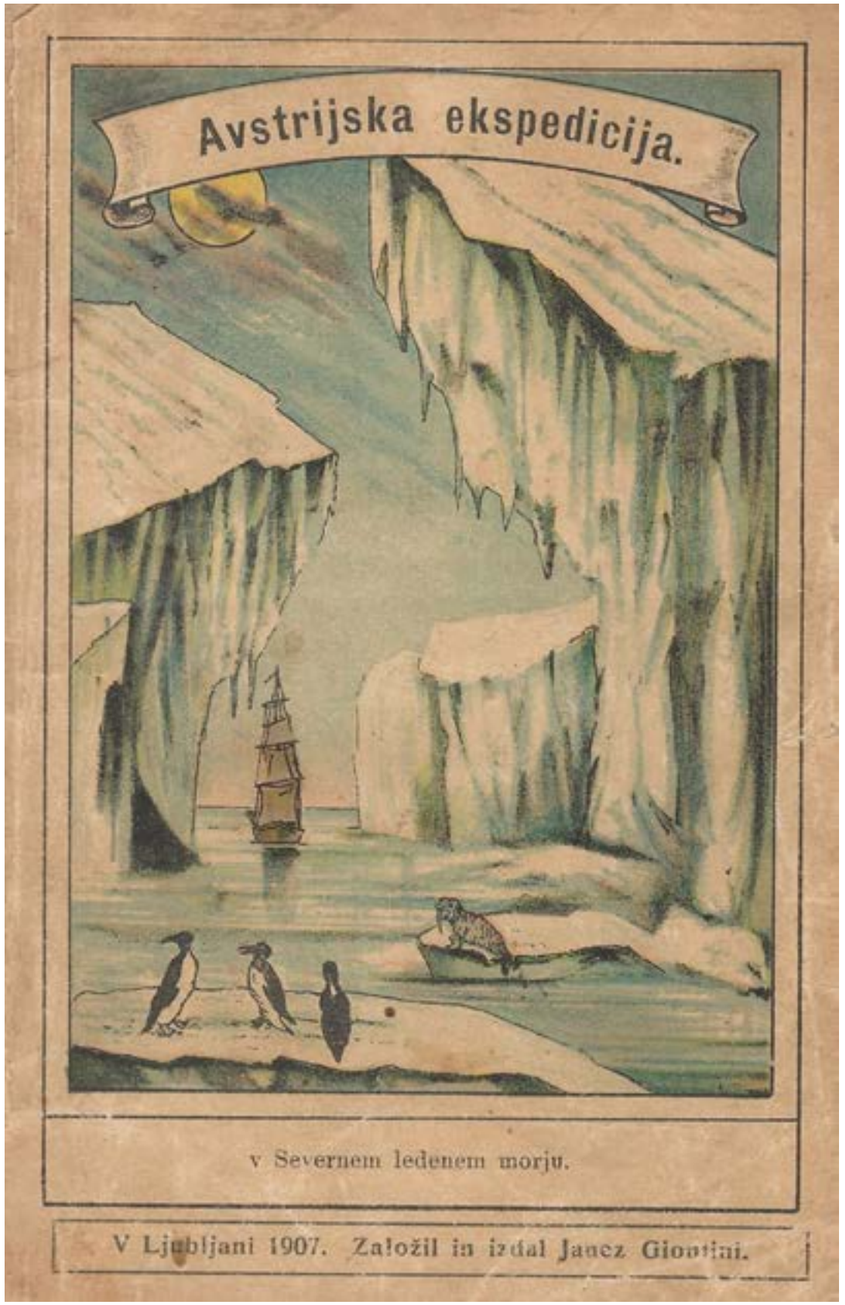
This work, written in Slovenian and published in Ljubljana in 1907 as part of a series of educational and entertaining books for youth, closely follows Petar Kunčić's work, *"Hrvati na ledenom moru. Putovanje po Sjeveru s hrvatskim mornarima. Po izvješću Julia Payera,"* from 1893. Some sections of this publication are direct translations from Croatian, while others are shortened versions of the original text.

The author, who only identified himself as Zvonimir G., claimed that the text was based on the reports of Weyprecht and Payer. He likely used a pseudonym to avoid accusations of plagiarism. Additionally, this book is incorrectly attributed to Weyprecht and von Payer in online and library records.

We could only trace examples in Slovenian institutions.

References: OCLC 442908337, 10344816379.





INDONESIA – DRAFT PRINTING OF THE FIRST CONSTITUTION OF INDEPENDENT INDONESIA (1949) THE 'ROUND TABLE CONFERENCE'

8.

PANITIA URUSAN KETATANEGARAAN DAN HUKUM TATANEGARA (KONFERENSI MEJA BUNDAR) [THE COMMITTEE ON STATE AFFAIRS AND STATE LAW (ROUND TABLE CONFERENCE)].
Badan Perwakilan Sementara / Tahun Sidang 1949 / Pokok 22 - Sidang 2 - Lantip 2 / Undang-undang Dasar Republik Indonesia Serikat / Rentjana undang-undang.
[Temporary Representative Body / Session Year 1949 / Point 22 - Session 2 - Point 2 / Constitution of the Republic of the United States of Indonesia / Legislative Plan].
[The Hague:] Late October 1949.

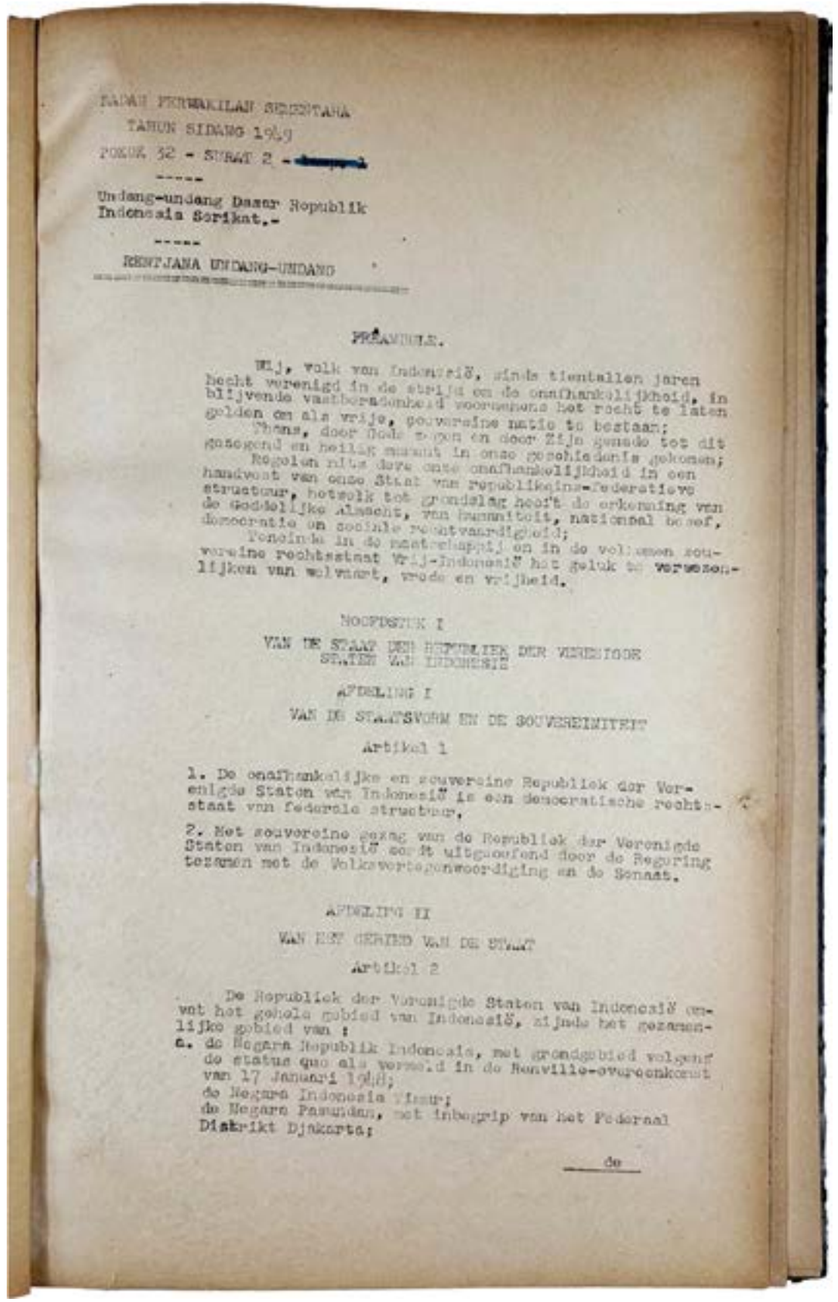
Tall quarto (34.5 x 22 cm): 43 ff. mineograph of a typescript on cheap ephemeral paper stock, title in Bahasa Indonesia but otherwise text in Dutch, bound in original grey marbled boards, cloth spine, title page with contemporary correction of a crossed out word (Good, overall clean and crisp with light even toning, except that leaf of p. 19 is tattered and torn with old tape repairs but no loss to text; binding with some light edgewear and slight splitting to cloth on spine).

An amazing artifact of Indonesian Independence, being an original draft of the first constitution of an independent Indonesia, as ratified at the famous 'Round Table Conference' (August 23 to November 2, 1949) in The Hague that set the final arrangements for the county's sovereignty which was achieved on December 27, 1949; the present crudely-made mimeograph of a typescript is one of the examples of the final draft of the 'Constitution of the Republic of the United States of Indonesia' which was circulated amongst the conference's delegates on October 29, 1949, and which was formally adopted, so becoming independent Indonesia's basic law – no other examples traced.

4.500 EUR

The people of the Dutch East Indies (today's Indonesia) had been bristling under colonial rule long before the World War II Japanese invasion and occupation of the colony temporarily evicted the Dutch in 1942. On August 17, 1945, towards the end of the period of Japanese occupation, the nationalist leader Sukarno declared Indonesia to be independent and enacted the Indonesian Constitution of 1945. This document called for Indonesia to be a unitary state governed by a democratic presidential system with some parliamentary characteristics. However, the reality was that Indonesia was far from being a sovereign state.

In the wake of the defeat of Japan, Dutch officials returned to Indonesia, with the intention of reinstating colonial rule. They entirely rejected Sukarno's would-be regime and his constitution as being the illegitimate machinations of people who had 'collaborated' with the unpopular Japanese occupation. The Dutch proceeded to jail or exile many independence


BADAN PERWAKILAN SEMENTARA
TAHUN SIDANG 1949
POKOK 32 - SURAT 2 -

Undang-undang Dasar Republik Indonesia Serikat.-

RENTJANA UNDANG-UNDANG

PREAMBULE.

Wij, volk van Indonesië, sinds tientallen jaren
recht vurenigd in de strijd om de onafhankelijkheid, in
blijvende vastberadenheid voornemens het recht te laten
gelden om als vrije, souvereine natie te bestaan;
Thans, door Gods zegen en door Zijn gunste tot dit
gunstig en heilig moment in onze geschiedenis gekomen;
Regelen nitu deze onze onafhankelijkheid in een
handvest van onze Staat van republikeins-federatieve
structuur, hetwelk tot grondslag heeft de erkenning van
de Godelijke alsmede, van humanitair, nationaal besef,
democratie en sociale verantwoordelijkheid;
Tenslotte in de maatschappij en in de volkeren souvereine rechtsstaat Vrij-Indonesië het geluk te verwezenlijken van welvaart, vrede en vrijheid.

HOOFDSTUK I

VAN DE STAAT DER REPUBLIEK DER VERENIGDE STATEN VAN INDONESIE

AFDELING I

VAN DE STAATSVORM EN DE SOUVEREINITEIT

Artikel 1

1. De onafhankelijke en souvereine Republiek der Verenigde Staten van Indonesië is een democratische rechtsstaat van federale structuur.

2. Het souvereine gezag van de Republiek der Verenigde Staten van Indonesië wordt uitgeoefend door de Regering tezamen met de Volksvertegenwoordiging en de Senaat.

AFDELING II

VAN HET GEBIED VAN DE STAAT

Artikel 2

De Republiek der Verenigde Staten van Indonesië omvat het gehele gebied van Indonesië, zijnde het gezamenlijke gebied van :
a. de Negara Republik Indonesia, met grondgebied volgens de status quo als vermeld in de Renville-overeenkomst van 17 Januari 1948;
de Negara Indonesia Timur;
de Negara Pasundan, met inbegrip van het Federaal Distrikt Djakarta;

de

leaders, and while nationalists rose to mount the Indonesian National Revolution, an armed rebellion against colonial rule.

It soon became clear to all Dutchmen, save the most delusional colonialist diehards, that it would be undesirable, and likely impossible, for the time war-ravaged Netherlands to reinstate the pre-WWII colonial system. While Dutch-Indonesian hostilities were still ongoing, representatives of the two sides nevertheless forged the Linggadjati Agreement (November 15, 1946), whereupon the Netherlands tacitly recognised Indonesian independence pursuant to further deliberations and conditions. Both sides made concessions, in that the Netherlands agreed to surrender all of Indonesia (save Western New Guinea) to the new republic, while the Indonesians agreed to make their new state a federal union, as opposed the unitary state. The Dutch were adamant that Indonesia should be a federal union, as they believed that it would be easier to maintain their influence over a confederation of small semi-autonomous provinces, as opposed to a country controlled by a powerful monolithic regime, while the more altruistic Dutchmen held that a federal system would better protect democracy and minority rights.

Despite the Linggadjati Agreement and the good personal rapport between the Dutch and Indonesian delegates, bizarrely both sides remained engaged in active armed conflict. While the Dutch were able to maintain control of many major cities, they had lost all authority in the countryside, such that their situation was untenable.

Eventually, United Nations Resolution 67 (January 28, 1949), and intense U.S. pressure upon the Netherlands, made it clear that the international community had enough of the conflict in Indonesia. This precipitated the Roem–Van Roijen Agreement (May 7, 1949), whereupon both sides agreed to move quickly towards a final settlement.

Indonesian stakeholders met in their provisional republican capital of Yogyakarta from July 31 to August 2, 1949 to discuss their priorities and strategy for the formation of the 'United States of Indonesia', including the outlines of its federalist constitution.

The Round Table Conference & the First Constitution of Independent Indonesia

The decisive event for Indonesian Independence was the *Dutch–Indonesian Round Table Conference* (Dutch: Nederlands-Indonesische rondetafelconferentie; Bahasa Indonesia: Konferensi Meja Bundar), in The Hague, which was held between August 23 and November 2, 1949. The forum's explicit objective was to secure the final and nearly immediate independence of Indonesia, and to set the definitive terms upon which that was to occur. The conference had three parties of participants, the Kingdom of the Netherlands, the Republic of Indonesia, and the Federal Consultative Assembly, the latter being a delegation representing the individual regions that would make up the Indonesian federation.

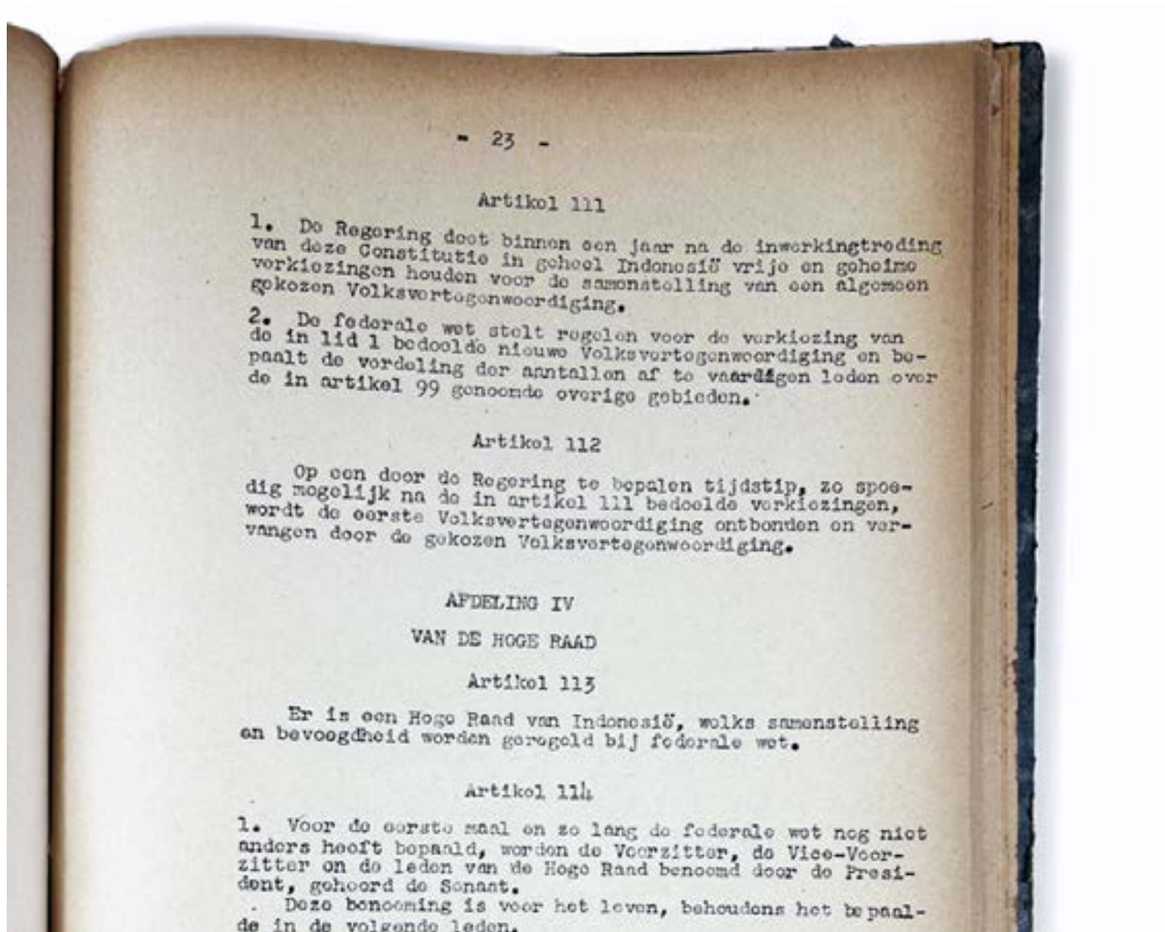
During the conference most of the deliberations occurred at committee level. The forum featured five committees composed of delegates from the three parties and were charged with resolving matters such as a Dutch-Indonesian economic agreement, Charter of Transfer of Sovereignty, a statute of union, a draft constitution, as well as accords on social and military relations. Most subjects were deliberated with broad agreement, save for the question of the allocation of the Dutch East Indies' large remaining external debt and the status of Western New Guinea (which the Netherlands insisted upon retaining). As it turned out, the parties agreed to delay resolving the matter of Western New Guinea until after Indonesian Independence, while the Netherlands compelled Indonesia to assume a large portion of the old colonial debt, as the 'price for their independence'.

The Round Table Conference called for the creation of 'The Dutch–Indonesian Union', a consultative body where the two nations would agree to resolve disputes and plan cooperation in a civilized fashion. The conference also stipulated that all Dutch troops would be withdrawn from Indonesia "within the shortest possible time". Moreover, Indonesia would grant the Netherlands most favoured nations status, while Dutch companies and nationals would be allowed to operate freely within an independent Indonesia.

The important task of writing and recommending the approval of draft constitution for Indonesia was left to the *Panitia Urusan Ketatanegaraan dan Hukum Tatanegara* [The Committee on State Affairs and State Law], composed of Indonesian and Dutch delegates. Notably, the Indonesian side was led by a big name, Soepomo, a brilliant lawyer and diplomat, who would serve as independent Indonesia's first Justice Minister.

The constitutional committee completed its deliberations, producing a draft constitution in late October 1949, which was submitted to the full Round Table Conference on October 29. The conference formally approved the draft, which made it the official constitution of the United States of Indonesia (Republik Indonesia Serikat, or RIS), upon the country gaining its independence. This document, which abrogated the 1945 Constitution, is formally known as the *Undang-undang Dasar Republik Indonesia Serikat* [Constitution of the Republic of the United States of Indonesia] and is commonly known in English as the 'RIS Constitution'.

The RIS Constitution was approved by the Dutch parliament on December 21, 1949, while the provisional Indonesian legislature had given their approval on December 14. Indonesia formally became an independent nation on December 27, 1949.



- 23 -

Artikel 111

1. De Regering doet binnen een jaar na de inwerkingtreding van deze Constitutie in geheel Indonesië vrije en geheime verkiezingen houden voor de samenstelling van een algemeen gekozen Volksvertegenwoordiging.

2. De federale wet stelt regelen voor de verkiezing van de in lid 1 bedoelde nieuwe Volksvertegenwoordiging en bepaalt de verdeling der aantallen af te vaardigen leden over de in artikel 99 genoemde overige gebieden.

Artikel 112

Op een door de Regering te bepalen tijdstip, zo spoedig mogelijk na de in artikel 111 bedoelde verkiezingen, wordt de eerste Volksvertegenwoordiging ontbonden en vervangen door de gekozen Volksvertegenwoordiging.

AFDELING IV

VAN DE HOGE RAAD

Artikel 113

Er is een Hoge Raad van Indonesië, welks samenstelling en bevoegdheid worden geregeld bij federale wet.

Artikel 114

1. Voor de eerste maal en zo lang de federale wet nog niet anders heeft bepaald, worden de Voorzitter, de Vice-Voorzitter en de leden van de Hoge Raad benoemd door de President, gehoord de Senaat.

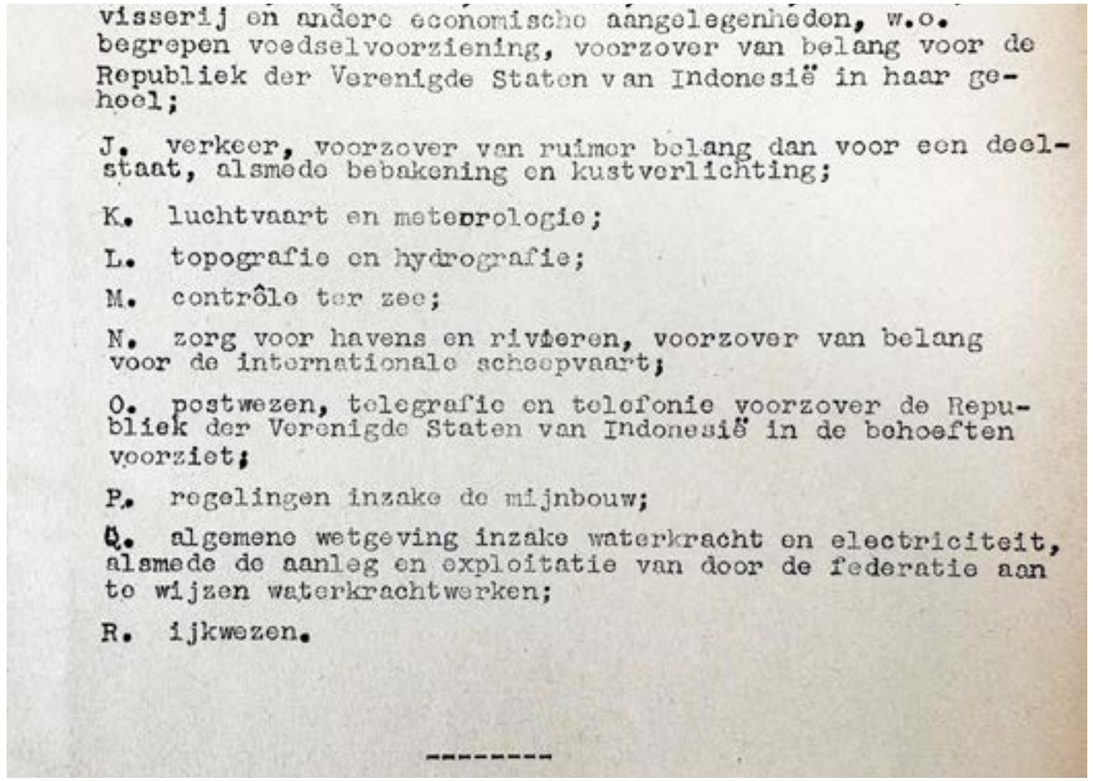
Deze benoeming is voor het leven, behoudens het bepaalde in de volgende leden.

The Present Work in Focus

Here is an amazing and seminal original artifact from the Round Table Conference, being the final draft of the RIS Constitution, crudely produced as a mimeograph of a typescript. It is one of the examples that was submitted to the conference delegates for their approval on October 29, 1949. As the final draft, its content is consistent with the constitution as was inaugurated as the basic law of the United States of Indonesia upon its independence on December 27, 1949. While several examples would have been made, the survival rate of such documents is very low. We cannot trace the locations of any other examples, although there may be couple held in archives in the Netherlands and Indonesia.

The RIS Constitution consists of a preamble, contents and an agreement charter. The body of the work consists of six chapters, divided into 197 articles. In essence it called for the United States of Indonesia to be a federal union, with strong powers allocated to the regions, which were to be semi-autonomous. At the federal level, ultimate power was to rest in the 150-member elected House of Representatives, while the President was to be relatively weak. Matters such as civil rights, the court system, etc. were to generally conform to Western liberal democratic norms.

The 'Preamble' of the constitution features the *Pancasila* (derived from 'five principles' in Sanskrit), so echoing the 1945 pre-independence constitution. These principles are: 1. The One and Only God; 2. Fair and civilized humanity; 3. Indonesian Unity; 4. A society led by wisdom in deliberation/representation, and 5. Social justice for all Indonesian people.



visserij en andere economische aangelegenheden, w.o. begrepen voedselvoorziening, voorzover van belang voor de Republiek der Verenigde Staten van Indonesië in haar geheel;

J. verkeer, voorzover van ruimer belang dan voor een deelstaat, alsmede bebakening en kustverlichting;

K. luchtvaart en meteorologie;

L. topografie en hydrografie;

M. contrôle ter zee;

N. zorg voor havens en rivieren, voorzover van belang voor de internationale scheepvaart;

O. postwezen, telegrafie en telefonie voorzover de Republiek der Verenigde Staten van Indonesië in de behoeften voorziet;

P. regelingen inzake de mijnbouw;

Q. algemene wetgeving inzake waterkracht en electriciteit, alsmede de aanleg en exploitatie van door de federatie aan te wijzen waterkrachtwerken;

R. ijkwezen.

Chapter I (pp. 1 - 8), Van de Staat van de Verenigde Staten van Indonesië [Of the State of the United States of Indonesia], reads, in its first four parts:

The United States of Indonesia is a state of law based on democracy and in the form of a federation (article 1a), whose sovereignty is exercised by the Government together with the House of Representatives and the Senate (article 1b).

The United States of Indonesia includes the Republic of Indonesia based on the Renville Agreement, East Indonesia, Pasundan State, Jakarta Federal District, East Java State, Madura State and East Sumatra State and Autonomous Regions (Central Java, Bangka, Belitung, Riau, West Kalimantan (Special Region), Dajak Besar; Bandjar Region, Southeast Kalimantan, and East Kalimantan) (article 2).

The national flag of the United Republic of Indonesia is the Red and White flag (article 3 paragraph 1), the national anthem is the song "Indonesia Raya" (article 3, paragraph 2) and the official language of the Republic of the United States of Indonesia is Indonesian (article 4).

The government establishes the seal and symbol of the state (article 3 paragraph 3).

Citizenship and citizenship (naturalization) and Residents are regulatedc by federal law (article 5, paragraph 1 and 2 and article 6).

This is followed by Chapter II (pp. 8 - 14): De Republiek der Verenigde Staten van Indonesië en de Deelgebieden [The Republic of the United States of Indonesia and its Sub-Territories]; Chapter III (pp. 14 -24): Van de Organen van de Republiek der Verenigde Staten van Indonesië [Of the Organs of the Republic of the United States of Indonesia]; Chapter IV (pp. 24 - 37): Van het Bewind [Of the Adminsitration]; Chapter V (pp. 37 - 39): Van het Constituante [Of the Constitution]; and Chapter VI (pp. 39 - 41): Der Veranderingen, Overhangs- en Slotbepalingen [Of Changes, Transitional and Final Provisions]. The work is concldued with the Aanhangel: Onderwerpen van Overheidszorg waar van de uitoefening is opgedragen aan de Republiek der Verenigde Staten van Indonesië ingevolge Artikel 51 der Constitutie [Appendix: Subjects of Government Care the Exercise of which is Entrusted to the Republic of the United States of Indonesia Pursuant to Article 51 of the Constitution] (pp. 41-3).

Epilogue: The Pathway to Authoritarianism

Not long after Indonesia gained its independence the powers that be desired to change the RIS Constitution so at to make Indonesia a unitary state. While the Netherlands was not pleased by this volte-face, they were in no position to stop it and decided that it was not worth risking their large investments in the country by putting up too much of a protest.

The *Undang-Undang Dasar Sementara Republik Indonesia 1950* [Provisional Constitution of the Republic of Indonesia of 1950] was enacted on August 17, 1950, so abrogating the RIS Constitution of 1949. It renamed the county as the 'Republic of Indonesia; and, in essence, it increased the Indonesian government's control over the regions and while it enhanced the President's powers, the House of Representatives was still supreme.

To increase his personal power, President Sukarno, with the support of the military, issued the Presidential Decree of 5 July 1959 (*Keputusan Presiden Republik Indonesia Nomor 150 Tahun 1959 Tentang Kembali kepada Undang-Undang Dasar 1945*), which abrogated the 1950 Provisional Constitution and revived the 1945 Constitution. As such, it made Indonesia a Presidential Republic, opening the door towards authoritarianism. Indeed, in 1967, Sukarno was overthrown by the military officer Suharto, who essentially became a dictator, suppressing all the measures of democracy as mandated in all three of Indonesia's constitutions.

References: N/A – No other examples of the draft RIS Constitution traced. Cf. DROOGLEVER, P. J. "The Genesis of the Indonesian Constitution of 1949." Bijdragen Tot de Taal-, Land- En Volkenkunde, vol. 153, no. 1, 1997, pp. 65–84.

9.

SERVICE GÉOGRAPHIQUE DE L'ETAT-MAJOR DU GROUPE DE L'AFRIQUE ORIENTALE (ANTANANARIVO).
'Madagascar' [Atlas Factice of Madagascar].
[Atlas Factice assembled in Madagascar from maps published by the Service géographique de l'Etat Major du groupe de l'Afrique Orientale (Antananarivo), 1912-14].

8° (22.5 x 15.5 cm): 25 colour photo-lithographed maps (of various sizes, many folding, see below for details) and 1 'Legend' sheet, each mounted over leaves of blank printed administrative forms of thick paper, plus, 1 looseleaf monochrome photolithographed map of Tananarive [Antananarivo] (30.5 x 24.5 cm), followed by 13 ff. of blank printed forms, bound in original red card wrappers bearing printed pastedown title of 'Madagascar' on upper cover (Very Good, all maps quite clean and bright with just the odd small spot; covers with some light shelf-wear, upper cover sun-faded).

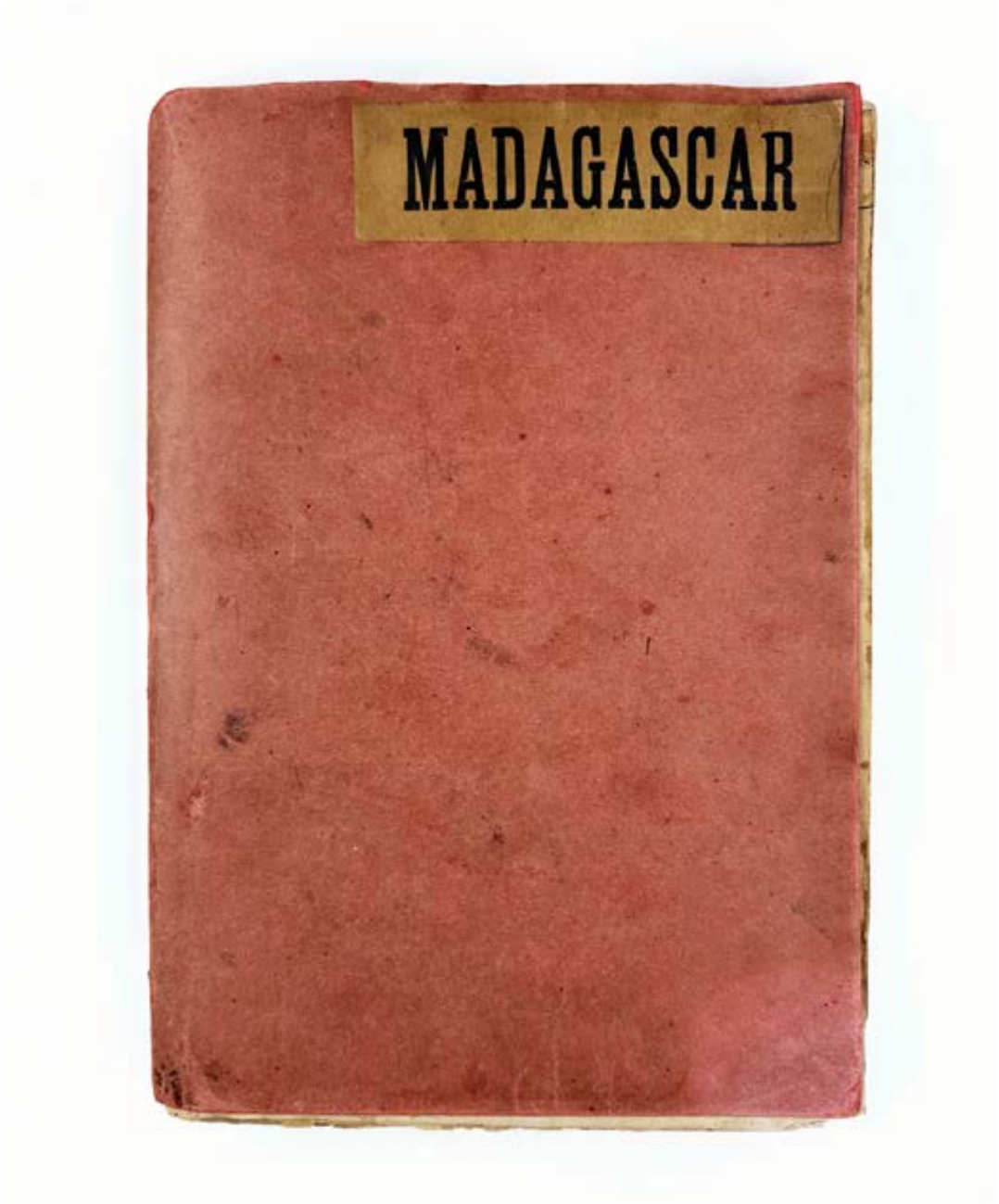
A unique atlas factice of Madagascar seemingly made for the use of a French colonial civil administrator or military officer to be employed while making a reconnaissance of the island in the tense period leading up to World War I; featuring 26 colour photolithographed maps and 1 legend sheet all published in Antananarivo by the colonial military press, the 'Service géographique de l'Etat Major du groupe de l'Afrique Orientale', including 19 provincial maps and 6 large-format, sophisticated administrative, transport and communications maps, plus, a looseleaf city plan of Antananarivo, all maps being otherwise almost unobtainable, and providing a level of detail of Madagascar seldom encountered.

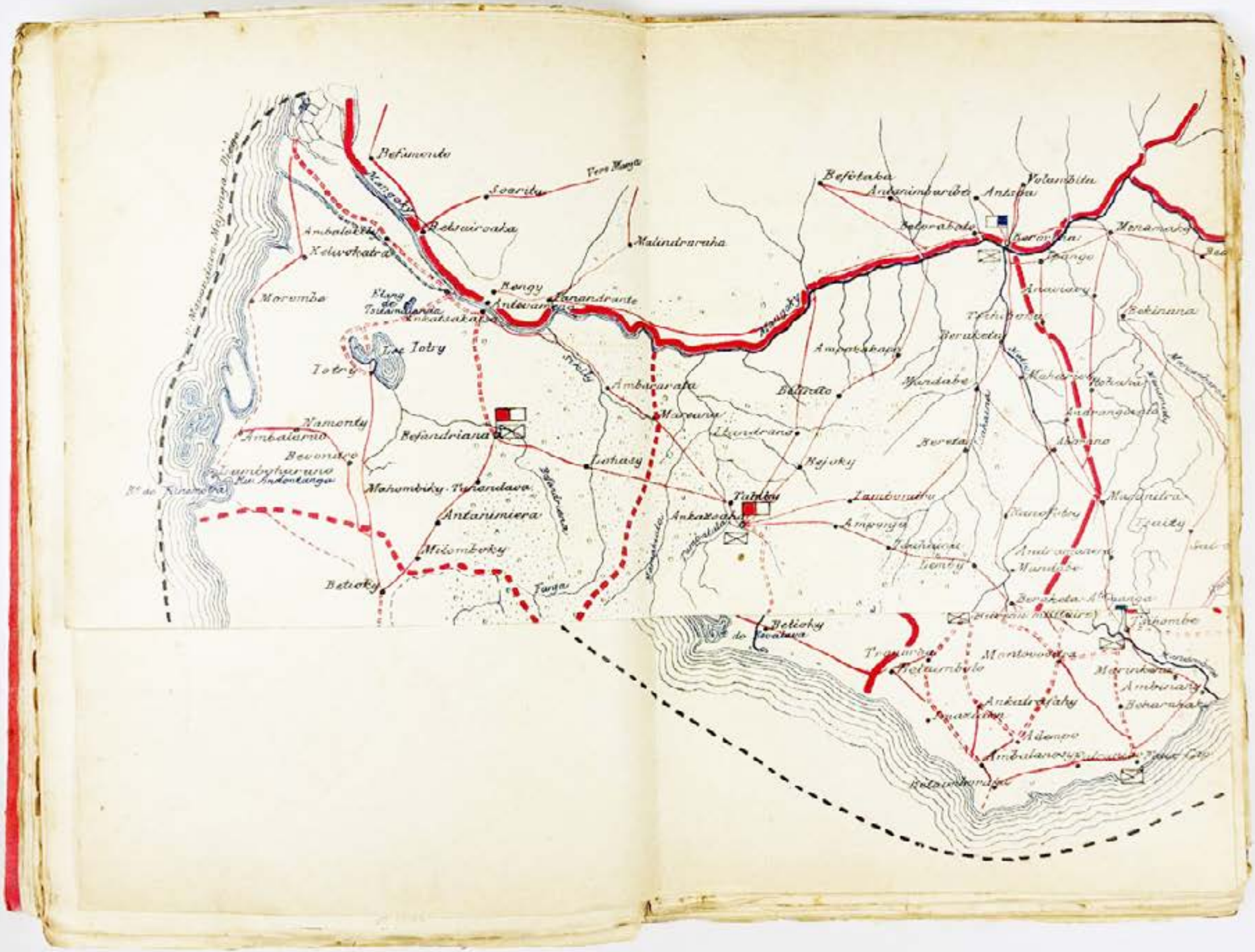
2.600 EUR

This seemingly unique work is an atlas factice of all the regions of Madagascar assembled on the island, featuring locally published maps. Created in 1912-14, on the eve of World War I, it seems to have been custom made for use by a civil administrator or army officer who had reason to travel throughout Madagascar.

The atlas contains 25 colour photo-lithographed maps (of various sizes, many folding) and 1 'Legend' sheet, plus, a loosely inserted monochrome city plan of the colonial capital, Tananarive (Antananarivo). The maps are pasted down over leaves of blank printed administrative forms and bound in a book with the simple pastedown cover title of 'Madagascar'. The 25 colour photolithographed maps were all printed in Tananarive by the press of the colonial military mapping establishment, the *Service géographique de l'Etat Major du groupe de l'Afrique Orientale*.

The colour photo-lithographed maps are of two types. First, 19 of the maps (being # 1-16 and 18-20, below), which are of a relatively small format, are administrative maps of specific jurisdictions (either




Befamondo
Soaridy
Vere Manga
Ambalovaky
Xeluvokatra
Malandrarahe
Morombe
Rongy
Antevangona
Fanandrante
Fleuve de Tolandrante
Ankatsakaha
Tobry
Lac Tobry
Namonty
Ambalamo
Bevondre
Mahombiky
Typandava
Befandriana
Ambararata
Maroary
Lahasy
Antarimiera
Miromboky
Betioky
Tanga
Ankazoabo
Rajoky
Tsimanampetsotsa
Befotaka
Andrarimbarike
Antsiba
Volambidu
Beforakato
Morarano
Tsango
Bekinana
Berakota
Ampohabaky
Belitako
Mandabe
Mahasoa
Bevata
Ambano
Mandrara
Tsaidy
Lamboratsy
Amporoky
Tsimanombo
Mandabe
Tsihombe
Montmorency
Ambolanoro
Ankazoabo
Ankazoabo
Ambolanoro



'provinces' or 'cercles'), and seem to be the same as those printed within an edition of the official almanac of Madagascar, the Guide-Annuaire de Madagascar et Dépendances (published in Tananarive by the Imprimerie officielle from 1902 to 1913). While they bear no imprint, they were published by the Service géographique de l'Etat Major, as that press was known to produce such maps for the Imprimerie officielle. This suite of maps shows the provinces to be divided into districts, while delineating roads fit for carriages and mules, as well as trails. All towns and villages of any note are marked, while all rivers are delineated and forested areas are shaded in green.

Second, six of the maps (being # 17, 21-25 + the 'Legend' (#26), which bears the date of 'Novembre 1911'), which are of a large format, are regional maps each covering several provinces. They are quite sophisticated transport, communications and administrative maps, that would be extremely useful for a civil servant or military office making a renaissance of the island. The Legend identifies the symbols to denote all kinds of jurisdictional boundaries and the locations of government offices of various levels of importance; all roads and trails of various qualities, as well as the lines or railways, both in operation and under construction/proposed; the locations of telegraph, post offices and telegraph lines; shipping routes, lighthouses, and seaports; and the locations of mining offices, veterinary stations, public works bureaus, and court houses, as well as forests. These maps are the same as those included only within the 1912 and 1913 editions of the *Guide-Annuaire de Madagascar et Dépendances.*

It is worth noting that all editions of the *Guide-Annuaire de Madagascar et Dépendances* are extremely rare and almost never appear on the market, such that sourcing the maps in the present atlas would otherwise be close to impossible.

The looseleaf monochrome map of the colonial capital, the Plan de Tananarive (circa 1905), although lacking an imprint, was almost certainly published in Antananarivo, likely by the Service géographique de l'Etat Major. It is based upon the groundbreaking survey of the city conducted around 1900 by Captain Charles Müller. It shows all major roads, outlines large edifices and shades the urbanized area, as well as depicting the topography of the suburbs, while a key identifies 20 major sites. All maps of the Tananarive from the early French colonial period are quite scarce, and while of a small scale, this is a high-quality plan.

The present atlas was made during an especially tense time in Madagascar history.

During the Second Franco-Hova War, or the Second Madagascar Expedition (December 1894 – September 1895), a large French military force conquered Madagascar and deposed its ruler, Queen Ranavalona III. On February 28, 1897, France formally made Madagascar and several nearby islands into the 'Colonie de Madagascar et dépendances'.

While France assumed functional control over all Madagascar, in many quarters the colonial regime was very unpopular. Secret nationalist societies were formed that aimed to one day overthrow French rule. Of note, was the clandestine group Vy Vato Sakelika which was formed in 1913 by Hova Merina elites (the former ruling class of the island) whose activities the French found to be most unsettling.

Moreover, the outbreak of World War I (1914-8), whilguidee never directly affecting Madagascar caused great change on the island. The small French military establish in Madagascar (which in 1914 numbered only 8,652 troops) was on guard for any offensive actions that might be launched by the Germans from their relatively nearby colony of Deutsch-Ostafrika (Tanganyika). More consequentially, France drafted 45,863 Malagasy people to serve in the French army, mostly as part of the famous Tirailleurs malgaches, to fight in European theatres.

The original owner of the present atlas was likely engaged in reconnoitring remote parts of the island for vital military or intelligence reasons.



PROVINCE de DIEGO-SUAREZ

Echelle: 150/000

Légende

- Limite de la Province
- Limite de secteur, et district
- Route carrossable
- Chemin muletier
- Sentier

CONTENTS OF THE ATLAS:

*All maps printed in Tananarive (Antananarivo) by the Service géographique de l'Etat Major du groupe de l'Afrique Orientale. Of the small format maps (# 1-16 and 18-20), they range in size from approximately from 21 x 15 cm and 32.5 x 22.5 cm.

1. *Province de Diego-Suarez* (single page).

2. *Carte de la Province de Vohemar* (single page).

3. *Province de Maroantsetra* (single page).

4. *Province de Mandritsara* (double page, folding).

5. *Province de S.te Marie* (double page, folding). This map depicts the island of Ste. Marie, which was the pirate capital of the world during the early 18th century.

6. *Province de L'Angavo-Mangoro* (double page, folding).

7. *Province des Betsimisaraka du Centre* (double page, folding).

8. *Province de Betanimena* (single page).

9. *Province des Betsimisaraka du Sud* (double page, folding).

10. *Province de Mananjary* (single page).

11. *Province de Farafangana* (larger, folding).

12. *Cercle de Fort-Dauphin* (larger, folding). Fort-Dauphin was the site of the first French settlement in Madagascar, which lasted from 1643 to 1674.

13. Cercle des Mahafalys (single page).

14. *Province de Tulear* (double page, folding).

15. *Cercle de Morondava* (single page).

16. *Cercle de Maintierano* (single page).

17. *Provinces de Majunga et Mevatanana / Echelle : 1/1.000.000.*, bearing 'Service géographique de l'Etat-Major' imprint, folding, 42 x 49.5 cm.

18. *Province des Majunga* (double page, folding).

19. *Cercle d'Analalava* (double page, folding).

20. *Province de Nossi-Be* (folding).

21. *Region Nord / Provinces de Diégo Saurez / d'Analalava / de Nossi-Be / Vohémar / Maroantsetra / Echelle : 1/1.000.000e.*, bearing 'Service géographique de l'Etat-Major' imprint, folding, 55.5 x 40.5 cm.

22. *Region de Betsimisaraka / Provinces de Tamatave, Andevorante, Vatomandry, Mananjary / Echelle : 1/1.000.000.*, bearing 'Service géographique de l'Etat-Major' imprint, folding, irregular size, max. 67 x 29.5 cm.

23. *Region Sud / Provinces de Betroka / Farafangana / Tuléar / Fort-Dauphin / Echelle du 1/1.000.000.*, bearing 'Service géographique de l'Etat-Major' imprint, folding, 51.5 x 58 cm.

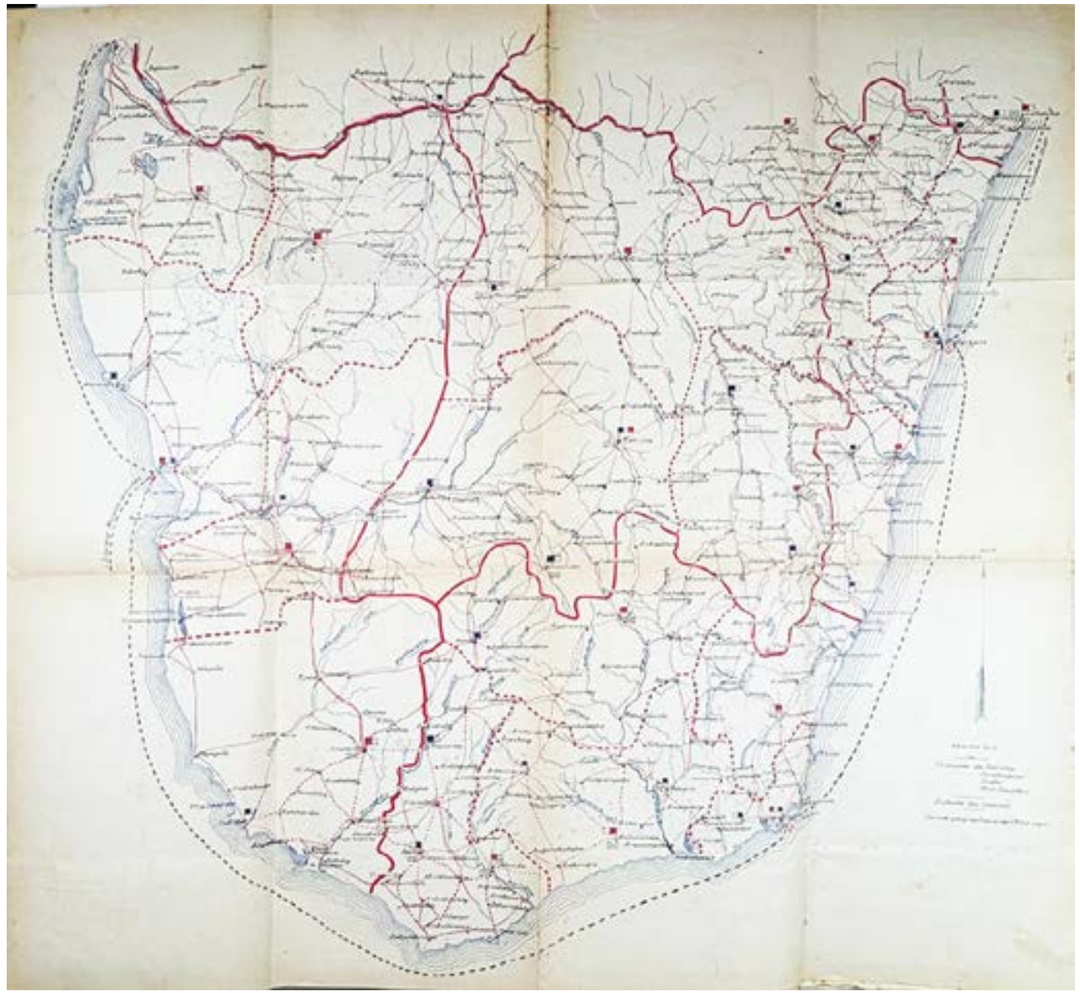
24. *Cecle de Morondava / Echelle : 1/1.000.000.*, bearing 'Service géographique de l'Etat-Major' imprint, folding, 51.5 x 58 cm.

25. *Region de l'Imerina / Provinces de Tananarive / l'Itasy / du Vakinankaratra / Ambositra / Fianarantsoa / District aut.me d'Ankazobe / Echelle du 1/1.000.000e.*, bearing 'Service géographique de l'Etat-Major' imprint, folding, 53.5 x 37 cm.

26. *Légende.* [Legend to Maps # 17, 21, 22, 23, 24, 25 above], bearing 'Service géographique de l'Etat-Major' imprint with the date 'Novembre 1911', folding, 53.5 x 37 cm.

27. Inserted Looseleaf: *Plan de Tananarive.* (30.5 x 24.5 cm).

References: N/A – Seemingly unique and unrecorded.



10.

Manoel da CONCEIÇAO (b. 1706 – 1760s).
Relaçam do monstruoso peixe, que nas prayas do Tejo appareceo em 16 de Mayo deste presente anno de 1748.
Lisbon: Manoel da Conceiçaõ, 1748.

8° (19.5 x 14.5 cm): 8 pp., featuring a woodcut illustration of the "monstrous fish" to the final page, bound in modern card with attractive stencilled green fleur-de-lis and lion motifs, pastedown ex libris label of 'Francisco Mendoza Diaz-Maroto' to inside front cover (Very Good, remarkably clean, slight creasing to first leaf, slight horizonal fold to all leaves, leaves trimmed close on lower margin removing the tip of the lower fin of the fish illustrated on the final leaf, binding pristine).

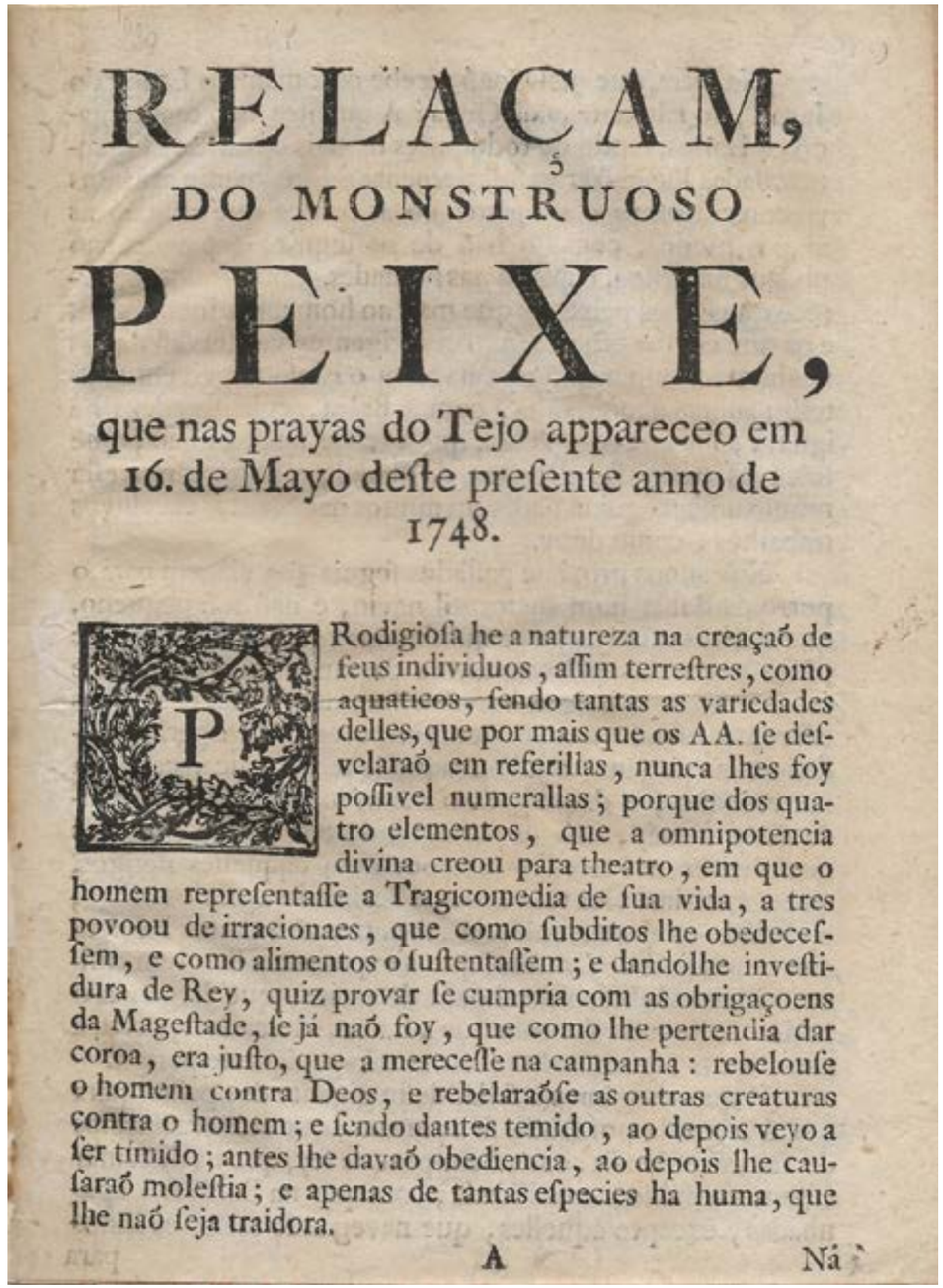
An extremely rare ephemeral work published by the prominent Lisbon bookseller Manuel da Conceiçao to take advantage of the bizarre 'monster mania' that gripped the Portuguese public in the mid-18th century, and which recounts real life 'fish tales', with a special focus upon the story of Antonio dos Santos, nicknamed "Saloyo", who one morning found a "monstrous fish" caught in his one of his weirs in Cascais Bay, near Lisbon, which modern scholars have identified as a basking shark, an enormous and fearsome-looking, yet harmless, creature, but of the likes that was totally unfamiliar to Lisboetas; the engaging work is illustrated with a woodcut of the Saloyo's "monstruoso peixe".

1.800 EUR

Humanity has been fascinated with the notion of 'monsters', both apocryphal and real, since Ancient times, although the nature and level of this enthusiasm has varied over the ages.

Curiously, in Portugal, from the 1720s to 1750s, there was a bizarre and intense public fascination with exotic beasts. The reasons behind this are complex but certainly have to do with the fact that the country had for centuries been one of the main nexuses of European interaction with overseas lands, such as India, Africa and Brazil, all regions that were home to animals far grander and more extraordinary that those native to Europe. It was also connected to Portuguese society's deep Roman Catholic faith, that often sought to find omens and gain moral lessons from natural phenomena.

While the origin of 'monster mania' in Lisbon is not precisely known, it commenced in 1720s, when printers began to publish the first of several cheap, illustrated pamphlets, that described the sightings of exotic beasts in foreign lands, ranging from Paraguay to Anatolia, as well as surprising encounters closer to home. These works were an intriguing mixture of


RELAÇAM,
DO MONSTRUOSO
PEIXE,
que nas prayas do Tejo appareceo em
16. de Mayo deſte preſente anno de
1748.

PRodigioſa he a natureza na creaçaõ de ſeus individuos, aſſim terreſtres, como aquaticos, ſendo tantas as variedades delles, que por mais que os AA. ſe deſvelaraõ em referillas, nunca lhes foy poſſivel numerallas; porque dos quatro elementos, que a omnipotencia divina creou para theatro, em que o homem repreſentaſſe a Tragicomedia de ſua vida, a tres povoou de irracionaes, que como ſubditos lhe obedeceſſem, e como alimentos o ſuſtentaſſem; e dandolhe inveſtidura de Rey, quiz provar ſe cumpria com as obrigaçoens da Mageſtade, ſe já naõ foy, que como lhe pertendia dar coroa, era juſto, que a mereceſſe na campanha: rebelouſe o homem contra Deos, e rebelaraõſe as outras creaturas contra o homem; e ſendo dantes temido, ao depois veyo a ſer timido; antes lhe davaõ obediencia, ao depois lhe cauſaraõ moleſtia; e apenas de tantas eſpecies ha huma, que lhe naõ ſeja traidora.

A Ná

fact (often including engaging yet essentially faithful accounts from eyewitnesses) and fiction (describing fantastical non-existent monsters and their totally fabricated appearances in faraway realms).

Interestingly, Portuguese 'monster mania' occurred in the period just before the Great Lisbon Earthquake of 1755, whereupon, in retrospect, some considered the appearances of horrific beasts in Portugal to have been portents of that epic disaster.

A sub-set of Portuguese 'monster mania' was a fixation upon the appearance of 'peixes monstruosos' in, or near the mouth of, the Tagus Estuary, the great bay that comprised the greater harbour of Lisbon. While whales and large sharks could commonly be encountered in the open Atlantic off Iberia, it was very rare for such creatures to closely approach or enter the Tagus. There whales could become beached, while sharks would be caught by fishermen who were otherwise used to catching sardines. This brought local people face-to-face with these 'monsters', an experience which seems to have caused universal shock and fascination, with the press spreading the news far and wide.

'Monstrous fish-mania' in Lisbon seems to have kicked-off in January 1723 with the occurrence of what seems to have been the beaching of a fin whale in the Tagus Estuary, an event melodramatically reported in the Gazeta de Lisboa by Portugal's grand master of popular journalism, José Freire de Monterroio Mascarenhas. Mascarenhas's account was so entertaining that it was soon republished as far away as Germany.

Perhaps Lisbon's Greatest 'Fish Tale': The Present Work in Focus

This extremely rare ephemeral work is a stellar example of the genre of small pamphlets that were produced for popular consumption and were sold at bookshops and newsstands in Lisbon during the mid-18th century. These quickly produced works, which were sometimes illustrated by woodcuts, concerned exiting news events from around the world or involved sensational topics such as natural phenomena, including those from the realm of 'monster mania'.

The present work concerns real life 'fish tales', including encounters with 'peixe monstruoso', complied and published by Manuel da Conceiçao (b. 1706 – 1760s), a prominent Lisbon "livreiro" (bookseller), who occasionally published his own books and pamphlets. His imprints are today especially uncommon, as his entire stock perished when his warehouse was burnt down during the 1755 Great Lisbon Earthquake.

Here Conceiçao, often evoking biblical parables, starts by telling several engaging anecdotes about recent human encounters with whales and sharks, before telling the story related to him by a local fisherman, Antonio dos Santos, nicknamed "Saloyo", who one morning found a "monstruoso peixe" caught in his weir in Cascais Bay, near the mouth of the Tagus, which is illustrated on the last page with a woodcut. He tells how Saloyo captured the fish and took it back to his home port of Barreiro (located just accords the Tagus from Lisbon), where he dissected it and analyzed its bizarre anatomy.

Cristina Brito and Lese Costa, in their analysis of Conceiçao's work, presume that Saloyo likely encountered a basking shark (Cetorhinus maximus), a colossal (it can grow up to be 12 meters (40 feet) long!) and very scary looking fish, that it nevertheless totally harmless to humans (it has diminutive teeth and mainly eats plankton). Indeed, while basking sharks could occasionally be seen breaching in the deep waters off Portugal, they very rarely ventured into inshore waters like Cascais Bay or the Tagus Estuary and thus would have been greeted with great surprise by almost all people in the Lisbon area.

Exploring the work directly, Conceiçao remarks that "Nature is prodigious in the creation of its individuals, both terrestrial, and aquatic", and evoking Exodus, he says that just as "man rebelled against God, and the other creatures rebelled against man". He continues that "On Earth, what evils does man not

receive from the Lion, Boar, Elephant and Jaguar? ...How many snares have Serpents set for him?". However, of all the creatures, "…it seems to me that fish are the most disobedient to man, and of all the species, the greatest giants…".

Commencing his 'fish tales', Conceiçao tells how whales have recently posed a danger to shipping and relates a dramatic report of how a voyage to from Portugal to Bahia, Brazil was imperilled by an encounter with the world's largest creature. He then goes on to describe
how whaling from a small boat was always a dangerous contest.

It is remarked that the whale's liver can produce 26 tons of oil and "its mouth is so large it can collect a thousand fish at a time" yet "its throat is so narrow that it can only swallow one at a time" due to "the curse the Lord God cast on it when the prophet Jonah was swallowed by one".

Conceiçao then brings up the shark, perhaps the most fearsome of all non-fictitious 'sea monsters', as to the shark "human flesh seems to boil with a sumptuous meal".

He then tells the harrowing story of a "servant man" who went for swim from a ship on the open seas during a moment of "calm and tranquillity". Suddenly, the man's mates saw that a "large fish was stinging him". This is followed by a gripping account the man's narrow escape, and the crew's desperate, but successful efforts to rescue the man and to catch the shark on giant hook. So horrified were the crew by the sight of the dead shark once it was brought on deck, they immediately threw it back to sea "to be fed to other animals".

Turning to the main event, Conceiçao recalls that in "In the Bay of Cascais, five leagues from this Court [Lisbon], another fish was found in the nets of some fisherman, if not such a size as those I have described, at least as worthy of admiration…"

Here is a "report of the fish, which on the 16th of May appeared in the beaches of this City, and re-



remained on the riverbank for three hours, from where it was taken by Antonio dos Santos [Saloyo] and his company to the said place of Barreiro". This "marine monster" was found entangled in one of Saloyo's weirs, where it had ventured while trying to catch small fish, and upon entering the weir, it "turned and struggled, getting caught in the gear". It was "a misshapen fish, so extraordinary" that none of seasoned fishermen in Saloyo's company knew what it was. It was of a massive size, with a massive mouth, yet it had tiny eyes that resembled walnuts, and was 32 palms long, with 5 gills on each side.

It continues that in Barreiro, the fish "was opened and observed that it had no guts, but the livers were such that they could four of the bowls in which the women of the river use to hold fish", while a series of giant joints "governed this monstrous body".

At the end of the text is it noted that Saloyos's story was given firsthand to "Manoel da Conceiçaõ, Livreiro, resident on... rua direita do Loreto, who now offers it the the public".

A highlight of the work is the wonderful woodcut of the "peixe monstruoso" that adorns the last page, of which Conceiçaõ remarks "So that I can make known to those who have not yet seen the greatness of this sea monster, I will do what a celebrated painter did in another similar occasion, wanting to expose to the eyes of all in a small painting the admirable corpulence of a giant".

Provenance

The present example of the work belonged to Professor Francisco Mendoza Díaz-Maroto, an esteemed authority on Iberian book history, and the author of a great work on ephemeral Spanish printing, Panorama de la literatura de cordel española (2001).

A Note on Rarity

The present work is extremely rare, like all mid-18th century Portuguese ephemeral works. We can trace examples in 8 institutions, being the Biblioteca Nacional de Portugal (2 examples); Universidade de Coimbra; Biblioteca da Academia das Ciências de Lisboa; Biblioteca Municipal de Elvas; Bayerishe Staatsbibliothek; British Library; Princeton University Library; and Harvard University Library. We are not aware of any sales records for any other examples of the work from the last 30 years.

Curiously, the Biblioteca Nacional de Portugal (shelfmark: COD. 8076) holds a contemporary manuscript version, which may have been the basis for the printing of the present work.

References: Biblioteca Nacional de Portugal (2 examples): L. 4831//17 V. and F. 2310//17; Biblioteca da Academia das Ciências de Lisboa: BACL 11 462 75; Biblioteca Municipal de Elvas: PH7575A; Bayerishe Staatsbibliothek: Res/Slg.Faust 32; British Library: 9004.gg.33.(3.); Princeton University Library: 8890.263; Harvard University Library: Houghton Library GEN *74-828; OCLC: 33932698; Cristina BRITO and Lese COSTA, Baleias em circulação: uso de imagens na produção e transferência de conhecimentos de história natural marinha em Portugal do século XVIII', Arquivos de Zoologia, vol. 47, no. 2 (December 2016), pp. 33-42; Joana Gaspar DE FREITAS, 'O litoral português, percepções e transformações na época contemporânea: de espaço natural a território humanizado', Revista de Gestão Costeira Integrada, vol. 7, no. 2 (2007), pp.105-115, esp. p. 109; Ingrid FAUST, Zoologische Einblattdrucke und Flugschriften vor 1800 (1998), p. 378; Manuel J. GANDRA, Loryel ROCHA and Jussara Rocha FERREIRA, 'Museu e Memória: Corpos Teratológicos na Literatura Luso-Brasileira', Plataforma 27, Universidade de Brasília (2015), pp. 7-17; INOCÊNCIO, Dicionário bibliográfico portuguez, vol. 5 (1860), p. 400.



11.

مصطفى شورى [Mustafa Shura / Shora].

هذا الجدول يبين اسامي المواقف الخط الحجازي ووجود ماء طيب وغير طيب وعدم وجود ماء وارتفاعهم عن سطح البحر

حجاز تيموريولى مواقف اسماريله مسافه ارينى و سطح بحردن اعتباراً ارتفاعلرينى كوسترر جدوليدر

[This table lists the names of the Hejaz Railway stops, indicating the availability of good and bad water, as well as the absence of water and their elevation above sea level.]

Damascus: مطبعة الفيحاء [Alfayhaa Press] [circa 1908-1914].

Broadside: 37 x 23,5 cm (14.5 x 9.28 inches), original blind stamp (little age-toned, light staining and tiny tears, but overall good).

An ephemeral broadside, printed in Damascus in Arabic and Ottoman languages, marks the stations along the Hejaz Railway between Damascus and Medina, as well as the availability of water for washing and drinking.

2.400 EUR

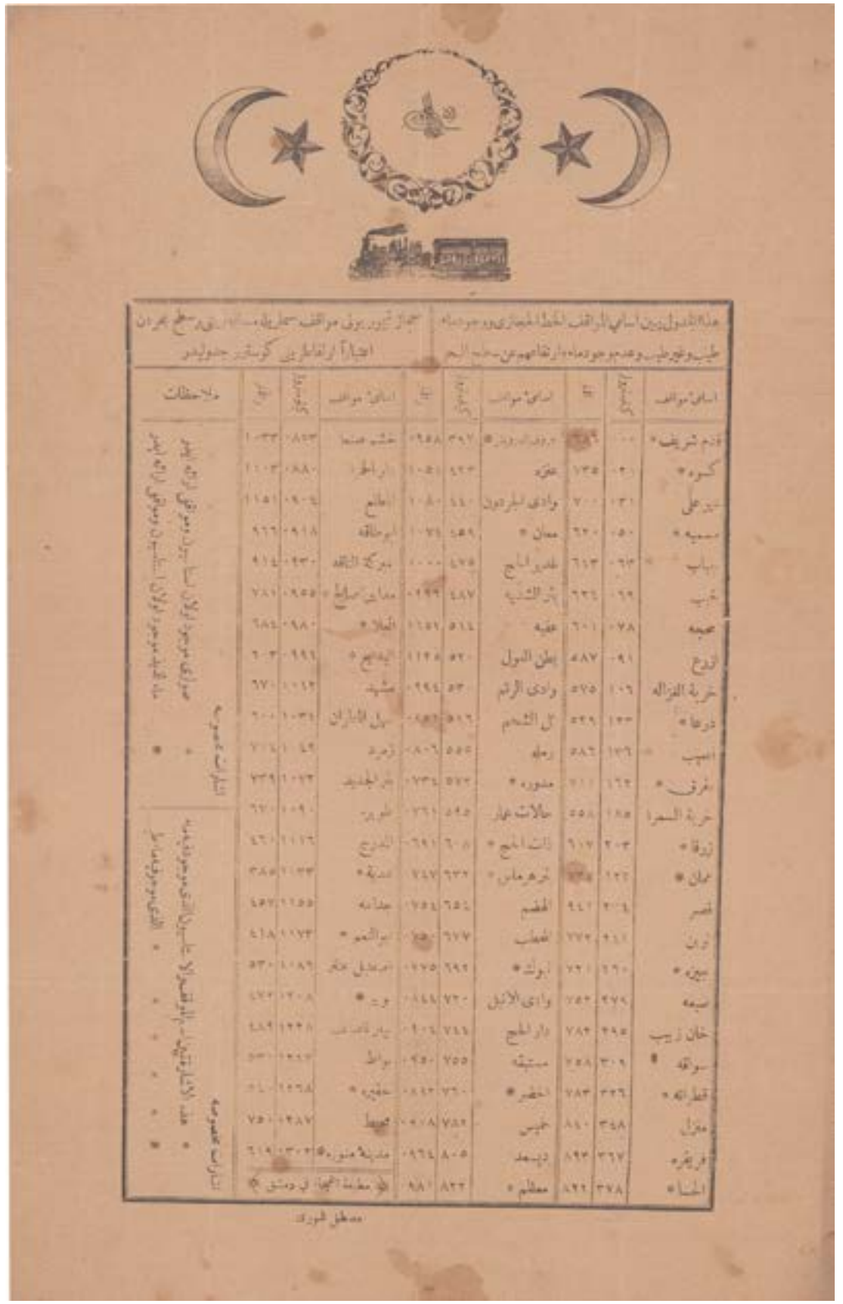
This notable ephemeral print in Ottoman and Arabic languages, likely given to pilgrims on the Hejaz railway, illustrates the locations of water sources along the desert route.

Marked are 74 stations, crossings and stops along the 1,302 km route from al-Qadam al-Sharif (lit. “the Noble Foot”), located south of Damascus, to Medina. This railway line was completed in 1908. The first set of numbers next to each station indicates the distance in kilometers, starting at 000 for the first station, while the second set of numbers represents the elevation of each stop.

Stations marked with a six-pointed star indicate the presence of water, while those marked with a sun-like symbol signify that the water quality is good and can be considered drinkable. If a station has no symbol, it means that water is not available there. The water supply along the Hejaz railway was a significant challenge. Stretching 1,302 kilometers through a scorching desert, the railway faced limited water availability for the drinking and washing needs of passengers, as well as for the employees, transported animals, and the trains themselves. The high temperatures not only caused rapid evaporation of exposed water supplies but also led to contamination of the closed ones.

Several water systems were installed along the railway, each offering varying qualities of water. The railway roughly follows the path of an ancient pilgrimage route, and to support its operations, several old stone reservoirs known as “birkas” were utilized, some of which date back to Roman times. In addition to repairing several old wells, new water towers were constructed.

Special wind-driven water pumps, similar to windmills, were also installed, as they the warm and arid



هذا الجدول يبين اسامي المواقف الخط الحجازى ووجود ماء طيب وغير طيب وعدم وجود ماء وارتفاعهم عن سطح البحر

اسامئ مواقف	كيلو مترات	امتار	اسامئ مواقف	كيلو مترات	
قادم شريف *	٠٠٠	٦٨٦	ا جروف الدرويش *	٣٩٧	٨
كسوه *	٠٢١	٧٣٥	عنزه	٤٢٣	١
دير على	٠٣١	٧٠٠	وادى الجردون	٤٤٠	٠
مسميه *	٠٥٠	٦٢٠	معان *	٤٥٩	٤
جباب	٠٦٣	٦٤٣	غدير الحج	٤٧٥	٠
خرب	٠٦٩	٦٢٤	بئر الشاديه	٤٨٧	٦
محجه	٠٧٨	٦٠١	عقبه	٥١٤	٢
ازرع	٠٩١	٥٨٧	بطن الغول	٥٢٠	٥



climate of the desert. One of these pumps still exists at the Al Ula station, noted on the current broadside as a water source, though it is not clean. This powerful pump is capable of filling three wells.(For images, see: James Nicholson, The Hejaz Railway: Technical Difficulties | Hejaz Railway).

Our broadside highlights that out of 74 stations, water was available at only 26 stops. Of these, only five provided high-quality, reliably drinkable water: Amman, Jurf ed Darawish, Al-Ukhaydir, Al-Bweir, and Medina. The chart demonstrates that in many cases, excessively long distances had to be covered in extreme heat without access to any water.

In 1908 amateur archaeologist, map-maker and a British officer Francis Richard Maunsell (1861–1936) described a problem with water supply on the Hejaz Railway
“The old pilgrim route is followed very closely throughout, and at the stations the stone cisterns and reservoirs to provide a supply of water to the pilgrims are noticed. Water becomes very scarce; in a few places wells have been dug, and water is raised by wind-pumps. For some reason, boring for artesian wells does not seem to have been tried. One attempt was made in rocky ground, and when the drills broke no further attempts were made… At Tebuk, 430 miles from Damascus, is the first oasis of any size, and here a depot has been formed, at which the railway can recoup itself before another long stretch of nearly waterless desert is entered and the next depot at El Ula reached.”

(Maunsell, F. R. “The Hejaz Railway.” The Geographical Journal, vol. 32, no. 6, 1908, pp. 572, 579. JSTOR, https://doi.org/10.2307/1777519. Accessed 26 Oct. 2025).

SERBIA
SERBIAN–TURKISH WARS OF 1876 – 1878
INDEPENDENCE OF SERBIA

12.

MATBAA-I ASKERIYE [OTTOMAN MILITARY PRESS].
صربیه خریطه سی صرب لسانی اوزره بلغارددە طبع اولنان خریطه لیسان ترکیه نقل وترجمه اولنه رق طبع اولنمشدر
[Istanbul: Matbaa-i Askeriye (Ottoman Military Press)], 1289 [1873]. [Manuscript additions 1878 or after].

Lithograph with original outline hand watercolour, dissected onto 16 sections, mounted upon original linen (little age-toned with small scratches and pin-holes in margins), 80 x 97,5 cm (31.9 x 38.4 inches).

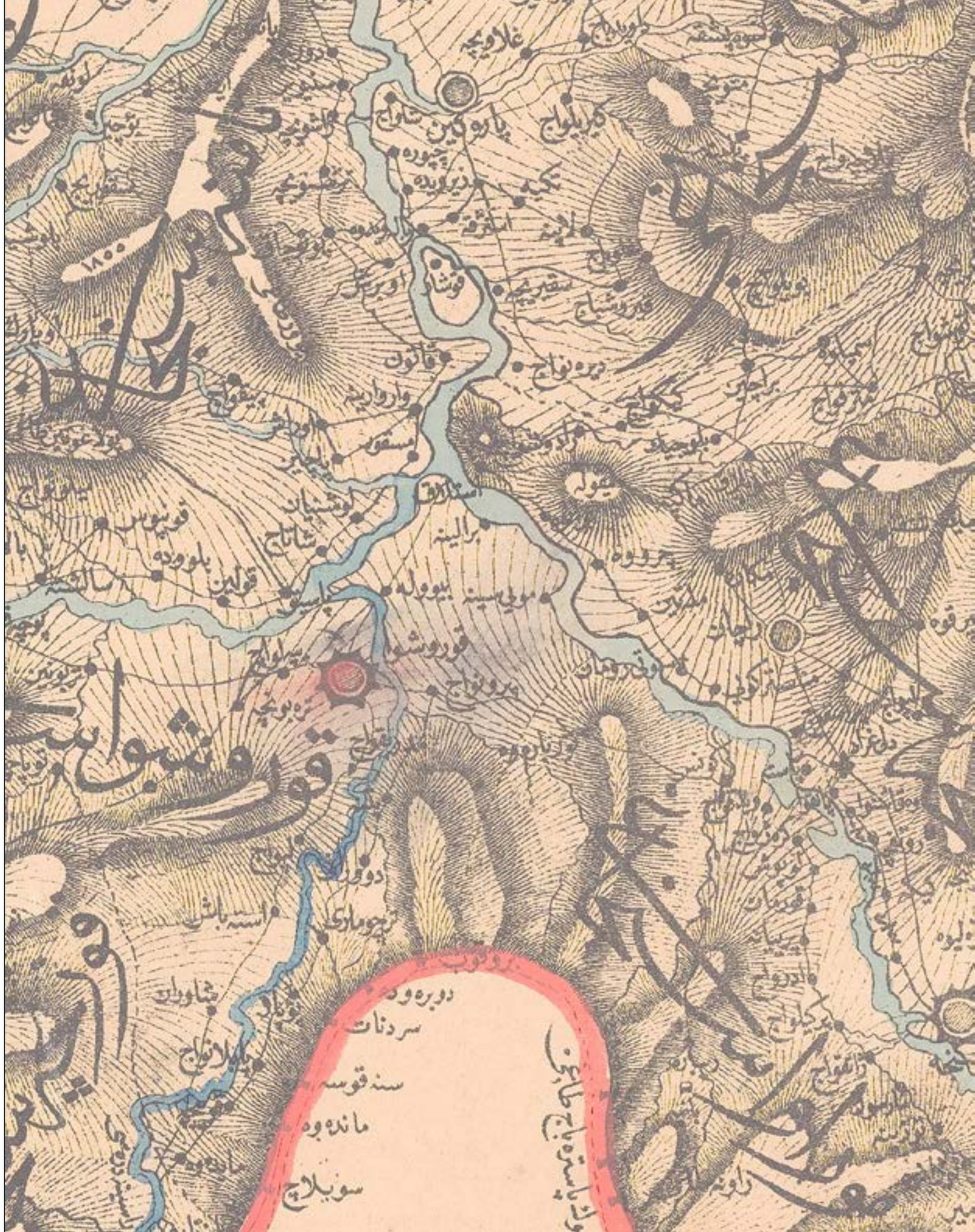
A seemingly unrecorded large format, separately issued map of the Principality of Serbia, made for field use by the Ottoman Army on the eve of the Serbian–Turkish Wars of 1876-8, during which Serbia attained its full independence from the Sublime Porte (but only after an intense struggle); predicated upon the best foreign sources, the map showcases a highly sophisticated knowledge of the details necessary for guiding military movement, including to topography, transportation routes, the locations of forts and army outposts, as well as many other sites throughout Serbia, almost certainly published in Istanbul by the Matbaa-i Askeriye (Ottoman Military Press).

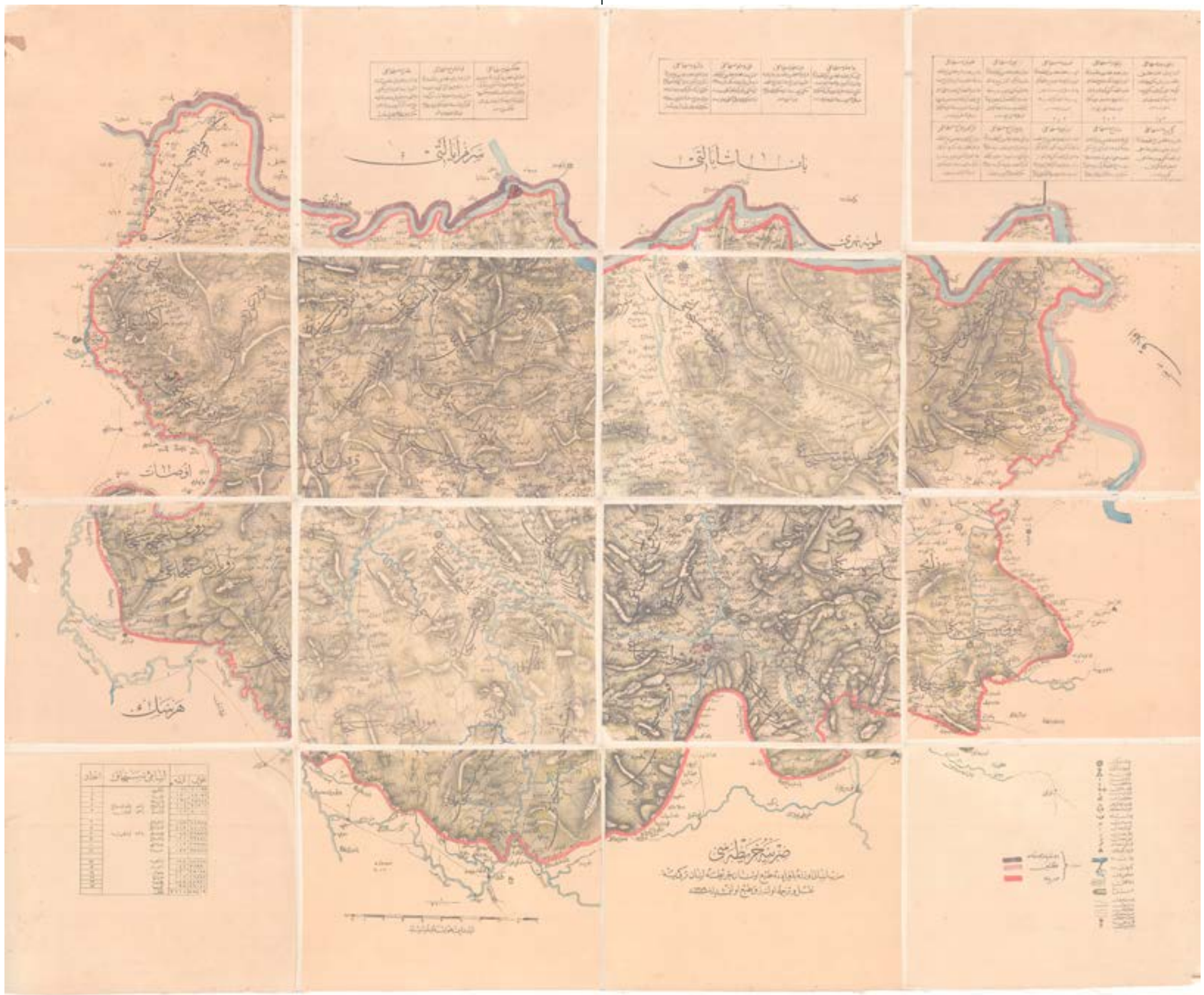
The manuscript additions showcase the new Serbian borders after 1878.

3.200 EUR

The Principality of Serbia, as depicted upon the present map was, from the 1830s until 1878, an autonomous tributary state of the Ottoman Empire. The precursor to modern Serbia, it notably controlled only the territory that makes up the midriff, or central-third, of today's state. Buoyed by the rise of the national 'Awakenings' that were then sweeping the Balkans, as well as promises of Russian support, during the Serbian–Turkish Wars of 1876 – 1878 the country liberated itself from centuries of Ottoman rule.

The present map is by far and away the most detailed 19th century Ottoman printed map of Serbia. It was issued by the Matbaa-i Askeriye (Ottoman Military Press) on the eve of the war to serve as a strategic aid to the Sultan's troops. Predicated upon the best foreign sources, it depicts the entire territory of the Principality of Serbia, outlined in green, showing its northern borders to run along the Sava and Danube rivers, with its capital, Belgrade located at the confluence of the two rivers, along the border with 'Austria Hungary' (today the Vojvodina region of Serbia), which is outlined in yellow watercolour. From there, the country reaches south in a roughly semi-circular shape, with its boundaries with Romania, outlined in purple, while the adjacent Ottoman lands are coloured in pink; the Vilayet of Bosna (Bosnia), is labelled to the west, while the Vilayet of Tuna





(Danube), today in northern Bulgaria, is noted to the south-east.

The highly detailed map shows all variables useful for guiding military movement. All cities, towns and villages of any note, along with all roads and rough trails are noted, with all rivers delineated, while the many mountain ranges are expressed by hachures. The legend in the lower left identifies the symbols used throughout to identify the outlines of the numerous fortified cities and towns; rural churches; forts and military outposts; historical battle sites; post offices; armouries and mines, etc. The tables in the corners provide recent statistics and details regarding Serbia's regional divisions.

While the map does not feature any imprint, or the author's name, it was almost certainly published in Istanbul by the Matbaa-i Askeriye (Ottoman Military Press), which had responsibility for printing the great majority of the maps used by the army. Indeed, given the present map's clear purpose as a strategic military aid, the Matbaa-i Askeriye would be one of the only parties both interested and capable of making such a map at the time.

The present map is seemingly unrecorded. Having searched all relevant literature and databases, we cannot trace any references, let alone the locations of any other examples.

Manuscript Additions to the Map

The current map features contemporary manuscript additions that indicate the new borders (حدود) established after the end of the war in 1878. In the lower right-hand corner, adjacent to the printed legend, there is a small hand-drawn legend.

The dark purple line represents the border with Austro-Hungary (اوستریا و مجارستان), visible in the upper section of the map. The pink line marks the border with the Danubian Principalities, which include Wallachia and Moldavia, referred to as "The Two Principalities" or Memleketeyn (مملکتین). The red lines delineate the borders of the newly independent Serbia (صربیه).

The Serbian–Turkish Wars of 1876 - 1878: Serbia is Finally Liberated from the Sublime Porte

The Serbs are a Slavic Orthodox Christian people who during the Middle Ages controlled a large independent state in the Western Balkans. However, like most of their neighbours, their country fell to the Ottomans, who surged out of Anatolia, conquering Serbia in stages from 1389 to 1521.

The nature of Ottoman rule varied over the centuries and is still a matter of controversy amongst historians. While the Ottomans certainly made the Serbs second class citizens in their own country, they still allowed them to retain their culture and religion, while the economy, especially in Belgrade, flourished. The Serbs understandably always longed to overthrow the Ottomans, but for centuries the Sultan's armies were far too powerful, and any inkling of rebelliousness was brutally crushed. While the Serbs briefly gained their local autonomy, from 1718 to 1739, when the Austrian Habsburgs conquered central Serbia, the Ottomans soon returned with a vengeance.

In the early 19th century, the Serbs finally got the opportunity they desired. The Napoleonic Wars and palace intrigue in Istanbul has plunged the Sublime Porte into turmoil, and the Serbs saw their moment to strike. The Serbian Revolution (1804-17) was an on-and-off armed struggle to overthrow Ottoman rule that lasted until 1817, when both sides were exhausted and agreed to a ceasefire. Under the terms, the lands of the Ottoman Pashalik of Belgrade (comprising most of the Serbian lands on the present map) were to become autonomous, yet remaining a part of the Ottoman Empire, to be ruled on the local level by the Obrenović family, which had led the Serbian cause during the latter stages of the rebellion. While called the Principality of Serbia, the new entity's status remained ambiguous for some years, while tensions were kept in check by the fact the neither side wanted to resume hostilities.

Finally, Sultan Abdulmejid I signed the Hatt-i-Sharif of 1830, in which he formally recognized the Principality of Serbia as an autonomous state within the Ottoman Empire, ruled by the Obrenović clan as its hereditary princes. In 1833, Serbia's borders were extended to the limits reflected upon the present map.

While the Serbs had control of their day-to-day affairs, they still had to host Ottoman troops on their soil and pay an annual tribute to the Sultan. Over the coming decades, Serbia, like many other Balkan countries under Ottoman rule (Montenegro, Bulgaria, Romania), experienced a 'National Awakening', which saw renewed cultural awareness and a drive towards self-determination. Serbia's separatist ambitions were actively encouraged and supported by their 'big brother' country Russia, the Sublime Porte's longtime arch-nemesis, which only added fuel to the fire. Serbia proceeded to make several moves to gain more control over its affairs, while receiving pushback from the Ottomans. A key event occurred in 1867, when the Ottomans agreed to leave their last permanent military post in Serbia, at the Belgrade Citadel.

In the mid-1870s, in what became known as the 'Great Eastern Crisis', the Sublime Porte descend into turmoil, that was to result in the bankruptcy of its treasury, the overthrow and murder of a sultan, and a brief experiment with democracy. The Ottoman high command was thus constantly distracted and slow to respond to events.

Ethnic Serbs in Bosna and Hercegovina mounted the Herzegovina Uprising (1875-7), which inspired the Principality of Serbia to openly rebel against Ottoman suzerainty, in what became known as the Serbian–Turkish Wars of 1876 – 1878. This conflict had two distinct stages, or wars.

During the first stage, which lasted from June 30, 1876 to February 28, 1877, the ill-equipped and underprepared Serbia army rashly challenged the Ottoman forces in the region, led by the wily General Abdul Karim, leading 40,000 well-trained troops. While the Serbs fought bravely, they were hopelessly outmatched, and once the Ottomans looked to overrun the country, the Serbs appealed to the international powers to pressure the Sublime Porte to come to the table. The Serbs were very lucky to gain the terms of status quo ante bellum at the peace talks, as the first war had been a near death experience.

However, everything in the Balkans changed upon the outbreak of the Russo-Turkish War (April 24, 1877 – March 3, 1878), during which Russia and their Balkan allies throttled the Ottomans (they would eventually come close to taking Istanbul before international pressure forced them to stand down!). The Sublime Porte was in no position to fight a multi-faceted conflict and neglected the Serbian theatre. The Serbians renewed hostilities on December 13, 1877, and with significant Russian military assistance, managed to defeat the Ottomans, driving them out of southeastern Serbia, taking Niš and Vranje.

The Berlin Conference (1878) that ended the wars in the Balkans granted the Principality of Serbia its full independence from the Ottoman Empire, with expanded boundaries, reflecting its conquests in the southeast.

In 1882, the Principality was elevated to become the Kingdom of Serbia, still ruled by the Obrenović family. Serbia preserved its independence and entered the industrial-railway era, yet experienced great political instability. Notably, in 1903, the Obrenović clan was overthrown in bloody coup, to be replaced on the throne by their ancient rivals, the Karađorđević family.

During the First Balkan War (1912-3), Serbia entered an alliance with Greece, Bulgaria and Montenegro, which succeeded in nearly driving the Ottomans from all of their European lands. In the postwar settlement, Serbia's boundaries were vastly expanded to the south, embracing all of Kosovo and Macedonia. In the wake of World War I, Serbia became the dominant component of the new Kingdom of Yugoslavia, leaving Belgrade in charge of a great state that covered much of the western Balkans.

Despite the fact that the Ottomans have not ruled any part of Serbia in over a century, the legacy of their long presence survives in elements of the culture, food, language and architecture.

A Note on Rarity

In our February 2025 catalogue, we showcased another example that is now preserved in the Library of Congress.

References: N/A – Map seemingly unrecorded.



CHINA - SECOND SINO-JAPANESE WAR
WORLD WAR II / RUN-UP TO THE 'CHINESE WINTER OFFENSIVE OF 1939-40'

13.

桜田兵団 [SAKURADA CORPS (IMPERIAL JAPANESE ARMY)].
新豊→翁源道 / 兵用地誌圖 / 桜田兵団写 [Xinfeng → Wengyuan Road / Military Topographical Map / Sakurada Corps Photography].
Northern Guangdong, China: 桜田兵団写 [Sakurada Corps Photography], May 13, Showa 14 [1939].

Oblong 12° (9 x 13.5 cm): Photolithograph in 3 colours (black, blue and red), printed on the verso of slightly glossy beige paper from re-used adminsitrative forms, 14 pp., plus title page, bound in 'orihon' (accordian) style and tied with simple black string, so forming a continuous itinerary strip map approximately 160 cm long, which commences on the left half of title page, contemporary mss. corrections to title (Very Good, remarakbly clean, only light marginal wear and subtle even toning).

A unique and amazing survivor, being a 160 cm-long itinerary strip map of the critical Xinfeng-Wengyuan corridor in northern Guangdong, crudely photolithographed in the field on a mobile press by Japanese troops of the 'Sakurada Corps' in the spring of 1939, during the Japanese attempt to take over northern Guangdong during Second Sino-Japanese War, in advance of the Chinese Winter Offensive of 1939-40, which evicted the Japanese from that region; the map was made to serve as a guide for Japanese detachments to follow the 93 km-long route between their outposts of Xinfeng and Wengyuan, which ran through rugged, forested country populated by hostile locals, a dangerous course which exposed them to Chinese ambuscade; bound in 'orihon' (accordion) style, the map gives an accurate and detailed impression of the topography of the route, predicated upon aerial photography, of what was hitherto a little know region, making it an invaluable aid for military movement; a fascinating and authentic artifact from a brutal theatre of frontier warfare in Southern China during the World War II era.

1.400 EUR

During the Second Sino-Japanese War (1937 – 1945), which dovetailed into World War II, Japan mounted a full-on invasion of China, which was governed by Chiang Kai-Shek's Nationalist regime. Japan initially made stellar progress, rolling over Chinese resistance (albeit with gratuitous brutality towards civilians), taking Beijing, Shanghai and much of the lower Yangtze valley. However, at the Battle of Wuhan (June 11 – October 27, 1938), the Japanese forces became bogged down in the incredibly costly contest to control China's greatest interior industrial centre. While the Japanese eventually prevailed, it became clear to Tokyo that the constant stream of supplies and weapons the Chinese received from the Allies posed a mortal threat to their designs in China.

Consequently, towards the end of the Battle of Wuhan, the Japanese launched the Canton Operation (October 12-29, 1938), whereby they deployed




野宿湾
24K
野宿湾
10m
30m

an army of 100,000 men, backed by ample air and naval power, to seize control of Guangzhou and practically all southern Guangdong. The Japanese called this battle theatre the Fourth Military Front. As 80% of the Nationalists' supplies from the Allies flowed through Guangdong, the Japanese aimed to blockade the Chinese, as well as to isolate the British colony of Hong Kong (which Japan would not invade until December 1941). The Canton Operation was very successful, as the Japanese steamrolled all resistance, taking virtually all southern Guangdong in only two weeks.

However, in the months after the Canton Operation, the situation became more complicated for the Japanese in Guangdong. While they maintained a high level of control over Guangzhou, the Pearl River Delta and other southern regions, they found securing territories in the northern interior of the province to be unexpectedly challenging. Throughout much of the year 1939, Japanese sent numerous expeditionary forces into the central and northern regions of the province, and while they managed to takeover some major cities and towns (ex. Yingde, Qingcheng, Conghua, etc.), establishing them as bases, their control over the surrounding countryside was tenuous at best. Thus, most of their interior bases tended to be isolated with poor supply lines and imperilled connections to Guangzhou. Indeed, the countryside was very rugged and generally little known to Japanese military mapmakers, while the local main Hakka-speaking population was hostile to the intruders. This ensured that the isolated Japanese positions were ideal targets for Chinese ambuscades. While the Japanese continued to reconnoitre, map and probe the countryside of northern Guangdong, and were initially met with only token resistance, the more astute Japanese commandrs found the situation to be eerily unsettling (their fears would soon be shown to be justified).

During the Chinese Winter Offensive of 1939-40 (November 26, 1939 – April 3, 1940), the Nationalists mounted numerous and potent stealth attacks against Japanese forces across the interior of China. The Chinese 2nd Provisional Army swept into Guangdong, mounting what was called the Wengyuan-Yingde Operation (December 14, 1939 to January 10, 1940), which was fought in the very area depicted on the present map.

The Chinese besieged the major Japanese base of Yingde, in north-central Guangdong, on January 3, 1940, and conquered the city two days later. They then fanned out to take full control of the surrounding countryside, forcing the Japanese to retreat southwards. The 2nd Provisional Corps and the 14th Division of 54th Corps then seized Qingcheng and Conghua from the Japanese, strategically valuable locations uncomfortably close (within 50 km) of Guangzhou. The Chinese also took the key city of Zhaoqing, in northwestern Guangdong.

Critically, by the early spring of 1940, the Chinese had severed all the Japanese land connections between Guangzhou and their forces to the north, in Yuan River valley. While the Japanese were able to subsequently flood southern Guangdong with troops, halting any further Nationalist advances, the Chinese Winter Offensive of 1939-40 in Guangdong was strategically successful, as it ensured that northern Guangdong was hitherto safe from significant Japanese incursions, while forcing Japan to reallocate critical forces to Guandong, so imperilling their overall war plan in China. The offensive deeply shocked the Japanese High Command in Tokyo, who realized that henceforth the war would be much more difficult than expected.

The Present Work in Focus

Here is an amazing survivor, being a long itinerary strip map of the critical Xinfeng- Wengyuan corridor, in northern Guangdong, made in the field by the 'Sakurada Corps' of the Imperial Japanese Army in the spring of 1939, during the tense period between the Canton Operation and the Chinese Winter Offensive of 1939-40. The map was printed on a mobile press, employing a crude yet effective form of photolithography in three colours (black, blue and red). The map comes in the form of a 160 cm-long strip map of the preferred route between the important (but isolated) Japanese military outposts of Xinfeng and Wengyuan (for reference, the latter

place is located about 200 km NNE of Guangzhou), and is sort of a mini-atlas, with the map being a continuous strip map, bound in 'orihon' (accordion) style. Owing to the shortage of paper in what was an active battle theatre, the map is printed upon the back of reused administrative forms on slightly glossy beige paper and tied together by simple black string.

The map clarifies the topography of the main route between Xinfeng and Wengyuan, whereupon small detachments of Japanese troops had to travel almost 100 km through rugged, often heavily forested terrain, populated by hostile locals, so leaving them vulnerable to be ambushed by Chinese forces. Hitherto, this key corridor was not well known to the Japanese, leaving their troops at a major disadvantage, which the present map attempts to alleviate.

Almost needless to say, the present map would have been made in only a few examples for the use of the commanders of Sakurada Corps in operating in the Xinfeng and Wengyuan area. While the mobile presses of various Japanese army corps made many different such maps in several theatres during World War II, their survival rate was next to nil. Thus, the present example in an incredibly rare survivor, and so it is not surprising that no other examples are known to exist.

As noted at the beginning of the map, the work charts a 93 km-long course, guiding Japanese troops along the dangerous passage between Xinfeng and Wengyuan. The map, executed to the scale of 1:50,000, is, as explained in the 'Remarks' at end of map, predicated upon low altitude 'aerial photography'. Also noted are the symbols employed on the map, depicting motor roads (continuous red lines), trails (dashed red lines) and forested areas (pictorially), while the spot heights of some hills are noted in metres. The map is divided into sections, whereupon the distances between named waypoints are noted (ex. the first such section labels the route from 'Xinfeng to 'Meikeng' as being '13 km' long).

The map's coverage begins at Xinfeng town, on the Xinfeng River, while noting the continued route east towards 'Lianping County'. Along the way towards Wengyuan many places and topographic featured are noted, including villages, rural schools, bridges, hills, forests, etc. Examples of some notes include the location of a Japanese army camp (near Xinfeng), a cave, as well as remarks on the quality of the route (ex. 'The road slopes steadily') and the vegetation (ex. a field of 'native grass'); these all being features critical to military movement, as they can help facilitate the progress of Japanese forces, or to aid the Chinese in mounting an ambush. The map ends at the town of Wengyuan, on the banks of the Weng River, a notable tributary of the Bei River, a major source of the Pearl River Delta.

Only a matter of months after the present map was made, the Xinfeng-Wengyuan corridor became the scene of major combat, during the Wengyuan-Yingde Operation, when Chinese forces shocked the Japanese, evicting them from northern Guangdong.

Today, the route from Xinfeng to Wengyuan is not difficult, as the towns are connected by the modern Shaoguan-Xinfeng Expressway, such that the trip now takes about 40 minutes.

References: N/A – present work unrecorded.



14.

Anthony DE MAYNE (fl. 1806 – 1828).
A Survey of the Keys and Shoals in the Mira-por-vos Passage by Anthony De Mayne, R.N. 1827.
London: Hydrographic Office, February 29, 1828.

Copper engraving on cream-coloured laid paper (Very Good, clean and bright, just a couple tiny nicks on righthand corners with one slightly affecting engraver's imprint, remains of paper mounting guard to top margin), 30.5 x 47 cm (12 x 18.5 inches).

Extremely rare – the first edition of the first scientific survey of the Mira Por Vos Shoals, a deadly navigational hazard that guarded the Crooked Island Passage, which for centuries lay along one of the main shipping routes between the West Indies and Europe; the advanced trigonometrical survey was executed by Master-Commander Anthony De Mayne of Britain's Royal Navy as a key part of the Admiralty's grand programme to chart the West Indies' main harbours, hazards and passages; published by the Hydrographic Office, De Mayne's work and its derivatives remained the base chart of the Mira Por Vos Passage for generations.

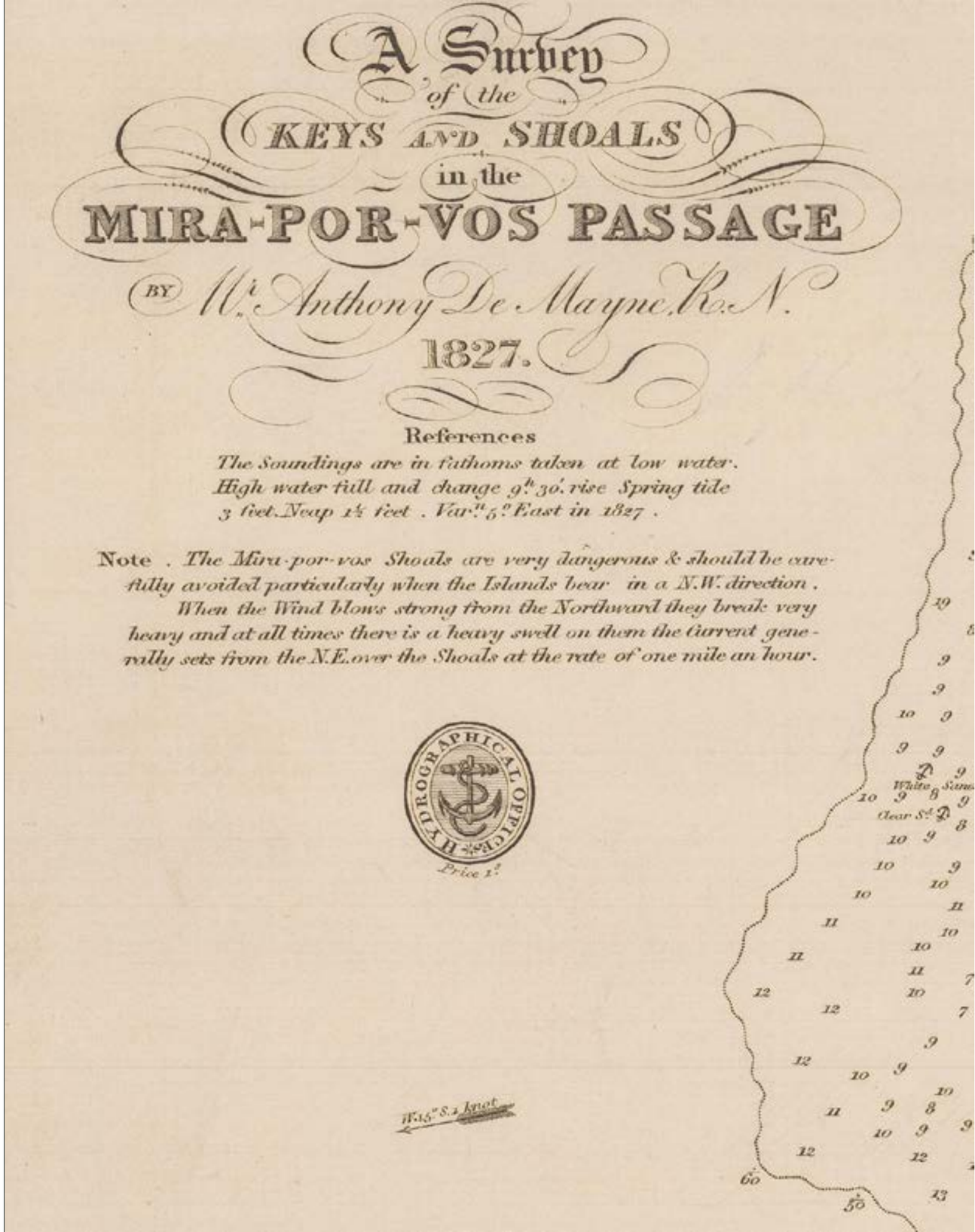
720 EUR

The Mira Por Vos Passage lies along a globally important maritime shipping route in the Southern Bahamas. It features the Mira Por Vos Shoals, a small sand bank topped by coral reefs and low cays that lies just off the southwestern tip of Ackins Island. Critically, the Mira Por Vos Shoals guarded the southern entrance of the Crooked Island Passage, a very deep but narrow channel that for hundreds of years was used by ships to travel from the Western Caribbean to the open Atlantic. For example, in colonial times, many of the vessels carrying precious cargoes of sugar from Jamaica to Britain used the Mira Por Vos-Crooked Island Passage route.

The problem was that while the Mira Por Vos-Crooked Island Passage route was during most times of year a fast route out of the West Indies into the open Atlantic, the Mira Por Vos shoals posed a mortal danger that led to the demise of many ships. Indeed, Mira Por Vos is appropriately named, as it derives from "Look Out for Yourself" in Spanish.

For generations, the Mira Por Vos Shoals were thought best known only to be avoided, and no serious effort was made to survey the deadly bank.

However, in the wake of the Napoleonic Wars, the British Admiralty commissioned scientific surveys of all major harbours, passages and navigational hazards in the West Indies, or at least those under British dominion and those controlled by obliging foreign powers. Master-Commander Anthony De Mayne, who we regard as 'The Most Important Hydrographer Nobody Has Never Heard Of', was charged with making many of the most important



A Survey of the KEYS AND SHOALS in the MIRA-POR-VOS PASSAGE

By Lt. Anthony De Mayne R.N.

1827.

References

The Soundings are in Fathoms taken at low water.
High water full and change 5h 30m nor. Spring tide
3 feet. Neap 1 foot. Var.n 3 East in 1827.

Note. The Mira por vos Shoals are very dangerous & should be carefully avoided particularly when the Islands bear in a N.W. direction.
When the Wind blows strong from the Northward they break very heavy and at all times there is a heavy swell on them the Current generally sets from the S.E. over the Shoals at the rate of one mile an hour.

North Rock

N.E. Rock

South Key

South Point
ACKLAND'S ISLAND

Castle Island



Taken in the Evening passing to the Westward of the Mira por vos. The remarkable Square Rocks bearing N by E.½ E. Compass (about a mile from the edge of the Bank) — The North Rock just opening of the South Key run along the West side in 10 fathoms, clear of danger.

Obs.t Lat.e 22° 30' S.

Longitude West of Greenwich

74° W.

of these surveys, including that of the Mira Por Vos Shoals and Passage. In 1827, while in command of the especially equipped surveying vessel *HMS Kangaroo*, De Mayne charted this subject, employing the most advanced trigonometric methods, anchored by astronomically obtained basepoints. Due to the importance of De Mayne's resulting chart, it was rushed to press as soon as his manuscript arrived in London, published by the Admiralty Hydrographic Office in February of 1818.

Present here is the extremely rare first edition of De Mayne's chart of the Mira Por Vos Shoals and Passage. In the centre, it shows the shoals, the limits of which are exactingly fixed, while its 'Rocky Heads' and cays are precisely mapped, with the area featuring innumerable bathymetric soundings. To the left are the waters of the 'East Entrance of the Crooked Island Passage', on the far side of which is Castle Island, which lies off the tip of 'Acklands Island' [Acklins Island], while arrows in the seas show the directions of the currents.

The lines below the title fittingly read: 'Note – The Mira-por-vos Shoals are very dangerous & should be carefully avoided particularly when the Islands bear in a N.W. direction. When the Wind blows strong from the Northward they break very heavy and at all times there is a heavy swell on them, the Current generally sets from the N.E. over the Shoals at the rate of one mile and hour.'

In the lower left corner is a navigator's profile view of the Mira Por Vos Shoals, which is described as having been 'Taken in the Evening passing to the Westward of the Mira-por-vos. The remarkable Square Rock – nearing N. by E¾ E. Compass (about a mile from the edge of the bank). The North Rock just opening of the South Key run along the West side in 10 fathoms, clear of danger.' On the chart, is the line of sight the relates to the view.

In sum, the chart shows that while the 'East Entrance of the Crooked Island Passage' is in and of itself an excellent, clear, deep shipping route, mariners had to be especially vigilant as the Mira Por Vos Shoals posed an ever-present danger, especially since the prevailing currents lead directly upon them.

Interestingly, what we gather to be De Mayne's original manuscript chart for the survey is today preserved in the collections of the UK Hydrographic Office Archives (Taunton, Somerset) {Reference: OCB/1/408/B1}.

The Hydrographic Office of the Admiralty published the present work as part of series of medium to small sized charts of seminal harbours, passages and navigational hazards in the West Indies. The were intended to be easily carried and handled by mariners, in the place of large and cumbersome rolled sea charts. The first editions of all these charts are today exceedingly rare.

De Mayne's chart of the Mira Por Vos Shoals and Passage was of such high quality that it remained the authoritative chart of the subject for generations, reprinted many times in various derivatives. Even the Admiralty's 1963 chart of the passage is based upon De Mayne's template, albeit with revisions and additions.

A Note on Rarity

The present first edition of De Mayne' chart of Mira Por Vos is extremely rare. We can trace only 2 institutional examples, held by the British Library and Princeton University Library. We are not aware of any sales records for any other examples from the last generation.

Anthony De Mayne: *The Most Important Hydrographer Nobody Has Never Heard Of*

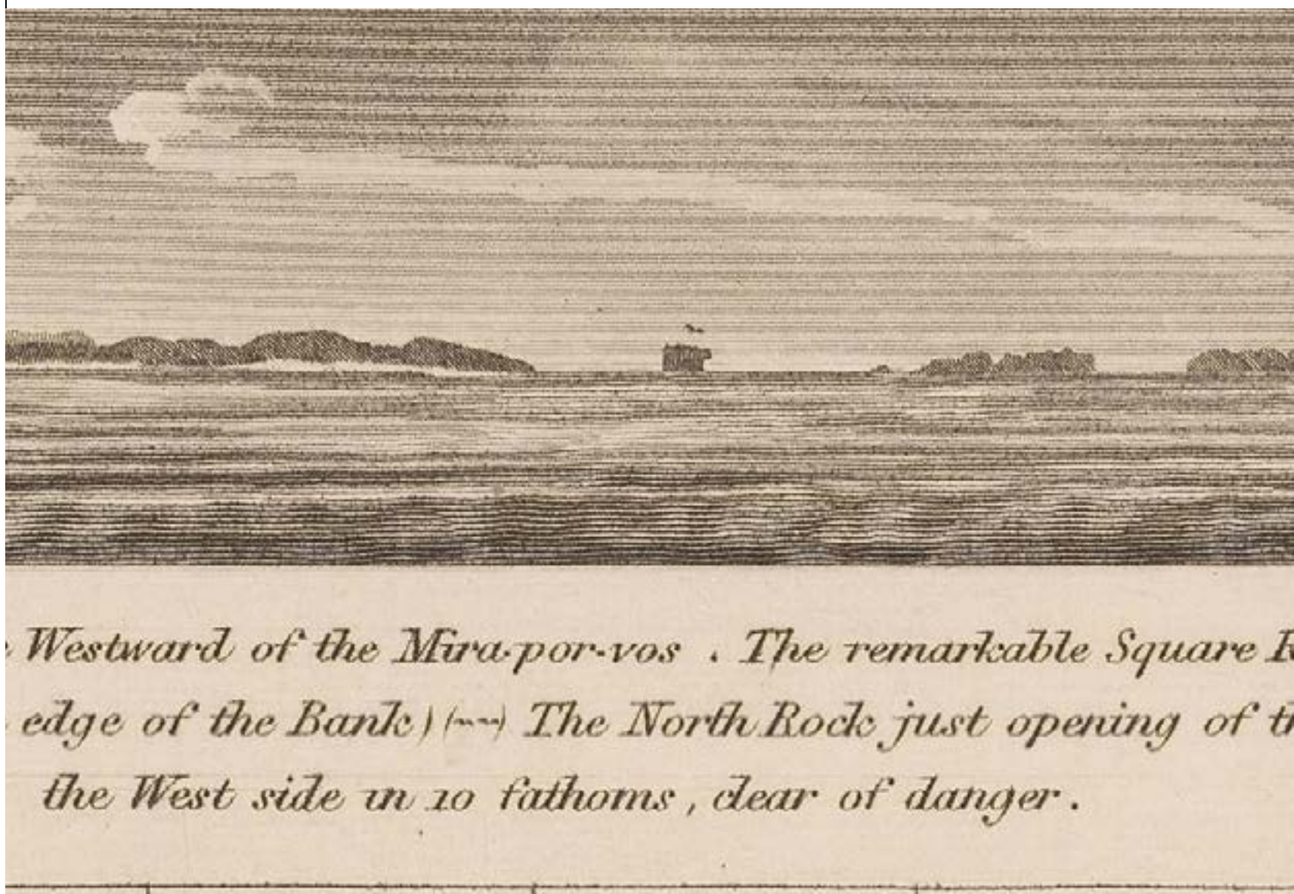
Anthony De Mayne (fl. 1806 – 1828) was one of the most competent and consequential maritime surveyors of the first half of the 19th century, having made some of the pioneering trigonometrical surveys of several key places in the West Indies, the U.S. Eastern Seaboard and West Africa. Yet, practically nobody, save fanatical sea chart specialists, has ever heard of him!

The first available mention of De Mayne occurs on July 31, 1806, when he was appointed to the rank of Master in the Royal Navy. He is first listed as a maritime surveyor in 1811, when as master of the *HMS Amelia,* skippered by Captain John Irby, the vessel was engaged in charting the coast of West Africa from Cape Palmas (Liberia) to Cape Formosa (Portuguese Guiné / Guinea-Bissau), largely for the purpose of facilitating the Royal Navy's anti-slave trading blockade of Africa. During this time, De Mayne was responsible for the most important surveys of the mission. However, the ship's noble endeavour occurred during the backdrop of the Napoleonic Wars, whereupon the HMS Amelia was engaged in fight with a French vessel, during which Captain Irby was severely wounded and his Lieutenant, Geoge Wells, was killed. This left Master De Mayne in command of the ship, for which his stellar conduct was commended by his superiors. He also gained notice for his exceedingly virtuous talent as a hydrographer.

In 1814, during the War of 1812, the British mounted an expedition to attack Washington, D.C. The mission's commander, Admiral Sir Alexander Cochrane, charged De Mayne with the ultra-important task of surveying Chesapeake Bay. His masterly resulting work served as the base chart for this important subject until the 1850s.

In the wake of the Napoleonic Wars, the British Admiralty dispatched surveyors to the West Indies to scientifically map key harbours, passages and navigational hazards. In this context, De Mayne, aboard the *HMS Landrail*, went to the Bahamas especially to chart the newly-discovered fine anchorage of Douglas Road, or Cochrane Anchorage, near New Providence (Nassau).

From 1817, until the end of his service, he was stationed in the West Indies to carry out further surveys, as the commander of the specially outfitted surveying vessel, the *HMS Kangaroo*. For much of



this time his right-hand man was the highly competent Edward Barnett (later an Admiral), which greatly enhanced the quality of his work. Over the next eleven years, De Mayne performed pioneering trigonometrical surveys of key places in the Bahamas, Gulf of Florida, Jamaica, Cuba and the Caymans. Of note, his chart of Kingston and Port Royal Harbours, Jamaica, remained the authoritative navigational aide for sailing to and from the British Caribbean's most important port until the 1870s.

Sadly, Master-Commander Anthony De Mayne passed away while on service in 1828. His work was continued by Commander Richard Owen, who was already famed for his anti-slave trade actions and surveying in Africa.

While De Mayne's name is seldom remembered today, his charts were during their time universally praised, while many retained their authority for decades, granting him an enduring legacy.
Of De Mayne's printed charts, his works on West Africa include *A Chart of the Coast of Africa, from the River Noones to Cape Formosa...* 1812 (1818) and *Africa, from the River Gambia to Cape Lopez and Annobon including the Bight of Biafra...* 1812 (1827). *His great chart from the War of 1812 was published as A Survey of the Chesapeake...* 1814 (1820). His charts of the Bahamas include: *A Trigonometrical Survey of the New Anchorage off the South East end of New Providence Island, Bahama...* 1816 (1821); *South Side of the Providence N. W. Channel...* 1816 (1831); Royal and Egg Islands... 1816 (1831); *Man of War Cay Anchorage...* 1817 (1830);*Whale Cay and Green Turtle Cay Anchorages...* 1817 (1830); *Pelican and Little Harbours...* 1817 (1830); *A Survey of Cay Sal Bank...* 1825 (1826); *A Survey of Salt Key Bank...*1825 (1826); *A Survey of the Keys and Shoals in the Mira-por-vos Passage...* 1827 (1828) [the present work]; and *A Survey of the Crooked Island Passage...* 1827 and 28 (1828). He made a chart of a harbour in Cuba, *Porto de Cavanas...* 1816 (1822), while his surveys of Jamaica resulted in *The Island of Jamaica from Observations taken on the Principal Headlands...* 1821 (1823) and the watershed *A Trigonometrical Survey of the Channels leading to Port Royal and Kingston Harbours Jamaica* (1824). Notably, many of his surveys were composed into a grand chart of the West Indies and Florida, *A General Chart of the West Indies and Gulf of Mexico, describing the gulf and windward passages, coasts of Florida, Louisiana and Mexico, Bay of Honduras and Musquito shore; likewise the coast of the Spanish main to the mouths of the Orinoco / drawn from the surveys taken by Mr. Anthy. De Mayne, R.N.* (1824).

References: British Library: Maps SEC.8.(408.); Princeton University Library: HMC01.1151; OCLC: 556631957; Catalogue of Charts, Plans, Views and Sailing Directions, &c. Published by Order of The Lords Commissioners of the Admiralty (1857), p. 63; [re: De Mayne's biography, mentioning present chart:] L.S. DAWSON, Memoirs of Hydrography including Brief Biographies of the Principal Officers who have served in H.M. Naval Surveying Service between the ears 1750 and 1885, Part I. – 1750 to 1830 (Eastbourne, Henry W. Keay, The "Imperial Library", 1885), p. 50-1.

15.

Mitauscher Taschenkalender für 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859.
[Mitau Pocket Calendar for 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859].

Mitau [today Jeglava, Latvia]: J.F. Steffenhagen und Sohn [1849-1858].

12°: 10 volumes bound together. 48 pp. 48 pp. 50 pp. 52 pp. 52 pp. 52 pp. 52 pp. 56 pp. 58 pp., [blank]. 60 pp., modern blue cloth with gold lettering on the spine. (two title pages with a 19th-century handwritten signature "…. *(?) Museum. No. 2266*", sporadic pages with narrow upper margins, cut into numerals, minor ink-staining, small folds in corners, but overall good).

A set of 10 rare German-language pocket calendars for today's Latvian districts, printed in Jelgava.

1.400 EUR

Between 1795 and 1918, the city of Jeglava (known as Mitau in German) in present-day Latvia served as the administrative center of the Courland Governorate. Under the governance of mainly Baltic-German nobles, German was the language of administration in the highest authorities and courts of the province.

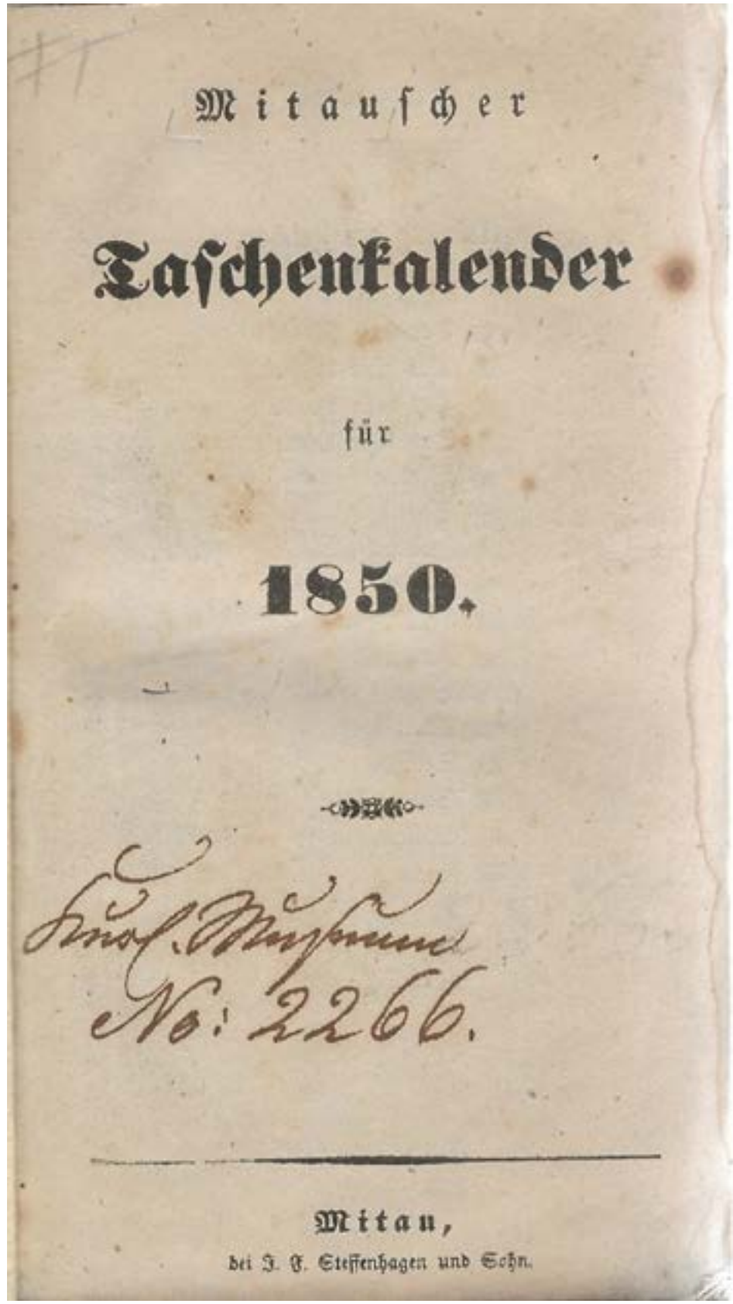
This collection of 10 publications from the years 1850 to 1859 provides valuable information about the administrative subdivisions and cities of that time:

The city Jelgava (Mitau) and Dobele (Doblen) County, Bauska (Bauske), Tukume (Tukkum or Tuckum), Talsi (Talsen), Kandava (Kandau or Candau), Sabile (Zabeln), Kuldīga (Goldingen), Ventspils (Windau), Piltene (Pilten), Aizpute (Hasenpoth), Grobiņa (Grobin), Durbe (Durben), Palanga (Polangen) in Lithuania, Liepāja (Libau), Jēkabpils (Jacobstadt), Jaunjelgava (Friedrichstadt) and Ilūkste (Illuxt).

Each publication includes a calendar, followed by a genealogy of the ruling Russian royal family. It also lists all state officials and provides useful contact information, including the names and addresses of newspaper editors, pharmacists, and members of various associations. Additionally, it contains information about schools, including those for girls, boarding houses, and Hebrew schools for both boys and girls, along with the names of their heads and teachers.

A Note on Rarity

We could only find examples of these publications, which were scanned by the University of Tartu in Estonia. The Latvian National Library in Riga does not seem to hold any of the 1850s calendars, nor do any German institutions.



16.

سید محمد عزت (Seyyid Mehmed İzzet also Çaycı İzzet Efendi)
چای رسالة سی
[Çay Risalesi/ A Treatise on Tea]
Istanbul: Müzellefzâde Rıza Efendi Matbaası 1295 [1878 or 1879].

8°, title page, 81 pp. on thicker paper, later brown goat with marbled paper pastedowns and gold tooling (paper professionally restored with light sporadic staining and light water staining in the first part of the book, otherwise good).

The first edition of the legendary and influential Ottoman book on tea.



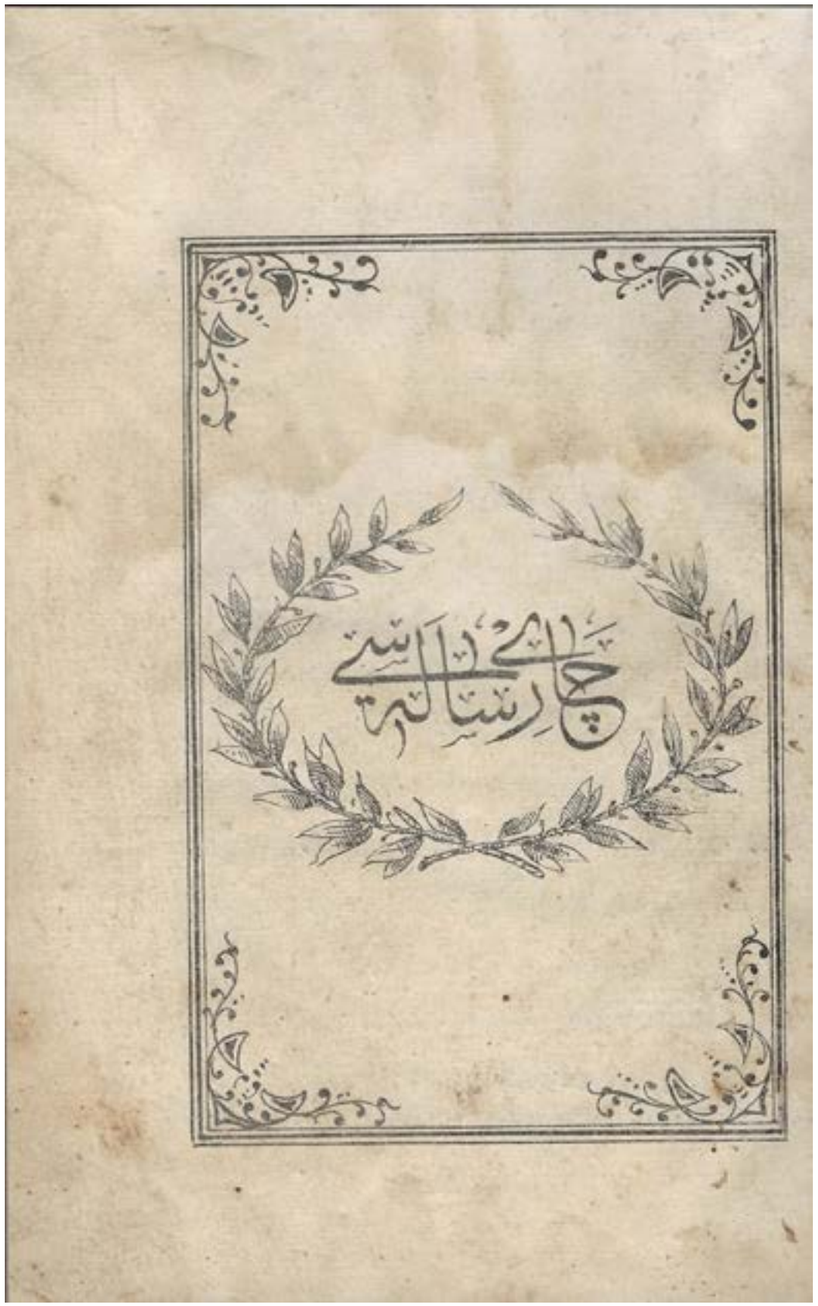
750 EUR

This legendary and highly decorative first edition of a treatise on tea was published in Istanbul in 1878. It describes various brewing methods, drinking etiquette, and the health benefits of tea.

The book was so influential that, after its publication, tea prices in the Ottoman Empire soon reached levels comparable to those of more expensive coffee (Chris Fitch, Globalography: Our Interconnected World Revealed in 50 Maps, 2018, p. 28). As a result, the beverage became popular among all social classes.

In 1295 of the Rumi calendar (1878 or 1879), the work was published by two different publishers with different collations: İzzet Efendi Matbaası (69 pp.) and Müzellefzâde Rıza Efendi Matbaası (81 pp.).The text of the book remains very popular today and has been republished in modern Turkish.

References: ÖZEGE; 3273. OCLC 682375879, 891324841.



17.

Juan del Valbuena.
Memorial por la Cofradía , e Instituto del Santíssimo Rosario , en favor de la entrega que de él hizo a Santo Domingo y Su Religión , María Santíssima su Fundadora
[Memorial for the Brotherhood and Institute of the Most Holy Rosary, in Favor of the Dedication Made to Saint Dominic and His Religion, the Most Holy Mary its Foundress]
[Madrid: s.d., probably circa 1720].

Large 4°, title page with a copper engraved image, 14 pp., [1 pp.], letterpress (old manuscript numbers in black ink in the upper corner, a small wormhole in the right margin throughout the book, later spine).

At a dispute with the Bishop of Palencia regarding the property of the Brotherhood of Holy Rosary under the café of the Dominican Order in the town.

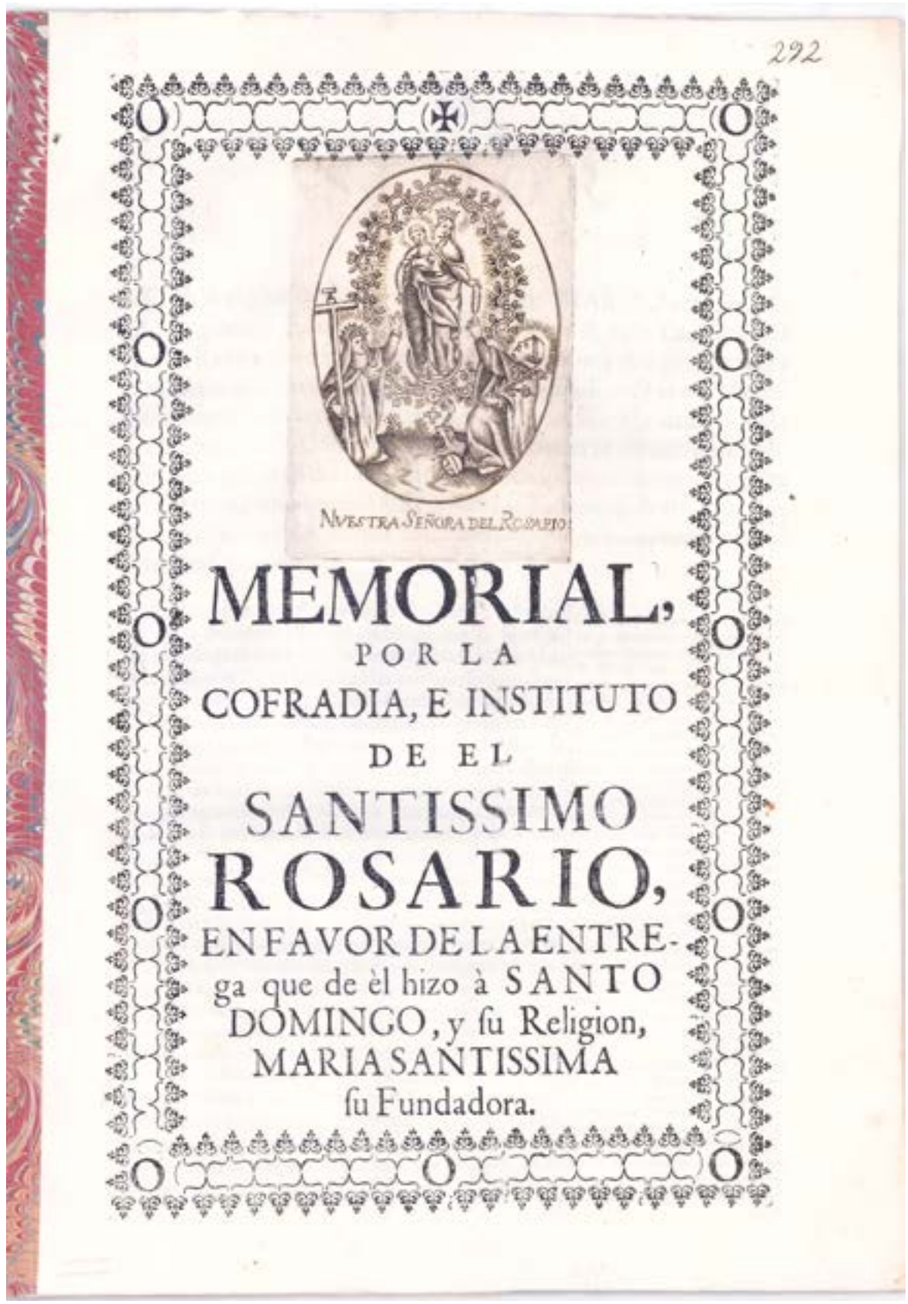
950 EUR



The title page features a decorative copper engraving of Our Lady of the Rosary, along with a letterpress margin. The author, Don Juan de Valbuena, held a doctorate from the University of Palencia and served as a legal official in the Dominican Order in Palencia. He is mentioned in documents dating back to the early 18th century. Although the pamphlet is undated, the most recent date referenced in margins is 1712.

We could trace a single institutional example, housed at the Spanish National Library.

References: 796321057, 919784819 Cf.: Anuario dominicano, Volume 2, 2006, p. 481, no. 3.



JAPAN – THE LUSO-JAPANESE TREATY OF 1860
PORTUGAL'S RETURN TO JAPAN
MACAU IMPRINT

18.

PORTUGAL AND JAPAN (GOVERNMENTS) / Gregório José RIBEIRO (1828 – 1884), Author of Mission Account.
Tratado de Paz, Amizade e Commercio entre Sua Magestade elRei de Portugal e Sua Magestade o Imperador do Japão: feito em Yeddo aos 3 d'Agosto de 1860 e o Relatório da Missão.
Macau: Typographia da José da Silva, 1860.

8° (21 x 13 cm): 18 pp., bound in original orange-brown printed paper wrappers (Excellent condition, amazingly clean and crisp, just some very light even toning and a couple insignificant marginal nicks).

Exceedingly rare – one of only 2 known examples – of what is almost certainly the first separate printing of the text of the historic 1860 Luso-Japanese Treaty that saw the Portuguese return to Japan after having been famously expelled from the country 221 years previous, published in Macau on the orders of the colony's Governor Isidoro Francisco Guimarães, immediately in the wake of his return from Tokyo where his signed said treaty on behalf of the king; also includes a valuable insider's account of the Portuguese mission and the treaty negotiations written by Captain Gregório José Ribeiro, the governor's secretary – in stellar condition.

980 EUR

Portugal was the first Western country to have any meaningful contact with Japan, which commenced when after a group of Portuguese sailors were shipwrecked in Japan in 1543. This kickstarted almost a century of intense commercial and cultural exchange between Portugal and Japan. First, the countries established what the Japanese called the Nanban Trade (南蛮貿易 / Nanban bōeki, meaning the "Southern barbarian trade"), from 1543 to 1614, whereby Portuguese ships conducted a brisk commerce, purveying Western guns and munitions in exchange for such things as silk, silver and fine crafts, etc. Macau, established in 1557, became critical waypoint and for trade between Japan and Portugal and its colonies.

Second, following Francis Xavier's visit to Japan in 1549-51, thousands of Japanese were converted to Christianity under the influence of the Jesuits who founded missions, concentrated in Kyushu. The Jesuits also played a crucial role in commerce, as in 1571 they established Nagasaki as Portugal's main trading port in Japan. By the end of the 16th century there were 300,000 Japanese Christians.

The Tokugawa Shogunate regime that took over Japan in 1603, soured on the Portuguese-Jesuit presence. It gradually enacted laws that restricted foreign, and especially Portuguese, trade and Christianity.


TRATADO

DE

PAZ, AMIZADE E COMMERCIO,

ENTRE

SUA MAGESTADE ELREI DE PORTUGAL

E

SUA MAGESTADE O IMPERADOR DO JAPÃO.

Feito em Yeddo aos 3 d'Agosto de 1860,

E

O RELATORIO DA MISSÃO.

MACAO:

IMPRESSO NA TYPOGRAPHIA DE J. DA SILVA.

1860.

The denouement of Portugal's first period of activity in Japan came with the Shimabara Rebellion (1637-8), whereupon Portugal supported a revolt of Christians and rōnin against the Shogunate. In 1639, in the wake of the Shogunate's suppression of the revolt, the regime expelled the Portuguese and Jesuits from the country and banned Christianity, which hitherto became a beleaguered underground faith. The Shogunate then robustly enacted the policy of Sakoku (鎖国;, meaning 'chained country'), whereby for the next two centuries Japan cut itself off almost entirely from the outside world, save for a narrow channel of trade with the Netherlands.

Yet, some legacies of the former Portuguese presence endured, in the form of underground Christianity), food (ex. tempura) and language (ex. many loan words).

In 1853, U.S. Commodore Matthew Perry, entered Tokyo Bay sailing in a fleet of steam-powered vessels, that the Japanese called the 'Black Ships', with an ultimatum to the Shogunate to open Japan to foreign trade. This resulted in the Treaty of Kanagawa (1854), whereby Japan agreed to ease its Sakoku policy. This in turn led to the 'Ansei Treaties' of 1858 (named after the incumbent emperor), whereby Japan signed separate accords of 'Amity and Commerce' with the United States, Netherlands, Russia, Great Britain and France. These treaties opened Japan to international trade and permitted the presence of resident foreign diplomats and traders, albeit under controlled circumstances.

Due to the intervention of the Netherlands, Japan invited Portugal to sign a treaty of 'Amity and Commerce'. To negotiate the terms of this accord and to sign it on behalf of the king, Portugal dispatched to Edo (Tokyo) Isidoro Francisco Guimarães, 1st Viscount of Praia Grande de Macau, the long-serving Governor of Macau (in office, 1851-83), who is today perhaps best known for legalizing gambling in the colony.

Guimarães arrived in Edo on July 12, 1860, aboard the Portuguese corvette Dom João I, and once on shore he stayed at the residence of the British Minister Rutherford Alcock. During his negotiations with senior Japanese officials, he tried to gain a reduction in Japan's 35% tariff on wine but was rebuffed. However, he managed to secure the same level access to Japan's markets and related privileges that the emperor had granted to the other Western powers during the Ansei Treaties.

The treaty, called in Portuguese, the Tratado de Paz, Amizade e Commercio entre Sua Magestade el Rei de Portugal e Sua Magestade o Imperador do Japão, was signed in Edo on August 3, 1860, and would be ratified on April 8, 1862.

The treaty secured Portugal's commercial and cultural return to Japan after an absence of 221 years! The first Portuguese Consul in Japan was José Loureiro, who was otherwise the representative of the commercial enterprise Dent & Co., based in Yokohama. He assumed office late in 1860.

Over the coming years, Luso-involvement with Japan led to a great fascination in Portugal for all things Japanese that peaked with the literary works of Wenceslau de Moraes (1854-1929), the diplomat and author who lived his last 30 years in Japan.

The Present Work in Focus

Here is what is almost certainly the first separate printing of the text of the historic 1860 Luso-Japanese Treaty. It was published in Macau, shortly after Governor Guimarães returned to the colony from signing the accord in Tokyo. It is exceedingly rare, and the present example is in stellar condition. Following the text of the treaty is a valuable 'Relatório', or detailed official account of Governor Guimarães's visit to Japan.

The work precisely records the text of the treaty faithful to that contained in the official manuscript signed in Tokyo (pp. 1-11). It features 24 articles, the highlight of which include:

Article II: Establishment of diplomatic relations.

Article III: Opening of the Japanese ports of Nagasaki, Hakodate and Kanagawa for Portuguese citizens as of 1 October 1860, Hyogo (as of January 1, 1863), Niigata or another port at the west coast of Japan (once the port decided), and the cities of Edo (as of January 1, 1862), and Osaka (as of January 1, 1863).

Articles IV and V: Introduction of extraterritorial rights for Portuguese citizens in Japan.

Article IX: Freedom of religion for Portuguese citizens in Japan.

Article XIV: Introduction of preferential Japanese import tariffs.

Article XXXIII: Introduction of a clause of most favoured nation status.

Following the text of the treaty is the official 'Relatório' of the Portuguese treaty mission to Japan written by Navy Captain Gregório José Ribeiro (1828 - 1884) (pp. 13-18). Ribeiro was the secretary of the mission, and so Guimarães's chief lieutenant, giving him a front row seat to all public and private events. The account is an invaluable primary source on the topic, as it provides a meticulous day by day, action by action, record of the itinerary of the mission and the deliberations in Tokyo. Ribeiro later wrote extensively on his travels in China and while serving as the Governor of São Tomé and Príncipe (1873-6) was famed for liberating the islands' slaves.

The Printing History of the Luso-Japanese Treaty of 1860

The present work is almost certainly the first separate printing of the Luso-Japanese Treaty of 1860. However, as was the colonial custom for treaties and other major state documents and decrees, the text was likely first published within the Boletim do Governo de Macau, the official crown newspaper, immediately upon Governor Guimarães's arrival in Macau from Tokyo.

As was also common procedure, the text of such seminal documents was, shortly thereafter, as separately published as a pamphlet on the orders of the governor, often by the crown's favoured private printer, the Typographia da José da Silva, as was the case with the present work.

In relatively short order, the present treaty was reprinted in Shanghai by a resident Portuguese publisher, as the Portuguese merchants based in that city were amongst the biggest beneficiaries of the treaty, with that publication being the *Tratado de paz, amizade e commercio entre sua magestade elrei de Portugal e sua magestade o imperador do japao : feito em yedo aos 3 d'agosto de 1860* (Shanghai: Impresso na Typographia de A.H. De Carvalho, 1860).

The first separate printing of the treaty in metropolitan Portugal was the *Tratado de paz, amisade e commercio entre sua magestade el-rei de Portugal e dos Algarves e sua magestade o imperador do Japão assignado em Yeddo pelos respectivos plenipotenciarios aos 3 de agosto de 1860* (Lisbon: Imprensa Nacional, 1863), which occurred after the treaty was formally ratified in 1862.

A Note on Rarity

Like most ephemeral 19th century Macau imprints, the present work is exceedingly rare. We can trace only a single institutional example, held by the Biblioteca Nacional de Portugal, while we are not aware of any sales records for any other examples.

References: Biblioteca Nacional de Portugal: PTBN: O.C. 111//5.

19.

Elisabeth NEUMAYER-SOMOSSY (circa 1890? - after 1938).
[Album of Artwork]
Vienna: Atelier Ilka, Irene Messner (née Blahy 1888 - 1975), Studio Pokorny et al., [1920s-1930s].

Oblong 4°, with 20 thick photo album grey sheets, separated with semi-transparant guards, binding made of tan linen and dark brown faux leather with a golden stripe, bound with brown string. 45 photographs between 7,5 x 11 cm and 11,5 x 16 cm, one photograph 17 x 22 cm, several with printed postcards template verso and hand-written contemporary annotations, with edges inserted in small photo-corners and mounted on cards recto only, last two sheets without photos. Signature of Olga Lavaulx-Vrécourt (prob. Olga Katharina Lavaulx-Vrécourt?) on the inner side of the front board (small tears in the first guard and in the largest photo, but overall good with minor wear).

A unique private photo album representing the collection of works by Austrian-Hungarian artist Elisabeth Neumayer-Somossy, whose creations transitioned from applied arts to highly valued artworks.

950 EUR

To our knowledge, no comprehensive research has been conducted on the life of Elisabeth Neumayer-Somossy, and we could only piece together her brief biography using limited online sources. She was of Hungarian descent and came from a family of officials and teachers based in Bratislava. After living and studying in Munich for an extended period, she returned to Bratislava, where she married Miksáné Neumayer sometime in 1909 or later. Eventually, she moved to Vienna, where she became a member of the *Austrian Werkbund* (Association of Hand Manufacturers) and the *Female Association of Applied Arts* in Vienna, which was part of Austro-Hungary at the time.

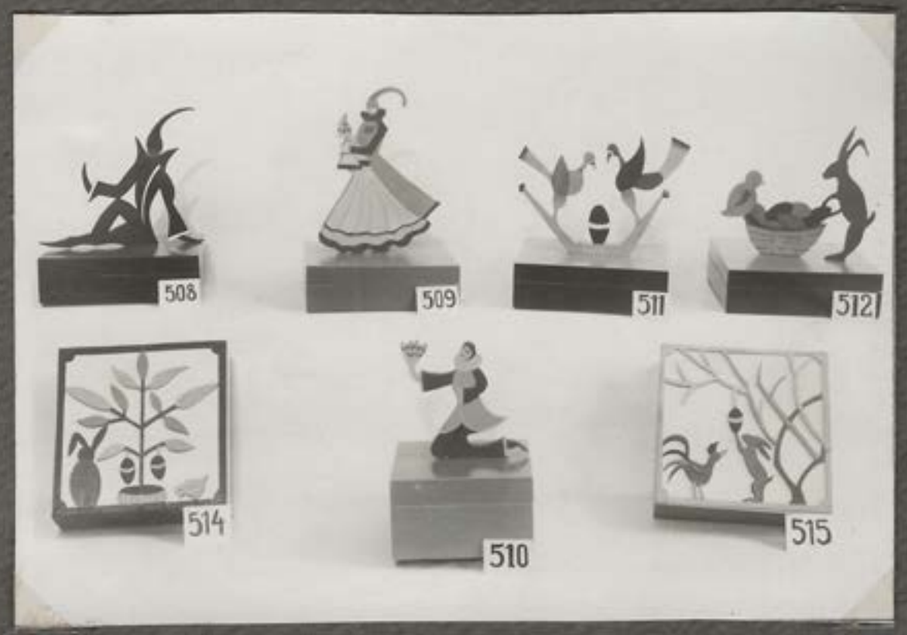
Her work began to appear in exhibitions and magazines in the 1920s, both in Europe and the United States, including *Fairchild's International Magazine* in 1927 (Volume 3, p. 75). Initially, she created decorative objects, such as lamps and boxes; however, she later specialized in toys. In the following years, her work began to enter the world of art. In 1933, an Austrian art magazine called *Forum* reported that she was beginning to gain recognition in Viennese art circles (Vol. 3, p. 348). However, it can be assumed that the political situation in the following years, similar to what many other artists experienced, became increasingly unfriendly towards Neumayer-Somossy's expressive art.

In 1938, Elisabeth Neumayer-Somossy was an art handicraft producer based at Singerstrasse 12 in the prominent center of Vienna. After this date , Elisabeth Neumayer-Somossy's name does not appear in any Vienna address books.

The photographs are signed by studios from upscale neighborhoods in Vienna: Atelier Ilka (Ilka Photography), located at Linke Wienzeile 36; Pokorny at









Mariahilfer Strasse 55; and Irene Messner (née Blahy, 1888-1975), a female textile artist and photographer who ran a studio specializing in artistic objects. Some of the photographs are marked on the front or back with titles of the figurines and their inventory numbers.

In this private album, Elisabeth Neumayer-Somossy has collected photos of her work, primarily focusing on her well-known figurines. Her collection illustrates the evolution of her artistic style, beginning with traditional Austro-Hungarian toys featuring classic costumes, progressing to more abstract African figurines, and culminating in entirely Art Deco anthropomorphic pieces. Additionally, a special section is devoted to her animal-shaped toys.

The work of Elisabeth Neumayer-Somossy still awaits further research.

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A note on OCLC
As is now the norm, OCLC counts are tentative, at best, as we recognize that searches using different qualifiers will often turn up different results. Searches are now further complicated by the vast numbers of digital, microfilm, and even print-on-demand copies, which have polluted the database considerably, making it difficult, without numerous phone calls or emails, to determine the actual number of tangible copies. Hence, even though the counts herein have been recently checked, most all should be taken as a measure of approximation.

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