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CATALOGUE

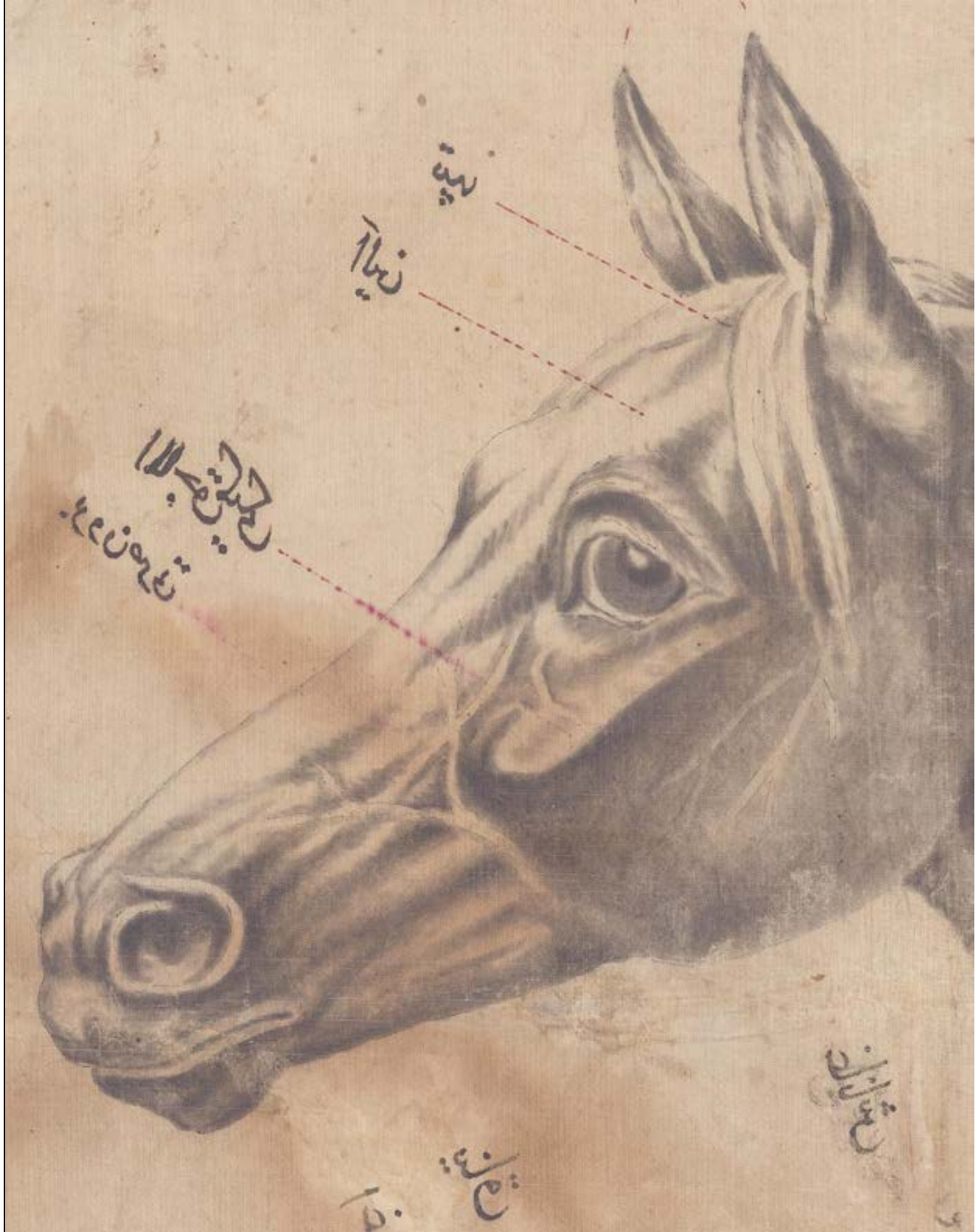
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No. 1

Lauge KOCH (1892- 1964). / GEODÆTISK INSTITUT (DENMARK).

Map of North Greenland / Scale 1 : 300,000 / Surveyed by Lauge Koch in the Years 1917-23 / Published by the Geodetic Institute of Denmark.

Copenhagen: Geodetic Institute of Denmark, 1932.

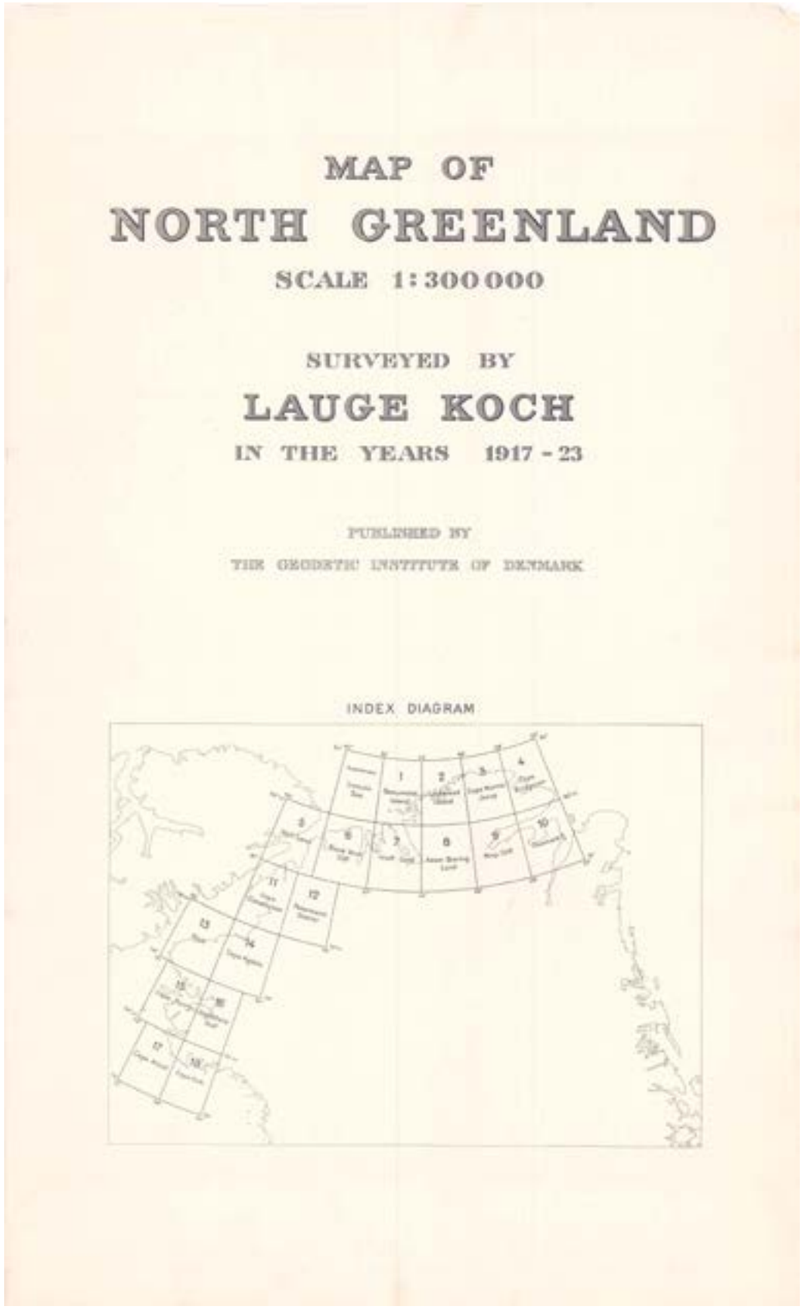
Folio (56.5 x 35 cm): 20 sheets (consisting of 1 monochrome single-page title/key sheet and 19 double page folding chromolithographed map sheets, each measuring 68.5 x 56 cm), housed in a printed grey card portfolio (Excellent condition, map sheets remarkably clean and crisp with luminous chromolithography, portfolio with only very minor wear).

Very rare – a great monument of Arctic exploration and cartography, being a colossal 19-sheet map (or atlas) that represents the first systematic scientific and broadly complete mapping of North Greenland, charting a 1,200 km-long arc from Cape York, in the south-west to Danmark Fjord, in the northeast, conducted by the 'Danish Bicentenary Jubilee Expedition (1921-3)' led by Lauge Koch, the legendary explorer who had "a polar career of unequalled length", the endeavour being the "the last of the great pioneering sledging journeys in North Greenland"; the maps, printed in the most beautiful, luminous chromolithography would, if joined, create an arc approximately 4 metres long.

7.500 EUR

Northern Greenland, usually defined as the part of the island from Thule (Pituffik) area northwards, is the most northerly place on earth, with its most extreme point being Kaffeklubben Island (83°39′54″N), located off Cape Morris Jessup. While known for generations to nomadic Inuit hunters, the climate of Northern Greenland was too harsh for permanent settlement beyond Thule (where the Danes would establish a missionary and trading outpost in 1910).

While Northern Greenland was first encountered by Europeans when Sir John Ross visited its southern fringes in 1818, the first serious attempt to scientifically map the region occurred in 1892, during the expedition of the American explorer Robert Edwin Peary. Given the circumstances under which he operated, Peary's efforts were masterly. However, his mapping featured many notable errors (ex. considering Peary Land to be an island, as opposed to being a peninsula of mainland Greenland) and ambiguities. The Danish First Thule Expedition (1912) and Second Thule Expedition (1916-8) were only partially successful in clearing up these matters, leaving the task of creating an accurate general map to be brought home by a grand new endeavour.





Lauge Koch's 'Danish Bicentenary Jubilee Expedition' to North Greenland

Lauge Koch, the highly talented but controversial geologist and cartographer led the 'Danish Bicentenary Jubilee Expedition' to North Greenland (1921-23), with its name commemorating the 200th anniversary of the founding of Denmark's colonial presence in Greenland, upon the arrival of the missionary Hans Egede in 1721. The endeavour was significantly "the last of the great pioneering sledging journeys in North Greenland" (Mills, p. 360). As explorers had been "puzzled by the discrepancies between what Robert Peary had reported in 1892 and what had been seen by subsequent explorers" (Mills, p. 360), the mission's purpose was to create an accurate and complete general map of North Greenland and to assess the region's geology. Koch, while only in his late twenties, was already a seasoned Greenland explorer, having been a principal of the Second Thule Expedition.

Koch's plan was to travel with only three Innuit companions from the Thule Colonial District over a 1,500 km arc up to Peary Land, while conduiting systematic surveys, anchored by geodetic basepoints set by astronomical observations, as well as collecting geological samples. Once reaching Peary land, the party would travel over the Inland Ice back to the Thule area. Koch, a believer in new technologies, originally intended to make the part of the trip by tractor (which would tow a forward operating depot). However, when his mechanic was recalled, he had to revert to the tried and tested mode of sled dogs. The expedition's objectives were awesomely ambitious, especially for such a small party. However, Koch was exceptionally driven and expeditious.

Koch and his companions commenced their trek on March 18, 1921, setting out from the small Inuit settlement of Igdluluorssuit, in the Thule Colonial District. They proceeded to Fort Conger, on Ellesmere Island, arriving on April 5. From there, they took two days to re-cross the frozen Robeson Channel, arriving in North Greenland at the De Long Fjord, on May 5, which was the furthest point achieved by the Second Thule Expedition.

While carefully surveying along the way, Koch and his men pushed on to Cape Morris Jessup, the northernmost point of mainland Greenland (at 83°39′42″N). They next made Cape Bridgman, where meaningfully, Koch found a message in a bottle that had been left by his uncle J.P. Koch in 1907, during the Mylius-Erichsen Expedition. Koch and his companions then came on hard times, as the weather deteriorated and the hunting was poor. Yet they persevered, and when the weather let up, the proceeded to the Independence Fjord area, where they discovered that Peary's Land was not an island.

On July 18, Koch's party climbed up onto the Inland Ice. They did this under far from ideal circumstances, as their supplies were very low. They procced at pace, descending the ice sheet to the coast at Cape Heiberg-Jörgenson, where they were disappointed to find the supply depot there to be empty. All but one of the sled dogs had died, yet that managed to make it to a bountiful depot at the foot of the Humboldt Glacier. Luckily, in Washington Land they met an Inuit hunting party who supplied them with provisions. They waited a month for the weather to improve, whereupon they crossed the Humboldt Glacier, arriving back at Igdluluorssuit on October 2, 1921, completing a voyage of 200 days.

For the 1922 season, Koch had an ambitious plan to mount another grand voyage to refine his mapping of North Greenland. However, an influenza epidemic amongst the Inuit and poor weather compelled him to limit his work to mapping the Cape York area and the Hiawatha Glacier, in the Thule region.

In the end, the Danish Bicentenary Jubilee Expedition, while not accomplishing all that Koch had hoped,

was hailed as a great success. Koch had succeeded in creating the manuscript basis for the first broadly accurate and complete general map of North Greenland, while he gained a strong understanding of the geology of the region. However, Koch's long and frequent absences from Denmark (while on expedition in Greenland), not to mention his exacting perfectionism, ensured that it would be nearly a decade before his grand map of North Greenland would be published.

The *Map of North Greenland* in Focus

The seminal achievement of Koch's Danish Bicentenary Jubilee Expedition was the publication of the first systematic scientific and broadly complete map, or atlas, of Northern Greenland. The colossal 19-sheet work which. if joined and assembled, would for an arc approximately 4 metres long, was printed in Copenhagen for the Geodætisk Institut in the most rich, luminous chromatography (the glaciers and ice sheets seem to almost jump out at you!). The map's coverage extends from Cape York, near Thule, in the southwest, 1,200 km along the northern coast of Greenland to Danmark Fjord, past Peary Land, in the northeast. The map sheets, which are individually named, are housed looseleaf within a grey card portfolio, and are primarily printed in English to make them more accessible to the international scientific community.

The 'Reference' to the map, given in both English and Danish, explains the symbols used for Travelling Routes - Red Dashed Lines; Survey Stations – Red Dots; Survey Stations with an Astronomical Observatory – Red Rectangles; Villages – Grey Dots; Ancient Village Sites (winter houses, tent rings) - Hollow Dots; Graves / Meat Caches [i.e., food depots]– 'x'; and Height in Metres – numerals representing spot heights.

The maps are as follows:

[Key Map, on Title Page]

1) *Beaumont Island.*

2) *Lockwood Island.*

3) *Cape Morris Jesup.*

4) *Cape Bridgman.*

5) *Hall Land.*

6) *Black Horn Cliff.*

7) *Wulff Land.*

8) *Adam Biering Land.*

9) *Navy Cliff.*

10) *Danmark Fjord.*

11) *Cape Constitution.*

12) *Peterman Glacier.*

13) *Etha.*

14) *Cape Agazis.*

15) *Cape Parry.*

16) *Inglefield Gulf*

17) *Cape Atholl.*

18) *Cape York.*

[19] *Supplement: Lincoln Sea.*

Lauge Koch: Explorer with “a polar career of unequalled length”
Lauge Koch (1892–1964) was a Danish geologist and explorer who had “a polar career of unequalled length” (Mills, p. 360). Between 1913 and 1958, he led 20 expeditions to Greenland, spending 34 summers and 6 winters there, whereupon he was responsible of the first systematic scientific mapping of much of northwest, north and east of Greenland. As a child and teenager Koch was inspired by the exploits of his uncle Johan Peter Koch (1870 – 1928), who took part in several important expeditions to Greenland. Koch was educated at the University of Copenhagen, starting in 1911, receiving his master’s degree in 1920 and his Ph.D. in 1929 (with his thesis being on the ‘Stratigraphy of Greenland’). His first experience in the Arctic was as a fieldwork assistant in Disco in West Greenland. Importantly, he was the cartographer and geologist to Knud Rasmussen’s Second Thule Expedition (1916-8), a harrowing experience, whereupon he made many discoveries, although he nearly lost his life.

The Danish Bicentenary Jubilee Expedition in many ways represented the height of Koch’s career, as his discoveries dramatically redrew the mapping of Noth Greenland and its geology. He followed up this success with his 1929–30 Expedition to East Greenland and his Three-year Expedition of 1931 to 1934, whereupon he scientifically mapped the forbidding King Christian X Land.

Koch was internationally highly regarded and between his expeditions gave well attended lectures at universities throughout Europe, the USSR and Canada and the Unities States.

However, while Koch was able to attract funding and support for his Greenland expeditions, he was famously ‘unemployable’ in metropolitan Denmark. He ‘did not suffer fools gladly’ and was often ‘too candid’ at times when diplomacy would have served him better. From 1935, he was the centre of the ‘Lauge Koch Controversy’, which started when a group of Denmark’s leading scientists savaged Koch’s groundbreaking book Geologie von Grönland (1935), which largely involved discoveries made during the Bicentenary Jubilee Expedition. The fallout was unbelievably acrimonious, such that Koch was not on speaking terms with most of the Danish intellectual establishment. Yet, he persevered, continuing to explore Greenland into his sixties, an amazing achievement as the Arctic was ‘no country for old men’. His last such



C.Kane

C.Christiansen

Mt Schley

Lockwood Isl.

Congen Sd.

Hunt Fjord

Thomas Gl.

Weyprecht Fjord

C.Hommock

Braynard Isl.

Mary Murray Isl.

C.Neumayer

C.Hoffmeyer

Luigi Amadeo Isl.

Wild Sound

C.Mohn

Mt Gardiner

C.Daugaard-Jensen

Hazen Land

Inge Isl.

Mt Thulefjeld

Hanne Isl.

DE LONG FJORD

Thomsen Fjord

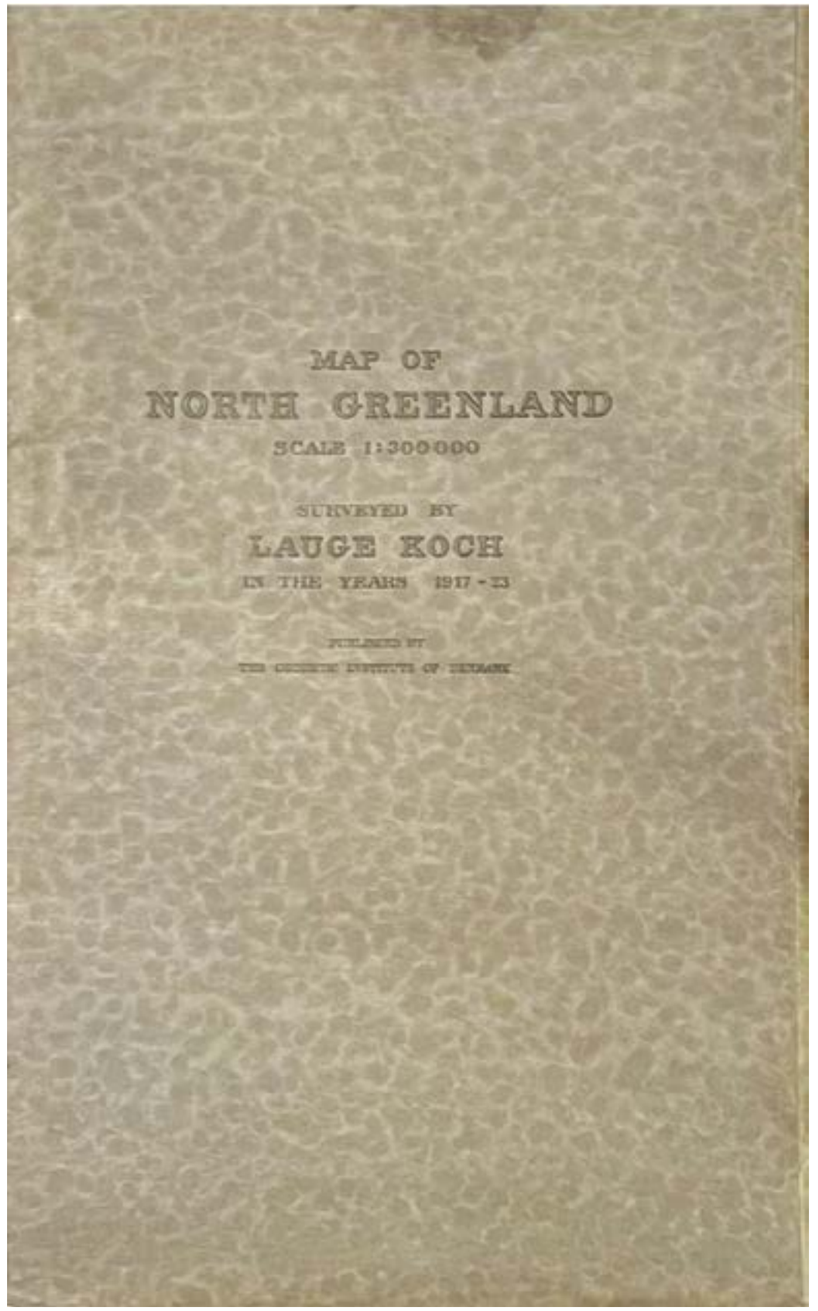
O.B.Böggild

endeavour was an expedition to East Greenland in 1956-8, whereupon he conducted mapping and reconnaissance by helicopter.

A Note on Rarity

The present work is very rare; it seems to have been issued in only a very limited print run. We can trace 9 institutional examples, held by the Royal Danish Library; Det Kgl. Bibliotek Victor Albecks Vej (Aarhus); British Library; U.K. Hydrographic Office Library; Royal Geographical Society; Scott Polar Research Institute Library (University of Cambridge); Biblioteca Nacional de España; University of Michigan Library; and the Université Bordeaux Montaigne. We cannot trace any sales records for another example since one was sold at a U.S. auction in 2013.

References: Royal Danish Library: K-2501; Det Kgl. Bibliotek Victor Albecks Vej (Aarhus): 5-93-0137; British Library: Maps 7.e.9.; U.K. Hydrographic Office Library: OPC/20;
Royal Geographical Society: mr Arctic S.45; Scott Polar Research Institute Library (University of Cambridge): Drawer 2J; Biblioteca Nacional de España: Salón General ; SG/3988; University of Michigan Library: GA 355 .K78; OCLC: 828275997, 476582531, 465721034, 68183056, 1011591937; Peter DAWES and Walter KUPSCH, Lauge Koch: Pioneer Geo-Explorer of Greenland's Far North, Earth Sciences History, vol. 10, no. 2 (October 1991), pp. 130-53; William James MILLS, Exploring Polar Frontiers: A Historical Encyclopedia, vol. 2 (2003), pp. 360-1; Marie TREMAINE (ed.), Arctic Bibliography, vol. 1 (1953), no. 8963 (p. 1344).



No. 2

Robert BROWN (1842 - 1895), principal author.

Vancouver Island. Exploration. 1864.

Victoria: Printed by authority of the Government by Harries and Company, [1865].

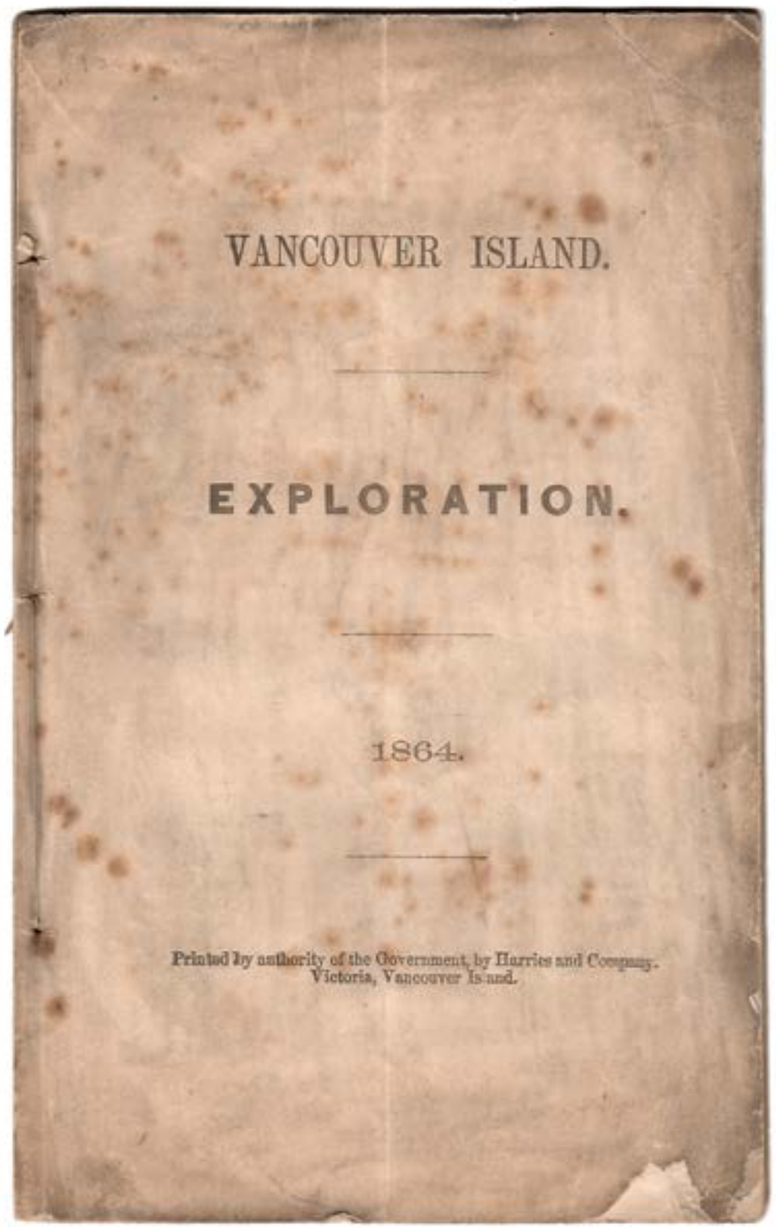
8° (24.5 x 15.5 cm): ii, 27 pp., original self wraps (with title on upper wrapper and list of expedition members on lower wrapper), stitched (Good, some conspicuous spotting to first three and last three leaves, dust soiling to wrappers, creasing to some corners, a subtle vertical foldline to entire work, front wrapper with tiny loss to blank area of bottom margin).

The official report of the 'Vancouver Island Exploring Expedition' of 1864, led by the brilliant 22-year-old Scottish botanist Robert Brown, the epic endeavour saw an expert team extensively explore the little known interior of the island, providing a thorough topographical and geographical record of the encountered areas; anchoring the locations of key points by astronomical observations; analysing the natural history; locating timber trees; rating agrarian potential; appraising the geology and discovering deposits of gold and coal; while meeting seldom-encountered indigenous nations, so providing a blueprint for the socio-economic development of the island; one of the most important of all early Victoria imprints – rare.

5.500 EUR

Vancouver Island, with an area of 32,100 km², and a length of 460 km, is the largest island along the Pacific coast of the Americas. It is blessed with tremendous beauty, a mild climate and abundant natural resources. For centuries it was home to several sophisticated indigenous nations and was first encountered by Europeans in the 1770s. Britain founded Victoria, in 1843, near the southern tip of the island, which secured its title to all Vancouver Island against U.S. claims in 1846. Vancouver Island became a British colony in 1849 (it would not be merged with the B.C. Mainland to form the colony of British Columbia until 1866).

Victoria gained great prominence as the staging point for the Fraser Canyon Gold Rush (1858) and the Cariboo Gold Rush (1860s), on what is today the B.C. Mainland. Yet, in 1864, the town's permanent population remained modest, not more than 5,000 souls, while the other white settlements on the island were tiny and far are few between (ex. Fort Nanaimo, est. 1853; Comox, est. in 1862). Indeed, most of the interi-


VANCOUVER ISLAND.

EXPLORATION.

1864.

Printed by authority of the Government, by Harries and Company.
Victoria, Vancouver Island.

or of Vancouver Island remained largely an enigma to Europeans, while the island's supposedly vast natural resources were mainly attached to vague rumours, while many of its indigenous tribes were known only from fleeting encounters. The government of the colony of Vancouver Island considered this situation to be highly problematic, not only due to the opportunity cost of not developing its resources, but Britain's light footprint left the island vulnerable to American annexation.
Beginning in the 1850s, the colonial authorities offered sizable bounties to those who were willing to explore and develop the island beyond Victoria, but for years the response was desultory.

The catalyst for change occurred on April 29, 1864, when the colonial Governor Arthur Kennedy convened a committee composed of the colony's 'good and great', namely its leading politicians and businessmen, to sponsor an exploring expedition to reconnoitre the most promising hinterland regions of the island.

The envisaged 'Vancouver Island Exploring Expedition' was to address seven key points of enquiry: 1) to provide a complete topographical and geographical account of the explored areas; 2) to anchor the locations of key points by astronomical observations; 3) to analyse the natural history; 4) to locate and asses forests and timber trees; 5) to rate agrarian potential; 6) to appraise the geology and locate promising areas for mines (namely gold, coal and copper); 7) to encounter and give observations on the indigenous nations of the areas explored.

Leadership of the expedition was given to Robert Brown, a 22-year-old Scottish botanist who was wise well beyond his years. He was given the title of Commander and Government Agent. The team's other principals were Peter John Leech (Lieutenant and Astronomer), Frederick Whymper (Artist) and John Buttle (Naturalist). Other members of the pary included Alexander S. Barnston, John Meade, Ranald Macdonald; and the pioneers and miners John M. Foley (left the expedition, July 26), Thomas Henry Lewis, Richard Drew, and William Hooper (would join the expedition August 6), as well as the hunters Toma Antoine and Lazare Le Buscay.

As it would turn out, the expedition's sponsoring committee would prove itself singularly obsessed with the discovery of gold, causing much tension with Brown, who was concerned with gaining a broader appreciation of the island.

The Present Work in Focus

Here is the original official report of the Vancouver Island Exploring Expedition, published at the expense of the colonial government, in Victoria, by Harries and Company in the spring of 1865. It comes in the form of a brief introduction, followed by Robert Brown's journal of the progress of the expedition, dated Victoria, November 6, 1864, in the immediate wake of the endeavour; there is then a brief congratulatory conclusion by the head of the sponsoring committee.

The Introduction notes that while the coasts of Vancouver Island had been ably surveyed [between 1857 and 1862] by Captain George Richards, who had since been made Hydrographer to the Navy, the interior regions remained largely unexplored. It is said that "From the first settlement of the Colony, the desirability of a thorough knowledge of its resources has been felt, and various suggestions have from time to time been made and discussed, as to the best means for its acquirement, some of which never took any practical form" (p. i).

To remedy the matter, it was decided to create a committee to sponsor an exploring expedition of the interi or regions of Vancouver Island. The inaugural meeting of the body occurred on April 29., 1864. The chairman of the committee was Selim Franklin, a Member of the Legislative Assembly, while its 14 members are listed.

After naming the members of the resulting exploring expedition team, under the leadership of Robert Brown, it is record that the mission "took their departure from the Hudson Bay Company's wharf on the 7th June, 1864, in Her Majesty's steamer Grappler, Commander Verney, after an eloquent address from Governor Kennedy, amid the cheers of the crowd assembled, and with the prayers of the friends of the Expedition".

The Introduction then hands the record over to Robert Brown's journal, saying that the Expedition "must now be allowed to tell its own tale in the following Report of the Commander of the Exploring party". Brown asserts that his journal endeavoured to create "a connected narrative of our labours" of an expedition that lasted four and a half months, from June 7 to October 21, 1864, and covered an estimated 1,200 miles.

Brown details, how the expedition, that at times split up into smaller parties, crossed Vancouver Island at several places, in many cases exploring territory never encountered by Europeans. This included, under Brown's personal command, trekking from Cowichan Lake, down the Nitinat River to Whyac, approximating a route pioneered by Joseph Despard Pemberton in 1857. Another party pursued a rigorous path from Cowichan Lake to Port San Juan. Brown next led a group from Comox to Alberni, past Comox Lake and Great Central Lake, while another party travelled a rugged route from Nanaimo to Alberni via the Nanaimo Lakes.

There were, at times, tense encounters with members of indigenous nations. For example, Brown recounts that on October 14, "We found two camps of the warlike Euc-lat-aws camped on the Quall-e-hum, and it was with difficulty that we rescued from their hands an Opichesaht hunter, who had accompanied us as guide".

Importantly, the seasoned miner John Foley discovered placer gold along what was named the Leech River near Sooke (so validating the mission in the eyes of it sponsoring committee!). Gold was also discovered along the Sooke River. Moreover, Brown encountered promising coal deposits near Comox, as well as much fertile land, ideal for farms, in the Comox Valley. From a documentary point of view Brown's narrative included amongst the earliest description of the fledgling settlements of Comox, Cowichan and Chemainus.

Following Brown's journal, is a message by Selim Franklin, the Chairman of the Vancouver Island Exploration Committee, dated April 3, 1865:

"The Report has afforded the Committee much gratification, and they are persuaded that its publication, which has kindly been undertaken by the Government, will do much to stimulate future enterprise, to attract capital to the Colony, and to promote its settlement. The gold fields of Sooke and Leech Rivers, now being successfully worked, furnish broad grounds for the belief that in the interior there exist deposits which will give remunerative employment to great numbers of industrious men, and supply the means of fostering extensive commercial, manufacturing and agricultural interests".

Legacy

The Vancouver Island Exploring Expedition proved highly consequential in spurring the settlement and development of the colony. In the short term, it led directly to the Leechtown Gold Rush, whereupon by early November 1864, a settlement of 4,000 people had developed on the Leech River, including 1,200 active miners, served by 3 hotels, 6 general stores, and 30 premises licensed for selling liquor. While the rush peaked by the middle of 1865, and was over by 1868, the spectacle attracted many settlers to Vancouver Island and led to other types of development.

More enduringly, the expedition caused the crown to sponsor the agrarian development of the Comox Valley and to build roads into the interior in many places, anchoring the British colonial presence throughout southern Vancouver Island.

While Brown's discoveries of coal were not of immediate consequence, what became known as the Comox Coalfield would, from 1888 to 1953, produce 18.6 million tonnes of high-volatile bituminous coal.

Robert Brown: Explorer of Vancouver Island

The leader of the expedition, Robert Brown (1842 - 1895), was an extraordinary, fantastically energetic and insatiably curious man. A native of Camster, Caithness, northern Scotland, he commenced studying medicine at the University of Edinburgh, where he won a prize for his work in botany. Consumed by wanderlust, at age 19, he left his studies to go on a whaling expedition to Iceland, Greenland and Baffin Island.

Brown's proficiency in botany led the British Columbia Botanical Association of Edinburgh to sponsor him to travel to Vancouver Island to select seeds of native plants and to dispatch them Scotland for cultivation (fortunately, Scotland had a similar climate to the Pacific Northwest).

Brown arrived in Victoria in May 1863, whereupon he went on a variety of excursions, visiting Alberni Inlet and Nootka Sound, Vancouver Island, as well as the Olympic Peninsula (Washington State) and ascending some way up the B.C. Mainland's Fraser River. Despite his dogged efforts, and much to his chagrin, the Edinburgh association expressed disappointment in the seeds Brown sent home, causing him to pursue other endeavours.

After leading the Vancouver Island Exploring Expedition, Brown resumed his commission searching for seeds to send back to Edinburgh, travelling to northern Vancouver Island, the Queen Charlotte Islands, Washinton Territory and Oregon. However, when his Scottish sponsors decided not to renew his contract, he resolved to return to Britain. On the eve of his departure, the Daily British Colonist and Victoria Chronicle described Brown as "a valuable man, who has done more towards exploring its [Vancouver Island's] unknown regions, unfolding its natural resources, and drawing attention to the latent wealth of the Island, than any other man in it".

Brown's exploits in the Pacific Northwest were the highlight of his career. He wrote an article for a prestigious German geographical magazine on the *Interior of Vancouver Island* ('Das Innere der Vancouver Insel', in Mittheilungen aus Justus Perthes' geographischer Amtalt, January and March 1869, p. 1-10, 85-95), accompanied by an important map of the island composed by August Heinrich Petermann from his descrip-

THE VANCOUVER ISLAND EXPLORATION COMMITTEE, in presenting to the public a Report of their proceedings, beg to give expression to their deep sense of the obligation under which the Colony is placed to His Excellency Governor Kennedy, as the originator of the Exploring Expedition, and to the subscribers and donors who have generously aided the Committee in the prosecution of the work confided to their management.

From the first settlement of the Colony, the desirability of a thorough knowledge of its resources has been felt, and various suggestions have from time to time been made and discussed, as to the best means for its acquirement, some of which never took any practical form. Some valuable information had been obtained through the unwearying zeal of Captain Richards, now Hydrographer of the Royal Navy, and of his laborious and talented subordinates, who in addition to the survey of the coast line, of such importance to our future commerce, furnished the geographical details of more than one line of land travel across the Island.

A premium of Fifty Pounds had been offered by the late Governor, Sir James Douglas, for an Essay "which should set forth in the clearest and most comprehensive manner the capabilities, resources and advantages of Vancouver Island, as a Colony for

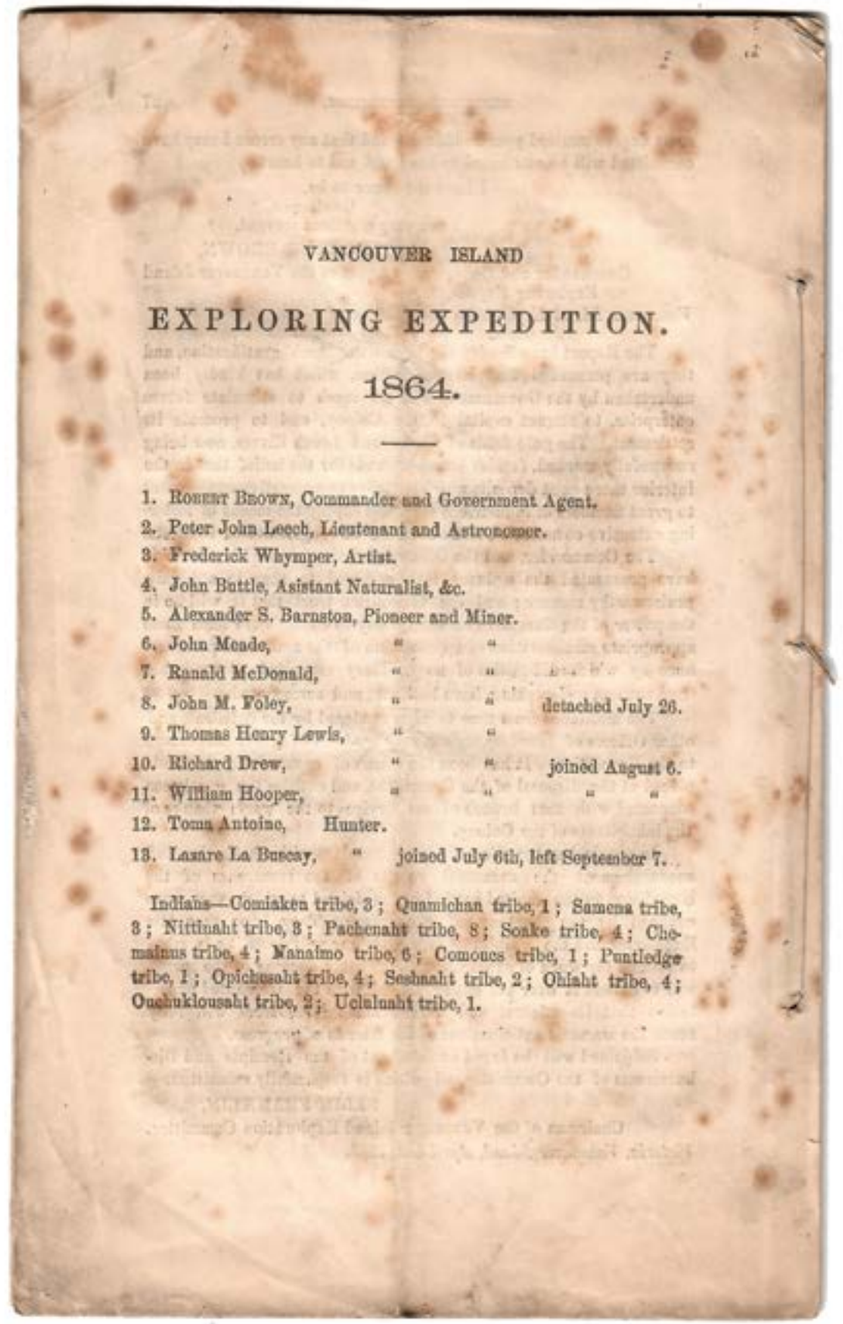
descriptions, *Originalkarte von Vancouver Insel*. For this article, Brown was awarded a Ph.D. by the University of Rostock.

After failing to gain senior academic posts at universities in Ireland and Scotland, Brown moved to London and worked as writer and journalist. He joined the editorial staff of the *Echo,* and then, in 1879, the *Standard*. In his later life he seems to have been frustrated, consumed by nostalgia for his golden days exploring the Pacific Northwest. He was a workaholic who stayed up late every night writing, which seems to have contributed to his death at only the age of 53.

A Note on Rarity

The present work is extremely rare in commerce; we cannot trace any sales listings for any other examples since 1985. We can locate a dozen institutional examples, held by the University of British Columbia Library; Library of the Public Archives of Canada; British Library; University of California-San Diego; Yale University Library; New York Public Library; Lilly Library (Indiana University); Harvard University Library; University of Cambridge Library; University of Manchester Library; Royal Society Library; and the Royal Geographical Society.

References: University of British Columbia Library: Rare Books and Special Collections F5804.2 .B75; Library of the Public Archives of Canada: FC3822 .2 B76 1865; British Library: 10470.f.11.; University of California-San Diego: F1089.V2 B8; Yale University Library: Zc81 865b; New York Public Library: HWE p.v. 15; Lilly Library (Indiana University): F1089.V3 B8; Harvard University Library: GEN Vab V26; University of Cambridge Library: RCS.A.695.3; University of Manchester Library: Canada 9372.27; Royal Society Library: Tracts 471/2; Royal Geographical Society: mg X.733.2; OCLC: 18901024; B.J. LOWTHER & M. LAING, A Bibliography of British Columbia: Laying the Foundations, 1849-1899 (Victoria, BC: University of Victoria, 1968), p. 30; John HAYMAN (ed.), Robert Brown and the Vancouver Island Exploring Expedition (Vancouver: University of British Columbia Press, 1989).



VANCOUVER ISLAND

EXPLORING EXPEDITION.

1864.

1. Robert Brown, Commander and Government Agent.
2. Peter John Leech, Lieutenant and Astronomer.
3. Frederick Whymper, Artist.
4. John Buttle, Asistant Naturalist, &c.
5. Alexander S. Barnston, Pioneer and Miner.
6. John Meade, " "
7. Ranald McDonald, " "
8. John M. Foley, " " detached July 26.
9. Thomas Henry Lewis, " "
10. Richard Drew, " " joined August 6.
11. William Hooper, " " " "
12. Toma Antoine, Hunter.
13. Lazare La Bussay, " joined July 6th, left September 7.

Indians—Comiaken tribe, 3; Quamichan tribe, 1; Samena tribe, 3; Nittinaht tribe, 3; Pachenaht tribe, 8; Soake tribe, 4; Chemainus tribe, 4; Nanaimo tribe, 6; Comoucs tribe, 1; Puntledge tribe, 1; Opichesaht tribe, 4; Seshnaht tribe, 2; Ohiaht tribe, 4; Ouchuklousaht tribe, 2; Uclaluaht tribe, 1.

MOZAMBIQUE- FORTRESS OF SÃO SEBASTIÃO DA ILHA DE MOÇAMBIQUE
ORIGINAL MSS

No. 3

Anon.

“Planta da Praça de Moçambique”.

Manuscript, [mid-18th Century].

Manuscript, pen and ink and watercolour on fine laid paper watermarked ‘VL’ (Good, attractive patina, minor old surface abrasions affecting lower neat-line and scale, light vertical creasing centre right, old adhesive stains to blank corners), 35.5 x 52 cm (14 x 20.5 inches).

An amazing and unique survivor, being a finely executed original manuscript map of the Praça de São Sebastião, the grand 16th century fortress which guarded the town of Ilha de Moçambique, the capital of Portuguese East Africa and a globally significant entrepôt for slaves, gold and ivory, and which today has the distinction of being the oldest complete fortress in Sub-Saharan Africa; the map was drafted during the mid 18th century when the Ilha de Moçambique’s economic and political power was on the rise – one of only very few detailed historical images of East Africa’s most important military base.

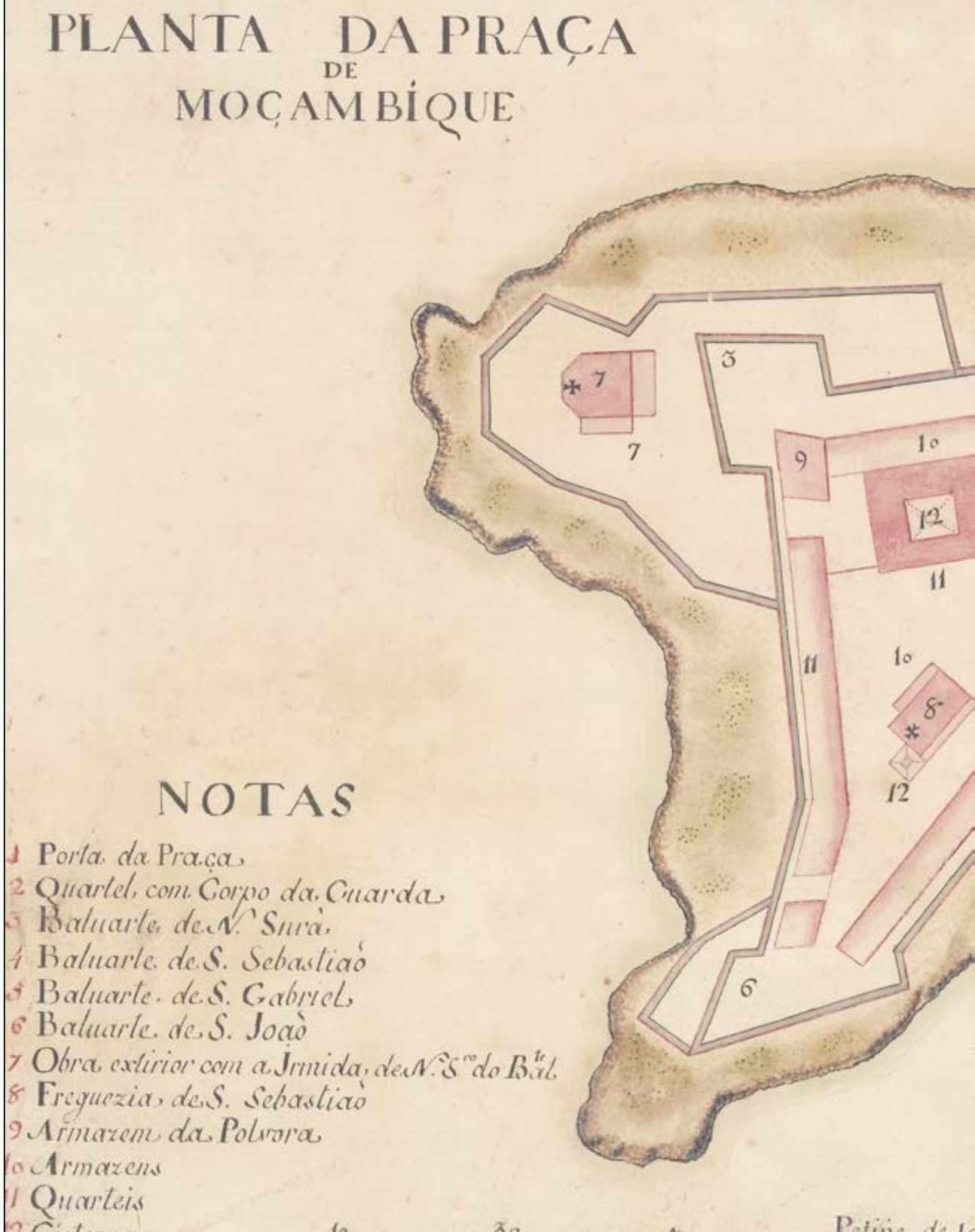
8.500 EUR

The Ilha de Moçambique, is a small coral island (around 3 km long and 0.5 km wide), located about 3 km off the mainland of northern Mozambique (today’s Nampula Province). The island got its name from Mussa bin Bique, the island’s sultan at the time of the arrival of Vasco Da Gama in 1498 (the name was eventually given to the greater country).

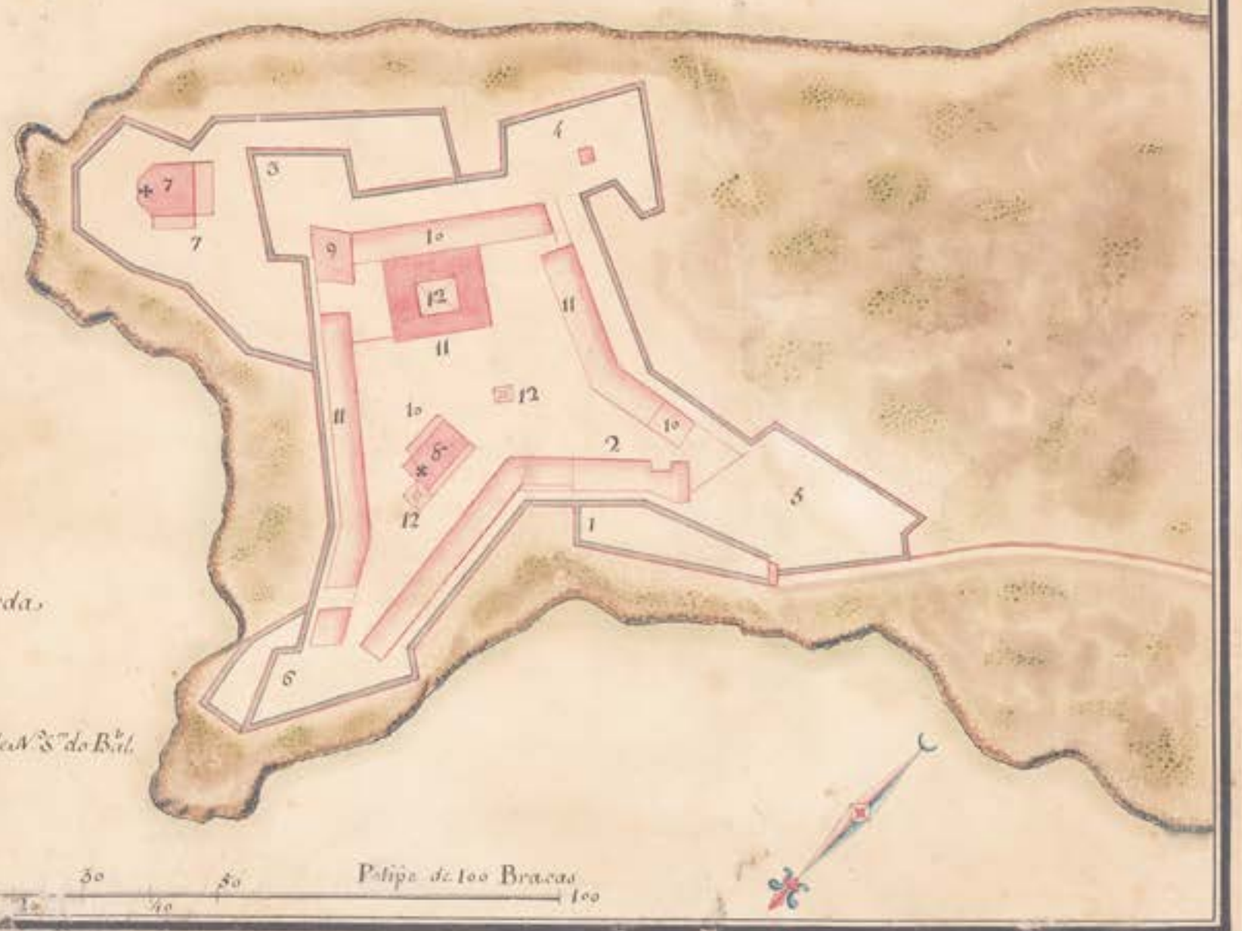
In 1507, the Portuguese established a small fort and naval base on the island, as it possessed a decent natural harbour and its location provided is a good level of security from attack by indigenous forces from the mainland and from rival European powers from the sea. In 1522, the Portuguese built the Capela de Nossa Senhora do Baluarte, a masterpiece of Manueline architecture on the northeastern tip of the island. Today the chapel has the distinction of being the oldest European building in the southern hemisphere.

The Ilha de Moçambique was seen as the preferred administrative base for the archipelago of outposts that the Portuguese maintained along the Swahili Coast, which traded in slaves, ivory and gold.

In line with its significance, the Portuguese charged the military engineer Miguel de Arruda to build a large



PLANTA DA PRAÇA DE MOÇAMBIQUE



NOTAS

1 Porta da Praça.
2 Quartel com Corpo da Guarda.
3 Baluarte de N.ª Sr.ª
4 Baluarte de S. Sebastião
5 Baluarte de S. Gabriel.
6 Baluarte de S. João
7 Obra exterior com a Irmida de N.ª S.ª do B.al
8 Freguezia de S. Sebastião
9 Armazem da Polvora.
10 Armazens
11 Quarteis
12 Cisternas

stone fortress on the island. Arruda brought with him extensive experience building fortresses in Flanders, a region then known for being on the avant-garde of military science. From 1540 to 1557, the Fortaleza (or Praça) de São Sebastião was built on the island's northeastern tip, adjacent to the Capela de Nossa Senhora do Baluarte. Built of local stone in an Italianate style, it formed an irregular rectangle roughly 110 metres long on each side, anchored by four bastions. It boasted a sophisticated system for catching and storing rainwater on an island where fresh water was scarce.

The map of the Praça de São Sebastião, the "Planta de Monsabique" (1655) by the Leonardo de Ferrari, from the Marquis von Heliche Atlas, shows the fortress's appearances from its creation through to early 18th century. Please see a link courtesy of Wikimedia Commons:

Planta_da_fortaleza_da_ilha_de_Moçambique,_Leonardo_de_Ferrari,_1655.jpg (8246×5986)

In 1712, the Praça de São Sebastião had three of its four bastions extended, with the far northeastern bulwark built out to encompass the Capela de Nossa Senhora do Baluarte (details evident on the present map). The fortaleza attained added importance from 1752, when Portuguese East Africa became its own colony (it was hitherto subservient to Goa), while the town of Ilha de Moçambique gained many important institutions as the headquarters of a colonial governor-general. During 18th century, the Ilha de Moçambique did a brisk trade in slaves, ivory and gold, as well as being a key waypoint on voyages from Europe to India, all made possible by the peace secured by the Praça de São Sebastião.

The Ilha de Moçambique remained a significant trading centre and waypoint until the opening of the Suez Canal in 1869, whereupon most shipping traffic between Europe and Asia no longer visited East Africa. In 1898, the capital of Mozambique was moved from the Ilha to Lourenço Marques (Maputo), in the far south, so consigning the Praça de São Sebastião to obscurity (with the benefit that there was no money available to anyone who wished to tear it down or deface the fort). Today the Praça de São Sebastião (which is in a decent state of preservation) has the distinction of being the oldest complete fort in Sub-Saharan Africa, as well as the anchor of the UNESCO World Heritage Site of the Ilha de Moçambique.

The Present Manuscript in Focus

Here is an amazing survivor and a highly important artefact from the long Portuguese colonial presence in East Africa. It is a very finely executed original manuscript map of the Praça de São Sebastião. Likely made by a Portuguese military engineer, due to its style and content, it was drafted sometime in the mid-18th century, during the period when the Ilha de Moçambique assumed greater prominence as a colonial capital. The Praça was the headquarters of the commander-in-chief of the Portuguese military in East Africa and served to intimidate unruly indigenous nations on the mainland, so securing the flow of slaves, ivory and gold through the island.

It is worth referring to another map from the roughly the same period, which shows the plans (later aborted) to build massive new works to the south of the base, although the ground plan of the existing fortress is the same as on the present map. This map being the "Planta da fortaleza de Mofs [Moçambique] com as novas obras projectadas para melhor defesa" (1741), [held by the Biblioteca Nacional do Brasil], please see link, courtesy of the Library of Congress:

Map of the Fortress of Mozambique with New Works Projected for Better Defense. | Library of Congress

It is worth noting that very few original 18th century manuscript maps of any place in Sub-Saharan Africa survive, while the present work is one of the oldest surviving detailed maps of the Praça de São Sebastião. It dates from roughly the same time as the aforementioned 1741 plan and greatly predates the "Planta da Fortaleza de S. Sebastião da cidade de Mossambique / levantada por ordem do Tenente General João Manoel da Silva, nomeado Governador e Capitão General da Capitania de Massambique ; pello Capitão do Real Corpo de Engenheiros, Xavier Schmid von Belliken, em Novembro de 1821", held by the Biblioteca Nacioal de Portugal (A10; G7; P1; no 20 (v602)).

The "Notas", in the lower left of the present map, feature a numbered key that identifies all the salient features of the Praça de São Sebastião complex (with the map orientated to the southeast):

1. *Porta da Praça* [Fortress Gate]

2. *Quartel com corpo da Guard*a [Barracks with Guardhouse]

3. *Baluarte de N. Senhora* [Bastion of Our Lady]

4. *Baluarte de S. Sebastião* [São Sebastião's Bastion]

5. *Baluarte de S. Gabriel* [São Gabriel's Bastion]

6. *Baluarte de S. João* [São João's Bastion]

7. *Irmida de N. S.ra do Bal.* [Chapel of Our Lady of the Bastion]

8. *Freguesia de S. Sebastião* [Parish Church of São Sebastião]

9. *Armazem da Pólvora* [Gunpowder Magazine]

10. *Armazens* [Warehouses]

11. *Quarteis* [Barracks]

12. *Cisternas* [Cisterns]

The present manuscript comes from the private collection of a Portuguese navy admiral, and as best as we are aware it has never been seen or studied by scholars.

References: N/A – unique manuscript, seemingly unrecorded. Cf. Stephane PRADINES, 'Portuguese Fortresses in East Africa', Fort, vol. 44 (2016), pp. 50-75, esp. pp. 62-3.

HOLY LAND / LEVANT (ISRAEL / PALESTINE / JORDAN / LEBANON / SYRIA / EGYPT)

No. 4

Aaron ARROWSMITH (1750 - 1823). / Armar Lowry CORRY (1793 - 1855).

Map of Syria constructed from Various Documents and founded on the Astronomical Observations made in that Country in the year 1818, by Capt.n Armar L. Corry R.N. To whom the Map is respectfully inscribed By his obedient humble servant, A. Arrowsmith, Hydrographer to His Majesty.

London: A. & S. Arrowsmith, August 29th, 1823.

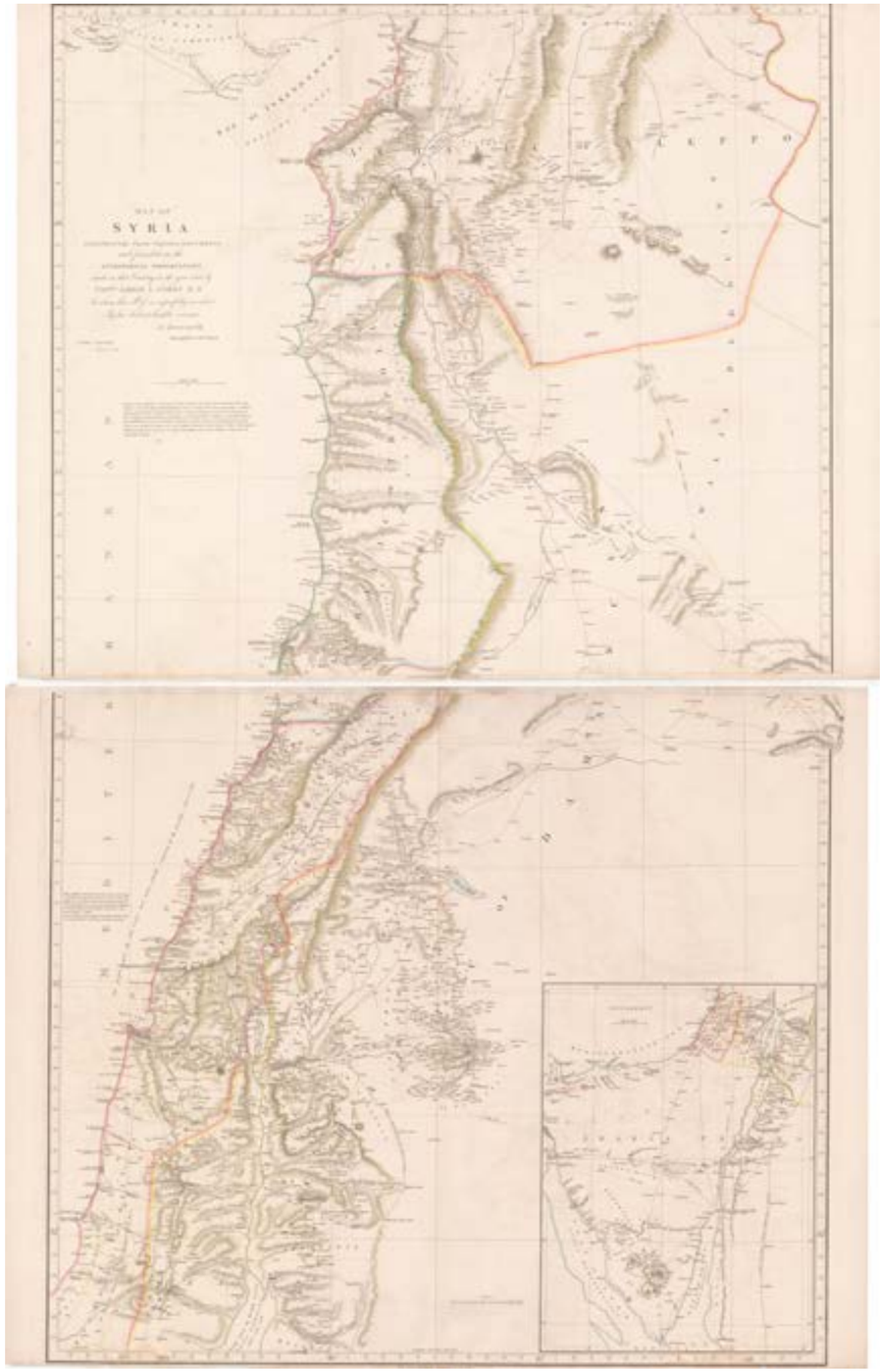
Copper engraving with original outline hand colour on 2 un-joined sheets of wove paper (Very Good, clean with lovely original colours, some minor print transference, a few small; marginal tears and short partial splits at centrefolds archivally closed from verso), each sheet: 67.5 x 85 cm, if joined would form a map: 134 x 85 (53 x 33.5 inches).

Extremely rare – a grand format map of the Holy Land/Levant that its perhaps the last major work made by the legendary cartographer Aaron Arrowsmith, published by his sons shortly after his death, it features a wealth of novel topographical and archaeological intelligence, in part gained from the thinly veiled espionage mission of the Earl of Belmore and his brother Commander Armar Lowry Corry, who in 1818 visited Jerusalem, before travelling overland to Damascus and then to Lebanon, all the while fixing locations by astronomical observations and investigating the countryside; a magisterial example of Arrowsmith's signature style of crisp engraving heightened by resplendent outline hand colour.

4.500 EUR

This is one of the last, if not the last map created under the direction of the legendary Aaron Arrowsmith, the most important cartographic publisher of the early 19th century. It seems that the manuscript for the work was prepared under his direction yet was published after his death by his sons and successors, Aaron Jr. and Samuel Arrowsmith.

This map of the Holy Land, or the Levant, perfectly accords with Aaron Arrowsmith's signature style in its grand format, crisp engraving and vibrant yet elegant colour scheme. The map's scope extends from the 'Gulf of Iskenderoon' (Iskenderun), in the north down south past Jerusalem and Jaffa, and inland as far as 'Palmyra or Tadmor'. The 'Supplement', or inset map, in the lower left corner, continues the coverage south of Jerusalem to take in the Sinai Peninsula.



While the map has a basic planimetric accuracy, much of the region would not be scientifically mapped until much later (ex. Lebanon and southwestern Syria would be trigonometrically mapped, by the French, in the 1860s), so that its projection is compiled from a variety of sources (as discussed below). The map is rich with Biblical and archaeological information, with many places labelled with both their current and ancient names (ex. Amman, Jordan is 'Ammon / Philadelphia' and what was once the region's greatest port is labelled as 'Kysaryah / Caesarea').

Fascinating details include 'Deir el Kammar', southeast of Beirut, labelled as 'Residence of the Prince of the Druses'; the location of the 'Battle of Issus B.C. 332', north of Iskenderun; the 'Camp of Darius', east of the same city; the 'Cedars of Lebanon', east-southeast of Tripoli; the 'Sook el Khan… a large Market', near Lake Tiberias; 'Mt. Haroun / Mt. Hor', the 'Tomb of Aaron 1452 B.C.' (located in the inset map), located near Petra, the 'Anc.t Metropolis of Arabia Petrae'; Josephs tomb' – near 'Nablous'; and the 'Grotto's & a Caravanserai called the School of Elias', at 'Cape Carmel' (modern Haifa).

The map labels the territories of the Twelve Tribes of Israel, while more modern pilgrimage information is included, notably the 'Hadj or Caravan route from Damascus to Mecca'. Also labelled are other ancient thoroughfares, such as Roman roads. The modern territories of various tribes or clans are marked, including (in the inset) the lands of the 'Howetat', near 'Akaba' (Aqaba), made famous by the movie *Lawrence of Arabia* (1962).

At first glance, the present map may appear to be a reiteration of an earlier work, Aaron Arrowsmith's *A Sketch of the Countries between Jerusalem and Aleppo* (1814), please see a link, courtesy of Wikimedia Commons and the David Rumsey Map Collection:

Composite,_A_Sketch_of_the_Countries_between_Jerusalem_and_Aleppo.jpg (7830×11810)

However, while the present map mimics the style of the earlier work, and includes some of the same details, it has been entirely reengraved, while a closer look reveals that the projection of the coastlines is markedly different, while the coverage of Syria is dramatically improved. Moreover, the 1823 map includes much fresh intelligence and details that are not present on the earlier work.

The sources of the present map are described in a note by Aaron Arrowsmith Sr. below the title:

Note. In the compilation of the map of Syria, it will be seen, that I have availed myself of the labours of the late lamented Burkhardt, to whose accuracy I take this opportunity of acknowledging myself much indebted: I have also to return my thanks to many other travellers for the obliging communications, particularly to the Rt. Hon.ble Earl of Belmore, Stansfeld, Rawson, Esq.r, Dr. Richardson and to Dr. Meryon from the perusal of whose interesting private journal I have been enabled to inset some very valuable information. The travels of Mess.rs Buckingham, Mangle & Irby have also been of considerable utility to me in their attempt at improving the geography of Syria. A.A.

This refers to the descriptions and mapping made by the late great Swiss explorer Johann Ludwig Burckhardt, between 1809 and 1817, recoded in his book *Travels in Syria and the Holy Land* (London: John Murray, 1822). Also noted is intelligence from the explorations of Charles Leonard Irby and James Mangles, as recorded in their work, *Travels in Egypt and Nubia, Syria, and Asia Minor; during the years 1817 & 1818* (London: T. White, 1832).

However, the map benefitted most from intelligence supplied by a curious, relatively recent excursion to the region.

The Belmore Expedition: Archaeology and Espionage in Egypt and the Levant

It is stated in the map's title that it is, in part, "founded on the Astronomical Observations made in that Country in the year 1818, by Capt.n Armar L. Corry R. N.", while in the 'Note' below the title it is said that, Aaron Arrowsmith. Sr. benefitted from "the obliging communications, particularly to the Rt. Hon.ble Earl of Belmore". These lines relate to the expedition to the Eastern Mediterranean, Egypt and the Levant from 1816 to 1818 led by Somerset Lowry-Corry, the 2nd Earl Belmore (1774 –1841), an Anglo-Irish antiquarian, politician, who subsequently served as the Governor of Jamaica (1828-32).

In 1816, Belmore arranged for his personal yacht, the *Osprey* (which was formerly the U.S. Navy schooner James Madison, that had been captured by the British during the War of 18182) to be granted a 'letter of warrant', meaning that it would be armed in the service of the British state. Belmore appointed his younger brother, the Royal Navy Commander Arman Lowry Corry, to captain the *Osprey,* with an ambitious plan to reconnoitre the Eastern Mediterranean and adjacent lands.

Commander (later Rear-Admiral) Armar Lowry Corry (1793 - 1855) was career naval officer, who while only in his twenties had already served tours in the Mediterranean, South Africa, Argentina, Brazil and the East Indies. He received formal training in navigation and scientific mapmaking and was blessed with an insatiable intellectual curiosity. In later life, he was to serve as one of the Royal Navy's top commanders, as head of the Channel Squadron.

While on the face of it, Belmore's tour was to focus on archaeological discoveries and Christian pilgrimage, it was also an espionage mission. Egypt, while technically part of the Ottoman Empire was a de facto independent state by Muhammad Ali, the Wali of Egypt, while Ottman authority in the Levant was regarded as increasingly weak. Meanwhile, France was trying to gain influence in the region, employing its traditional role as the protector of the region's Roman Catholics and Maronite Christians. The resurgent French presence was a direct threat to British interests. Consequently, the British crown recruited explorers and adventurers (whether amateur or professional) to gather intelligence on the Levant and Egypt.

Belmore's expedition included, in addition to the Lowry Corry brothers, the Earl's wife, Juliana, their two sons, their lapdog Rosa, as well as the family physician, Dr. Robert Richardson and the vicar, Mr. Holt. The party first visited Rome, Sicily, Malta, the Ionian Islands, and Greece, before arriving in Alexandria. From there, they boarded river dhows and ascended the Nile as far Luxor. Along the way, Belmore came to sponsor Giovanni Battista Belzoni's archaeological excavations in the Valley of the Kings. Armar Lowry Corry famously carved his name as "A L Corry RN 1817" into the Temple of Dendur, near Aswan, which was subsequently removed to the Metropolitan Museum of Art in New York, where it remains on display to this day.

After touring Egypt, Belmore's party went to Palestine, where they visited Jerusalem and then travelled overland to Damascus, before returning to the Mediterranean, and the Osprey, at Tripoli, Lebanon. Along the way, Armar Lowry Corry fixed the locations of several places by astronomical observations, while making a skilled surveillance of the topography, as well as gathering intelligence on locales they could not visit from communications with other explorers. Of note, Belmore's party twice met up with Charles Leonard Irby and James Mangles (in Cairo and Jerusalem), with whom they compared notes.

SINUS

Mountains

Bylan

Derbesak

Camp of Darius

Pass of Bylan or Lower Pass of Amanus

Bagras Koser

Pagrae Abeed?

Caravansaray

Budicea

R. Patrakene

Bridge of 4 Arches

Alachan

Yarnidgia

Plain of Antioch

Antakia ANTIOCH

River Kere 40 Yards Wide

Pontefferro 9 Arches

Pontefferro

Baik Goser

Beiarsch

Clarendia

Herein Gate 120 feet high

Caskenot

Hamzekia

Salchein

Fountain of Zolbe

Daphne

Chara

Yaungu

Grabacherma

Mushrienne

Kepse

Zeybon

Gedede

Port Souvadia or Suadiah Seleucia

Soldeni

C. Soldeni

Mth of the Riv. Aaszy Orontes or Axius

Scheck Gai

Djebel Cheral Mt. Casius

Ras Bosyt Posidium

Bosyt Small Port

Elcanamy

Lourdee

Ras Ganzir

Ordou

Ain el Zerka

Shogr Seleucia Pieria

Bridge of 14 Arches

Gaza

Damat or Gedum

Banias

Bell Mare

Teneree

Blatanous Platanus

Aggi Dengis or Bahar Agoule

River Aphreen

Bir Marat Pasha

Posoul

Arshia

Arsace

Ahtareen

Hakeit

Tolmon

Hasan Pasha

R. Kweic Chalcus

Chozauia

Turkmans

St Simon

Ertesy

Mt St Simon or Sheck Barakat

Chaura Pillars

Banazin

Chorbasy

Jakid

Resendine

Mars or Marrah

Elarid

Behremon or Behirenuae

Hassan

Najar

Baballah

HALEB or ALEPPO Chalybon: Berœa of Nayue imputed by the Macedonians

Between Tamerlane and the Sultan of Egypt

Nirop

Gibly

Ain Shaik

Ramoon

Hony Kane

Hambutta

Angaira

Orem

Gantsomglle

Chutter

Runcubra

Han Toumon

Zeyton

Kinnesrin Chalcis

Hodder Morus

Henatar

Asyntee

Obdeen

Liginee

Aganee

Ingeluph

Merenat

Kefftra

Tulluchbareen

Cassorchris

Port

Danali or Danun Gupoo

Plain of Aluks

Supposed to be the plain where Aurelian conquered Zenobia

Darlazah

Deerecede

Mill of Anguli

Sheron

Tesin

Illassar

Plain of Keffteen

Keffteen

Martaban

Edlip

Old Edlip

Valley of Edlip

Bicha

Emár

Kanlounám

Telberin

Talhaiah

Teezan

Benish

Gemanas

Sermein

Mezar Tar

Marmishrhia

Harbinoose

Irmineer

Chillie

Rozano

Ain Shaik

Hodder Morus

ROAD OF ANTIOCH

PACHALIC OF

SHOGR

Khyzyr or Canzir Rhosicus Scopulus

Mt Pieria 5550 feet

Alchphah

Rosos

Motus

Arsous Rhosus

Plain of Arsous

Gourgiona F.

R. Dulgchan

R. Apulicpour

R. Shougan

R. Belan

Mt. Gaudard

Jacobs Well

Meriamdeh

Anchucha

Athersy or Askerbey

Arabia

R. Euphrates

R. Yaqubeh

R. Aswad

R. Chaboras

As recorded in Robert Richardson's book which chronicles the Belmore expedition, *Travels along the Mediterranean and parts adjacent; in company with the Earl of Belmore, during the years 1816-17-18. Extending as far as the second cataract of the Nile, Jerusalem, Damascus, Balbec, &c.*, 2 volumes (London: T. Cadell, 1822):

Some things in this work are new to the public. The astronomical observations, fixing the site of the Tropic considerably above Assouan, together with the latitude and longitude of different places, thence to the second cataract of the Nile, and throughout Palestine and Syria, were taken by the Earl of Belmore and Captain Armar Lowry Corry, R. N.; to whose kindness the Author is indebted for their appearance in this work (Richardson, vol. 1, p. ix).

In particular, Armar Lowry Corry's geographic intelligence on southwestern Syria as depicted on the present map is impressive and valuable.

Aaron Arrowsmith and his Successors

Aaron Arrowsmith (1750 -1823), the official mapmaker to the Prince of Wales (later George IV), was the most consequential mapmaker of the early 19th century. He was responsible for large format, groundbreaking works predicated upon privileged sources, all beautifully engraved with his resplendent signature colour scheme. His many masterpieces include his *A Map Exhibiting all the New Discoveries in the Interior Parts of North America* (1802); *A map of the United States of North America* (1796); and *To The Honble. the Court of Directors of the East India Company This Improved Map of India Compiled From all the Latest & most Authentic Materials…* (1816), the finest general map of India of its era.

Upon Aaron Arrowsmith's death, in April 1823, his business and his title 'Hydrographer to the King', was inherited by his young sons, Aaron Jr. (1802-1854) and Samuel (1805-1839), forming the firm of A. & S. Arrowsmith. The Arrowsmith brothers did not have the talent or interest of their father and so concentrated on (albeit ably) finishing Aaron Sr.'s uncompleted projects (such as the present map) and reissuing the firm's established classics. In 1832, Aaron Jr. departed the industry to study divinity at Oxford, in preparation to be a missionary, leaving poor Samuel to continue to run the enterprise solo.

The family's real next generation of talent lay with Aaron Sr.'s nephew, John Arrowsmith (1790 - 1873), who had started his own cartography firm with the £200 his uncle left him in his will. When Samuel died, in 1839, he purchased the remaining stock and privileges of the Arrowsmith firm and went on to become one of the great mapmakers of the Victorian era.

A Note on Editions and Rarity

The present example is of the first edition of the map, published in August 1823. The map was reissued, with the same content, only with the imprint date amended, in 1833 and 1840.

The map is extremely rare. We can trace 6 institutional examples, held by the Qatar National Library, TU Darmstadt, Universitäts- und Landesbibliothek, Biblioteca Nazionale Centrale di Firenze, National Library of Israel, the British School at Athens and the Bibliotheque Nationale Universitaire de Strasbourg. We can-

not locate any sales records for any other examples since one was auctioned at Bonham's London in 2008. The 1833 and 1840 reissues are likewise rare.

References: Qatar National Library: HC.MAP.01161; TU Darmstadt, Universitäts- und Landesbibliothek: his LK Mappe 77/36,1-2; Biblioteca Nazionale Centrale di Firenze: PALAT Cart. geog 27; National Library of Israel: Pal 1358; British School at Athens: S.M.C. II D 34; OCLC: 950398441, 1304256335, 9088275596; René DUSSAUD, Topography historique de la Syria antique and medieval (2015), p. 36; Leon Emanuel Simon Joseph comte de LABORDE, Commentaire géographique sur l'Exode et les Nombres (1841), p. xxx-vii. Cf. [re: 1833 issue:] Royal Geographical Society: mr Syria Div.6] (1).; [re: 1840 issue:] British Library:

MAP OF

SYRIA

CONSTRUCTED FROM VARIOUS DOCUMENTS

and founded on the

ASTRONOMICAL OBSERVATIONS

made in that Country in the year 1818, by

CAPT.N ARMAR L. CORRY R.N.

To whom this Map is respectfully inscribed

By his obedient humble servant,

A. Arrowsmith,

Hydrographer to His Majesty

SOHO SQUARE,

August. 1823.

English Miles.

5 10 20

N

NOTE. In the compilation of this map of Syria, it will be seen, that I have availed myself of the labours of the late lamented Burckhardt, to whose accuracy I take this opportunity of acknowledging myself much indebted: I have also to return my thanks to many other travellers for their obliging communications, particularly to the R.t Hon.ble Earl of Belmore, Stanefield Rawson Esq.r D.r Richardson and to D.r Meryon from the perusal of whose interesting private journal I have been enabled to insert some very valuable information. The travels of Mess.rs Buckingham Maugles & Irby have also been of considerable utility to me in this attempt at improving the geography of Syria.

A.A.

No. 5

[3 Manuscripts:]

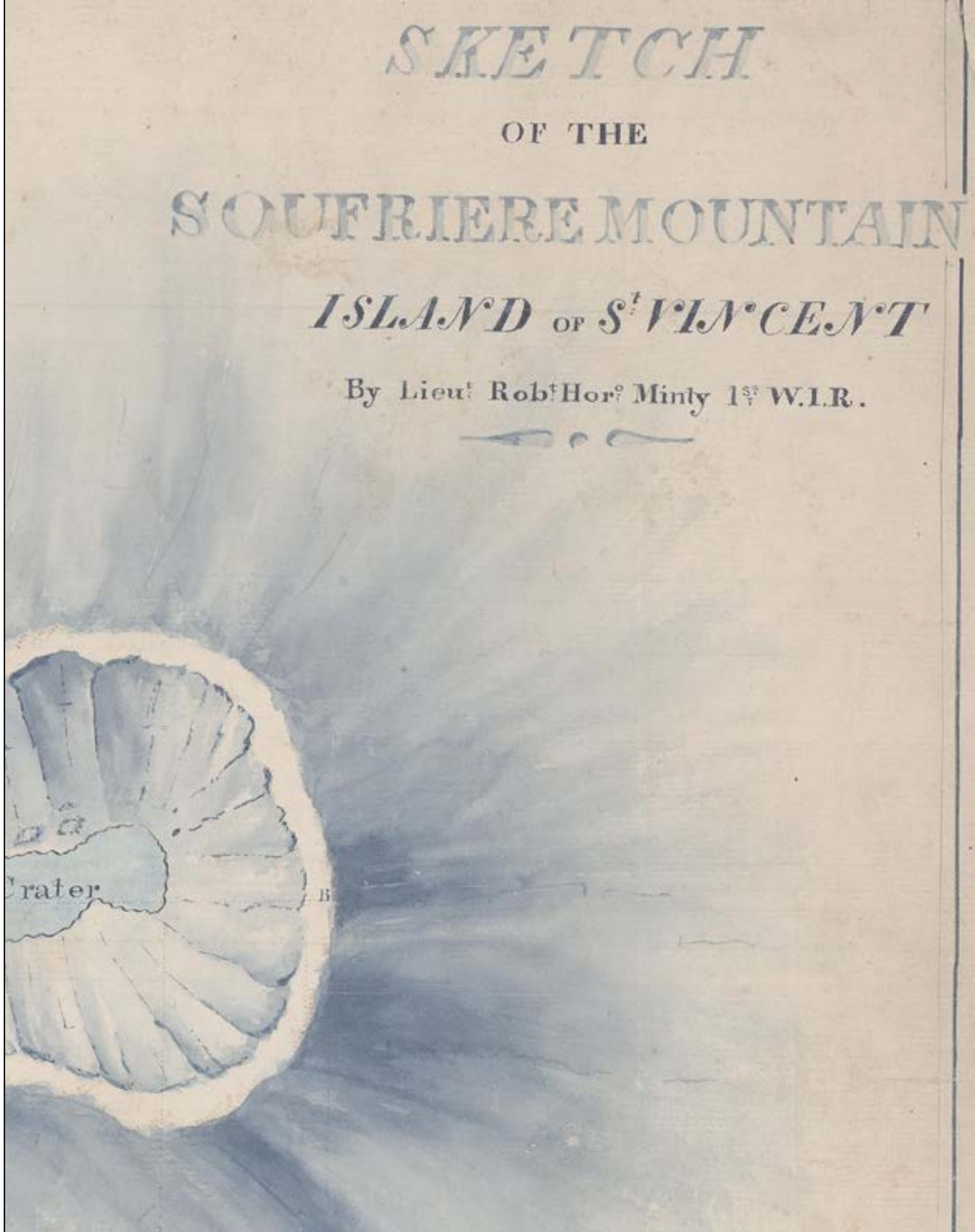
1.
Robert Horatio MINTY (1800 - 1848).
[Notes on La Soufrière].
Manuscript, Saint Vincent, W.I., October [1837-41].
Manuscript, 3 pp., pencil on single folded sheet of wove paper, being text with a sketch of La Soufrière's main crater, small English duty blindstamp (Very Good), 25 x 40 cm (10 x 15.5 inches).

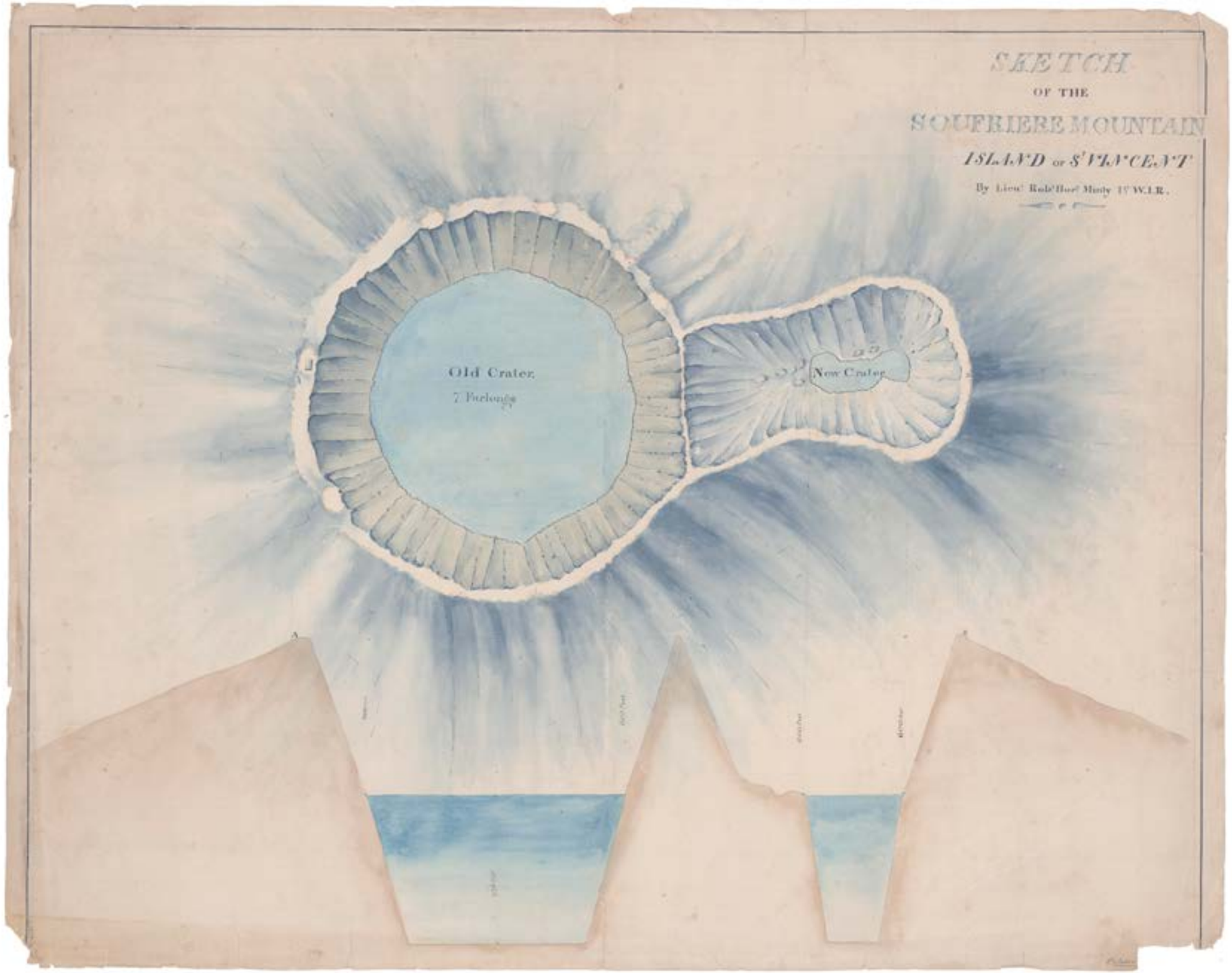
2.
Robert Horatio MINTY (1800 - 1848).
"Sketch of the Soufrière Mountain / Island of St. Vincent / By Lieut. Robt. Hor. Minty, 1st W.I.R.".
Manuscript, Saint Vincent, W.I., October [1837-41].
Manuscript, pen and ink and coloured wash on fine laid paper, watermarked 'Johnston & Molineux 1835' (Good, lovely colours, several short hairline tears, some entering image but with no loss, a chip of loss to lower right corner removing part of date), 46 x 58.5 cm (18 x 23 inches).

3.
Robert Horatio MINTY (1800 - 1848).
[Untitled View of La Soufrière's Main Crater].
Manuscript, Saint Vincent, W.I., October [1837-41].
Manuscript, pen and ink and coloured wash on paper, contemporarily mounted to slightly larger framing sheet of beige paper (Fair, lovely colours but quite spotted), view proper: 20.5 x 42 (8 x 16.5 inches), contemporary mount: 23.5 x 44.5 cm (9.5 x 17.5 inches).

An extraordinary trio of original manuscripts representing one of the earliest surviving studies of a West Indian volcano, being Saint Vincent's La Soufrière mountain, a stratovolcano that has erupted several times between 1718 and 2021; specifically, present are a large format, finely executed and resplendently coloured map and profile of the volcano, a topographical view of its main crater, as well as explanatory notes, made by the British Army officer Lieutenant Robert Horatio Minty, with the objective of recording the state of the La Soufrière its form following its transformative 1812 eruption and to contemplate the mystery of the formation of the deep lake that developed in its main crater.

7.200 EUR




SKETCH
OF THE
SOUFRIERE MOUNTAIN
ISLAND OF ST VINCENT
By Lieut Rud'Hoe Hosty 17 W.I.R.
Old Crater
7 Furlongs
New Crater

The West Indies is often thought of as a tropical paradise; however, this conceals the fact that its Lesser Antilles lie along a crescent of fire (the 'Lesser Antilles Subduction Zone'), resulting in extreme seismic and volcanic activity. The eruption of Mount Pelée, Martinique in 1902 killed 29,000 people, while more recently, since 1995, the continual eruptions of the Montserrat's Soufrière Hills volcano has ensured that 60% of the island is a 'Exclusion Zone'.

The island of Saint Vincent (345 sq. km / 133 sq mi) was first colonized by the French in 1719 but came under British rule in 1763. Its highest peak, La Soufrière (1,235 m / 4,052 ft), is a stratovolcano that has erupted violently several times in the modern era (1718, 1812, 1902, 1979 and 2021).

The eruption of La Soufrière of April 30, 1812, immortalized in J.M.W. Turner's painting *The Eruption of the Soufrière Mountains in the Island of St Vincent* (1815) [held today by the Victoria Gallery & Museum, University of Liverpool], was notable as it created a new second crater 500 m wide (known as the 'New Crater' or 'Crater of 1812') on the Northeast rim of the old 1.6-km-wide summit crater. After this eruption, La Soufrière became dormant for decades, so allowing lakes to form inside both craters, that varied in size and depth depending on rainfall.

The eruption of May 6, 1902, which occurred just hours before the eruption of Mount Pelée, Martinque, killed 1,680 people (a catastrophic loss on an island which had total population of 45,000).

Recently, the eruption of December 2020 – April 22, 2021, created a new lava dome in the main crater, and resulted in an explosive eruption on April 9, 2021, that created an approximately 8,000 m (26,000 ft) ash plume that drifted over the Atlantic. It forced 16,000 people to evacuate their homes. La Soufrière has since settled down but remains a brooding threat.

The Present Manuscripts in Focus

During the early to mid-19th century, volcanology was still an embryonic field. However, 'The Grand Tour' experiences with Italy's Mount Vesuvius, and fascination with Alexander von Humbolt's descriptions of the colossal peaks of the Andes following his 1799 to 1804 expedition to South America, led to great popular interest in volcanos.

A generation after the eruption of La Soufrière of April 30, 1812, Lieutenant Robert Horatio Minty, a British soldier of the 1st West India Regiment, stationed in Saint Vincent, collected the available scientific knowledge of La Soufrière. As best as we are aware, the present works represent the first serious integrated study of La Soufrière, and one of the earliest of any Caribbean volcano.

Present here are three original manuscripts from Minty's study, being 1) Notes on La Soufrière with a diagram; 2) a stellar map and profile view of La Soufrière's peak and craters; and 3) a topographical view of the main (or old) crater.

The manuscripts were drafted sometime from 1837 to 1841, which was when Minty was stationed in Saint Vincent. While the map of La Soufrière was dated in the lower left corner, regrettably there is chip of loss, that while part of the date "October" remains, the year is missing.

The manuscripts are extraordinary in the contemporary genre of topographical works on the West Indies.

Almost all the maps/diagrams made in the region during this era concerned mapping towns, ports, fortifications, infrastructure or plantations/cadastral divisions. Only very seldom was there a focus on any scientific subjects, such as volcanic craters.

1.
[Notes on La Soufrière].

Contextualising and explaining the purpose of the present works are Minty's notes on La Soufrière, which include a small sketch entitled "Section of the Soufriere with the dimensions". A generation out from the eruption of 1812, Minty discusses the enduring mystery of why a large lake suddenly developed in the main crater of La Soufrière in the immediate wake of the eruption. Indeed, the water within the lake could not have been deposited by rainfall, while it seemed unlikely to Minty's contemporaries that such a large amount could come from ground water.

Charles Shephard, in his definitive contemporary history of Saint Vincent, described the emergence of the lake in the wake of the 1812 eruption:

"All the former beauty of the Soufriere, was of course destroyed, the conical mount disappeared, and an extensive lake of yellow coloured water, whose agitated waves perpetually threw up vast quantities of black sand, supplied its place. A new crater was formed on the north east of the original one, and the face of the mountain was entirely changed…" (Charles Shephard, *An Historical Account of the Island of Saint Vincent* (London: W. Nicol, 1831), p. 188)

However, what people then did not appreciate is that in the wake of volcanic eruptions complex thermo-chemical reactions occur the that can leach immense quantities of water from rock and ground water, so creating a large crater lake, as that which appeared within La Soufrière's main crater in 1812. Minty was on the right track though, when he queried "Could this vast body of water have been formed by gaseous combination during the progress of the eruption?"

Minty's notes reveal that he predicated his work from the earlier surveys of a Mr. Dickson and data from a Captain Torrance, the source material from which most likely does not survive.

The full text of Minty's notes is as follows:

The diagram represents a supposed section of the Island of St. Vincent from East to West, through the large Crater of the volcano called the Soufriere. The height & distances of the exterior were ascertained by the Surveys & admeasurements of Mr. Dickson C. & C. Surveyor. The interior measurements of the Crater with the Soundings of the lake were taken by Captain Torrance in the year 1826. He succeeded with much difficulty in lowering a bark Canoe, in which he traversed the lake, sounding it in various places – the depth varied from 50 to 80 fathoms.

A. East lip of the Crater – 3,500 feet above the level of the Sea.
B. West lip of the Crater – 3,200 above do.
C. The Crater, nearly circular – 4625 feet in diameter, soundings 50 to 80 fathoms.
EE. Imaginary line, assumed as the bottom of lake – 50 to 160 fathoms.

The lake must contain at least 3,500 millions of cubic feet of water. Four or five days after the eruption in



May 1812 this vast body of water was found by the first visitors to the Crater in the same apparent quantity in which it now exists. How is the rapid formation to be accounted for? Not from rains, for the heaviest tropical rains would not have produced it in years. Not from Springs for these were all dried up during the eruption; indeed, it is doubtful if all the springs and river of the Island poured into the crater for six months together would have furnished such a lake. Could this vast body of water have been formed by gaseous combination during the progress of the eruption? Be it as it may, the fact of its production in so short a time is certainly one of the most wonderful of the phenomena attendant on the eruption of the Soufriere in 1812.

The water of the lake is now (1826) cold & tasteless, but it has not been chemically analysed. The lake had no visible outlet, being surrounded by the walls of the Crater, of an average hight of 500 feet.

2.
"Sketch of the Soufrière Mountain / Island of St. Vincent / By Lieut. Robt. Hor. Minty, 1st W.I.R.".

Following up on the notes is Minty's professionally drafted, large format, resplendently coloured map of the summit of La Soufrière, charting both its 'Old Crater' and the smaller
"New Crater", both of which are filled with deep lakes. The lake within the Old Crater is marked as being 7 Furlongs (approx. 4,620 feet) in diameter, while the points marked "A" a "B" accord the East and West lips of the Old Crater respectively, as described in the notes. Running below the map is a topographical cross-section of both craters, recording the lake of the Old Crater as being 576 feet deep, while the depth of the crater from the height of the East lip to the surface of the lake was 600 feet, with the same figure given as the depth of the New Crater to the surface of its lake.

3.
[Untitled View of La Soufrière's Old Crater].

Finally, there is a finely executed artistic rendering of the Old Crater of La Soufrière, seemingly showing the East Lip of the Crater, with the lake in the foreground.

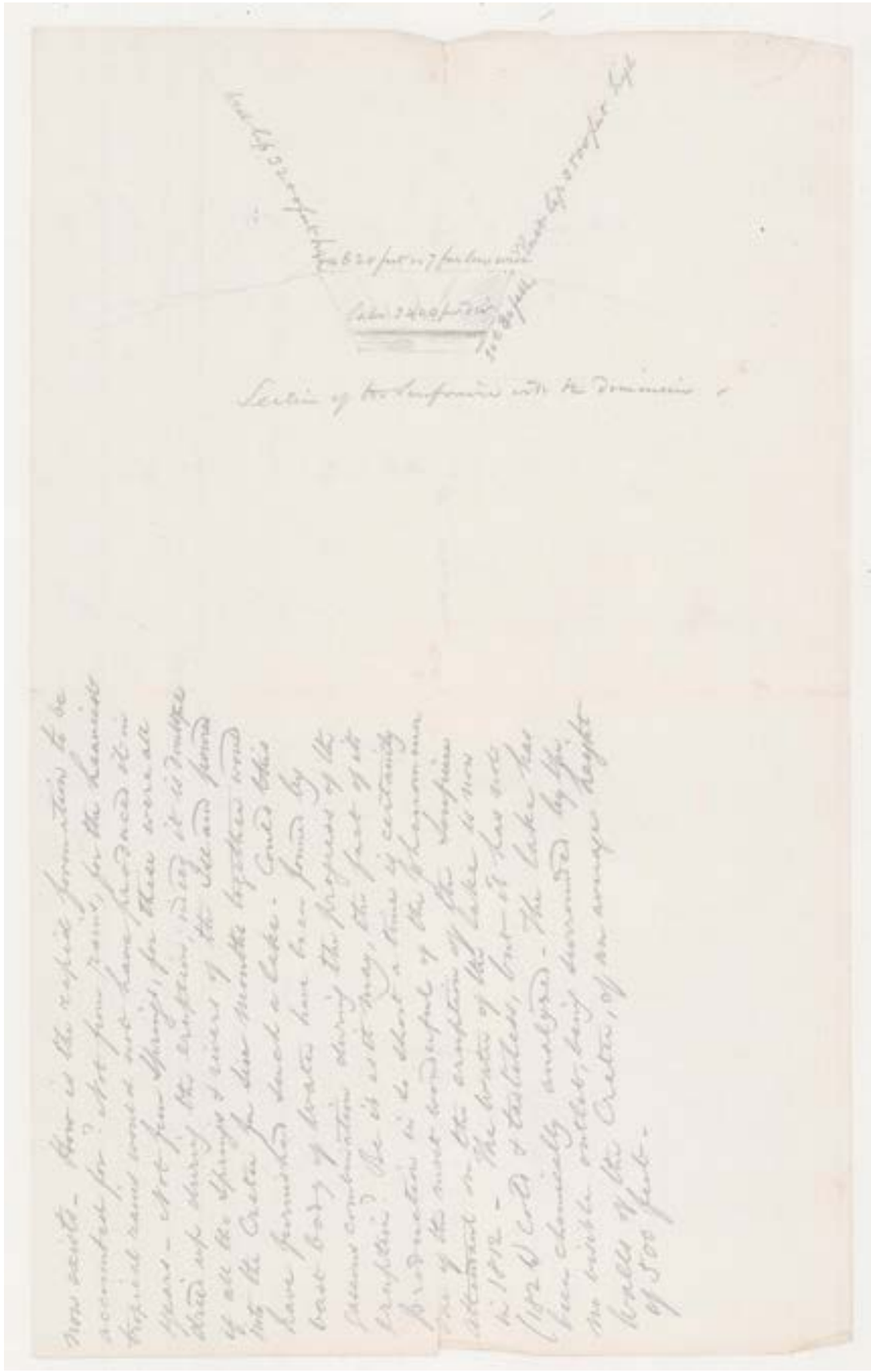
Robert Horatio Minty: Intellectually Curious Officer in the West Indies

Robert Horatio Minty (1800 - 1848) was born in Edinburgh to a Scottish military family. Enlisting into the Royal Army, through the 1820s, he was stationed in County Mayo Ireland, where he married a local woman, Rebecca Goodwin, in 1828, with whom he had eight children. While not an engineer, the present works indicate that he clearly received formal training in draughtsmanship.

In 1836, Minty was commissioned a Lieutenant in the 1st West India Regiment of Foot, a well-regarded corps of black soldiers commanded by white officers. He was successively stationed in Saint Vincent, St. Lucia and, briefly, Sierra Leone, West Africa, and was promoted to Captain in 1842. In 1846, Minty was given the prestigious posting as a Judge Advocate General in Jamaica. However, tragically, he died of yellow fever (then an-all-too-common demise) in Port Royal in 1848.

One of Minty's sons, Brigadier General Robert Horatio Minty (1831-1906), after immigrating to the United States, became a famous hero of the Union Army during the Civil War.

References: N/A – unique and seemingly unrecorded.



INDONESIA – JAVA & MADURA – GEOLOGY
VOLCANOLOGY
THEMATIC CARTOGRAPHY

No. 6

Rogier Diederik Marius VERBEEK (1845 - 1926) & Reinder FENNEMA (1849 – 1897).

Geologische beschrijving van Java en Madoera. / Geologische kaart van Java en Madoera in 26 Bladen. Opgenomen door de Hoofdingenieurs van het Mijnwezen Dr. R.D.M. Verbeek en R. Fennema met medewerking van de Topografen J.G. de Groot en M.H.A. Voorsmit, de Opzieners bij het Mijnwezen J.F. de Corte en H.P.J. Naumann en den teekenaar A.L.E. Gaston in de jaren 1886-1894.

Leipzig: Giesecke & Devrient for Joh. G. Stemmler Cz. (Amsterdam), 1896.

Folio Atlas (57 x 68.5 cm): 52 sheets (42 in colour, some folding), housed looseleaf in cloth portfolio with printed title to upper cover, including a 26-sheet geological map of Java and Madura, that if trimmed and joined would have maximum dimensions (irregular): 155 x 550 cm (61 x 217 inches) (Very Good, atlas sheets generally clean and bright with lovely resplendent colours, some sheets with some edgewear and minor archival repairs to margins from verso, atlas portfolio covers damp-stained and spotted); plus, Text: 8° (24.5 x 16.5 cm) – 2 Vols.: [vol. 1:] xlvi, 504 pp., 17 photographic plates, 11 double-page tinted lithographic plates; [vol. 2:] [6], 505-1135 pp., 8 photographic plates; uniformly bound in printed cloth (Very Good, text internally clean and bright, spines of covers sunned and worn).

The apogee of geological cartography in 19th century Asia, being the complete portfolio geological atlas of Java and Madura, the result of eight years of advanced scientific systematic surveys conducted by an expert team led by the esteemed mining engineers Rogier Diederik Marius Verbeek and Reinder Fennema, including a colossal 26-sheet geological map of the islands (that if joined would measure 1.5 x 5.5 metres / 5 x 18 feet!!!); the project commissioned by the Governor-General of the Dutch East Indies to aid an ongoing petroleum and infrastructure boom, as well as being motivated by a heightened interest volcanology due to the recent eruption of Krakatoa; published in the finest colour lithography by the specialist Leipzig firm of Giesecke & Devrient – very rare.

8.500 EUR

Java, with an area of 138,800 sq km, is the 13th largest island in the world and was always densely populated (today it is home to over 150 million residents, making it the most populous island in the world). Located along the subduction of the Australian and Sunda tectonic plates, its backbone is composed of a chain of high, active volcanoes (including its highest peak, Mount Semeru, at 3,376 m /12,060 ft), and is one of the most volcanically active areas of the globe. This has given Java an exceptionally complex geological profile.





Verbeek en Fennema

GEOLOGISCHE KAART

van

Java en Madoera

met Bijlagen.

1896

Java had been under Dutch colonial oversight since the early 17th century. However, up to the late 19th century, the geology of the island was only imprecisely known. While major modern agricultural, infrastructure, mining and latterly petroleum exploration projects had generated a small corpus of scientific geological maps, most of these remained in manuscript form, and contributed little to the overall understanding of the field. The lack of precise and comprehensive geological knowledge of Java came to be seen as a major hindrance to development.

In 1886, the Governor-General of the Dutch East Indies (Indonesia) commissioned a complete geological survey of Java, executed to the highest scientific, systematic standards. This promised to be a very expensive and laborious endeavour but was seen a top priority for four main reasons.
First, advanced geological mapping was necessary for oil exploration, which was of profound economic importance to the colonial regime. In 1869, 44 oil seeps were discovered in Java, and drilling for petroleum commenced in 1872. It was thought that much larger deposits could be found if only better geological mapping was available.

Second, the colonial regime was in the midst of a railway boom. The first line in Java was inaugurated in 1867, and since then the system had been dramatically expanded. However, the lack of precise geological mapping was proving a drag on construction.

Third, Java is one of the most volcanically active places on earth and the recent eruption of Krakatoa, a small volcanic island in the Sunda Strait, between Java and Sumatra, on August 26/27, 1883, brought the matter into sharp relief. The eruption caused a series of massive explosions that were 13,000 times as strong as the 'Little Boy' atomic bomb that would be dropped on Hiroshima in 1945 (Rogier Diederik Marius Verbeek was an eyewitness to the eruption and the author of the official, definitive account of the event). The government believed that better awareness of geology would allow for improved preparedness in the face of future volcanic incidents.

Fourth, the commissioning of the geological survey of Java must be seen as part of the Dutch colonial regime's overarching policy of tightening control over the island. While Java had nominally been under Dutch rule since the early 17th century, for generations the Dutch only directly controlled their major trading centres, leaving the hinterland to be run by local indigenous leaders under fealty agreements with the regime. However, in the mid- to late- 19th century the colonial authorities endeavoured to gain direct governance over almost the entire island.

In 1886, Otto van Rees, the Governor-General of the Dutch East Indies, inaugurated the geological survey of Java, allocating it generous resources, a great accolade from what was otherwise a famously parsimonious administration. Rogier Diederik Marius Verbeek was chosen to head the programme, with Reinder Fennema serving as his chief lieutenant. The professional team was rounded out by the engineers J.G. de Groot, M.H.A. Voorsmit, and the mining supervisors J.F. de Corte, H.P.J. Naumann and the draftsman A.L.E. Gaston.

For eight years, the team split up into field units, labouring over massive volcanic peaks, through thick jungle and across vast tracks of farmland to systematically and exhaustively survey every inch of the geology of Java, without compromising the very strict technical standards enforced by Verbeek and Fennema. The endeavour benefitted from the fact that the colonial Topographische Dienst (Topographical Service) had already mapped the island to a reasonably high degree of scientific precision, providing a good underlying template for the geological information. Verbeek and Fennema's project was one of the most challenging

and impressive such endeavours ever accomplished and represented the apogee of geological mapping in 19th century Asia.

The Present Work in Focus

The Java geological survey's manuscripts, drafted under the supervision of A.L.E. Gaston, were sent to the Netherlands for inspection, where they met with universal acclaim. It was decided that they would be printed by the finest available colour lithography, so the manuscripts were sent to the specialist Leipzig firm of Giesecke & Devrient, which was renowned for its virtuosity in the medium.

Present here is the resulting massive portfolio, or loose-leaf atlas, that includes the gargantuan geological map of Java and Madura, along with numerous sheets of supporting materials, all bound in massive custom printed portfolio covers. This is accompanied by detailed text volumes.

The pièce de résistance, the ***Geologische kaart van Java en Madoera***, is colossal, embracing Java and Madura to a grand scale of 1:200,000, and is printed upon 26 sheets (+ 1 title/key sheet), that, if joined, would have maximum dimensions of 1.5 x 5.5 metres (5 x 18 feet)!!!

The title sheet features the legend, 'Verklarung der Kleuren en Teekens' (Explanation of Colours and Signs) that identifies the resplendent hues used to show the map's 33 distinct geological zones (classified into the Alluvial, Quaternary, Volcanic, Tertiary & Younger, Pliocene & Upper Miocene, Young & Middle Miocene, Ancient Miocene, Oldest Miocene, Oligocene, Eocene, and Chalk Formations). Additionally, symbols for geological features are noted, such as for beds and corridors of eruptive rocks; direction and slope of layers; crater rims; cola and lignite deposits; zinc, led, copper and manganese ores; areas of petrification; fossilized plants; rejections; lines of steep positions of layers; rock boundaries; and warm springs.

The map's geological information is overlaid upon the Topographische Dienst's conventional mapping template, which is evident here in the very detailed and accurate depiction of cities, infrastructure and the general topography. The map also includes a 'Verkortingen' (Abbreviations), explaining the abbreviations of Javanese geographical terms used throughout the map.

The *Geologische kaart van Java en Madoera* is followed by the ***Geologische Overzichtskaart in 2 Bladen / Schaal 1:500.000***, a reduced (but still very large!) version of the same, that is composed of 2 sheets (each measuring 84 x 117 cm), that if joined would measure 84 x 229 cm (33 x 46 inches).

The geological map and the overview are followed by 22 bijlage-bladen [Appendix Sheets], which feature thematic general maps of Java and Madura, as well as dozens of highly sophisticated site-specific geological and volcanological maps, cross-sections and diagrams.

List of Appendix Sheets:

I. ***Kaart van Oost-Indischen Archipel / Schaal: 1:12.500.000***. (colour, 46 x 51.5 cm).
A general map of the Indonesian Archipelago showing the 'Valkaanstrooken', or line of volcanized areas, that run along the spines of Sumatra, Java and the Lesser Sunda Islands to Pantar.

II. ***Geologische Overzichtskaart tevens Vulkaankaart van Java en Madoera / Schaal: 1:500.000.*** (colour,

GEOLOGISCHE KAART

VAN

JAVA EN MADOERA

IN 26 BLADEN.

Opgenomen door de Hoofdingenieurs van het Mijnwezen

DR. R. D. M. VERBEEK EN R. FENNEMA

met medewerking van :

de Topografen J. G. DE GROOT en M. H. A. VOORSMIT,

de Opzieners bij het Mijnwezen J. F. DE CORTE en H. P. J. NAUMANN,

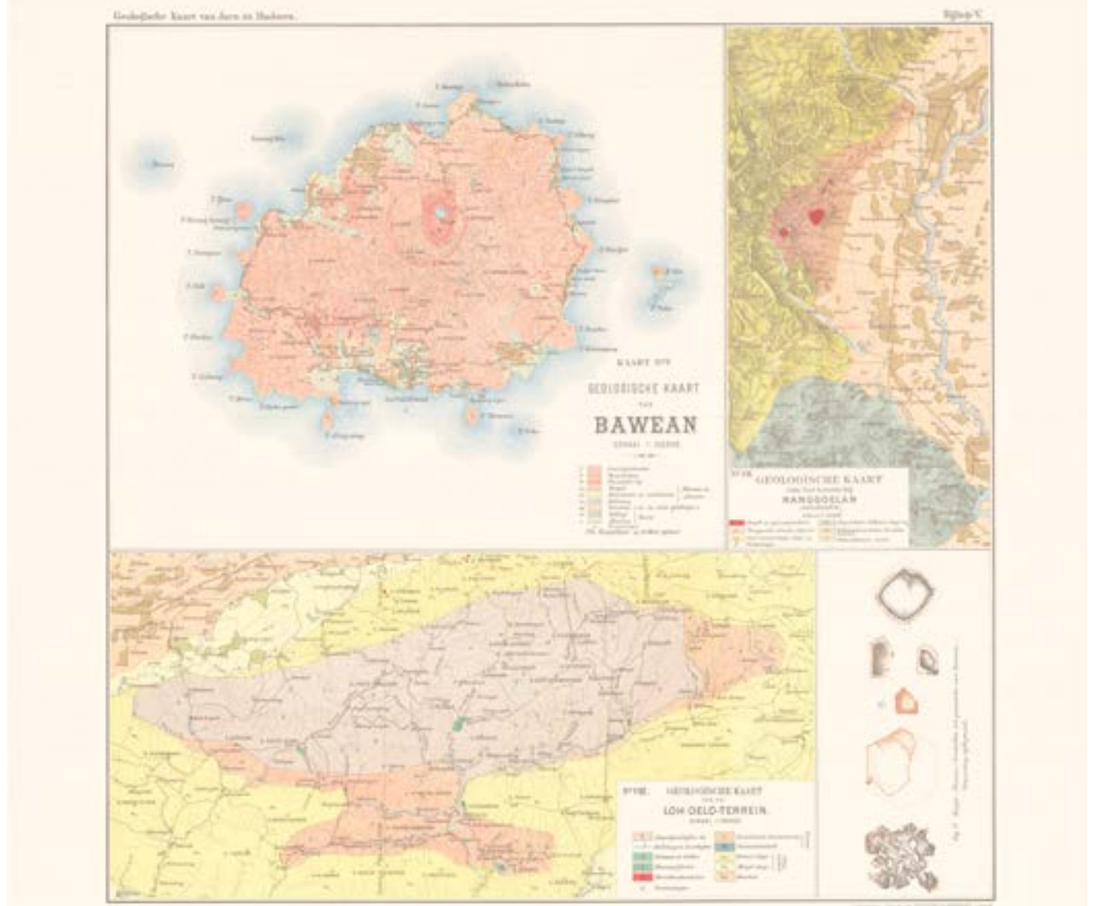
en den teekenaar A. L. E. GASTON,

IN DE JAREN 1886 — 1894.

SCHAAL 1 : 200,000.

VERKLARING DER KLEUREN EN TEEKENS.





37.5 x 85 cm). A sophisticated volcanological-geological map of Java and Madura.

III. ***Bladwijzer voor het geologische kaart in 26 bladen van Java en Madoera / Schaal: 1:500.000.*** (colour, 35 x 85 cm). Importantly, this is the key map for the colossal 26-sheet *Geologische kaart van Java en Madoera.*

IV. ***Kaart van Java en Madoera met hunne indeeling in Residentien, Afdeelingen en Distrikten / Schaal: 1:1.500.000.*** (colour, 37.5 x 82.5 cm). A detailed political map of Java and Madura.

V. ***[4 maps / diagrams on a single sheet:] Geologische Kaart van Bawean / Schaal: 1:100.000 // Geologische Kaart van her terrein bij Naggoelan (Jogjakarta) / Schaal: 1:50,000 // [Diagram of Rock Samples] // Geologische Kaart van het Loh Oelo-Terrein / Schaal: 1:100.000.*** (colour, 53.5 x 54 cm).

VI. ***Geologische Kaart van het Gebergte bij Djiwo (Residentie Soerakarta) / Schaal: 1:20.000.*** (colour, 50.5 x 57.5 cm).

VII. ***Geologische Kaart van de Omstreken der Tjiletoe-Baai / Schaal 1:50.000.*** (colour, 53 x 55 cm).

VIII. ***Geologische Kaart van het Bajah-Kolenfeld (Bantam) / Schaal 1:50.000.*** (colour, 47.5 x 64.5 cm).

IX. ***[Several Geological Cross-Sections].*** (56 x 100 cm).

X. ***[Several Geological Cross-Sections].*** (50.5 x 100 cm).

XI. ***[Several Geological Cross-Sections].*** (54 x 67.5 cm).

XII. ***[Several Geological Cross-Sections].*** (54 x 67.5 cm).

XIII. ***[Several Volcanic Diagrams]***, including De Ringgit-Vulkaan. (colour, 54 x 67.5 cm).

XIV. ***[Several Geological Cross-Sections],*** plus, *Kaart van den Idjen-Vulkaan*. (colour, 54 x 67.5 cm).

XV. ***[Several Geological Diagrams].*** (54 x 60 cm).

XVI. ***[Several Geological Maps and Diagrams]***, including Vulkaan Goending Tidar and Telaga Bodas. (colour, 53 x 65 cm).

XVII. ***[2 maps:] Vulkaan van Cheribon and Kaartje …Tjiletoe-Baai.*** (colour, 44 x 62.5 cm).

XVIII. ***[Several Volcanic Diagrams],*** including the *'Karter van den vulkaan Gede.* (54 x 67.5 cm).

XIX. ***[Several Geological Cross-Sections].*** (54 x 67.5 cm).

XX. ***[Several Geological Cross-Sections].*** (54 x 67.5 cm).

XXI. ***[Several Volcanic Diagrams].*** (54 x 67.5 cm).

XXII. ***Een Gedeelte van het Bajah-Kolenfeld.*** (colour, 52.5 x 51.5 cm).

The accompanying text, *Verbeek & Fennema's Geologische beschrijving van Java en Madoera door Dr. R.D.M. Verbeek en R. Fennema, Hoofdingenieurs van het Mijnwezen in Nederlandsch-Indië*, 2 vols. (Amsterdam: Joh. G. Stemmler Cz., 1896), features an extremely detailed analysis of the geology and volcanology of Java and Madura and is illustrated by total of 25 photographic plates and 9 double page tinted plates of diagrams.

The Surveyors: Perhaps the Finest Geological Cartographers in 19th Century Asia

Dr. Rogier Diederik Marius Verbeek (1845 - 1926) was an internationally-renown geologist and volcanologist who was more than anyone else responsible for introducing the most advanced standards of geological cartography to Southeast Asia.

Educated in the Netherlands, he assumed the post of Chief Engineer of Mines of the Dutch East Indies in 1881. His first major project was to conduct the first geological-mineralogical study and mapping of much of Sumatra's west coast, resulting in the publication of the *Topographische en geologische Beschrijving van een Deel van Sumatra's Westkust* (Batavia, 1883).

In 1883, Verbeek witnessed the eruption of Krakatoa, and the Governor-General commissioned him to conduct the definitive study of the event. This resulted in his masterly *Krakatau, door R.D.M. Verbeek* (Text volume: Batavia 1883), with a lavish elephant folio atlas (Brussels, 1884-5). This work made Verbeek a globally renowned volcanologist.

In 1886, Verbeek was appointed to head the mammoth project to geologically map Java and Madura, resulting in the present work. Verbeek retired from his role as Chief Engineer in 1893 and thence became the elder stamen of the geological community in the Dutch world, receiving innumerable honours. He continued to publish, notably writing an important article on the history of volcanism in East Java, De vulkanische erupties in Oost-Java in het laatst der 16de eeuw (1925).

Reinder Fennema (1849 –1897) was a mining engineer, who graduated from the prestigious Delft University of Technology. In 1874, he was appointed by the Governor-General of the Dutch East Indies as an engineer in the colonial mining department. He played a major role in the mapping for petroleum exploration in Sumatra, resulting in tremendously important discoveries. He also conducted a study of the geology of the northwest coast of Sumatra, resulting in the publication of the Topografische en geologische beschrijving van het Noordelijk gedeelte van Sumatra's Westkust met geologische kaart, in the Jaarboek voor het Mijnwezen (1887).

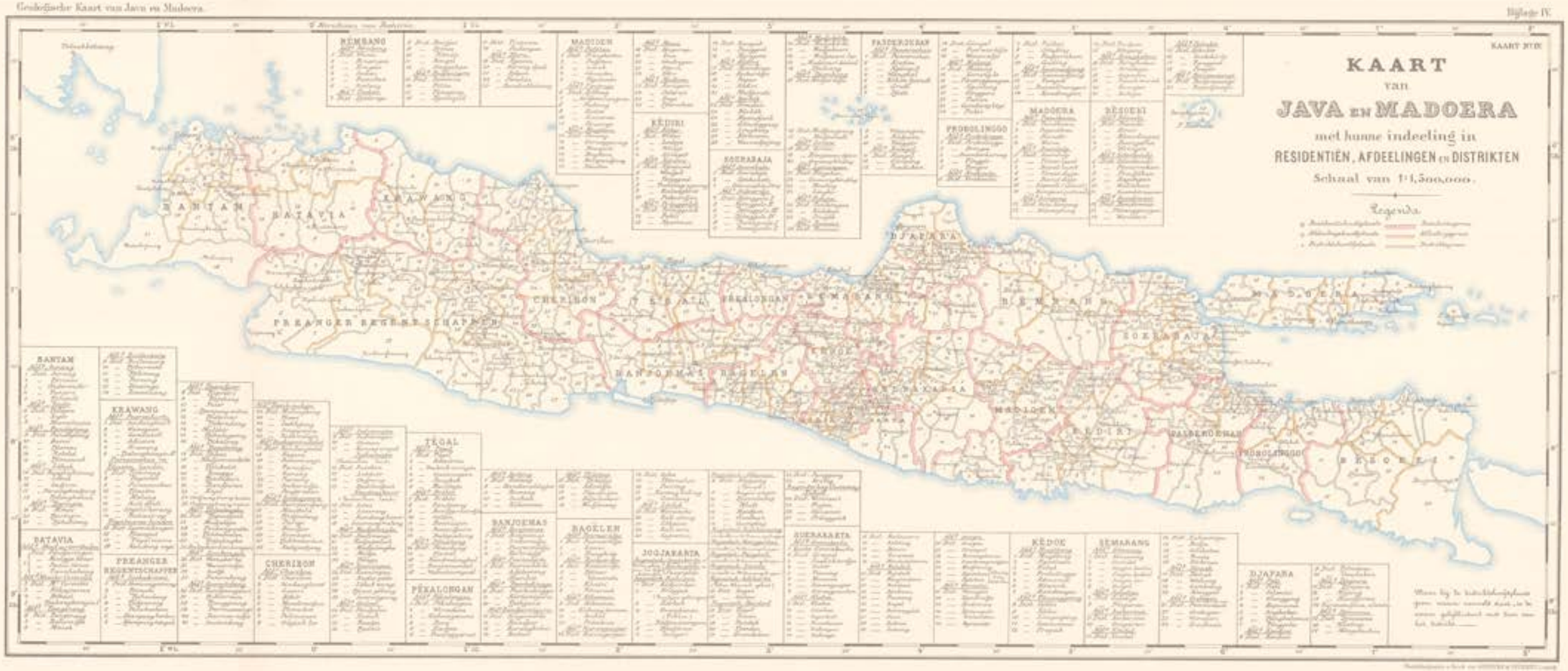
As Verbeek's chief lieutenant of the geological survey of Java and Madura he was notably responsible for the mapping of Mount Semeru, Java's highest peak. He succeeded Verbeek as the Chief Engineer of Mines of the Dutch East Indies in 1893, but tragically drowned, in a freak accident, while surveying a lake in Sulawesi, in 1897 (his body was never recovered).

A Note on Rarity

The complete present work with the atlas and text volumes is extremely rare on the market; we cannot trace

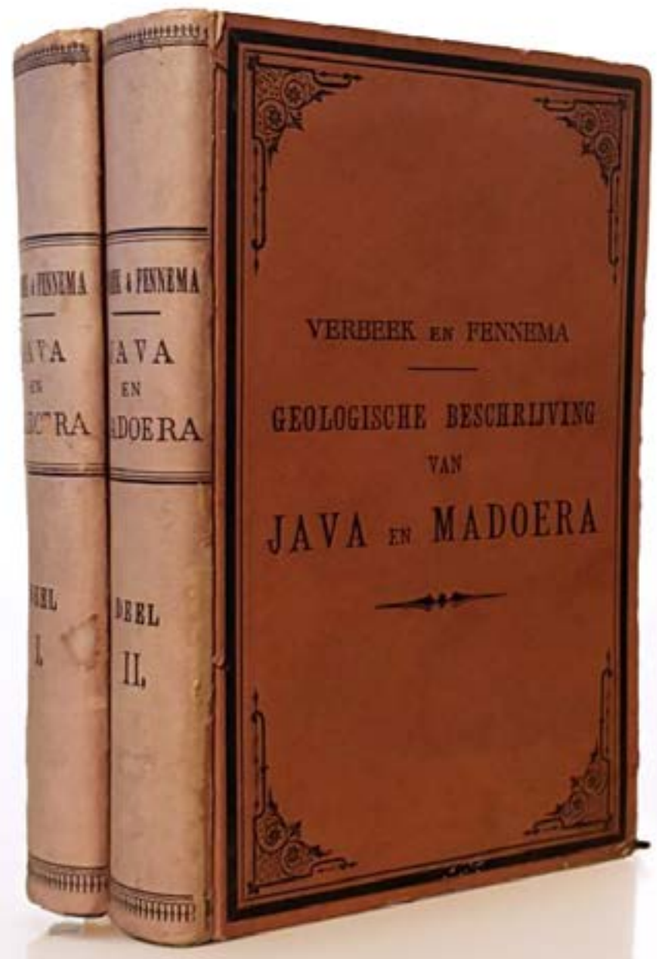

GEOLOGISCH OVERZICHTSKAART
VAN
JAVA EN MADOERA




KAART
van
JAVA en MADOERA
met hunne indeeling in
RESIDENTIËN, AFDEELINGEN en DISTRIKTEN
Schaal van 1:1,500,000.
Legenda.
BANTAM
BATAVIA
KRAWANG
PREANGER REGENTSCHAPPEN
CHERIBON
TEGAL
PEKALONGAN
BANJOEMAS
BAGELEN
DJOKJAKARTA
SOERAKARTA
PASOEROEAN
PROBOLINGGO
BESOEKI
MADOERA
SOERABAJA
SEMARANG
DJAPARA
KEDOE
REMBANG
MADIUN
KEDIRI

any sales listings for another example from the last 25 years. It is rare institutionally, and while complete examples are held by several Dutch libraries, outside of the Netherlands we can trace examples only at the Staatsbiliothek zu Berlin, New York Public Library and the University of California-Berkeley.

References: University of Leiden: D E 5,1 t/m E 5,24; Staatsbiliothek zu Berlin: gr.2"@Mn 17670-Atlas; New York Public Library: SASB M2 - Map Division; University of California-Berkeley: QE301 .V42; David Rumsey Map Collection (Stanford University) [large geological map only]: 15561.004; OCLC: 834120967, 780039998; J.T. van GORSEL, Pioneers and Milestones of Indonesian Geology (~1820-1960s): 2- The Geological Survey, Volcanology (Bandung: ITB Press for the Geological Engineering - Institut Teknologi Bandung, 2022), p. 68; Peter DE RUITER, Het Mijnwezen in Nederlands-Oost-Indië 1850-1950 (Utrecht, 2016), pp. 102-4, 302.



No. 7

Kıdemli Başçavuş İsmail Hakkı [?] [Senior Staff Sergeant Ismail Hakkı ?]

عرب جنس
[The Arabic Type]

[S. l, But Ottoman Empire:] [1]333 [1917]

Pencil and chalk, black and red ink on waxed cloth, **95 x 105 cm (37.4 x 41.3 inches)**, (age toned and water-stained, soft folds, small tears and holes)

A large Ottoman drawing of an Arabian horse

3.200 EUR

A large, poster-size drawing of an Arabian horse, executed with remarkable precision and clarity. The sheet identifies the animal's principal physical characteristics in Ottoman Turkish, each feature labelled in reverse orientation, indicating preparation for transfer to a printing plate.

The work was produced during World War I by Senior Staff Sergeant İsmail Hakkı (the signature, though stylised, is most plausibly read in this form). Its purpose was almost certainly military, intended for use in the Middle Eastern theatre, where knowledge of horse anatomy and breed distinctions remained essential for logistics, cavalry, and veterinary instruction.

The combination of technical draughtsmanship, Ottoman nomenclature, and mirror-written labels strongly suggests that this sheet represents a draft for an instructional poster prepared within an Ottoman military workshop.



No. 8

DAHİLİYE NEZARETİ [OTTOMAN INTERIOR MINISTRY].

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

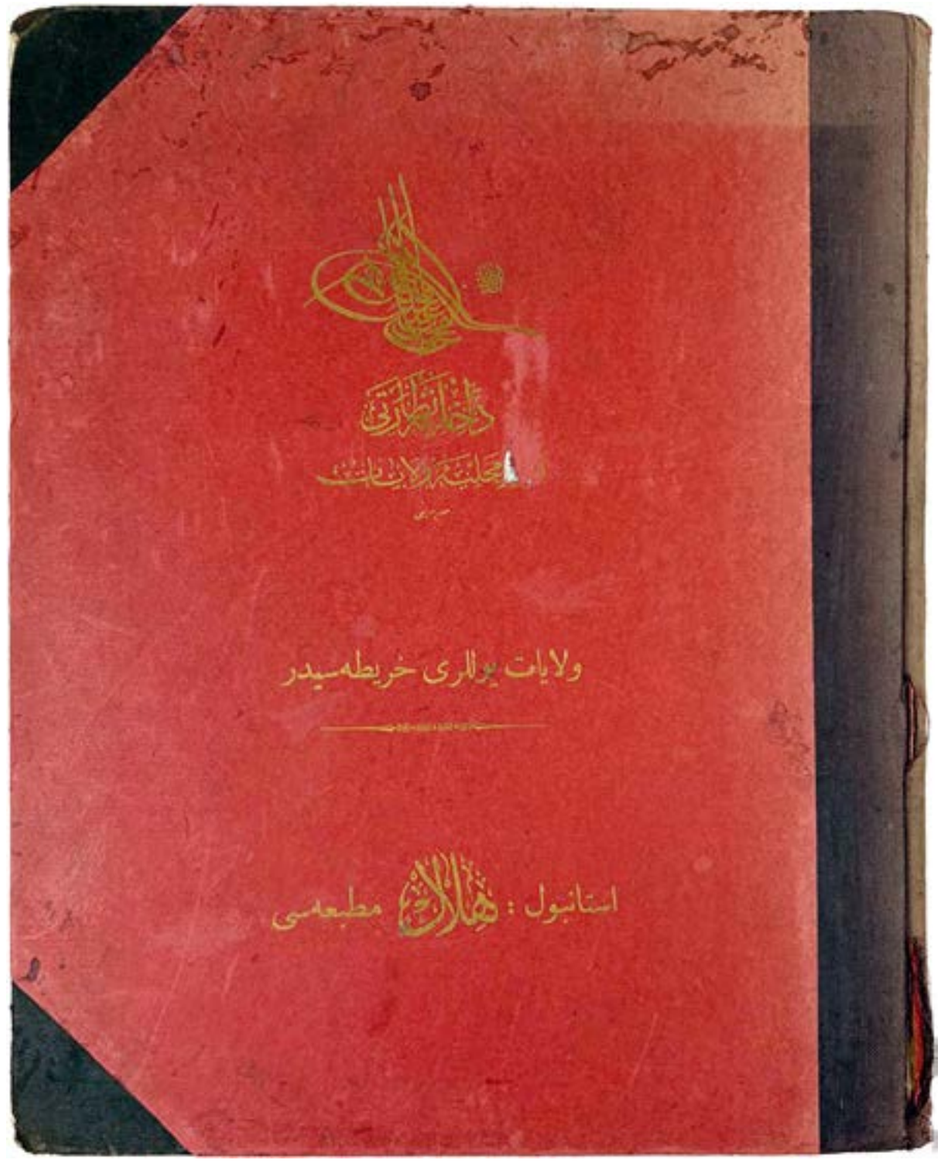
Istanbul: Dahiliye Nezareti Umur-ı Mahalliye-i Vilâyat Müdiriyeti, Hilâl Matbaası, 1329 Rumi Calendar [1913].

Small Folio: 26 bi-chrome double-page maps, plus interleaved 49 unnumbered text sheets, bound in original half black cloth over red boards with cover bearing the title and the Tughra of Sultan Mehmed V Reshad in gilt; all maps and text entirely in Ottoman Turkish (Very Good, internally clean with sporadic foxing and staining, sporadic small tears inmargins, sporadic text page loose in hinges, binding with tiny dents).

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

9.500 EUR

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

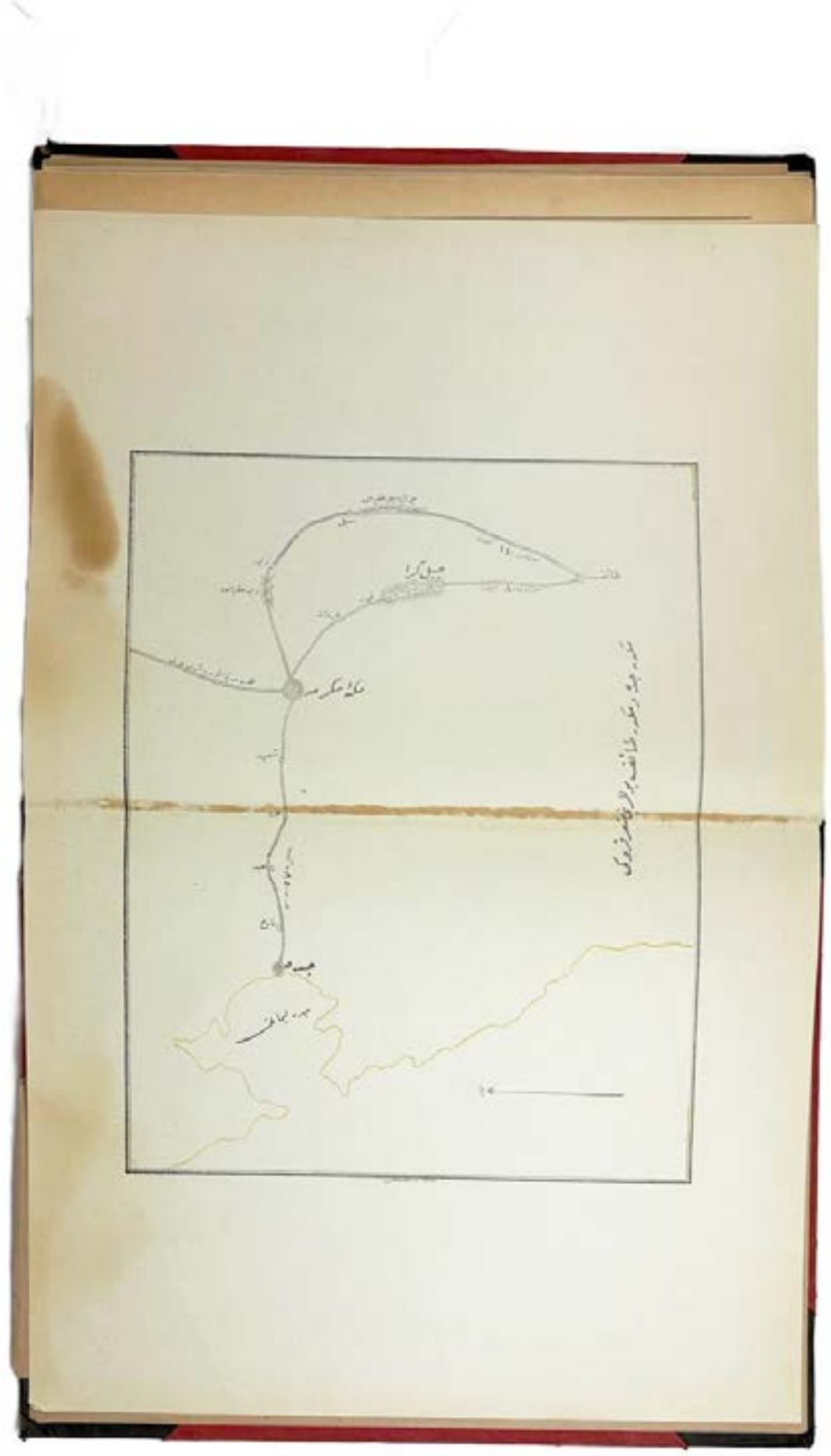


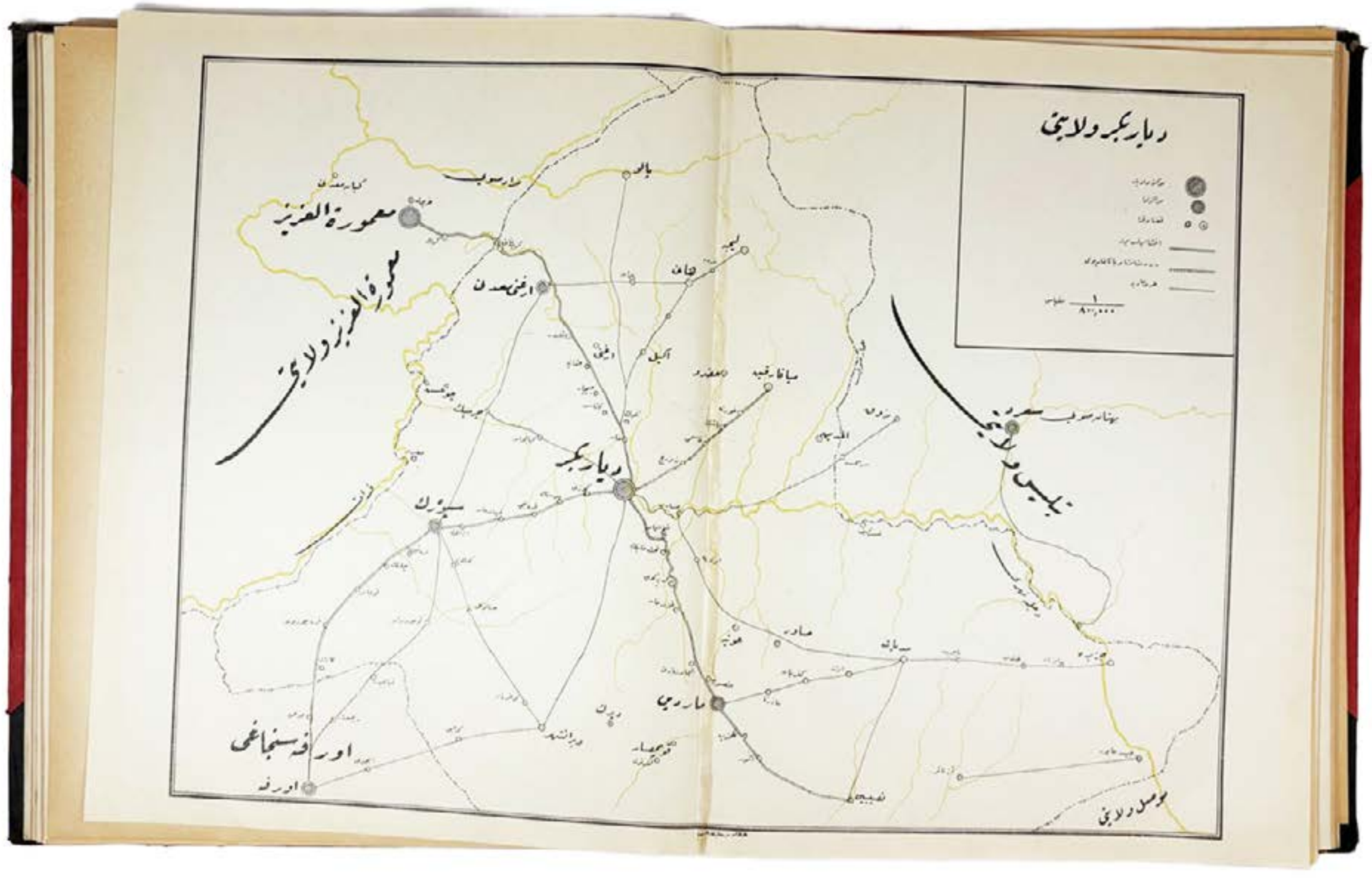
including the Hejaz Railway and the in-progress Anatolian-Baghdad Railway. The atlas therefore gives the most authoritative historical accounts of the technical nature of the empire's key corridors of military and commercial movement, as well as the most important routes of the Hajj Pilgrimage, during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

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

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

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




دیاربکر ولایتی
معمورة العزیز
معمورة العزیز ولایتی
ارغنی معدن
باغ
لیجه
چاغان
آکپل
مباغا رقبه
دیاربکر
سیورک
اورفه سنجاغی
اورفه
حصار
سیاك
ماردین
نصیبه
موصل ولایتی

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

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

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

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

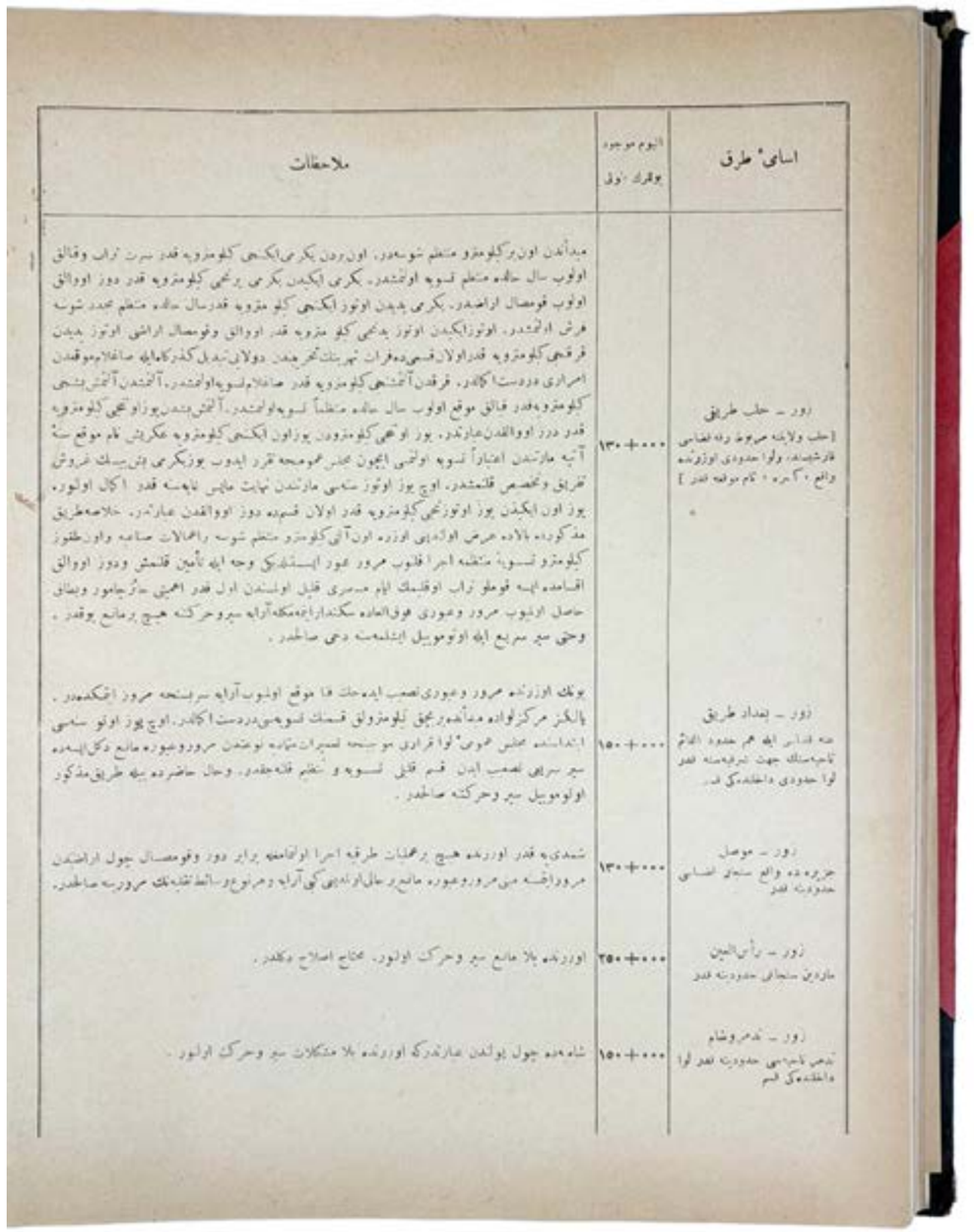
3) Aydin Vilayet (Izmir): This province features Izmir (Smyrna), the empire's second most important port, and takes in the south-western corner of Anatolia. It hosted several of the empire's key trading routes, including macadamized roads and railways.

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

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

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

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



اسامی طرق	الیوم موجود بوقراد اولی	ملاحظات
زور ـ حلب طریقی [حلب ولایته مربوط رده القماسی قارشیسنده، ولوا حدودی اوزرنده واقع ۲ کیره ۱ کام مواقعه قدر]	۱۳۰+۰۰۰	مبدأدن اون بر کیلومتره منتظم شوسه در. اون بردن یکرمی ایکنجی کیلومتروه قدر سویه تراب وقمالق اولوب سال حاله منتظم تسویه اولنشدر. یکرمی ایکیدن یکرمی یدنجی کیلومتروه قدر دوز اوولق اولوب قومصال اراضیدر. یکرمی یدیدن اوتوز ایکنجی کیلومتروه قدرسال حاله منتظم تجدید شوسه فرش اولنشدر. اوتوزایکیدن اوتوز یدنجی کیلومتروه قدر اووالق وقومصال اراضی اوتوز یدیدن قرقنجی کیلومتروه قدراولان قسمی دهفرات تهرینات تحریمدن دولایی تبدیل کدرکاهایله صاغلاموقفدن امراری دوست اکلادر. قرقدن آلتمشنجی کیلومتروه قدر صاغلاموسویه اولنشدر. آلتمشدن آلتمش بشنجی کیلومتروه‌قدر قمالق موقع اولوب سال حاله منتظماً تسویه اولنشدر. آلتمش بشدن یوزاوتوزنجی کیلومتروه قدر دوز اووالقدن عبارتدر. یوز اوتوزبشنجی کیلومتردن یوزاون ایکنجی کیلومتروه عکریش نام موقع سنه آتیه مارتندن اعتباراً تسویه اولنمی ایچون مجلس عمومیجه قرر ایدوب یوزیکرمی بشنجی قروش طریق وتخصیص قلنمشدر. اوچ یوز اوتوز سکسی مارتندن نهایت مایس نایه‌سنه قدر اکال اولور. یوز اون ایکیدن یوز اوتوزدقوز کیلومتروه قدر اولان قسمده دوز اووالقدن عبارتدر. خلاصه‌طریق مذکوره بالاده عرض اولدیغی اوزره اون آتی کیلومتر منتظم شوسه راحالات صاغمه واون‌طقوز کیلومتر تسویه منتظمه اجرا قلنوب مرور عور ایستدیکی وجه ایله تأمین قلنمش ودوز اووالق اقسامده ایسه قومطو تراب اوقلمق ایام مسری قبل اولنشدن اول قدر اهمیتی حائز‌جامور وبیطای حاصل اولنوب مرور وعبوری فوق‌العاده سکندازاولمقله‌برابر مکه‌آرایه سیروحرکتنه هیچ رمانع یوقدر. وحتی سیر سریع ایله اوتوموبیل ایتلمه‌سته دخی صالحدر.
زور ـ اعداد طریقی عنه قدیم ایله هم حدود اولمق تاجرمالک جهت تحریفه‌سنه قدر لوا حدودی داخلنده‌کی در.	۱۵۰+۰۰۰	بوطق اورزنده مرور وعبوری تصعب ایدمجک قدر موقع اولیوب آرایه سریسته مرور اتکلمدر. بالکز مرکزلواده مدأهم‌رحیق یلومزولق قسمات تسویه‌سی‌دردست اکلادر. اوچ یوز اوتو سنه‌ی اعتبارنده مجلس عمومی" لوا قراری موجبنجه تعمیرات متأده اوطقدن مرورو‌عبوره مانع دکل‌ایسه‌ده سیر سریعی تصعب ایدن قسم قلیل تسویه و تنظیم قلنه‌جقدر. وحال حاضرده بیله طریق مذکور اوتوموبیل سیر وحرکتنه صالحدر.
زور ـ موصل جزیره ده واقع سنجار اقضای حدودنه قدر	۱۳۰+۰۰۰	شمدی‌یه قدر اورزنده هیچ برعملیات طرقیه اجرا اولنامغله برابر دور وقومصال چول اراضیدن مروراًجسته مین‌مرورو‌عبوره مانع‌رحال‌اولدیغی کی آرایه دخرنوع‌دوسالطقنه‌بك مرورنه صالحدر.
زور ـ رأس‌العین ماردین سنجاغی حدودنه قدر	۲۵۰+۰۰۰	اورزنده بلا مانع سیر وحرکت اولور. محتاج اصلاح دکلدر.
زور ـ شام‌وشام شام تاجرمی حدودنه قدر لوا داخلنده‌کی قسم	۱۵۰+۰۰۰	شام‌ده چول بولندن عبارتدرکه اورزنده بلا مشکلات سیر وحرکت اولور.

اسامی طرق	اکال اوزاتان	حاله اشتا آکمه یولان	اژیان	طول عمومی	یکون
صرکز صنجاغی					
بودون ـ قیرشت اجراآت ویلری	۵+۰۰۰		۸+۰۰۰	۱۳+۰۰۰	
عبدال ـ مرحومون طریقی	۲۹+۰۰۰			۲۹+۰۰۰	۶۲+۰۰۰
تکه صنجاغی					
مدیا ـ ناصره طریقی	۳۷+۰۰۰			۳۷+۰۰۰	
ناصره ـ خیرا طریقی	۱۵+۰۰۰	۱۲+۰۰۰	۶+۴۰۰	۳۳+۴۰۰	
ناصره ـ حوله طریقی	۱۰+۲۰۰	۱۰+۰۰۰		۱۱+۲۰۰	
حزین ـ حوله طریقی	۱۷+۹۰۰			۱۷+۹۰۰	
تکه ـ صده طریقی		۹۰+۰۰۰	۱۵+۰۰۰	۵۵+۰۰۰	
بابلی صنجاغی					
جون ـ بابلی طریقی	۲۹+۰۰۰	۹+۱۰۰		۳۵+۰۰۰	۱۸۸+۶۰۰
طرابلس صنجاغی					
طرابلس ـ اسکله طریقی	۲+۳۰۰			۲+۳۰۰	
طرابلس ـ ـــدوفر استاسیون	۱+۷۰۰			۱+۷۰۰	
طرابلس ـ حته طریقی	۵+۹۰۰		۱۲+۱۰۰	۱۸+۰۰۰	
طرابلس ـ انحص طریقی	۲+۳۰۰			۲+۳۰۰	
طرابلس ـ زغرتا طریقی	۲+۵۰۰			۲+۵۰۰	
طرابلس ـ عکار طریقی	۱۰+۵۰۰			۱۰+۵۰۰	
طرابلس ـ حمص طریقی	۹۵+۰۰۰			۹۵+۰۰۰	
لاذقیه صنجاغی					۱۳۲+۳۰۰
لاذقیه ـ طرابلس طریقی	۲۲+۹۰۰		۵۹+۱۰۰	۸۲+۰۰۰	
لاذقیه ـ بحیره حو طریقی	۳+۵۰۰			۳+۵۰۰	
لاذقیه ـ جسرشغور طریقی	۱۳+۶۰۰		۳۱+۸۰۰	۴۵+۴۰۰	۱۳۰+۵۰۰
یکون	۳۱۳+۷۰۰	۳۸+۱۰۰	۱۹۱+۹۰۰		۵۱۷+۴۰۰

ملاحظات

بودون قیرشت اجرآت ویلری وجارلیقان ایله اولان حدود طریقدر .
کیون یه اکال ایدیلمدی. تعمیرات مقاومه اتنا ایدیلکی جهه فرد وفرد ثبت سیوته اجرا ایدیلمکدمدر .

تعمیرات آتیه اجرا ایدیلکده اولوب آرابلرك مرور ومیوریه مساعددر .
اکال ایدیلکده اولوب " " " "
اکال ایدیلکده اولوب " " " "
تعمیر عاجلدر " " "
اولکوموزی اعاقه ایدیلش طریقی (۳۳۰) متمیر وعرضی اقل اولدیغندن . کاه متعاقب آرابلرك مرور ومیوریه مساعددر حاله کلمیه مأمولدر .

اکال ایدیلکده اولوب آرابلرك مرور ومیوریه مساعددر .

مکمل اولوب آرابلرك مرور ومیوریه مساعددر .
" " " "
انجا ایدیلکده اولوب آرابلرك مرور ومیوریه مساعددر .
آرابلرك مرور ومیوریه مساعددر .
" " "
تعمیر عاجلی اولوب آرابلرك مرور ومیوریه مساعددر .
" " " " "

فعلاً اعلان عاجزیی وقتی خاتمیی (۳۳۰) متری یرلرده انشا ایدیلش وکلیه‌سنك تعمیر اولنمسه آرابلرك مرور ومیوریه مساعد بر حاله کلمیه‌جك مأمولدر .
آرابلرك مرور ومیوریه مساعددر .
انواع کچوعدوسی انشا ایدیلش و (۳۳۰) متری یرلرده‌كی زیاده مرور ومیوریه مانع اولان پرانکیر کچیدی ازاله اولنمشدر .

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A Note on Rarity

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

We can trace 3 institutional examples of the atlas in Turkish institutions. We are aware of a single other example on the market. In 2023, we owed another example (catalogue September 2023) and is now housed at NYU Abu Dhabi (OCLC 51297423). It is the only example, that we could trace on Worldcat.

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



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

No. 9

طرابلس غرب بنغازی و حوالیسی خریطه سی

[Map of Tripoli, Benghazi and Surroundings]

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

Colour lithography, 6 unjoined sheets, each 50 x 67 cm (19,7 x 26.4 inches), (would compose circa 127 x 105 cm (50 x 40,6 inches) image without margins, if joined). Minor staining, small tears in margins, but overall good.

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

2.400 EUR

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

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

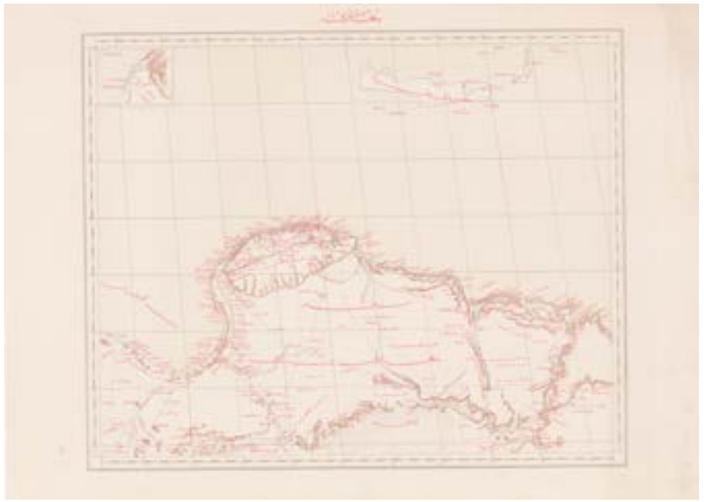
The last three locations mentioned were significant during the initial stages of the Italo-Turkish War, which lasted from September 29, 1911, to October 18, 1912. On October 3, 1911, the Italian Navy launched an attack on Tripoli, and on October 19, they began the bombardment of Juliana Beach in Benghazi,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

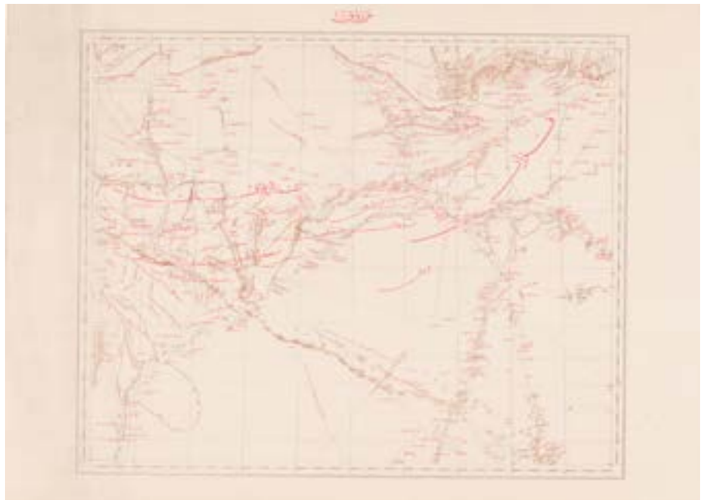
Ghadames was a vital center for Trans-Saharan trade and served as a strategic location for the Ottomans in the interior of Libya. After the siege of Tripoli, the Italians advanced toward Ghadames, besieging it in 1913. Italy maintained control of the city until June 1915, when they were forced to retreat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

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

This map is rare and was also sold in four separate sheets, each with its own title. We are aware of a single institutional complete example in western libraries, which is held in the Library of Congress.













SLAVERY & EMANCIPATION - BRAZIL
THE 'LAW OF FREE BIRTH' (THE RIO BRANCO LAW)

No. 10

[GOVERNO DO IMPÉRIO DO BRASIL].

[Collection of 6 Birth / (Future) Manumission Certificates and 1 Death Certificate for the Children of Brazilian Slaves, made pursuant to the 'Law of Free Birth' (1871)].

Paty de Alferes, Rio de Janeiro Province, Brazil, 1879 - 1884.

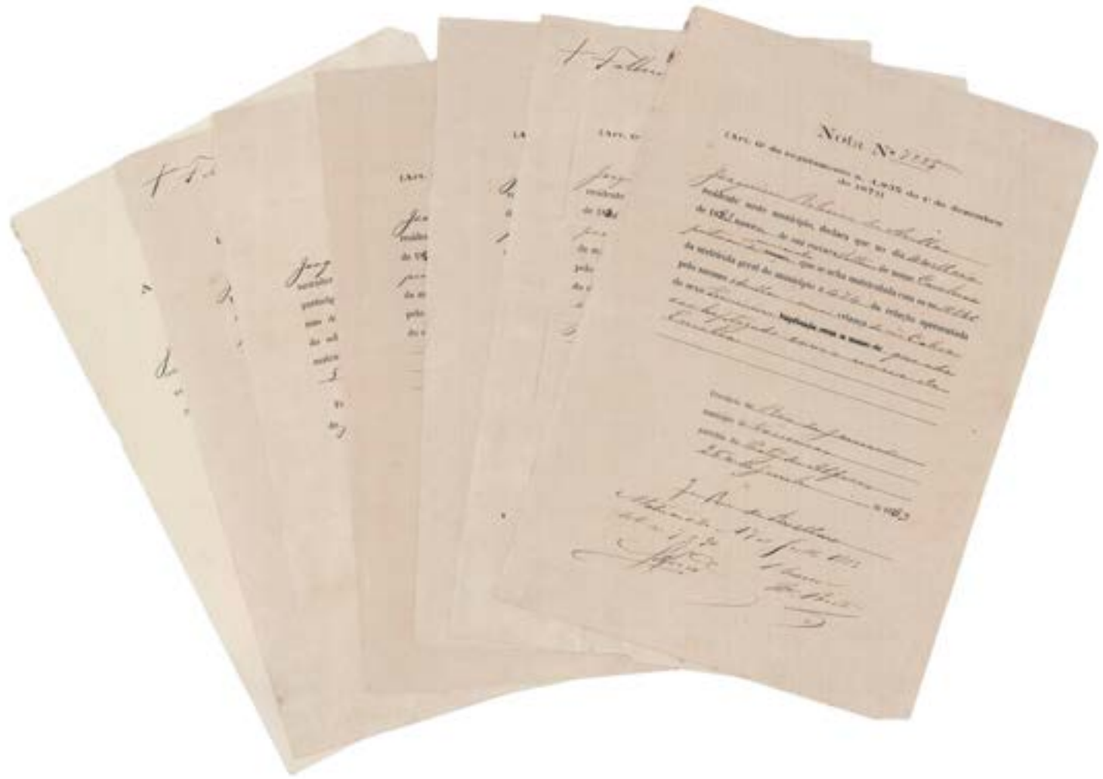
Collection of 7 tall quarto (32 x 22.5 cm) lithographed certificates, 1 f. each, being printed forms with details filled in manuscript, in ink (Very Good overall, clean and bright, one certificate with tear and small loss to blank bottom margin, a couple others with archivally closed tears from verso with no loss, some light creasing).

A collection of 6 Birth Certificates and 1 death certificate for the Children of Brazilian Slaves, made pursuant to the 'Law of Free Birth', or 'Rio Branco Law' (1871), which legally declared the subjects of the documents as being 'free', although they were still obligated to perform service for their mother's master until they turned age 21; the certificates followed a uniform national format and in addition to their express purpose were also passports to (future) manumission, a great leap towards the final abolition of slavery in Brazil in 1888; the examples in the present collection all date from between 1879 and 1884, come from Paty de Alferes, Rio de Janeiro Province, and relate to the property of Joaquim Ribeiro de Avelar, Viscount Ubá, a planter and industrialist who was one of Brazil's wealthiest men and largest slave owners.

2.800 EUR

The enslavement of Africans was a dominant factor in the history of Brazil. Of the 12 million Africans transported the New World as slaves between 1540 and the 1860s, an estimated 5.5 million were sent to Brazil, to support the Americas' largest plantation economy.

From the early 1800s, an abolitionist movement in Brazil gradually developed, based in the major cities of the southern part of the country. Its objectives were supported by strong diplomatic pressure from Britain. However, especially since Brazil became independent in 1822, the plantation lobby proved far more powerful than these forces, holding sway at the imperial court and always controlling most of the seats in the Chamber of Deputies. Many attempts were made to abolish the slave trade and to place limitations on the institution of slavery itself. However, the planter lobby ensured that these laws were variously blocked, watered down with



loopholes, or not effectively enforced. It was only in the 1840s that the slave trade was brought into terminal decline, while the banning slavery seemed a long way off.

Beginning in the 1850s, Brazilian planters started to import large numbers of European immigrant workers, who while working for low pay, often under dire conditions, proved more productive than slaves. Increasingly, slavery was falling out fashion, such that many plantation owners liberated their slaves. By 1872, 15% of Brazil's population of 10 million was enslaved, although about 75% of the country's black and mulatto population was free.

This all being said, in some quarters planters still had a strong attachment to slavery and they continued to resist any moves towards abolition. Yet, by this time, the abolitionists had gained the upper hand and were able to enact legislation to ensure the gradual end of slavery in Brazil.

A landmark piece of legislation, the *Lei Rio Branco* (Rio Branco Law), was passed by the Chamber of Deputies on September 28, 1871, being named after its sponsor, Prime Minister José Paranhos, Viscount of Rio Branco. This law, popularly known as the Lei do Ventre Livre (Law of Free Birth), mandated that all children born to slaves from that date onward were entitled to their manumission. However, in a big concession to the planter lobby, these individuals were obligated to serve their mother's masters until they turned the age of 21, upon which time they were entitled to their complete freedom.

During their period of youthful service, the children of the Lei do Ventre were not technically slaves, but apprentices, while some masters even granted them their freedom shorty after their birth. However, in many cases, planters, taking advantage of what was a legal loophole, treated the young workers exactly as if they were slaves. While the law did not practically work as well as the abolitionists had wanted, it still helped to secure the freedom of many thousands of slaves, while setting a "sunset clause" on slavery.

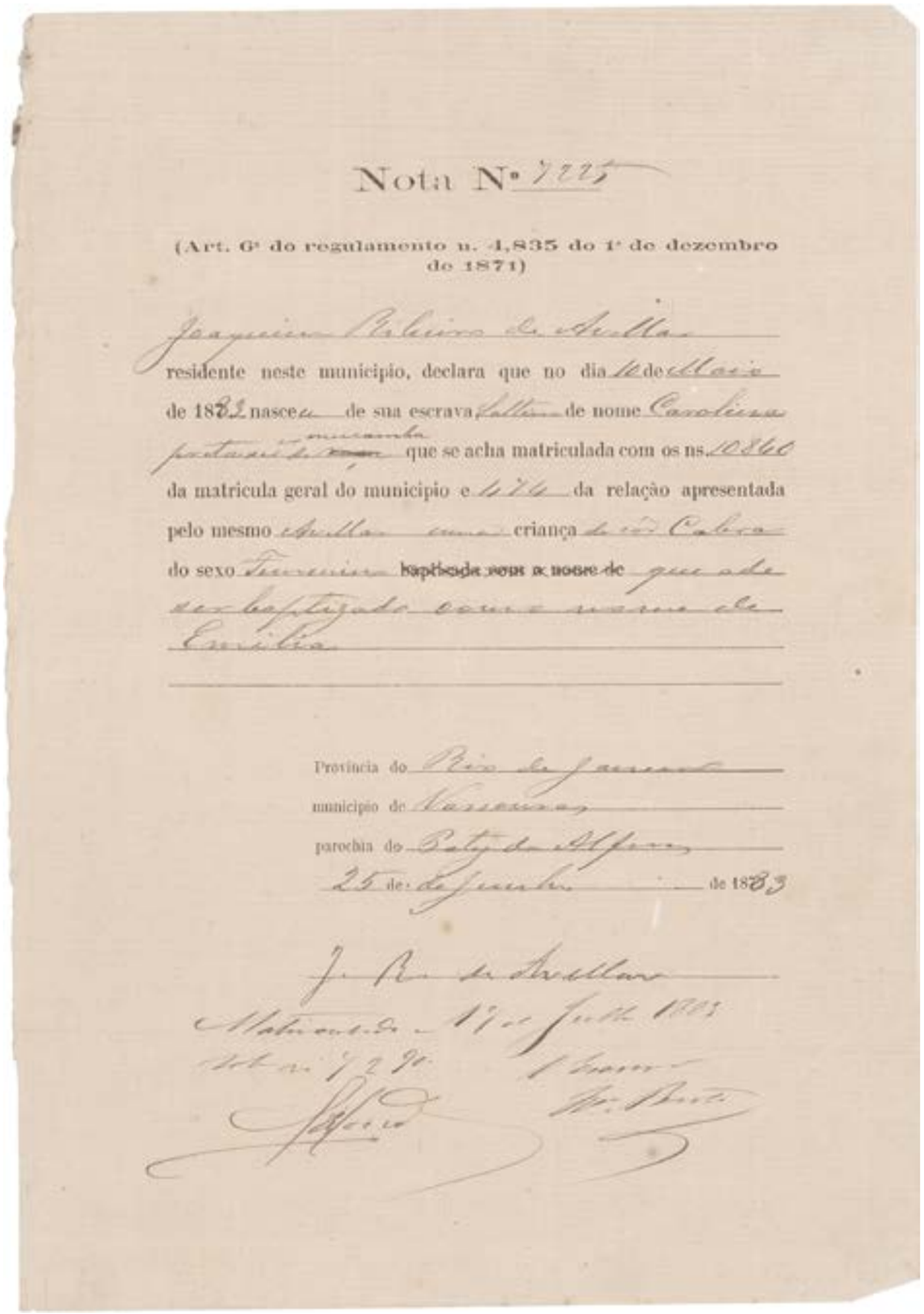
A key element of the Lei Rio Branco was the need to properly register the births of slaves, something which was traditionally done in a haphazard manner. While some slaves were baptized, with their according certificates or details kept in record books, preserved in local parish churches or town halls, in many cases, no records of a slave's birth were made whatsoever. For the new legislation to work, the births of all the children of slaves had to henceforth be meticulously recorded, with the information available to the authorities, such that the manumission provision could be enforced when the eligible workers turned 21 years of age.

On December 1, 1871, the Chamber of Deputies passed a law that mandated that all children born of slaves from that date onwards had to have their births registered by on a certificate, which had to follow a national uniform standard (the law was technically known as *Art 6° do regulamento n. 4,835 do 1° de dezembro 1871*). Due the nature of the Lei Rio Branco, these documents were to be birth certificates, as well as passports to (eventual) manumission.

Throughout Brazil the certificates were to follow a national unform format, being lithographed forms, on one side of a single sheet, with the particulars filled in manuscript.

The standard text of the certificates reads, more or less (as there were slight variations in the structure of text, although not the content), as translated into English:

Registration Number: {filled in mss}



Nota Nº 7225

(Art. 6º do regulamento n. 4,835 do 1º de dezembro de 1871)

Joaquim Pereira de Avellar

residente neste municipio, declara que no dia 12 de Maio de 1882 nasceu de sua escrava, cabra de nome Carolina natural deste municipio que se acha matriculada com os ns. 10860 da matricula geral do municipio e 476 da relação apresentada pelo mesmo Avellar uma criança cabra do sexo Feminino baptisada nesta freguezia de que deve ser baptizado como nome de Carolina

Provincia do Rio de Janeiro
municipio de Vassouras
parochia do Bom Jesus de Alfenas
25 de Junho de 1883

J. P. de Avellar

Matriculado em 11 de Julho 1883
sob nº 7225 O Escrivão
Ant. Pinto

'Art 6° do regulamento n. 4,835 do 1° de dezembro 1871' [Article 6 of Regulation No. 4,835 of December 1, 1871].

{mss. Name of Slave Owner} residing in this municipality, declare that on the XX day of XX 18XX was born of your {mss. Marital Status of the Mother, ex. "Solteira" [single]} slave of the name {mss. Mother's Name, specifying her race, ex. "preta" [black]} who is registered with us as number {mss. Local Registry Number} of the municipality's registration number {mss. Town's Registration Number} and the {mss. Child's Skin Colour, ex. "parda" [brown]} of the sex {mss. M/F}, baptized with the name of {mss. Child's Name}.

In the Province of X; Municipality of X; Parish of X; dated and signed in original mss, by slave owner; while below, the certificate is witnessed and notarized in mss. Additionally, there are often some other mss. annotations on the status of the subject of the certificate (ex. sadly, sometimes the documents feature a mss. marking of "Falleceu" ["Passed Away"], meaning that the person in question has died; a sadly common occurrence, as the enslaved/plantation worker community had a very high mortality rate).

Sometimes the certificates were issued very soon after the birth in question, while in other cases there was a time lag of some months.

As for death certificates, they follow this format:

{Name of slave owner}, resident of the parish of XXX, municipality of XXX, announces that on {Date} a youth of the name {deceased slave's name}, of the race {ex. black, brown}, registered under number {birth certificate number}, son of his slave {Mother's name, race}, registered under number {slave's registry number} in the general register of the municipality of {# on slave owner's list of slaves} in the list presented by the same {surname of slave owner}, passed away.

Parish of XXX, {Date}.

Over the proceeding years, abolitionism gained steam in Brazil, in part due to the continued replacement of slaves by European immigrant workers and the rising international abhorrence to slavery. Related to the Lei Rio Branco, Brazil passed the Saraiva-Cotegipe Law (known as the 'Law of Sexagenarians'), of September 28, 1885, that mandated that all slaves were to automatically gain their freedom when they attained the age of 60 (although most slaves never lived anywhere near that long).

Finally, after decades of internal struggle, Brazil become the last country in the Western world to abolish slavery, when it enacted the *Lei Áurea* (Golden Law) of May 13, 1888.

The Present Certificates in Focus

Present here is a collection of 6 original birth certificates for children of Brazilian slaves as mandated by the Lei Rio Branco, all created in Paty de Alferes, Rio de Janeiro Province, between 1877 and 1880. All follow the strict format as mandated by the December 1, 1871 law, as described above. The collection additionally includes a death certificate for a slave from the same period.

All the present certificates relate to the children of slaves owned by Joaquim Ribeiro de Avelar [as here, the surname sometimes spelled 'Avellar'] and pertain to his estates in the Paty de Alferes parish of northcentral Rio de Janeiro province.

Joaquim Ribeiro de Avelar, Viconde Ubá (1821 - 1888), the owner cited on all the present certificates, was one of the wealthiest men in Brazil and a favorite of Emperor Dom Pedro II. He was one of the largest slave owners in the country, the proprietor of the vast plantation of Fazenda do Pau Grande in Paty do Alferes, as well as valuable properties in Rio de Janeiro city and Petrópolis. He was also a major investor in various great industrial ventures throughout Brazil. He gradually freed all his slaves before the passing of the Lei Áurea of May 13, 1888, which was enacted about six months before his death.

The 6 Birth / Future Manumission Certificates are as follows:

1.
Certificate No. 4802: of the slave owner *Joaquim Ribeiro de Avellar,* born to the slave *Francisca* [race:] *black*, on *May 9, 1879*, the *brown feminine* child *Igidia*, dated *Paty de Alferes*, Rio de Janeiro province, J*une 3, 1879. Signed by Witnesses at bottom*. Marked in mss. upper left corner as "Falleceu" ["Passed Away"], which sadly means that Igidia has died.

2.
Certificate No. 5439: of the slave owner *Joaquim Ribeiro de Avellar*, born to the slave *Carolina* [race:] *black*, on *June 24, 1880*, the *black masculine* child *João*, dated *Paty de Alferes*, Rio de Janeiro province, *July 2, 1880. Signed by Witnesses at bottom*. Marked in mss. upper left corner as "Falleceu" ["Passed Away"], which sadly means that João has died.

3.
Certificate No. 7225: of the slave owners *Joaquim Ribeiro de Avellar*, born to the slave *Carolina* [race:] *black*, on *May 10, 1883*, the *copper-skinned feminine* child *Emilia*, dated *Paty de Alferes*, Rio de Janeiro province, *June 25, 1883. Signed by Witnesses at bottom.*

4.
Certificate No. 7760: of the slave owner *Joaquim Ribeiro de Avellar*, born to the slave *Carolina* [race:] *black*, on *April 17, 1884*, the *black feminine* child *Galdina*, dated *Paty de Alferes*, Rio de Janeiro province, *July 20, 1884. Signed by Witnesses at bottom.*

5.
Certificate No. 7765: of the slave owner J*oaquim Ribeiro de Avellar*, born to the slave *Coleta* [race:] *brown [vocation:] domestic servant*, on *May 13, 1884*, the *black feminine* child *Julinda*, dated *Paty de Alferes*, Rio de Janeiro province, *July 20, 1884. Signed by Witnesses at bottom.*

6.
Certificate No. 7769: of the slave owners *Joaquim Ribeiro de Avellar*, born to the slave *Vergulina*, on *June 13, 1884*, the *black masculine* child *Antonio*, dated *Paty de Alferes*, Rio de Janeiro province, *July 20, 1884. Signed by Witnesses at bottom.*

The Death Certificate reads as follows:

Joaquim Ribeiro de Avelar, resident of the parish of Paty do Alferes, municipality of Vassouras, announces that on *January 5, 1882*, the freeborn child named *Martinho*, of black race, registered under number 5817, son of his slave *Thereza, black*, registered under number 109437 in the general register of the municipality and 571 in the list presented by the same Avelar, passed away.

Parish of Nossa Senhora da Conceição do Paty do Alferes, *June 20, 1882.*
Signed by Witnesses at bottom.

Birth certificates for the children of Brazilian slaves, made pursuant to the 'Law of Free Birth', as well as related death certificates, are today rare. Some collections are preserved in various Brazilian institutions and record offices, and the odd example appears from time to time on the Brazilian antiquarian book market; however, there seems to be very few examples outside of Brazil. We handled a collection of 5 such birth certificates a couple years ago. The present collection features archetype examples, relating to the prominent planter-tycoon Joaquim Ribeiro de Avelar, Viconde Ubá.

References: N/A – present certificates seemingly unrecorded. Cf. Roberto Meneses de MORAIS, Os Ribeiro de Avellar na fazenda Pau Grande (Paty do Alferes) (Rio de Janeiro, 1994).

Nota Nº 7769

(Art. 6º do regulamento n. 4,835 do 1º de dezembro de 1871)

Joaquim Ribeiro de Avellar residente neste municipio, declara que no dia 13 de Junho de 1884 nasceu de sua escrava Cassada de nome Virgulina preta de nação que se acha matriculada com os ns. 10261 da matricula geral do municipio e 595 da relação apresentada pelo mesmo Avellar uma criança de côr preta do sexo Masculino baptisada com o nome de Antonio

Provincia do Rio de Janeiro
municipio de Vassouras
parochia do Paty do Alferes
20 de Julho de 1884

Joaquim Ribeiro de Avellar

Matriculado em 5 de Agosto de 1884.
sob Nº. 7853.

No. 11

ALEXANDER GROSS (1879 - 1958), Cartographer. / GEOGRAPHIA LTD., Publisher.

The Daily Telegraph War Map of Egypt and the Near East (No. 6.) by Alexander Gross, F.R.G.S. / Produced by "Geographia" Ltd. 55 Fleet Street, London.

London: Geographia Ltd. for The Daily Telegraph, [1915].

Colour photolithograph, dissected into 20 sections and mounted upon original linen, former owner's hand-stamp of 'Headquarters Philippine Dept. / Office, Department Engineer / Manila, P.I. / Nov 22 1918' to linen verso (Very Good, clean and bright), 88 x 57 cm (34.5 x 22.5 inches).

A rare and intriguing large format map of the Middle East and adjacent regions made to depict the theatres of World War I in those regions, made by Hungarian Jewish émigré cartographer Alexander Gross and his firm Geographia Ltd. to be distributed at newsstands under the banner of 'The Daily Telegraph'; unlike most such maps, its features stellar coverage of Hejaz and the future scene of Lawrence of Arabia's 'Arab Revolt', as well as of the Gulf States.

1.800 EUR

The Near and Middle East and the Caucasus were major theatres of World War I, which are showcased on the present map in an unusually clear and comprehensive fashion. It is part of a series of separately issued large format maps created by the Hungarian Jewish émigré cartographer Alexander Gross and his firm "Geographia" Ltd. for The Daily Telegraph newspaper (examples were sold a newsstands, with the present format 'On Cloth' sold for 2 Shillings, 6 Pence).

While the map is undated, the 1916 *Bulletin of the Public Library of the City of Boston* gives the date of the map as being '1915', near the start of the war; this assertion seems reliable.

The main map embraces all of Asia Minor, the Caucuses, the Levant, Iraq and critical bulk of the Arabian Peninsula, as well as adjacent areas. It shows the incomplete Baghdad Railway snaking from Constantinople (Istanbul) down to just past Adana (it would not be completed to Baghdad until 1940!).

The line of the famed Hejaz Railway extends from Damascus southwards to Medina (as competed in 1908), a project originally intended to aid Hajj pilgrims on their way to Mecca. However, during the war, it represented the Central Powers' only link to the Arabian Peninsula.



Belat
Khariga
Bukak
Beris
Mex
Kurkur
Bain Murreh
Dungul
Kassaba
Halfaha
Terfau
Abutingli
Shebo
Nachilai
Abu Simbel
Wady Halfa
Selima
Sarras
Murrat
Ambugol
Akasha
Sakiet el Abd
Soleb
Koya
Dalgo
Kerma
Assuan
Shellal
Demhid
Abu Hor
Alaki
Seyale
Luxor
Metanah
Karnak
Kus
Esna
Edfu
Hagfayi
Hendassa
Sigaid
Abu Kariet
Um Karabat
Abu Tur
Kosseir
Abu Trur
Qnum Russ
Elphinstone Reef
Mushabiat
Shebarat
Ras Egela
Nechesia
Wadi Demal I.
Gulhan I.
el Khautila
el Haura
Ras Benas
St Jean
C. Baridi
Berenice
Salalua
Ras Abu Dora
Ras Abu Fatima
Smirtat
Ras Elba
Shevn Abu Kut
Sherm Abu Amama
Sherm Shab
Khor Shinab
Kummere Bank
Ras Raqai
Mersa Shab
Abu Fendira
Meriar I.
Siyal
Mersa Helaib
Mersa Salaka
Mersa Arakia
Ras Kasar
Ras Benas
Medina
Ghirabe
Suerigie
Bedr Honen
Abar Othman
Sadwa
Hedigh
Tebek
Khreiber
Yenbo
Jedda
Jiddah
MECCA
Kishran I.
Ras Kasar
Er-Rih I.
Kunfuda
Asis
Port Sudan
Suakin
Sanganeb
Mohamed Gol
Adarshe
Selalat
Salala
Tomala
Wilkidi
Tabun
Adderat
Berber
Abara Junction
Nakheila
Adaramia
Kalabab
Shendy
Omdurman
Khartum
Meroe
Wad Medani
Sennar
Rufaah
Kamlin
Abu Haraz
Gedaref
Tomat
Kassala
Mitkenab
Derekib
Derwab
Dururba
Bir Shikkar
Bir Absa
Bir Hebeb
Tefeh Abda
Kowa
Abu Had
Abu Araken
Honib
Mogata
Asmara
Keren
Agordat
Aimbarab
Senafe
Adigrat
Adowa
Ausien
Axum
Adi Quala
Makaur I.
Tiflah I.
Dahlak I.
Norah I.
Harmil I.
Massawa
Massawa Chani
Hawakil B.
Zula
Difnen I.
Caddul
Isratu I.
Harat I.
Farasan Is.
Kamaran I.
Hodeida
Loheia
Mocha
Aden
Sheikh Said
Perim I.
Socotra I.
Ras Fartak
Ras Sharbatat
Ras Hasik
Ras Mirbat
Ras Dharbat Ali
Ras Darbat
Ras Risut
Ras Sajar
Ras Sharwein
Ras Fartak

In the lower left corner are inset maps, one of which details the vicinity of the Suez Canal, a critical nexus of global trade and the lifeline of the British Empire. The larger inset below shows the greater region of the main map, including the entirety of the Arabian Peninsula, while a small inset to its lower right details the Bab el Mandeb (the 'Gate of Tears'), the narrow strait at the mouth of the Red Sea, between Arabia and Africa.

Importantly, unlike most WWI general maps of the Middle East, which give short shrift to the Arabian Peninsula, here the coverage is very comprehensive. The main map shows Hejaz and Nejd in great detail, labelled all cities and towns of any note, as well as key topographical features and all the stations along the Hejaz Railway. Notable places include Medina, 'el Ula' (Al Ulla), Yanbu, 'W[adi]. Safra', and 'E'Raid' (Riyadh, the base of the House of Saud).

The map notes 'Bahrein' (Bahrain) and 'Koweit' (Kuwait) as being 'British' as they had been British protectorates since in 1861 and 1899 respectively.

The inset map interestingly labels the area of Trucial Oman by 'Shardsha' (Sharjah), near the Strait of Hormuz, in what is today in the United Arab Emirates, as being the 'Pirate Coast' (a distinction that perhaps resonates today!).

The map depicts what were, or were to be, the six distinct theatres of the war in the Near and Middle East and the Caucasus. First, during the Mesopotamian Campaign (November 1914 – November 1918), the British attacked Ottman Iraq. After suffering a devastating defeat at the Siege of Kut Al Amara (December 7, 1915 - April 29, 1916), they recovered, achieving their main objective of taking Baghdad (March 11, 1917).

Second, in the Sinai and Palestine Campaign (January 1915 - October 1918), the Germans led an Ottoman attack upon the Suez Canal (January 26 – February 4, 1915), which threatened to cut off the lifeline of the British Empire, while endangering British control of Egypt. However, this attack was repulsed, and the British turned the tables after winning the Battle of Romani (August 3-5, 1916). Following a period of stalemate in Southern Palestine, the British broke the Ottoman lines and took Jerusalem on December 9, 1917. They continued their offensive, with the assistance of their Arab allies, taking Damascus on October 1, 1918, leading to the death knell of the Ottoman Empire in the Arab world.

Third, during the Gallipoli Campaign (February 19, 1915 – January 9, 1916), a massive British-led Allied force tried to storm the Gallipoli Peninsula, the gateway to Istanbul. The endeavour proved a total fiasco, with the Allies failing to break through, while suffering 300,000 casualties (including around 50,000 deaths).

Fourth, in Hejaz and what is today Jordan, the legendary Lawrence of Arabia sparked the 'Arab Revolt' which disrupted the Hejaz Railway and scored the famed victory at the Battle of Aqaba (July 6, 1917).

Fifth, in Yemen (which was divided into Ottoman North Yemen and the British Protectorate of Aden), the Ottomans and their proxies squared off against the British in a hot contest for control of the region, that eventually saw Britain gain the upper hand.

Sixth, during the British Intervention in the Caucasus (1917–1920), Allied forces briefly seized control over parts of modern Georgia, Armenia and Azerbaijan, hoping to aid White Russian Forces against the Bolsheviks and to secure the oil wells near Baku. However, Soviet advances ultimately caused them to abandon

the region.

Provenance

The present example of the map has an intriguing provenance, featuring the handstamp to its verso reading: 'Headquarters Philippine Dept. / Office, Department Engineer / Manila, P.I. / Nov 22 1918'. This means that it was acquired by the official mapping agency in U.S.-controlled Philippines, where there was evidently an interest in events happening over 5,000 miles away.

Alexander Gross and Geographia Ltd.: Mapping both World Wars

The map's maker, Alexander Gross (1879 - 1958), was a Hungarian Jew, born in Csúrog, Austria-Hungary (today Čurug, Vojvodina, Serbia), who immigrated in England "both looking for his fortune and to avoid conscription". In 1908, with his English wife, Isabelle (Bella) Crowley, he founded the cartographic firm of Geographia, Ltd.

World War I created a tremendous demand for maps amongst the British public seeking to understand the places where the conflict was fought. Gross and Geographia ably took advantage of this, producing innumerable 'war maps', as in the works of his son, he was "one of the few people in England who could not only map Mitteleuropa but actually knew something about the various nations that comprised it and could speak several of its languages".

As was the case with the present work, Gross often worked with The Daily Telegraph newspaper to market his maps and atlases, ensuring brisk sales at newsstands.

Gross made a fortune selling maps during the war; however, his sales dropped off upon the advent of peace. In 1922, he declared bankruptcy, owing in part to a costly divorce and his lamentable money management skills.

Gross then moved to the Unites States, starting over fresh. In 1929, he re-founded Geographia in New York, and became very successful making guide maps of cities as well as maps of World War II.

A Note on Rarity

The present map is rare, and especially so in commerce; we cannot trace any sales records for any other examples. We locate a dozen institutional examples, held by the British Library, Library of Congress, Oxford University Library, Boston Public Library, National Library of Scotland, University of Wisconsin-Milwaukee, Brown University Library, Buffalo and Erie County Public Library, University of Chicago Library, Boston Atheneum, National Library of Israel and the National Library of Australia.

References: British Library: Maps 64355.(40.); Oxford University Library: D1:9 (33); Boston Public Library: G5701.S65 1915 .G76; National Library of Scotland: Map.s.6.5; University of Wisconsin-Milwaukee: 600-b B-Var DT War Map No. 06;National Library of Australia: MAP G7421.S65 [1918?]; OCLC: 556850150, 1133288508, 36873480, 1133288508, 316373431, 47115197; Bulletin of the Public Library of the City of Boston (1916), p. 225; Daniel FOLIARD, Dislocating the Orient: British Maps and the Making of the Middle East, 1854-1921 (2017), p. 313; Martin WOODS, Where are Our Boys? How Newsmaps Won the Great War (2016), p. 136.

PHILIPPINES WW II
LIBERATION OF THE PHILIPPINES (1944-5)
ORIGINAL U.S. AIRMAN'S BOMBING GUIDE MAP

No. 12

V BOMBER COMMAND (U.S. ARMY AIR FORCES).

Tarlac Town & Vicinity (Central Luzon) / V Bomber Command / A-2 Section / Mission No. 354-Z-2.

Philippines, [probably March], 1945.

Photograph on glossy photographic paper, with contemporary manuscript additions in red, blue and yellow crayon (Good, old vertical and horizontal centrefolds with wear along horizontal centrefold, small tear in right blank margin closed from verso, some creasing in blank margins), 47.5 x 25.5 cm (18.5 x 10 inches).

An amazing original artefact from the WWII American-Filipino campaign to liberate the Philippines, being an aerial photographic map of Tarlac City and environs, then a critical Japanese command and logistics hub in central Philippines, made for use in the cockpit by pilots of the U.S. Army Air Force's V Bomber Command, it marks, in manuscript, key targets for destruction (ex. the city's railway station, barracks and large public buildings used as local Japanese HQs), and was seemingly the definitive guide map employed during the unit's successful March 21, 1945 raid upon the city.

1.200 EUR

The Philippines Campaign (October 12, 1944 – August 15, 1945) was the epic struggle by the United States military and the Philippine resistance movement (*Kilusan ng Paglaban sa Pilipinas*) to liberate the islands from the gratuitously brutal Japanese occupation of the country. American forces had been evicted from the Philippines in the spring of 1942, with their departing commander, the legendary General Douglas MacArthur, famously vowing "I shall return".

The American strategy for the Philippines Campaign was a daring one. It involved island skipping, with the aim of seizing beachheads that could be used to facilitate further advancement, while leaving large Japanese forces to the rear. While this was risky, it also had the benefit of cutting said Japanese armies off from their lifelines to the home country, severely weakening them.

The campaign, which involved a total of 1.25 million U.S. troops, began in earnest on October 20, 1944, when the Sixth Army landed on the eastern shores of Leyte, in the Visayas Islands of the central Philippines, an area thought to be Japan's Achilles Heel.



TARLAC

AVOID

AVOID

While the Japanese were clearly caught off guard, they soon regained their footing, compelling the Americans to battle their way across the rugged island to its west coast, whereupon they defeated the Japanese at the Battle of Ormoc Bay (November 9 - December 21, 1944), giving them dominance over Leyte.

Critically, Leyte was home to good airfields from which the U.S. Army Airforce could provide cover for the push towards Luzon. Notably, at the same time, the U.S. Navy and the Imperial Japanese Navy fought a decisive showdown of the Battle of Leyte Gulf (October 23-6, 1944), whereupon a colossal fleet of 300 American vessels decimated Japan's fleet of 63 ships, effectively taking Japan out of the maritime war.

Next, the Americans, with relative ease, at Battle of Mindoro (December 3-16, 1944), took said island, located immediately to Luzon's southeast, creating a perfect staging point for the main event.

The Battle of Luzon (January 9, 1945 - August 15, 1945) featured the decisive series of events in the war in the Philippines. It commenced with the Sixth Army's landing at the Lingayen Gulf, near the midpoint of the west coast of Luzon. This operation was masterfully executed and the Americans, aided by Filipino freedom fighters, and proceeded south towards Manila. Another amphibious landing was made on January 15, 1945, 72 km southwest of the capital.

A critical element of the contest for Luzon was the air war. The Americans deployed their Fifth Air Force, consisting of 1,294 aircraft (including 550 fighters and 192 heavy bombers and 66 reconnaissance aircraft) to quickly achieve three mutually reenforcing priorities. One, to gain total air superiority by eliminating all Japanese planes on the ground (this was soon attained, as 600 Japanese planes were destroyed). Two, conducting aerial reconnaissance of the island to identify Japanese targets and to create guides for Allied ground operations. Three, to bomb Japanese targets and to support Allied ground operations.

The American-Filipino forces finally encircled the capital, commencing the Battle of Manila (February 3 - March 3, 1945). The Japanese within the city refused to surrender and kept fighting (even as they knew they were doomed), and during what was the largest event of urban warfare ever experienced by U.S. forces – before or since – the battle saw some the most brutal fighting of World War II, with close combat in narrow streets. The Allies were victorious but at a horrendous cost, as Manila was levelled (making it look more like Hamburg or Kobe), while over 100,000 of its civilian residents were killed.

An operation associated with the seizure of Manila was the Recapture of Corregidor (February 16-26, 1945), whereupon the Americans took the island fortress that guarded Manila Harbor. This had both practical and symbolic significance, as it was the place where the Americans made their last stand in 1942.

Over the next several months, the American-Filipino forces pursued their enemy across Luzon, and while the Japanese were clearly flagging (they were running short of food and ammunition), they stubbornly refused to relent, ensuring that months of brutal fighting would continue in the interior.

atomic bombings of Hiroshima and Nagasaki (on 6 and 9 August 1945 respectively). The Philippines was now free, thanks to the heroism, drive and skill of the American and Filipino troops, which were second-to-none of any of the forces in World War II.

The conflict in the Philippines took a heavy tool, as over 1 million Filipinos were killed; the Americans lost 20,712 men; while the Japanese suffered 420,000 killed and missing. Yet, the war was one of the defining catalysts of the modern Filipino identity, and it led directly to the United States' decision to grant the Philippines its long-awaited independence, on July 4, 1946.

The Present Work in Focus

A key element of the American air war in the Philippines Campaign was the V Bomber Command, one of the most effective elements of the U.S. Army Air Force's 5th Air Force. Led by Brigadier General Jarred V. Crabb, it operated B-24, B-25, and B-26 units to conduct medium and heavy bombing on Japanese targets. From March 1945, it operated out of the newly recaptured Clark Field, located 40 miles (64 km) northwest of Manila, where it targeted major Japanese troop concentrations, as well as command and logistics bases across Luzon.

Present here is an amazing surviving artifact of the air war in Luzon, being an original aerial photograph map of Tarlac City and surrounding area given to V Bomber Command pilots prior to their missions to take out targets in the area.

Tarlac City was located on Luzon's fertile Central Plain, 124 km (77 mi) north of Manila. With a population (1939) of 55,682, it was the capital of Tarlac Province and was long a key commercial centre and logistics hub, located along the vital Manila-Dagupan Railway Line.

Since the start of the occupation, the Japanese had used Tarlac City as one of their major garrison towns and the staging points for raids on Filipino resistance fighters in the nearby Zambales Mountains. Paralysing the Japanese operations in Tarlac City would deal a heavy blow to their ability to retain control over Central Luzon, so allowing American-Filipino forces to move into the area.

Until recently, Tarlac City was a major transport hub for moving Allied POWS, as the infamous Camp O'Donnell, in nearby Capas (located off the map), was the end point of the Bataan Death March. Fortunately, the camp had been liberated on January 30, 1945, such that the V Bomber Command no longer had to worry about accidentally bombing their own men (although they did have to be careful not to strike Filipino civilians).

American air operations against Tarlac City occurred within the broader context of the Battle of Tarlac (January and August 1945), whereby American-Filipino forces reconquered Tarlac province against determined Japanese resistance.

Returning to the present map, it provides a very accurate and detailed view of Tarlac City (labelled top) and the line of the Manila-Dagupan Railway running south to the town of San Miguel (labelled bottom). All roads and the outlines of major building are visible, while the Tarlac River runs through the image in the upper left. There is a clear contrast between the open farm fields and the forested and built-up areas. The inset map, upper right corner, shows the map's scope and vectors leading towards Tarlac City within the broader region.

The map would have been printed by a mobile photographic press, from images provided by U.S. Army Air Force reconnaissance missions. The map has an 'authentic' character to it, marked up in coloured crayon and folded, seemingly so that it could be stashed in an airman's jacket pocket.

The coloured pencil crayon markings in red are labelled "Avoid" (presumably civilian facilities or places

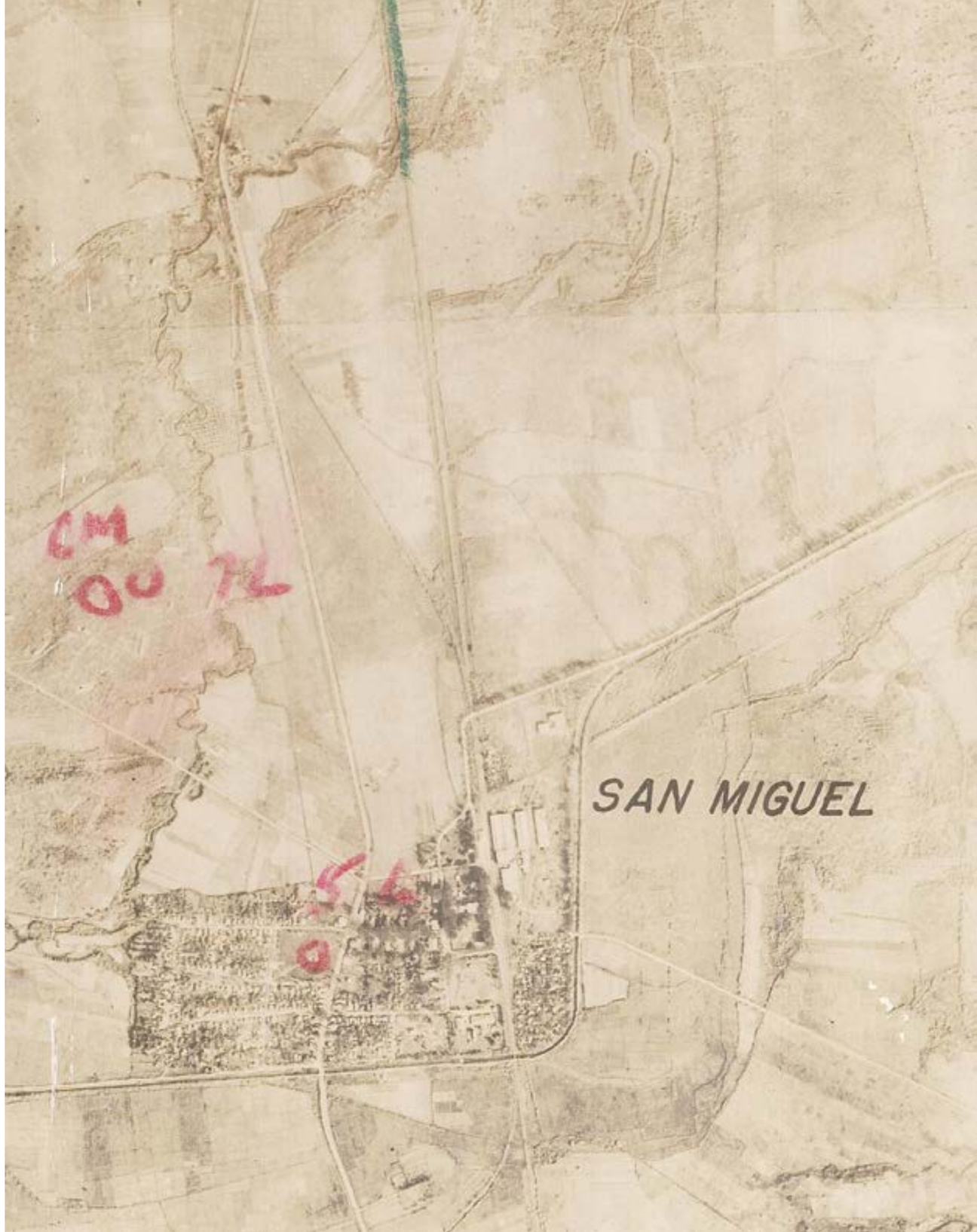
known to harbour Allied assets), while those outlined in blue, in and southwest of Tarlac City, are presumably key bombing targets. These include the Tarlac City railway station and yards; a couple of large public buildings, which would have been used as Japanese Army command/administrative offices; and what are likely barracks, a short way outside of town. Hitting these targets would severely weaken the Japanese resistance in the Tarlac City region.

While the map is not dated, we believe that it was used by a pilot participating in the V Bomber Command's recorded Wednesday, March 21, 1945, mission to take out major Japanese army facilities in the Tarlac City area, as identified by the blue crayon markings on the present map. Indeed, this very example of the map would have been the authoritative guide used to successfully neutralize said targets, making it an amazing original artefact of the WWII Philippines campaign.

V Bomber Command achieved its objectives in Tarlac City, which greatly aided the Allies in winning the Battle of Tarlac.

Almost needless to say, such WWII bomber's photographic guide map are incredibly rare survivors today, as most were intentionally destroyed after the mission was completed (as they were assumed to be 'secret'), while other were lost to time.

References: N/A – a seemingly unrecorded unique survivor. Cf. Eric HAMMEL, Air War Pacific: America's Air War Against Japan in East Asia and the Pacific 1941 – 1945 (2020), p. 601



PHILIPPINES WWII - JAPANESE INVASION OF LUZON (1941-2) - JAPANESE 'HEADQUARTERS MAP' FIRST BATTLE OF BATAAN

No. 13

渡集団司令部 ['WATARI GROUP' (14th JAPANESE ARMY) HEADQUARTERS].

呂宋島作戦経過圖 [Map of the Course of the Luzon Island Operation].
{being the Manuscript title on verso}.

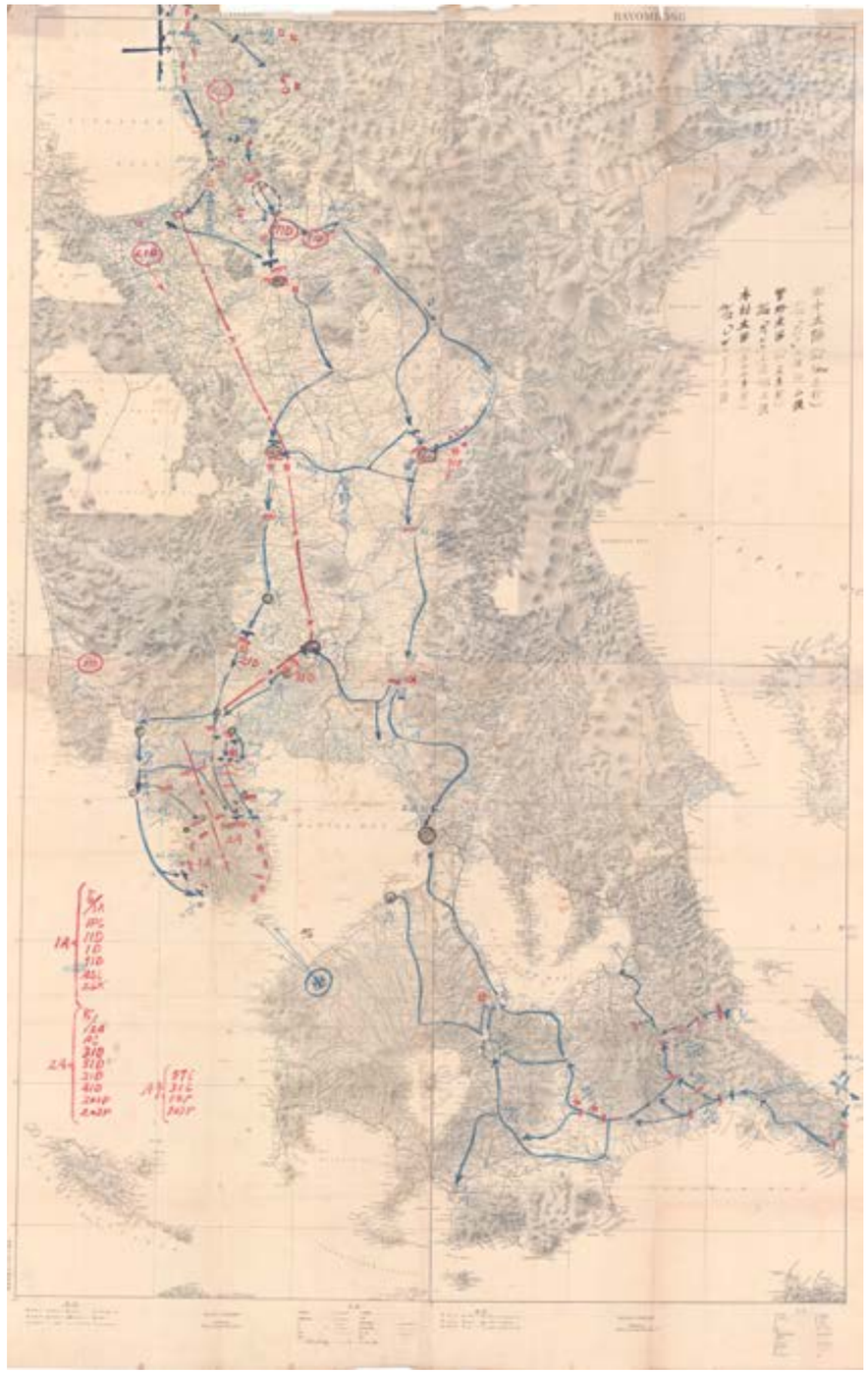
[Manila]: Watari Group' [14th Japanese Army] Headquarters, March Showa 17 [1942], with extensive contemporary manuscript additions.

Photolithograph, comprised of 4 joined sheets, with extensive contemporary manuscript additions in red and blue crayon and additional labelling in black marker (Very Good, overall clean, just some small light stains, light wear along old folds, some minor marginal tears), **175 x 115 cm (69 x 45.5 inches).**

An extraordinary and unique artifact of the World War II Japanese Invasion of the Philippines (December 8, 1941 to May 8, 1942), being a colossal map of Central Luzon composed of 'pirated' sheets from the American 'Military Survey of Luzon', published by the press of the 渡集団司令部 [Watari Group Headquarters], the codename of the Japanese 14th Army tasked with spearheading the invasion, being a 'Headquarters Map' used by senior Japanese commanders, and here featuring extensive wartime manuscript additions detaining the military action of the first three months of the campaign, charting the Japanese landings at the Lingayen Gulf and Liman Bay and the advance towards Manila while chasing the American-Filipino strategic retreat to the Bataan Peninsula, where the Allies made a brave but ill-fated stand; the map shows force movements, the dates of major positions and altercations, while having a strong grasp of 'opposition research' as it labels the identities of the American divisions and regiments that opposed the Japanese juggernaut.

6.500 EUR

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 Japanese Air Force bombed Clark Field (40 km NW of Manila), destroying practically all Allied airpower in the Philippines, while the



MANILA BAY

CITY OF MANILA

CAVITE CITY

Pampanga Bay

Manila Bay

Channel

Limay

Mariveles

Bagac Bay

Port Binanga

Cataoan Bay

10/1

6/1

7~9/1

15/1

15/1

10/1

15~24/1

1200/1

2/1

2,12,30

19,23/1

23,6200

1(1½)

1/1(½)

31/½ - 1½

21,0200

2A

1A

1A

1A

local American fleet withdrew to Java, so leaving the USAFFE outmatched against the landings of Japan's 14th Army (consisting of 130,000 troops), commanded by General Masaharu Homma. Expressing total confidence in Japan's blitzkrieg tactics (with would prove highly effective in Hong Kong, Malaya and Indonesia), Homma's superiors gave him a 50-day deadline to conquer the entire Philippines.

The Japanese launched their land invasion, with landings at Aparri, in the far north of Luzon, and Vigan, in the northwest, on December 10, 1941; and at Legazpi, in the far southeast, on December 12. This was followed by large landings at the Lingayen Gulf, in the west, on December 22, 1941, and the at Lamon Bay, in the east, on December 24. Their objectvie was to quickly close in on Manila.

MacArthur, knowing that there was no possibility that USAFFE could possibly defeat the Japanese juggernaut, decided to mount a fighting retreat to the Bataan Peninsula. The peninsula was chosen as it was a strategically located natural fortress. Dominated by steep jungle-covered volcanic slopes, it hosted numerous USAFFE bases and weapons and food supply caches. Along with the adjacent island fortress of Corregidor, Bataan guarded the mouth of Manila Harbour, such that possession of the peninsula essentially rendered the Philippine capital landlocked.

The Americans reasoned that by holding up in Bataan they could tie down Homma's forces, while rendering Manila Harbour useless. It was hoped (naively, as it would be revealed) that they could last long enough to for USAFFE to be relieved by an Allied rescue force, while simultaneously hampering the Japanese progress in the overall war, so allowing the Allies to maintain a foothold in New Guinea, as a buffer to protect Australia.

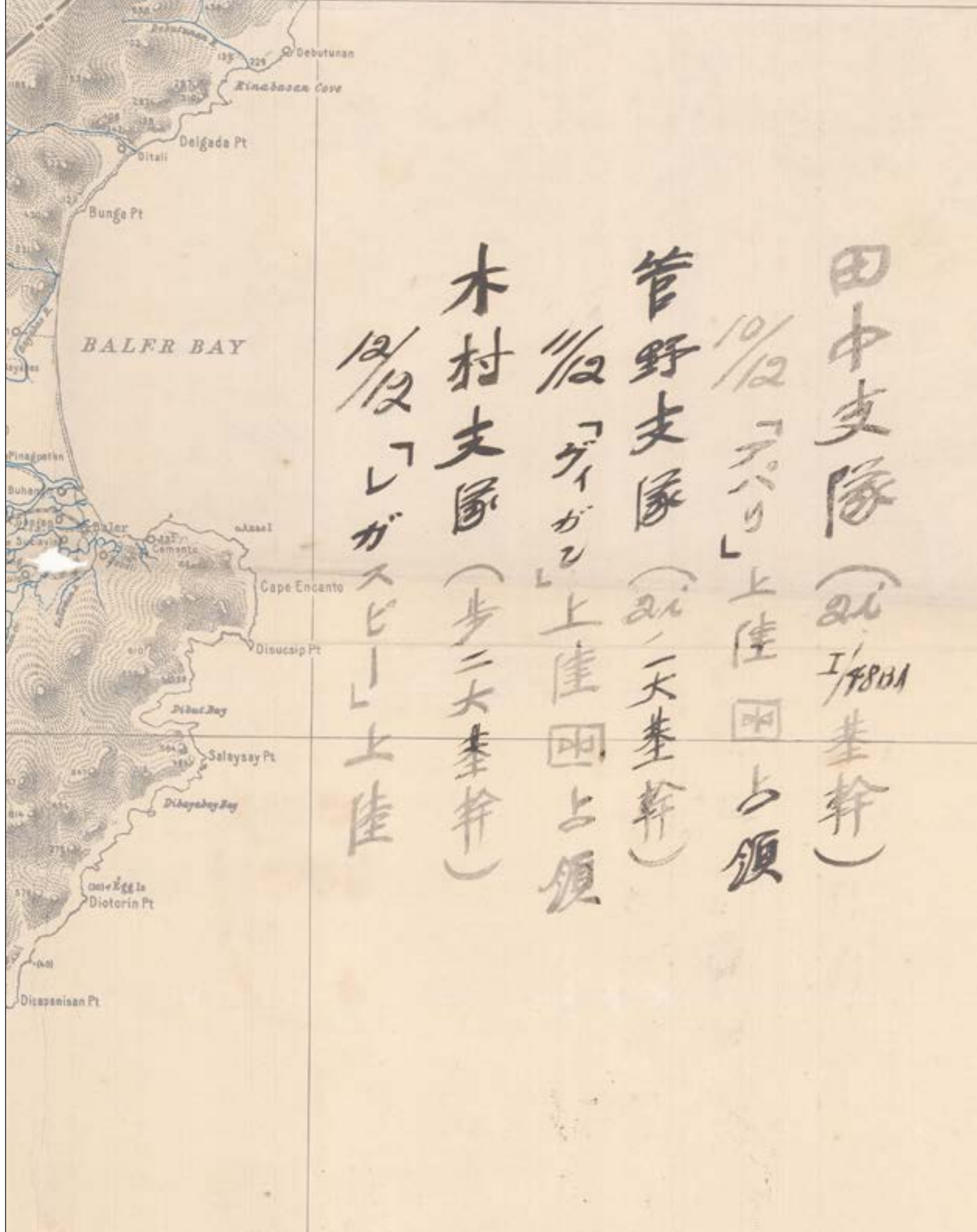
USAFFE gradually retreated towards the Bataan Peninsula from their posts in Luzon, under heavily Japanese pressure. MacArthur ordered Manila to be abandoned without a fight, so that the capital would not be destroyed, with the Japanese taking possession of the city on January 7, 1942.

After holding, and then abandoning, a series of temporary defensive lines north of Bataan, McArthur ordered his forces to hold firm at what become known as the Bagac-Orion Line. The line was named after the towns at the termini of the 25-mile-long position, which ran from the shores of the South China Sea (Bagac) across the peninsula to Manila Bay (Orion). The choice was strategically sound, as the terrain rose steeply up from plains along the coasts, while the midpoint crossed the incredibly rugged northern foothills of the Marivales Volcano, lands which were considered by many to be impassible. The position of the line allowed USAFFE concentrate all its resources on the highlands, forcing the Japanese to literally fight an uphill battle. The American-Filipinos consolidated their positions along the Bagac-Orion Line by January 27, 1942.

The Japanese immediately moved to pressure USAFFE along both the eastern and western ends of the Bagac-Orion Line. Japanese forces led by General Naoki Kimura, with 1 division and 1 battalion, pressed along the western (Bagac) side, while General Akira Nara, commanding 3 divisions and 1 battalion, attacked from the eastern (Orion) side.

USAFFE's situation was dire. While their positions were holding, they were running low on ammunition, food and medicine. In many cases, their men were barely able to fulfil their duties due to tiredness and malnourishment.

It was obvious that USAFFE's days were numbered, such that on March 11, 1942, on President Roosevelt's orders, MacArthur made a daring escape from the Philippines, headed for Australia. Once there, he broad-



cast his famous “I Shall Return” speech, promising to someday comeback to liberate the entire Philippines.

The inevitable finally happened, when on April 3, 1942, the Japanese decisively broke the American-Filipino lines, capturing the strategic heights of Mount Samat, a prominent subsidiary peak of the Marivales Volcano. The 79,000 USAFFE troops tried in vain to contain the onslaught, but by April 9 it was obvious that the gig was up. The commander of USAFFE on the Bataan Peninsula, General Edward P. King, surrendered to the Japanese. Bataan had fallen.

The Allies only remaining foothold in the Philippines was thus the island bastion of Corregidor, the ‘Gibraltar of the East’, located just off the southeastern coast of the Bataan Peninsula. Here USAFFE forces held out until the it was stormed by the Japanese at the Battle of Corregidor (5–6 May 1942). General Jonathan M. Wainwright, MacArthur’s unlucky successor as the commander of USAFFE, was compelled to unconditionally surrender his men to the Japanese. While he hoped that they would be protected by the terms of the Geneva Convention – he was sadly mistaken.

The approximately 75,000 USAFFE troops (60,000 Filipinos and 15,000 Americans) taken as POWs by the Japanese, where they were 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 mistraced and starved, such that it is estimated that somewhere between 5,000 and 18,000 did not survive the ordeal.

While the American-Filipino forces were vanquished and all the Philippines was placed under brutal Japanese occupation, the heroic stand at Bataan was not in vain. It saw that Japan took 99 days, and not the planned 50, to conquer he Philippines. This delay had severe ramifications, as it ensured that the Japanese could not lockdown the ultra-strategic island of Guadalcanal, off New Guinea, such that Australia was safe from invasion. This allowed the Allies to prosecute their successful Guadalcanal Campaign (August 7, 1942 – February 9, 1943), starting the long process of taking the offensive from Japan.

The Map in Focus

Present here is a grand ‘Headquarters Map’ of central Luzon, made for the exclusive use of the Japanese high command in the Philippines. The map places Manila roughly in the centre, and extends from the Lingayen Gulf, in the upper left down to Tayabas Bay in the south. In It is composed of ‘pirated’ sheets from the pre-war American Military Survey of Luzon, the result of the work of the U.S. Army Corps of Engineers, who trigonometrically mapped the island between 1906 and 1917, with coverage of some areas updated by more recent surveying. The map sheets were published in March, Showa 17 [1942], by the press of the 渡集団司令部 [Watarishudan Shireibu / Watari Group Headquarters], which was then located in Manila. ‘Watari’ was the code name for General Masaharu Homma’s 14th Army, that was tasked with spear-heading the Japanese Invasion of the Philippines.

The map features extensive manuscript additions charting the Japanese invasion of Luzon and the USAFFE’s defensive manoeuvres in exacting detail, clearly executed shortly after the map was published. The detail and quality of the manuscript additions indicate that they could only have been made at the behest of a participant in the campaign with access to privileged intelligence.

The map, on the verso, features the manuscript title 呂宋島作戦経過圖 [Map of the Course of the Luzon

Island Operation].

The manuscript annotations, in black marker, in the upper right, describe the early landings of the Japanese forces on Luzon, as follows:

On 10/12 [December 10, 1942] the 田中支隊 [Tanaka Detachment (2nd Formosa Infantry Regiment)] アパリ」上陸 占領 [landed and occupied Aparri].

On 10/12 the 菅野支隊 [Kanno Detachment (2nd Formosa Infantry Regiment)] ヴィガン」上陸 占領 [landed and occupied Vigan].

On 12/12 the 木村支隊 [Kimura Detachment (33rd Infantry Regiment)] レガスピー」上陸 [landed at Legazpi].

The details in blue watercolour chart the almost daily movements of the Japanese 14th Army, while the red watercolour indicates American-Filipino movements and defensive positions (barrage marks). The map labels the dates of various altercations, or of positions reached, and reveals a strong grasp of 'opposition research' as the identity of the relevant U.S. Army divisions are noted. Indeed, the coverage of the Siege of the Bataan shows the peninsula geographically divided into the auspices of the two U.S. Army corps, the I Corps (labelled as "1A", being Western Command) and II Corps (labelled as "2A", being Eastern Command), with a chart, to the left, listing the divisions and regiments that composed each corps.

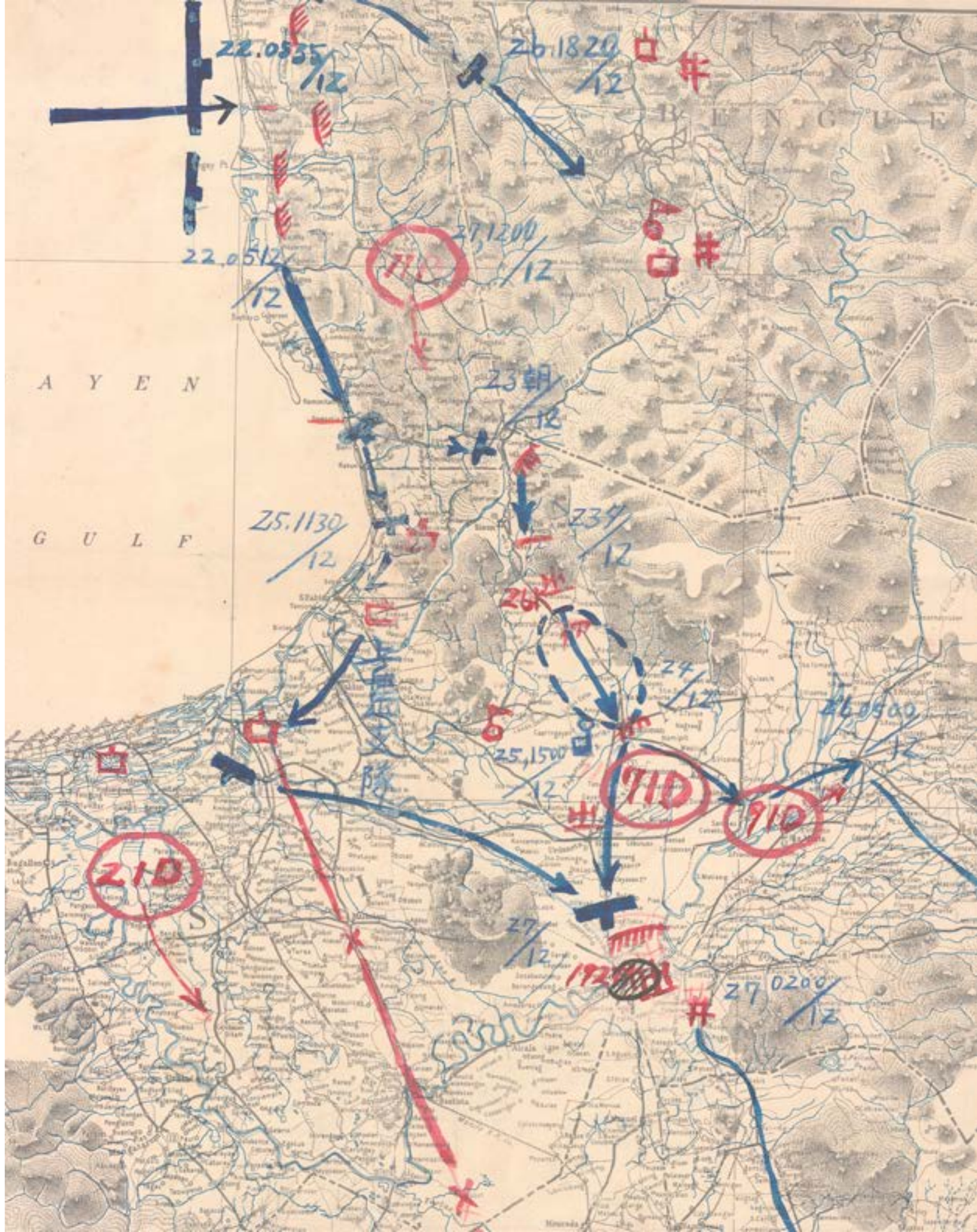
Overall, the map shows how the massive Japanese landing forces arrived at the Lingayen Gulf on December 22, 1942, upper left, and at Lamon Bay on December 24, lower right. It then depicts how the Japanese pressed the American-Filipino forces as they made their strategic retreat towards the Bataan Peninsula, while the Japanese closed in on the environs of Manila, which was reached by January 2 (with the city being occupied five days later).

The last date that appears on the map is February 28, 1942 (when a Japanese artillery position is shown targeting the U.S. base of Corregidor), such that the action on the map ends during the height of the Siege of Bataan, while the Bagac-Orion Line was still intact, and about month or so before the Fall of Bataan on April 9. Thus, it seems that the map was marked up with the manuscript additions almost immediately after it was printed.

Legacy

General MacArthur was true to his word - he did return to liberate the Philippines, during what was called the Philippines Campaign (October 20, 1944 to August 15, 1945). The brutal contest was in the inverse of that of 1941-2, with the Americans having to dislodge the Japanese from positions in places such as the Bataan Peninsula and Corregidor.

References: N/A – a unique artefact, seemingly unrecorded.



JAPAN - HOKKAIDO – BOSHIN WAR (1868-9)
BATTLE OF HAKODATE
ORIGINAL WARTIME MSS. ARTWORK

No. 14

Anon.

箱館七重濱秋田勢　仮陣屋之圖 ["Diagram of the Temporary Encampment of the Akita Forces at Nanaehama, Hakodate"].

Manuscript, [Hakodate, 1869].

Manuscript, pen and ink and watercolour, on rice paper, contemporarily mounted to another piece of rice paper featuring mss. writing (perhaps signatures) in Japanese (Good, bright lovely colours, small wear and creasing with small loss along old folds, very light old stain in left-centre), 28.5 x 52 cm (11 x 20.5 inches).

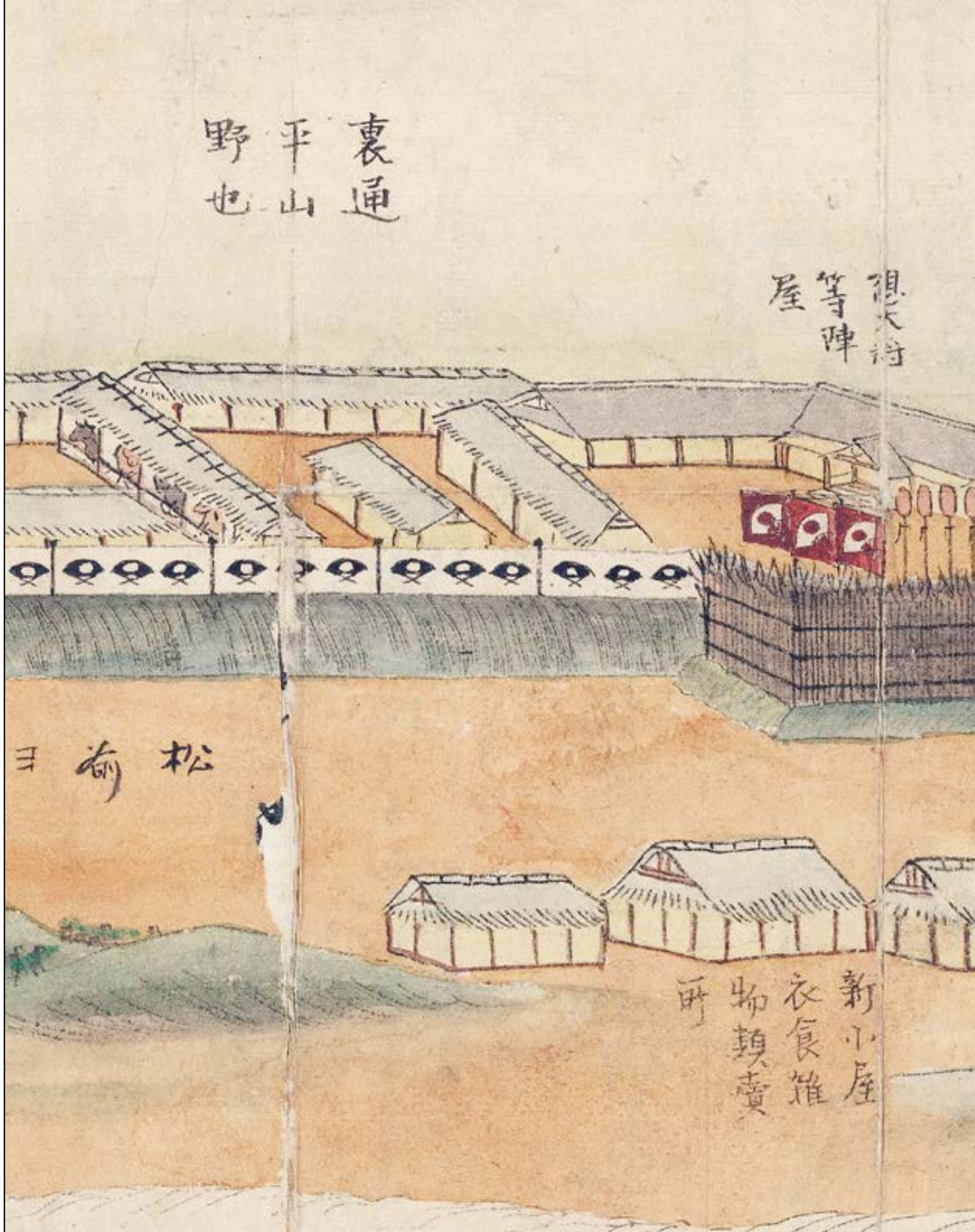
An amazing artefact from the decisive phase of the Boshin War (1868-9), being the last stand of the Shogunate regime against the takeover of Japan by the forces of the Meiji Emperor; a finely executed original manuscript view of the elaborate temporary encampment of the army of the Kubota (Akita) Domain, who were part of the Imperial expeditionary force dispatched to vanquish the 'Republic of Ezo', the Shogun's last remaining stronghold in southern Hokkaido; the depiction of the encampment, located in Nanaehama, just northwest of Hakodate, provides a highly detailed and accurate rendering of what was still a traditional-style Japanese provisional army base on the eve of the modern era; all such pieces of high technical quality and documentary importance from the Boshin War are exceedingly rare.

2.800 EUR

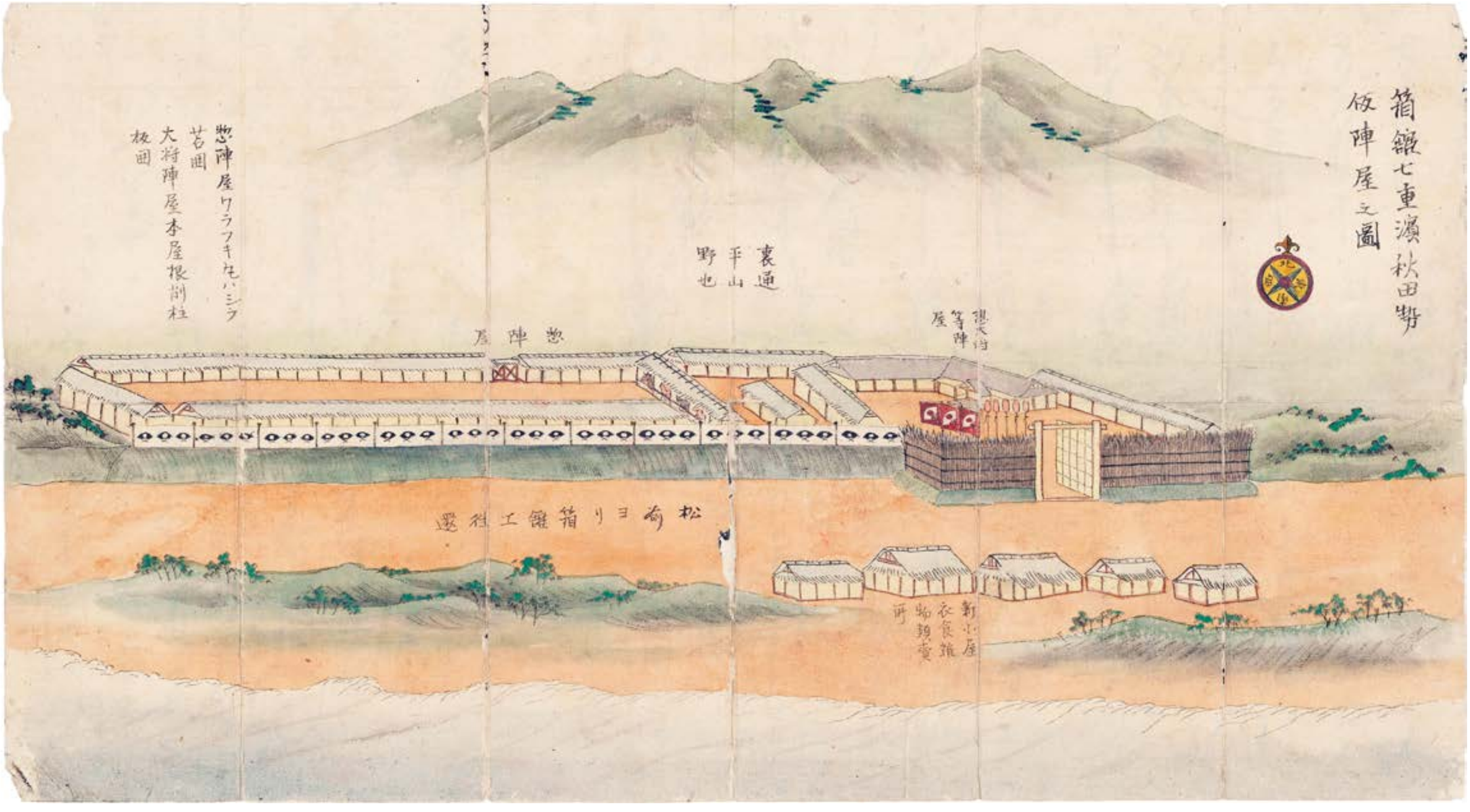
The Boshin War (戊辰戦争, Boshin Sensō, January 27, 1868 – June 27, 1869), was a civil war, the outcome of which led to the rule of the Meiji Emperor, and the utter transformation of Japan into a hyper-modern industrial state.

By the mid-1860s, the Tokugawa Shogunate, the military regime which had governed Japan since 1603 in the name of a figurehead emperor, had become exceedingly unpopular. Japan's capitulations to foreigners in the form of the Anei Treaties (1858), which opened Japan to foreign influence and trade under unfavourable terms, caused the Shogunate to lose face. The Japanese economy fell into recession, making life hard for the average people.

Those who favoured returning the temporal authority of the emperor assumed a populist programme that included an ardently anti-foreigner stance and economic liberalization schemes to benefit of the common man.



箱館七重濱秋田勢仮陣屋之圖



In 1867, the incumbent shogun, Tokugawa Yoshinobu, saw the writing on the wall, and agreed to surrender his governing authority to the young but brilliant and ambitious Emperor Meiji (reigned January 30, 1867 – July 29, 1912). However, he naively believed that the imperial court would still include him and his top samurai as members of the governing team. This assumption rested in good part on the fact that the shogun still commanded a massive army, positioned throughout the country.

However, it soon became clear that Emperor Meiji and his court wanted to eliminate the Tokugawa presence once and for all. The House of Togkugawa was declared abolished, prompting Yoshinobu, early in 1868, to launch a revolution against the imperial regime. The revolt was called the Boshin War, as it was the named for the 5th year of the sexagenary cycle in the traditional calendar (1868).

It was, at least initially, an odd type of rebellion, as the Shogunate controlled most of the country, such that it the legitimate (imperial) government had the task of taking over Japan from the so-called rebels.
On paper, the Shogunate held the edge, controlling most major cities and forts and having an army of 150,000 men. By contrast, the Imperial forces had only 120,000 troops. Both armies had the benefit of Western advisors and some modern Western weapons. However, the Imperial Army would prove itself as modern and nimble, while the Tokugawa forces could be likened to a slow-moving dinosaur.

The Imperial forces, spurred by the support of the samurai Chōshū and Satsuma Domains, quickly gained the upper hand, beating the shogun's armies in field battles and besieging major cities, leading to momentous events of the Fall of Osaka Castle (February 2, 1868) and the Fall of Edo (July 1868).

While Yoshinobu personally surrendered following the Fall of Tokyo, a group of Shogunate diehards resolved to continue the fight in Japan's northern domains.

'The Republic of Ezo': The Shogun's Last Stand

In the wake of the Fall of Edo, Admiral Enomoto Takeaki, the head of the Shogunate holdouts, led a fleet of ship northwards. He was accompanied by Matsudaira Tarō, the Commander-in-Chief of the shogunate's army, as well as Jules Brunet and André Cazeneuve, the force's French advisors/battle commanders. After picking up supporters in Sendai, the fleet headed for Hakodate, the great port near the southern tip of Hokkaido.

Initiating what became known as the Battle of Hakodate (箱館戦争, December 4, 1868 to June 27, 1869), the shogunate rebels, who numbered only 3,000 men, assumed control over the key port city of Hakodate and the Oshima Peninsula, the southernmost part of Hokkaido. They established their headquarters at the Goryōkaku, the curious five-pointed citadel that had been recently constructed to a 17th century European-style design on the outskirts of Hakodate.

On December 17, 1868, the shogun rebels declared the creation of the Republic of Ezo (蝦夷共和國), which claimed dominion over all Hokkaido. Inspired, in part, by the U.S. Constitution, the regime enacted Japan's first Japanese experiment with democracy, as the republic's government was elected by members of the samurai class. Enomoto Takeaki was voted in as the President of the short-lived entity.
The Meiji regime would not tolerate any rebel enclave in Japan, no matter how remote or small. They dispatched an expeditionary force of 7,000 men, aboard new American-style Ironside ships, on a mission to vanquish the rebel republic. The force included both Imperial troops and those in the service of the

daimyos (noble lords) allied to the emperor.

In what was the decisive phase of the Battle of Hakodate, on April 9, 1869, the Imperial force landed on the Oshima Peninsula, near Hakodate. Employing their superior numbers and weaponry, over the next ten weeks they gradually tightened the noose around Hakodate. Meanwhile, at the Naval Battle of Hakodate (May 4-10, 1869), the first contest between modern navies in Japanese history, the Imperial fleet decimated the rebel navy.

Finally, having lost almost half their men, and with the Imperial forces closing in on the Goryōkaku, the 'Republic of Ezo' surrendered on June 27, 1869. The Shogun was no more, and the Meiji Emperor controlled all Japan, so thrusting the country wholesale into the modern era.
The Present View in Focus

The present original manuscript artwork is an amazing artefact of the decisive phase of the Battle of Hakodate, the Shogun's last stand, in the spring of 1869. Entitled 箱館七重濱秋田勢 仮陣屋之圖 ["Diagram of the Temporary Encampment of the Akita Forces at Nanaehama, Hakodate"], it depicts the provisional military base of the forces of the Kubota Domain (久保田藩), a powerful and prestigious feudal house, whose seat was in the city of Akita, in northeastern Honshu (consequently, it was often known as the "Akita Domain"). While the Kubota Domain originally sided with the Shogunate during the early stages of the Boshin War, it subsequently switched allegiance to the emperor, and deployed troops to join the Imperial expeditionary force to Hakodate.

The present view, while made by an anonymous individual, due to its very high technical level of execution, was likely made by a solider with formal artistic training. The location of the camp, Nanaehama, is in what is today the Hakuto municipality, just northwest of Hakodate. It was in this area that much of the Imperial force marshalled en route to investing the Goryōkaku. The view provides a stellar record of the appearance of what was a traditional-style Japanese army field command centre on the eve of the modern era. Importantly, very few original manuscript artworks survive from the Hokkaido theatre of the Boshin War.

The view shows the large, roughly elongated rectangular compound to be located upon a plain, with verdant hills in the background, and with a compass locating north to the upper part of the scene. On the outer wall of the compound, facing the viewer, is a line of black and white Kubota domain flags, while a trio of 'Rising Sun' Imperial banners adorn the palisaded entrance of the encampment, to the right. Within, the compound it divided into sections with courtyards surrounded by colonnaded structures. What are evidently horse stables are depicted in the middle section.

Above the compound are annotations locating and describing the physical nature of the "General headquarters" and "Commander's headquarters", while it is noted that "The plain is flat, and the path goes behind the mountain". In the foreground is labelled the road from Matsumae, being the southmost tip of Hokkaido, while the "new huts", in the lower right, are stores for the sale of clothing and food.

The view is pasted to another contemporary sheet of paper with what appears to be signatures (we are not sure if they relate to the view).

References: N/A – Present view not recorded.

No. 15

局道鐵有督總鮮朝 [BUREAU OF RAILWAYS (KOREA)].

平壤案内 [Guide to Pyongyang].

Keijo Prefecture, Korea [Greater Seoul]: Chosen Publishing Co., Shōwa 7 [1932].

16° (15.3 x 10.3 cm): [1 f.], 3pp., 56 pp., [1 f.], plus 9 full page plates on 5 leaves (8 photographs, 1 coloured map) and 2 folding colour maps on thin paper, bound in original illustrated card covers (Excellent condition, clean, crisp and bright, nearly mint condition, staples rusty).

An extremely rare and finely composed guidebook to Pyongyang issued in March 1932 by the Korean Bureau of Railways; Pyongyang was then one of Japanese-occupied Korea's major industrial centres, while today it is the capital of the world's most notorious hermit state; the guide marked as 'Not for Sale', seemingly made for the exclusive use of senior Japanese officials, contains a wealth of information on all aspects of Pyongyang, and is richly illustrated with 8 photographs and 3 maps (2 folding), granting a rare and valuable insight into pre-Korean War Pyongyang.

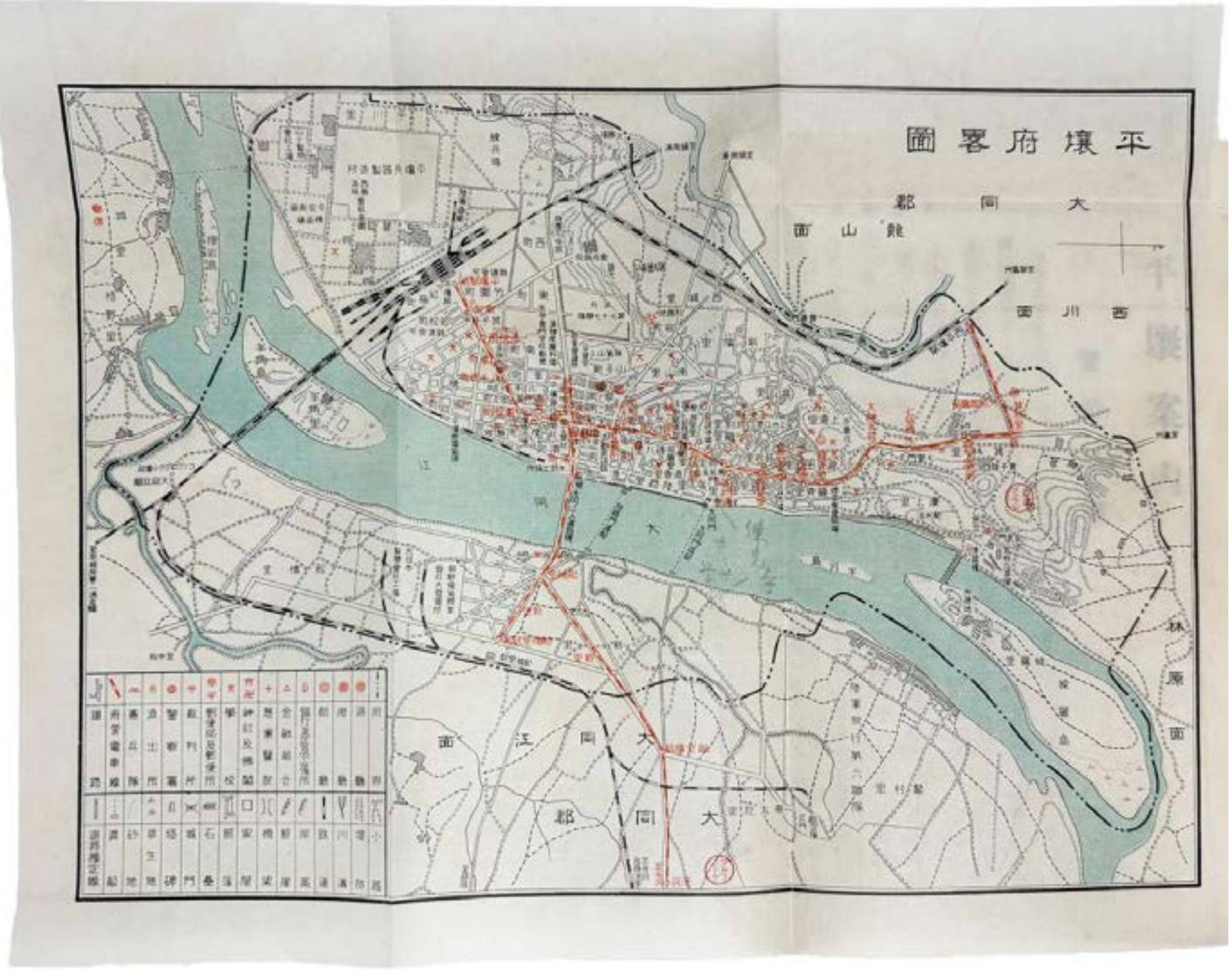
750 EUR

Pyongyang is today world renown as the capital of the Communist hermit state of North Korea, which conceals the fact that it has an august history, being one of the oldest cites in Korea, founded in 1122 BC. Strategically located near the middle of the country, on the Taedong River, just over 100 km up from the Yellow Sea, Pyongyang was the capital of various ancient Korean dynasties, and later a top-level regional centre. In modern times it first came to international consciousness when, during the latter 19th century, it became a focus for Western Christian missionaries, leading it be called the 'Jerusalem of the East'. In 1880, there were over 100 churches in Pyongyang, more than in any other Asian city. In 1890, the city had over 40,000 inhabitants.

During the First Sino-Japanese War (1894-5), during which Japan conquered Korea (making it a client state; Japan would annex Korea in 1910), Pyongyang was partially destroyed and depopulated during the Battle of Pyongyang (September 15, 1894).

Under Japanese rule, Pyongyang was officially known as Heijō (平壤, read as へいじょう in Japanese). The city rapidly industrialized and modernized, becoming a sophisticated place with state-of-the-art services and amenities. At the time that the present map was made, Pyongyang had population approaching 200,000, and was the most important centre in northern Korea.




平壤府略圖
大同郡
龍山面
西川面
江岸面
大同郡
林原面

However, Pyongyang's prosperity masked the reality that the Japanese occupation of Korea was brutally oppressive, stoking longstanding cultural cleavages. During what became known as the 'Wanpaoshan Incident' (July 1931), fighting broke out between ethnic Korea and Chinese famers in Manchuria and Korea, with the worst manifestation being an urban riot in Pyongyang (July 5, 1931), that affected thousands.

Pyongyang continued to play a key role in the industrial production of the Japanese Empire until the end of World War II. In 1948, Pyongyang became the de facto capital of Communist North Korea, but was heavily damaged during the Korean War (1950-3). In the wake of the conflict, it became the centre of the world's most notorious hermit kingdom and seems to have since followed its own course completely oblivious to the world beyond North Korea. Today's city, with over 3.3 million inhabitants and lots of Stalinist architecture, bears little resemblance to the Pyongyang described here.

The Present Work in Focus

The present work is a Japanese language guidebook to Pyongyang issued by the Korean Bureau of Railways in March 1932. Curiously, it is marked as 'Not for Sale', indicating that its distribution was reserved for senior Japanese officials and their private sector partners, as it supposedly contained information, or, expressed opinions that the occupying regime presumably did not wish to have publicly aired.

Within beautifully illustrated covers, which show the scene of a lady perched by a window looking down towards the Taedong River, the guide's text addresses diverse subjects such as the city's economy / industry, people, culture, physical appearance and environment, transportation, and tourism, all based upon the latest official information. It is illustrated with 8 full-page photographs of various scenes in and round Pyongyang, plus a coloured map of the vicinity of the Sangam caves, a popular nearby attraction.

The work also features two folding, coloured maps, which is notable, as surprisingly few maps of Pyongyang and area exist from this period. The first of these works is a general map of Greater Pyongyang (measuring 17 x 22 cm). It shows the city straddling the Taedong River, amidst rolling hills. The city's limits are clearly delineated, while all major streets are outlined, and many key sites labelled. The well-developed railway and tram infrastructure is depicted, while the legend in the lower left corner details the locations of different types of infrastructure and various government and commercial buildings.

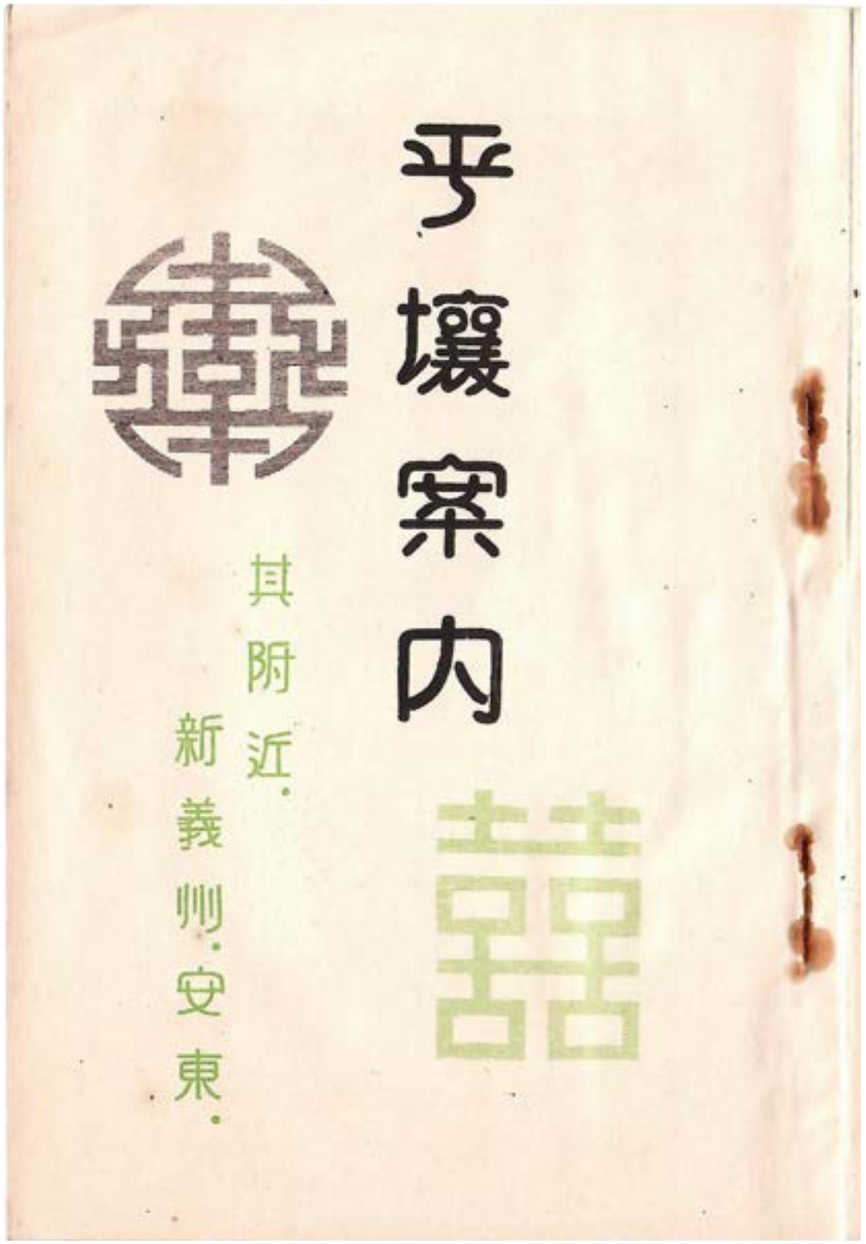
The second folding map (measuring 17.5 x 26 cm) depicts a nearby industrial / port area that the Japanese were developing that played a major role in jumpstarting the local economy.

In sum, the present guide offers very rare and multi-faceted insights into the appearance and life of 1930s Pyongyang, before the city (and Korea) was utterly transformed by the Korean War.

The Korean Bureau of Railways issued the guidebook in this format annually from 1928 until 1932. All the issues are today very rare, as it seems they were made in only very small print runs for restricted official use, while the survival rate of such fragile ephemeral works is very low.

The present 1932 issue is extremely rare. We can trace only a single institutional example, held by the Shiga University Library (Hikone, Japan). Beyond that, we are aware of only a single other example as appearing on the market in recent years.

References: Shiga University Library: 1||C||107087260329.



No. 16

PRINCE TISAVARAKUMARA, the PRINCE DAMRONG RAJANUBHAB (สมเด็จพระเจ้าบรมวงศ์เธอ พระองค์เจ้าดิศวรกุมาร กรมพระยาดำรงราชานุภาพ; 1862 – 1943).
POH CHANG SCHOOL OF ARTS AND CRAFTS, Authors of Illustrations

หอพระสมุด
วชิรญาณ
ฑะ
ตำราฟ้อนรำ
ฉบับเรียบเรียงในหอพระสมุดวชิรญาณสำหรับพระนคร
ทรงพระกรุณาโปรดเกล้า ฯ ให้พิมพ์
ในงารพระราชทานเพลิงพระศพ
สมเด็จพระเจ้าน้องยาเธอ เจ้าฟ้าจุฑาธุชธราดิลก กรมขุนเพ็ชรบูรณ์อินทราชัย
ณพระเมรุท้องสนามหลวง
พิมพ์ทีโรงพิมพ์โสภณพิพรรณธนากร
รูปภาพทำทีโรงเรียนเพาะช่าง

[Vachirayan Library, Textbook of Thai Dance. Compiled at the Vajirayan Library for Bangkok. Printed by royal command on the occasion of the royal cremation of His Royal Highness Prince Chutathut Tharadilok, Krom Khun Phetchabun Intharachai at the Royal Crematorium, Sanam Luang]

Bangkok: Sophon Piphanthanakorn Printing House [December 1923].

8°. Two blank endpaper sheets, 1 blank sheet, printed title page, full page portrait of .., 7 pp. text, 1-8 numbered sheets with black and white illustrations (printed recto only), 8-42 pp. text, 9-75 numbered sheets with black and white illustrations, 43-45 pp. text, 76-157 (p. 132 marked twice) numbered sheets with black and white illustrations, 46-47 pp. Text, 158-190 numbered sheets with black and white illustrations, two blank sheets. Contemporary brown morocco with marbled endpapers, lettering on the spine reads: Principe Damrong. Trattato di Correografia Siamese. Silber-gold ends.

(Front endpapers broken in hinges, binding with scratches, mostly in margins, cracked in hinges).

With a dedication of the author, Prince Damrong Rajanubhab, to King of Italy Victor Emmanuel III

1.600 EUR





ขุนประสิทธิ์จิตรกรรม (อยู่ ทรงพันธุ์) กับ พระวิทยประจง (จ่างโชติจิตรกะ)
ช่างเขียนตำรารำ

A rare and richly illustrated Thai cremation book, issued in memory of Prince Chudadhuj Dharadilok, Prince of Phetchabun (**จุฑาธุชธราดิลก**; Chuthathut Tharadilok, 4 July 1892–8 July 1923), a son of King Chulalongkorn the Great (Rama V, 1853–1910). Educated in England, Prince Chudadhuj was widely admired for his cultivated interest in the arts, music, and performance traditions of the Siamese court.

The volume was commissioned by his brother, King Vajiravudh (Rama VI, 1881–1925), the sixth monarch of the Chakri dynasty. Drawing upon a manuscript preserved in the National Library of Thailand, the book presents a detailed exposition of classical Thai dance forms, accompanied by high-quality illustrations characteristic of early 20th-century royal publications.

The work was edited by Prince Damrong Rajanubhab (**สมเด็จพระเจ้าบรมวงศ์เธอ พระองค์เจ้าดิศวรกุมาร กรมพระยาดำรงราชานุภาพ**; 1862–1943), a son of King Mongkut (Rama IV). As Minister of the Interior and a central architect of Siam's administrative and educational reforms, Damrong Rajanubhab is regarded as the founder of modern Thai historiography and education. His editorial involvement underscores the cultural and scholarly significance of the volume within the broader context of early 20th-century Thai statecraft and court culture.

Prince Damrong presented this example to King Victor Emmanuel III of Italy (1869–1947) in 1928, accompanied by an inscription in English:

Presented to his Majesty Victor Emanuel III with profound respect of the author as a token of appreciation of His Majesty's kindness during his visit to Italy in 1891

Damrong

Bangkok 10th March 1928

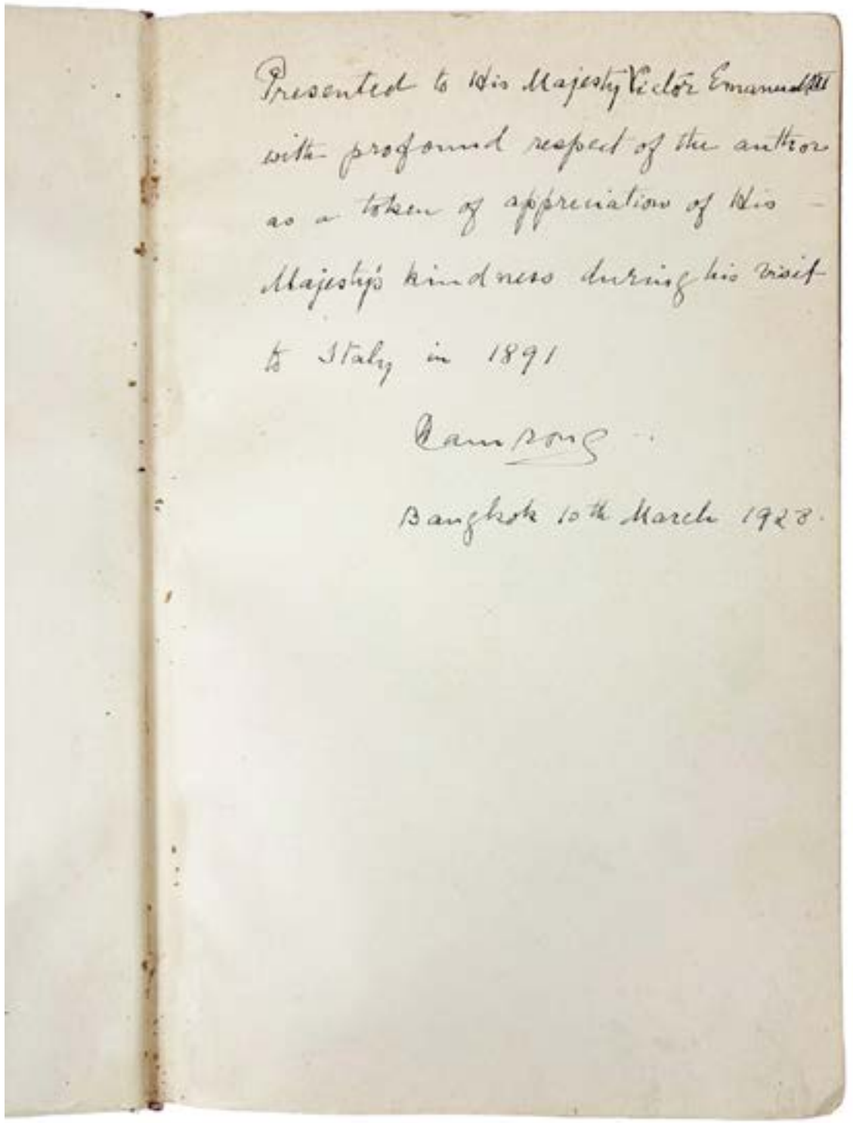
We could trace three examples in Thai institutions (Chulalongkorn University, National Library of Thailand, Thammasat University).

Thai Cremation Volumes

Cremation Volumes are a unique Thai genre that blends Buddhist literature with biographies, offering insights into Thai culture and society. These volumes were given to attendees at cremation ceremonies, which occurred after lengthy rituals for deceased individuals, typically from higher social classes. Ceremonies attracted large crowds, sometimes thousands.

The booklets were distributed as acts of merit-making in Buddhism and were not sold commercially.

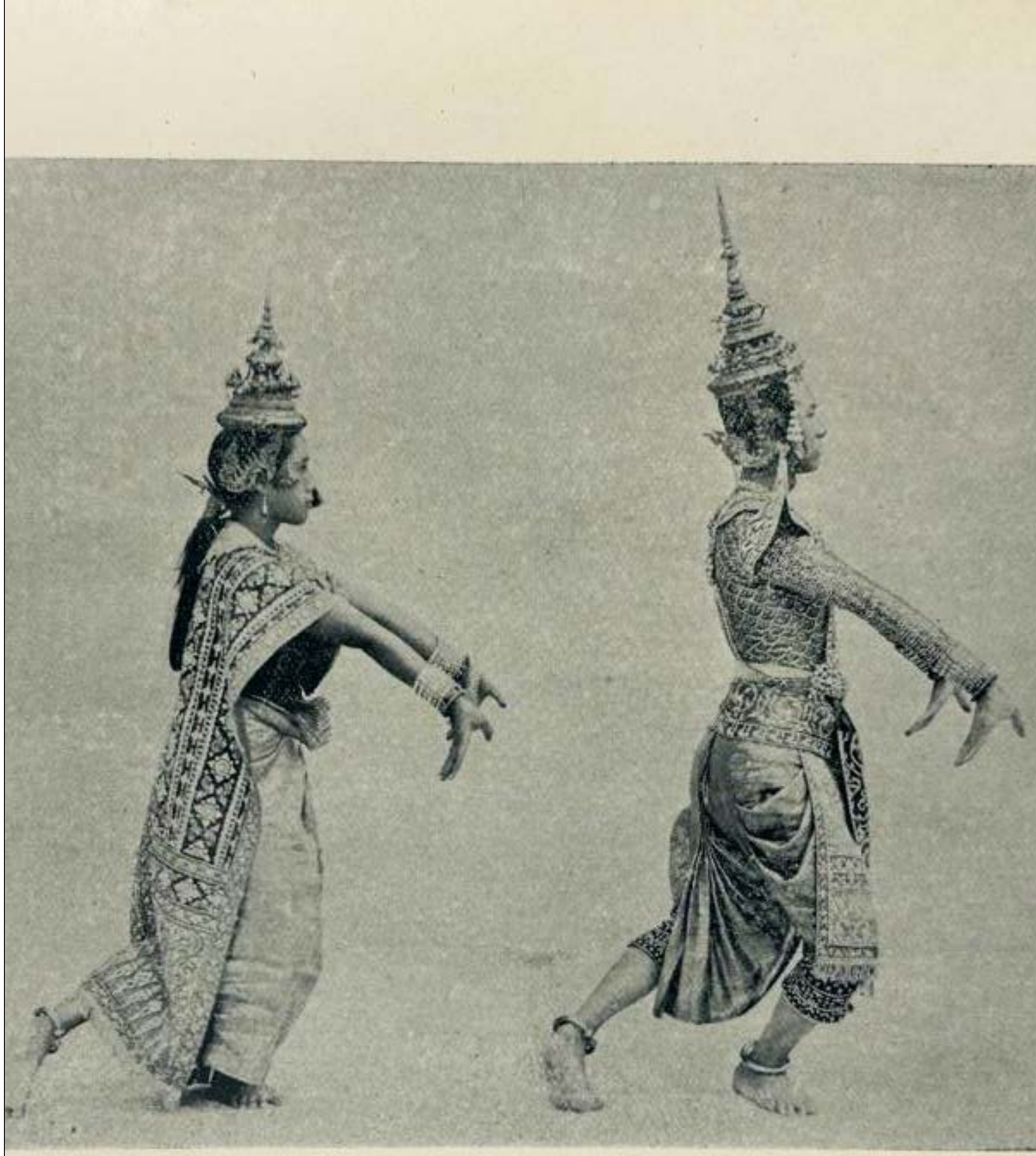
The first cremation volumes appeared in the 1870s, or according to some sources, in 1880. Their popularity increased in the early 20th century and continues to this day. The present collection of volumes, published between 1911 and 1921, represents the earlier period of the cremation volumes. The earliest one was printed for the cremation ceremony of King Chulalongkorn (1853 – 1910) and differs from the other one in many ways. Firstly, it was printed in Thai and English languages, and secondly, it was printed on the eve of the new era of cremation volumes, starting with the following Thai king, Rama VI.


Presented to His Majesty Victor Emanuel III
with profound respect of the author
as a token of appreciation of His
Majesty's kindness during his visit
to Italy in 1891
Damrong
Bangkok 10th March 1928.

All the following works were created after the establishment of the Wachirayan Library as Thailand's National Library or National Archives, located within the Grand Palace, which housed a significant number of original manuscripts. Starting in 1910, during the reign of King Rama VI, also known as Vajiravudh, who studied law and history at the University of Oxford, the printing of texts for the cremation volumes was officially overseen by the library.

This initiative was prompted by several historical changes. Most notably, there was a reaction against the publications of Christian missionaries, who had introduced printing to Thailand but primarily produced books reflecting a Western perspective of the country, often featuring only a limited number of Thai texts without adequate insights into the original scripts. Another influential factor was the emergence of a new bourgeois culture in late nineteenth-century Thailand.

Due to a lack of funds, the National Library was in need of support. The new bourgeois class emerged as the ideal sponsor to finance the publication of traditional Thai and Buddhist literature. It funded the first editions of these texts as commemorative publications in honor of their beloved deceased.



ช้างทำลายโรง

No. 17

Anon. / Luiz Jozé Correa LEMOS, Publisher.

Relaçam das victorias alcançadas na India contra o inimigo Maratá, Sendo Vice-Rey daquelle Estado o illustrissimo, e excelentissimo D. Luiz Carlos Ignacio Xavier de Menezes, V. Conde da Ericeira, e I. Marquez do Lourical. Com huma breve noticia da sua morte.

Lisbon: na Officina de Luiz Jozé Correa Lemos, 1743.

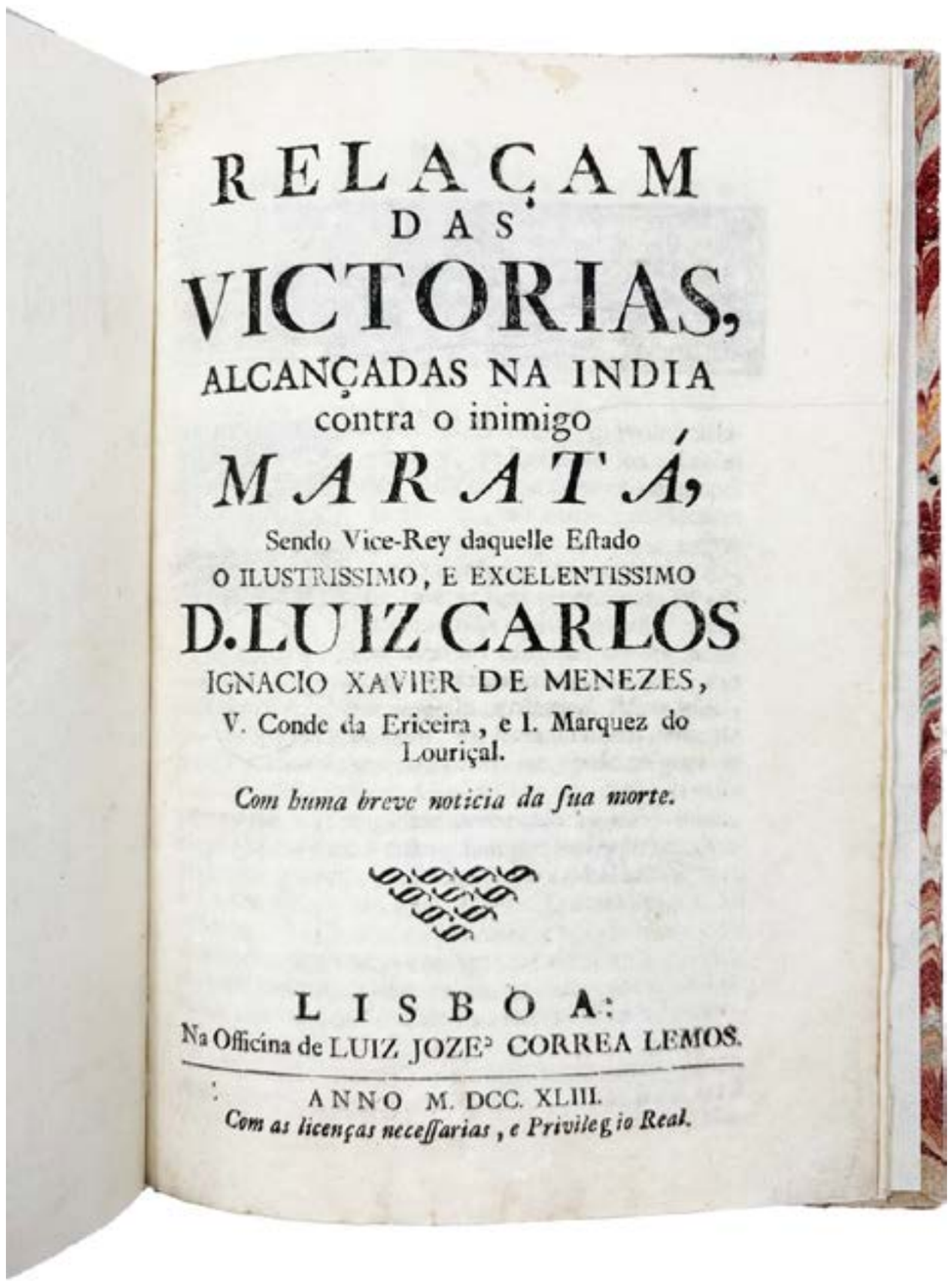
8° (20.5 x 14.5 cm): 15 pp., bound in 20th century marbled boards (Very Good, overall clean, just some very faint staining to last few leaves).

A rare and important ephemeral work that lionizes the Marquês de Louriçal, the late Viceroy of Portuguese India, detailing how, against almost impossible odds, he saved Goa from being conquered by the Maratha Confederacy by way of a daring counteroffensive; featuring much intriguing intelligence newly received in Portugal, published by the popular Lisbon pamphleteer Luiz Jozé Correa Lemos.

1.600 EUR

Goa, in Western India, was conquered by Portugal in 1510 and quicky rose to become one of the most important trading centres in Asia and the anchor of Christianity on the continent, as well as the nucleus of a vast maritime empire with outposts extending from Mozambique to Japan, while dominating a good part of coastal India. Its global importance prevailed until the early 17th century, when it declined due to Dutch and English efforts to progressively dismember Portugal's overseas empire during the period when Portugal suffered under Spanish rule (1580-1640).

By the latter part of the 17th century, Goa remained an important economic and cultural centre, but its influence had much receded, for its remaining Indian dependencies were minor (a few tiny coastal enclaves and islands along the coasts of today's Maharashtra and Gujarat), and while it had auspices over Mozambique, Macau and East Timor, these lands were a far cry from its former empire. Moreover, Goa's size was then much smaller than its modern form, as the enclave consisted of only the Ilha de Goa and the adjacent provinces of Salcete (to the south) and Bardez (to the north). The surrounding areas were controlled by local states who were then in the process of joining the Maratha Confederacy (or Empire), a potent and well led Hindu state based in Pune (Maharashtra), founded in 1674, that rose to dominate Western India, taking advantage of the decline of Mughal power.


RELAÇAM
DAS
VICTORIAS,
ALCANÇADAS NA INDIA
contra o inimigo
MARATÁ,
Sendo Vice-Rey daquelle Eſtado
O ILUSTRISSIMO, E EXCELENTISSIMO
D. LUIZ CARLOS
IGNACIO XAVIER DE MENEZES,
V. Conde da Ericeira, e I. Marquez do
Louriçal.
Com huma breve noticia da ſua morte.
LISBOA:
Na Officina de LUIZ JOZEº CORREA LEMOS.
ANNO M. DCC. XLIII.
Com as licenças neceſſarias, e Privileg.io Real.

During the Maratha-Portuguese War of 1683-4, Portugal managed to fend off Maratha invasions of the peripheral areas of Goa and its dependencies along the Konkan Coast. However, in the power vacuum that followed the death of the Mughal Emperor Aurangzeb in 1707, the Marathas' ambitions were renewed, and they would eventually re-set their sights upon conquering Portuguese India.

Meanwhile, Portuguese India faced another, potentially existential, threat in the form of pirates, who suffocated Portuguese shipping in the Indian Ocean. Not only was this ruining Portuguese commerce, but it also starved Goa, etc. of military resources by severing it from the mother country, making it a sitting duck for Maratha attacks. While many of the pirates were sponsored by the Marathas, the Portuguese were also beset by attacks from Omani pirates, variously based in their home region, but also operating from bases along the coasts of India (primarily in Gujarat).

The present work lionizes Luiz Carlos Ignacio Xavier de Menezes (1689 - 1742), the 5th Conde da Ericeira (from 1740, the 1st Marquês de Louriçal), and describes the second of his two heroic terms as the Viceroy of Portuguese India (1740-2), whereupon he saved Goa from being conquered by the Marathas. The eminent 20th century historian Joaquim Veríssimo Serrão aptly described Ericeira as "the greatest of the rulers of the East in the first half of the eighteenth century".

The Conde da Ericeira was born into an esteemed noble family. Of uncommon intellect, as a child he amazed his tutors with his incredible virtuosity with languages, geography, philosophy, history and science. Entering the army, he fought with tremendous distinction during the War of the Spanish Succession (1701-14), rising to the rank of Brigadier General and becoming a favourite of King Dom João V (reigned 1706-50).

In response the dire threat posed to Goa, etc. by the Marathas and Omani pirates, in 1717, the king appointed the Conde da Ericeira, then only aged 27, as the Viceroy of Portuguese India. Despite his youth, Ericeira was already a highly experienced battle commander and leader of men, with a very serious demeanour.

The Conde de Ericeira arrived in Goa on October 9, 1717, to find that the coasts of Portuguese India were being harried by a large Omani pirate fleet of 15 ships. While the Conde seldom led military campaigns in the field as Viceroy, his great achievement was perfectly marshalling his colony's limited resources to defeat much larger enemy forces. He was also an inspiring leader, who always got the best efforts out of his men.

The Conde de Ericeira dispatched the Portuguese naval commander in the Indian Ocean, the esteemed Admiral Dom Lopo José de Almeida, to lead a fleet of only five ships to rid the area of the Omani pirate threat. Almeida successfully blockaded Surat, the main Indian port used by the Omani pirates, and at the end of 1717 he sailed towards the port of Porpatan (today Prabhas Patan), on the coast of Gujarat, near Diu. The heavily fortified town was technically supposed to be a Portuguese tributary, paying an annual fee of 2,000 xerafins to Goa, but as of late it had stopped paying tribute and was hosting Omani pirates.

Almeida demanded that Porpotan's leaders immediately pay all back tribute money, plus, agreeing to expel all Omani pirates. This demand was not answered, and on December 31, 1717, Almeida began to attack the town, eventually sacking and burning it the ground, while killing 1,500 of its defenders. He left the scene carrying 38,000 xerafins in booty (a very large sum).

Meanwhile, the Shah of Persia had suffered a series of military setbacks in the Persian Gulf, losing Bahrain to local Arab forces and some of the ports on the north side of the Strait of Hormuz to the Omanis, notably

the key harbour of Bander Kongo (Bandar-e Kong). The Shah sent word to the Conde de Ericeira, asking to form an alliance against Oman. The Viceroy enthusiastically agreed to this overture, and dispatched Admiral Almeida to the Persian Gulf. During a series of difficult battles fought over several months in 1718, Almeida's fleet defeated the Omanis, restoring Persian authority over the northern side of the Strait of Hormuz, while securing Portuguese trading rights in the region.

Following Almeida's campaign, Portuguese India was now safe, at least for the foreseeable future, from Omani pirate attacks.

Further afield, in the Indonesian Archipelago, in 1718, forces under the Conde de Ericeira's oversight based in East Timor successfully intervened in a civil war on the island of Sumba (famous for sandalwood), making it a Portuguese protectorate (as it had been during parts of the 16th and 17th centuries).

The Conde de Ericeira left Goa in 1721, universally lauded as one of the most successful Viceroys in the long history of the Portuguese presence in Asia, an amazing achievement, especially as his victories were accomplished with very meagre resources.

However, while sailing across the Indian Ocean on the way back to Lisbon, his ship was (ironically) attacked and seized by pirates. While the assailants robbed the Conde of his possessions, they fortunately did not assault his person and dropping him off at the Île de Bourbon (Réunion), from where he returned to Portugal aboard a commercial vessel.

Once in Europe, the Conde de Ericeira dedicated much of his time to academic pursuits. He loved in France for a time, where he was accepted at the royal court at Versailles and interacted with many of the country's greatest intellectuals, who considered him an equal. He notably worked with the Jussieu Brothers (Joseph, Antione and Bernard), the famous trio of physicians and botanists, who were very interested in the discoveries that the Conde made while in India.

Returning the bigger picture, during the late 1730s Goa, once again, found itself in an existential crisis. The Portuguese colonial system was beset by corruption, nepotism and inefficiency, such that financial and military resources were often not adequately directed to Goa and its Indian dependencies. This made Portuguese India even more vulnerable to attack by the Marathas.

In 1739, the Marathas besieged and conquered the long-held Portuguese outposts of Vasai (Bassein) and Chaul, on the Konkan Coast, north of Bombay. They also overran and annexed some of the northern parts of Goa, with the bulk of the colony only being narrowly saved due to the timely arrival of a Portuguese fleet.

The risk of Portugal losing Goa was now a great possibility, if not a probability. It was in this context that, in 1740, King Dom João V summoned the Conde de Ericeira out of retirement to, once again, serve as the Viceroy of Portuguese India. He was seen as the only person with the skill, experience and energy to succeed at what might otherwise have been a suicide mission. As a reward for agreeing to return to India, the king promoted the Conde de Ericeira to become the 1st Marquês de Louriçal.

The Marquês de Louriçal arrived in Goa on May 18, 1741, at the head of sizeable military force (albeit one much smaller than those of the Marathas). He immediately faced a firestorm, as the Bhonsles of Sawantwadi, the powerful neighbouring Maratha state to Goa's north, invaded Portuguese territory, rampaging through the Bardez and Salcete provinces (in Goa's north and south respectively). However, the Marquês

put up an unexpectedly spirited resistance. He successfully protected the Ilha de Goa, before taking the offensive. His men won a major battle over the Bhonsles at Bardes, which resulted in five formerly Portuguese forts (including Sanguem and Supem) being retaken, while also seizing the key fort of Ponda and regaining all Salcete. It was not long before the Marquês de Louriçal drove the Marathas out of Goa altogether, before turning towards making a bold offensive into Maratha territory.

Tragically, it was at this point, being his ultimate moment of triumph, that the Marquês de Louriçal was struck down by a sudden illness, dying at Panelim, Goa on June 12, 1742.

However, the Marquês de Louriçal's mission, of permanently securing Goa and then extending its territory by conquering adjacent Maratha lands was ably taken up by his successor as Viceroy, Pedro Miguel de Almeida Portugal e Vasconcelos (1688 –1756), the Marquês de Castelo Novo (later the Marquês de Alorna), who arrived in Goa in 1744 (with an interim viceroy having served from 1742 to 1744). Like Louriçal, Castelo Novo was a bold and driven leader, having proven himself as a wily frontier warrior while serving a provincial governor in Brazil. He launched a daring campaign against the Bhonsles that led to total victory and the seizure of much territory, so forming the first parts of the 'Novas Conquistas' (New Conquests), whereby over much of the rest of the 18th century Goa progressively expanded its domains.

The Present Work in Focus

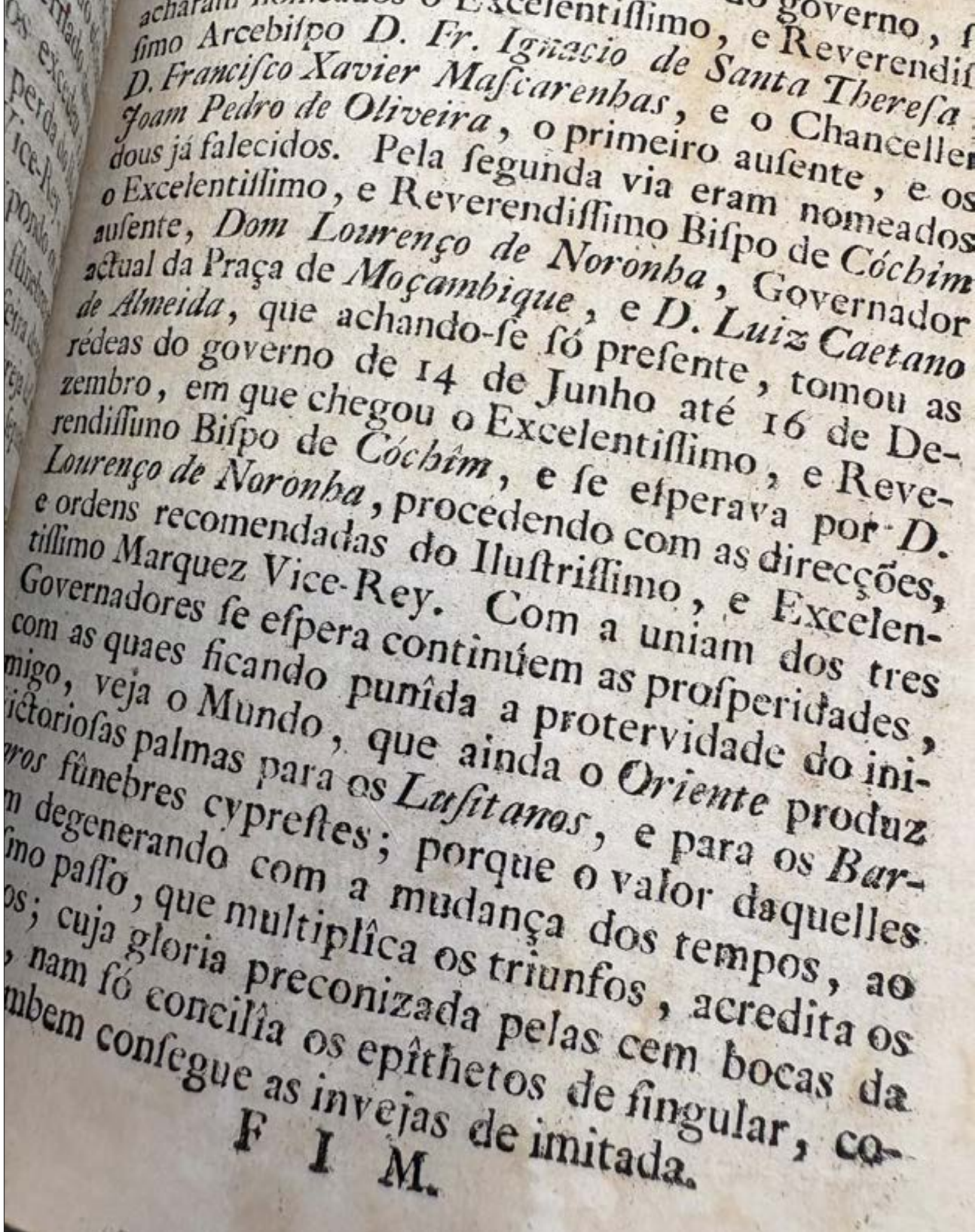
Here is an amazing survivor, being an ephemeral pamphlet of the kind sold at newsstands in Lisbon to satiate the intense interest in colonial affairs that existed amongst the public. While the author is anonymous, it was published by Luiz Jozé Correa Lemos (active during the 1740 and '50s), a prolific popular printer, who was closely associated with José Freire de Monterroio Mascarenhas (1670 - 1760), the most important of all Portuguese pamphleteers of his era. Lemos also published another work on the Marquês de Louriçal, Mascarenhas's *Noticia da viagem, que fez segunda vez ao estado da India o. senhor Marquez do Louriçal, e primeiros progressos do seu governo* (1742).

The present work was written after news of the Marquês de Louriçal's death, just after his moment of greatest triumph, had reached Lisbon. It both eulogizes the viceroy, while giving a gripping account of how he saved Goa from being conquered by the Marathas.

It commences by lionizing the Marquês de Louriçal, extolling that "Fame had always engraved, on the plates of power, the praises of heroes, either as a reward for merit, or as a providence of destiny", while comparing the viceroy to Alexander the Great, Achilles and Hercules. The author says that here "we will not detail all his virtues: we will simply say that he possessed them all" (pp. 3-4).

It then recalled how Ericeira (Louriçal), first became Viceroy in 1717, when he was only 25 years old, whereupon "he entered [the scene] equally respected and feared…he established the duties of his happy government". He overcame the "terror of his enemies" and "triumphed many times over their mighty arms", while he forged a mutually beneficial alliance with Persia (p. 5).

Upon Ericeira's return to Portugal in 1720, he "was of great benefit to the homeland", while his great "literary exercises" saw him "consulted him as an Oracle, and heed him as a Wise Man". Indeed, "his writings and reflections were as respected as the oratories of Tullius were venerated in the Senate of Rome".



In 1739, from India, "the unfortunate news was spread about the seizure and surrender of the fortress of Baçaim, governed by Antonio Cardim Froes" as well as the loss of "other bastions near the City of Goa". These conquests "produced so much vanity and petulance in the minds of those Barbarians", as well as much fear and consternation in Lisbon (p. 6).

The people of Goa "were greatly concerned by this evident danger" but "all united in one body… they were zealous… to defend their City". It was then remembered the "exploits of the ancient Portuguese, who in the vast theatre of the East represented the most heroic feats of effort… more willing to end in destruction than to survive in disgrace".

Yet, situation was dire. It seemed that the Portuguese "could not remedy such damage, seeing themselves destitute of men, war munitions, and other equipment, which were very necessary". As it was, "the confusion doubled the fear, and each day the grief grew more over the loss of the provinces of Bardez and Salcete". Meanwhile, the enemy desecrated churches, as "The insolences with which the enemies profaned the sacred and revered Temples; the martyrdom of the innocent peoples was felt". It seemed as if "the State of India would suffer its final decline" if King Joao V had not sent Ericeira back to Goa (p. 7).

On a "a squadron composed of five warships, manned by officers of renowned and recognized valour" the king sent Ericeira to return to India, with the new title of Marquês de Louriçal, granted "due to his merit and splendour". On May 7, 1740, the squadron left Lisbon, and having endured many storms, arrived in Goa on May 13, 1741.

Louriçal "found all of India reduced to lamentable misery by the ruin that the enemies had wrought" but "with his presence… some strongholds were restored to us" (p. 8)

Then "Marathas entered the Province of Salcete by assault in May 1742". It continued that "The Barbarians came with an army composed of 6,000 men, with 3,000 cavalrymen, 3,000 infantry, and with many elephants and a great amount of munitions." They seized the presidios of Sanguem and Ponda, which were "lightly defended".

Louriçal having been "informed of this unexpected invasion" was "immediately determined to punish the barbaric enemy's audacity". He formed a corps of troops under General Manoel Soars Velho, who he knew to be "animated by an intrepid heart and mature prudence", with the mission of retaking Sanguem and Ponda, and then demolishing them "so that the enemy would not entrench himself therein" (p. 9).

Manoel Soares Velho's force set out on June 3 [1742], and arrived at Rachol, the capital of Salcete Province, to find "its inhabitants taking refuge under the artillery of their presidio", knowing that the Marathas were approaching. Soares arranged his force to defend the town, while they fired two artillery barrages against the enemy, forcing them to withdraw. However, the Portuguese suffered many casualties.

Following that, there were three days of peace. Then, on June 7, General Soares ordered 600 Portuguese troops, with three grenadier companies, supported by mobile artillery pieces, to take the fight to the enemy. The force included Captain San Martin, the engineer Don Adrriano de Gavila and Sargeant Major Joem Manoel Correa de Lacerda, while an additional 1,500 Sepoys were sent "overland to hinder the enemy's advance in the narrow paths" (p. 10).

Then "On the morning of the 18th, the general ordered the Infantry corps to attack the enemy" which

"marched into the fray". With this, the "battle began with great fervour, because on both sides the obstinacy and commitment were equal". Yet, "After three hours of combat, in which fire and ruin were continuous", the enemy retreated, leaving many dead, along with an "elephant 14 cubits long, which was killed because they could not tame it".

The Portuguese, "Having just achieved their triumph", moved to besiege Sanguem "where the enemy had retreated". General Soares then dispatched 150 grenadiers to attack the presidio, "whose ambitions to win, put forth the greatest extremes of valour, to whose impulse the enemy yielded, and it surrendered to the victor's strength".

In the wake of their victory, the Portuguese dispatched cruel justice on their prisoners of war, as "42 of them had their heads cut off, while others had their right hands, which were placed around their necks, pieced with a spear" (p. 11).

On Saturday, June 9, General Soares ordered the presidio of Sangum to set on fire and raised, with his troops returning to Rachol "laden with victories and spoils". News of these victories were dispatched by express to Goa, where the Marquês de Louriçal ordered a "Te Deam to be sung with reverent devotion", followed by public celebrations.

On June 11, the Portuguese army set off for the presidio of Ponda, located two leagues from Goa, arriving there the following day. General Soares ordered the presidio's commander, Anaci Produ, "to surrender with all his garrison, lest he wish to experience the wrath of his anger". The enemy, in "fear", immediately abandoned the presidio, "personally handing over the keys to the General". The Marathas then also surrendered the presidio of Supem, which guarded the mountain pass between the domains of the Marthas and the King of Sunda. Anaci Produ was then taken prisoner to Rachol (pp. 12-3).

On June 12, General Soares was given "the unfortunate news that His Illustrious and Excellent Marquis Viceroy was suffer Infantry corps to attack the enemy" which
ing from a dangerous illness'. This caused him to abandon the campaign, such that he quickly destroyed the presidio of Ponda, collected his prisoners of war and "set off hastily for Goa". There, he found the Marquês de Louriçal in a state where "life is being confused with death".

The Marquês de Louriçal was afflicted with a "slow fever, which on the seventh day began vehemently to degenerate into a malignant one". He took the Sacraments, "freed his slaves" and then died, at the age of 53 (p. 13).

While the Marquês de Louriçal's government lasted only 13 months, "he entered victoriously, and finished as a laureate". The grief experienced on his demise was said to have been comparable to that of the death of the great historical heroes of Portuguese India, Alfonso de Albuquerque, Vasco da Gama and Don Joem de Castro. It was recorded that "Amidst funeral trappings and mournful pomp, on Thursday afternoon, June 14th, his corpse was carried to the Church of Bom Jesus, where it was given burial next to the urn of St. Francis Xavier". The author opines that the Marquês de Louriçal "achieved all the attributes of a Hero, for he was the epitome of all virtues", whereupon he was compared to great classical figures. There is then a description of the interim governments of Goa, before the arrival of a new tenured viceroy. The work ends with the hope that "the prosperity will continue, wherein the enemy's treachery will be punished, and the World will see that the East still produces victorious paths for the Lusitanians" (pp. 14-5).

A Note on Rarity

The present work is rare, consistent with such mid-18th century ephemeral works.
We can trace examples in 10 institutions, including the Biblioteca Nacional de Portugal (3 examples); Biblioteca Geral da Universidade de Coimbra; Biblioteca Pública e Arquivo Regional de Ponta Delgada; Biblioteca do Exército (Lisbon); British Library; and the Staats- und Universitätsbibliothek Hamburg. Moreover, we cannot trace any sales records for the work, going back at least 30 years.

References: Biblioteca Nacional de Portugal (3 examples): H.G. 4530//27 A., H.G. 6700//3 V., F.G. 971; Biblioteca Pública e Arquivo Regional de Ponta Delgada (Azores): JC Misc.94/16 RES; Biblioteca do Exército (Lisbon): 20.755; British Library: 1323.d.22.(25.); Staats- und Universitätsbibliothek Hamburg: A 1946/62428; OCLC: 562187630, 254760335, 1052547107; BIBLIOTECA GERAL DA UNIVERSIDADE DE COIMBRA, Catálogo da Colecção de Miscelâneas, Tomo 5 (Coimbra, 1971), no. 7111 (p. 221); K. N. CHAUDHURI, História da expansão portuguesa: O Brasil na balança do Império (1998), p. 498; Diogo Ramada CURTO, Imperial Culture and Colonial Projects: The Portuguese-Speaking World from the Fifteenth to the Eighteenth Centuries (2020), p. 337.


(3)

SEMPRE a fama gravou nas lâminas da poſteridade os elogios dos Heróes, ou como recompenſa do mérito, ou como providencia do deſtino, cuja memoria diſputando durações com a eternidade, faz que as ſuas acções nam ſó adquiram o conceito de admiraveis, como tambem eſtimulem as bizarrias de imitadas. Ao grande *Alexandre* ſervio de exemplo o eſforçado *Achiles*, e a *Ceſar* aquelle *Athleta de Macedonia*, ſem que a gloria de hum, e a fama de outro deixe de produzir reciprocas competencias; pois atégora ſe nam atreveu a prudencia a decidir, qual ſeja o mais benemérito das auguſtas coroas do ſagrado louro. Logo ſe as acções illuſtres ſam generoſas inſtigações para a heroicidade, juſto he, que as do Iluſtriſſimo, e Excelentiſſimo *D. Luiz Carlos Ignacio Xavier de Menezes*, V. Conde da *Ericeira*, e I. Marquez do *Louriçal*, nam vivam conſagradas ao ſilencio, quando para a imitaçam dos vindouros, ou ornato das hiſtorias, deviam ſer caracterizadas em brilhantes circulos de egrégio diamante.

Para eſta materia era neceſſaria huma penna mais aparada, que a de *Saluſtio*, huma fraſe mais elo-

§ ii

No. 18

Juan Francisco CALCAGNO Monzón (1827 – 1903).

Poetas de Color. Plácido. Manzano. Rodríguez. Silveira. Medina.

Havana: Imprenta Mercantil de los Herederos de Santiago S. Spencer, 1887.

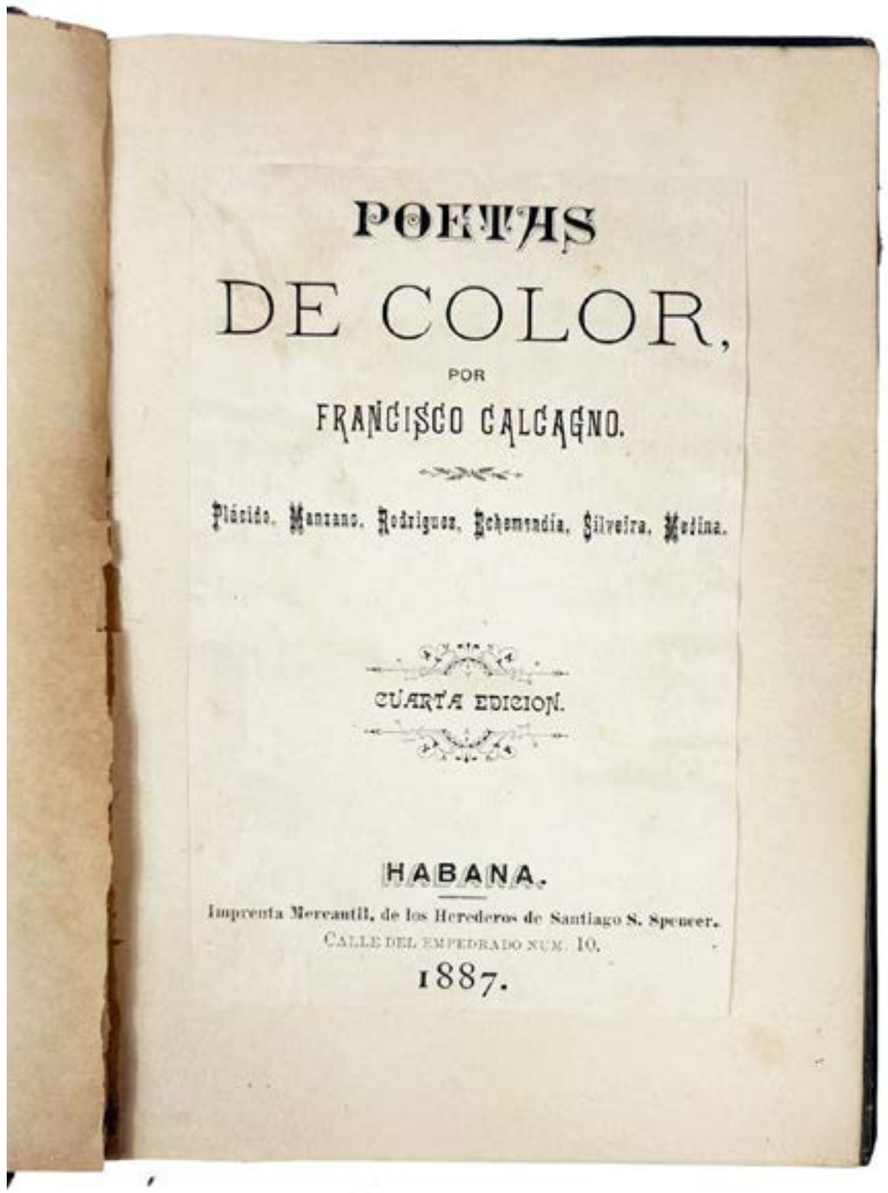
8° (19.5 x 14 cm): 110 pp., bound in contemporary half black calf over green boards (Good, title page contemporarily trimmed in blank margins and mounted to full sized blank leaf, light browning to some leaves due to natural oxidization, short hairline tear with no loss to leaf of pp.7/8, tiny loss to gutter of leaf of pp. 3/4 not affecting text; binding heavily worn and abraded with chip of loss to tail of spine, some cracking at hinges but still holding, spine needs restauration).

Very rare and historically significant – the prominent Cuban novelist and abolitionist Juan Francisco Calcagno's valuable anthology of biographies of the leading 19th century Afro-Cuban poets, including Plácido, Juan Francisco Manzano, Augustín Baldomero Rodríguez, Ambrosio Echemendía and Antonio Medina y Céspedes; Calcagno was a great patron of black and mulatto authors, and raised sums to secure the manumission of those still enslaved; the present work proved highly influential in its time and is heavily referenced in modern scholarly works on Cuban culture and race relations.

2.800 EUR

Cuba during the 19th century was bursting with culture, coinciding with a protracted sugar boom that made the island one of the wealthiest places in the Western Hemisphere. However, Cuba's prosperity was perhaps the most unequal in the Americas, as slavery would not be abolished until 1886, while most Afro-Cubans lived in poverty. Yet, Cuba produced a remarkable number of highly gifted black and mulatto artists, writers and musicians. Their output was prolific and of high calibre. This was even though they were generally excluded from the literary salons and exhibitions that were regularly held in Cuba's major cities, while Afro-Cuban writers had a difficult time getting their works published. Consequently, many of their written works remained in manuscript, and some have now sadly been lost to time.

Juan Francisco Calcagno was a white Cuban plantation owner and prominent novelist, who was a notable exception to the climate of racism that supressed Afro-Cuban artists. An ardent abolitionist who liberated his own slaves, he championed and patronized numerous black and mulatto writers and poets, facilitating their works to be published and trying to get them admitted (with partial success) to Havana's influential literary salons.


POETAS
DE COLOR,
POR
FRANCISCO CALCAGNO.
Plácido. Manzano. Rodriguez. Echemendía. Silveira. Medina.
CUARTA EDICION.
HABANA.
Imprenta Mercantil, de los Herederos de Santiago S. Spencer.
CALLE DEL EMPEDRADO NUM. 10.
1887.

The present work, *Poetas de Color,* represents Calgano's best efforts to preserve the legacy of Cuba's leading black and mulatto poets. It is an anthology of the biographies of several of these figures which, critically, preserves many details of their lives found nowhere else. Indeed, Calcagno had the advantage of personally knowing some of his subjects, while having access to excellent second-hand information on others. Notably, the present edition of work was issued in 1887, the year after the abolition of slavery in Cuba.

The work is anchored by the lengthy biographies of the two most important Afro-Cuban poets of the 19th century, being Plácido [pp. 7-48] and Juan Francisco Manzano [pp. 49-84].

Gabriel de la Concepción Valdés (1809 –1844), better known by his nom de plume, 'Plácido', was a great mulatto poet and political revolutionary. Born in Havana, the son of a free mulatto father and a Spanish actress, as a baby he was left at a foundling home. Eventually, he was claimed by his father, leading him to have a stable upbringing. He learned how to read while working in a drugstore and was eventually given a formal general education by a private schoolmaster, as well professional drawing lessons. While working at a publishing house and as a comb maker, Valdés tried his hand at poetry, whereupon he exhibited extraordinary talent.

By the age of 16, Valdés, under the penname 'Plácido' was a successful poet, with his works appearing in newspaper across Latin America. In 1826, he moved the Matanzas, where he was welcomed into the city's literary salons.

Plácido's breakout moment occurred in 1834, when he won a poetry competition, writing La Siempreviva, a tribute to the incumbent Spanish prime minister. So moved was the subject of the poem, that Plácido was invited to travel to Madrid as a state guest of honour. He was henceforth welcomed in all the literary salons in Cuba, an amazing achievement for a mulatto of low birth. He maintained his popularity by regularly publishing verses in La Aurora de Matanzas, as well as other newspapers.

In the mid-1830s, the previously apolitical Plácido became incensed over the colonial regime's brutal suppression of a creole liberal independentist movement. Henceforth, most of his poems had a revolutionary edge. His works *A Grecia, A Polonia, A Venecia* and *La Pirata* celebrated David vs. Goliath political struggles. His sonnet *El Juramento* (The Oath) was an impassioned battle cry for Cubans to throw off the yolk of colonialism. These works naturally angered the government, and Plácido was placed under surveillance, while his works were henceforth combed over by government censors in search of encoded independentist messages. Yet, this only augmented Plácido's reputation, to the point where he received the high honour of being visited by the legendary José María Heredia y Heredia, the father of romantic poetry in the Americas.

In 1844, Plácido, despite his protestations of innocence, was accused of being a leader of the 'Conspiración de la Escalera', a conspiracy of enslaved blacks in the Matanzas area to violently overthrow the colonial regime. He was arrested, summarily tried and executed, so seeing such a bright light extinguished far too soon. Yet the clarion nature of his cries for freedom and the stoicism in which he faced death lent succour to revolutionaries for decades to come.

Juan Francisco Manzano (c. 1797–1853) was the most famous Afro-Cuban poet of his era. Born a house slave near Matanzas, he suffered terrible abuse, including physical torture at the hands of various masters. He learned to read by copying the discarded letters of one of his masters. While still a slave, he wrote poems that gained the attention of the great liberal writer and jurist Domingo del Monte, who in 1836 raised funds to secure Manzano's manumission.

In 1840, Manzano came to international attention upon the publication of his autobiography, which first appeared as *'Life of the Negro Poet'* in *Poems by a Slave in the Island of Cuba* (1840), a publication sponsored by the Irish abolitionist Richard Robert Madden. Subsequently known as *Autobiography of a Slave: The Memoir of Juan Francisco Manzano*, it has the distinction of being one of only two personal accounts of slavery in Latin America, so becoming a canon of abolitionist literature. Banned by the Cuban censors, it was not published in Spanish until 1937!

Manzano's autobiography was highly influential in its day, inspiring several great Cuban abolitionist works over the succeeding decades, including Antonio Zambrana y Vázquez's *El negro Francisco, novela original de costumbres cubanas* (Santiago de Chile: Imprenta de la Librería del Mercurio, 1875).

Manzano's great literary masterpiece was the play *Zafira* (1842), that while taking place in Mauritania, is a thinly veiled, yet brilliant metaphor of colonialism and slavery in Cuba.

In recent times Manzano has been credited with providing the "History of a people without a history".

After covering Manzano, Calcagno goes on to provide comparatively brief but valuable biographies of three poets whom the author had personally befriended. These figures include Augustín Baldomero Rodríguez (d. 1862) [pp. 85-7]; Ambrosio Echemendía (d. 1898) [p. 88-9], the enslaved black poet whose signature works were *Al Damují* and *Un incrédulo de mis versos*, and who was in 1865 bailed from prison, after being unfairly accused being involved in insurgency, by virtue of a public crowdfunding campaign; and Antonio Medina y Céspedes (1824 - 1885) [pp. 90-4], a poet and the first black teacher in Cuba, who founded the Colegio de Nuestra Señora de los Desamparados.

This is followed by 7 appendixes (marked A - G) [pp. 95-100], including A. 'Brief information on the people mentioned in the text [pp. 95-8], describing personalities ranging from various writers to Miguel Tacón y Rosique, the despotic Governor-General of Cuba, who persecuted black poets; B. Don Domingo Delmonte's biographical comparison between Plácido and Francisco Manzano [pp. 98-103], as well as short historical essays setting the context of the featured poets, plus, excepts from poems by the likes of Medina and Plácido.

Poetas de Color retains its significance to the present day and is heavily cited in modern scholarly publications on 19th century Cuban culture and race relations (see the 'References' below).

Francisco Calcagno: Early Champion of Black Cuban Writers

Juan Francisco Calcagno Monzón (1827 – 1903) was an extraordinary figure, being a talented novelist, as well as the foremost early champion of Afro-Cuban writers and poets. A native of Güines, a sugar plantation town located 50 km south of Havana, Calcagno inherited a sizable estate and numerous slaves. An ardent life-long abolitionist, he immediately liberated his slaves upon gaining his inheritance and sponsored their transition to freedom out of his own finds.

Importantly, Calcagno befriended several black and mulatto authors and poets (some of whom were still enslaved), whereupon he acted as their patron, in some cases paying for their manumission and sponsoring the publication of their works. He also lobbied for Afro-Cuban writers to be admitted to Havana's literary salons. It is no exaggeration to say that without Calcagno many of the works of black and mulatto Cuban

sostener el paralelo con los mejores escritos hasta ahora en la lengua castellana» (1) Tan bello como él y acaso más dramático me parece el titulado *Cora*, y al lado de esas obras maestras no tenemos reparo en colocar su soneto *Jesucristo en la cruz*, que por la sublimidad de imágenes y el asombro terror que infunde no palidece junto á los mejores de su clase. El titulado *Muerte de Gessler*, á pesar de un verso prosaico, no puede leerse sin que se sienta el deseo de aprenderlo de memoria: su oda *La Utilidad del trabajo*, con ligera corrección igualaría al poema sobre el mismo asunto de Zanella aunque las dos inferiores á la oda de Lunes, *La Flor de la caña*, es un lindo juguete poético, que á despecho de ciertas incorrecciones, celebró mucho el literato Pedro Laso de los Velez, Barcelona 1875, en la biografía y juicio de Plácido que insertó en la *Biblioteca Hispano Americana*. La oda A Cristina, es de verdadero carácter épico, pero ninguna iguala á la ya citada *Siempre-viva*, su mejor rasgo, en la cual todo es noble sin afectacion, grande sin altisonancia ni amaneramiento: en cuanto musical, delicadeza de imágenes, elevacion, originalidad, nada le falta.

Hemos dicho que cultivó tambien la fábula mas sólo para narrar sus desventuras: La *Palma y la Malva*, Las hormigas *nombrando rey*, *Los dos perros*, *La estatua de piedra*, *El chico hèroe* etc. no llevan otro propósito, siendo todas inferiores á las de Iriarte y Samaniego ¿Y qué fueron

(1) «Góngora de seguro no lo hubiera hecho mejor» dice Pifieyro: igual concepto emitió Salas y Quiroga y emitirán cuantos lo lean. Thales Bernard llama el «Adios á mi lira,» la obra maestra de Plácido,» es sin duda aceptable y las circunstancias en que la escribió la hacen más bella. Para Lazo de los Velez es *El hijo de Maldicion* «la obra más perfecta y mejor rimada de cuantas escribió nuestro poeta»

sus epigramas? Casi siempre reflejo de algun desengaño ó otro paso de su accidentada vida. He aquí uno inédito de cuya autenticidad nos responde la respetable palabra del Sr. Velez Herrera á quien lo debemos: se sabe quien era el advenedizo señoron á quién fué dirigido en ocasion de un injustificado desaire que le hizo.

Viendo Fabio que ya es *don*
el que ayer vistió librea
y en bello quitrin pasea
tirado por un troton,
Que gasta frac y bastón
y en alto puesto figura
entre risa y amargura
dijo, hablando con Justino
—«En tiempo de remolino
lo que sube es la basura.»

Epinela confeccionada en algun minuto de ocio no es una chispa de genio, pero tampoco creemos que su publicación ofenda á la memoria de Plácido; otras dos inéditas nos han llegado, pero no haremos al inofensivo difunto el agravio de darlas á conocer: porque antes amenguaran que enaltecieran su buen nombre, y hemos reprobado siempre ese furor de algunos metromaniacos, torpemente dando á luz cuanto cae en sus manos, haga ó no haga honor á la memoria del autor. De aquí el que algunos notables poetas aparezcan con poesías dignas de un poetastro. Con fruicion hubiéramos destruido por respetuoso homenaje á Heredia y Luaces, algunas composiciones inéditas [tres del segundo y dos del primero] debilidades que ellos no pensaron publicar, conservándolas alguna traidora casualidad, hasta hacerlas caer en manos de un mal aconsejado bibliófilo que las acaba de publicar. ¿Cuanto mejor no estaba la incólume

artists would have been lost to history, such that his legacy survives not only in his own oeuvre, but in the works of those he sponsored. While Calcagno retired to Barcelona during his later years, he continued his activism in Cuba from afar.

Calcagno's novels and historical works had a significant influence upon the Cuban cultural scene. While Poetas de Color is perhaps his most intriguing work, his other titles include *Mesa revuelta: colección de artículos de amena literatura, opúsculos, juicios críticos, historietas, novelas, folletines, revistas viejas y otras muchas cosas* (1860); *Historia de un muerto y noticias del otro mundo* (1875); *Ociosidad escrita hace mucho tiempo por un Desocupado* (1885); *Los crímenes de Concha. Escenas cubanas* (1887); *Torquemada; drama en 5 actos* (1891); *Recuerdos de antes de ayer ...* (1893); *Las Lazo* (1893); *Don Enriquito. Novela histórica cubana* (1895); and *Aponte* (1901).

On the Editions and Variants of Poetas de Color

Poetas de Color contemporarily appeared in four editions that were progressively expanded. As noted in the 'Advertencia' [p. 3] of the present example, the first two editions were serialized in Cuban periodicals, such that "The first edition of this work appeared incomplete in the newspaper *La Revolución of Isacc Carrillo y O'Farrill*, which began in 1868" while "The second, [was issued] in the *Revista de Cuba* in 1878.

Later in 1878, *Poetas de Color* was first published as a separate book, in Havana, by the Imprenta Militar de la V. de Soler y Compañía. This edition was much shorter than the present, having only 54 pages. Calcagno noted that the "net proceeds" of the work "were destined for the manumission of the enslaved poet José de Carmen Dian, of Güines".

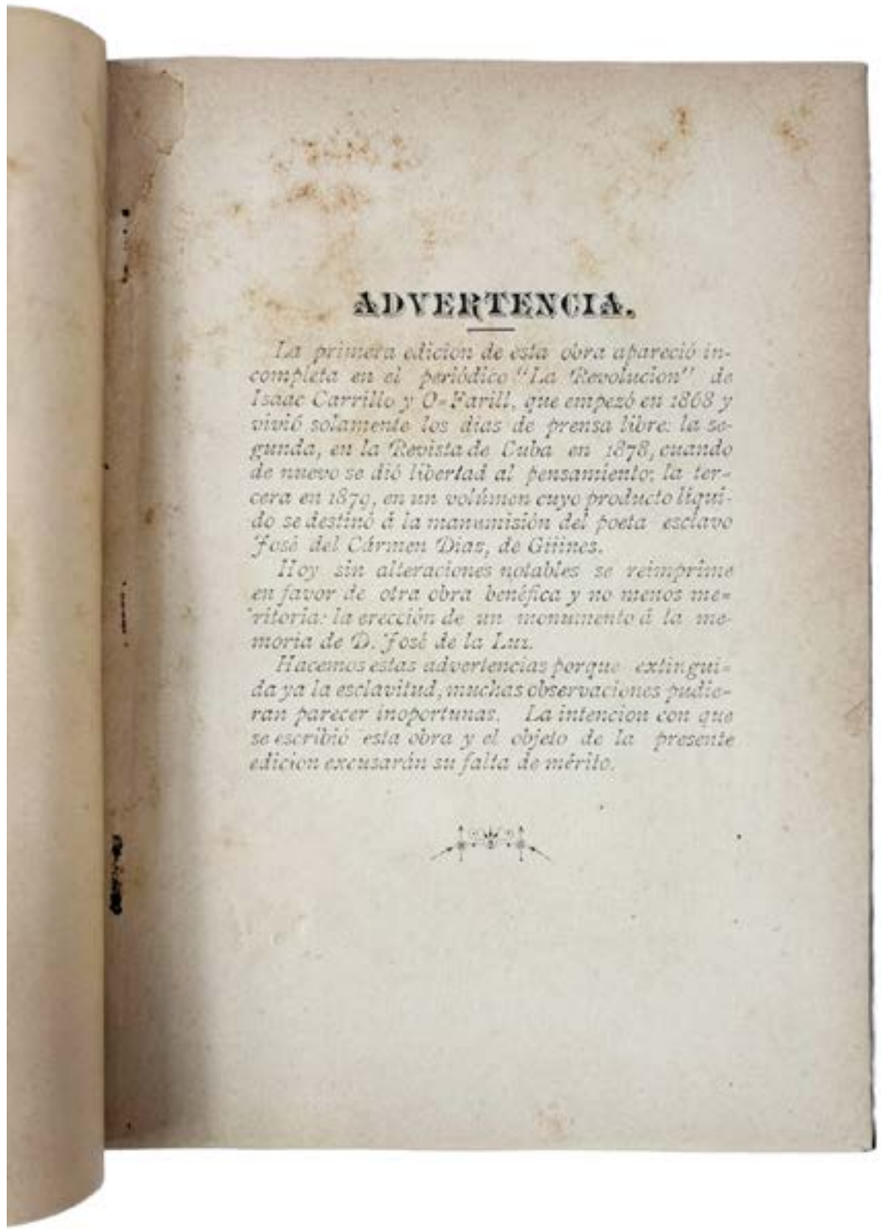
The present "Fourth Edition" of 1887 (being the second issue as a separate work), was greatly expanded from the previous issues. Calcagno notes that it was made in honour of a "charitable and no less meritorious" cause than the previous edition, as the net proceeds were to fund "the erection of a monument to the memory of [the Cuban writer] Don Jose de Luz".

The present example of the work features 110 pages, and is complete as issued, and accords to the examples held by the John Carter Brown Library and the Biblioteca AECID (Madrid). However, there exists a variant of the edition which features an extra section inserted at the end, 'Los cantos del esclavo, por F. Calcagno' (being 16 pp. in length), which seems to have been added by the publisher, the Imprenta Mercantil, latterly during the same print run.

A Note on Rarity

We can trace 5 institutional examples of the present 1887 edition, held by the New York Public Library; John Carter Brown Library; University of California-Berkeley Library; University of Alabama Library; and the Biblioteca AECID (Madrid). The 1878 edition is similarly uncommon.

We are not aware of any sales records for any other examples, of any edition, since an 1878 edition appeared at a U.S. auction in 2015.



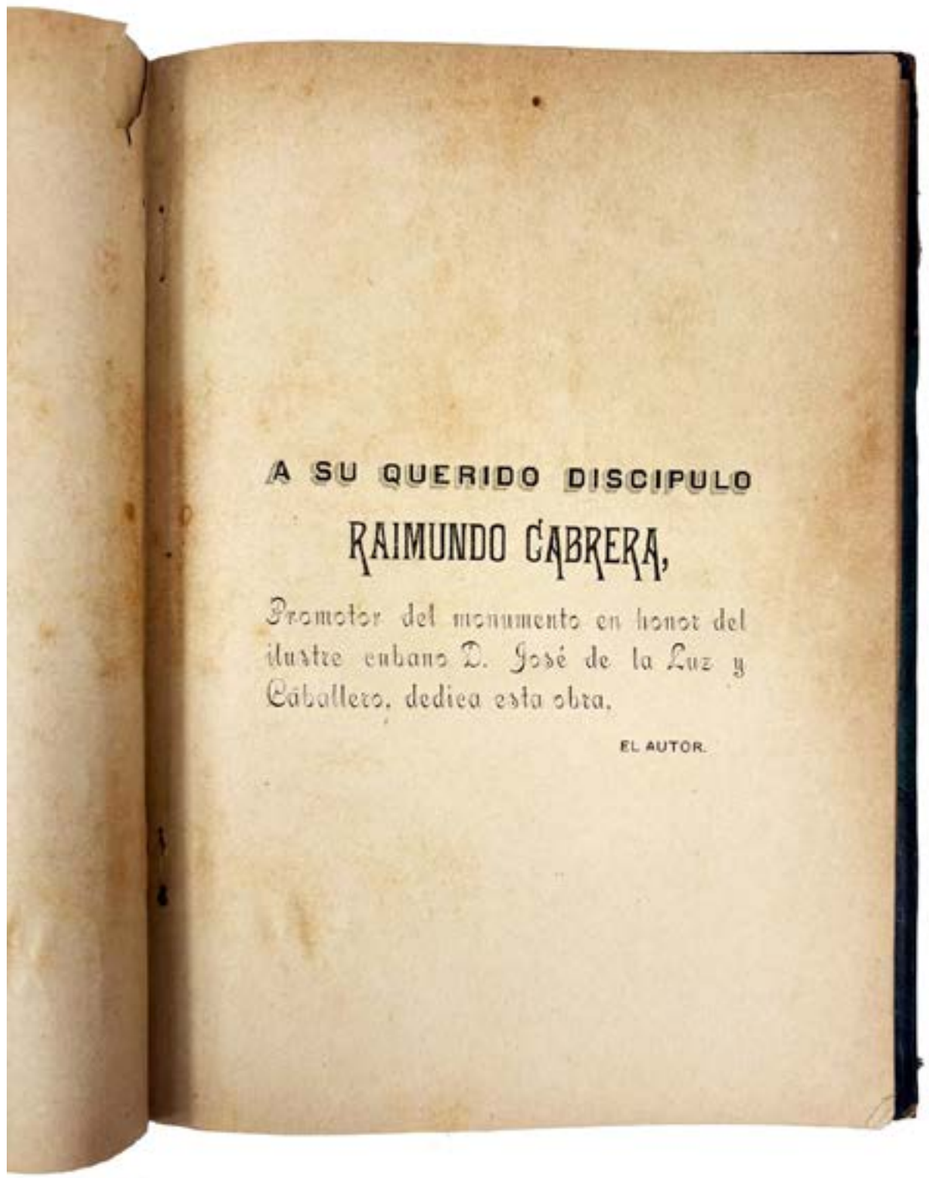
ADVERTENCIA.

La primera edicion de esta obra apareció incompleta en el periódico "La Revolucion" de Isaac Carrillo y O-Farill, que empezó en 1868 y vivió solamente los dias de prensa libre: la segunda, en la Revista de Cuba en 1878, cuando de nuevo se dió libertad al pensamiento; la tercera en 1879, en un volúmen cuyo producto líquido se destinó á la manumisión del poeta esclavo José del Cármen Dias, de Güines.

Hoy sin alteraciones notables se reimprime en favor de otra obra benéfica y no menos meritoria: la erección de un monumento á la memoria de D. José de la Luz.

Hacemos estas advertencias porque extinguida ya la esclavitud, muchas observaciones pudieran parecer inoportunas. La intencion con que se escribió esta obra y el objeto de la presente edicion excusarán su falta de mérito.

References: New York Public Library: Sc Rare 920-C (Calcagno, F. Poetas de color); Brown University Library: Lat.Amer. C14414; University of California-Berkeley Library: F1774.2.C29; Biblioteca AECID (Madrid): 3CH-2851; University of Alabama Library: PQ7380 .C3; OCLC: 1025802339; 14957744, 990366243; Palau, no. 39635. Cf. Matt D. CHILDS ,The 1812 Aponte Rebellion in Cuba and the Struggle Against Atlantic Slavery (2009), p. 211; David William FOSTER and Daniel ALTAMIRANDA, From Romanticism to Modernismo in Latin America (1997), p. 102; Constance GARCÍA-BARRIO, 'The Abolitionist Novel in Nineteenth Century Cuba', CLA Journal, vol. 21, no. 2 (December, 1977), pp. 224-237; Sinah Theres KLOß, Andrea GREMELS and Ulrike SCHMIEDER, Competing Memories of Enslavement, Emancipation and Indentureship: The Politics of Remembering in the Caribbean (2026), p. 32; William LUIS, Literary Bondage: Slavery in Cuban Narrative (2014), p. 270; Marcelino MENÉNDEZ Y PELAYO, Antología de Poetas Hispano-americanos Publicada por la Real Academia Española: Cuba. Santo Domingo. Puerto Rico. Venezuela (1893), p. xxxv; Matthew PETTWAY, Cuban Literature in the Age of Black Insurrection: Manzano, Plácido, and Afro-Latino Religion (2019), p. 138; David SARTORIUS, Ever Faithful: Race, Loyalty, and the Ends of Empire in Spanish Cuba (2014), p. 246. Cf. [re: 1878 ed.:] University of Arizona Library: PQ7380 .C3x 1984; (only 54 pp.) University of Chicago Library: PQ7380.C2; Louisiana State University Library: PQ7380 .C3 1878; Lehigh University Library: SC Pam 2144.



A SU QUERIDO DISCIPULO

RAIMUNDO CABRERA,

Promotor del monumento en honor del ilustre cubano D. José de la Luz y Caballero, dedica esta obra.

EL AUTOR.

No. 19

Propércia CORREIA AFONSO DE FIGUEIREDO (1882-1944).

A mulher na India Portuguesa
[Women in Portuguese India]

Nova Goa: Braganca & C., 1933.

Large 4°, [9 pp.] with a title page and dedication, XI, 214 pp. with illustrated initials and interleaved full-page illustrations, mispagination: p. 208 is mistakenly marked as 202), original orange wrappers with illustrated cover (small tears and folds in margins, wrappers with small loss of paper and images, title page with a diagonal tear, sporadic annotations and words underlined with pencil, last page with a small tear and a hole, without spine).

A rare report on the women in Portuguese India, written by a female educator and reporter Propércia Correia Afonso de Figueiredo.

1.600 EUR

Propércia Correia Afonso de Figueiredo (1882-1944) was born in Goa. After becoming a widow, she dedicated herself to her education. Eventually, she became a teacher and a reporter, focusing on the issues facing Goan society, particularly concerning women, children, and tradition.

This is one of her most renowned works and it discusses the situation of women in Portuguese India. The book won second place at the Colonial Literature Contest in 1932. In this book, the author examines the status of women in her homeland using historical sources. She begins by exploring various foreign influences from the West, including Muslims and Christians, and the impact of slavery.

She covers the roles of married and single women, their rights, and the laws designed to protect them. Additionally, she addresses shelters for abandoned women, changes in women's rights under Portuguese laws, and intercultural aspects involving Indian, Muslim, and Jewish communities. She also discusses the influences of Chinese culture, the lives of dancers and courtesans, and the contrasts between male and female immigration, as well as women's hospitals.

The book further delves into changes in traditional clothing, the aesthetics of women's attire, women's roles

VIII

A BAILADEIRA



entre os problemas que tem de res
indo-portuguesa em geral e a so
particular, nenhum mais grave do
da bailadeira, que infelizmente até
vido de tema para a poesia lírica
tro protesto de piedade pela sua s
da de prático ter sido feito para
Vítima ela própria do sistema social e religioso em qu
existência é uma ameaça constante para a moral da so
só permite a sua existência, mas ainda como que a cond
mente ao seu triste modo de vida.

Bailadeiras chamam-se as mulheres que, habitando
dos pagodes, têm a profissão da dança e exercem a pr
deveres inerentes à sua casta. Conhecem-se também so
vadassi, serva de Deus, *calvante*, artista, e *vishvaioshitá*,
do; três nomes que, não sendo sinónimos, mostram os t



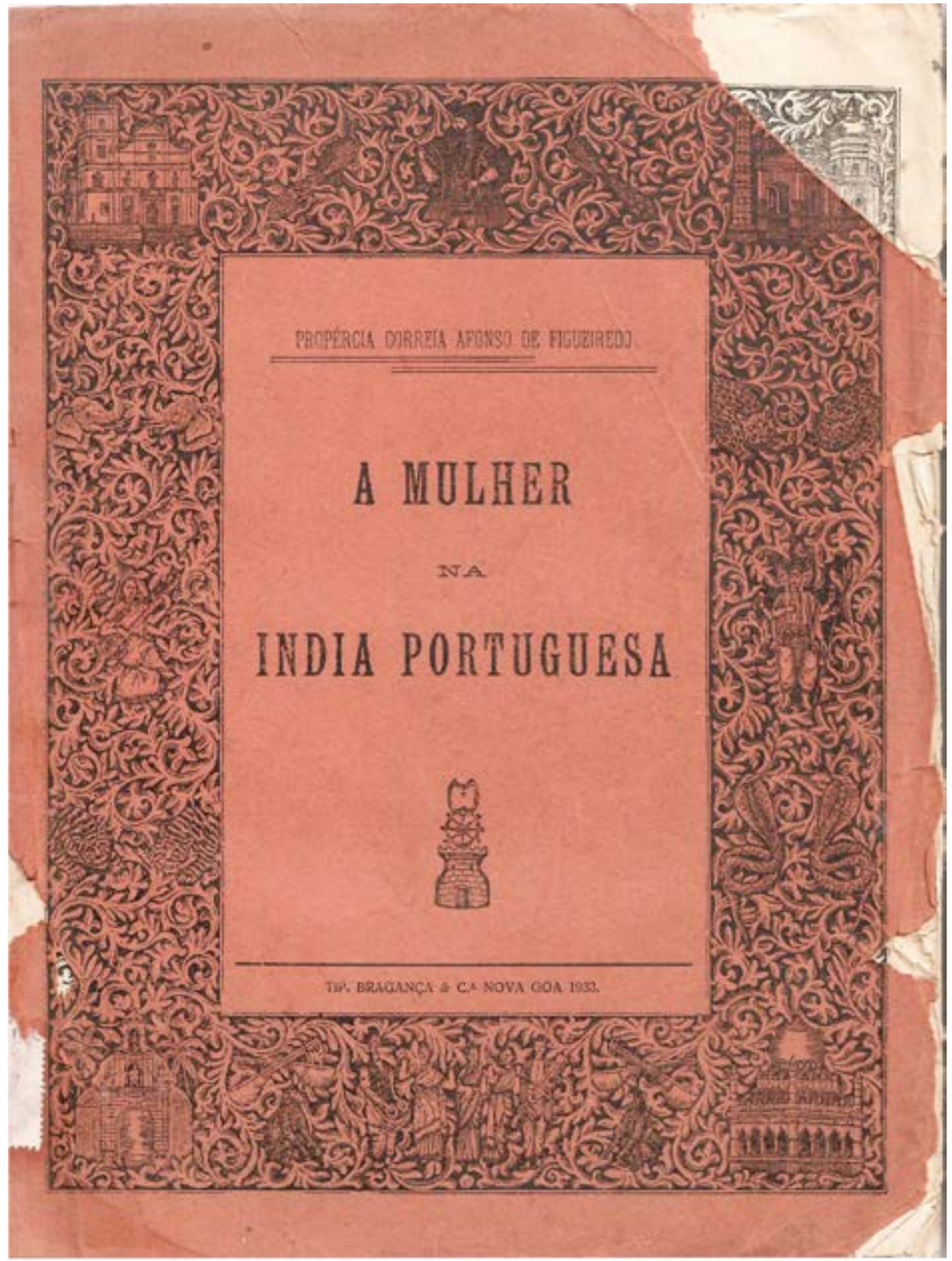
Mulheres da casta "Dhodià"

in art and industry, and the evolution of education for women. It concludes with a discussion about the future, examining the differing ideals of the East and the West, the potential for a synthesis of these ideals, and the possibility of creating an ideal vision for women in Portuguese India.

The report was based on the observation of 1922, at the invitation of the General Government of the State of India. The book was issued in the series *"A India Portuguesa"*.

A Note on Rarity

We are only aware of three examples in libraries, housed in the University of Washington Libraries (wrongly dated as 1922), the National Library of Australia and New York University. Portuguese libraries do not appear to hold an example.



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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Text: Alexander Johnson, Ph.D., & Daša Pahor, Ph.D.
Photos and Design: Daša Pahor, Ph.D.

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