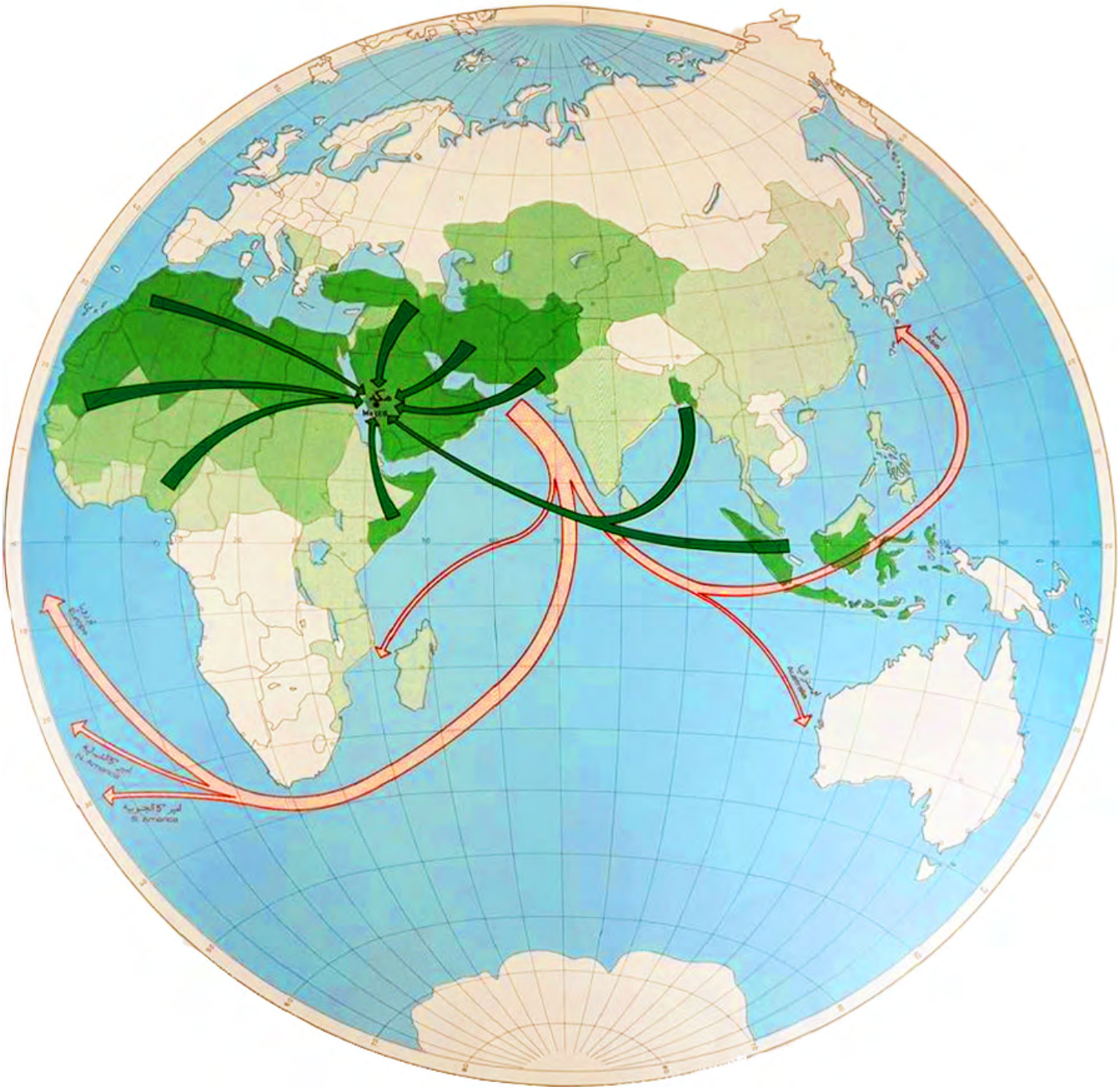
ANTIQUARIAT DAŠA PAHOR

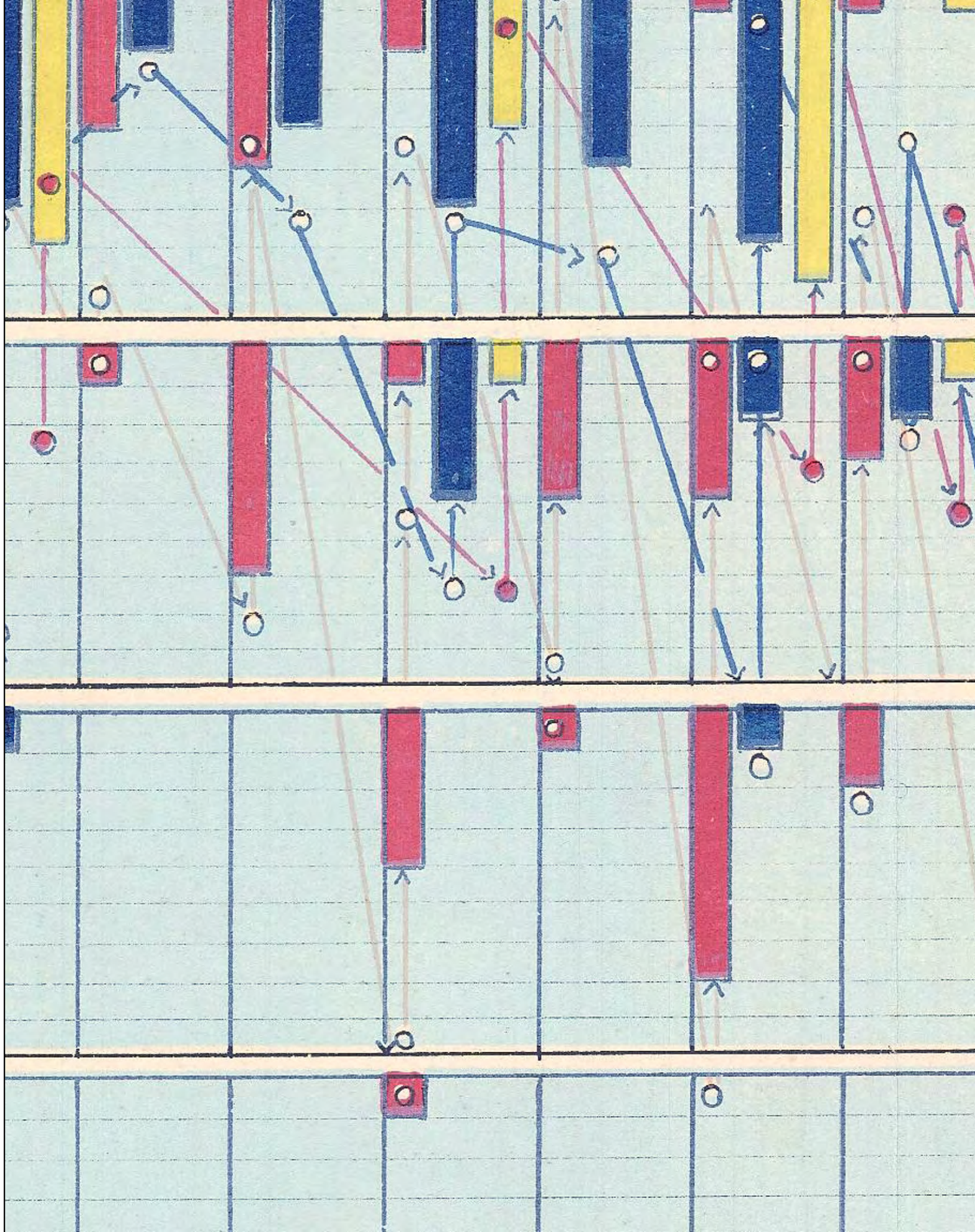
CATALOGUE
July 2026 #2



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SAUDI ARABIA - OIL
MASTERPLAN – THEMATIC CARTOGRAPHY
FIRST FIVE-YEAR DEVELOPMENT PLAN (1970–1975)

No. 1

ETCO Consulting Engineers (Tehran – Riyadh) in collaboration with Dr. Wigand Ritter (1933–2013) et al.

المرحلة الاولى / الدراسة الاستطلاعية والمخطط العام ودراسة القابلية للتنفيذ
PHASE I / RECONNAISSANCE - MASTER PLAN - FEASIBILITY STUDY

Complete Master Plan and Feasibility Study Portfolio for the Saudi Arabian Feeder Road Network Infrastructure Project – Areas IV & V (٤ ، ٥ الخدمات الهندسيه لشبكة الطرق الفرعيه في المنطقتين / Engineering Services for a Feeder Road Network)

MASTER PLAN / PLAN FOLDER
خطة العمل الرئيسيه / ملف المخططات

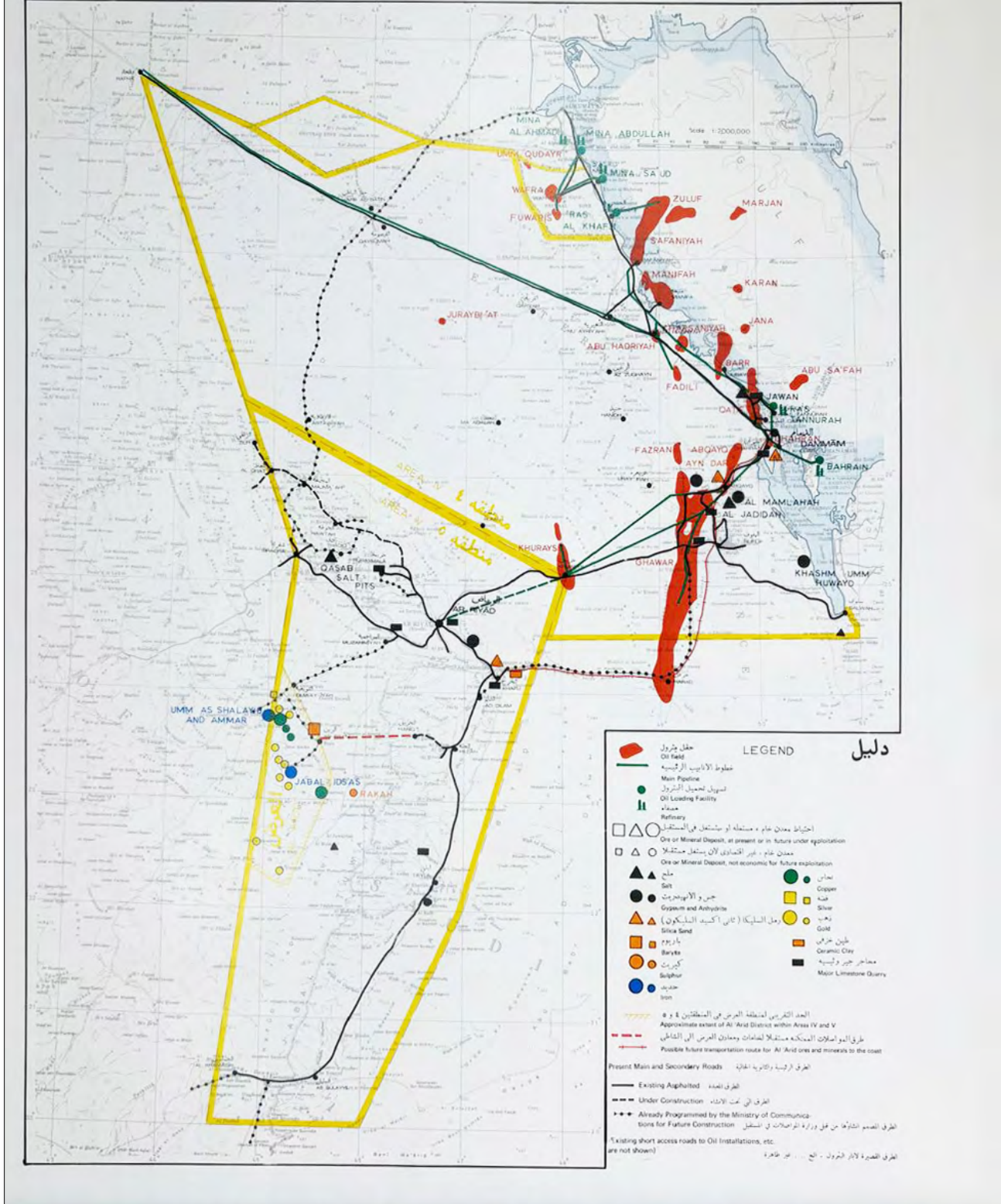
Tehran – Riyadh: ETCO Consulting Engineers - وزارة المواصلات / المملكة العربية السعودية Kingdom of Saudi Arabia / Ministry of Communications 1390 AH / 1970 CE.

Imperial Folio. 58 x 77,5 cm (22.8 x 30.5 inches).
Blank page, with a dedication, written in German in blue pen and dated 1971, 55 numbered pages in Arabic and English, including a portrait, title page, introduction, table of contents, 4 chapter title pages, printed on thicker yellow paper, and 45 full-page maps, lithographed in colour, blank page. All the pages are numbered and printed recto only; p. 16 has additional maps verso. Original tan wrappers with lettering and illustrations on the cover, bound together with original metal clasps.
(Title page with an (oil?) stain in the middle, visible also on the front blank page and only sporadically on the first two numbered pages, binding a little scuffed on corners, but overall good and clean.)

Published at the beginning of the Kingdom's historic First Five-Year Development Plan (1970–1975), this exceptionally rare, gigantic thematic atlas details the infrastructure plans for areas around Riyadh and Dhahran—roughly covering the eastern portions of today's Riyadh and Eastern Provinces—with a primary focus on transportation, oil fields, and spatial geography.

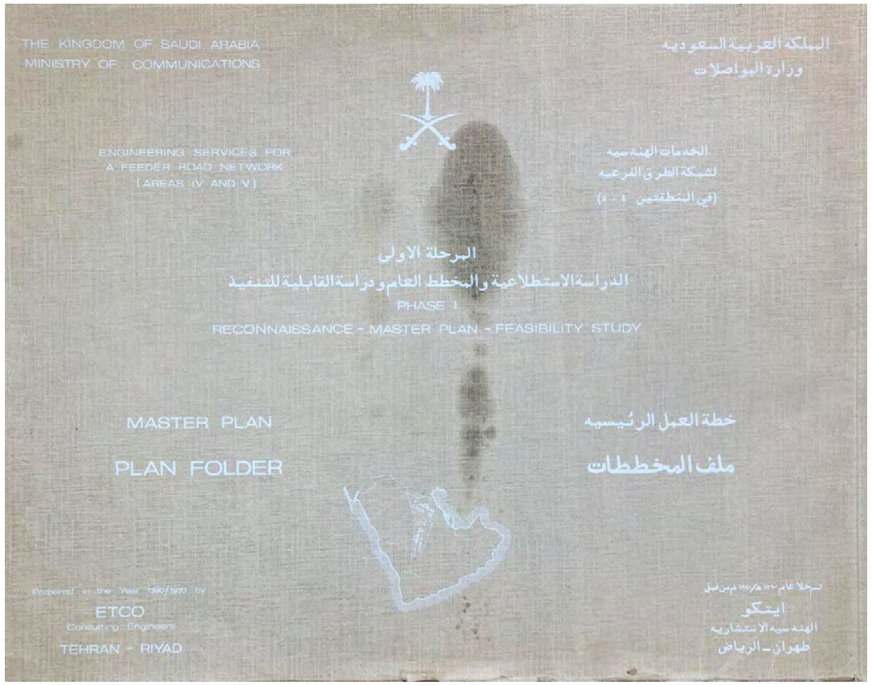
11.500 EUR

This monumental technical portfolio stands as a prime symbol of early Saudi Arabian development, officially dedicated to King Faisal bin Abdulaziz Al Saud, whose formal portrait adorns the first page. King Faisal's reign was defined by sweeping structural, economic, and modernization initiatives. This atlas captures the





THE KINGDOM OF SAUDI ARABIA - THE COUNTRY OF OIL AND THE HEART OF THE MUSLIM WORLD

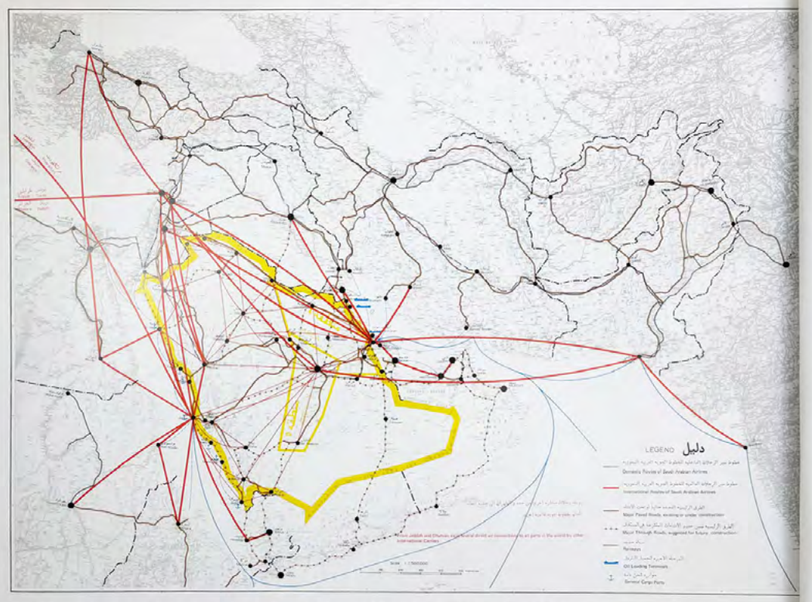


صاحب الجلالة الملك فيصل بن عبد العزيز آل سعود
ملك المملكة العربية السعودية المعظم



IN HONOUR OF HIS ROYAL MAJESTY
FAISAL IBN ABDULAZIZ AL SAUD
KING OF SAUDI ARABIA

المملكة العربية السعودية في الشرق الاوسط شبكة المواصلات الحالية



THE KINGDOM OF SAUDI ARABIA IN THE MIDDLE EAST - THE PRESENT TRANSPORTATION NETWORK

precise logistical execution of his progressive vision on the eve of the Kingdom's historic First Five-Year Development Plan (1970–1975), which sought to dismantle rural isolation by linking decentralized agricultural villages directly into the national highway network.

Beyond its immense local administrative value, the document is an incredible geopolitical artifact reflecting a vanished Middle Eastern era. The portfolio was commissioned by the Saudi state from ETCO Consulting Engineers, an engineering powerhouse headquartered in cosmopolitan, pre-revolutionary Tehran. At this specific moment in history, Iran was undergoing the massive, state-led socio-economic shifts of the "White Revolution" under Shah Mohammad Reza Pahlavi. This sweeping modernization program turned Tehran into a primary regional epicenter for top-tier architectural, cartographic, and infrastructure planning talent. Because the pro-Western monarchies of Saudi Arabia and Imperial Iran operated as close regional allies, Saudi Arabia eagerly utilized elite firms from Tehran to map its national core.

ETCO, in turn, hired expert European specialists to direct their field programs, such as the pioneering Austrian transport geographer Dr. Wigand Ritter, who authored some groundbreaking works on the subject in the Middle East.

The blueprint rejects a purely technical approach to asphalt placement, treating transportation as a direct product of regional economics, environmental geology, and demography. Spanning 55 pages with 45 polychrome plates, the master plan establishes a complete notation system anchored to the primary highway hubs of Riyadh and Dhahran, with all regional toponyms standardized to the transliteration system popularized by ARAMCO.

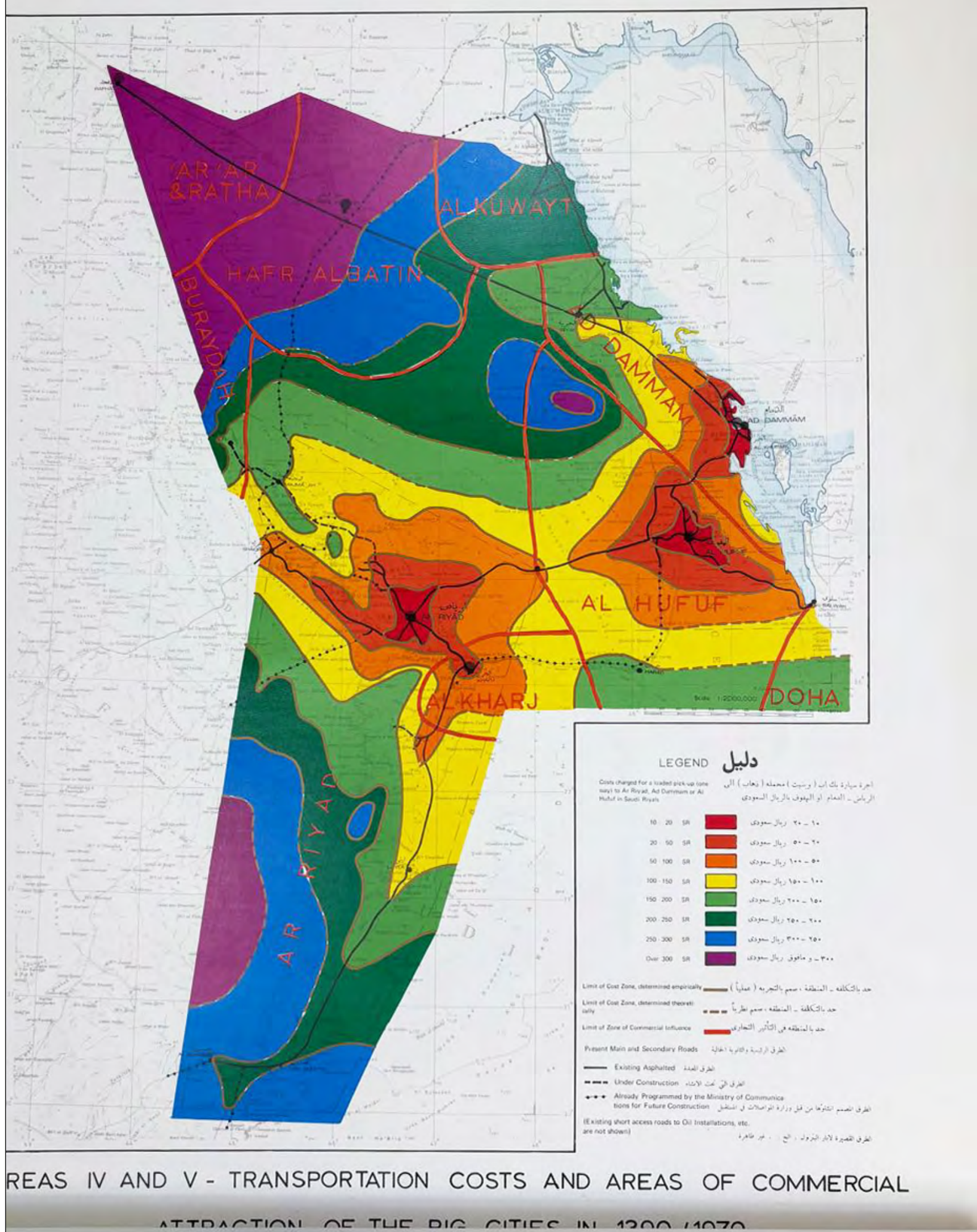
- **General maps of Saudi Arabia (Pages 6–8;)**: A highly specialized macro-regional overview mapping out environmental, commercial, and resource baselines across central and western territories (Areas IV and V). This includes a detailed Topographical Map, an Engineering Geology Map, an Oil and Mineral Resources Map, and a fascinating Transportation Cost & Commercial Attraction Index calculating city economic pull for the years 1970 and 1971.

- **The Diagnostic Base Maps - General maps of Saudi Arabia. Areas IV & V. (Pages 9-14):** A highly specialized macro-regional overview mapping out environmental, commercial, and resource baselines across central and western territories (Areas IV and V). This includes a detailed Topographical Map, an Engineering Geology Map, an Oil and Mineral Resources Map, and a fascinating Transportation Cost & Commercial Attraction Index calculating city economic pull for the years 1970 and 1971.

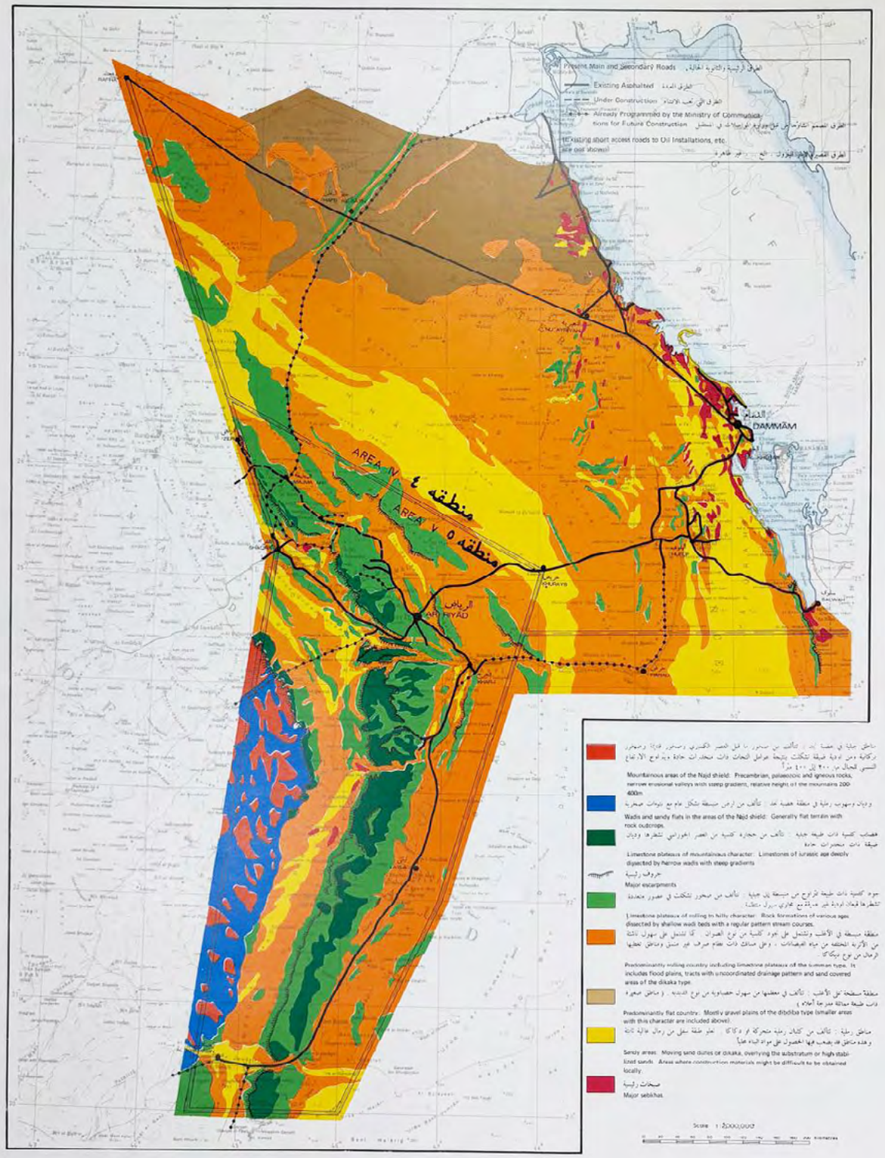
- **The Master Plan Maps (Pages 15–53):** The active engineering core of the volume, containing 30 highly detailed Master Plan Maps tracing proposed road links across localized sectors, including Rafha, Linah, Hafar al Batin, Qiba, Al Khalij, Wafra, Al Qaisumah, Zilfi, Artawiyah, Ad Dawadimi, Dhahran, Hufuf, Riyadh, Khaybar, As Sulayyil, and Al Khamasin. 4 maps of enlarged important areas focuse closely on the long-term future, outlining scheduled urban development and 20-year expansion programs for municipal hubs (Ar Riyadh North/South, Al Hufuf, Al Qatif, and Al Ahsa).

- **Supplementary Local Projections (Pages 54–55):** The portfolio culminates in a final map detailing a complete road network re-classification system to be activated upon the project's completion.

The individual regional plates and detailed oasis sheets within this portfolio represent an exceptionally high standard of mid-century technical cartography, blending European clean aesthetic principles with special-

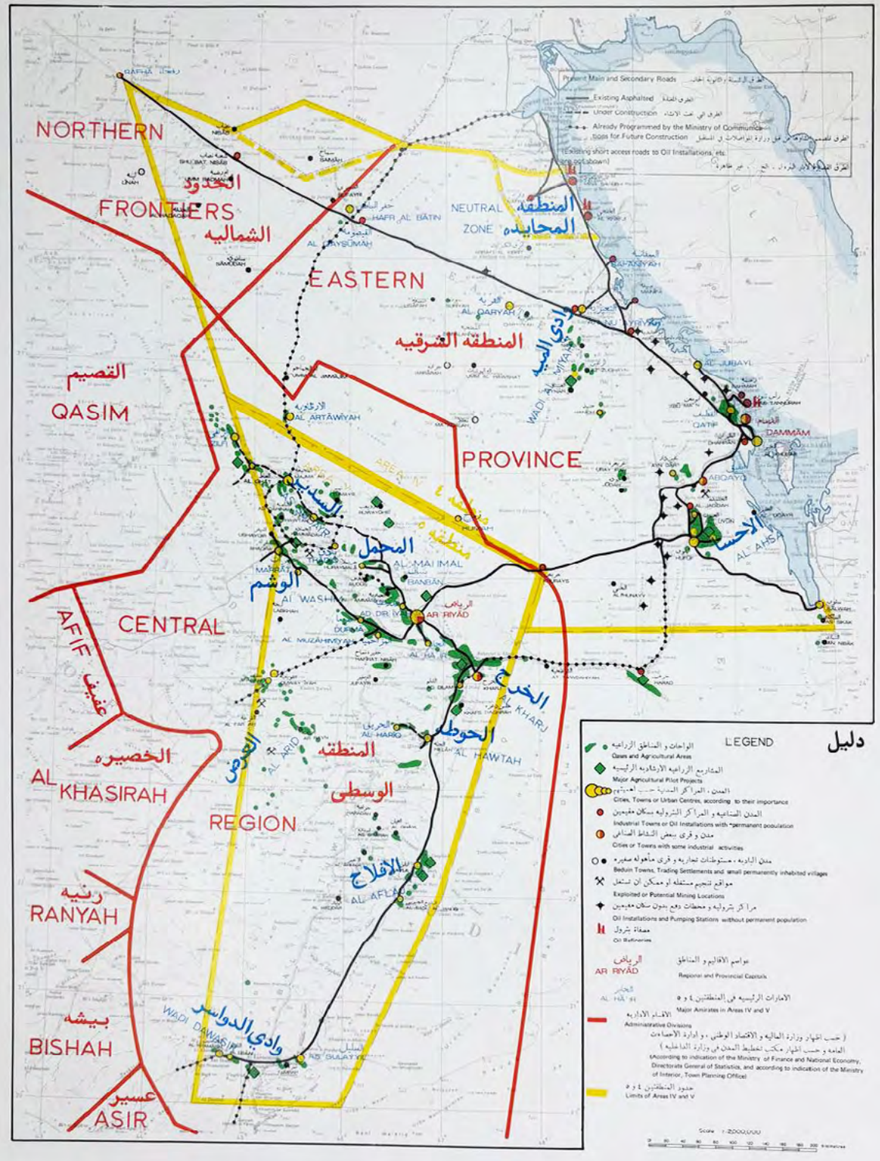


خارطه فنيه جيولوجيه خاصه بالمنطقتين ٤ و٥ فى المملكة العربية السعودية



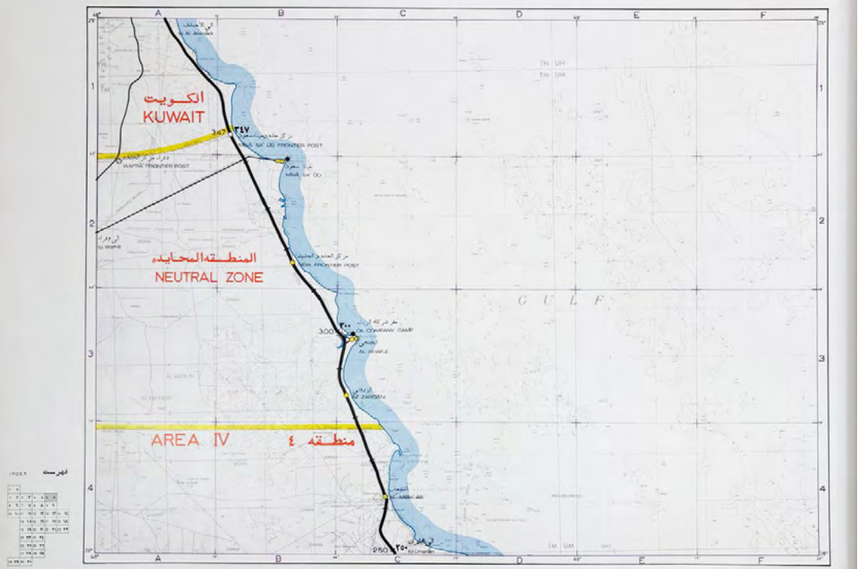
ENGINEERING GEOLOGY OF AREAS IV AND V

اقتصاديات المنطقة عددالسكان. الزراعـة . الصناعة والتنجيم فى الامارات الرئيسية فى المنطقتين ٤ و٥



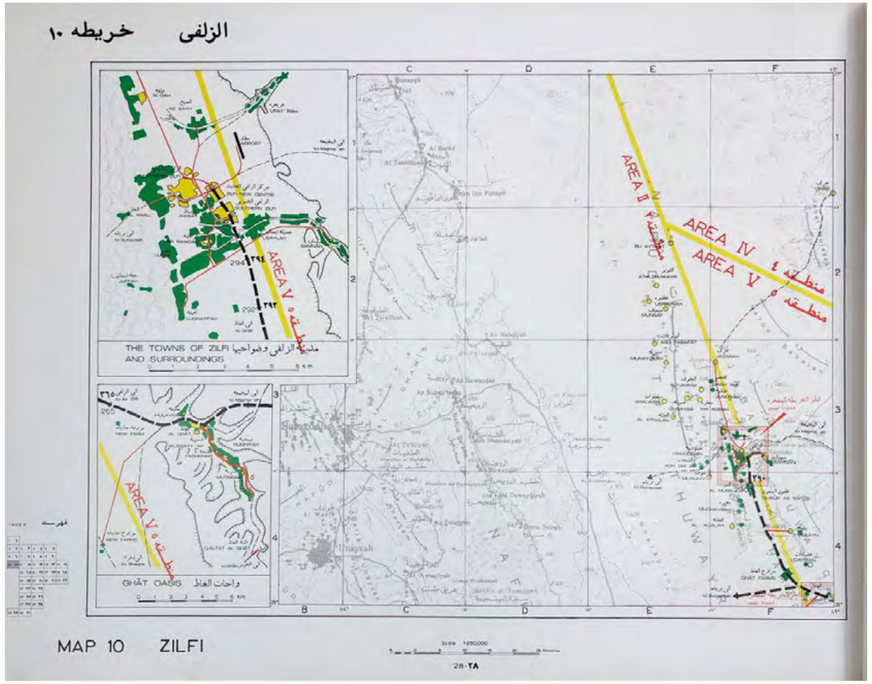
AREA ECONOMY - POPULATION, AGRICULTURE, INDUSTRY AND MINING IN THE MAJOR AMIRATES OF AREAS IV AND V

الخفجى خريطه ٥



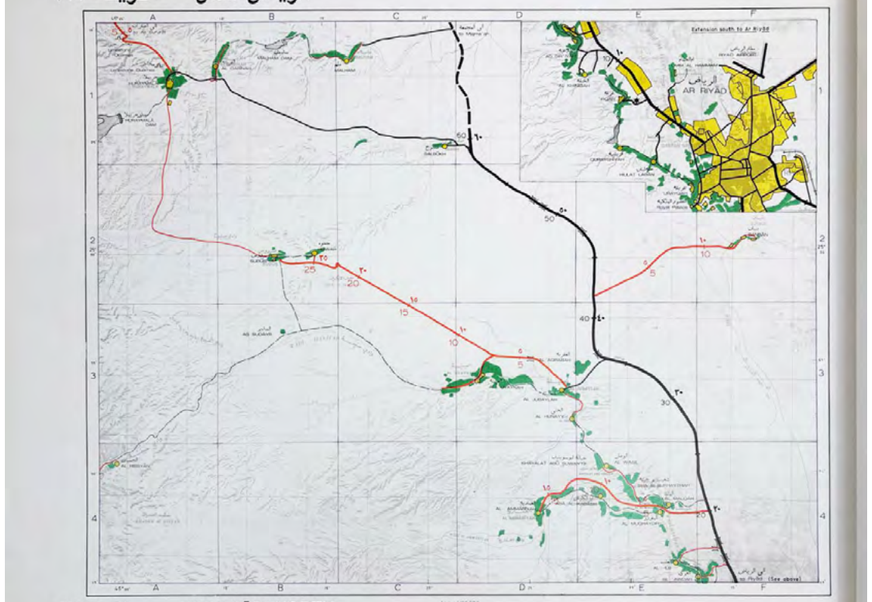
MAP 5 AL KHAFJĪ

الزلفى خريطه ١٠



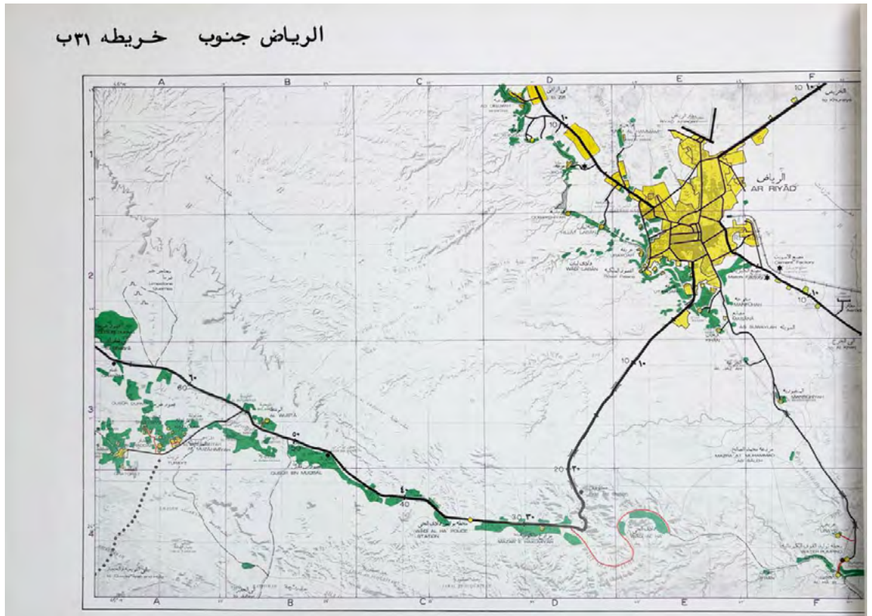
MAP 10 ZILFI

الرياض شمال خريطه ٣١آ



MAP 31a AR RIYĀD NORTH

الرياض جنوب خريطه ٣١ب



MAP 31b AR RIYĀD SOUTH

ized regional geographic details. Executed as multi-color lithographs, the maps are engineered to deliver maximum data density at a glance, maintaining visual clarity despite mapping highly complex, overlapping socio-economic systems.

The mapping engine utilizes a standardized, clear coordinate grid system labeled with alphabetical and numerical margins for fast field indexing. The text layout across all plates is strictly bilingual, positioning clean English sans-serif type alongside traditional Arabic scripts. A standout design feature is the layout's dynamic adaptation to scale, transitioning from macro-regional grids mapping desert terrain and international boundaries—such as Map 5 (Al Khafjî) with the historic Saudi-Kuwaiti Neutral Zone, Map 9 (Manîfa), Map 14 (Dharān), Map 18 (Hufūf), and Map 22 (Salwah)—to high-magnification engineering sheets. These detailed oases foldouts, including Map 32 (Al Kharj Oasis), Map 33 (Qatîf Oasis), and Map 34 (Al Ahsā Oasis), compress vast amounts of spatial data to track the intricate physical relationship between expanding urban concrete boundaries and vulnerable agricultural green ecosystems.

The cartographers employed a highly sophisticated color-coded system to separate baseline physical geography from future state-led infrastructure layers:

- The Green Matrix (Agriculture & Ecology): Lush, solid green blocks and fine stippling explicitly demarcate existing agricultural land, active cultivation zones, and centuries-old date palm groves (oases). This element is crucial, as it visually roots the proposed transport links directly to the food production hubs they were designed to serve.

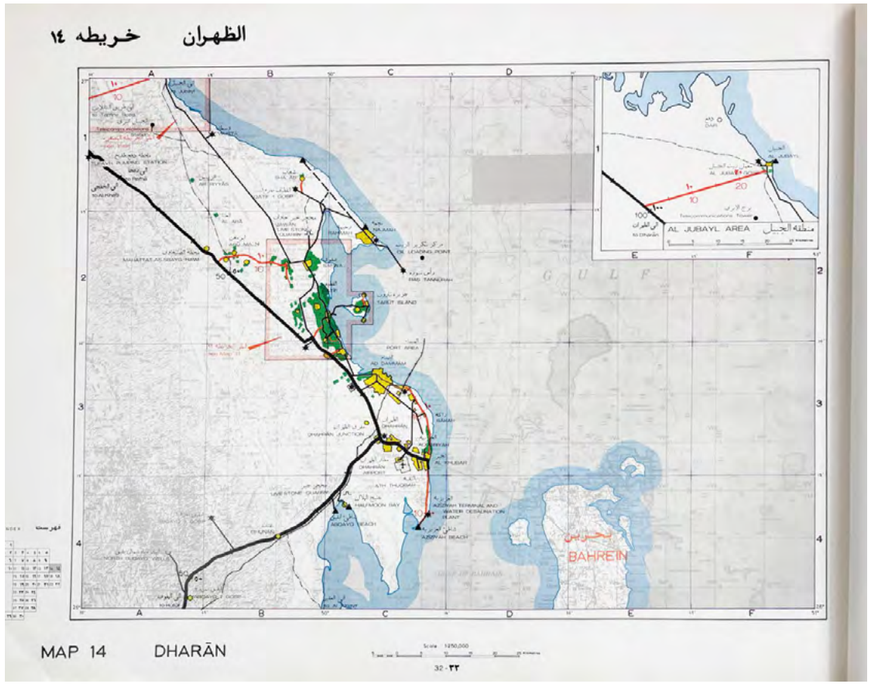
- The Red Infrastructure Overlay (The Actionable Plan): Bold red lines and matching red square station blocks represent the core engineering proposal. These mark the exact pathways of intended major and minor feeder roads, slicing clean through open desert terrain to hook into existing black-line primary highways.

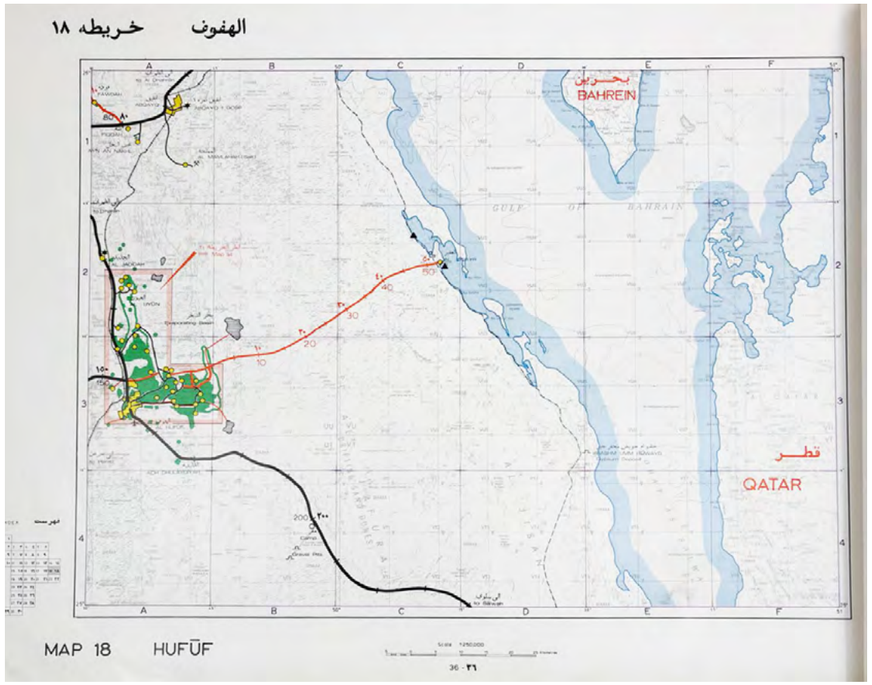
- The Yellow Urban Footprint (Demography): Bright yellow polygons track active town centers, expanding village layouts, and municipal districts. On detailed maps like Map 34 (Al Ahsā Oasis), this urban data is directly linked to an adjacent printed index panel, matching numbered map coordinates to an extensive, alphabetical register of local village names.

Rather than presenting a passive historical record, the portfolio functions as a proactive predictive model. The final macro-sheet—the "Proposal for a New Overall Re-Classification System"—brings all data points together, using contrasting red, yellow, and green path lines to illustrate exactly how the kingdom's entire transportation matrix would change upon completion of the feeder road program. By pulling raw data from a wide variety of advanced sources—including corporate maps from ARAMCO, topological surveys from the United States Geological Survey (USGS), and aerial photographic data from the Saudi Ministry of Petroleum—these maps offer an incredibly accurate spatial record of the Arabian Peninsula in 1970.

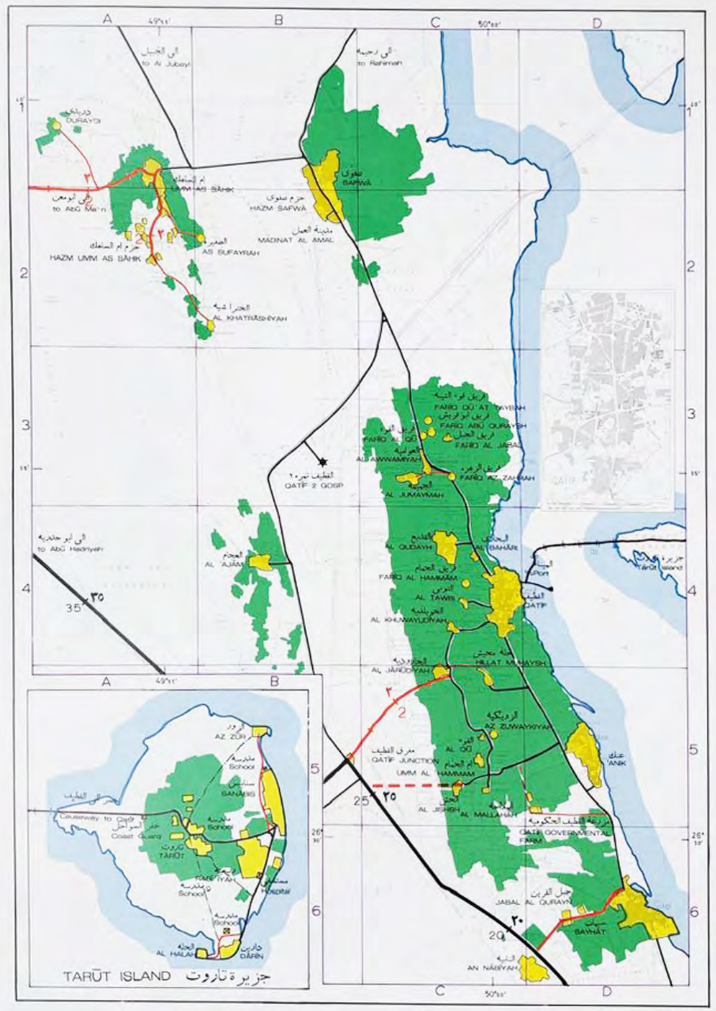
Exceptional Association Example and Provenance

This specific volume is a premier association copy of unmatched historical importance. The flyleaf bears a crisp, handwritten presentation dedication penned in Tehran in March 1971 by ETCO Chief Engineer Dipl.-Ing. Thomas K. P (?) The inscription formally presents this completed master plan directly to Dr. Wigand Ritter in explicit recognition of his foundational geographical collaboration on the text and methodologies.





MAP 33 QATĪF



MAP 33 QATĪF OASIS خـريطه ٣٣ واحات القطيف

MAP 34 AL AHSĀ

واحات الاحسا خـريطه ٣٤

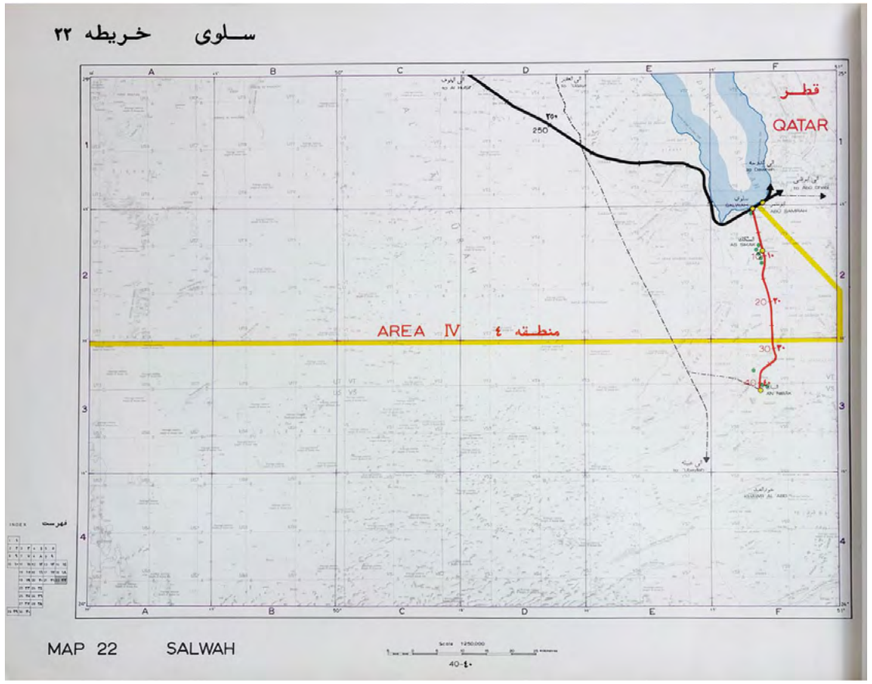
MAP 34 AL AHSĀ OASIS

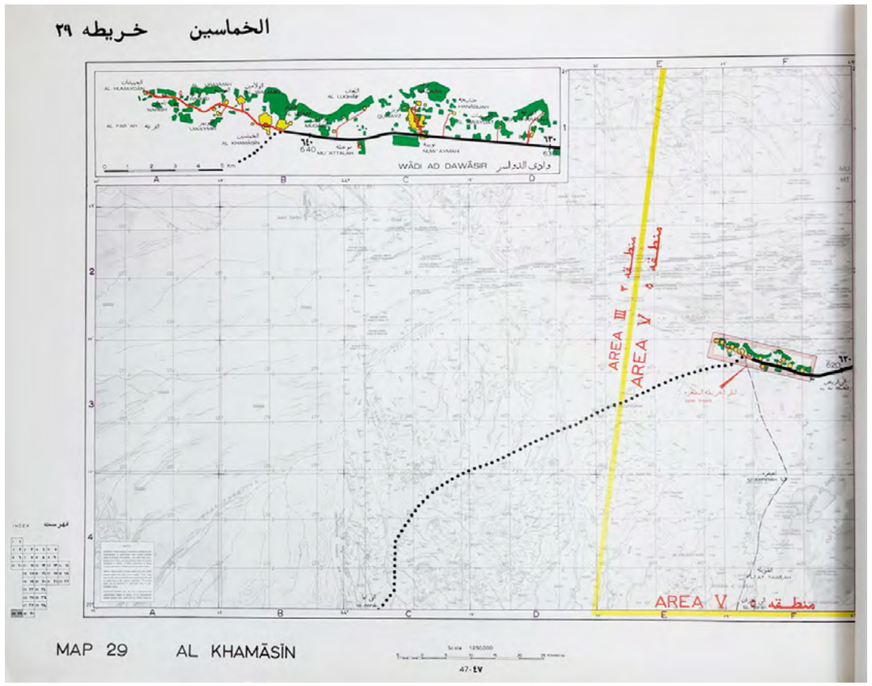
1. AT TUWAYTHIR	١. التويثير	15. AL ARĀNĪYAH	١٥. العرانية
2. ABŪ HASĪS	٢. ابوحصيص	16. AL ASSALAH	١٦. الاسلة
3. ABŪ AL 'UNDZ	٣. ابو العنوز	17. FARĪQ AR RAML	١٧. فريق الرمل
4. AD DUWAYKĪYAH	٤. الدويكية	18. AS SUBAYYĪKH	١٨. السبيخ
5. FARĪQ AS SADĀWĪYAH	٥. فريق السداوية	19. ASH SHUWAYKĪYAH	١٩. الشويكية
6. FARĪQ AL GHARAS	٦. فريق الغرس	20. GHAMSI	٢٠. غمسي
7. FARĪQ ASH SHMĀLI	٧. فريق الشمالي	21. AS SĀLIHĪYAH	٢١. الصالحية
8. WĀSIT	٨. واسط	22. AS SAYAYRAH	٢٢. السيارة
9. AL HURAYR	٩. الحرير	23. AS SUWAYDIR	٢٣. السويدر
10. AL DIRSĪYAH	١٠. الدرسية	24. FARĪQ ASH SHMĀLI	٢٤. فريق الشمالي
11. AL 'ULAYYAH	١١. العليه	25. FARĪQ ASH SHARQI	٢٥. فريق الشرقي
12. ABŪ AL HASĀ	١٢. ابو الحساء	26. FARĪQ AL JANŪBI	٢٦. فريق الجنوبي
13. AL UMRĀN AL JANŪBĪYAH	١٣. العمران الجنوبية	27. HĀR 'AH	٢٧. الرحية
14. ABŪ THAWR	١٤. ابو ثور		

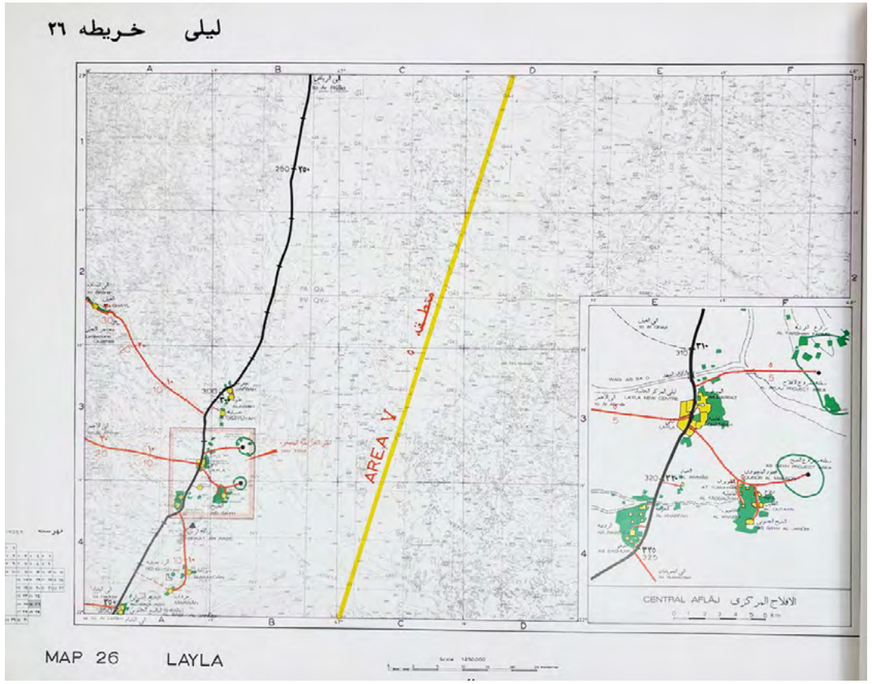
A Note on Rarity

The atlas is possibly a part of a larger project. We could not trace any other examples in Western institutions.

Because official ministerial folders were printed in restricted numbers strictly for internal state and corporate use, their survival rate is exceptionally low. This piece, uniquely uniting an Iranian corporation during the White Revolution, an Austrian geographer, and the royal modernization program of King Faisal, represents an irreplaceable primary source for the study of Middle Eastern development, cartography, and global logistics.







No. 2

Der Röm: Kay: Mtt: [et]c. Vnsers allergenedigsten Herrn Ordenung vnnd Satzung, wie es auff jetzigem Reichßtag allhier zu Augspurg gehalten werden solle

[*also:* Der Röm. Kay. Mtt. etc. Unsers allergenedigsten Herrn Ordenung unnd Satzung, wie es auff jetzigem Reichßtag allhier zu Augspurg gehalten solle]

Augsburg: [s. n., prob. Valentin Schönig] 1582.

4°, [12 pp.] letterpress and title page with originally coloured coat of arms, later (18th century?) wrappers (minor staining, overall good).

This rare pamphlet of the Diet of Augsburg (Reichstagsordnung) from 1582, printed under Holy Roman Emperor Rudolf II, codifies essential legal and religious regulations from a pivotal period of European history.

2.200 EUR

The Diet of Augsburg on July 7 1582 (*Augsburger Reichstag von 1582*) was a pivotal imperial assembly of the Holy Roman Empire. Summoned by Emperor Rudolf II, it stands as the final major, fully attended Reichstag held in the Free Imperial City of Augsburg before the Perpetual Diet of Regensburg permanently altered the empire's legislative landscape in 1663. Beyond its high-stakes geopolitical debates, the resulting imperial recess established a comprehensive framework of statutory controls designed to regulate daily commerce, public welfare, and municipal trade throughout the realm.

A substantial portion of the decree focuses directly on the general population and the marketplace, introducing strict public health and economic regulations for essential foodstuffs and staple goods. It mandates precise weight standardization and quality metrics for bread and wheat, implements rigorous safety guidelines for the butchering and sale of meat and fish, and outlines clear taxation and production rules for wine and beer.

These economic controls extended deep into the hospitality sector. The document details intricate statutes for gastronomy, introducing multi-tiered restaurant regulations where different rules and mandatory price points applied depending on the specific menus and dishes served. It even dictates operational limits for commercial establishments, governing the serving of traditional warm morning meals (*Morgensuppen*) and evening nightcaps (*Schlafftrüncken*). Beyond human consumption, the text standardizes the distribution of animal feed, governs the timber and wood trade, and establishes strict legal frameworks for the commercial


Der Röm: Kay: Mtt: ꝛc.
Vnſers allergenedigſten Herrn Ordenung
vnnd Satzung / wie es auff jetzigem
Reichßtag allhier zu Augſpurg
gehalten werden
ſolle.
M. D. LXXXII.

trade of horses, cattle, and pigs.

To ensure economic stability across these industries, the recess introduces major updates to imperial finance, implementing currency regulations to stabilize the monetary system and combat counterfeiting. Finally, the document outlines critical judicial protections for minority populations. It explicitly decrees that Jewish citizens who reached a formal agreement with the Imperial Earl Marshal at this Diet shall remain entirely unmolested. To prevent local harassment and legal overreach, the text mandates that any claims or legal grievances brought against them must bypass standard municipal channels and be heard exclusively before the Court of the Imperial Earl Marshal.

We could find examples in the following libraries: Universitätsbibliothek Erfurt, Niedersächsische Staats- und Universitätsbibliothek Göttingen, Harvard Law School Library, Bayerische Staatsbibliothek and Staats- und Stadtbibliothek Augsburg.

References: OCLC 163820227, 79357772, 838933607.

Gersten/nicht vber zwen Gulden/dreyssig kreützer.
Den besten Habern/ein Schaff nicht vber zwen Gulden/16. kr
Den ringern nach gelegenheit der güte.
Den Wierthen soll dreyssig kreützer auff ein Schaff gegen den Gesten/vnd nicht darüber/zu gewinn zugelassen sein.

Wein vnd Bierkauff.

DJeweil die freye zuführ/jedoch das solche an gewonliche Plätz vnd freyen Marckt gefürt werden/mennigklichen erlaubet/so wirdt hiemit dem Kauffer mit dem verkauffer sich zuvergleichen/die freye wahl zugelassen/doch der Röm: Kay: May: den Chur vnd Fürsten/vnnd derselben Hofgesinde/der Vorkauff in alle weg vorbehalten.

Von zehrung vnd Maalzeyten.

BEy offentlichen Wierthen vnd Gastgeben soll es mit den Herrn Maalzeyten also gehalten werden: Welcher drey zimblicher güter Flaischgericht/gebraten vnd gesotten/darunder Hennen/oder ander dergleichen güt tauglich Flaisch/darzů Suppen/Gemüß/Käß vnnd Obs/vnnd zum getranck gütten Wein gibt/dem soll die Maalzeit vmb sechtzehen kreützer. Da aber die Geste das Getranck selber haben/soll dem Wierth für das trucken Maal bezalt werden zehen kreützer.

Von der Diener vnnd schlechten Maalzeyten/da weder Hennen/Capaunen/oder ander Geflügel/vnd allein Suppen/Gemüß/vnnd zweyerley Flaisch geben wirdt/soll dem Wierth für die Maalzeyt/sampt dem Wein viertzehen kreützer. Da aber das trucken Maal allein gessen wirdt/soll darfür acht kr gegeben werden/Vnd hat der Wirth von den Zimmern vnd Bethgewandt vom Gast/der bey im zehret/nichts zufodern.

Item welcher Wierth drey gůt Essen visch/von Höchten/Karpffen/vnd dergleichen Vischen/sampt einer Suppen/kraut oder Gemüß/Käß vnd Obs/vnnd zum getranck gütten Wein gibt/dem soll von der Maalzeit sechtzehen kreützer bezalt/was aber die köstlichisten Visch/als Sälmling/Förhen/vnd dergleichen

No. 3

Teizō Esaki (江崎 悌三, 1899–1957), et al.

日本昆蟲圖鑑 Nippon Konchū Zukan
[Iconographia Insectorum Japonicorum, *lit.* Illustrations of Japanese Insects]

Tokyo: 北隆館 [Hokuryūkann] Shōwa 7 [1932].

8°, blank page, title printed in red and black, 24 chromolithographed colour plates, protected with semi-transparent guards with printed names of insects in Japanese and English, 6 pp., 24 pp., title, 2241 pp. with black and white illustrations, 15 pp, 123 pp., [1 p.], 97 pp., [5 pp.], sheet with an imprint and a red stamp, errata, blank, red stamp on the first blank page. Housed in original box with lettering and decoration on the spine, metal clasps.
(missing wrappers, box reinforced with later paper on corners and red tape around the opening, split in hinges in the rear part of the book, otherwise good).

The first edition of the monumental Japanese work on insects.

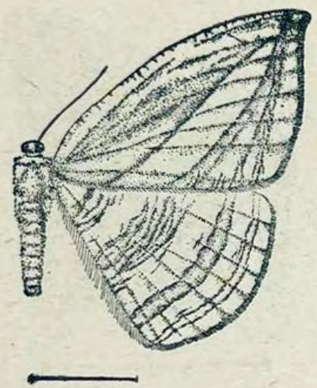
3.400 EUR

This monumental, cloth-bound first edition, published in Tokyo in 1932 by Hokuryūkan (北隆館), stands as a definitive masterpiece of Asian entomology. Spanning over 2,400 pages, this massive reference work features meticulously detailed, high-quality monochrome text illustrations documenting more than 4,000 distinct insect species native to Japan, Formosa (Taiwan), and neighboring East Asian territories. The volume is systematically structured with an international scientific approach, displaying exactly two species entries per page. Each entry provides a highly detailed technical drawing alongside its Latin binomial nomenclature and a comprehensive Japanese-text analysis covering morphological traits, behaviors, and precise regional distributions. The book concludes with an extensive dual-index system—97 pages for Latin scientific names and 123 pages for Japanese common names—rendering it a highly functional taxonomic tool for global researchers.

The publication of the Nippon Konchū Zukan in 1932 marked a watershed moment in Japanese natural history, moving regional taxonomy away from fragmented, localized guides toward a unified, internationally standardized encyclopedia. Rather than the work of a single author, this monumental compendium was a massive collaborative achievement bringing together twenty-six of Japan's leading taxonomic specialists of the early 20th century. Priced at 15 Yen upon its release—a significant sum at the time—it quickly established itself as the indispensable standard reference for regional biodiversity. Its cultural and scientific legacy was so profound that the publisher, Hokuryūkan, continued to update, expand, and reissue the volume for decades, most notably producing the highly sought-after full-color Colore Naturali Edita (Genshoku Konchū Zukan / 原色昆虫図鑑) series in the 1960s. Today, this 1932 first edition is highly prized by collectors as a vital milestone of scientific printing and historical entomology.



第二六〇〇圖



Acropteris iphiata *Guénée*

第二五九九圖



Brahmaea japonica *Butler*

いぼたが　いぼたが科

體長二九—四五耗、開張八六—一一一耗。觸角ハ雌雄共ニ櫛齒狀。體ハ黑褐色。頭頂・頸板ノ前緣及ビ後緣・肩板ノ兩緣・體ノ腹面ハ褐灰色。胸背ニハ背線上及ビソノ左右ニ褐灰色ノ縱條アリ。腹部ノ背上ニハ褐灰毛ノ列存在シ、各環節ノ後緣褐灰色ヲ呈シ、側面ニハ褐灰色ノ一條走ル。前翅ハ褐灰色。基部及ビ外緣部ニハ多數ノ黑褐色波狀線走リ、中央ニハ黑褐色ノ小サキ環紋散在シ、後緣部中央ニ一大黑褐環アリ。翅頂ニ近ク白色ノ波狀線多數ニ存在シ、一個ノ黑紋アリ。後翅ハ基部廣ク黑褐色ヲ呈シ、外半ニハ多數ノ黑褐色波狀線ヲ走ラス。外緣ノ附近ハ前後翅共ニ少シク灰白色ヲ帶ブ。裏面ハ中央ニ一個ノ黑褐帶ヲ具ヘ、ソノ外方ニハ黑褐色ノ波狀線ヲ多數ニ有ス。成蟲ハ四月頃出現ス。支那・北海道・本州・四國・九州ニ分布ス。幼蟲ハ青白色ニシテ黑紋ヲ有シ、若齡ノ間ハ黑色ノ長キ突出物ヲ具フ。いぼた・とねりこ等ノ葉ヲ食ス。（河田）

ぎんつばめ　つばめが科

體長約一一耗。開張約三〇耗。前翅ノ翅頂ハ少シク尖ル。體翅白色。下唇鬚及ビ脚ハ暗灰色。前翅ノ前緣部ハ暗灰色ノ細點ヲ散布シ、翅頂ノ附近ハ茶褐色ヲ呈ス。コノ部分ヨリ基部ニ向ツテ一本、後緣ニ向ツテ三本ノ暗灰色ノ線走リ、第一線ト第二線トノ間ニハ暗灰色ノ短線密布セラレ、第三ト第四トノ間ニハ稍ゝ淡キ一線走ル。外緣ニ近ク甚ダ細キ一線存在シ、ソノ內方ニハ斷續セル細線アリ。後翅モ凡ソ六本程ノ線ヲ有シ、基部・第一ト第二トノ間・第三ト第四トノ間ニハ暗灰色ノ短線ヲ密布ス。第五及第六ハ細シ。前後翅共ニ外緣線ハ黑色。緣毛ハ淡キ暗褐色。裏面ハ一面ニ淡キ暗褐色ヲ帶ブ。五月頃ニ出現シ、めむし・うつすり・滿洲・支那・北海道・本州・九州・印度ニ分布ス。（河田）

第二五九八圖



Theophila mandarina *Moore*

第二五九七圖



Bombyx mori *Linnaeus*

かひこが　かひこが科

體長一九—二三耗。開張三九—四三耗。雌雄共ニ觸角ハ櫛齒狀。前翅ノ外緣ハ翅頂ノ後方ニ於テ少シク剜ラル。體翅灰白色。時ニ暗色ノ內橫線・外橫線ヲ具フルコトアリ。出現期ニヨリ大體ニ春蠶・夏蠶・秋蠶ニ大別スルヲ得ベシ。ソノ品種頗ル多ク、世界各所ニ飼育セラレ、特ニ日本・支那・ふらんす・いたりー等ニ於テ盛ナリ。幼蟲ハくは・はりぎり等ノ葉ヲ食ス。ソノ造ル所ノ繭ヨリ絹絲ヲ得ラルヽコトハ何人モヨク知ル所ナリ。（河田）

くはご　かひこが科

體長一二—二二耗。開張三二—四五耗。雌雄共ニ觸角ハ櫛齒狀。體翅暗褐色。前翅ノ外緣ハ翅頂ノ後方ニ於テ少シク剜ラル。前翅ノ內橫線・外橫線ハ稍ゝ濃キ暗褐色ニシテ、時ニ各ゝ二本ヨリ成ルコトアリ。亞外緣線モ亦濃キ暗褐色ナレドモ甚ダ細シ。ソノ外側ハ細ク淡色ヲ呈シ、又ソノ外方ハ翅頂ヨリ第三脈ニ亙ツテ濃キ暗褐色ヲ呈ス。後翅ハ前翅ヨリ濃色ニシテ、少シク淡色ヲ呈セル細キ外橫線ヲ有ス。後緣ノ中央ニハ黑紋アリ、ソノ周圍ヲ細キ白線ニ緣取ラル。前後翅共ニ緣毛ハ稍ゝ濃キ暗褐色ニシテ、先端灰黃色ヲ呈ス。裏面ハ略ゝ表面ニ同ジナルモ、後翅ニ二本ノ暗色線ヲ有ス。成蟲ハ六・七月ニ出現ス。支那・朝鮮・北海道・本州・四國・九州・臺灣ニ分布ス。幼蟲ハ家蠶ニ似ルモ、著シク暗褐色ヲ帶ビ、くはノ葉ヲ食ス。（河田）

Teizō Esaki (江崎 悌三, 1899–1957)

The editorial execution and coordination of this masterwork was directed under the supervision of Professor Teizō Esaki (江崎 悌三), one of Japan's most brilliant and globally influential entomologists. Born in Fukuoka, Esaki studied at Tokyo Imperial University before conducting extensive research across Europe and the United States, collaborating with leading Western institutions. He later served as a distinguished professor at Kyushu Imperial University (九州帝国大学). Renowned for his vast expertise in Hemiptera (true bugs) and marine insects, Esaki was a pioneering force who bridged the gap between Japanese field research and Western biological sciences. His rigorous academic standards, dedication to international scientific naming conventions, and prolific taxonomy work—which included describing hundreds of newly discovered species—solidified his reputation as a foundational pillar of 20th-century Asian zoology.

References: OCLC 25487930, 33459691, 32391713, 835230417, 122768928, 743374250.



No. 4

Ibrahim Fawzi Pasha (إبراهيم فوزي باشا; ca 1853 - after 1901).

السودان بين يدي غردون وكتشنر
[Al-Sudan bayna yaday Gordon wa-Kitchener / Sudan in the Hands of Gordon and Kitchener]

Cairo: Published by the author in cooperation with Al-Mu'ayyad newspaper 1319 [1903].

2 parts bound in one book. Large 8°. 8 pp. with three black and white portraits, 403 pp., 8 pp. index. 364 pp., 6 p. index, [2 pp.] blank, contemporary black cloth binding with black goat spine, gold lettering on the spine, contemporary blue speckled endpapers (binding with small scuffs, internally clean with sporadic tiny tears in margins).

680 EUR

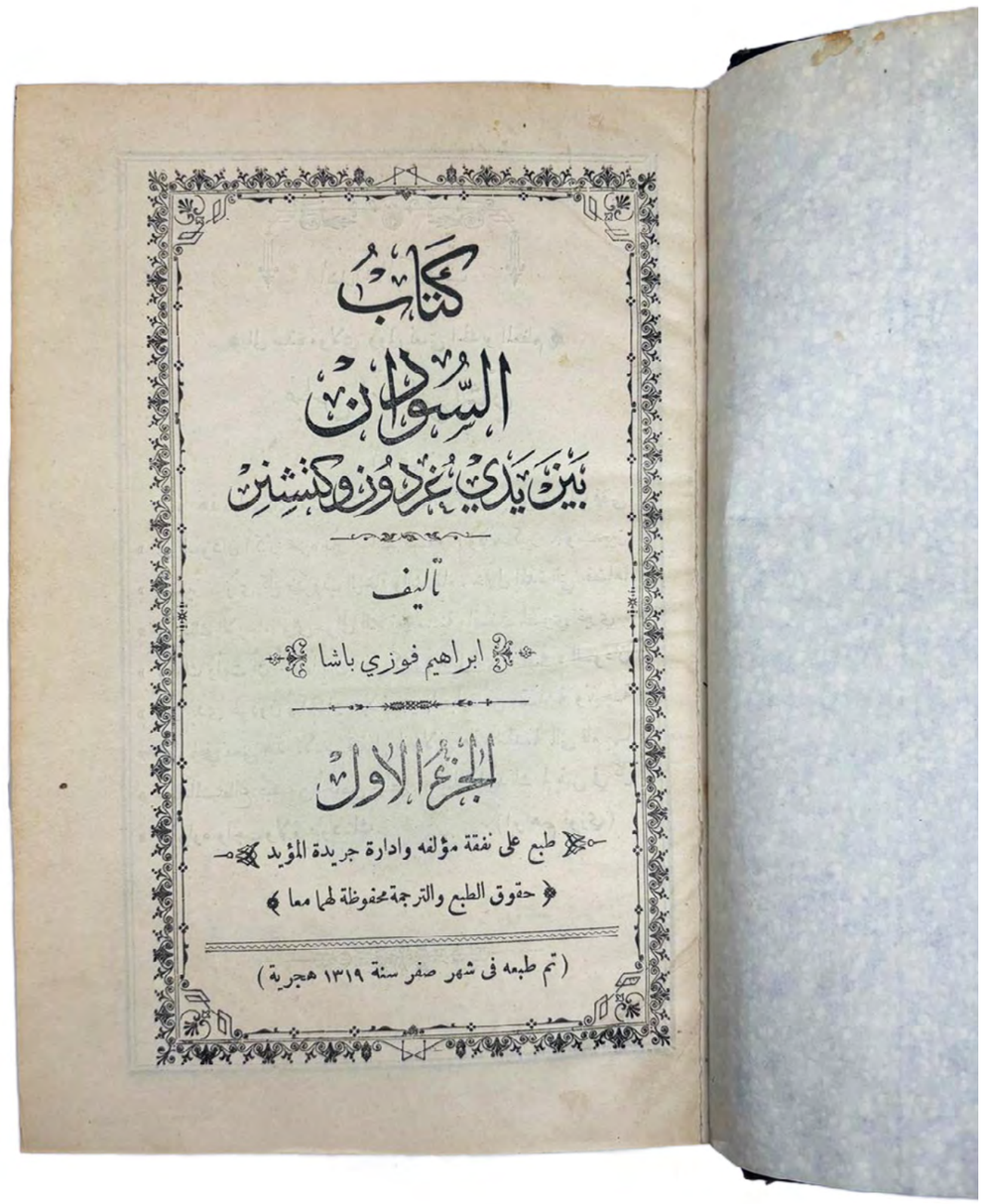
Al-Sudan bayna yaday Gordon wa-Kitchener is a seminal, two-volume historical memoir and primary source document detailing the turbulent transition of Sudan from Egyptian rule to the Mahdist State, and finally to the Anglo-Egyptian Condominium. Written from the unique perspective of a high-ranking eyewitness and military insider, the work provides an invaluable account of Khedive Ismail's expansionist policies, the administrative tenures of Samuel Baker and Charles Gordon, and a meticulous day-by-day record of the Siege of Khartoum.

Crucially, the text offers rare insight into the inner workings, socio-political climate, and military strategies of the Mahdist State from a captive's point of view. Published at the dawn of the 20th century, this work remains an indispensable cornerstone for researchers studying modern Sudanese history, British imperial policy in Africa, and late-Ottoman military history.

Ibrahim Fawzi Pasha (1849–c. 1915) was a prominent Egyptian military officer and colonial administrator who played a key role in late 19th-century Sudanese history. He entered military service under Khedive Ismail and rose to prominence under General Charles George Gordon, who appointed him Governor of Central Africa, or Equatoria, and later Governor of Khartoum. During the Mahdist Uprising, Fawzi Pasha served as Gordon's second-in-command throughout the arduous Siege of Khartoum (1884–1885). After the city fell and Gordon was killed, Mahdist forces captured Fawzi, who endured fourteen years of harsh imprisonment in Omdurman. Freed in 1898 after Lord Kitchener's Anglo-Egyptian reconquest of Sudan, he returned to Egypt and was promoted to the rank of Pasha.

This scarce first edition in Arabic was reprinted at least twice and translated into English in 1997 under the title The history of the Sudan between the times of Gordon and Kitchener.

References: OCLC 4770076992, 71458661.


كتاب
السودان
بين يدي غردون وكتشنر
تأليف
ابراهيم فوزي باشا
الجزء الاول
طبع على نفقة مؤلفه وادارة جريدة المؤيد
حقوق الطبع والترجمة محفوظة لهما معا
(تم طبعه فى شهر صفر سنة ١٣١٩ هجرية)

No. 5

Abdullah HUSSEIN

السودان: من التاريخ القديم إلى رحلة البعثة المصرية

[Al-Sudan: Min al-tarikh al-qadim ila rihlat al-ba'thah al-misriyyah / Sudan: From Ancient History to the Journey of the Egyptian Mission].

Cairo: Published at the author's sole expense and printed by Al-Matba'ah al-Rahmaniyyah [Ma'rouf District, Cairo], 1354, 1935.

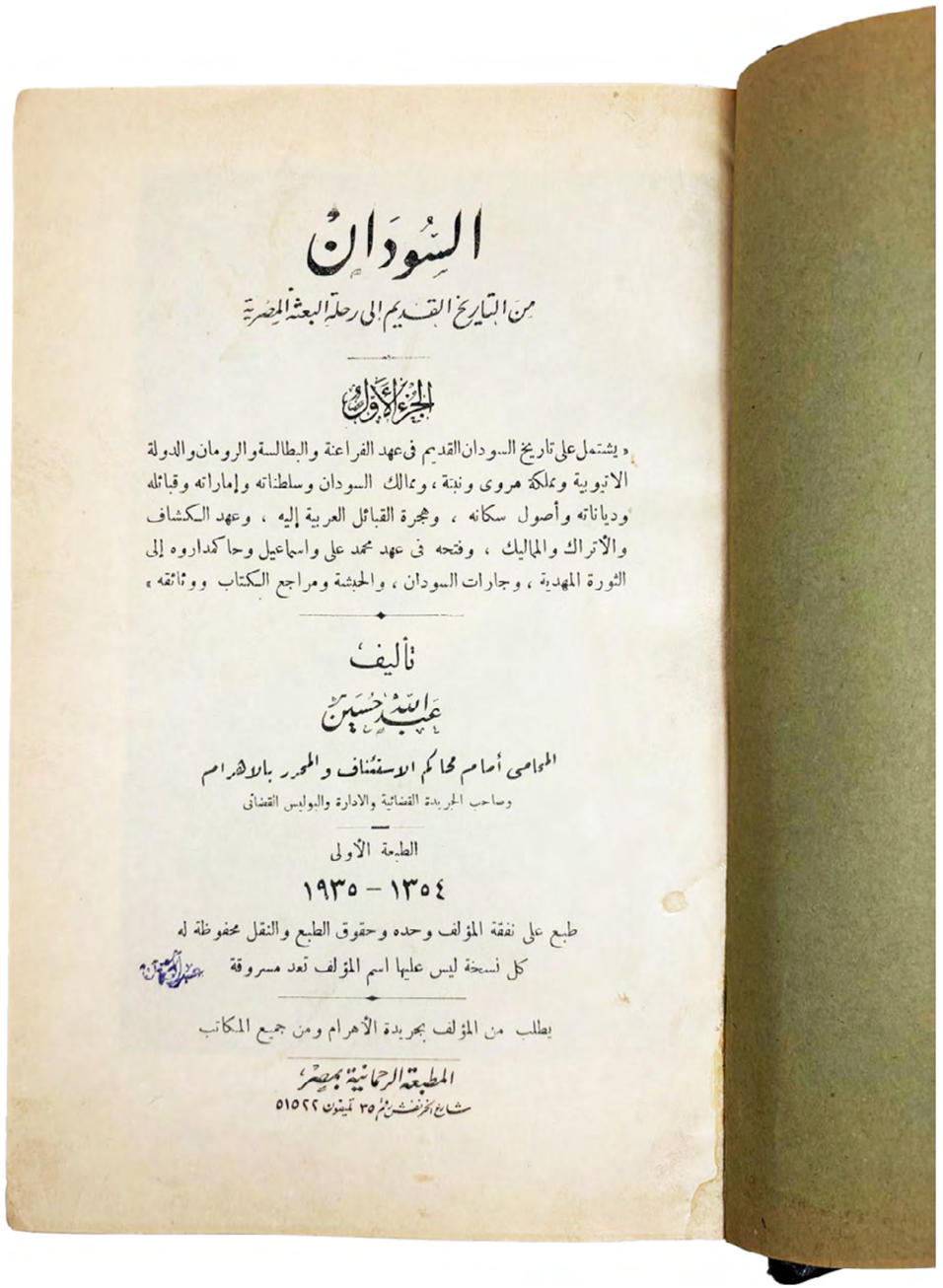
Three volumes, bound together in one book (complete). Large 8°. Title page, portrait, 306 pp., [2 pp.] blank. 600 pp. Title page, 342 pp. All volumes richly illustrated with black and white photographs and maps. Copyright stamps on title pages. Contemporary brown patterned binding, dark brown goat spine with gold lettering and tooling (small scuffing to the binding, minor cracks in hinges of endpapers, minor staining, but overall good).

An indispensable and highly sophisticated primary account tracking the interconnected geopolitical and cultural ties of the Nile Valley, written during the complex dual governance of the Anglo-Egyptian Condominium.

950 EUR

The author, Abdullah Hussein, was a distinguished 20th-century Egyptian intellectual, jurist, and editorial voice for Al-Ahram newspaper, who concurrently served as an academic at the American University in Cairo. Deeply embedded in regional diplomacy, Hussein served on the official Egyptian economic delegation dispatched to Sudan in 1935—a pivotal mission aimed at evaluating regional infrastructure, telegraph lines, and economic frameworks amid sensitive Anglo-Egyptian treaty negotiations. His immersive involvement led directly to his founding of the Society for Sudanese Studies and the Society for African Studies.

This monumental work in three volumes serves as a comprehensive chronological survey and socio-political audit of modern Sudan and its deep ancestral origins. Volume One initiates this sweeping historical study by charting the region's heritage from the Pharaonic, Ptolemaic, and Roman eras into the sovereign reigns of historic local kingdoms, including Napata, Meroe, and the Sultanate of Sennar. The text provides a rigorous exploration of ethnic origins, domestic religious evolution, the historical patterns of Arab tribal migration, and the subsequent administrative eras of the Ottoman-Egyptian "Turkiyah" and the Mamluks.



السودان

من التاريخ القديم الى رحلة البعثة المصرية

الجزء الأول

يشتمل على تاريخ السودان القديم فى عهد الفراعنة والبطالسة والرومان والدولة الاتيوبية وملكة مروى ونبتة، وممالك السودان وسلطناته وإماراته وقبائله ودياناته وأصول سكانه، وهجرة القبائل العربية إليه، وعهد الكشاف والأتراك والمماليك، وفتحه فى عهد محمد على واسماعيل وحاكمداروه إلى الثورة المهدية، وجارات السودان، والحبشة ومراجع الكتاب ووثائقه

تأليف

عبد الله حسين

المحامى أمام محاكم الاستئناف والمحرر بالاهرام

وصاحب الجريدة القضائية والادارة والبوليس القضائى

الطبعة الأولى

١٣٥٤ - ١٩٣٥

طبع على نفقة المؤلف وحده وحقوق الطبع والنقل محفوظة له

كل نسخة ليس عليها اسم المؤلف تعد مسروقة

يطلب من المؤلف بجريدة الأهرام ومن جميع المكاتب

المطبعة الرحمانية بمصر

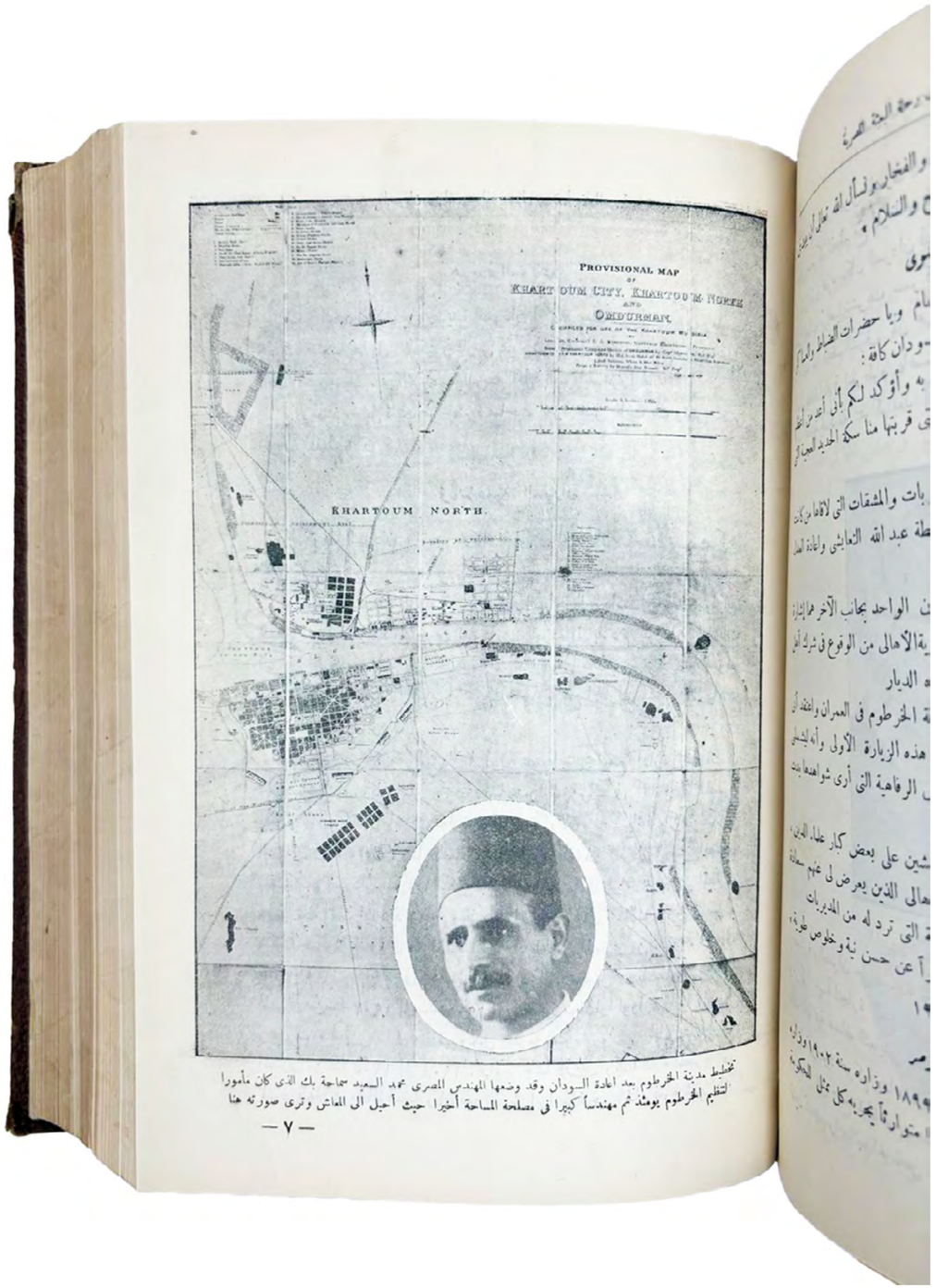
شارع محمد عبده نمرة ٣٥ تليفون ٥١٥٢٢

Volume Two advances the narrative into modern history, systematically documenting the military campaign that dismantled the Mahdist State and providing an extensive legal analysis of the defining 1899 Anglo-Egyptian Condominium Agreement. It transitions from a strictly historical chronicle into an exhaustive geo-economic survey, meticulously mapping Sudan's physical geography, agricultural outputs, regional trade paths, and nascent commercial and educational frameworks.

Volume Three serves as a vital contemporary policy reference tool, focusing directly on the 1935 Egyptian Economic Delegation. It delivers close technical coverage of the institutional entities involved, detailed accounts of the expedition's path, and its strategic geopolitical findings. Crucially, this final volume incorporates dedicated biographical studies, most notably a comprehensive profile honoring Prince Omar Toussoun to highlight his monumental philanthropic and diplomatic impact on modern Egyptian-Sudanese relations.

Self-funded by the author to preserve absolute intellectual independence, examples were distributed directly via Al-Ahram.

References: OCLC 913018939.



تخطيط مدينة الخرطوم بعد اعادة السودان وقد وضعها المهندس المصرى محمد السعيد سماحة بك الذى كان مأمورا لتنظيم الخرطوم يومئذ ثم مهندساً كبيرا فى مصلحة المساحة أخيرا حيث أحيل الى المعاش وترى صورته هنا

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No. 6

Visconde de JUROMENHA [João António de Lemos Pereira de Lacerda (1807–1887)].

O Isthmo de Suez e os Portuguezes.
[The Suez Canal and the Portuguese]

Lisboa: Typographia, Rua do Benformoso, 153–155, 1870.

Small 8°. IX, 48 pp, blank sheet, bound in contemporary gray cloth with blank paper mounted on the cover (light foxing, tiny folds and tears in margins, sporadic annotations in pencil, a little dusty).

A short historical and political essay explores the global shifts caused by the opening of the Suez Canal in November 1869 through a distinctly Portuguese lens.

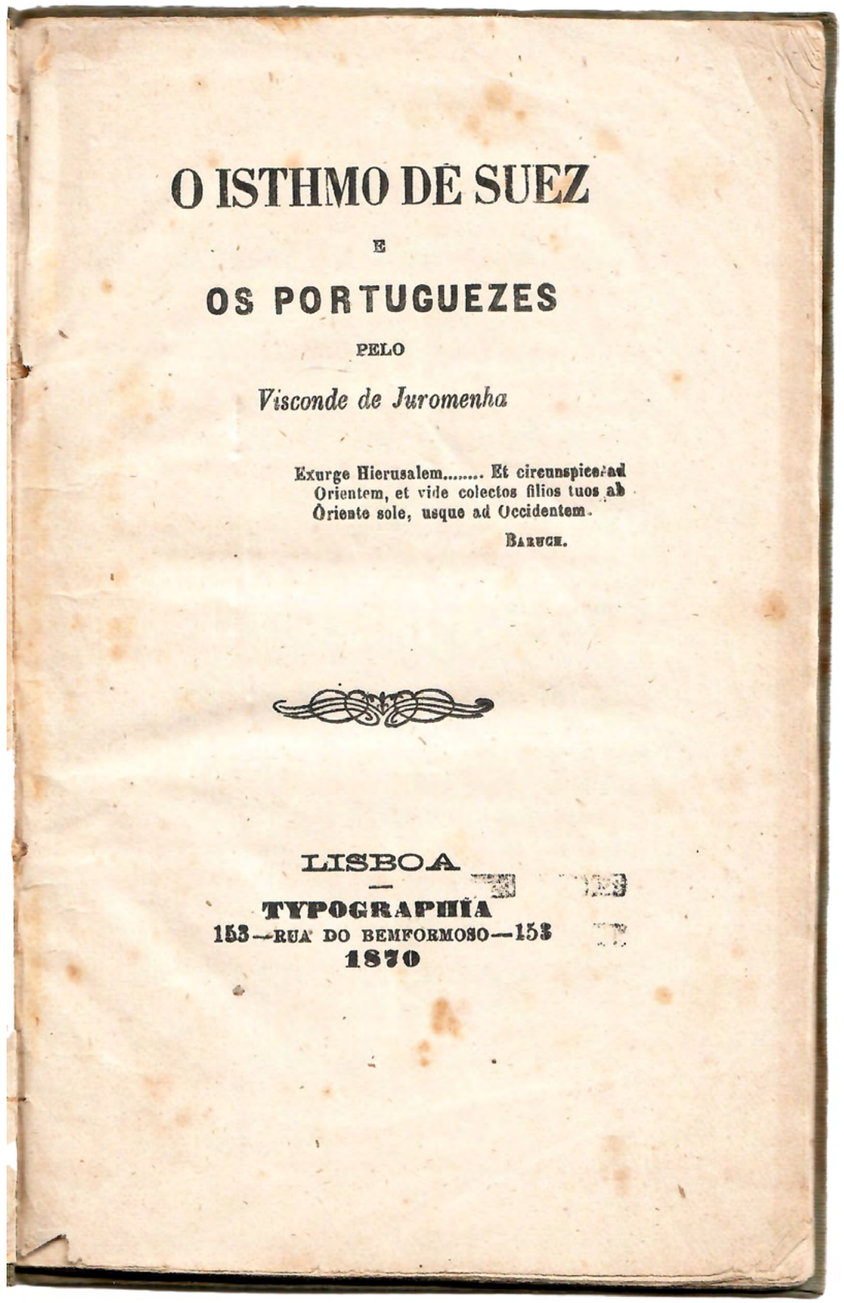
180 EUR

A scarce and timely historical-political essay examining the global geopolitical and maritime shifts triggered by the opening of the Suez Canal in November 1869. Written from a distinctly Portuguese perspective, this insightful pamphlet was originally published serially as weekly columns in the traditionalist Lisbon newspaper *A Nação* before being compiled into this standalone volume in 1870.

The text addresses a critical maritime paradigm shift, analyzing how the newly opened canal fundamentally disrupted classic trade routes by bypassing the Cape of Good Hope—the historic route around Africa pioneered by Vasco da Gama and Portuguese navigators during the Age of Discovery. Juromenha frames the work as an urgent economic wake-up call, warning that Portugal risked losing its remaining maritime and commercial prominence if it failed to adapt to the new Mediterranean-Red Sea axis dominating East-West shipping. Written through a deeply patriotic and religious framework, the essay balances nostalgia for the Golden Age of Portuguese discovery with sharp analytical projections regarding international transport, colonial trade, and infrastructure. Subtitled in contemporary reviews as the protest of a Portuguese Catholic, the work intricately weaves national economic survival together with traditional Catholic morals, positioning Portugal's historical identity as a necessary anchor in a rapidly changing global economy.

João António de Lemos Pereira de Lacerda, the 2nd Viscount of Juromenha, was a highly distinguished Portuguese historian, academic, and literary figure. A staunch royalist and traditionalist, he is best remembered in Portuguese letters for editing the definitive, monumental multi-volume collection of the works of Luís de Camões (*Obras de Luiz de Camões*), published by the Imprensa Nacional between 1860 and 1869.

We could trace four physical copies of the book on WorldCat, with possible additional listings under eBooks. They are held by the Spanish National Library, Harvard University, Princeton University, and Biblioteca de Arte – Fundação Calouste Gulbenkian. References: OCLC 959084518, 1137283840.


O ISTHMO DE SUEZ
E
OS PORTUGUEZES
PELO
Visconde de Juromenha

Exurge Hierusalem..... Et circumspice ad Orientem, et vide colectos filios tuos ab Oriente sole, usque ad Occidentem.
BARUCH.

LISBOA
—
TYPOGRAPHIA
153—RUA DO BEMFORMOSO—153
1870

No. 7

Dr. Duca Pasha. Administration sanitaire de l'empire ottoman, Service du bureau du contrôle

Mouvement général du pèlerinage du Hédjaz par les ports de la Mer Rouge. Annee de l'Hegire 1319. 1901-1902.
Présenté au Conseil Supérieur de Santé par le Docteur Duca Pacha.

[General movement of the Hejaz pilgrimage through the ports of the Red Sea in 1319 AH. 1901-1902. Presented to the Superior Health Council by Dr. Duca Pacha]

Istanbul: Imprimerie Osmanié 1902.

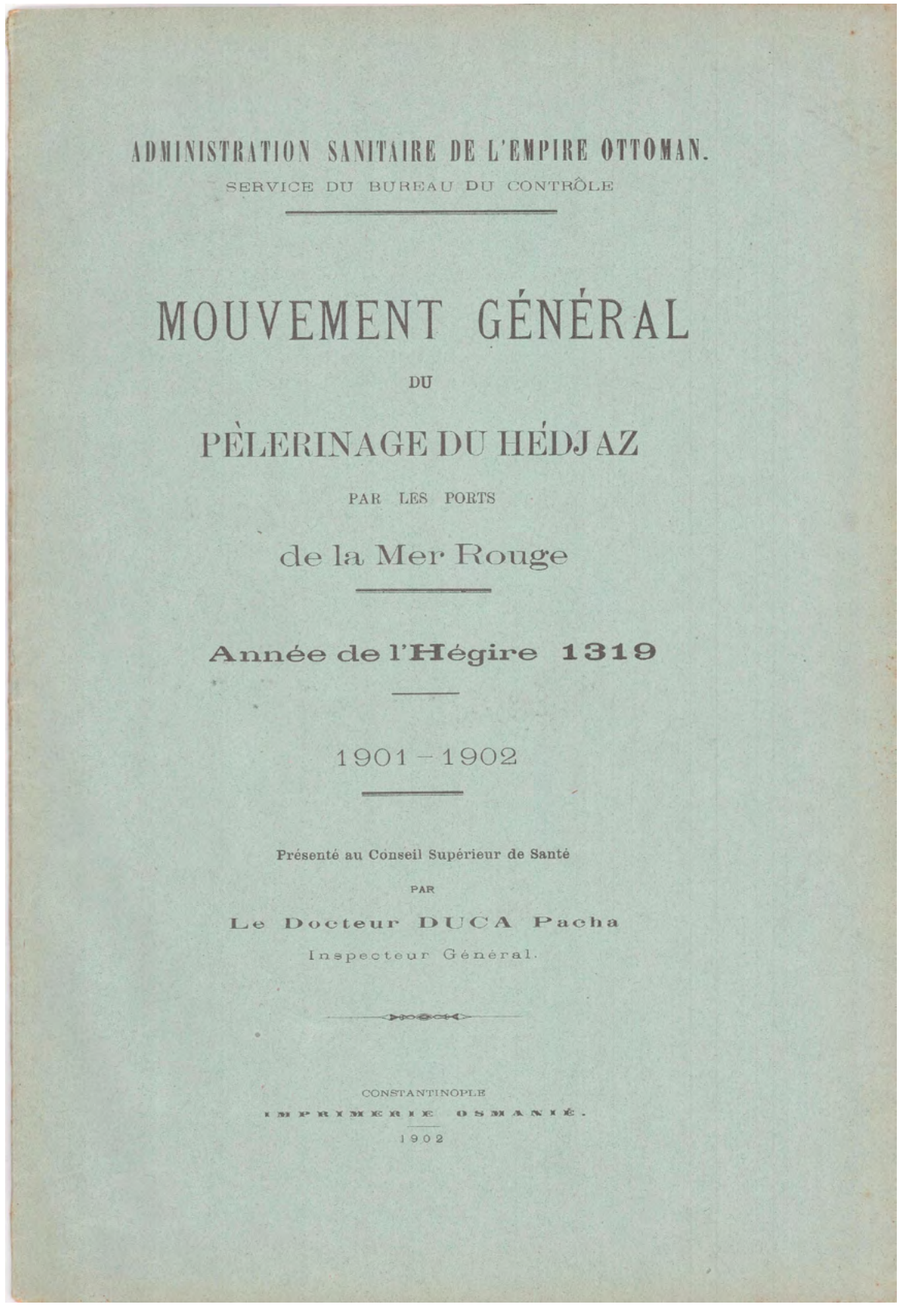
Folio. [32 pp.] Title page, 14 double-page charts, blank sheet, original blue wrappers with lettering (minor foxing, wrappers with tiny chips, but overall good)

This 1902 report by Dr. Duca Pacha for the Ottoman Superior Health Council documents the 1901–1902 Hejaz pilgrimage, providing detailed statistics on pilgrim origins and maritime routes, particularly regarding quarantine measures at Camaran Island during a cholera outbreak. The publication offers critical insights into early 20th-century international health policy, tracking passenger demographics—including travelers from India, Java, and the Gulf—and analyzing the sanitation challenges of steamship travel between the Indian Ocean and the Red Sea.

750 EUR

Published at the dawn of the twentieth century, this highly specialized administrative report reflects the intense geopolitical and epidemiological anxieties surrounding the Mecca pilgrimage (Hajj). As steamship travel modernized global transit, pathogens like cholera and plague spread at unprecedented speeds, transforming the Red Sea into a critical fault line for international health policy.

The volume captures a period of sharp diplomatic tension. Following the Paris Sanitary Conference of 1894, European powers increasingly scrutinized Ottoman public health protocols. A central point of contention was the British administration in India, which frequently resisted flexible quarantine measures due to commercial interests, maintaining their stance even after Robert Koch's bacteriological principles became standard medical consensus in Europe. In response to these international pressures and the devastating outbreaks of the late 19th century, the Ottoman Empire had heavily fortified its maritime defenses. This


ADMINISTRATION SANITAIRE DE L'EMPIRE OTTOMAN.
SERVICE DU BUREAU DU CONTRÔLE

MOUVEMENT GÉNÉRAL
DU
PÈLERINAGE DU HÉDJAZ
PAR LES PORTS
de la Mer Rouge

Année de l'Hégire 1319

1901 - 1902

Présenté au Conseil Supérieur de Santé
PAR
Le Docteur DUCA Pacha
Inspecteur Général.

CONSTANTINOPLE
IMPRIMERIE OSMANIÉ.
1902

1re Annexe au Tableau N° IV.

Tableau Général des PROVENANCES des Pélerins

reçus en libre pratique à Djeddah, à Hamidié (Lith) et à Confoudah.

Ports d'embarquement					Indiens	Afghans	Kyakhariens Turkestanis ou Tartares	Sujets Russes	MALAIS Javanais	MALAIS Autres Malais	Persans	Hadramautes et Makalies	Zanzibariens
Mer Rouge Méditerranée 11.972	Côte d'Europe	7174	Constantinople		11		3982	703			1046		
	Côte d'Asie	760	Smyrne										
			Seleukié										
			Mersine										
			Tripoli de Syrie										
			Beyrouth										
	Maroc	510	Tanger										
	Algérie	2533	Philippeville										
			Alger										
			Bône										
			Bougie										
			Oran										
	Tunisie	489	Tunis										
Mer Rouge 21.593	Côte Africaine	300	Suez		186	4	3992	687	7		2460		7
			Souakim										
			Massawa										
	Côte Arabique	1500	Médi									13	
			Hodéidah									46	
	Mer des Indes	1190	Hadjar		15								
			Aden		970	1	1		13	32		77	
			Makalla									576	
			Berbéra										
	Golfe d'Oman	87	Maskat		39	32							
	Golfe Persique	4107	Bassorah		69		39				864		
			Mohammera								105		
			Bouchir				16				1415		
			Linga								712		
			Bender-Abbas			27	60				727		
			Bahrein								97		
Extrême Orient 14 800	Inde	5899	Tchittagong		2563								
			Porbandar		1072	308	956						
	Malacca	6881	Singapour		22				3941	2817			
			Penang						615	127			
	Sumatra	104	Padang						104				
	Java	2506	Batavia						2506				
					5478	432	10376	1480	6483	2976	6426	712	7

NATIONALITÉ							OTTOMANS							TOTAL
Somalis	Soudanais	Marocains	Algériens et Tunisiens	Egyptiens	Autres Africains	Hédjazis et Yémenlis	Arabes de Turk	Syriens	Tripolitains	Anatoliotes	Roumeliotes	Albanais	Iles de l'Archipel	
..	..	..	..	..	..	2	..	..	..	570	770	..	..	7174
..	..	..	..	..	..	..	..	..	..	34	..	..	..	34
..	..	..	..	..	..	..	..	..	..	75	15	..	..	90
..	..	..	..	..	..	..	..	..	..	75	55	..	..	130
..	..	..	..	..	..	..	..	72	..	..	..	..	..	72
..	..	510	..	..	..	..	..	383	..	60	50	..	..	493
..	..	..	53	..	..	..	..	..	..	..	..	..	..	510
..	..	..	1208	..	..	..	..	..	..	..	..	..	..	53
..	..	..	47	..	..	..	..	..	..	..	..	..	..	1208
..	..	..	190	..	..	..	..	..	..	..	..	..	..	47
..	..	..	832	..	..	..	..	..	..	..	..	..	..	190
..	..	..	189	..	..	..	..	..	..	..	..	..	..	832
27	49	18	107	5486	9	732	..	617	743	1345	605	31	21	489
..	211	..	..	..	..	96	..	..	..	..	..	..	..	19128
..	468	..	..	..	..	70	..	..	..	..	..	..	..	337
..	..	..	..	..	..	..	..	..	..	..	..	..	..	538
..	..	..	..	..	..	10	..	..	..	..	..	..	..	23
..	25	..	..	..	..	1496	..	..	..	..	..	..	..	1587
..	..	..	..	..	..	..	12	..	..	..	..	..	..	27
14	29	..	..	..	..	92	..	..	..	..	..	..	..	272
24	..	..	..	..	..	..	..	..	..	..	..	..	..	576
..	..	..	..	..	..	..	..	..	..	..	..	..	..	94
..	..	..	..	..	..	..	29	..	..	..	..	..	..	81
..	..	..	..	..	..	48	267	..	..	100	..	..	..	1380
..	..	..	..	..	..	..	..	..	..	..	..	..	..	100
..	..	..	..	..	..	162	130	..	..	101	..	..	..	1803
..	..	..	..	..	..	..	..	..	..	93	..	..	..	302
..	..	..	..	..	..	..	..	..	..	2	..	..	..	316
..	..	..	..	..	..	..	..	..	..	37	..	..	..	134
..	..	..	..	..	..	35	..	..	..	..	..	..	..	3598
..	..	..	..	..	..	13	..	..	..	..	..	..	..	1711
..	..	..	..	..	..	59	..	..	..	..	..	..	..	6129
..	..	..	..	..	..	..	..	..	..	..	..	..	..	743
..	..	..	..	..	..	..	..	..	..	..	..	..	..	104
..	..	..	..	..	..	..	..	..	..	..	..	..	..	2506
65	863	528	2926	5486	9	2815	444	1072	743	3445	1495	31	21	53552

included an 1886 decree to establish ten isolation stations (*tahaffuzhanes*) on Camaran Island, culminating in the official opening of the fully modernized Camaran Lazaret in November 1898 to process all incoming traffic from beyond the Bab-el-Mandeb strait.

Authored by Dr. Duca Pacha for the *Service du bureau du contrôle*, this official document provides an exhaustive, data-driven overview of the 1319 AH (1901–1902) pilgrimage season. It acts as an operational census of global Muslim migration patterns under strict sanitary surveillance.

Comprehensive statistics track the geographic origins of arriving pilgrims. Crucial data groups travelers by region, including Indians, Afghans, Bukharans, Turks, Tatars, Javanese, Malays, Persians, Somalis, Iraqi Arabs, Anatolians, and populations from Hadramaut, Muscat, Yemen, and the Hejaz.

Beyond the raw figures, the report stands as a vital primary source for the study of global disease control. It highlights the friction between regional field data and official political declarations. While the Constantinople authorities issued a statement celebrating the eradication of cholera in the Hejaz and Yemen by late autumn 1902—urging a lifting of coastal restrictions—the fragility of this quarantine network is exposed by the subsequent discovery of a fatal cholera case aboard the British steamship *Gharbieh* upon its arrival at Suez in February 1903.

Ultimately, this text documents the exact transitional moment when the Ottoman Empire sought to standardize and simplify its disinfection regulations, attempting to firmly assert its own sanitary authority at ports of destination without completely paralyzing international maritime trade.

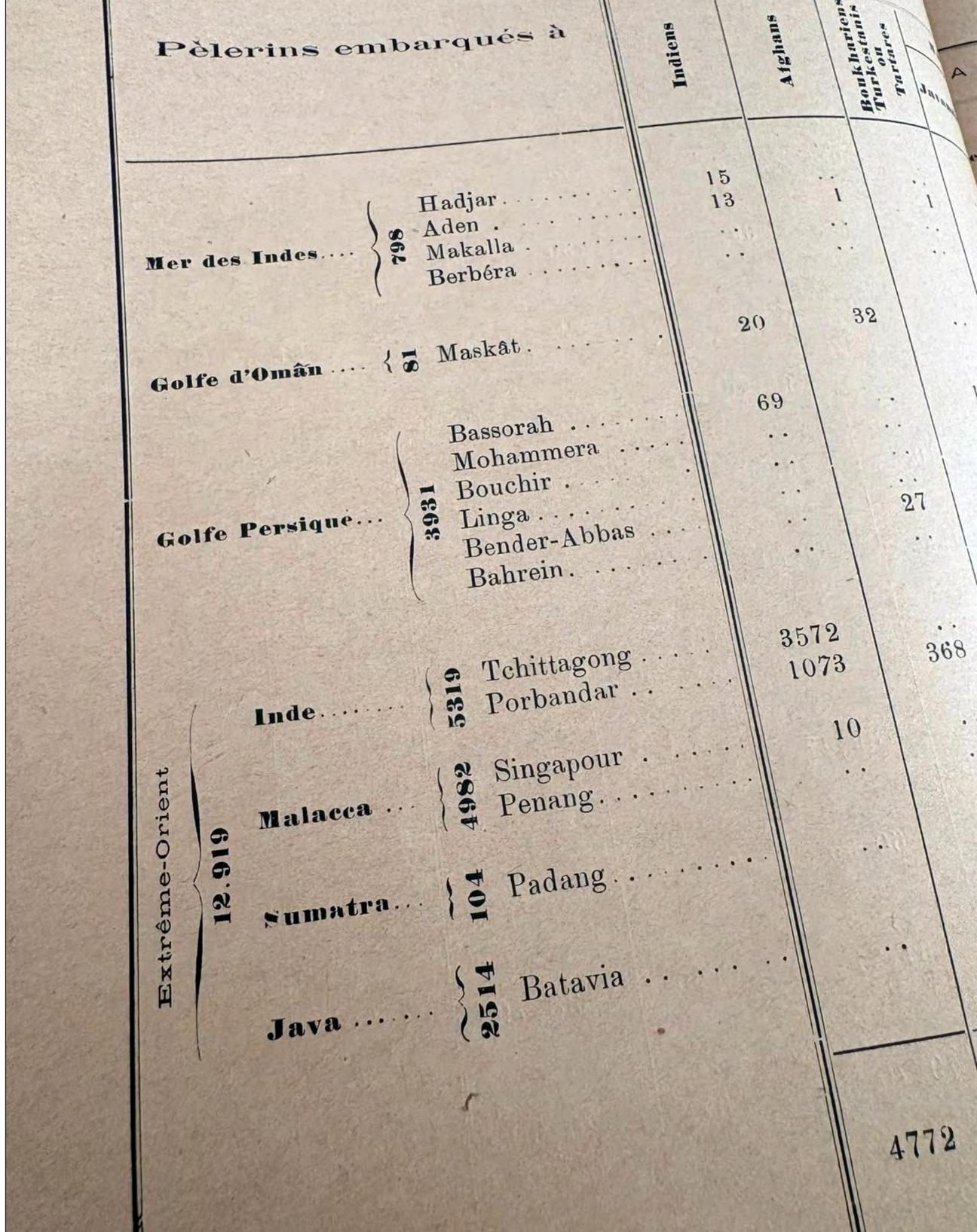
The Note on Rarity

This appears to be among the earliest publications in this series, issued under the same title until shortly before the First World War, possibly as late as 1913.

We have traced only one example of this edition on WorldCat, held by the New York Public Library, which also preserves later statistical reports through 1913 (OCLC 47003536). The Turkish National Library holds two examples of this 1902 report (but no other ones).

Reports with the same title but covering different statistical years are also recorded: Stanford University holds an 1898/1899 report (OCLC 47003536); the Berlin State Library holds a 1907 edition (OCLC 251454830); and the Bavarian State Library and Leiden University Libraries hold a 1910 edition (OCLC 259927197).

References: OCLC 47003536. Cf.: Recep Kürekli, From International Sanitary Conventions to Local Quarantine Practice: Camaran Island in the Late Ottoman Pilgrim Traffic Regulations, VAKANÜVİS- Uluslararası Tarih Araştırmaları Dergisi/ International Journal of Historical Researches, Yıl/Vol. 11, Sayı/No. 1, Bahar/Spring 2026 ISSN: 2149-9535 / 2636-7777



No. 8

Kartographische Abteilung des Stellvertretenden Generalstabes der Armee [Cartographic Department of the Military Deputy General Staff] - Hans von RAMSAY (1862 – 1938).

Karte des türkisch-ägyptischen Grenzgebiets (Vorläufige Ausgabe). Nur für Dienstgebrauch. Blatt 3-4
[Map of the Turkish-Egyptian Border Area (Preliminary Edition). For official use only. Sheet 3-4]

[S. l., But Germany, probably Berlin, and Istanbul:] 1915.

Colour lithograph on two contemporary joined sheets, measuring together 68 x 167 cm (27 x 65.7 inches), (soft folds, a little dusty, tiny tears and holes in margins, but overall good)

A rare German-Ottoman military map, covering the area between the port of Aqaba in Jordan to the east and the Suez Canal to the west, made on the eve of the Battle of Aqaba during the Arab Revolt, where the Ottoman Army was defeated in a surprise attack led by Lawrence of Arabia before he crossed the desert to reach Ismailia by the Suez Canal.

1.200 EUR

This rare map, here presented in two sheets, was created in 1915 through a collaboration between the German and Ottoman armies, who were allies during World War I in the Middle East.

The map depicts the strategic port of Aqaba and the surrounding area to the north, as well as the Suez Canal and its vicinity. The famous desert between these two locations is notable as it was crossed by Lawrence of Arabia in 1917 to reach Ismailia and report on the victory at Aqaba.

The key on the map explains the symbols used, which represent various features, including three different sizes of settlements based on their importance, individual houses, forts, hans, watchtowers, monasteries, lighthouses, ruins, destroyed walls, holy sites (graves or mosques), graves, mills, caves or holes, stone hills, trigonometric points, railways (including ones where the exact lines are unknown), destroyed railways, caravan roads, important roads, explored roads, telegraph lines (including those with unknown routes), various types of water formations, woods, brushwood, palm trees, notable trees, and the edges of the desert.

Additionally, the map marks wells with drinkable water, bitter water sources, locations with ovens, pilgrim-

Karte des türkisch-ägyptischen Grenzgebietes. (Vorläufige Ausgabe)

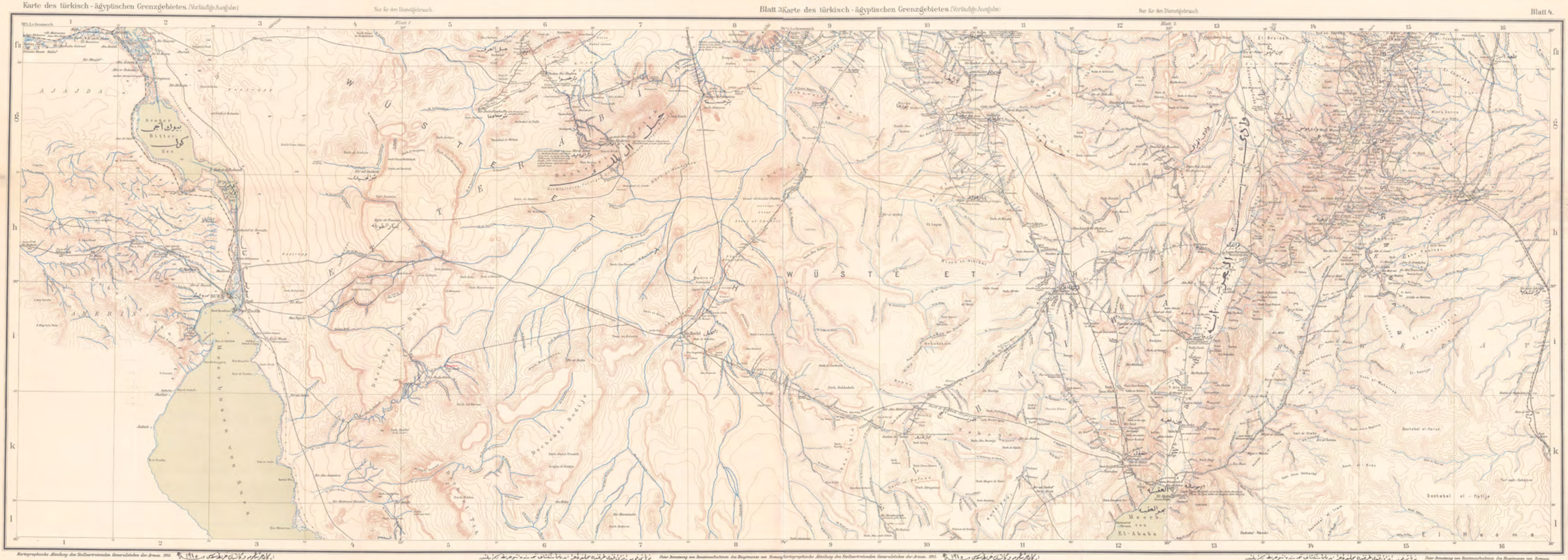
Nur für den Dienstgebrauch.

Blatt 3

Karte des türkisch-ägyptischen Grenzgebietes. (Vorläufige Ausgabe)

Nur für den Dienstgebrauch

Blatt 4.


Nur für den Dienstgebrauch
Blatt 1
Blatt 2
Kartographische Abteilung der Stellvertretenden Generalstabes der Armee. 1915.
Unter Benutzung von Routenaufnahmen des Hauptmanns von Romang
1:250000.
1 : 250 000.
Meters
Deutsch
Arabisch
Inhalt
Index
Suez
Mekka
Ajajda
Nuweiba
Akaba
Sinai
Wüste et-Tih
Dschebel el-Halija
Dschebel el-Hesma
Dschebel el-Garad
Dschebel Nadab
Dschebel Dschunejdil
Dschebel Dschunejdil Dahab
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routes, suitable travel roads, guardhouses, areas inhabited by various tribes, and Turkish warehouses.

The landscape is also described with phrases such as “entirely white area with no plants,” “a tree visible from afar,” “destroyed guardhouses,” “a 3.5-meter deep water hole with four fountains in the riverbed,” and “water that is sweet but smells a bit due to infrequent use.” There is also mention of a spring located ten minutes downstream—“a very deep hole with sweet water that vanishes shortly after use.”

The map was based on surveys by Hans von Ramsay (1862–1938), best known for his work in Germany’s African colonies. Printed in Germany, it was transported to Istanbul, where it was overprinted with Ottoman translations and transcriptions, as was common at the time.

The Battle of Aqaba: The Breakthrough in the Arab Revolt

In early 1916, Britain’s Middle Eastern campaign was faltering: Gallipoli had failed, Kut was under siege, and Ottoman-German forces threatened Egypt and the Suez Canal. To regain momentum, Britain sought to open a new southern front against the Ottomans by backing Hussein bin Ali, Sherif of Mecca, who ruled the Hejaz under Ottoman suzerainty.

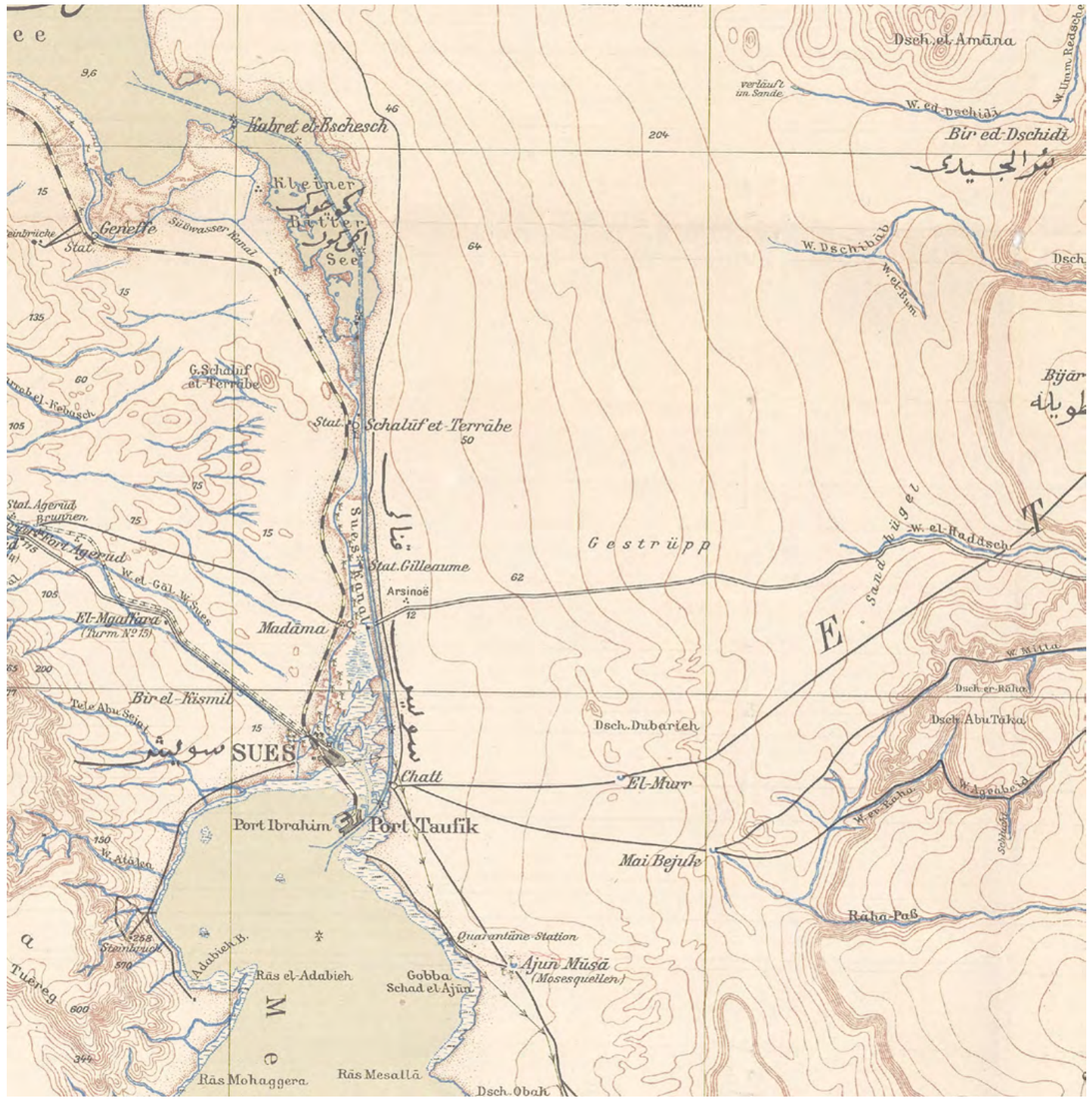
After secret correspondence beginning in 1915, the British persuaded Hussein to revolt in June 1916, promising money, military aid, and support for a future Arab kingdom. The Arab Revolt quickly gained ground in the Hejaz, but the Ottoman garrison at Medina held out, sustained by the Hejaz Railway from Damascus. Many Arab tribes remained cautious, and British officials doubted the Sherifal army’s capabilities. In October 1916, Lieutenant T. E. Lawrence was sent to assess Hussein’s forces. He soon developed a close working relationship with Emir Faisal and became a key British intermediary in the Hejaz, aided by the important behind-the-scenes work of Gertrude Bell.

Lawrence helped secure Faisal’s command of the main Sherifal forces and encouraged a mobile guerrilla strategy rather than a direct assault on Medina. Arab forces repeatedly raided the Hejaz Railway, weakening Ottoman supply lines and capturing valuable stores.

Yet control of the Hejazi desert had limited strategic value unless the revolt pushed north toward the Levant and Damascus. In January 1917, Lawrence joined a 3,000-strong Arab force led by Auda Abu-Tayeh, a Howeitat chief, moving from Wejh toward Aqaba while attacking the railway inland. Aqaba was a vital Ottoman base at the junction of Egypt, the Levant, and the Red Sea. Its coastal defenses made a naval attack difficult, but it was lightly defended from the landward side, which the Ottomans considered protected by desert.

In early July 1917, Auda and Lawrence advanced on the Ottoman outposts south of Aqaba. Outnumbered and unprepared for an attack from the interior, the Ottoman command surrendered the town. On July 6, Arab forces entered Aqaba, winning the revolt’s first major strategic victory and capturing numerous prisoners. Because Aqaba lacked telegraph links with Egypt, Lawrence rode 160 miles to Ismailia in 49 hours to report the victory. The news boosted British confidence in the Arab Revolt, strengthened support among Muslim allies and colonial subjects, and brought Faisal’s forces greater resources.

By August 1917, Aqaba had become Faisal’s main base for operations into Transjordan and Palestine. For the rest of the war, the Sherifal army supported the British advance into Syria and the final defeat of the Ot-



mans in the Middle East in October 1918.Despite its legendary status, the Arab Revolt did not achieve its ultimate political aim. Britain and France secretly divided much of the region between themselves, leaving allied Arab leaders with limited authority and creating consequences that shaped the modern Middle East.

These are sheets 3 and 4 of four published sheets. The sheets were used separately, depending on the required area. These two sheets were contemporary joined together. In 2023, we only have sheet number 4, issued in 1916.

No. 9

KARTOGR. ABTEILUNG DER KGL. PREUSS. LANDES AUFNAHME
[MAPPING DEPARTMENT OF THE IMPERIAL PRUSSIAN SURVEYING OFFICE]

Karte der Eisenbahnen Syriens, Palästinas und Hedschâzs. Blatt 2
[Map of the Railways of Syria, Palestine, and Hejaz. Sheet 2]

[S. l., put probably Middle East:] April 1918.

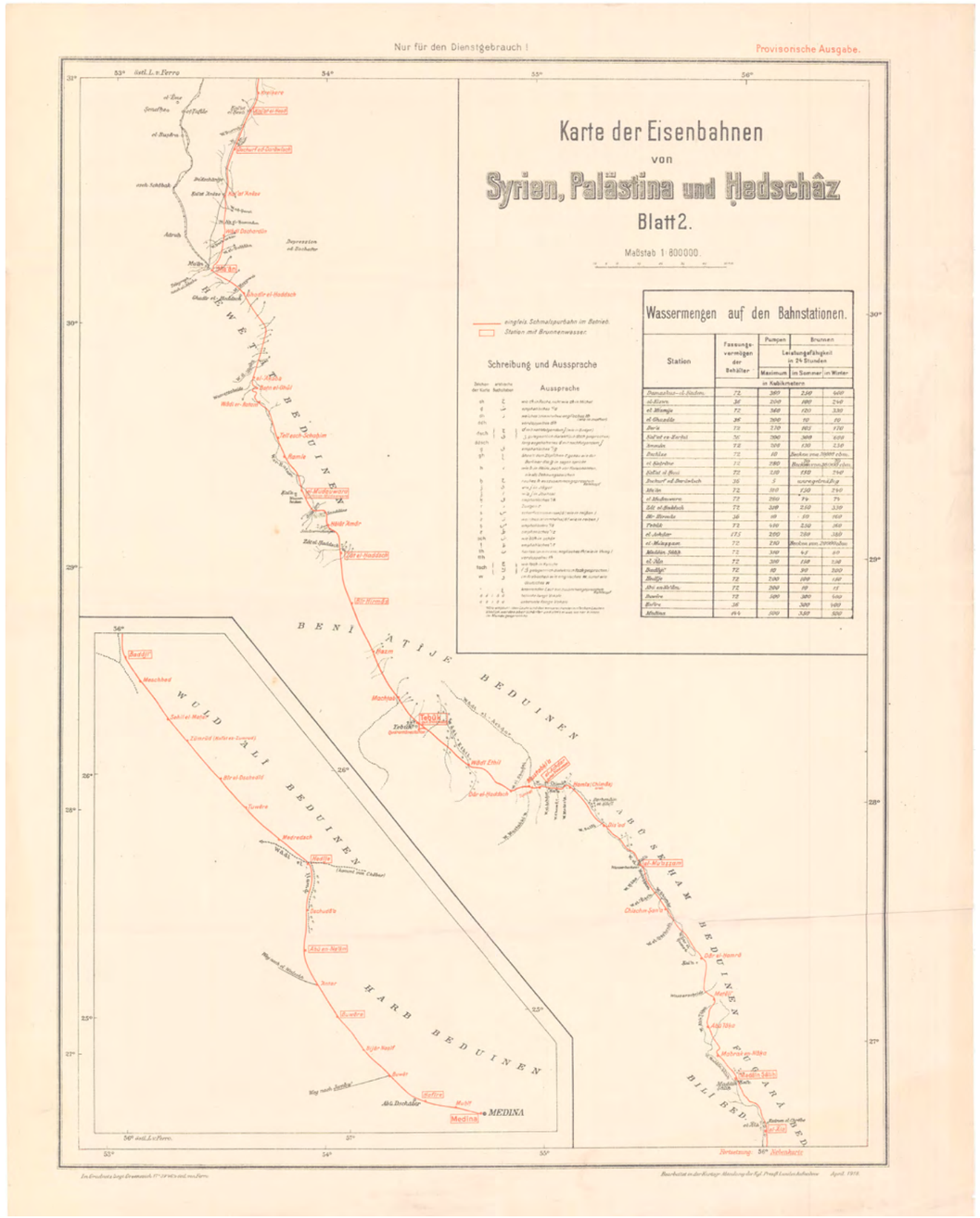
Lithograph in black and red, 69,4 x 55,4 cm (27.3 x 21.8 inches), (soft folds, but overall good).

A rare military map produced exclusively for the German army, tracking the strategic corridor of the Hejaz Railway from south of Damascus to Medina, complete with marked water stations and an Arabic phonetic glossary.

4.200 EUR

This document serves as an explicit visual record of the high-stakes logistical engineering that sustained the Hejaz Railway during the Middle Eastern theatre of World War I. Built under Sultan Abdul Hamid II primarily to connect Damascus with the holy cities of the Arabian Peninsula, the narrow-gauge line functioned as the paramount strategic lifeline for Ottoman troops holding the desert frontiers. As formal wartime allies, the German Empire deployed elite engineers, cartographers, and the specialist Asia Corps (*Asien-Korps*) to optimize, secure, and defend this vulnerable rail infrastructure. Crucially, this map was generated strictly for the restricted internal and operational military use of the German army, designed to assist field commanders and intelligence staff in navigating a perilous, highly contested environment.

By 1918, the railway became the central target of the asymmetric guerrilla campaign spearheaded by the Arab Revolt, famously organized and advised by British officer T.E. Lawrence ("Lawrence of Arabia"). Lawrence's strategy intentionally avoided destroying the railway completely; instead, his forces repeatedly blew up tracks, bridges, and locomotive water stations to permanently tie down thousands of Ottoman troops and German repair crews in defensive positions across the desert expanse. To guide forces through these threats, this large-format military map utilizes a striking asymmetric layout specifically engineered to isolate and map the long, linear corridor of the Hejaz Railway without wasting space on the surrounding empty desert. The main cartographic composition embraces the areas between Kreikere, a small station located just north of Qat'al Al-Hasa in modern-day Jordan, and AlUla in Saudi Arabia. To maintain a compact and functional frame, a separate, systematically positioned inset map showcases the continuation of the line down to its heavily fortified ultimate destination in Medina.



Bîr el-Dschedîd

Tuwêre

Medredsch

Wâdi el-Ḥamḍ

Ḥedîje

(kommt von Chêbar)

Dschudâ'a

Abū en-Na'am

Weg nach el-Wedschh

'Antar

Buwêre

Bijâr Naṣîf

Buwêt

Weg nach Jambu'

Abū Dschâbir

Ḥafire

Muḥît

Medina

MEDINA

26°

25°

57°

ḤARB BEDUINEN

Wâdī Ethil

Dâr el-Ḥaddsch

Tunnel

W. el-Ghudaf

Mustabki'a

el-Achdar gutes Trinkwasser

W. el-Achdar

W. el-Chawâ'ir

W. el-Chimâs

Kala

W. Medasig.

Hamîs (Chimâs) arab.

Dschenâin el-Kâdi

W. Mustabki'a

W. Salîf

Dis'ad

W. el-Kala

Wasserbecken

el-Mu'azzam

W. Hôke

Muazzam

W. el-Esch.

W. Ghumâr

Chischm San'a

W. el-Dschenêb

W. Dâr el-Ḥamrâ

Dâr el-Ḥamrâ

Kal'a "

Wasserscheide

Meṭêli'

W. Abū Tôka

Abū Tôka

Mabrak en-Nâka

W. Madâin Ṣâliḥ

Madâin Ṣâliḥ

Kal'a

Madâin Ṣâliḥ

el-Ālā

Rainen el-Chrêbe

el-Ālā

ḤEDSCHAZ BEDUINEN

ḤAURĀN BEDUINEN

ABÜSEHAM BEDUINEN

FUGARA BILI BED.

Fortsetzung: 56° Nebenkarte

The cartographic symbology is highly specialized for rapid tactical assessment. The railway line is printed as a distinct, solid red line cutting through the beige-toned desert, while specific stations equipped with vital water wells are marked with prominent red squares. Major fortress towns, strategic hubs, and the names of principal military checkpoints are highlighted inside matching bright red cartouches to draw immediate attention. Stretching across the vast empty spaces flanking the tracks are large, sweeping text arcs written in an elegant serif typeface. These identify the territories of the great nomadic Bedouin confederations, such as the *Wuld Ali Beduinen, Beni Atije Beduinen, Shammar Beduinen*, and *Harb Beduinen*. This represented critical tactical information for German and Ottoman forces, allowing them to instantly identify which tribe's territory they were crossing and assess the potential threat of localized guerrilla ambush.

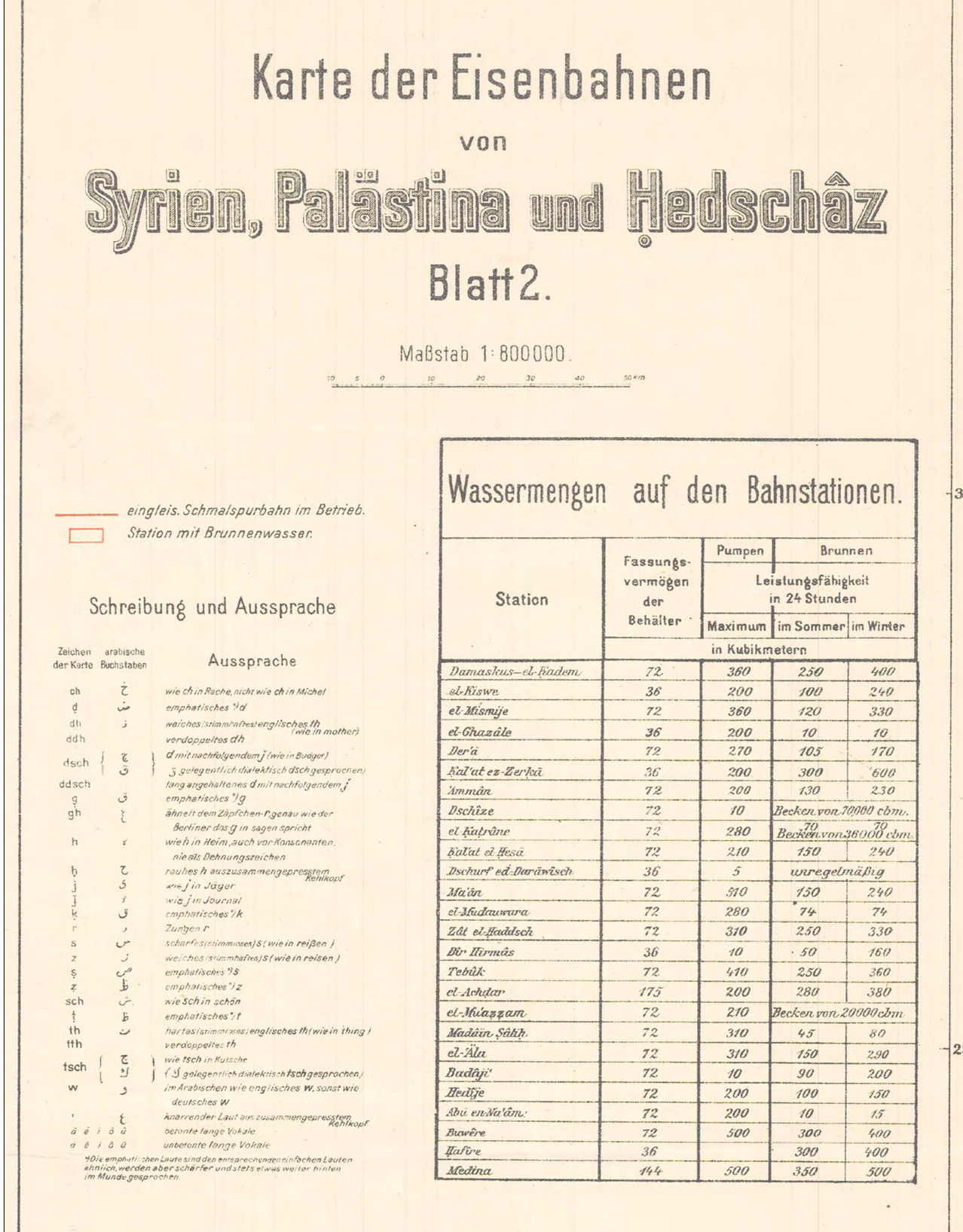
Positioned centrally below the main title are two highly sophisticated intelligence tools developed specifically to bridge operational gaps for German frontline officers operating in the Levant and the Arabian Peninsula. The first is the complex Hydrological Matrix (*Wassermengen auf den Bahnstationen*), which calculates water storage and well capacity in cubic meters. In an arid desert environment, water was a critical resource; steam locomotives required massive, reliable volumes of water to generate power and prevent catastrophic boiler explosions. This precise statistical table enumerates the vital technical capacities of twenty-five key stations along the line, capturing the entire logistical spine of the Levant campaign—including Damaskus-el-Kadem, Ammân, Ma'ân, el-Mudauwara, Tebûk, Mada'in Salih, el-'Ala, and Medina. The matrix tracks tank storage capacity (*Behälter-Fassungsvermögen*), showing that Medina held the largest reserve at 144 cubic meters, and details the maximum pumping output within a 24-hour cycle (Pumpen-Leistungsfähigkeit), where Tebûk and Ma'ân boasted heavy-duty outputs of 410 and 510 cubic meters respectively. It also outlines the seasonal capacity of the station wells (*Brunnen-Ergiebigkeit*), revealing critical operational hazards such as Dschurf ed-Darawîsch, which is explicitly marked as *"unregelmäßig"* (unreliable/irregular). Furthermore, huge subterranean cisterns (*Becken*) are recorded for isolated outposts like Dschîze (70,000 cbm) and el-Mu'azzam (20,000 cbm) to plan for areas lacking natural springs.

Beside this matrix sits the second tool, an exhaustive Phonetic Orthography Guide (*Schreibung und Aussprache*), which bridges the language barrier for German-speaking officers by breaking down the unfamiliar sounds of the Arabic script into precise phonetic equivalents. To ensure flawless communication, joint-command coordination, and accurate intelligence reporting among German-speaking staff, this left-hand panel meticulously defines deep-throat consonants. It explicitly warns the user of a *"rauhes, zusammengepresstes H"* (rough, compressed H) for the letter *Ḥā* or a *"knarrender Laut"* (creaking, guttural sound) for the letter *ʿAyn*. It also alerts officers to regional dialect variations, noting where certain letters are *"gelegentlich dialektisch dsch gesprochen"* (occasionally pronounced as 'dsch' dialectically). Finally, the upper margin ties the document together by identifying the graphic legends used across the sheet, explicitly distinguishing a standard single-track narrow-gauge line in operation (*eingleis. Schmalspurbahn im Betrieb*) from a station possessing vital well water sources (*Station mit Brunnenwasser*).

A Note on Rarity

This map was issued strictly for the internal, restricted use of the German military forces stationed in the region. Although designated as Sheet 2 of a larger two-part set, individual sheets were commonly deployed as standalone assets based on a unit's specific area of operation.

We were unable to find any other examples of the map.



REVIVAL OF THE HEJAZ RAILWAY
LOVE LETTER
WHEN YOUR MIND WANDERS OFF TRACK

No. 10

ANON. [Engineer of the Egyptian branch of the Hejaz Railway]

[Printed Letterhead:]
حجاز خطی مصر شعبه سی
سر مهندسلکی
عدد

[Hejaz Railway, Egyptian Branch
Chief Engineering Department
No]

Göztepe, a neighborhood of Konak in Izmir Province: 29. 12. [13]38 [February 28, 1923].

1 sheet, 35,8 x 23,1 cm (14.1 x 9,09 inches). Manuscript in blue ink in Ottoman-Turkish on both sides of a sheet, printed letterhead (soft folds, tiny tears in margins, but overall good).

This deeply emotional, long, passionate, and longing love letter was written by an engineer of the Egypt Branch of the Hejaz Railway in the post-WWI era while trying to rebuild the tracks and make new connections.

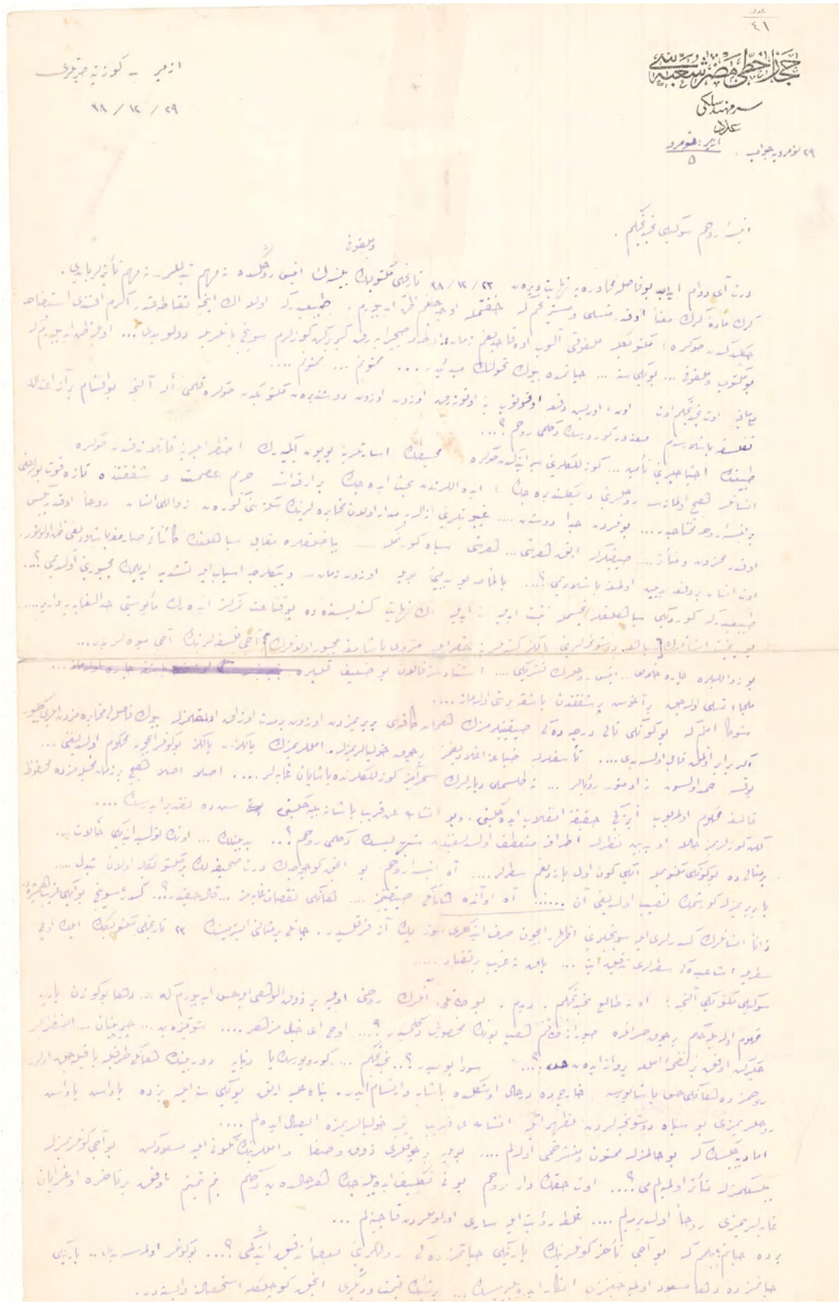
680 EUR

This letter is an emotional, poetic, and richly descriptive piece of personal correspondence written during a prolonged separation. The author addresses an unnamed woman.

Although the author does not sign the letter, the letterhead, official annotations and his references to the railway suggest that he worked in the engineering department of the Egyptian branch of the Hejaz Railway. The inscription in the upper right-hand corner indicates that the letter was written in Göztepe, a neighborhood in Konak, Izmir Province. During the Ottoman period, Göztepe was an affluent suburb ofIzmir, primarily inhabited by Greek merchants.

The letter dates from the brief post-World War I attempts to revive and expand the Hijaz Railway, which were led by several parties, particularly one based in Egypt. The railway had been damaged during the Arab Revolt of 1915, and while restoration efforts continued for decades, it was never fully rebuilt. On the other hand, important railway connections were built between Egypt and Haifa.

The author mentions that the lady is also writing to him and shares the same sentiments.



The first page and half of the back page are filled with sentences that would approximately translate to:

“Companion of my soul, my beloved... Your historic letter has arrived, bringing a thousand and one comforts and profound solace to my aching spirit.

For four long months, this difficult state of affairs and our agonizing separation have persisted without relief. In this fleeting, unstable world, receiving your handwritten words immediately following such an enduring silence has become the single greatest consolation of my entire life.

As I read and reread your letter, my eyes completely filled with tears of pure joy. I found myself overwhelmed by a profound sense of gratitude. The memory of your face and the warmth of your presence immediately came alive in my imagination. Your words have practically brought a healing remedy and a deep sense of peace to my distressed soul.

To be separated from you is a heavy burden, yet looking upon your script makes the distance vanish. It is as though your voice is echoing through these lines, bringing life back to an otherwise dark and quiet existence. Every word you penned stands as a testament to the enduring bond we share, acting as an emotional anchor during these turbulent times.

Please do not allow such a long period of silence to stand between us again, as your letters are my only true comfort. On this blessed occasion, I send you my most sincere wishes, wrapped in everlasting affection and undying love...

...

My spirit and feelings have gradually grown accustomed to this quiet solitude. I have managed to build a peaceful sanctuary within my own mind, away from the harsh noise of the outside world. Therefore, I try to lift this heavy burden from my heart by taking slow, deliberate steps. I allow myself to sink into dark, quiet nights, only to find our spirits meeting within the realm of dreams and shared imaginations...”

The latter part of the page discusses his family matters, particularly his mother’s health. He also mentions the railway, which prevents him from visiting his love:

“Regarding the matter we discussed before, my current situation requires careful attention. I received some communication concerning the state of the railway administration.. They have enacted new regulations that affect our positions. Because of these changes, my employment situation has become quite complicated over the last few days, and I am trying to resolve it without facing further setbacks.”

No. 11

Mehmet Emin (also known as Muhammad Amin ZAKI and Mehmed Emin ZEKI, 1880–1948).

سلمان پاك ميدان محاربه سى "قته سيفون" و زيلى
[Selman-ı Pak Meydan Muharebesi "Ktesifon" ve Zeyli / Battle of Salman Pak “Ctesiphon” and Appendix]

Istanbul: Matbaa-i Askeriye [Military Press], 1337 [1921].

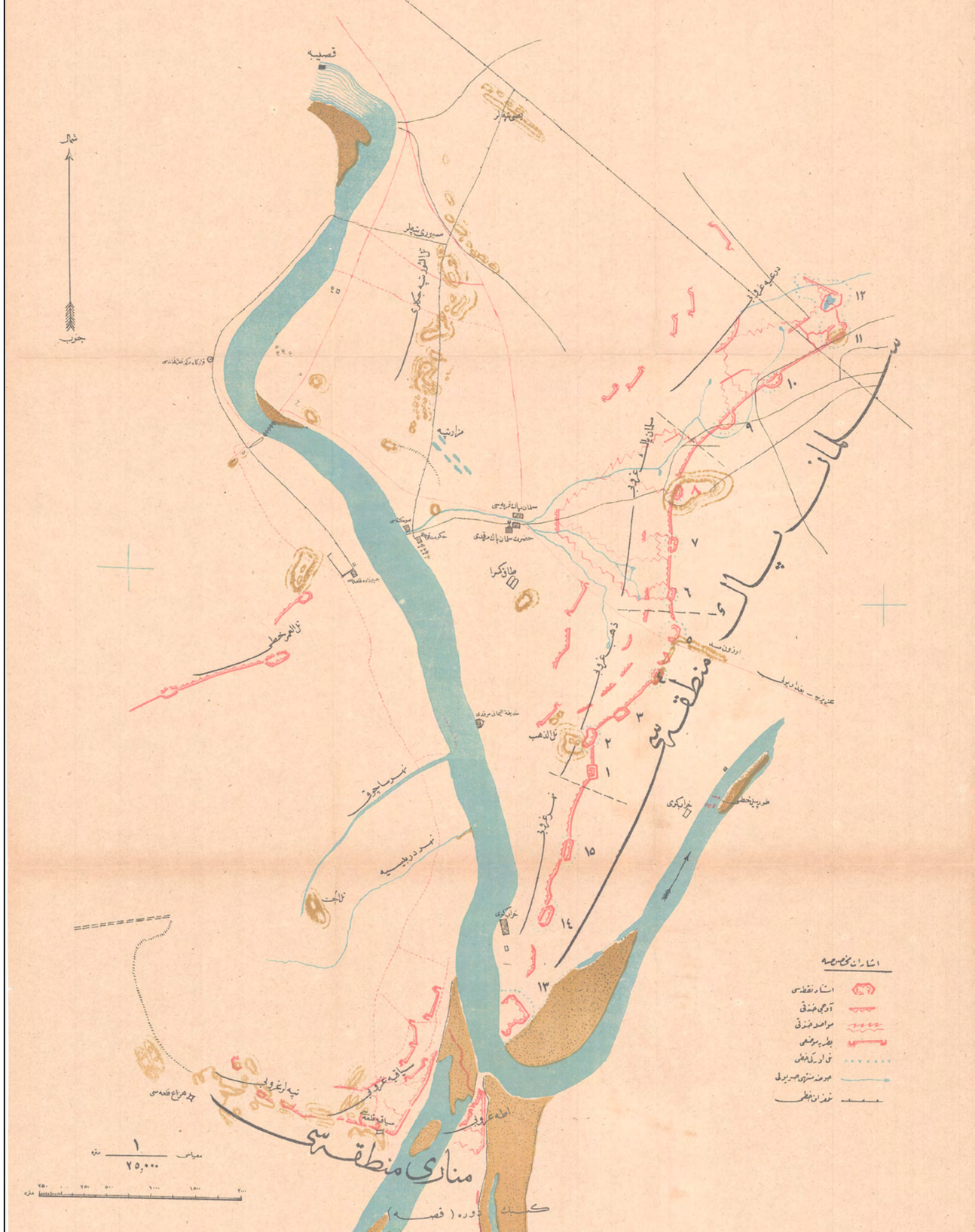
8º, 15 maps, some printed in colour, and 5 black and white charts, all printed on 10 folding sheets of various sizes – same number as quoted on the title page – complete, 147 pp., contemporary black tan linen binding with embossed decoration, gold lettering on the spine, patterned endpapers (age toned with some foxing, especially to first and last pages, plates with sporadic tears and small holes in folds and margins, small tears in endpapers, binding little scuffed).

A comprehensive first-hand report on the Battle of Salman Pak, located south of Baghdad, which took place during the Mesopotamian campaign, authored by Bimbashi (Major) and military historian Mehmet Emin, featuring extensive maps and charts for detailed analysis.

1.600 EUR

The book provides an account of events during the Mesopotamian campaign from November 27 to December 1, 1915, with particular emphasis on the Battle of Salman Pak, located approximately 24 km south of Baghdad and fought between November 22 and 25, 1915. This battle held significant strategic importance for the Ottoman forces, as it halted the British advance toward Baghdad and enabled the establishment of a defensive position at Kut Al Amara (the First Battle of Kut). The text is notable as the only extant first-hand Ottoman account of these events.

The text is supplemented by large-scale maps that illustrate various aspects of the siege and indicate troop numbers. In stark contrast to these detailed visual aids, the Ottoman forces conducted their operations entirely without the use of maps. As noted by Mehmet Emin, *"There was not such a thing as a map in the whole Turkish force."* He recounts an incident in which Ottoman troops downed a British aircraft and derived greater satisfaction from acquiring a small map found on board—providing them with valuable information about the terrain and enemy positions—than from the aircraft itself.

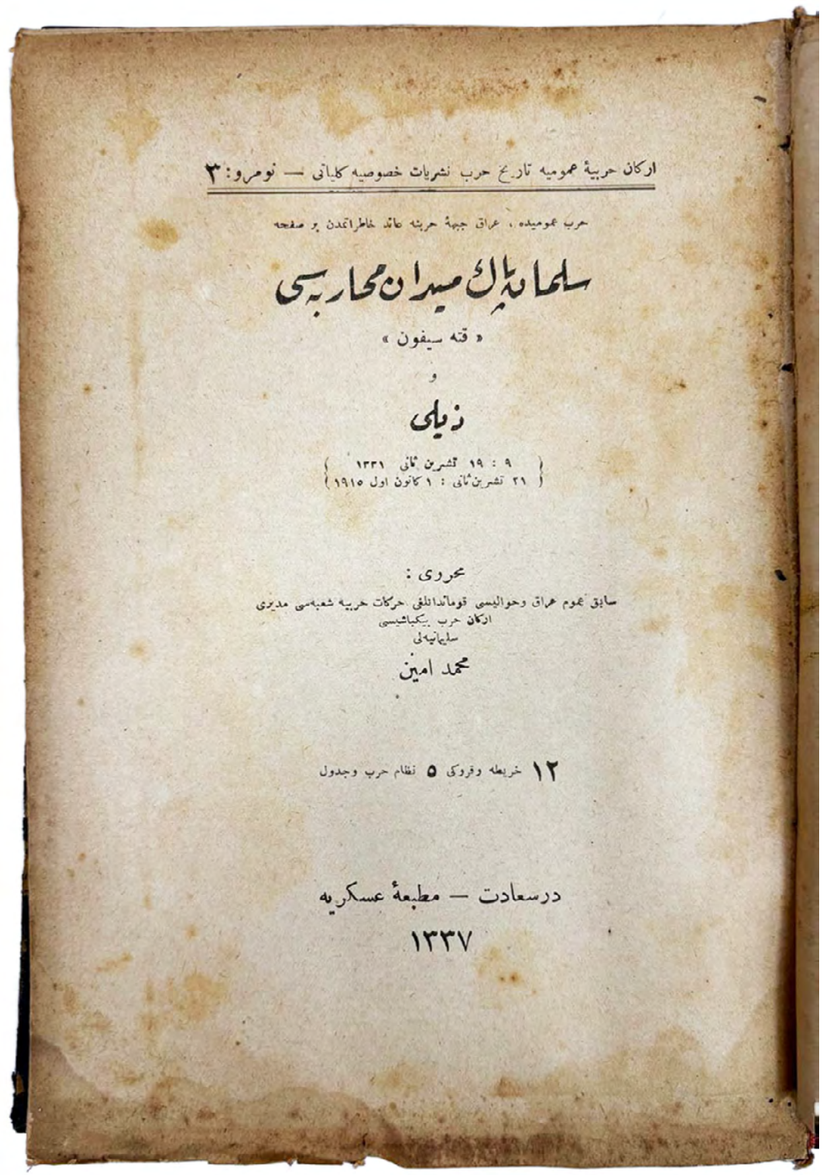


The campaign marked **the first occasion in military history where maps were created using photographs captured from aircraft.**

The appendix, beginning on page 101, provides an account of the Battle of Delabiha (Umm at Tubul) near the outskirts of Baghdad, which took place on December 1, 1915.

Major Mehmet Emin (also known as Muhammad Amin Zaki and Mehmed Emin Zeki, 1880–1948) was a Kurdish historian, military history lecturer, and major in the Ottoman Army. He was born in Sulaymaniyah in the Kurdistan Region of Iraq and relocated to Baghdad in 1923, where he taught at the Military Academy.

We could trace examples in following institutions, listed on Worldcat (possibly there are more examples listed under different variations of the title): Library of Congress, Bavarian State Library, University of California Los Angeles, Universitätsbibliothek der Eberhard Karls Universität.



ارکان حربیهٔ عمومیه تاریخ حرب نشریات خصوصیه کتابی — نومرو: ۳

حرب عمومیده، عراق جبههٔ حربیه عائد خاطراتدن بر صفحه

سلمان پاك میدان محاربه سی

« قته سیفون »

و

ذیلی

۹ : ۱۹ تشرین ثانی ۱۳۳۱
۲۱ تشرین ثانی : ۱ کانون اول ۱۹۱۵

محرری :

سابق عموم عراق وحوالیسی قوماندانلغی حرکات حربیه شعبه سی مدیری
ارکان حرب یکباشیسی
سلیمانیه لی

محمد امین

۱۲ خریطه وفروکی ۵ نظام حرب وجدول

درسعادت — مطبعهٔ عسکریه

۱۳۳۷

No. 12

عدليه وكالتى احصائيات مديريتى [ADLIYE VEKÂLETI İHSAIYAT MÜDIRIYETI / DIRECTORATE OF STATISTICS OF THE MINISTRY OF JUSTICE].

تموز ١٩٢٦ ده عموم مَحبوسخانەلرده مَوجود ومَحكوم اَشخاص
Convicted individuals present in general prisons in July 1926

[Istanbul:] جمهوريت مطبعەسى [Cumhuriyet Matbaası / The Republic Press] 1926.

Colour lithography, 41 x 57 cm (16.3 x 22.6 inches), (soft folds, overall good).

An exceptionally rare and complete early Turkish Republican data visualization poster mapping the national prison population and judicial sentence distributions.

2.400 EUR

The radical transformation of the Turkish legal landscape began in earnest with the adoption of the 1924 Constitution, which systematically dismantled centuries of Ottoman legal tradition. By assigning all judicial authority strictly to independent secular courts and completely abolishing the long-standing religious sharia courts, the young Republic of Turkey laid the institutional bedrock for a thoroughly modernized, westernized state.

This dramatic shift from religious jurisprudence to a unified, secular civil code demanded a powerful public demonstration of institutional efficiency and state authority. The newly reorganized Ministry of Justice proudly turned to advanced data visualization as a tool of bureaucratic triumph. Large-format, polychrome statistical broadsides, such as this July 1926 poster, served as a highly visible testament to the success of the new judicial system. By organizing complex penal data, sentencing metrics, and nationwide prison populations into beautifully structured, geometric infographics, the state was not merely cataloguing statistics—it was visually broadcasting its newfound capacity for objective surveillance, legal uniformity, and modern administrative control to a nation in transition.

Printed in July 1926—just two years prior to Turkey's historic 1928 adoption of the modern Latin alphabet—this impressive document represents a pinnacle of early Republican administrative modernization and statecraft, heavily inspired by classical European graphical statistics.

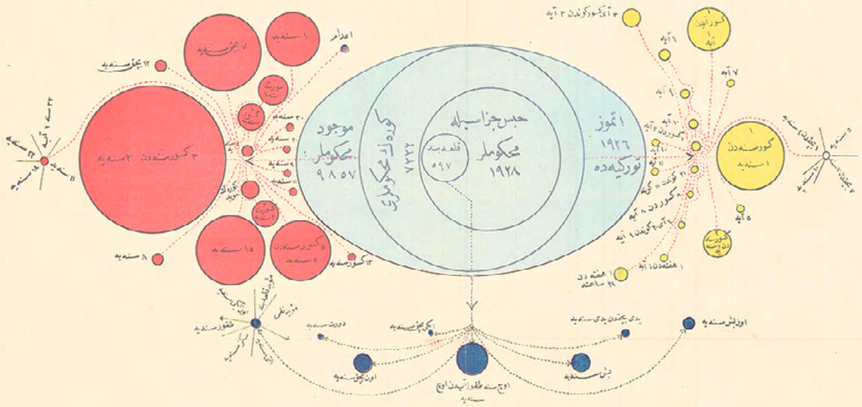
The broadside is structured into an interconnected layout designed to present complex legal data at a single glance:

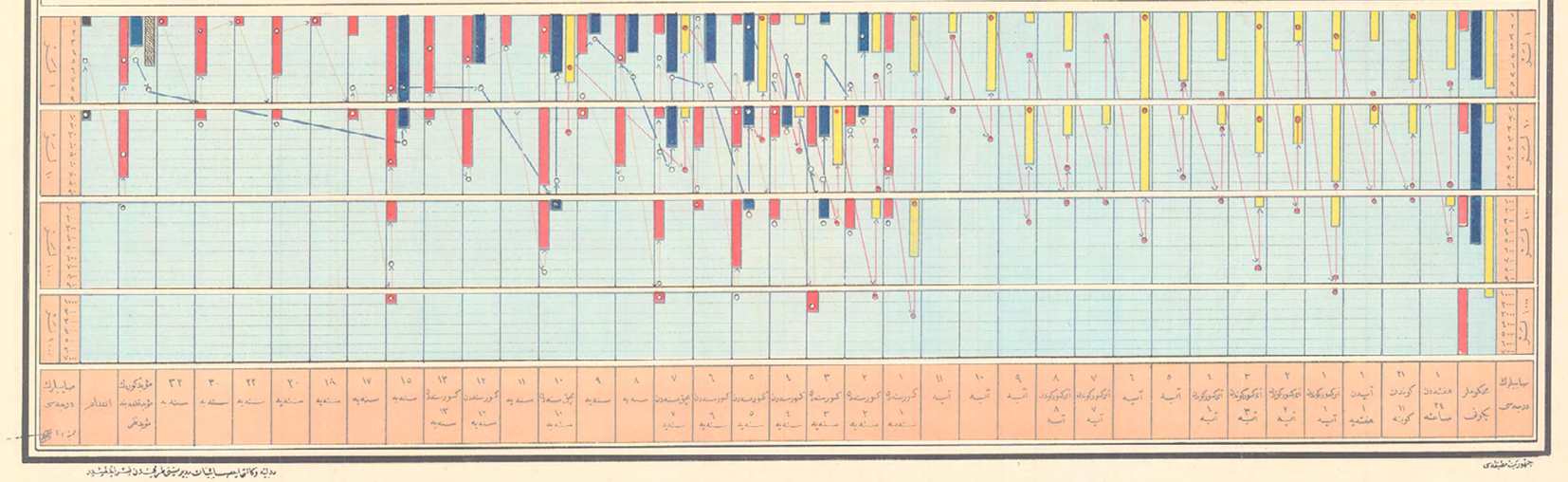
تموز ۱۹۲۶ دهء عموم مرحلسخانه اراده موجود و محکوم اشخاص

مدت حزائیهٔ مفردات جحمه کافیاری

مجرم کسافی دیباغرامی

مدت حزائیهٔ مفردات جحمه کافیاری





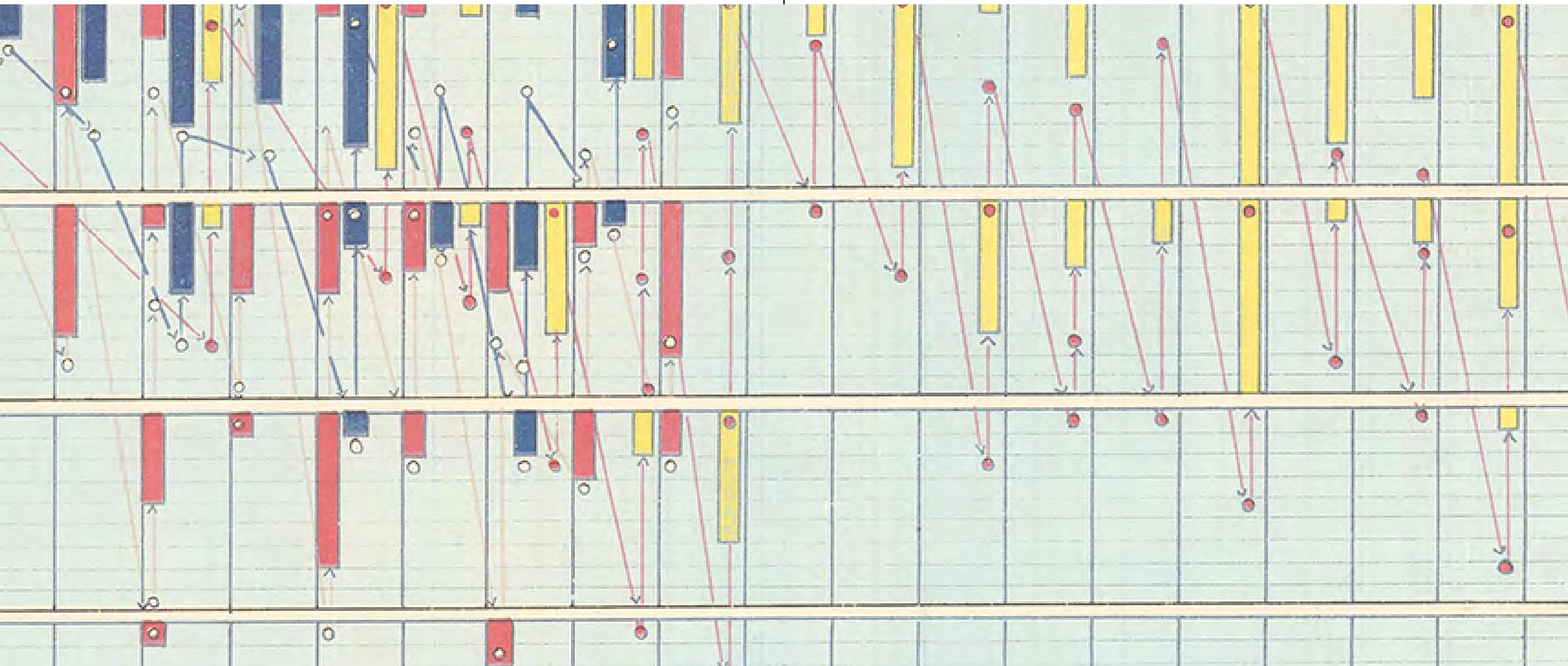
The Central Diagram (Volume Density Diagram): Reflects the absolute mathematical precision of the newly secularized Ministry. At its center, a nested series of concentric circles maps a national total of 9,857 convicts, neatly sub-divided into 6,938 standard imprisonments, 2,322 hard labor sentences (kürek), and 597 fortress detentions (*kal'abend*).

The Color-Coded Nodes: Branching outward from the core are vibrant, lithographed peripheral circles representing sentence weights. Large red nodes track high-severity sentences (such as capital punishment / idam and life imprisonment), dark blue nodes trace intermediate correctional sentences, and small yellow nodes break down short-term detentions measured in months, weeks, or hours (down to 24-hour holds).

The Textual Legends (*İzahât*): Flanking the central diagram on the left and right are two circular inset text blocks. Signed in print by official A. Hikmet, these passages act as the user key, instructing viewers on how to read the geometric scales, mathematical classes, and specific color-coded demographics.

The Matrix Grid: The entire lower half of the poster consists of a highly sophisticated, multi-tiered bar graph grid. The vertical axis is divided into mathematical groups of units, tens, hundreds, and thousands, while a delicate, zig-zag trendline (hatt-ı münkesir) links the data columns across the horizontal categories to chart macro-fluctuations in crime and punishment.

The footer bears the printing and publishing imprint of the Ministry of Justice (*Adliye Vekâleti*), cementing its status as an official state publication. Produced just two years prior to Turkey's historic 1928 transition to the modern Latin alphabet, this chart is an exceptional and beautifully preserved artifact illustrating the intersection of Middle Eastern legal history, early 20th-century state administration, and the evolution of modern infographics.



TURKEY RAILWAYS MAP
ART DECO DESIGN

No. 13

FAHRI, Artist - STATE RAILWAYS OF THE REPUBLIC OF TURKEY [TÜRKİYE CUMHURİ-YETİ DEVLET DEMİRYOLLARI, TCDD].

Türkiye Cumhuriyeti Demiryolları.

Ankara: STATE RAILWAYS OF THE REPUBLIC OF TURKEY [TÜRKİYE CUMHURİYETİ DEVLET DEMİRYOLLARI, TCDD], March 19, 1933.

Lithograph, printed in black and red, 56 x 96 cm (22 x 37.8 inches) (soft folds, small holes in white corners, minor staining, but overall good).

A masterpiece of Art Deco design, being a large format separately issued map of Turkey with its railway systems, made during the height of the Kemalist Era when the republic's railways were under the process of nationalisation and expansion, a key part of Atatürk's political and economic agenda, published in Ankara.

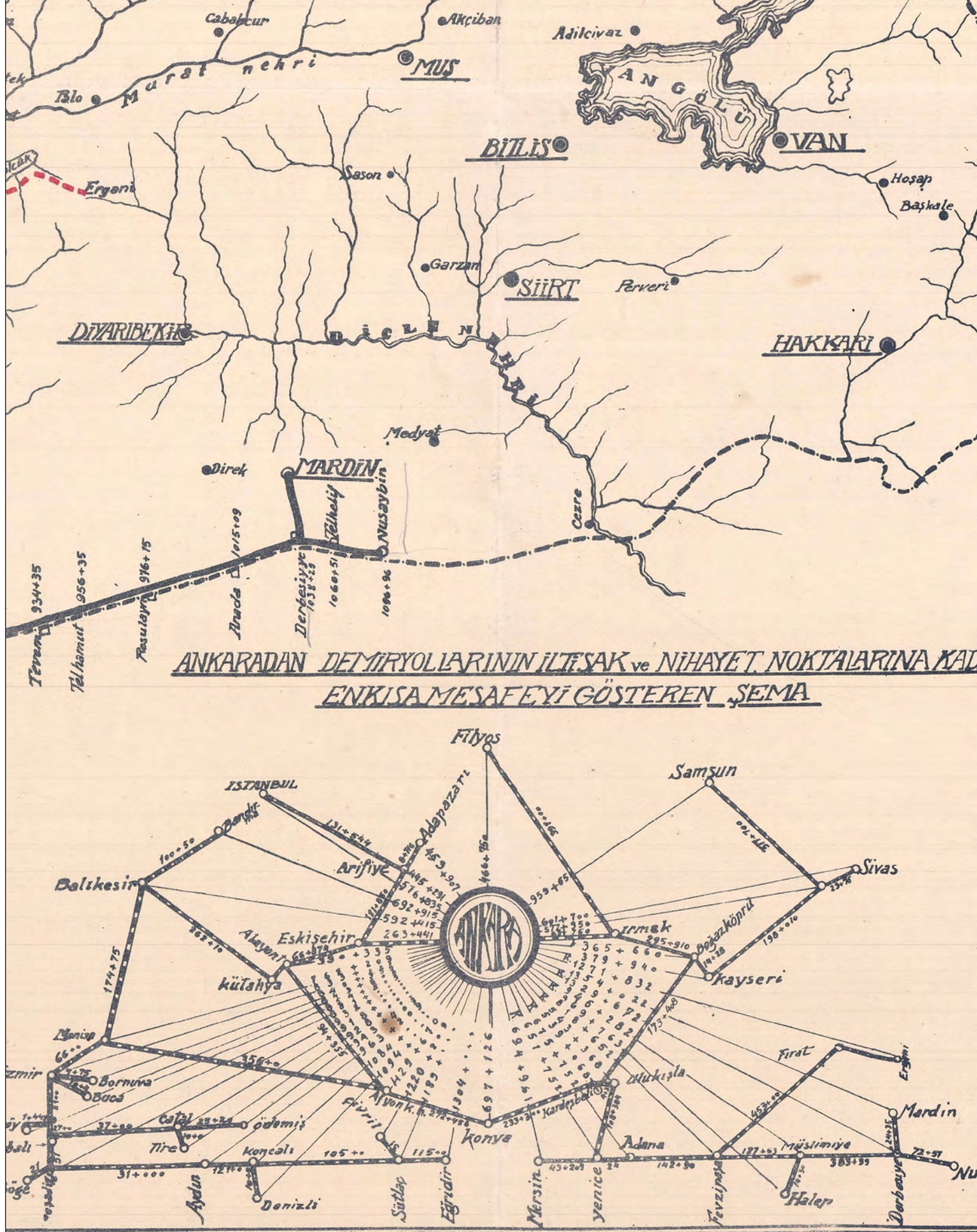
650 EUR

This highly attractive map is a stellar example of Art Deco design and showcases the Republic of Turkey's railway system during a critical period when it was in the processes of nationalization and expansion. The map depicts the entire country, outlining all major geographical features, while labelling all key cities and towns. All rail lines are delineated with great care towards both the style and legibility of information; all stations are noted, as are the distances along each route (measured in kilometres), while key place names are attractively stylized in Art Deco lettering. The State Railways of the Republic of Turkey [*Türkiye Cumhuriyeti Devlet Demiryolları, TCDD*] which aimed to become the national rail monopoly, was then in the gradual process of assuming possession and operation of all the country's rail lines (traditionally most of the railways in Turkey were privately run). As shown here, the lines already under the control of the TCDD as of early 1933 are heightened in red, while the routes still under private control are shown as black lines. The several routes that were still in progress are designated by intermittent lines (either orange or black, as appropriate).

Perhaps the most remarkable feature of the map, located in the lower right corner, is the stylized Art Deco sketch of the entire national railway system, emanating out of Ankara.

Unifying the Turkish Republic: The Formation of the TCDD and the Nationalization of the Railways

The Republic of Turkey's founding leader, President Mustafa Kemal 'Atatürk' (in office 1923-38) recognized



Nº 276

TÜRKİYE CÜMHURİYETİ DEMİRYOLLARI

KARA DENİZ

MARMARA DENİZİ

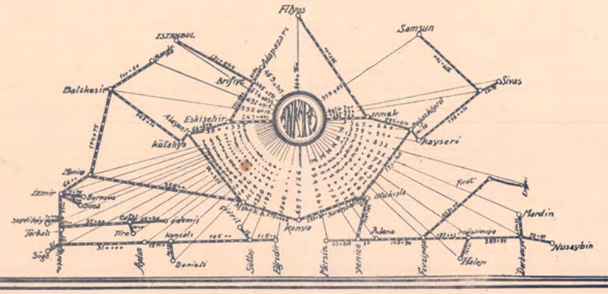
EGE DENİZİ

AKDENİZ

İşleyen Devlet geniş demiryolları
» » dar » »
yapılması bitmeyen Devlet geniş demiryolları
İşleyen Şirket » » »
» » dar » »
Sınır ötesinde işleyen » geniş » »

Mikyas - 1:1,800,000

ANKARADAN DEMİRYOLLARININ İLTİSAK ve NİHAYET NOKTALARINA KADAR OLAN ENKISA MESAFEYİ GÖSTEREN ŞEMA



Demiryollar inşaat fen heyetinde yapılmıştır. yapan Ressam Fahri 19.3.1933

that the control and expansion of the national railway system was central to his revolutionary programme, which sought to spread economic and social modernization across the whole of Anatolia. The inherent challenge was that the country was, for the most part, incredibly rugged, and in the era before good automotive or air travel was exceptionally difficult to traverse. Indeed, it could take many days to travel from Ankara to parts of Eastern Anatolia that were distant from the rail network. Atatürk's national vision would not be realized until all regions of the country were brought into proximity to the rail system. Moreover, it was believed that Turkey required an integrated railway network, under central control, and that this could only be achieved by nationalization (especially as many of the lines were not considered, at least for the time being, commercially viable).

In 1927, the TCDD was formed with a view towards the takeover and integration of all the country´s railways, which were hitherto operated as separate systems under different forms of management. Importantly, this process was to be done in an orderly, technocratic manner, such that the outgoing lines´ proprietors were to be properly compensated, while the transfer in operations was to be carefully phased in. As such, the nationalization process took several years. At the same time, the TCDD was to rapidly expand the system, with special attention to the underserviced central and eastern parts of the country.

The backbone of the Turkish Railway system was the still uncompleted Anatolian-Baghdad Railway (known in German as the Baghdadbahn), shown here running from Istanbul down to through Konya to Nusabyn, on the Syrian border (plus the key branch line running to Ankara). Prior to and during World War I this line was one of the World's greatest geopolitical flashpoints, as it formed a key element of the Ottoman-German strategic vision, aiming to eventually connect Berlin with the Persian Gulf. Even though the line was not finished during that time as intended, it still played a critical role in the Middle Eastern theatre. Since the war the Anatolian-Baghdad Railway was envisaged as powerful tool of civilian development, creating a vital corridor through Turkey, while linking the country to the Levant and Iraq. The Turkish state had by 1924 assumed control of the line from the former Swiss-chartered holding company, the Chemin de fer d'Anatolie-Baghdad, and this mandate was inherited by the TCDD upon its foundation.

Critically, the TCDD expanded the network in Central Turkey to reach Kayseri in 1927, Sivas in 1930, and Samsun in 1932. In 1929, it took over the Mersin-Adana Railway, followed in 1931 by the Mudanya-Burgas Railway. Additionally, many new branch lines where built from the main trunk of the Anatolian-Baghdad Railway. By the time that the present map was made, the only major railway yet to be nationalized was the Izmir-Cassaba system in Western Anatolia (which would be taken over in 1934).

The TDCC would continue rapidly building lines through the 1930s. It was not long before Zonguldak, Erzurum, Erzincan, Diyarbakır and Elazığ were connected. The seamless line from Istanbul to Baghdad was finally achieved in 1940. However, the advent of World War II slowed expansion and it was not until 1955 that Gaziantep was served by rail, while Van was not reached until 1962.

References: Staats- und Universitätsbibliothek Hamburg Carl von Ossietzky: Kt 1953/77 / OCLC: 245774711.

No. 14

Adolf WALNY - K. und K. geogr. Institut [K. & K. Geographic Institute].

Walny's Plan von Sarajevo und Umgebung
[Walny's Map of Sarajevo and Surroundings]

Sarajevo: Walny [1902-1904].

Colour lithography, 55 x 75 cm (inches) (soft folds with repaired small tears, minor age-toning, but overall in good condition).

650 EUR

A fine and detailed map of fin de siècle Sarajevo

A stunning, minutely detailed town plan of Sarajevo produced during the height of the Austro-Hungarian administration, capturing the city at its peak as a vibrant, multicultural provincial capital. Published locally by the prominent editor and proprietor Adolf Walny, the map served as the primary cartographic supplement for his landmark city directory and newspaper, the *Bosnische Bote – Bosanski glasnik* (The Bosnian Messenger).

This bilingual map functions as an exhaustive socio-cultural and industrial audit of early 20th-century Sarajevo. It meticulously charts the city's rapidly modernizing landscape, explicitly marking newly laid streets, industrial factories, municipal administrative buildings, and military barracks. Crucially, the plan reflects Sarajevo's distinct religious pluralism by precisely identifying the locations of mosques, Christian churches, and the distinct spatial boundaries of Muslim, Christian, and Jewish cemeteries.

Beyond its geographical value, this specific map occupies a famous place in the legal history of the Balkan press. It became the centerpiece of one of the earliest and most high-profile intellectual property lawsuits in Sarajevo. In 1907, the map was systematically plagiarized by the local publisher Daniel A. Kajon, prompting Walny to launch a landmark copyright infringement lawsuit against him in 1908—a foundational case in the development of early 20th-century copyright enforcement in Bosnia and Herzegovina (cf. H. Younis, *"Autorska prava početkom 20. stoljeća u BiH"*, Bosniaca, 2020).

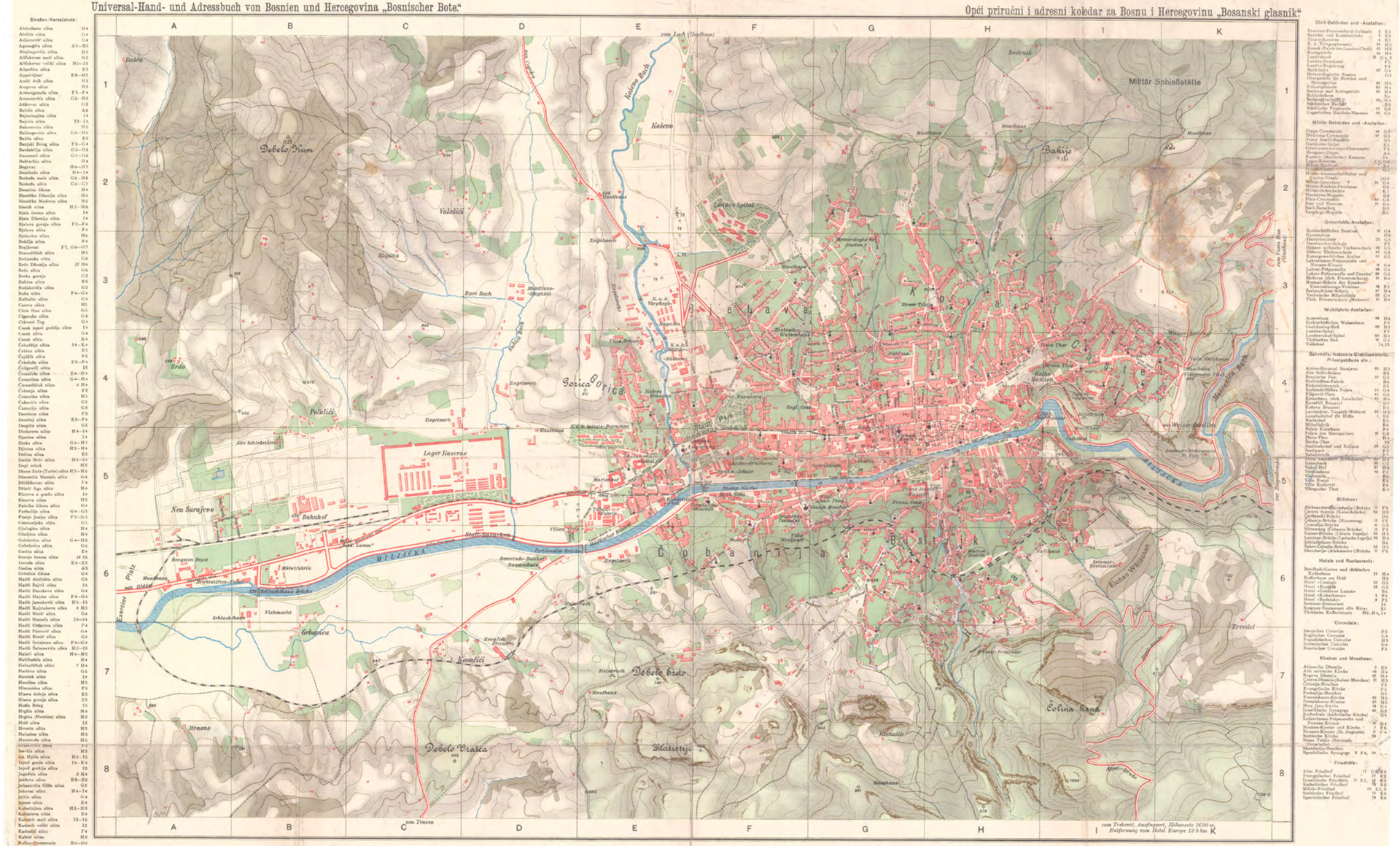
A rare and historically significant item for collections focusing on Balkan cartography, Ottoman-Habsburg transitional urbanism, or legal history.

References: OCLC 1031712068.

Walny's Plan von Sarajevo und Umgebung.

Universal-Hand- und Adressbuch von Bosnien und Hercegovina „Bosnischer Bote."

Opći priručni i adresni koledar za Bosnu i Hercegovinu „Bosanski glasnik"


Militär Schießstätte
Debelo Brdo
Valešić
Koševo
Bahnhof
Lager Kaserne
Neu Sarajevo
Gorica
Grbavica
Hrasno
Debelo Brdo
Čolina Kosa
Kovačići
Bistrik
Bakije
Sedrnik
Ziegelwerk
Exerzier Platz
Schlachthaus
Viehmarkt
Eichen Wäldchen
Kreuzfeld
Weisser Bastion
Weisse Bastion
Mauthaus
Bahnhof
Lager Kaserne
Alte Schießstätte
Ziegelwerk
Viehmarkt
Schlachthaus
Eichen Wäldchen
Kreuzfeld
Militär Schießstätte

CHINA – DALIAN
SIEGE OF PORT ARTHUR (1904-5)

No. 15

حرب باشلانغجنده (١٩٠٣ نهايتى) (پور آرتور)ك استحكاماتنك انشاآت حالى
[The construction status of the fortifications of Port Arthur at the beginning of the war (at the end of 1903). Sheet 2]

[Istanbul: prob. Military Office Press 1903 or 1904].

Lithograph printed in 3 colours, dissected into 16 sections and mounted upon original linen, 57 x 82 cm (22 x 32 inches), (Very Good with only minor staining in margins, anotations in Ottoman verso).

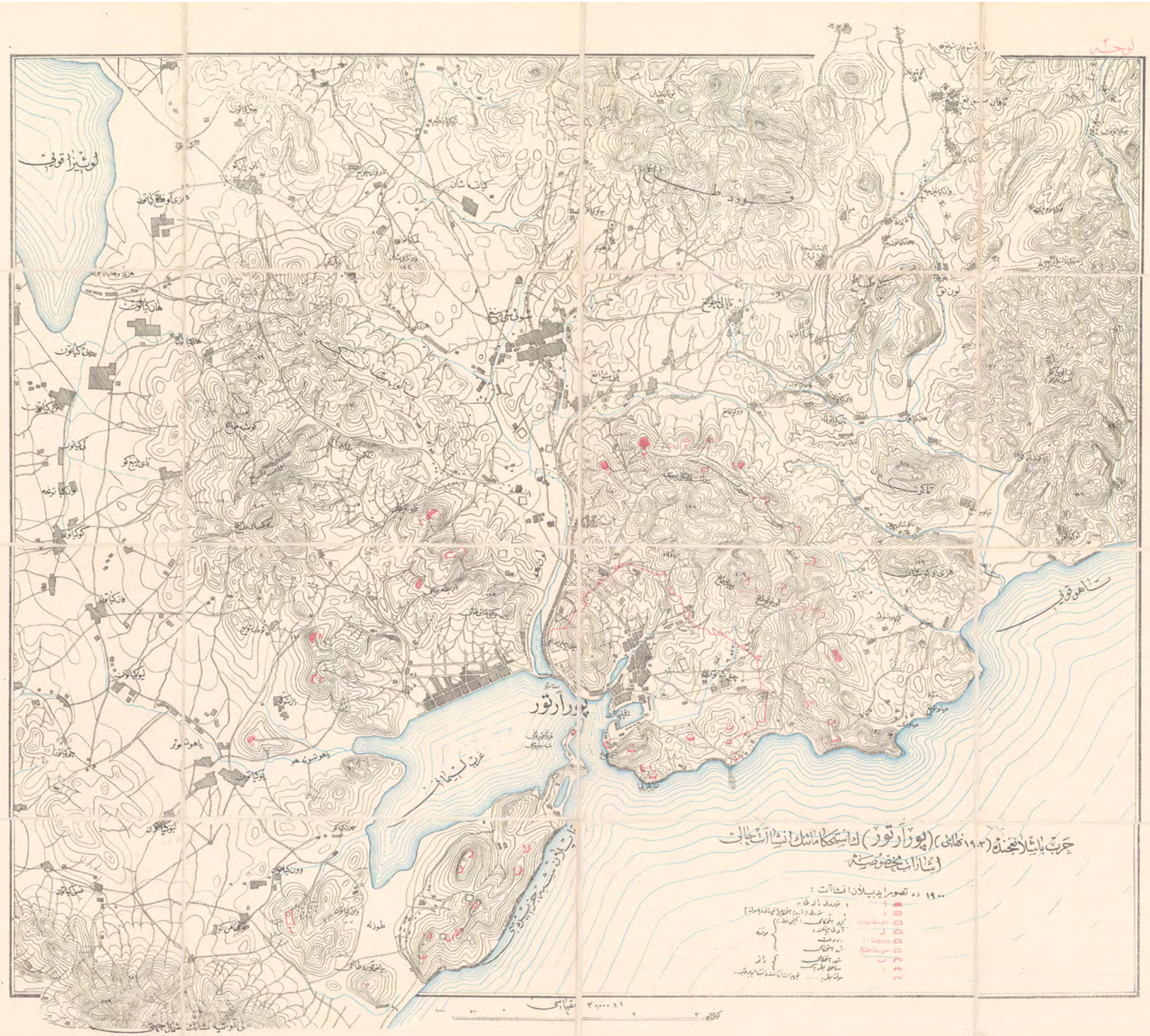
A rare separately issued Ottoman map depicting the Siege of Port Arthur (1904-5), today part of Dalian, China, whereby a massive Japanese force took the heavily fortified Russian base after an unexpectedly brutal showdown, one of the great military events and global media spectacles fin-de-siècle era, and one watched with special interest by the Sublime Porte, long Russia's arch-nemesis and Japan's ally.

1.400 EUR

The Siege of Port Arthur was the bloodiest and longest-running event of the Russo-Japanese War (1904-5), an epic showdown between the two empires for dominance over the Far East. Port Arthur was of immense strategic value as an all-season deep-water port, considered one of the best natural harbours in East Asia. Japan had easily conquered Port Arthur form China in 1894, even though the city had been heavily fortified by the German Krupp munitions company. Under Western pressure, the city was given to Russia as a treaty port in 1898. Since then, Russia had made Port Arthur onto one of the most heavily fortified places on earth, with the city itself attaining population of 87,000 by 1904. Port Arthur was one of the anchors the Russian presence in East Asia, along with Vladivostok and Harbin. Naturally, the Japanese viewed taking the city as a vital objective of the war, and so spent vast resources to win what became a five-month-long operation.

The present map embraces part of the southern tip of the Liaodong Peninsula, with Port Arthur located in the lower centre. The 'old town' surrounds the basin on the eastern side of the harbour, while the head of the port features the 'new town', with its orderly pattern of streets.

Numerous Russian forts and batteries are shown protecting the harbour, while the landward side of the city is protected by a cordon militaire. The Japanese artillery positions occupy the highlands around the city. The list of legend keys marks: Permanent Battery No. 1, Intermediate Fortification, Village Fortification (Second Line), Moon Bastion / Lunette, Redoubt, Intermediate Fortification, City Fortification, Coast Battery and Temporary Battery / Construction Installations.


پورارتور
غرب باشالغجنده (١٩٠٣ تماينى) (پورارتور) ايله استحكامات اطرافنك انشاآت حالى
اشارات مخصوصه
١٩٠٠ ده تصويرايديلان انشاآت :

ALPHABET PRIMER - ELIFBÂ RISÂLESI
EDUCATIONAL TREATISE
VILAYET TUNA - BULGARIA

No. 16

Cevdet Efendi.

زبده التبيين
[Zübdetü't-Tebyîn / The Essence of Clarification]

هو الفياض المستعان
جمعيت تدريسية اسلاميه ده
جودت افنديك خيلى كيمسنه ده
[He is the Generous Giver whose help is sought. Under the auspices of the Islamic Educational Society, Cevdet Efendi's [method] with numerous examples…]

Ruse (Rusçuk), Bulgaria, at the time Tuna Vilayet: 27 Dhu al-Hijjah 1285 [circa April 5, 1869].

Small 8°. 31 pp. lithographed text, original tan wrappers (wrappers dusty, with small tears, folds, ink stains and lines, folds in corners, internally clean, with minor foxing and sporadic annotations).

An introductory educational textbook and Ottoman-Turkish alphabet primer (Elifbâ) designed for late-Ottoman student instruction.

380 EUR

The preface outlines a progressive pedagogy attributed to a teacher named Cevdet Efendi, tracing a student's learning path from basic letter recognition (Elifbâ) to the reading of complex treatises on morality and ethics (ahlâk risâlesi). The final chapter concerns correct pronunciation. This edition is described as a "second printing" (def'a-i sâniye), revised into an even more accessible and simplified arrangement (dahâ eshel tertîb) for novice readers.

Printed in Tuna Vilayet, in present-day Bulgaria, the pamphlet was produced under the supervision of the *Cem'iyyet-i Tedrîsiyye-i İslâmiyye* (Islamic Educational Society), which would later become a patron of studies for children who had lost one or both parents.


هو الفياض المستعان
جمعيت تدريسية اسلاميه ده
جودت افنديك خيلى كيمسنه ده
الف با دن باشليوب نهايتاون درسده
حركه سز اخلاق رسالرسنى اوقومغه
كسب اقتدار اولنديغى كبى تدريس وتجربه ايله
دفعه ثانيه اولهرق دها اسهل ترتيب ايلديكى
زبدة التهجى تمام
الف با رسالرسيدر

اِئی	بِ بی	پِ پی	تِ تی	ثِ ثی	جِ جی	چِ چی
حِ حی	خِ خی	دِ دی	ذِ ذی	رِ ری	زِ زی	سِ سی
شِ شی	صِ صی	ضِ ضی	طِ طی	ظِ ظی	عِ عی	غِ غی
فِ فی	قِ قی	کِ کی	گِ گی	لِ لی	مِ می	نِ نی
صِی صی	وِوی	هِ هی	یِ یی	ا ا می نی		

اِ	بی	تِ	چی	ذِ	سی	طِ	غی	کِ	
نی	ئی	ثِ	حی	رِ	شی	ظِ	فی	لِ	
وی	بِ	جِ	دِ	زی	ضِ	کی	نِ	می	
جی	دی	سِ	ضی	عِ	کی	وِ	پِ	چِ	
ذی	شِ	طی	فِ	لی	هِ	یی	حِ	ری	
صِ	ظی	قِ	مِ	هی	تی	خِ	زِ	صی	
عِ	قی	می	ی	می	ضی	عی	کِ	گِ	
دِ	نی	جِ	سی	فِ	کی	چِ	دی	شِ	
صی	غِ	رِ	می	شِ	لی	فی	زی	ثِ	
عی	ئی	چی	شی	پ	قِ	لِ	پِ	نی	

ایثارِ اِجابَتْ ایجابِ اِجارہ آیجارْ اِحالہ اِدارہ
ایدَرْ اِدانہ ایدَنْ اِرادہ ایرادْ اِساتْ ایسہ
اِشارَتْ ایشہ اِصابَتْ ایصالْ اِضافَتْ ایضاحْ
اِطارہ اِطالہ اِعادہ اِغاثہ اِفادہ ایفا ایقانْ
اِمامَتْ ایمانْ جَیبْ زَیبْ لَیبْ بِدایَتْ بیدارْ
بُرِیانْ دَبیرْ تَدْبیر خَبیرْ بَنی بَیسہ بَیہ صَبی
عَبیرْ تَعْبیرْ عَجی کَبیرْ تَکْبیرْ بِنا بینا بیکَسْ بیکانہ
بِضاعہ بیمارْ بیمایہ بیوامہ بیرْ پیرانْ پیرایہ دارْ
پیرا پیراستہ پیکہ پیرہ پیدہ تِراشْ تیرْ تیراندازْ دَستی
قَتی سَرْپَنْتی تیبْ تَرْتیبْ تیزْ سَرْتیزْ تیزابْ تیغْ
تَفْتیشْ تَکْثیرْ کَثیرْ اَثیرْ تَأْثیرْ تَمْثیلْ تَرْجیحْ مَجیدْ
تَمْجیدْ تَخْییرْ اِخْیرْ زَخْیرْ جیرانْ بِرْجیسْ رَحیمْ جِنانْ
جِوانْ جِهانْ جَحیمْ رَحیمْ اَخیرْ تَأْخیرْ خیرْ بَرْخیرْ
خیرابْ عدیلْ تَعْدیلْ تَقْدیرْ تَکْدیرْ تَرْدیدْ دیدارْ
یوارْ دیوانْ دیوانہ دیبا دیباجہ گَلْدی بیلْدی

THE GAZA STRIP
OPERATIONAL HUMANITARIAN MAP 2006

No. 17

United Nations Office for the Coordination of Humanitarian Affairs (OCHA), Information Management Unit.

The Gaza Strip: Access (June 2006)

[S.l.:] OCHA, June 2006.

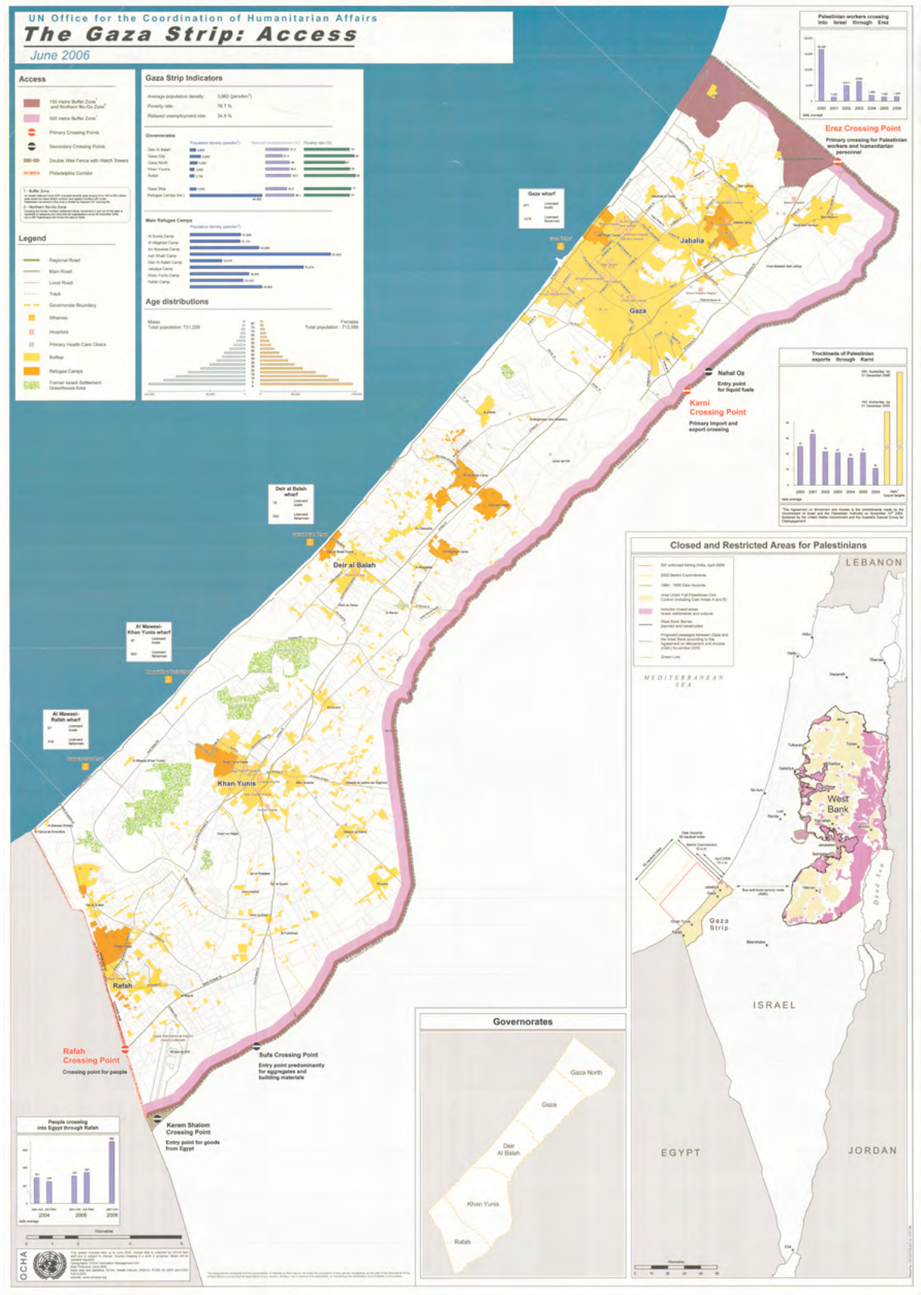
Colour lithograph, 97 x 69 cm (38.3 x 27 inches), (a small tear in margin, handwritten title on the back, soft folds, otherwise good).

Published by the United Nations (OCHA) in June 2006, this operational map serves as a vital historical snapshot of the Gaza Strip immediately following the 2005 Israeli disengagement. By pairing detailed regional cartography with dense datasets, the document captures the shifting of borders, the enforcement of expanding military buffer zones, and the rapid contraction of trade and labor mobility. More than a simple geographic reference, this comprehensive publication stands as an irreplaceable primary source of modern history, archiving the stark realities of humanitarian containment at a critical turning point for the region.

720 EUR

This large-scale operational humanitarian map and infographic was designed and published in June 2006 by the United Nations Office for the Coordination of Humanitarian Affairs (OCHA) Information Management Unit. Serving as a vital historical and geographic snapshot, the document maps the entire 41-kilometer length of the Gaza Strip from northwest to southeast (Beit Lahiya to Rafah) during a critical transitional period immediately following the 2005 Israeli disengagement.

The primary cartographic layout utilizes distinctive color-coding to denote access zones, tracking built-up areas (yellow), refugee camps (brown), and newly established security perimeters along the borders. This includes a detailed delineation of the 150-meter to 500-meter "Buffer Zone" and "Northern No-Go Zone" flanking the eastern and northern borders, as well as the vacant footprints of evacuated former Israeli settlements like Netzarim and the Gush Katif block (marked in patterned green). The map integrates a highly detailed index of civil infrastructure, pinpointing governorate boundaries, local track networks, primary roads (such as Al-Rashid St and Rd No. 10), schools, and a dense network of major medical facilities (including Shifa, Kamal Adwan, and Al Quds hospitals).



Access

- 150 metre Buffer Zone[1] and Northern No-Go Zone[2]
- 500 metre Buffer Zone[1]
- Primary Crossing Points
- Secondary Crossing Points
- Double Wire Fence with Watch Towers
- Philadelphia Corridor

1 - Buffer Zone
An Israeli Defence Force (IDF) imposed security area ranging from 150 to 500 metres wide inside the Gaza Strip's northern and eastern borders with Israel. Palestinian movement in this area is limited by frequent IDF warning fire.

2 - Northern No-Go Zone
Covering the former northern settlement block, movement in and out of this area is restricted to residents and international organisations since 28 December 2005. Up to 250 Palestinians live inside this area in Siafa.

Legend

- Regional Road
- Main Road
- Local Road
- Track
- Governorate Boundary
- Wharves
- Hospitals
- Primary Health Care Clinics
- Builtup
- Refugee Camps
- Former Israeli Settlement Greenhouse Area

Gaza Strip Indicators

Average population density:	3,962 (pers/km^2)
Poverty rate:	76.7 %
Relaxed unemployment rate:	34.5 %

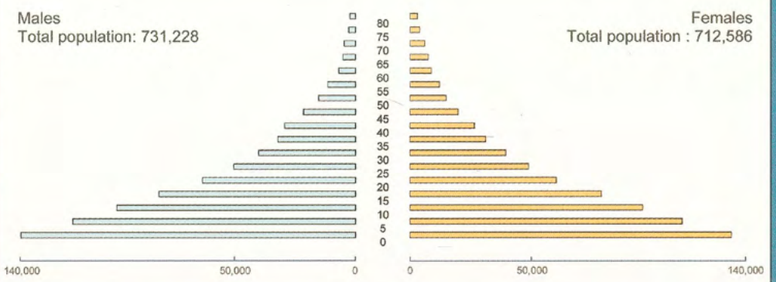
Governerates

	Population density (pers/km^2)	Relaxed Unemployment (%)	Poverty rate (%)
Deir Al Balah	3,600	37.5	74
Gaza City	6,600	27.2	82
Gaza North	4,600	39	67
Khan Younis	2,600	38.3	75
Rafah	2,700	40.7	84
Gaza Strip	4,000	34.5	77
Refugee Camps (tot.)	44,892	46.1	74

Main Refugee Camps

	Population density (pers/km^2)
Al Bureij Camp	31,598
Al Maghazi Camp	31,151
An Nuseirat Camp	42,996
Ash Shati' Camp	87,523
Deir Al Balah Camp	19,918
Jabalya Camp	70,474
Khan Yunis Camp	36,683
Rafah Camp	33,043
	44,892

Age distributions



Gaza wharf

471	Licensed boats
1375	Licensed fishermen

Deir al Balah wharf

76	Licensed boats
550	Licensed fishermen

Siafa
Gaza Wharf
Jabalia
Gaza
Nahal Oz
Entry point for liquid fue
Karni Crossing Point
Primary import and export crossing
Al Zahra
Al Mughraqa (Abu Middein)
Juhor ad Dik
An Nuseirat Camp
Al Bureij Camp
Az Zawayda
Double wire fence with watch towers

The cartography is surrounded by comprehensive data tables, population pyramids, and analytical bar charts tracking demographic, labor, and economic metrics from 2000 through mid-2006:

- Socio-Economic & Governorate Indicators: Documents a total population of 1,443,814 (731,228 males; 712,586 females) with an expansive, young age distribution pyramid. It lists a staggering baseline poverty rate of 78.7% and a relaxed unemployment rate of 34.5% across the territory, with localized poverty peaking at 84% in both Gaza City and Rafah.

- Demographic Densities: Compares the average regional population density (3,962 persons/km²) against the extreme, hyper-dense realities of the UNRWA refugee camps, which averaged 44,582 persons/km². It specifically indexes individual camps, highlighting Ash Shati' Camp (87,523 persons/km²) and Jabalia Camp (70,474 persons/km²) as some of the most densely populated spaces in the world.

- Maritime & Fishing Infrastructure: Tracks localized maritime data across the coastline, documenting a total of 711 licensed boats and 3,208 licensed fishermen operating out of three primary hubs: Gaza Wharf, Deir al Balah Wharf, Al Mawasi-Khan Yunis Wharf, and Al Mawasi-Rafah Wharf.

- Border Crossings & Transit Metrics: Logs the precise operational layout and historical performance of Gaza's external access terminals:

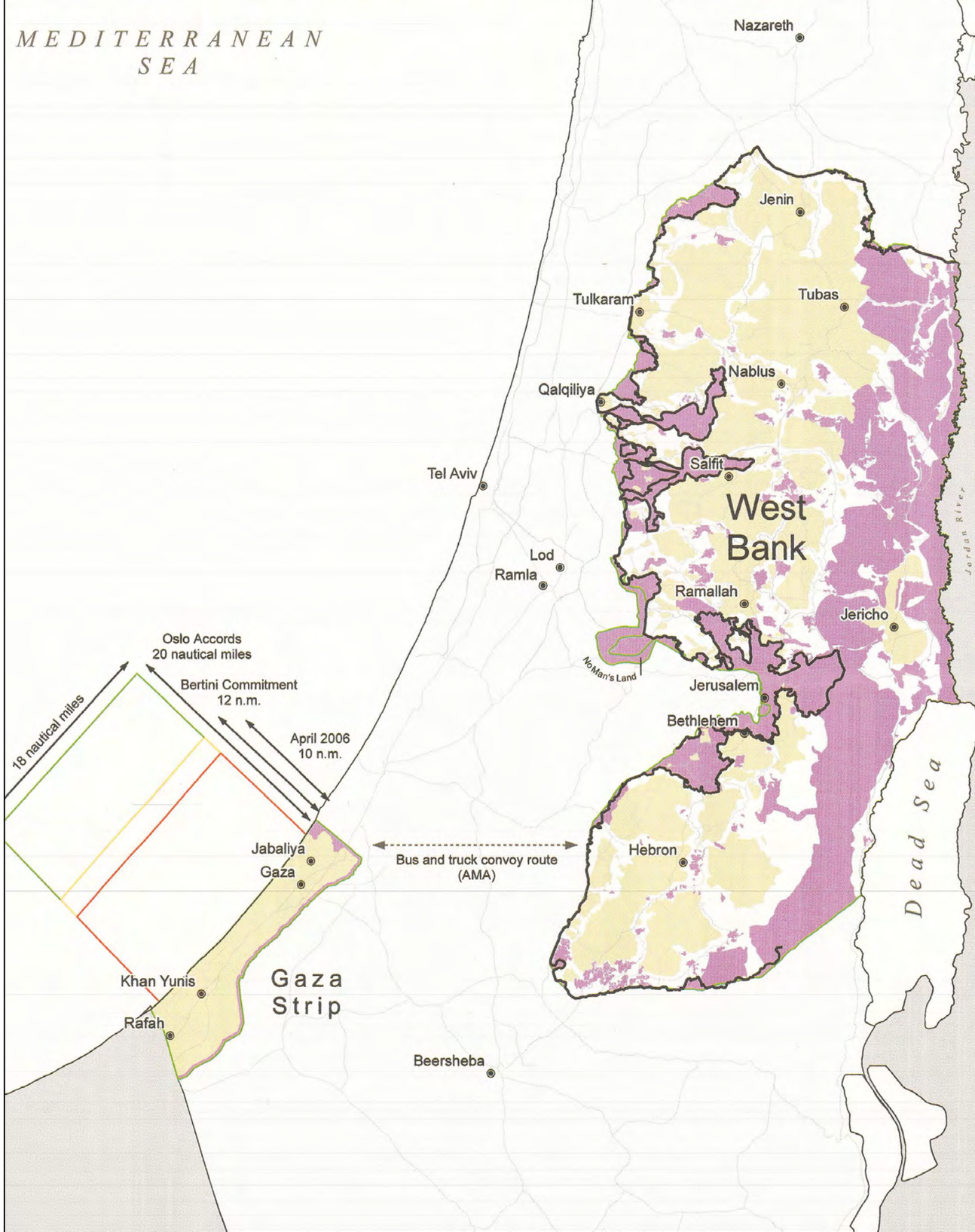
  - Erez Crossing Point: Described as the primary transit point for workers and humanitarian personnel. Accompanying charts show a dramatic collapse in daily labor mobility, dropping from a daily average of 16,429 commuting workers in 2000 down to just 1,438 by mid-2006.

  - Karni Crossing Point: Identified as the primary import/export cargo terminal. A dedicated trade chart shows actual daily export truckloads plummeting from 49 trucks/day in 2001 to 16 trucks/day in 2006, drastically missing the official Agreement on Movement and Access (AMA) targets of 150 to 400 trucks per day.

  - Rafah Crossing Point: Labeled as the main passenger crossing terminal into Egypt. The chart notes a rising reliance on this terminal, with daily average traveler crossings climbing from 291 in early 2004 to 692 by the first half of 2006.

  - Auxiliary Points: Identifies Nahal Oz (predominantly for liquid fuels), Sufa (predominantly for building aggregates), and Kerem Shalom (goods from Egypt), alongside the explicitly marked "non-functional" Gaza International Airport.

A prominent, smaller regional inset map titled *"Closed and Restricted Areas for Palestinians"* provides broader geopolitical context. It charts the West Bank, detailing its fragmented jurisdictional zones (Oslo Areas A and B shaded in beige against Israeli settlements and closed military areas in purple) and the route of the West Bank Barrier. For Gaza, it charts the proposed safe-passage transit corridor between the Gaza Strip and the West Bank under the November 2005 Agreement on Movement and Access (AMA). Crucially, the inset features a maritime timeline mapping the shrinking fishing boundaries off the Mediterranean coast, contrasting the original 20-nautical-mile limit granted under the 1994–1995 Oslo Accords against the 12-nautical-mile Bertini Commitment limit, down to the strict 10-nautical-mile boundary enforced by the IDF in April 2006.



THE WEST BANK
2006

No. 18

United Nations Office for the Coordination of Humanitarian Affairs (OCHA), Information Management Unit.

West Bank: Access and Closure (June 2006)

[S.l.:] OCHA, June 2006.

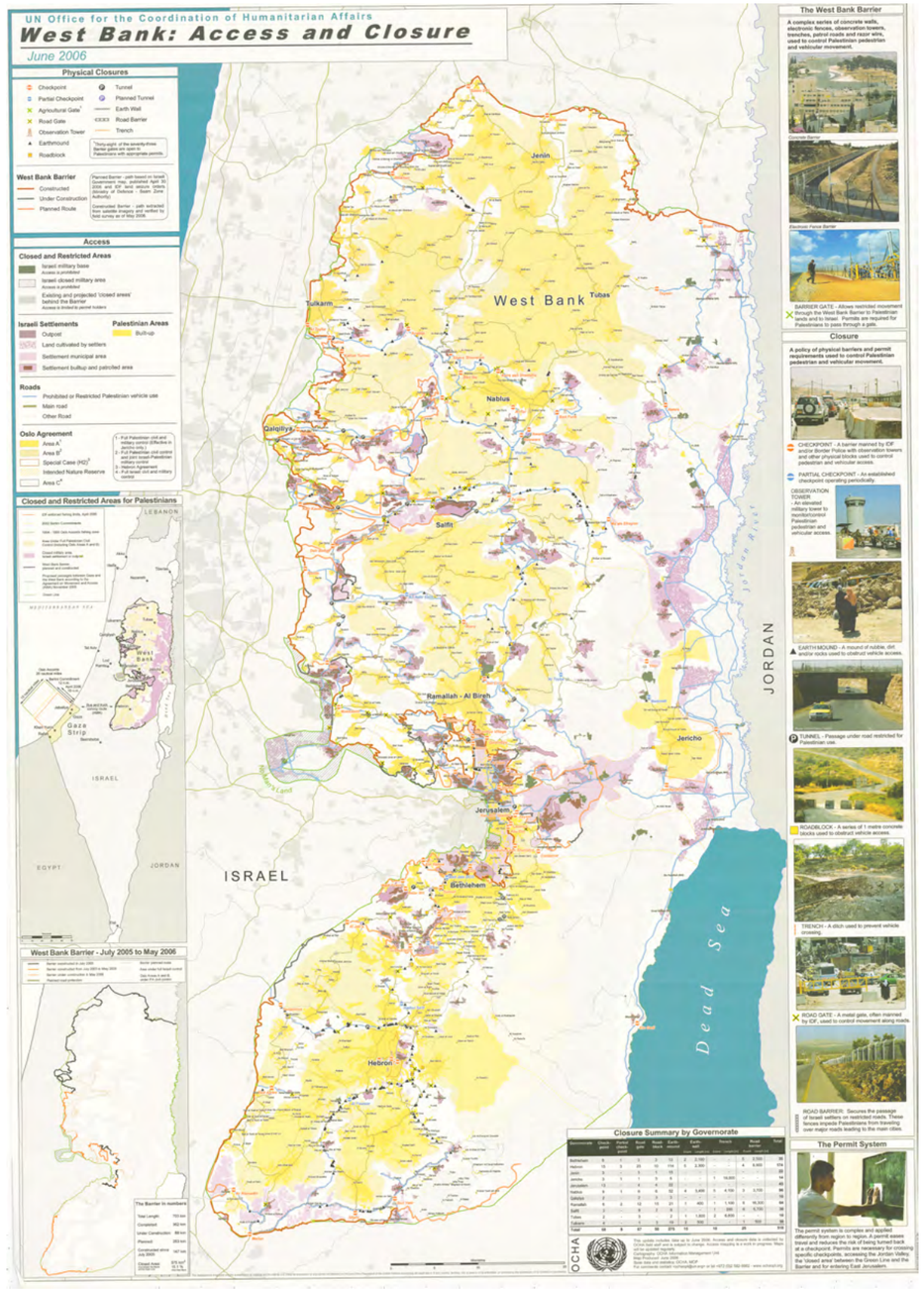
Colour lithograph, 97 x 69 cm (38.3 x 27 inches), (a small tear in margin, handwritten title on the back, soft folds, otherwise good).

This comprehensive United Nations (OCHA) map, issued in June 2006, offers a definitive spatial record of the physical and bureaucratic infrastructure partitioning the West Bank during the critical post-disengagement period. Utilizing precise field cartography, the publication documents the sprawling trajectory of the West Bank Barrier alongside a dense matrix of 518 localized obstacles, including manned checkpoints, heavy earth mounds, and extensive trench networks. By overlaying these physical barriers onto the administrative jurisdictions of the Oslo Accords and expanding settlement boundaries, the document expertly visualizes the micro-level isolation of Palestinian municipalities and the enforcement of the strict regional permit system. This operational map serves as an invaluable primary reference for modern political history, illustrating the systemic and territorial fragmentation of the landscape at a decisive geopolitical juncture.

640 EUR

This large-scale operational infographic map was produced and published in June 2006 by the United Nations Office for the Coordination of Humanitarian Affairs (OCHA) Information Management Unit. Serving as an essential companion piece to the Gaza Strip mapping project of the same month, this comprehensive document captures the extreme systemic fragmentation of the West Bank territory during the pivotal transition era following the 2005 Israeli disengagement.

The primary cartographic layout maps the entire territory from Jenin in the north to Hebron in the south, focusing intensely on the spatial intersection of Palestinian municipalities, expanding Israeli settlements, and military closure mechanisms. Built-up Palestinian areas are designated in solid yellow, contextualized within the jurisdictional boundaries of the 1993–1995 Oslo Accords: Areas A and B (under full or partial Palestinian civil control) are displayed in ochre and beige, while Area C (under full Israeli civil and military



Physical Closures

- Checkpoint
- Partial Checkpoint
- Agricultural Gate[1]
- Road Gate
- Observation Tower
- Earthmound
- Roadblock
- Tunnel
- Planned Tunnel
- Earth Wall
- Road Barrier
- Trench

[1]Thirty-eight of the seventy-three Barrier gates are open to Palestinians with appropriate permits.

West Bank Barrier

- Constructed
- Under Construction
- Planned Route

Planned Barrier - path based on Israeli Government map, published April 30 2006 and IDF land seizure orders. (Ministry of Defence - Seam Zone Authority)

Constructed Barrier - path extracted from satellite imagery and verified by field survey as of May 2006.

Access

Closed and Restricted Areas

- Israeli military base
  Access is prohibited
- Israeli closed military area
  Access is prohibited
- Existing and projected 'closed areas' behind the Barrier
  Access is limited to permit holders

Israeli Settlements

- Outpost
- Land cultivated by settlers
- Settlement municipal area
- Settlement builtup and patrolled area

Palestinian Areas

- Built-up

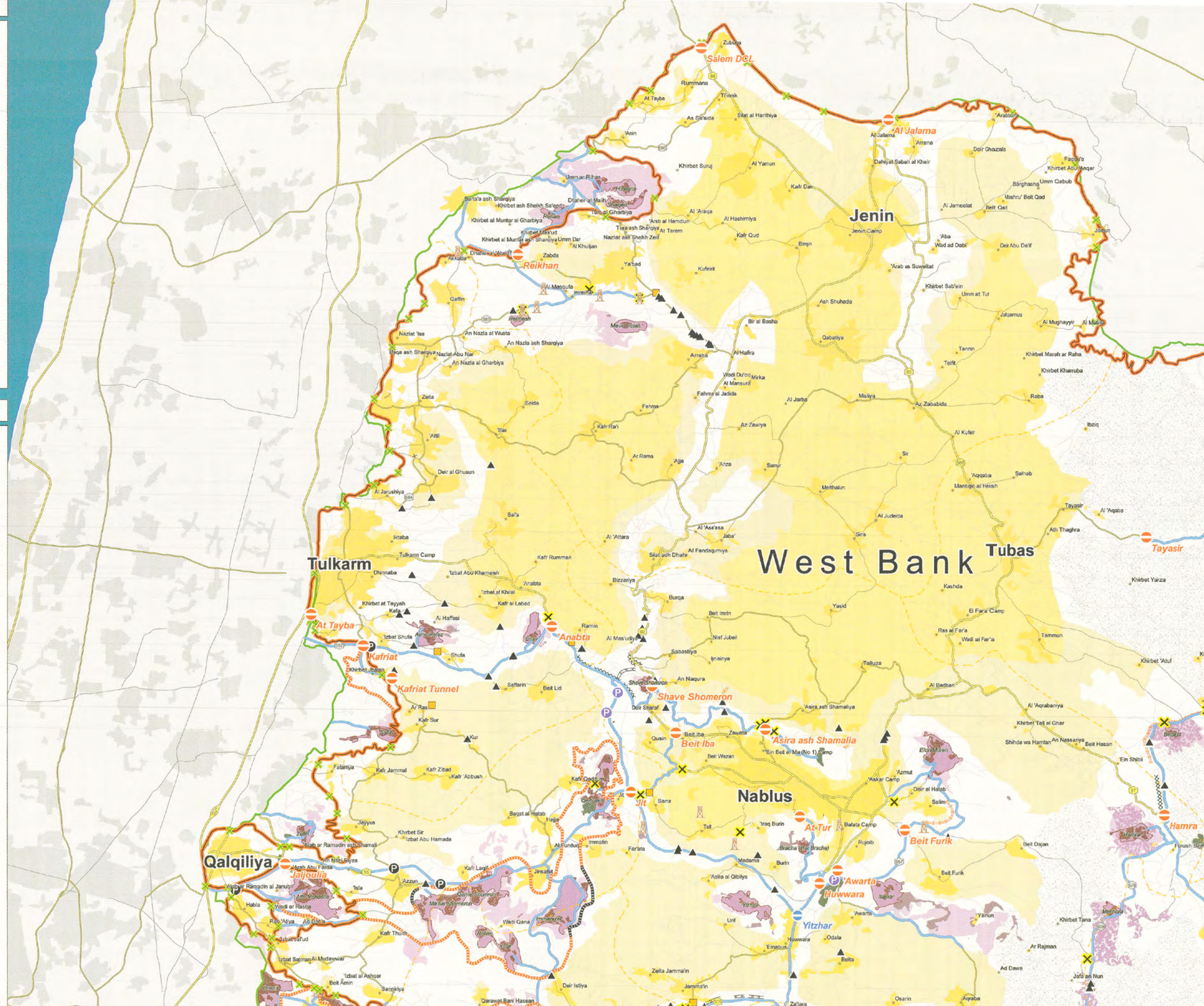
Roads

- Prohibited or Restricted Palestinian vehicle use
- Main road
- Other Road

Oslo Agreement

- Area A[1]
- Area B[2]
- Special Case (H2)[3]
- Intended Nature Reserve
- Area C[4]

1 - Full Palestinian civil and military control (Effective in Jericho only.)
2 - Full Palestinian civil control and joint Israeli-Palestinian military control
3 - Hebron Agreement
4 - Full Israeli civil and military control



control) comprises the vast, surrounding white background. This administrative layout is heavily modified by an extensive overlay of Israeli settlements, outposts, and cultivated lands (shaded in pink and purple tones). The map traces the intricate and controversial path of the West Bank Barrier using satellite imagery verified by May 2006 field surveys, clearly differentiating between completed walls (solid red), segments under construction (dashed grey), and projected routes (dashed orange) cutting deep into the interior to encircle major settlement blocs like Gush Etzion and Betar Illit.

The map details a highly sophisticated administrative and physical closure architecture designed to regulate and restrict Palestinian pedestrian and vehicular traffic. The right-side index combines field photography with strict technical definitions to catalog these barriers, while the main map illustrates their dense deployment—particularly around critical bottleneck junctions like Ramallah, Jerusalem, and Bethlehem:

- Enforced Checkpoints: Pinpoints 68 permanent checkpoints (orange ovals) and 8 partial checkpoints (blue ovals), including major strategic terminals such as Qalandiya, Atarot, Al 'Zayem, the Tunnel checkpoint, and The Container.

- Physical Roadblocks and Closures: Indexes 67 road gates, 50 concrete roadblocks, and 275 heavy earth mounds blocking rural tracks, alongside engineered subterranean tunnels (marked with circular 'P' icons) built to separate local traffic flows from settlement bypass highways.

- Linear Barriers and Trenching: Traces 15 distinct earth walls stretching a total of 10,500 meters, 10 open trenches spanning 31,000 meters (such as the massive 19,000-meter trench system in the Jericho governorate), and 25 reinforced road barriers running a combined 37,600 meters along primary highways to prevent local village access.

- The Permit Regime: Documents the complex administrative permit system utilized to regulate civil movement. A dedicated section highlights that out of 73 structural agricultural gates built into the Barrier to give farmers access to their isolated lands trapped inside the "Seam Zone" (the 575 km² of territory trapped between the Barrier and the Green Line), only 38 gates were legally open to permit-holding Palestinians.

Positioned at the bottom right, a verified statistical data matrix logs the precise quantities and linear measurements of the 518 total physical obstacles actively monitored by OCHA field staff up to June 2006, organized across eleven separate governorates:

- Hebron: The most heavily restricted province, containing 15 checkpoints, 23 road gates, 10 roadblocks, 114 earth mounds, 5 earth walls (2,300m), and 4 road barriers (8,900m) for an extreme local total of 174 obstacles.

- Nablus: A highly fragmented northern hub containing 9 checkpoints, 6 road gates, 6 roadblocks, 52 earth mounds, 4 earth walls (3,400m), 5 trenches (4,100m), and 3 road barriers (3,700m) for a total of 86 obstacles.

- Ramallah: Logs 6 checkpoints, 12 road gates, 15 roadblocks, 21 earth mounds, 1 earth wall (400m), 1 trench (1,100m), and 6 road barriers spanning a substantial 16,300 meters, totaling 64 obstacles.

- Jerusalem: Documents a dense urban restriction zone encompassing 13 checkpoints, 4 road gates, 4 roadblocks, and 22 earth mounds, resulting in 43 obstacles.

- Remaining Governorates: Quantifies the structural closures across Bethlehem (35 obstacles), Salfit (30), Tulkarm (30), Jenin (22), Jericho (14), Qalqilya (10), and Tubas (10).

Historical Trends and Regional Context Insets

The map sheet includes two prominent analytical inset maps on the lower-left panel to provide long-term historical and geographic context:

1. The West Bank Barrier Timeline (July 2005 to May 2006): A dedicated tracking map graphing the expansion of the wall over a ten-month period. It reveals that the Barrier's planned total length had reached 703 km (with 362 km completed, 88 km under construction, and 253 km projected), noting that 147 km had been built since July 2005 alone, sealing off roughly 10.1% of the West Bank's total land area.

2. Closed and Restricted Areas for Palestinians: A broad regional map showing the spatial layout of the West Bank relative to Israel, Jordan, and the Gaza Strip. It illustrates the proposed safe-passage bus and truck convoy transit route linking the two Palestinian territories under the November 2005 Agreement on Movement and Access (AMA), while displaying the shrinking maritime fishing boundaries off the Gaza coast—contrasting the 20-nautical-mile limit of the 1994 Oslo Accords against the strict 10-nautical-mile zone enforced by the IDF in April 2006.

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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Alexander Johnson, Ph.D., & Daša Pahor, Ph.D.
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