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THE AMERICAS, THE PACIFIC
& THE POLAR REGIONS

DECEMBER 2014
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Cover illustration – a part of the lithographed view of Mount Baker from Henry Warre’s “Sketches of North America and the Oregon Territory” (item #135)
1. [ALASKA BOUNDARY COMMISSION]

TOPLEY, Horatio Needham

[Album with 98 Original Photographs of the Southeastern Alaska and Northwest British
Columbia, Titled in ink on the second fly leaf:] These Photographs of the Pacific Coast Line Were taken
in 1894, by H.N. Topley to be used in connection with the Alaska Boundary Commission.

1894. Oblong Folio (ca. 28.5x37 cm), 49 card leaves. 98 albumen prints ca. 20x24 cm (7 ¾ x 9 ½ in)
or slightly smaller. All images signed “H.N.T.” and dated in negative in the right lower corners, and
supplemented with black ink manuscript captions on the mounts. Original red full calf album with girt
tooled ornamental frames on the spine and both boards, gilt lettered titles “Views of Alaska” on the upper
board and spine; marbled endpapers, all edges gilt, spine with raised bands. Housed in a custom made
cloth clamshell box with gilt lettered title “Views of Alaska” on the sheep label attached to the spine.
Boards slightly rubbed on extremities, spine neatly re-cased, but overall a very good album.

This beautiful photograph album is an important photographic document supporting the 1894
survey of Southeastern Alaska, or the Alaskan Panhandle, executed by the Canadian Alaska Boundary
Commission under command of W.F. King. In order to thoroughly delineate of the border between Alaska
and British Columbia the party consisting of seven surveyors travelled north from Victoria in late spring-
summer 1894 on three steamers (Topeca, Thistle and Boscowitz), via Metlakatla, Port Simpson (now Lax-
Kw’alaams, both in BC), Wrangell and Juneau, reaching the furthest points of the Lynn Canal and the
territory of the modern Glacier Bay National Park. H.N. Topley was the official expedition photographer
on service from the Canadian Department of the Interior.

The album includes a number of very interesting historically significant images, including panoramic
views of Metlakatla (captioned as “Metakahla”), Port Simpson, and Juneau with the neighbouring
Treadwell gold mine, photos of the native houses in Alert Bay and Port Simpson, “Indian school,” “Indian
Methodist church,” orphanage and “Totem Pole made of marble” in Port Simpson, as well as several
stunning group portraits: two portraits of native boys from the Metlakatla residential school, and three
group portraits of native schoolchildren, orphans, and members of the “Indian Salvation Army” in Port
Simpson. Views of Wrangell show the city’s totem poles, court house, and the old fort. One image depicts
“Indians drying halibut and seal.” Six photos show the inner yard and the gold washing workshop of the
Treadwell gold mine near Juneau.

The photographs supporting the boundary survey document the expedition’s movement across
Southeastern Alaska and include views (often in series) of Ward Cove, Clarence Strait, Chichagof Pass (4),
Wrangell City (3), Wrangell Narrows (9), Stephens Passage, Port Snettisham (2, including a view of the
Amner Point), Gastineau Channel (2), Taku Inlet (3), Blake Channel (4); Bradfield Canal (11, including three
images of the Tyee Inlet and Duck Island), Juneau and the Treadwell gold mines (8), Mendenhall Glacier.
Lynn Canal and area around Haines are represented by the photos of the shores of the Lynn Canal (2),
Davidson Glacier (2), Chilkat River (3), Rainbow Glacier and salmon cannery in the nearby Pyramid
Harbour. The territory of modern Glacier Bay National park is shown in views of the Dundas Bay (3), Icy
Strait (2), Taylor Bay and Laperouse Glacier, Glacier Bay (4), Muir Glacier (4), Crillon Glacier (2), a view of
the coast line from Cape Spences to Icy Cape. Four photos show the surveyors camps set up in different
locations, and one of the expedition ships “after snow storm, 9th May.”

A brother of William James Topley (1845-1930) who took over the Ottawa studio of William
Notman in 1872, H.N. Topley often photographed for the Geological Survey of Canada. He photographed
the Alaska/Canada boundary in the early summer 1894, as well as scenes in BC (Camera Workers online,
vol. 1). “Mr. Topley, whose mission was largely to photograph and examine the glacier formations, got
many views of Muir glacier, Brady, La Perouse and other glaciers, including the Patterson, near Wrangel.
The outline of the coast was also photographed from Wrangel to Lituya Bay. At Alert Bay Mr. Topley went
ashore to photograph a gathering of Indians at a potlatch. The smoke being dense in the house he was
going to use a flash light, when before the bewildered artist could imagine what was coming he was
nearly smothered in the wild rush of 150 frightened Indians for the door – they didn’t want any “sunlight” in the house. When he found himself suddenly alone Mr. Topley, with remarkable presence of mind, saved himself and apparatus before the Indians thought of attending to him personally. Mr. Topley made many photographs of Indians, their schools, the orphans’ home and other interesting features of Indian life for the Interior department at Ottawa. The Port Simpson and Metlakatla Indians he considered the most far advanced in civilization, but the Alert Bay Indians are very backward in this respect” (Alaska Boundary Survey/ Victoria Daily Colonist, June 12 1894, p. 7). Provenance: From the collection of Pierre Berton.

$18,500USD

2. [ALEXANDER VON BUNGE EXPEDITION 1889]

[Unique Collection of 23 Original Photographs Documenting the Investigation of the Wreck of the Russian Coast Guard Ship Kreiserok in the Vicinity of Cape Soya, Northwestern Hokkaido].

Ca. 1889. One photograph ca. 16.5x22 cm (6 ½ x 8 ½ in), eighteen photographs, ca. 12x17 cm (4 ¾ x 6 ¾ in) and four smaller photographic portraits of the Kreiser’s crew, ca. 11x8 cm (4 ¾ x 3 ¾ in) mounted on card leaves of different sizes. The majority of photographs with pencil captions in Danish on the lower margins of the mounts. Minor foxing of the mounts and mounts a bit warped, but overall a very good collection.

This important photographic collection documents the search expedition of the Russian Navy to the northwestern Hokkaido in November 1889 - January 1890. The purpose was to investigate the fate of the shipwreck of the Russian coast guard schooner Kreiserok (“Little Cruiser”) which was in service on the coast of Tyuleniy Island (in the Sea of Okhotsk, 19 km to the south of Cape Patience (Mys Terpeniya), on the eastern Sakhalin coast) protecting against poachers and disappeared in a storm on the 26th of October, 1889.

The wreck of Kreiserok was discovered by Japanese on the shore next to village Wakkani, in the vicinity of Cape Soya, the northernmost point of Hokkaido, 43 km away across the Laperouse Strait from Sakhalin Island. The Russian consulate informed the Pacific Squadron of the Russian Navy which wintered in Nagasaki, and the Squadron Commander rear admiral Vladimir Schmidt sent the investigation expedition on clipper Kreiser (“Cruiser”) to ascertain whether the wreck was indeed the Kreiserok.

The expedition under the leadership of renowned Russian Polar explorer, doctor Alexander von Bunge (1851-1930) included Lt. V.N. Bukharin and other Russian mariners, as well as Japanese officials and translators. The party reached the place of the wreck with great difficulties because of heavy snowfalls and strong winds. They examined what left of the schooner - a part of stern with steering wheel and the right side with both masts. Two ship’s boats, the flag and the board with the ship’s name were discovered, as well as a body of a sailor (Fedor Ivanov). None of the crew members was rescued, obviously there were no survivors. The cause of the disaster wasn’t determined, but it was assumed that the ship wrecked because of the ice formation on Kreiserok’s hull and rigging during strong storm, winds and low temperatures.

This photograph collection, assembled by the Danish member of Kreiser’s crew, Lt. C.M.T. Cold (who also captioned most of the images), includes eleven images of the Kreiserok wreck on shore with all parts of the schooner’s remains clearly visible. Five images show the surrounding coast and a Japanese settlement, covered with deep snow. The majority of the pictures from the wreckage also show the expedition members, with Alexander Bunge present on five pictures, and possibly V. Bukharin and Lt. Cold present at least on six pictures; several pictures show the Japanese members, and two images are group portraits of all expedition members. Five pictures are dedicated to the clipper Kreiser including four portraits of its crew members, and a view of Kreiser in the harbour of Nagasaki, the latter was reproduced.
The monument erected in 1897 in Vladivostok in memory of Kreiserok and its crew became the first monument of Vladivostok and the first official memorial on the Pacific to Russian naval mariners who perished on duty.

Kreiserok ("Little Cruiser") was a coast guard schooner of the Russian Imperial Navy. Tonnage 15 t., length 24 m., width 8 m., draught 2.13 m. Built in 1884 in Seattle, before 1886 - American schooner "Henrietta." In 1886 it was confiscated by the Russian clipper "Kreiser" for poaching in the Russian waters of the Bering Sea. In 1887 under command of lieutenant Tsvangman it carried out hydrographical survey of the Amur estuary. On the 14th of May 1888 it was renamed after the clipper "Kreiser" and became a coast guard vessel of the Tyuleniy Island (the Sea of Okhotsk). In October 1889 during its service on the island's coast it captured American poaching schooner Rose and prepared to escort it to Vladivostok, but instead wrecked in a storm with the entire crew perishing. A cape and a bay in the Possiet Gulf (Peter the Great Gulf of the Sea of Japan) were named after it.

Alexander von Bunge was a renowned Russian Polar explorer, doctor of medicine and zoologist, a son of famous botanist Alexander von Bunge (1803-1890). He participated in the expeditions to the mouth of the River Lena (1882-84), Yenisey River (1892-95), Spitsbergen (1900) et al; he headed the expedition to the New Siberian Islands (1885-86). Von Bunge’s meteorological observations were used by F. Nansen during his famous Fram expedition. An island in the Arctic Ocean (Bunge Land), a peninsula on the Russky Island (Nordenskiöld Archipelago), glaciers on Spitsbergen and Novaya Zemlya, and a mountain on Spitsbergen were named after him.

$2250USD

3. [AMERICAN WHALER IN WESTERN AUSTRALIA]

[Autograph Letter Signed “Geo. Swain,” the Master of the New Bedford Whaling Barque “Wavelet” to Lawrence Grinnell, the Owner of the Barque, with the Account of Wavelet’s Whaling Season in the South Pacific].

Honolulu, 15 November, 1858. Quarto (ca. 25x19,5 cm). 3 pp. Brown ink on blue paper with the blind stamped papermaker’s monogram in the upper left corner. Docketed on the last blank page. Fold marks, otherwise a very good legible letter.

An interesting letter by George Swain, the master of the New Bedford whaling barque “Wavelet”, addressed to the barque’s owner Lawrence Grinnell, a member of a prominent New Bedford family involved in the whaling business. Swain confirms Grinnell’s request to "go another season" and reports to “have taken about 700 Barls. Of Wail & no Sperm." Swain is transporting the obtained oil and bone via the "West Wind" and Captain Baxter "at 7 cts per gal & 1 1/2 cts pr lb that is the best I can do." He has discharged all the crew except for two mates, and discusses payment for the crew and for repairs to his ship, giving a very detailed accounting of expenses for the voyage. In the letter Swain mentions such ports of call as Honolulu and Hilo in Hawaii, as well as the King George Sound – a popular whaling ground in Western Australia at the time.

The "Wavelet"s" whaling voyages in the Pacific lasted from 1855 to 1860. The barque was registered on arrival at the port of Albany (King George Sound, Western Australia) on 17 October 1856 (The Empire, Sydney, Wednesday, 24 December 1856, p. 4); and while leaving the New Zealand port of Mongonui on 23 February 1857, “cleared for the whaling grounds” (The Sydney Morning Herald, Tuesday, 7 April 1857, p. 4). The barque was also noted to briefly touch at the Pohnpei Islands (the Carolines) in 1858 and 1859, apparently on the way from the whaling grounds to Hawaii.

Overall an important detailed letter of American whaling off the coast of Western Australia.

$975USD
4. **[AMERICAS]**

   SCHMIDT, J.M.F., Professor
   [Map of North and South America, Titled:] America. Gezeichnet vom Professor J.M.F. Schmidt.
   Berlin: Simon Schropp & Comp, 1820. Outline hand coloured copper engraved folding map, dissected and cloth backed, ca. 60x46 cm (23 ½ x 18 in). Engraved by Franz. Housed in the original card chemise and a marbled paper slipcase with a period manuscript title on a paper label; both the slipcase and chemise with period library stamps. Overall a bright very good map.

   This map of the western hemisphere outlines possessions of the European powers in North and South America (English, French, Spanish, Dutch, Danish, Swedish and Russian), separately marking the United States of America, Brazil and Haiti. Simon Schropp received a privilege for map publishing and trade in 1742 from the Prussian king Frederick II, and by the end of the 18th century became one of the major European map sellers. His company successfully worked through the centuries and is now one of the best Berlin map shops “Schrupp Land & Karte GmbH”.

   $650USD

5. **[ARCTIC COMPASS]**

   [OLIVE OF CUMBERLAND, PRINCESS], SERRES [née WILMOT] Olivia [alias Princess Olive of Cumberland] (1772-1834)
   [Official Printed Letter to the “President of Trinity College &c, &c, &c, Cambridge” Regarding the Princess’ Invention – “North and South Compass”]: To the Naval and Maritime Officers of Great Britain..., to ascertain the cause of the Mariner’s Compasses in modern use having so greatly vacillated in the Arctic regions...
   [London, 29 August 1828]. On a folded leaf, size when folded: Quarto (ca. 24x19 cm). 1 p. With a hand written address, postal stamps and the princess’ wax seal on the last page. Manuscript text on the same page (probably written by the princess): “With the Princess Olive’s respects for the Knowledge of the University of Oxford”. Fold marks, paper aged, minor chip on the last page caused by opening, otherwise a very good document.

   The letter addressed to all naval and maritime officers of Great Britain presents Princess Olive’s invention – North and South Compass “adapted for each side of the Equator; such being upon an entire new principle, and different to any compasses hitherto made, have been appointed of by the highest scientific and naval characters”. She “has been enabled, through her philosophical researches, to ascertain the cause of the Mariner’s Compasses in modern use having so greatly vacillated in the Arctic regions. The Princess Olive also has discovered, that a distinct and separate Mariner’s Compass is required in the North West and South East passages of the Ocean”. The Princess expresses hope that her inventions “which, in all their bearings, will be found so importantly useful to Mariners in general, will experience the patronage of the naval world”. At the end follows the schedule of public presentation of the models which will take place at the Princess’ residence, “No. 2, Park Row, Mills Buildings, Knightsbridge”.

   Not much is known about this “invention” which most likely was a way to establish the Princess’ social status or to pay off some debts. An article with similar content has been published in the Morning Herald (1 August 1828). Although our letter is addressed to the President of the Cambridge Trinity College, the handwritten text expresses “Princess Olive’s respects for the knowledge of the University of Oxford” [sic!].

   Olivia Serres, a British painter and writer, was also known as an impostor, who claimed the title of Princess Olive of Cumberland.
"Born Olivia Wilmot, a daughter of a house painter Robert Wilmot, she married John Thomas Serres (1759-1825), marine painter to George III, in 1791. Financially reckless, she was several times imprisoned for debt. In 1817 she wrote a letter to the Prince Regent, claiming that she was the natural daughter of Prince Henry, Duke of Cumberland by Mrs. Olive Payne (who was her actual aunt). In 1821, she had herself rebaptized as the daughter of the Duke of Cumberland at Islington Church, and "announced" her parentage in several letters to the newspapers and in pamphlets. The same year, however, she was arrested again for debt and placed in the King's Bench Prison. She appealed to the public for contributions, placing posters reading "The Princess of Cumberland in Captivity!" all over London, and publishing, in 1822, further details of her claims.

Olive managed to persuade Sir Gerard Noel, a Member of Parliament, to make inquiry into her claims, but by this time the royal family was fighting back. In 1823 Sir Robert Peel, then Home Secretary, speaking in parliament, responded to Noel's speech in Olive's favour with a denunciation of her documents as forgeries and her story as a fabrication. It was concluded that her claims were false, but Olive escaped prosecution for forgery. Olive continued to have economical problems and was for the rest of her life in and out of debtors' prisons" (Wikipedia).

$750USD

6. **[ARCTIC EXPLORATION]**

[Collection of Four Related Autograph Letters Signed by John Franklin, Frederick William Beechey, John Richardson and John D. Hunter, Apparently Addressed to Nicholas Garry, Deputy Governor of the Hudson’s Bay Company).

Four ALS, all dated by days of the week but without a year, but 1824. Three Small Octavos (ca. 18x11,5 cm), and one small note ca. 9,5x11 cm. Each 1 page, brown ink on paper. One with a pencil written list of names on verso. All with old identical guards on verso, indicating that the letters were mounted together in an album. Very good letters.

An interesting collection of original letters by noted Arctic explorers, apparently all related to meetings to make preparations for the 1824-25 voyages to find the Northwest Passage. Three letters were written by the members of two corresponding expeditions to the region: John Franklin and John Richardson, who explored the shores of the Arctic Ocean west and east of the Coppermine River in 1825-1827, and Frederick William Beechey, who explored the Bering Strait from the west in 1825-1828, in an attempt to meet Franklin’s expedition. In his letter Franklin also mentions George Francis Lyon who was to sail on HMS Griper to the Repulse Bay in June 1824. The author of the fourth letter, John D. Hunter, also mentioned in Franklin’s letter as a participant of one of the meetings, was apparently an organiser or a member of one of those expeditions. Dated by days of the week, the letters refer to several meetings in March 1824. John Richardson’s letter was written at “55 Devonshire Street,” which was John Franklin’s London address.

Beechey’s and Hunter’s letters are addressed to “Mr. Garry,” most likely Nicholas Garry (ca. 1782-1856), deputy governor of the Hudson’s Bay Company in 1822-1835. Fort Garry (now Winnipeg) was founded and named after him in 1822. Several places in the Northwest Passage were named after him during the expedition season of 1825-27. John Franklin gave his name to the Garry Island in the delta of the Mackenzie River “for all his active kindness and indefatigable attention to the comfort of myself and my companions” (Franklin, J. Narrative of a Second Expedition to the Shores of the Polar Sea, 1825, 1826, and 1827. London, 1828, p. 36). William Parry named Cape Garry in the Somerset Island, Prince Regent Inlet “after by worthy friend Nicholas Garry, Esq., one of the most active members of the Hudson’s Bay Company, and a gentleman most warmly interested in everything connected with northern discovery” (Parry, W. Journal of a Third Voyage for the Discovery of a North-West Passage from the Atlantic to the Pacific; Performed in the Years 1824-25 in His Majesty's Ships Hecla and Fury. London, 1826, p. 140).
In his letter to Mr. Garry, John D. Hunter also mentions “Mr. Halkett”, who was most likely, John Halkett (1768-1852), director of the HBC and a member of its London Committee.

The texts of the letters:

Franklin: “My dear Sir, I shall have great pleasure in joining your party on Thursday the 25th but you must let me off early as I am engaged to an Evening party. I was just going to write to you when your note came, to say Mrs. Franklin and I will be glad to have the pleasure of your company at dinner on Tuesday 30th March at six. I hope Mr. Hunter will be with us also. I will send your letter to Capt. Lyon and I shall probably take the opportunity of seeing Parry tomorrow. Ever sincerely & faithfully yours, John Franklin. Tuesday Eveng.”

Richardson: “Dear Sir, I shall with much pleasure dine with you on Wednesday next at 7. I am dear Sir yours sincerely, John Richardson. Saturday, 55 Devonshire Street.”

Beechey: “Captain Beechey presents his compliments to Mr. Garry and will have the pleasure of accepting his polite invitation for the 6th inst. Harley Street, March 21st.”

Hunter: “I sincerely thank you my dear Mr. Garry for the book you were kind enough to send me, but my engagements will I fear render it out of my power to read it through. I will dine with you on Tuesday if I return from Brighton in time. I shall start at 11 this morning, & contemplate to return on Monday evening, I am much pleased to hear that among other friends Mr. Halkett will be one. Believe me very sincerely yours &c. John D. Hunter. Saturday morning.”

$3250USD

7. [ATHABASCA FUR BRIGADE]

CHARLES, John, Chief Factor at Fort Chipewyan (d. 1849)

[Autograph Letter Signed to Alexander Christie, Chief Factor of the York Factory, Reporting of the Brigade’s Affairs Before Leaving Norway House to Fort Chipewyan for the Season].

Norway House, 1 August 1830. Quarto (ca. 25x20 cm). 3 pp. Addressed, sealed and docketed on the last blank page. Fold marks, minor hole on the last page after opening, slightly affecting the text, otherwise a very good legible letter.

An interesting letter from John Charles, a leader of the Hudson’s Bay Company’s Athabasca Brigade and Chief Factor at Fort Chipewyan (1830-1834), written on the eve of the brigade’s departure to the interior for the winter trade. The letter is addressed to Alexander Christie (1792-1872), chief factor of the York Factory, subsequently considered one of the most influential factors of the Hudson’s Bay Company.

Charles reports on the departure of the Athabasca Brigade, as well as conditions and supplies at Norway House: “We have now nearly made an end of our Business here and expect to move off at the latest in a Day or so. Our four Boats for Athabasca were away Yesterday with an Ample Supply for the Season to meet all Demands. The Goods forwarded by Messrs. Meler & Hargrave for the Men’s Equipment were most ample <...> the Men appear quite Satisfied with these Advances, which are the best they ever got.” He hopes that when “the Athabasca Brigade will henceforth return from the Plain [?], if we could have a Building of some kind erected for transacting our Business it will be of great Advantage, for at present the want of Sufficient Room even to make a temporary Shop, creates much Inconvenience, and I may add not a little Confusion. I would also be obliged to you to give Orders to have the Boats built for us at this Place, for the New Boats brought from the other Places we generally get the Worst.” Charles reports that “in order to prevent too much of some Articles and too little of others being forwarded for Men’s Equipment next Spring, I have made out a Requisition, both for Advances and Outfit, which if it can be complied with will be fully Sufficient.” He also complains of hard conditions on the Winter Road, resulting in sickness and injury among the Indian accompanying the brigade. Overall a very interesting informative letter.

$1850USD
8. **[ATLIN, B.C.]**

[Album with 293 Original Photographs of Atlin, British Columbia].

Ca. 1934-1935. Oblong Octavo (ca. 18.5x28 cm). 50 card leaves (10 blank). 293 gelatin silver prints, ca. 10x5.5 cm (4 x 2 ¼ in) or slightly bigger/smaller; all but four mounted on the leaves (the four are loosely inserted). The majority with white manuscript captions on the mounts. Original brown patterned leather album fastened with a string, with gilt lettered title “Photographs” and manuscript caption “Atlin, B.C.” on the front cover. Boards slightly rubbed on extremities, otherwise a very good album.

Very interesting and content rich private album of Atlin residents Ronald M. Stewart, the chief of the local RCMP branch, and Grace T. Wright, a senior nurse in the Atlin hospital in the 1930s. The album gives a detailed and vivid illustration to life in this Northern BC town, and includes its views and panoramas, taken in winter and under the midnight sun in June; images of the Atlin Anglican church, “Government house,” police barracks (with several views of their interior), hospital, liquor house, a native village nearby, a horse driven cart of the “Atlin waterworks,” a snowmobile, a scene of the plane landing in Atlin (“Queen of the Yukon”). A number of photos depict magnificent Atlin mountain and lake, showing pressure cracks on the lake in winter, Allinto River et al. The compilers of the album are shown during numerous outdoor ski trips and picnics, while hunting, fishing, “collecting tern’s eggs at Atlin lake”, or riding a dogsled; with the fishing catch or hunted hawks, eagles, coyotes, ptarmigans, wolves et al. The photos, most with detailed captions, portray many local residents, including “Ben Nichol – prospector, Bob Webster – in police, Ida Lind – nurse,” and “Mr. Barr, pilot of Atlin plane.”

A series of images is dedicated to the Atlin hospital, showing the “Indian ward”, laundry, nurses’ home, and main hospital wards; and showing details of the interior of the office and hospital kitchen. Six photos at rear document the opening of McBride Red Cross Hospital, also showing Tuffy, the first patient.

There are also interesting photos of the cottages of the famous Ben-My-Chree hunting and fishing Lodge on the Taku Arm of the Tagish Lake (closed in 1956), Skagway, a train of the White Pass & Yukon railway, steam shovel and moveable flume on the Spruce Creek et al. Overall a very interesting album.

$1250 USD

9. **[B.C. GOLD RUSH WEEKLY NEWSPAPER]**


Barkerville, Williams Creek, British Columbia: Saturday, August 19, 1865. On a double Elephant Folio leaf (ca. 40.5x29.5 cm or 16 x 11 ½ in). Four pages. With two page Supplement laid in. Period pencil note "30 cops. Exp. Acc. F.J. Barnard" in the right upper corner; blue stamp "M.W. WAITT & Co. Govt. St. VICTORIA" in the left upper corner. Light staining along fold lines, chipping on the upper edge, but overall a very good copy.

Very rare as only four runs of the newspaper located in Worldcat.

One of the first issues of this almost legendary goldfields newspaper inscribed by a prominent BC businessman and politician, the founder of famous Barnard’s Express: Francis Jones Barnard (1829-1889).

The inscription ordered to send 30 copies of the newspaper to the office of a Victoria bookseller, publisher and news agent M.W. Waitt & Co. (probably, on Barnard’s personal account). The reason for this was most likely the article letter from Victoria written anonymously by a member of the Legislature, which presented a lengthy defense of Union of the Colonies of BC and Vancouver Island, based partly on the value of the Cariboo miners to the Island economy and, reciprocally, the value of free trade to the miners (the union was concluded in 1866).

“The Cariboo Sentinel was published in Barkerville, in the Cariboo region of central British Columbia, and ran from June 1865 to October 1875. At the time, Barkerville was home to a fast-growing community of miners who had been attracted to the Cariboo region by the discovery of gold. The Sentinel
was published by George Wallace, and its stated objective was not only to disseminate "mining intelligence," but also to eradicate "official abuse[s]" of power, both within the Cariboo region and beyond (vol. 1, no. 1, p. 2)" (UBC Library Catalogue).

"Francis Jones Barnard, often known as Frank Barnard Sr., was a prominent British Columbia businessman and Member of Parliament in Canada from 1879 to 1887. Most famously, Barnard was the founder of the B.X. Express freighting company ("Barnard's Express"), which was the main cartage and passenger services company on the Cariboo Road. His son, Sir Francis Stillman Barnard, often known as Frank Barnard Jr., later became the Lieutenant-Governor of British Columbia.

It was his next enterprise, begun in the fall of 1860, that would grow to become the B.X. Express one of the most important companies in the early history of the Colony, and which would remain in business for decades. He began by carrying mail and newspapers, on foot, all the way from Yale to the goldfield towns of the Cariboo, a 760-mile roundtrip journey, charging $2 per letter and selling newspapers in the goldfields for $1 a copy. In 1861 and 1862 he also carried packages between Yale and New Westminster, a distance of 200 miles, and in 1862 established a one-horse pony express, with himself as sole rider, serving the Cariboo from Yale, where he met with services from New Westminster and Yale provided by Dietz & Nelson (one of the partners in which was the later Lieutenant-Governor Hugh Nelson) and couriered reliably from there to Barkerville. On his return journeys, he became entrusted with shipments of gold dust, and managed to reliably and safely convey earnings from the goldfields to Yale despite the ever-present risk of robbery, in addition to the difficulties posed by distance, climate, and the difficult canyon and plateau trails.

With the completion of the first section of the Old Cariboo Road to Soda Creek in 1862, Barnard used his own acquired capital and found a backer to launch Barnard's Express and Stage Line with fourteen six-horse coaches and a famous team of "crack whips" to drive them, including legendary drivers Steve Tingley and Billy Ballou. The onset of the busiest phase of movement of miners and goods to and from the Cariboo Gold Rush began that year, and Barnard's new company prospered from a buys trade in services for passengers, freight, letters, newspapers and gold dust, and in 1864 was able to expand his business further with the purchase of more rolling stock and also in winning the government contract to carry the mail. Barnard was also able to encourage the government to end the gold escort with the result that his company's coaches, equipped with armed guardsmen, would be fully in charge of the movement of gold from the Cariboo to the Coast. In 1866 Barnard bought out Dietz and Nelson and so came into control of the bulk of business connecting Victoria to Barkerville, as he was now in control of shipments between Victoria and Yale as well as from Yale northwards" (Wikipedia).

$975 USD

10. **[BAEGERT, Johann Jakob] (1717-1772)**


*Mannheim: Churfürstl. Hof- und Academie-Buchdruckerey, 1773. Second Edition (with Corrections). Small Octavo. [xvi], 358 pp. With one copper engraved folding map and two copper engraved plates on one leaf. Recent handsome period style brown gilt tooled half sheep with marbled boards and a red gilt title label. Some leaves with very mild browning, otherwise a very good copy.*

"Baegert, a German Jesuit missionary and resident of Baja California for eighteen years, wrote an interesting but by no means glowing account of the natives and of the country. He served at the mission of San Luis Gonzaga. The map is most helpful in giving the location of the many Jesuit missions in Lower California. It also shows the route along the west coast of Mexico followed by Baegert in going to California in 1751, and his route out in 1768, after the expulsion of the Jesuits. The two plates, which are
not found with all copies, depict California natives"(Hill 46); Barrett 129; "According to his accounts the country was absolutely unfitted for habitation; it was inhabited by wild and ferocious beasts; peopled by inhospitable and cruel savages; water was unfit for use; wood was scarce; and the soil would not sustain life" (Cowan p.27); Graff 137; Howgego B1; Howes B29; Sabin 4363 "Some corrections made [in the second edition]" (Streeter IV 2442); Wagner 157.

$5250USD

11.  [BRAZILIAN IRON MINES]

[VARNHAGEN, Frederico Luiz Guilherme de] (1782-1840)
[Collection of Thirteen of Varnhagen’s Letters and Period Copies of Supporting Documents, Containing Interesting Information about his Work at the Brazilian Iron Mines and Ipanema Iron Foundry, the First Ironworks in Brazil].

[Marinha Grande, Monte Real (Portugal)], ca. 1825-1829 (the originals dated Sorocaba, Sao Paulo, Sao Joao de Ipanema, Rio de Janeiro, 1817-1829). Eleven Folios (one ca. 34.5x23 cm, the rest ca. 31x21 cm) and two Large Octavos (ca. 24.5x19.5 cm). In all 21 pp. of text. All documents written in brown ink in the same neat hand on white paper; two – on leaves watermarked “Hagar & Son, 1825.” Ten documents are written on "Giovanni Checchi" watermarked laid paper with Portuguese notarial stamps embossed on each leaf, and stitched together; nine of them are countersigned in two different hands on 14 February 1829. All documents laid in a later paper folder with typewritten partial list of contents. Mild fold marks, water stains in lower portion of leaves, one document with minor tears on folds. Overall a very good collection.

Interesting collection giving a first-hand account of Frederico Luiz Varnhagen’s service at the first Brazilian iron mines and ironworks in Ipanema. The collection includes original letters supplemented with the copies of original documents testifying about his service in Brazil, put together as a support of Varnhagen’s desire to continue his mining career in Portugal.

The documents include:

Varnhagen’s petition to Dom João VI, King of Portugal (originally dated Marinha Grande, 21 December 1825; all later dates shown in brackets indicate the dates of the original documents). Varnhagen notes his twenty-three years of service to the Portuguese crown, fourteen of which were in Brazil, his loyalty to the crown despite repeated requests by the Brazilian government about his return, the fact that he has very little property (the land that came with his wife’s dowry having been sold), and that he desires to dedicate himself to agriculture. He asks that the "Xarneca" estate outside the Royal Forests of Leiria be granted to him to cultivate.

Varnhagen’s petition to Dom Miguel, King of Portugal, with nine numbered supporting documents (Marinha Grande, 21 February 1829). The documents are written on "papel sellado" with the Royal Arms of Portugal and the cost of 40 reis embossed on each leaf, and tied together with a ribbon. Varnhagen asks for the post of Intendente de Minas after the Barão de Eschwege retires, summarizing his background, services, education, and so on.

The supporting documents detail the following stages in Varnhagen’s career: service at the Real Fabrica Nova de Ferro at Sorocaba (20 October 1817); establishment of the Fornos Altos at São João da Ipanema (26 January, 1819); nomination as Lt. Colonel of the Royal Corps of Engineers, at the Quartel General de São João de Ipanema (July 17, 1819); service at the Real Fabrica (Ironworks) (Quartel General de São João de Ipanema, July 17, 1819); testament of João Carlos Augusto d’Oyenhausen recognizing Varnhagen’s services to the Crown (São Paulo, May 30, 1821); João de Medeiros Gomes’ attestation of Varnhagen’s excellent service (Villa de Sorocaba, October 20, 1821); João Carlos Augusto d’Oyenhausen’s attestation of Varnhagen’s service (São Paulo, March 9, 1821); José Joaquim Carneiro de Campos’s permit given to Varnhagen to retire from service at the Ironworks (Rio de Janeiro, October 9, 1821). There is also
a manuscript extract from the Gazeta de Lisboa, May 4, 1819, noting the establishment of the Ironworks at São João de Ipanema, and the benefits to the nation, in commerce and especially the military, as well as Varnhagen's service in agriculture. All supporting documents are endorsed by Joaquim José Leal, and countersigned by Luiz José Pedro Argolino [?] on 24 February 1829.

Varnhagen’s petition to the Conde de Basto (Marinha Grande, 21 February 1829) in which he asks for the post of Intendente de Minas upon the retirement of the Barão de Eschwege. He asks the Conde de Basto to forward information regarding his work in the mines in Brazil and at the iron foundry at São João da Ipanema to the Conde de Louzã. He also mentions 300 oak trees that have been cut and prepared for the construction of a ship.

Varnhagen’s letter to the Conde de Basto (Marinha Grande, March 11, 1829), mentioning that he is enclosing a sample of iron from the foundry at the Royal Ironworks at São João de Ipanema. The sample has a relief of St. John the Evangelist. He asks the Conde de Basto to use it to judge his "practica demonstrada e mais conhecimentos no ramo dos Fundições a Fabricas de Ferro..." and further mentions the preparation of lumber for the construction of a ship.

"Varnhagen came to Portugal at the invitation of the Portuguese government to direct the Foz de Alge ironworks in 1803. He then traveled to Brazil in 1809, after the royal family and the entire Court moved to Rio de Janeiro. The Royal Iron Mill of São João de Ipanema was yet another of those consequences of the arrival of the Royal Family to Brazil in 1808. Varnhagen was successful in the following seven years. He was able to show that the iron plant at Ipanema could be productive and profitable. The Real Fábrica de Ferro St. John's Ipanema marked the beginning of the production of iron by the indirect method (producing pig iron) in the country. For short periods it produced a ton and a half of iron per week, producing ammunitions and war material, wire, spades, nails, axes, sickles” (Wikipedia).

When the Portuguese king D. João VI decided to go back to Portugal, Varnhagen decided to follow him, in 1821. He became the administrator of the Matas e Pinhais do Reino, served as a lieutenant-colonel in the Portuguese army, was a member of the Academia Real das Sciencias, and Director of Mines, and held the honorary title of Coiteiro-mor do Reino. He wrote “Manual de instruções praticas sobre a sementeira, cultura e corte dos pinheiros, e conservação da madeira dos mesmos” (Lisbon: Academia Real das Sciencias, 1836).

$3250USD

12. [BRITISH COLUMBIA]
[Album with 25 Original Photographs of British Columbia, Compiled by the British Columbia Conclave of the Masonic Order of the Red Cross of Constantine, Titled:] Memories of British Columbia.

Ca. 1927. Oblong Folio (ca. 27x37 cm), 12 card leaves. 25 gelatin silver prints, all but two ca. 18x23 cm (7 ¼ x 9 in), two ca. 17,5x10,5 cm (7 x 4 ¾ in). All with custom printed captions on the mounts. First large photo with a paper label attached to the top (official letterhead of the Government House in Victoria, signed and dated by R. Randolph Bruce). Original maroon full sheep album with gilt lettered title on the front cover, moire endpapers and decorative edges. Gilt lettered red sheep label with presentation inscription on the first pastedown, paper exlibris of Rita Yvonne Butterfield ibidem. Boards slightly rubbed on extremities, but overall a near fine album.

This luxury keepsake album was specially produced as a present to “The Rt. Hon. The Earl of Cassillis, C.C.C. M... Ill... Grand Sovereign, Illustrious Order of the Red Cross of Constantine by Western Canada Conclave, No. XXV. Victoria, British Columbia, October 6th, 1927.” The Earl of Cassillis, who was the Grand First Principal of the order’s Supreme Chapter in Scotland, apparently visited Victoria to take part in the celebration of the 60th anniversary of the formation of the first Masonic chapter in British Columbia, which took place in October 1927. The album opens with portraits of Harry H. Watson, Reigning Sovereign of the Western Canada Conclave, and Edward E. Leason, Intendant General for British
Columbia and Canadian Yukon. The photo of the Government House in Victoria has a paper label attached to the top, with the official letterhead of the Government House, signed and dated 8 October 1927 by Robert Randolph Bruce (1861-1942), Lieutenant Governor of British Columbia in 1926-31.

The photos show the Parliament Buildings in Victoria, Saanich Peninsula, Elk Falls on the Campbell River, Mount Baker from the Malahat Drive, Mount Arrowsmith, “Mr. R.P. Butchart’s Sunken Gardens,” Colwood Golf Links near Victoria, Esquimalt dry-docks, a car with B.C. Licence plate in the “Virgin Forest,” local farmlands with herds of ships and cows, strawberry field during the harvest time, a tulip bulb farm et al. BC industry is represented with a close portrait of loggers at work, photos of a logging railway, pulp and paper mill, salmon catch, and a view of “Large timbers for export” loaded on a railway car, the timbers are with chalk inscriptions “Let BC flourish by her timber” and “BC forever.” The album closes with a photo of a catch of trout captioned “Speckled Beauties abound in B.C. Waters.”

$2250 USD

13. [BRITISH COLUMBIA]
[Collection of 204 Glass Stereo Positive Slides Showing Cities, Natural Wonders and People of British Columbia, including Over 70 Coloured Slides].

Ca. 1900-1910s. 204 glass stereo positive slides, including 105 ca. 8.5x10 cm (3 ¾ x 4 in), the rest ca. 8 cm square (3 1/8 in); ca. 77 slides are coloured. Some with period manuscript captions on the paper labels. The slides are housed in four period wooden boxes including one titled “Canadian Pacific Railway Co.” Several slides with minor chips on corners, but overall a very good collection.

Extensive collection of early 20th century glass slides showing photo views of cities, landscapes and people of British Columbia. Vancouver is shown on 31 slides (14 large, 18 coloured), showing the city port with boats and steamers, CPR station and rails (the buildings of the second and the third stations are shown), panoramas of downtown Vancouver and street views (Hastings St., Granville St., False Creek et al.), public beach at English Bay, views of the Hotel Vancouver, UBC campus at Point Grey, Stanley Park (showing the Tea House and the Harding Memorial), “Green Timber, Pacific Highway,” giant trees on Vancouver streets and others.

Victoria is shown on 16 slides (6 large, 6 coloured), with the views of Victoria and Esquimalt harbours, the Inner Harbour with the Legislature Buildings, the Empress Hotel and the Government Street, Butchart Gardens, Crystal Garden, canoe race during Victoria regatta et al.

The Rocky Mountains are shown on 51 slides (30 large, 14 coloured), with several views of the Selkirks (the Hermit Range, Mount Cheops, Mount Sir Donald, Illecillewaet valley and glacier, Glacier railway station), Yoho National Park (Emerald Lake, Kicking Horse River west of Field, Mt. Stephen and Mt. Dennis, Takakkau Falls and Yoho Valley), the Kootenays (Bisco, Arrow Lakes, Helmet Creek et al.), Golden, the Great Divide site, CPR train going through the Rockies, hikers going up the mountains, Alpine Club Camp near Mount Robson and others.

The Thompson-Okanagan Region is shown on 32 slides (11 large, 11 coloured), including views of Kamloops, Summerland, Thompson River trail, cliffs near Cherry Creek, Blue Lake and Marble Canyon, Devick Lake, Celista Falls near Shuswap Lake, Paul Lake, as well as orchards, lake steamers, lodges, and towns. A coloured slide shows a portrait of a young girl named Dorothy Lawrence, from Heffly Creek.

Fraser Canyon is shown on 27 slides (17 large, 10 coloured), showing Alexandra suspension bridge, Cisco Bridge, Hell Gate, CPR snow shed, White Creek Bridge and the Three Tunnels, Cariboo Joe Tunnel, river bends, Thompson River Canyon, Yale, a caravan on the wagon road, Indian congregation near Botanie, Seton Canyon and Lake, environs of Lillooet, Cayoosh Creek and others.

There are also seven coloured slides of the Grand Trunk Pacific Railway, showing Mount Robson and Berg Lake, Emperor Falls and Grand Forks River, Skeena River near Doreen, Hazelton and Prince Rupert. Northern British Columbia is shown on 6 slides (5 large, 4 coloured), with the views of Prince Rupert.
Rupert, newspaper office in Quesnel, a ranch in Klondyke, north Fraser River in Chilkotin, and “Iceberg just broken from glacier near Prince Rupert.” Vancouver Island & the Coast is displayed on 7 sides (4 large, 4 coloured), showing totem poles in Alert Bay, Haida village on the Queen Charlotte Islands, Observatory Inlet of the Howe Sound, Malahat Mountain Drive and others.

Traditional and industrial fishing is shown on 8 slides (5 large, 1 coloured), including views of salmon fishing fleet and canneries on the Lower Fraser River, salmon hatchery near New Westminster, humback whale caught near Vancouver Island, salmon cannery at the Skeena River; and a portrait of “Beaver Bill,” an Old-time Fisherman with a 75 lb Spring Salmon, taken on the Skeena River. There are also 6 slides dedicated to BC fauna & hunting (2 large), showing a bear, a mountain goat, roaming buffalos, moose, hunted foxes and various pelts. 10 slides present BC plants, forest & logging (4 large, 6 coloured), showing Douglas firs, forest fires, a log dam, a saw mill, log transportation on a railway et al.

Among the slides’ manufacturers are: Keystone View & Co., Underwood & Underwood, the Topley Studio (Ottawa), E. Fleming (Victoria), W.M.S.S.D. (3 Ludgate Circus Bldgs, E.C.), Edward van Altena, H.C. White and others.

Overall a very interesting representative glass slides collection showing British Columbia.

$9750USD

14. [BRITISH COLUMBIA]  
LYNCH, F.C.C.  
British Columbia Railway Belt. Sicamous Sheet, west of Sixth Meridian. Map Showing Disposition of Lands.  
[Ottawa]: Department of the Interior Canada, 1913. Large colour printed folding map, dissected and linen backed, ca. 65.5 x 80.5 cm (25 ¾ x 31 ¾ in). Attached to the period black sheep folder, slightly rubbed and with pencil notes on front pastedown. Overall a very good bright and clean map.

Prepared under the direction of F.C.C. Lynch, Superintendent of Railway Lands, the present map illustrates land use within the British Columbia railway belt near Shuswap Lake and Bastion Mountain. The map covers the area from the Columbia River on the west to Ducks settlement (now Monte Creek) near the Southern Thompson River on the east; from the northern borders of the Adams Lake and Seymour Arm in the north to Armstrong in the south. The map delineates trails (surveyed and unsurveyed), marks post offices, railway and ranger stations, and elevations of thirteen settlements above sea level (on a special insert). Various regions of the map are color-coded to mark homesteads, lands disposed of by the government, land sales (including mining lands), forest reserves, timber berths, grazing land, and Indian reservations. Overall an interesting map with an informative look at railway development in the Canadian west.

$850USD

15. [BRITISH TEXTILE TRADE IN BUENOS AIRES]  
HODGSON, James (from Hodgson, Robinson & Co.)  
[An Extensive Autograph Letter Signed, from James Hodgson, Merchant at Buenos Aires, to Messrs. Fielden Brothers, Owners of the Cotton-Spinning Firm in Manchester, Regarding the Insurance of the Latest Shipment, with Comments on the Textiles Suitable for Export to South America].  
Buenos Aires, 22 February 1821. Quarto (ca. 25x20 cm). 3 pp. Addressed, sealed and docketed on the fourth blank page, with two postal stamps, including a stamp of “Portsmouth Ship Letter” ibidem. Fold marks, minor hole on the third page after opening, slightly affecting the text, but overall a very good legible letter.

An interesting and extensive business letter from James Hodgson, the owner of one of the main British trade houses in South America in the first half of the 19th century. Addressing his partners in
Manchester, Fielden Brothers’ textile firm, Hodgson describes at length the latest sales of their goods, and settlement with the insurance company (“Lloyd’s Company of Underwriter”) in a case pertaining to damaged cargo. He also expresses slight critique of the Fielden Brother’s production and suggests some improvements: “By the way I should observe that the width of your Prints is somewhat complained of, & I am sorry to say, I fear with some justice, they being only 23 ½ inches. In your next shipment you may put in a Couple of Cases of handsome furniture patterns. I wish also to give you a few very useful instructions, for your future guidance. Your Magda pollams [?], Irish Shirtings & Platillas may be of double pieces or length, say 48, 48x56 yds. Each <…> Where the packets of patterns are very large, they should be divided into several parcels to avoid any tedious notice of the Customs House <…> In case you should ever have to recommend my Establishment to any new Correspondent, I beg you will not mention my terms of Commission to yourselves… Above all, for my just guidance I beg of you to Invoice your goods at their exact price & do me the justice to believe that I only consult your best Interest when I make this request…”

In a copy of his previous letter from 7th of February 1821 written after the main text Hodgson gives and interesting note on the preferable textiles for the South American market: “The red ground prints are getting out of vogue, and it will not be advisable for you to repeat them. Your next shipment of this article should be <…> red, green, yellow, pale lilac and <…> handsome darkish grounds – all with very bright lively tints. The newest patterns are generally the most favorite. I cannot obtain any tasteful patterns.”

A very interesting and informative letter.

“Hodgson, Robinson & Company (formerly Green & Hodgson) was a major British import/export house trading with South America during the first half of the nineteenth century. The developing markets of South America provided good opportunities for British textile manufacturers and merchants to export their wares, while wool, hides, tallow and dried beef were traded in the opposite direction. James Hodgson went into partnership with Joseph Green of Liverpool in 1818, trading between Britain and Argentina. The partnership was dissolved in 1829 and in the following year Hodgson formed a partnership with John Robinson, his former accountant; both partners were based in Buenos Aires. The partnership lasted until 1844, whereupon James Hodgson returned to Liverpool, although he continued to trade on his own account, and still owned a ranch in the Cordoba province of Argentina” (See: e-catalogue of the John Rylands Library of the University of Manchester).

“The partnership of Fielden Brothers was formed in 1816, based at Waterside Mill in Todmorden, West Yorkshire, and it became one of the most important and profitable textile firms in the country. John Fielden, a practising Unitarian, was elected MP for Oldham in 1832 with William Cobbett. He was known for his radical politics, taking an active part in the movement to limit the hours of factory labour and attempting to get a minimum wage agreement for handloom weavers” (See: e-catalogue of the John Rylands Library of the University of Manchester).

$750USD

16. [BRITISH TRANS-ANTARCTIC EXPEDITION 1955-1958]

[A Stationary with the Letterhead of “The Trans-Antarctic Expedition” and Ink Signatures of Nineteen Expedition Members, Including the Two Leaders, Vivian Fuchs and Edmund Hillary].


The document bears signatures of the expedition leaders Vivian Fuchs (1908-1999) and Edmund Hillary (1919-2008), the leader of the topographical survey party in Victoria Land Joseph Holmes Miller; mountaineer Wallace George Lowe, John H. Lewis and Ellis Williams (RAF), J.J. (Hannes) La Grande, Kenneth Blaiklock, Rainier Goldsmith, David G. Stratton, Peter H. Jeffreys, R.A. Lenton, Desmond E.L. Homard, the expedition cameraman Derek Williams and others.
The 1955-58 Commonwealth Trans-Antarctic Expedition (CTAE) “successfully completed the first overland crossing of Antarctica, via the South Pole. It was the first expedition to reach the South Pole overland for 46 years, preceded only by Amundsen's and Scott's respective parties in 1911 and 1912.

In keeping with the tradition of polar expeditions of the 'heroic age' the CTAE was a private venture, though it was supported by the governments of the United Kingdom, New Zealand, United States, Australia and South Africa, as well as many corporate and individual donations, under the patronage of Queen Elizabeth II. It was headed by British explorer Dr. Vivian Fuchs, with New Zealander Sir Edmund Hillary leading the New Zealand Ross Sea Support team. The New Zealand party included scientists participating in International Geophysical Year (IGY) research while the UK IGY team were separately based at Halley Bay. Fuchs was knighted for his accomplishment. The second crossing of the continent did not happen until 1981, during the Transglobe Expedition led by Ranulph Fiennes” (Wikipedia).

$975USD

17. [CALIFORNIA GOLD RUSH]
[Autograph Letter Signed by Jasper Taylor [?], a Miner in Nevada City Quartz Mill, to his Sister Discussing the Nature and Climate of Nevada County, and Gold Mining and Social Life in Nevada City].

Nevada [City], 28 November 1856. Quarto (ca. 25x19,5 cm). 4 pp. Brown ink on watermarked laid paper. Fold marks, slightly worn on centre folds, otherwise a very good letter.

An interesting personal letter from a miner in a quartz mill near Nevada City, written in the later years of the California Gold Rush. The quartz mill the miner mentions in the letter is most likely the Empire Mine in the Grass Valley, "one of the oldest, largest, deepest, longest and richest gold mines in California," and nowadays a state historic park (see: Empire Mine SHP on California Department. Parks & Recreation online).

Addressing his sister, the miner describes the nature and social life in Nevada County: “the country where I live, is nothing [but] mountains hills and dales, it is a very rough country around here but there some of the most beautiful here that there is in the world, down in the valleys is splendid country level and rich, it is the most productive of any land I ever heard of, wheat goes as high as 75 bushels per acre <...> There is not much Society here, Sundays pass of very slow, churches are about as scarce as hen teeth. There was a preacher came around the other day to me and wanted me to give him some money to build a church, I told him that I had just sent on to San Francisco for a large stock of goods and it had drained me out entirely. A little about the weather now: winter has just set now and it is very cold, we had a very hard snow storm last night”. He also remarks on the quartz mining operations he is involved in: “I am going to Nevada today, I am working at a guarts [sic!] mill about one mile and a half from Nevada, here is where they take gold out of quearts rock, you have often heard of quearts having gold in it, there is a grat [sic!] quantity of it here, it is very profitable business, it pays as high as fifty and a hundred dollars a ton here, but other places it pays a more.”

In a note to his father the miner says, that “I think being that I have come to California I must try and make something before I come home <...> in about one year from this time if I do not strike anything good. I am working at a quarts [sic!] mill now, here is where they take gold out of quarts rock. I wish you could come out and see them take gold out of quarts. You had better take trip out here next spring, you would feel like another man, rent your farm out it will be a good thing for you…”

Overall a very interesting firsthand account of gold mining in Nevada County, which itself was formed as a result of the California Gold Rush.

$975USD

18. [CARIBBEAN]
PURDY, John

General Chart of the West India Islands, with the adjacent Coasts of the Southern Continent; Including the Bay of Yucatan or Honduras. Composed from a great Variety of Surveys and Observations, Particularly those made by the Officers of the Spanish Navy.

London: R.H. Laurie, 1828, 1834. Large folding copper engraved map, dissected and linen backed, ca. 63x95,5 cm (24 ¾ x 37 ½ in), outline hand coloured. Housed in the original green cloth slipcase with printed paper title label on the side. Slipcase slightly rubbed, map with mild offset, otherwise a very good map.

The map is dedicated “to Captain Andrew Livingston, of Glasgow and Liverpool, in token of respect, and in acknowledgement of his extensive communications for the improvement of navigation, particularly that of the West Indies.” “This large-scale chart depicts the southern tip of Florida, the Caribbean, Central America from Yucatan to Panama, and the northern coast of South America. There is great detail along the coasts, with numerous place names, soundings, safe anchorages, and navigational hazards. In South America, there is good inland detail of the Magdalena and Orinoco rivers and Lake Maracaibo. A small cartouche in the bottom left corner dedicates the chart to Captain Andrew Livingston. Engraved by W. R. Gardner and published by Richard Holmes Laurie” (Old World Auctions).

$850USD

19. [CHARCOT, Jean-Baptiste] (1867-1936)

[Charcot French Antarctic Expedition: Collection of Seventy-Five Glass Stereo Positive Slides Showing Images from the Charcot French Antarctic Expedition with the Ship Français Which Explored the West Coast of Graham Land, Antarctica from 1904 until 1905].

Graham Land, Antarctica, 1904-1905. Seventy-five glass stereo positive slides, each 4,5x11 cm (1 ¾ x 4 ¼ in). The glass stereo positive slides are generally in very good condition and housed in a period wooden box. A very good collection.

The generally strong images of these stereo view slides of this early land exploration of the Antarctic continent show the Antarctic terrain, caves, ice bergs, camp life, scientific studies and activities, penguins and the ship 'Francais.'

"Jean-Baptiste Charcot was appointed leader of the French Antarctic Expedition with the ship Français which explored the west coast of Graham Land from 1904 until 1905. The expedition reached Adelaide Island in 1905 and took pictures of the Palmer Archipelago and Loubet Coast. They roughly surveyed the SW coast of Anvers Island in 1904.., [Then] Loubet Land was explored in January 1905 and named after Émile Loubet, the then President of France.., Logistics support for this expedition was provided by the Argentine Navy, employing the legendary corvette ARA Uruguay"(Wikipedia). "Charcot returned to a hero's welcome. The expedition had lost not a single life, almost a thousand miles of coast had been charted, and the first accurate map of the western archipelago of Graham Land had been compiled"(Howgego 1850-1940, Polar Regions C8).

$5250USD

20. [CHILE]

PRITCHETT, B.J.

[Original Watercolour Showing the Harbour of Coquimbo, Chile].

January 1851. Watercolour and pencil on paper, ca. 13x17,5 cm (5 ¼ x 7 in). Captioned and signed in pencil in the left lower corner. Mounted on paper within a hand drawn watercolour border. Recently matted, very good watercolour.

Early important view of the Chilean city of Coquimbo, which developed from a fishing village into an important international port in the 1840-es, but was officially designated as a town only in 1867. The view
was made at the time of the crucial initial stage of Coquimbo’s development and gives a wide panorama of the harbour with several large sailing vessels, and the core of the growing settlement, then just a small fishing village, with several houses and a church in the distance.

“Coquimbo is a port city, commune and capital of the Elqui Province, located on the Pan-American Highway, in the Coquimbo Region of Chile. The natural harbor in Coquimbo was taken over by Pedro de Valdivia from Spain in 1550. The gold and copper industry in the region led to the city’s importance as a port around 1840 and many Europeans especially from England settled in Coquimbo. In 1867 it was recognized as a town” (Wikipedia).

$975USD

21. [CHILEAN WAR OF INDEPENDENCE]

[Historically Significant and Important Period Manuscript Report of the Naval and Military Actions in Chile and Peru]: Estado que en el día de la fecha tiene el Vireinato de Lima; Provincias del de Buenos Ayres recuperadas y consagradas por el Ejercito del alto Peru; y finalmente en el que se halla el Reyno de Chile [The State at this date of the Viceroyalty of Lima, the Provinces of Buenos Aires, taken back by the Army of Alto Peru; and finally the State of the Kingdom of Chile].


Historically significant and important period report of the final stage of the Chilean (1810-1826) and Peruvian (1811-1824) Wars of Independence, compiled by Spanish colonial authorities. Our copy apparently belonged to Joaquín de la Pezuela, 1st Marquis of Viluma (1761–1830) who was a viceroy of Peru during the War of Independence: there is a handwritten remark “Es copia Pezuela” in the end of the text.

The document is divided into three parts (“Vireinato de Lima”, “Egéreito del Perú”, and “Reyno de Chile”) and starts with the report of advance of the Royalist forces (3400 men under command of General Mariano de Osorio) from Callao to Talcahuano in order to regain Chile. Then follow the descriptions of Battle of Cancha Rayada (18 March 1818), Battle of Maipú (5 April 1818), San Martín’s famous Crossing of the Andes (January-February 1817) et al. A large part of the text is dedicated to the actions of the Royalists’ army in Alto Peru under command of José de la Serna e Hinojosa (1770-1832). The author reports on the numbers of armed forces in different provinces of the Vireinato de Lima and gives a picture of the wartime Peru from north to south.

Very important is the extensive material on the naval war near the coast of Chile and Peru, and the actions of the First Chilean Navy Squadron which was formed in 1817-1818 and eventually “terminated Spanish colonial rule on the south-west coast of South America” (Wikipedia). The report lists 12 vessels of the Royalists’ naval forces (Las fuerzas de mar): frigates Esmeralda, Cleopatra, Presidenta and Venganza, brigantines Pezuela and Potrillo, corvet Sebastiano et al. There are notes on the condition and amount of guns of each vessel. A separate list is dedicated to the enemy vessels and also details their artillery: Lautaro and Cumberland (bought from the British East India Company); corvette Coquimbo (bought from the US), four brigantines, and seven corsairs (Anglo-American and French).

The document reports on the blockade of Valparaiso in March-April 1818, and naval actions, e.g. The attack on Spanish corvette Resolution near Callao by the corsair force consisting of the British, American, Portuguese and Irish sailors (19 October). The text is concluding with the news that the naval reinforcement for the Royalists has departed from Spain: frigate Especulación left Cadiz on the 21st of May with 6 officials and 200 men from the Regiment of Cantabria, a part of a larger force which will embark in Callao and will go immediately to reinforce the army of Alto Peru. Frigate Maria Isabel will increase the maritime forces destined to blockade Valparaiso. The author has no doubt that “Our
maritime force should succeed in destroying the rebels and will give us advantage in the reconquista de Chile”.

$3250USD

22. **[CROWSNEST PASS MINING, BRITISH COLUMBIA]**

[Photograph Album with over 180 Early Images of British Columbia and Alberta, Including Rare Images of Pioneer Coal Mining Towns in the Crowsnest Pass of Southeast B.C. – Fernie, Today’s Ghost Towns Michel and Natal; as well as Vancouver, Victoria, Nanaimo, Ladysmith, Edmonton, Banff et al.].

Ca. 1900-1910. Oblong Quarto (ca. 18x26 cm). Fifty leaves, with approximately 182 mounted gelatin silver prints, the majority on postcard size or slightly smaller. Most images with period manuscript captions in ink. Original black pebbled cloth album. Covers worn and detached from text block, several photographs loose, a handful with some damage, but overall a very good album with generally clean and crisp images.

Interesting photo album with a number of rare views of pioneer coal mining towns located in the Crowsnest Pass of Southeastern British Columbia: Fernie and presently deserted Michel and Natal with their surroundings. Apparently assembled by local residents (probably, by some Alex and Agnes Middleton, whose portraits are included), the album unveils an extensive gallery of the photos of Michel: general views with the railway station and rows of miners’ houses; photos of the coal tipple, power houses, Catholic church, hotel, store of the Trites Wood Company (taken before and after the big fire of 1908), a view of Michel taken at moonlight, et al. The photos of Natal show the C.P.R. Depots and general views of the town in summer and winter. Several views of Fernie shows its Catholic church, Pearson Residence, railroad loop, a street and general view of the tent camp after the great fire of August 1908. One photo shows another ghost town of the area - “Corbin, B.C., in the heart of the Rockies.”

The Crowsnest pass and vicinities of all three towns are shown in a number of images: of Michel Creek; Crowsnest Mountain and Lake, Elk’s prairie, canyon, river and falls; “Government road, 1 mile from Michel,” Fairy Creek Dam, Lizard Range; a couple of casual images show a camping party at Crowsnest. Several interesting images show a logging camp at the Eddy’s spur, located nearby.

Additionally, there are several interesting images of Vancouver (waterfront, Stanley Park, Hastings St., docks and steamers), fisheries at New Westminster; street views of Victoria, Nanaimo, Ladysmith, Edmonton, and Blaimore. An interesting image, apparently taken in Alberta, depicts a carriage of “Immigrants cross River.” All in all, a very nice, cohesive collection of images from the early pioneer days of British Columbia.

$2500USD

23. **[ESQUIMALT, PORT ALBERNI & HONOLULU]**

CHEVALLIER, Barrington Henry (1851-1930)

[Historically Interesting Manuscript British Navy Logbook, Containing the Logs of Eight Separate Voyages, Including Voyages in the North Pacific, with Stops at Esquimalt and Port Alberni on Vancouver Island and Honolulu, Hawaii].

[Various places at sea], 1865-1870. Folio (33x21,5 cm). [Ca. 500] pp. Logbook in English, with twenty manuscript charts and four watercolours tipped in, five of the logs have manuscript title-pages, two in colour, four with flags and one with a printed picture of the ship pasted on the leaf. Period black blind-tooled half sheep, brown cloth boards, gilt-tooled morocco title-label on front cover. Housed in a modern cloth clamshell box with a black gilt morocco label. Extremities rubbed, front upper hinge with a crack but overall in very good condition.

Manuscript logs of eight ships: HMS Victory, Terrible, Victoria, Urgent, Malacca, Scout, Duke of Wellington and Bellerophon. The logs were kept by midshipman Barrington Henry Chevallier (1851-1930)
from what was probably his first tour of duty in 1865 (after joining the navy in 1864 and training on HMS Britannia) to 1870, when he was promoted to sub-Lieutenant.

For the most part, the logs record the typical duties of a seaman of his rank. The numerous folding charts are excellent, as are the four watercolours. On his first two voyages, on board the Victory and then the Terrible, he sailed in the Mediterranean, with stops at Malta, Corinth, Patras, Cephalonia and Gibraltar. He then made a longer voyage on board the Urgent to the West Indies, with an initial stop at Bermuda and visits to Jamaica and Colombia. Chevallier then transferred to the Malacca, which was at anchor off Panama. After a brief trip to the Pearl Islands in April 1868, Chevallier was sent aboard HMS Scout, commanded by J.A.P. Price. It was aboard this ship that he undertook his first Pacific voyage, which took him from Panama to Esquimalt on Vancouver Island. On Vancouver Island the crew of the Scout met with the USS Pensacola. The voyage continued from Esquimalt to Honolulu, where the ship arrived in September. A second log for the Scout records a voyage from Honolulu to Tahiti, then to Valparaiso, through Tierra del Fuego, on to the Falkland Islands and then the return home to Spithead (15 October 1868 - 5 May 1869). The final two logs, of the Duke of Wellington and the Bellerophon, record coastal trips around Portsmouth and further Mediterranean travels. Chevallier rose through the ranks, moved to an office job in Naval Ordinance in 1887, married and settled in Kent, eventually becoming a Captain.

A very interesting well illustrated volume of ships' logs, including carefully plotted voyages with nice watercolours of Esquimalt and Kingston and interesting charts of the Pacific including the Galapagos Islands and a plan of Honolulu Harbour. Additionally, Chevallier describes communications with three Indian Canoes, the visit of an American Minister and British Consul to the ship, a 21-gun salute of the Tahitian Flag, the sighting of a Chilean Men of War (one bearing the flag of Adl. Blanca) and a Peruvian iron clad, etc.

$8500USD

24. [EZPELETA ENRILE, Joaquin, Captain General of Cuba] (1788-1863)

[Two Official Letters to Joaquin Ezpeleta Enrile, Captain General of Cuba in 1838-1840, from U.S. Consuls in Havana and Trinidad de Cuba; the First one in English; and the Second One Translated into Spanish by a Havana Translator].


Two official letters to Joaquin Ezpeleta Enrile, Captain General of Cuba in 1838-1840, from Nicholas Philip Trist (1800-1847) and Thomas R. Gray, U.S. Consuls in Havana and Trinidad de Cuba. In the first letter Trist congratulates Ezpeleta Enrile on his appointment as the new Captain General of Cuba, and wishes that good relations between the two nations will continue. He reassures Ezpeleta that “to no other foreign country is an event of this nature so necessarily, so intensively or so deeply interesting, as it is to that which I have the honor to represent <...> I can form no better with for the very numerous class of my countrymen who have direct & special personal interests in the prosperity of this magnificent Island, and consequently in the way in which it may be governed, than that the expectation awakened by Y.E’s Proclamation may be fulfilled…”

In his letter to Joaquin Ezpeleta Enrile Thomas R. Gray, U.S. Consul in Trinidad de Cuba files a complaint regarding “an order from this city's chief of navy informing that all captains of American ships along with its passengers may need to present themselves in person,” which both “Spanish and American
merchants as well as captains and passengers had complained to me about <...> I wish that Your Excellency will be kind enough to arrange that I be instructed competently and respectfully regarding that order so that my fellow citizens may find out about it with expected appropriateness” (in translation). The original letter was written in English (Trinidad de Cuba, 15 September 1838), but we have only an official Spanish translation of it, done two weeks later by a Havana translator Luis Paynes.

“Cuba and the United States of America have had an interest in one another since well before either of their independence movements. Plans for purchase of Cuba from the Spanish Empire were put forward at various times by the United States. As the Spanish influence waned in the Caribbean, the United States gradually gained a position of economic and political dominance over the island, with the vast majority of foreign investment holdings and the bulk of imports and exports in its hands, as well as a strong influence on Cuban political affairs. Following the Cuban Revolution of 1959, relations deteriorated substantially and have been marked by tension and confrontation since. The United States does not have formal diplomatic relations with Cuba and has maintained an embargo which makes it illegal for U.S. Corporations to do business with Cuba” (Wikipedia).

$1250USD

25. [FLORIDA]
[Album with 43 Original Photographs of Florida].
Ca. 1908. Oblong Small Octavo (ca. 13,5x18,5 cm), 18 leaves (including covers). 43 mounted gelatin silver prints, all but three ca. 8,5 cm (3 ½ in) square (the other three are ca. 4,5x8,5 cm and smaller). The majority of photos either with period ink captions on the paper labels attached to the mounts, or with later pen notes on the images. Original black paper wrappers album with stamped title “Photographs” and paper label with an ink manuscript title “Florida Pictures” on the front cover. Several images with minor silvering on the extremities, otherwise a very good album.

Private album with interesting snapshots of DeLand and Tampa, Florida, taken by a DeLand resident. The images of DeLand show the city’s Baptist church, Elizabeth Hall of the J.B. Stetson University, “Christian church”, and club house. Several photos depict the album compiler’s family and friends having at recreation in DeLand: boating on a Blue Lake, and playing croquet and tennis (the names of the people on the photos are noted as: Mr. & Mrs. Nahm, Mr. & Mrs. Hizer, Mr. Witty, and Mr. Knowles); five images show the interior and exterior of the family’s apartment in DeLand, as well as a portrait of “My land lady & I.” There are also three photos showing a street, post office and Sacred Heart Catholic church in Tampa, several ocean views taken from a steamer (probably, the Manatee); photos from a visit to Fort Marion (Castillo de San Marcos, St. Augustine), images of ostriches on a farm, a steamer and others.

$450USD

26. [FRANCISCAN MISSION IN BOLIVIA]
[Official Certified Transcript of Documents Relating to the Franciscan Mission of Iti and the Guaricaya Indians in Southern Bolivia].

[La Plata (Bolivia), 1784-1789]. Folio (ca. 31x21,5 cm). 31 pp., stitched with a string. Brown ink on watermarked laid paper, text in Spanish. Housed in a recent navy blue half morocco box with gilt lettered title on the spine. Manuscript with minor soiling and wear, old folds and creasing. Faint damp stain on final few leaves, causing very minor loss to five or six leaves, primarily in the margin, with only a few words affected. Overall a very good manuscript.

Official collection of documents relating to missions in the Viceroyalty of La Plata in present-day Bolivia, specifically the Reduccion of Iti. Written on certified paper dated 1780-1781, with official certification stamps dated 1784-1785 and 1790-1791, the documents are in a neat secretarial hand.
Included is a list of the accounts and explanations of expenses for the Reduccio of Iti, detailing items and their costs, as well as correspondence concerning their staffing and running. The Guaricaya Indians, the tribal group of the immediate area are also mentioned in the document. A significant record of an Indian mission in the foothills of the Andes, at a time for which little documentation exists.

The Iti mission, founded by the Jesuits, is one of a group of missions which survived as such into the 19th century; those immediately to the north are now designated a World Heritage site. After the expulsion of the Jesuits from Spanish America in 1767, most of their missions were taken over by Franciscans or secularized. The missions at Iti, Fayarenda, and Azero, all discussed in the manuscript, were among those which became Franciscan. All were in the same region of southern Bolivia, just north of the Argentine provinces of Salta and Jujuy, in what is today the Chuquisaca Department. Under Spanish rule this area had been administered by the Viceroyalty of La Plata, which controlled what are now the lowlands of Bolivia, while the highlands to the west were governed by the Viceroyalty of Peru. Iti sits along the ancient Incan road, now Route 9 in Bolivia and northern Argentina.

Provenance: Maggs, Bibliotheca Americana 3239, issued in 1924.

$6750USD

27. **[GERMAN NEW GUINEA]**

[Photo Album with 27 Original Photographs Showing the Imperial German Navy Cruiser SMS Bussard During its Service in German New Guinea, including Views and Scenes in Samoa, Bismarck Archipelago, Marshall Islands, as well as Australian Cooktown, Jervis Bay and Lord Howe Island].

1895-1896. Oblong Octavo (ca. 21x24 cm). The photographs are mounted on fifteen stiff card leaves. The majority are larger photos ca. 14,5x19,5 cm (5 ½ x 7 ½ in), with seven smaller photos ca. 10,5x14,5 cm (4 x 5 ½ in). More than half of the images are captioned and dated in negative on the lower margins. Period brown half sheep album with olive cloth boards and new endpapers. Leaves with mild foxing and slightly waved, two with cut of corners not affecting images, one leaf cracked on hinge but still holding. Some images slightly faded, but overall the images are sharp and bright. A very good album.

An interesting collection of vivid photographs showing the German Imperial cruiser SMS Bussard on duty in German New Guinea and neighbouring waters. SMS Bussard, launched in 1890, was built especially for station service in the German colonies. In 1892-1899 she served in the German Pacific territories, sometimes being used as a transport for the police forces to suppress native rebellions; in 1900 she participated in suppressing the Boxer Rebellion in China. And was stationed in Tsingtao until 1904; later she served in the German East African colonies. At the time when the photos were taken SMS Bussard was under the command of K.K. Winkler (September 1895-January 1898; see more in Wikipedia, World Naval Ship Forums).

The album documents SMS Bussard’s service from November 1895 to November 1896 and includes photos taken in the German Bismarck Archipelago: Matupi and Herbertshöhe (now Kokopo) on New Britain; and Mankai and Nusa (now Kavieng) on New Ireland. The German Marshall Islands are shown with images from Nauru Island and Jaluit and Arno atolls. There are also photos of future German Samoa (Apia and Pago Pago), and Australian Cooktown, Jervis Bay, Lord Howe Island and possibly Sydney.

The images show SMS Bussard at different locations in the South Pacific, including an image with her and two other ships of the German Imperial Navy near Jaluit, a photo of her in a harbour (apparently, Sydney) and while under repair in a dry dock. Vivid images taken on board of Bussard show torpedo exercises in Jervis Bay, a classical scene of trading with the natives in canoes nearing the ship; a scene of loading a cow to Bussard from a small vessel et al. There are a few portraits of the crew members posing on the deck with a shark, on the beach in Jervis Bay, in a native village or while operating with shells in Matupi. Very interesting is a group portrait of the members of the native armed forces taken on Bussard’s
deck near Herbertshöhe; they are half naked, but wearing caps and armed with guns; a white senior officer also presents. Several pictures show native families, their huts and a village.

Three photos taken at Apia are dedicated to the infamous 1889 Apia cyclone which swept across Samoa on March 15, 1889 during the Samoan crisis. “7 ships from Germany, the US, and Britain refused to leave harbor while a typhoon was clearly approaching, lest the first moved would lose face. All the ships were sunk, except the British cruiser Calliope, which barely managed to leave port at 1 mile per hour and ride out the storm. Nearly 200 American and German lives were lost, as well as 6 ships sunk or beyond repair” (Wikipedia).

Two photos show shipwrecks in the harbour of Apia - most likely German vessels SMS Adler and SMS Eber, both wrecked and sunk. Another large photograph shows a monument to the victims of the hurricane, one plaque clearly reads "Adler," a smaller tomb stone leaning over the monument is dedicated to "Unsere Sohn Hans Sieger."

$2250USD

28. [GREAT CHARLSTON FIRE OF 1835]

STARR, Samuel G.

[Autograph Letter Signed to his Mother, Mrs. Betsey Starr in Connecticut, with Remarks on the Great Charleston Fire].

Charleston, 20 February 1835. Large Octavo (ca. 24.5x20 cm). 2 pp. With an integral blank leaf. Brown ink on paper, addressed and sealed on verso of the second leaf. Red postal stamp “New York” ibidem. Fold marks, a small hole on the last page after opening, not affecting the text; overall a very good letter.

A private letter by a young Yankee from Danbury (Connecticut), sent to work in the Charleston hat store co-owned by his father and another Danbury merchant, Congressman Zalmon Wildman (1775-1835), who opened the first hat stores in Charleston and Savannah in 1802. Young Samuel writes to his mother about his life, including the arrival of her parcel with the pie, cakes, apples and other provisions for him, most of which unfortunately went bad. He also remarks on his work in the hat store: “We have been more busy since Mr. Wildman has been [gone] but we have a great many hats on hand, more than we shall be able to sell. I am afraid I think that they will stop soon in making many more for this season. <...> I shall send this to New York by a Mr. Grant who goes on in the Steam Boat tomorrow”. The young man also gives a description of the Charleston fire which broke out just a few days before, on 15 February 1835: “We had a very large fire here on Saturday night past. It burnt up between fifty and a hundred houses and one of the largest churches in the city and at one time I thought that it would burn half of the city…”

“Just after midnight on February 15, 1835, a fire broke out in a brothel “of the very lowest and degraded character” at the north corner of State and Linguard streets. Soon, a dozen buildings were ablaze, the fire threatening to spread south across Amen [Cumberland] Street. Mostly confined to the two city blocks between Market, Cumberland, Church and State streets, the fire’s great blow was the loss of St. Philip’s Episcopal Church, south of Cumberland Street. Windblown sparks ignited the domed top of the steeple, which “burned downward, then fell in with a crash which was succeeded by magnificent burst of fire from the tower, which continued for more than an hour to send up volumes of flame, until at last the body of the church and the whole roof kindled at once, and the destruction was complete.” The remains of the steeple and the front of the portico fell into Church Street the next morning. The entire city mourned the destruction of a building “unsurpassed in architectural beauty by any edifice in the Union.” More than a century old, the church had been saved from fire in 1796, and spared again in 1810 when the surrounding neighborhood burned.” (The 1830s: A Decade of Fire/ Preservation Society of Charleston online).
29. [HUDSON’S BAY COMPANY IN VICTORIA]

[Two receipts issued by the HBC to Mr. W. Wootton (?) for Rum, Sherry and Ale bought in the Victoria Store]: Bought of the Hudson’s Bay Co...

Victoria, 21 and 28 October 1859. Printed receipts on pale blue lined paper completed in brown ink. First receipt ca. 17x20 cm (half legal size), signed by C. Thorne and J.W. McKay; second receipt ca. 33,5x20 cm (full legal size), signed by J.W. McKay. Fold marks, otherwise the receipts are in very good condition.

Rare Hudson’s Bay Company receipts on the forms of its Victoria store. The receipt from 21 October is for Sherry and Ale, and is signed by famous fur trader and HBC associate Joseph William McKay (1829-1900); with manuscript text on verso: “David Cameron, Receipt HBC $ 30.50, 21st October 1859”. The receipt from 28 October lists two gallons of rum, signed by the store associate Cornelius Thorne; and two gallons of sherry - signed by Joseph McKay; with manuscript text on verso “David Cameron HBC $ 10.40, Oct 28th 1859”.

Joseph William McKay, fur trader, explorer, businessman, politician, jp, and office holder; he worked for the Hudson’s Bay Company for over 30 years (1844-1878). Mackay took part in negotiations with Indians near Fort Victoria, explored the Cowichan and Comox valleys, took possession of the coalfields of Nanaimo for the HBC; established sawmills; administered auriferous Thompson’s river district, Fort Yale, managed a salmon cannery et al. In 1856-59 he was a representative of the Victoria District in the First House of Assembly of Vancouver Island (see more: Dictionary of Canadian Biography on-line).

$625USD

30. [INDIAN ARM, NORTH VANCOUVER]

[Original Unsigned Watercolour Titled:] No. Vancouver.

May 28th 1892. Watercolour mounted on period card ca. 17x24 cm (6 ⅞ x 9 ⅜ in). The watercolour is recently matted. Overall a very good watercolour.

Early interesting watercolour looking up Indian Arm by Deep Cove, North Vancouver. "Burrard Inlet and the opening of Indian Arm was mapped by Captain George Vancouver and fully explored days later by Dionisio Alcalá Galiano in June 1792... Deep Cove, or Deepwater as it was first known, is located in the traditional clamming and fishing area of the Squamish Salish native nation who lived for thousands of years and still live in the area." (Wikipedia).

$750USD

31. [JAMAICA SHIPWRECK]

[Two Detailed Manuscript Testimonials of a Voyage of the Merchant brig Jane to the West Indies in 1780, and the Circumstances of Her Shipwreck during the Savanna-la-Mer Hurricane, Notarially Certified in Montego Bay and London; With a Period Copy of Jane’s Portledge Bill for 1781].

Montego Bay (Jamaica) - London, 1780-1781. Three Folio Manuscripts (ca. 44x28 cm, ca. 40x26 cm and ca. 36,5x22 cm) folded to Octavos. 3, 1 and 3 pp each. Each brown ink on watermarked laid paper, each docketed on the last blank page. Two signed by deponents and notaries, one with two tax stamps and a notarial seal. Fold marks, but overall very good and legible documents.

Interesting collection of three original manuscripts revealing the story of the voyage of British merchant brig Jane to the West Indies in 1780 and her experience of the Savanna-la-Mer Hurricane on 3 October 1780, during which she was considerably damaged and a large part of her cargo was lost. The documents include an affidavit, compiled in Montego Bay (Jamaica) on 10 January 1781 and signed by Jane’s Commander James Jones, first mate William Barrey and boatswain Sever Brown. The affidavit was
witnessed before Samuel Mottershed, Esq., a Justice for the parish of Saint James; and certified by Ralph Montague, Notary Public in Montego Bay (St. James parish, Cornwall County, Jamaica). The other document is a notarially certified “Declaration of a protest”, compiled after Jane’s return to Britain. The document is signed by James Jones and William Barrey and certified by a London notary on 31 August 1781. The last document is a period copy of Jane’s portledge bill, for the period from 30 January to September 1781, listing twenty-six crew members (including captain), their station, length of service, and amount of wages due and paid.

The affidavit and declaration of protest give a detailed account of Jane’s voyage to the Caribbean and the circumstances of her damage during the notorious Savanna-la-Mar Hurricane which struck Montego Bay where Jane had been moored, on 3 October 1780. Jane arrived to Kingston from London on 1 August 1780, under the escort of HMS Thunderer and other men-of-war; later that month she sailed for the Black River where she received a cargo of logwood, mahogany and pimento. In Montego Bay she was additionally loaded with sugar and rum. Whilst there Jane experienced a severe storm, and in spite of the attempt to find asylum in the mouth of the Great River, the brig drag both anchors and was driven to a reef where she was struck against the rocks many times. The ship was a wreck and couldn’t be taken off the reef for another three weeks. The cargo, anchors and guns were reloaded in order to lighten the ship, and when the time came to reload, it turned out that a large part of the cargo had been “washed about the beach owing to sundry gales of wind <…> and many pieces buried in the sand.” In spite of the “utmost endeavours” some part of cargo were never recovered.

Jane returned to Montego Bay on 27 January 1781 and on 17 March left the West Indies for London, in a convoy of ninety merchantmen, protected by HMS Edmont Graffton, Trident Bristol and Endymion. The long, five-month return trip was perilous, with her taking “a great deal of water <…> so as to keep the pump almost constantly going.” The next day after arrival the captain filed the present declaration of protest at the office of a London notary which solemnly stated: “I do protest against the Seas and bad weather, and particularly against the Violent Hurricane which the said Ship met with in Jamaica when taking on board her said Cargo as above mentioned for all Loss and Damage happened to the said Brig and Cargo;” he declared “that when the said Brig begun to take in her said Cargo at Jamaica aforesaid She was tight Staunch and Strong <…> and provided with all things needful for such a Brig and Voyage. That as well During the time the said Brig was on Shore in Jamaica as aforesaid, as at all other times, he this appearer and the Rest of the said Brig’s Company Exorted [sic!] themselves to the utmost of their Power and used their utmost Endeavours to preserve the said Brig and Cargo from Damage, so that what Loss and Damage hath happened to the said Brig and Cargo was entirely [sic!] occasioned by the means aforesaid and not through any insufficiency in the said Brig neglect of him appearer or any of his mariners.”
$2750USD

32. [LINCOLN’S ASSASSINATION]

RIKERT, JAMES H., Union Soldier

[Autograph Letter Signed "Jas. H. Rikert" About the News of the Recent Assassination of President Abraham Lincoln].

Louisville, KY, 24 April 1865. Octavo bifolium (ca. 20x12,5 cm). Brown ink on laid paper with the printed letterhead of "Brown U.S.A. General Hospital." With the original envelope addressed to Mrs. Margaret Seymour, with ink and paper postal stamps. Mild fold marks, paper age toned, otherwise a very good letter.

A very moving letter by a Union soldier apparently to his fiancée, Mrs. Margaret Seymour from East Saginaw, Michigan, on receiving the news of Lincoln’s death. The letter was written ten days after Lincoln had been shot by John Booth on 14 April 1865. "We have had a terrible time and a sorrowful one too. I
was down town, on the day before the news of the murder came, attending a glorification in honor of our successes, and the prospect of a speedy peace. I came back much elated and was sanguine of the war soon being over and coming home soon. I had just commenced work [at the military printing office which he was in charge of], when one of the clerks came in and told me that the President and Secretary had been assassinated. I told him he was joking, but he affirmed it, and I could see by his looks that he was in earnest, and [?] the newsboy came in and my worst fears were realized. As soon as the President's death was announced our flag was lowered at half mast amid the tears and groans of both soldiers and officers. The band played a wailing tune beneath the flag and [?] were fired from the fort until sundown."

$750 USD

33. **[MEXICAN WAR]**

MCCALL, Mary Dickinson

[Autograph Letter Signed Mary Dickinson McCall to her renowned brother George McCall in the 4th Infantry care of the quartermaster in New Orleans, Recounting his Recent Heroism.]


George Archibald McCall (1802-1868) was a career Army officer who had just distinguished himself in the Battle of Palo Alto, the first major battle of the Mexican War. Here his sister reports that he was now "decidedly the most distinguished man in the Army, and more talked about in Washington than anyone else." A freshman representative from Mississippi named Jefferson Davis stated on the floor of Congress that McCall's "cool courage did so much to set a noble example before his men... a more gallant spirit never entered the field." McCall went on to serve as a Union general in the Civil War.

$850 USD

34. **[MISSION DU RIO NEGRO]**

[Collection of Twelve Original Photograph Views of Bahia, Pernambuco, Buenos Aires, Rio Negro Province of Argentina and the Survey Station in Santa Cruz, Patagonia].

Ca. 1882. Twelve loose albumen prints ca. 12x17 cm (4 ¾ x 6 ¾ in). Mounted on the original card leaves of larger size. All but two with period pencil or ink captions in French. Some mounts soiled, one with a minor chip of upper right corner, images slightly faded, but overall a very good collection.

Collection of twelve original photos most likely taken during the French expedition to Patagonia organized by the French Academy of Sciences in order to observe the transit of Venus on 6 December 1882. The Rio Negro mission was set up together with other French missions to South and Central America (Haiti, Martinique, Mexico, Florida, Chile, and Cape Horn) and included Perrotin, the director of the Nice observatory, two naval lieutenants Tessier and Delacroix, and a photographer Guènaire. The photos include views of Dakar, Bahia, Pernambuco and Buenos Aires, taken from a ship on the way; two views of the Rio Negro province (a village street and gates of an estate with a sign “Recreo Rio Negro”) and a photo of a steamer under the flag of Argentina. Five photos depict a temporary tent camp of the “Station americaine de Santa Cruz (Patagonie)” with first wooden buildings constructed, members posing, and a ship at anchor in distance. The station could have been set by American or, most likely by the French expedition under the command of naval officer Georges-Ernest Fleuriais, another of the Academy of Science’s missions sent to South America to observe the Venus transit. Manuscript captions on two images read “Mission du Rio Negro.” Overall a very interesting collection.

$1250 USD

35. **[NEW GUINEA]**
[A Collection of Fifty-Six Original Photographs and Real Photo Postcards of New Guinea Including: Fairfax (Port Moresby), Duke of York Island, Garowe Island etc.].

Ca. 1920. With fifty-six postcard sized silver gelatin images ca. 8,5x13,5 cm (3 ½ x 5 ½ in). The generally strong images are loosely housed in an original printed photographer’s card cover by Harringtons Ltd. Brisbane.

The images of the collection are from the early period of the Australian mandate and show natives in traditional dress, native dwellings and settlements, colonial buildings etc., of Fairfax (Port Moresby), Duke of York Island, Garowe Island etc., many of these photographs seem to have been made on a sailing voyage to these various places in Papua New Guinea. "The Commonwealth of Australia assumed a mandate from the League of Nations for governing the former German territory of New Guinea in 1920" (Wikipedia).

$1850USD

36. [NORFOLK ISLAND]

NOBBS, George Hunn, Pastor (1799-1884)

[Autograph Letter Signed, 'George H. Nobbs,' to the Right Reverend Christopher Wordsworth, Bishop of Lincoln, asking for an Annotated Copy of the Scriptures “for the Use of the Congregation, and as an Heir-loom for the Descendants of the Community”, Explaining that they are Converting a Former Convict Store into a Church, and Describing the Origin of the Community on Pitcairn Island].

Norfolk Island, South Pacific Ocean, 30 December 1874. Large Octavo (ca. 25x20 cm). 2 pp., with an integral blank leaf. Brown ink on watermarked laid paper. Legible handwriting, but with some moderate water damage probably incurred in the mails, one edge ragged, other minor defects. Overall a good letter.

A great letter and an important Norfolk Island relic, despite the water staining. George Hunn Nobbs, the pastor of the descendants of the HMS Bounty mutineers, by that time for over forty years, is writing to his superior, the Bishop of Lincoln, with the latest news from his “isolated, but happy home.” He asks His Lordship to grant the community with a copy of the Bible and proceeds: “The people I represent are the descendants of the Mutineers of H.M.S. Bounty - and formerly dwelling on Pitcairn Island, but now, by favour of our Gracious Queen, and philanthropy of influential Friends in England, in possession of the large portion of Norfolk Island.” He also refers to the Melanesian Mission, with whom the island was shared in an uneasy partnership, and describes the destruction of the old church in a cyclone, and the whaling boats being washed away by a tidal wave, but “we are now recovering from this elemental war, & hope to have our new Church ready for public Worship by Easter next. The consecration must, of course, be deferred until a Successor to our honoured and beloved Friend Bishop Patterson is appointed...” He expresses his readiness to provide further information about the community, “should Your Lordship be desirous”, and additionally asks for the bishop’s “autograph on the “Fly Leaf” with a word or two of paternal salutation to the community.”

George Hunn Nobbs arrived on Pitcairn Island in 1828 and became the schoolmaster and an unordained pastor to a community descended from HMS Bounty mutineers and Tahitian islanders. On 18 October 1829 Nobbs married Sarah Christian, the granddaughter of Fletcher Christian, who had let the mutiny. In 1852 he was ordained in London and commissioned as Chaplain of Pitcairn Island. In 1856 the community moved to Norfolk Island, a Crown Colony previously occupied by convict prisoners.

$1850USD

37. [PACIFIC NORTH-WEST COAST]

MENDENHALL, Thomas Corwin (1841-1924)

North West Coast of America and Inland Passages from Olympia, Washington to Mt. St. Elias, Alaska.
U.S. Coast & Geodetic Survey, 1891. Large printed folding map, dissected and linen backed, ca. 163x53 cm (64 ¾ x 20 ¾ in). Scale 1:1,200,000. Attached to the original card and marbled paper folder with brown sheep spine and gilt lettered title label on the front board. Bookplate of Edward W. Allen attached to the verso of the front board. Spine neatly repaired, map with a couple minor tears on the folds; overall a very good map.

This rare map, “based chiefly upon the work of the United States Coast and Geodetic Survey and with some compilations from Russian and British Admiralty Charts” presents a detailed and impressive picture of the Alaskan coast, indicating soundings (in fathoms), ferry routes, lighthouses, major mountains and their heights, as well as the preliminary border line between BC and Alaska.

Thomas Corwin Mendenhall was an American autodidact physicist and meteorologist. During his time in the office as the superintendent of the U.S. Coast and Geodetic Survey (since 1889) Mendenhall was responsible for defining the exact national boundary between the United States (Alaska) and Canada. The Mendenhall Valley and glacier in Juneau, Alaska was named after him in 1892 (See more: Wikipedia).

$975USD

38. [PARANA RIVER AND IGUAZU FALLS]
[Album with 103 Original Photographs of the Upper Parana River and Iguazu Falls Taken by a German Traveller, Titled]: Meine Iguazureise. Mai 1914.
1914. Oblong Folio (ca. 24,5x31 cm), 12 stiff card leaves. 99 mounted and 4 loosely inserted gelatin silver prints ca. 8x11 cm (3 ¾ x 4 ½ in). With a loosely inserted printed postcard showing the Iguazu Falls, with German manuscript text on verso. Original black half sheep album with green cloth boards. Manuscript title “Meine Iguazureise. Mai 1914” on the front board. Album very mildly rubbed on extremities, but all images are bright and sound in this very good album.

Interesting collection of early photographs of the Upper Parana River and the Iguazu Falls taken at the time of the rising interest to the falls, still largely unknown outside of South America. The album, compiled by a German traveller, very likely a contemporary immigrant to Argentina, documents a trip up the Parana River to Puerto Iguazu and further to the falls. Travellers to the Iguazu falls at the time were supposed to take a train from Buenos Aires to Posadas, the main city of the Argentine’s Missiones province (the Urquisa railway was completed just two years earlier, in 1912), and then proceed on board a steamer up the Parana and Iguazu Rivers. Then they would disembark at Puerto Aguirre (now Puerto Iguazu) on the Argentine shore and proceed to the falls through the forest.

The album illustrates the second, riverside part of one of such trips, apparently starting in Posadas, and shows river banks, a site of confluence of two rivers, apparently of Parana and Iguazu, small communities, quays and wharfs with boats and steamers; dynamic street views, a church, city market, “Colegio Nacional”, “Hotel del Lago”, wooden building of “Fonda del Puerto,” interior of a small town pub et al. There are also interesting portraits of the locals, including that of a local farmer (probably, Guarani) and his wife posing in front of their grass roofed shed. Over twenty photos show the majestic Iguazu Falls, with nice images of the travellers in swimming suits entering the waters of the Iguazu River. There are also ten early interesting images of the ruins of Jesuit Mission San Ignacio Mini which show its original state before the modern restoration: “Lost in dense vegetation, the remains of the “Guarani baroque” stile constructions were found in 1897, and gained the interest of the population after the 1903 expedition by poet Leopoldo Lugones, but its restoration didn’t begin until 1940” (Wikipedia).

Overall a fascinating visual account of an early travel to the Iguazu Falls.

See the impressions of an American who visited the Iguazu Falls at the same time: “Before going to South America I had not even heard of the Iguazu. What would I have thought of a South American ignorant of the existence of Niagara? Niagara’s alluring mate is half Brazilian, half Argentine, queenly of
stature, virescent of gown. It is worth a journey across the world to make her acquaintance” (Iguazu, Niagara’s Mate// Bulletin of the Pan-American Union. September 1914. p. 364-378).

$1500USD

39. [PEACOCK, Alfred?]


Mar. 1889 Watercolour ca. 13,5x24 cm (5 ½ x 9 ½ in.). Recently matted, overall very good watercolour.

Attractive watercolour of the "Corcovado, meaning "hunchback" in Portuguese, [which] is a mountain in central Rio de Janeiro, Brazil. The 710-metre (2,329 ft) granite peak is located in the Tijuca Forest, a national park. It is sometimes confused with nearby Sugarloaf Mountain. Corcovado hill lies just west of the city center but is wholly within the city limits and visible from great distances. It is known worldwide for the 38-metre (125 ft) statue of Jesus atop its peak, entitled Cristo Redentor or "Christ the Redeemer" (Wikipedia). Little is known about the artist however from the photograph and watercolour of the clipper Sobraon found with this watercolour one can assume that the watercolours were created on a voyage from the United Kingdom to Australia. The Sobraon was used as an immigration ship between the England and Australia between the years 1866 and 1890.

$975USD

40. [PEACOCK, Alfred?]

[Original Unsigned Watercolour Titled:] St. Thomas. West Indies.

Ca. 1889. Watercolour ca. 13,5x24 cm (5 ½ x 9 ½ in.). Recently matted, overall very good watercolour.

Attractive watercolour of the harbour of Charlotte Amalie, St. Thomas, U.S. Virgin Islands which is "the capital and largest city of the U.S. Virgin Islands, founded in 1666 as Taphus (meaning "beer houses" or "beer halls"). In 1691, the town was renamed to Amalienborg (in English Charlotte Amalie) after Charlotte Amalie of Hesse-Kassel (1650–1714), queen consort to King Christian V of Denmark. It contains a deep-water harbor that was once a haven for pirates., When Christopher Columbus came here in 1493, the area was inhabited by both Island Caribs and Taino" (Wikipedia). Little is known about the artist however from the photograph and watercolour of the clipper Sobraon found with this watercolour one can assume that the watercolours were created on a voyage from the United Kingdom to Australia. The Sobraon was used as an immigration ship between the England and Australia between the years 1866 and 1890.

$975USD

41. [PEACOCK, Alfred?]

[Two Original Unsigned but Dated Watercolours Titled:] "Old Fort in the Amazon near Para, Feb. 1889" & "On the Amazon - Para, Feb. 1889."

Feb. 1889. Watercolours ca. 11x20,5 cm (4 ½ x 8 in) & 12x24 cm (5 x 9 ½ in). Recently matted, overall very good watercolours.

Two attractive watercolours of Belém, the capital and largest city in the state of Pará, Brazil and the gateway to the Amazon. "Founded in 1616 by the Kingdom of Portugal, Belém was the first European colony on the Amazon but did not become part of Brazil until 1775. " (Wikipedia). Little is known about the artist however from the photograph and watercolour of the clipper Sobraon found with these watercolours one can assume that the watercolours were created on a voyage from the United Kingdom to Australia. The Sobraon was used as an immigration ship between the England and Australia between the years 1866 and 1890.
$1500USD

42. [PERON, Francois] (1775-1810) & [FREYCINET, Louis-Henri de Saulces, Baron de] (1777-1840)
[Atlas Part 1 ONLY] Voyage de Decouvertes aux Terres Australes, execute par ordre de Sa Majeste l’Empereur et Roi, Partie Historique Redigee par M.F. Peron. - Atlas par MM. Lesueur et Petit [Voyage of Discovery to Terra Australis, Executed by Order of His Majesty the Emperor and King...]

This first part of the atlas includes all the plates including topographical views, local inhabitants, coastal profiles and natural history etc. "In 1800 an expedition organized by the Institute of France and placed under the command of Nicolas Baudin sailed for the South Seas. Their particular instructions were to make a full and minute examination of the Australian coasts, and especially to explore the southern coast, "where there is supposed to be a strait communicating with the Gulf of Carpentaria, and which consequently would divide New Holland into two large and almost equal islands." The maps and charts [were] prepared by Freycinet, who continued the publication after the death of Peron..., Peron the naturalist on this voyage, was able to prepare a huge zoological collection that was known for years for its excellence." (Hill 1329); Ferguson 979; "In 1800 [Peron] was engaged by Nicolas Thomas Baudin as ‘trainee zoologist charged with comparative anatomy’ for Baudin’s exploratory voyage to the southern and western coasts of Australia" (Howgego 1800-1850, P21).

$6500USD

43. [SAN FRANCISCO - FIRST YEAR OF THE GOLD RUSH]
MURRILL, J.H.
[Autograph Letter Signed from a San Francisco Resident J.H. Murrill Describing Life in the City in 1849, and the Business Opportunities in Real Estate and Merchandise].

An interesting letter from San Francisco written on New Year’s Eve 1849, the first year in the Gold Rush, in which a local resident writes a friend about the opportunities to be had, and conditions in the booming city. He begins by describing the “melancholy state of affairs” in San Francisco, which is full of crime and degeneracy. He writes that he lives in the land of the "dying, a land of gamblers & thieves, of murderers and robbers as were the situation no doubt by trade and occupation of many before they came here <...> Before the fire there were over two hundred large gambling houses in our town and I have no doubt that one quarter of the inhabitants of the place spend their time there, Sundays not excepted."

Murrill goes on to write that he has made a great deal of money in selling his real estate, despite being targeted by two "great scoundrels:" "I have sold most of real estate on time all however to be paid within 16 months and for 3 or 6 months I have to remain here to settle up and attend to my affairs before I can join my family [in the Sandwich Islands]." He future plans are connected with the Sandwich Islands: "It is said that the best opportunities in the world are now offered at the Sandwich Islands... $10,000 there will give a man a start by which he may live as easy as he pleases. I think I shall turn my attention to
the shipping business which cannot fail to be good. A line of packets from this place to the Sandwich Islands and Panama will be a lucrative business..."

As to the business opportunities in San Francisco, Murrill notes: "There is one thing sure here, a man with capital can make money faster than in the States. There is great opportunities for purchasing lands now low in many places & a man with 5 to 10 thousand capital would settle himself for life very greatly <...> There is one advantage in this country over any and almost all others by the winters are favourable, you have nothing to care for your stock and you can raise all the luxuries of life with much more ease than in the States <...> we have a population of about 16,000 inhabitants and rapidly increasing, no town on the globe ever went up like it. If you had come here when I did with 1000 dollars to lay out you would now have been beyond anxiety..."

An interesting letter, full of hope for prosperity in the future.

$1250USD

44.  [SAN FRANCISCO EARTHQUAKE]
[Original Photogravure Titled:] Bird's-Eye-View of Ruins of San Francisco from Captive Airship 600 Feet Above Folsom Between Fifth And Sixth Sts.

*Chicago: Geo. R. Lawrence Co., 5 May 1906. Photogravure ca. 28x76 cm (11x30 in). Very mild crinkling of blank margins but overall a very good photogravure.*

Panoramic photogravure view of San Francisco in ruins just after the 1906 earthquake which "struck San Francisco and the coast of Northern California at 5:12 a.m. On Wednesday, April 18, 1906. Devastating fires broke out in the city that lasted for several days. As a result of the quake and fires, about 3,000 people died and over 80% of San Francisco was destroyed"(Wikipedia); "Lawrence's Captive Airship, as he called it, was an ingenious kite array that lifted a 50 pound panoramic camera between 400 and 2000 feet into the air. It took 17 kites to hold the camera and a stabilizing rig aloft. Three boom arms stretched out horizontally from beneath the camera with cords attached that connected to a weight dangling below the camera to keep the rig balanced" (tested.com).

$975USD

45.  [SAN FRANCISCO'S FIRST PLEASURE YACHTS]
[OGDEN, Richard Livingston] (1822-1900)

[Private Diary Describing Sailings of the Yachts Restless and Peerless in San Francisco Bay]: A concise and condensed history of the goings & comings & voyages of the Sloop Yacht "Restless" by a reliable not contraband but highly respectable gentleman, slightly tinctured with a fondness for salt water, a piscatorial weakness and the pursuit of ducks under difficulties...

*San Francisco*, ca. 1860-1870s. Quarto (ca. 25x20 cm). 25 pp. of text and fifty blank leaves. Brown and blue ink on laid paper, with several newspaper clippings and an ink drawing of the yacht "Restless" mounted on the leaves. Original violet full sheep notebook with raised bands and blind stamped decorative borders on the boards. Binding rubbed on extremities, hinges cracked, foot of spine chipped, but overall a very good internally clean manuscript.

Fascinating private account of the sailings of the yachts Restless and Peerless, both belonging to San Francisco industrialist and keen yachtsman Richard Livingston Ogden. Ogden came to California in 1852 as a major of the US army and subsequently established the firm of Ogden and Hayes; he was one of the founders of the Kimball Carriage and Car Manufacturing Company in the 1860s, the first president of the reorganized San Francisco Yacht Club (1874-1878) and one of the founders of the Jekyll Island Club, Georgia, in 1886.

The manuscript starts with a detailed description of the yacht Restless: "31 feet long, 16 feet beam, 3½ deep centre board, 10 feet long 12 feet wide 5 feet high, finished a la raeveaux gilt mouldings, stained
glass windows, velvet cushions forming very comfortable sleeping accommodations..." Various voyages are described, such as "The first voyages of the Restless were to Sausalito on pic-nics, fishing trips, to Angel Island on clambakes, to Alcatraz on Offish-al business, to Benicia, to Martinez, and on the 3rd of July [1863] to Sacramento in 18 hours against the tide & with calm weather to contend with beating 14 schooners & sloops... On the opening of the Ducking season she was put in shooting trim and some half dozen successful voyages with glorious results..." Later on, as years passed, "The Restless was sold on the departure of the owner for the East for $1000 to a gentleman of the Lager Bier line of business who put her into service as a Ferry Boat between 3rd St. Wharf and the Potrero..."

The second half of the journal is a record of the little schooner "Peerless," another of Ogden’s yachts, launched in 1869. “Length on water line 53, length on deck, beam 17 feet, depth 5 ½. Schooner rigged, built of <...> Eastern oak, bent timber (frames), cedar & Oregon, galvanized fastenings, cabin Oregon maple & cedar, all built in best manner.” The manuscript describes Peerless’ sailings to Belmont, Martinez and Antioch. The first free endpaper bears an amateur ink sketch of the yacht Restless resting on shore and a man shooting a duck from a log nearby.

Commodore Richard L. Ogden, was “the oldest and best known yachtsman of San Francisco Bay <...>. He was in the fifties the owner of the then famous sloop Restless, the first pleasure yacht seen on these waters. It was brought from New York on a ship's deck. In 1868 he built the large schooner-yacht Peerless, one of the handsomest yachts ever built here and one that took part in the first regular regatta ever sailed on this coast. She was sold by him to the King of Samoa and became the "Samoan Navy." When the San Francisco Yacht Club was reorganized in 1875 he was elected commodore, an office he held for several years. About that time Commodore Ogden also built the fine steam yacht Quickstep and the steam launch Hi-Yah.” (San Francisco Call, October 7, 1900, 23:4)

$1850USD

46. [SLAVE MANUMISSION IN CUBA]

[Official Manumission "Libertad" Document for a Black Slave Child in Cuba].

_Havana, 9 July 1867. Folio (ca. 31,5x21,5 cm). 2 pp., with an integral blank leaf. Brown ink on paper, with official notary stamps on top of rectos of both leaves. Light wear, some worming, mostly marginal but affecting a few letters at bottom; overall a very good document._

An extraordinary document, signed and ratified by Havana notary public Juan Requeyra, granting freedom to a “brown-skinned girl” who "has not yet been baptized." She was to be named Maria del Carmen, and her mother a “Creole and mulattress slave Natalia” belonged to a local merchant Jose Rabell. The child’s freedom was “graciously granted as a payment of her mother’s good services <...> everything will be given up, renounced and transferred as a matter of fact in her own cause in order for her to, as a free person from now onwards, do business, contract, buy and sell, appear in court, issue public deed and be able to do all that is allowed to people who freely act upon their own volition. Freedom is bound to be enforced at all times in an uncompromising and unscathed manner; by law she will remain protected along with her possessions.”This document was necessary, as children born into slavery were considered to be slaves, unless, as here, were manumitted.

$975USD

47. [SLAVERY IN BRITISH GUIANA]

[Autograph Letter Signed by Charles Kyte, Agent in Guiana, to Henry Beard in London, Sending the Accounts for his Cotton Estate, and Deploring the Behaviour of the Slaves “in Consequence of the New Law”].

_New Amsterdam, Berbice [British Guiana], 17 February 1832. Folio (ca. 30x18,5 cm). 2 pp., with an integral leaf of the related accounting. Addressed, sealed and with postal stamps on verso of the first leaf_
Interesting early letter from the colony of British Guiana which had been consolidated in its current state (from the colonies of Berbice, Essequibo and Demerara) just a year before, in 1831. Written by Charles Kyte, apparently a local planter, the letter is addressed to an ex-governor of the Berbice colony Henry Beard (1821-1825 and 1826-1831) and vividly describes the local effects of the movement for the abolition of slavery: “I have been obliged to visit the West Coast since I wrote you, the slaves [on] Mr Blair’s Estates and at Golden Grove having shewn very strong symptoms of insubordination, in consequence of the New Law, which coming to them without the intervention of the Colonial Government, has had[?] only the most mischievous effect; as they think it sets them beyond the authority of their Masters: they give three cheers for King William whenever the Flag is hoisted & the Horn blows for Breakfast & dinner, and are much disposed to make the extra leisure which the Law gives them as the reason for doing nothing, or the next thing to it. <…> the women <…> on Mr. Blair’s Estates absolutely refused to clean more Cotton than 15th per day instead of 40 as I insist upon, or, as they frequently have done & can easily do, 60th! I have been very firm & determined with both Gangs…”

Kyte, most likely refers to the consolidated slave ordinance, published by the government of the British Guiana in January 1832. “It provided, as we have seen, for the still greater amelioration in the condition of the slave, reducing the period of labour to nine hours; and for children under four years of age and pregnant women to six hours; it increased the allowances; and reduced the extent of punishment to fifteen lashes” (Dalton, H.G. The History of British Guiana: in 2 vols. Vol. 1. London, 1855, p. 387).

Slavery in British Guiana was abolished with the enforcement of the famous Slavery Abolition Act of 1833.

$1250USD

48. [SURINAME]

[Original Printed Leaflet Completed in Manuscript, Signed by Lieutenant Governor W. Carlyon Hughes, and Merchants William Leckie, J. Buschman, and D. Holsmilderstom:] Current Prices of Commodities, Rates of Exchange &c, in the Colony of Surinam on the First Day of May 1805.

Paramaribo, Suriname, 1 May 1805. Folio (ca. 32x20 cm). 1 page. Completed in brown ink, signed at foot and docketed on verso. Fold marks, paper slightly age toned, otherwise a very good document.

The official declaration of prices in the Dutch colony of Suriname during its short British occupation (1804-1816) lists values of over thirty types of commodities (in guilders and silver), as well as exchange rates of guilders, Spanish dollars and Government bills. The manuscript text underneath states that “We the Undersigned Merchants do hereby Certify that the above are at the present period the current prices of commodities and rate of exchange in this Colony”. The declaration is signed by William Carlyon Hughes, Lieutenant Governor of Surinam (1805-1808), and local merchants William Leckie, John Bushman, esq., and D. Holsmiderstom [?].

Suriname was originally settled by the British in 1630 and in 1650 Paramaribo was declared the capital. The port was established as a major centre of trade for the export of gold, sugar, rice and tropical woods to the European market. In 1667 it was captured by the Dutch, who governed Suriname as Dutch Guiana until 1954, with two short periods of British occupation in 1799-1802 and 1804-1816. William Carlyon Hughes served in the American War, then as the Governor of Curaçao (1801, 1802-03) and Lieutenant Governor of Suriname (1805-08).

$750USD

49. [TEXAS, REPUBLIC OF]
[Original Manuscript Document Validating the Sale of a Labore [sic!] of Land in the Republic of Taxas [sic!] by a Local Woman Hannah Earl].

Republic of Taxas [sic!], County of San Augustine, 17 February 1837. Folio (ca. 32x19 cm). 2 pp. Paper age toned, fold marks, weak and with a couple of very minor chips and splits, partly strengthened on folds, otherwise a very good document.

Rare early land transaction documenting the attempted sale of a tract of land by one Hannah Earl. The sale was rejected on 22 March 1838 by the land commissioners Alexander Horton and Nathaniel Hunt and is signed by them at the bottom of second page. A "Labor of Land" (177 acres) was granted to "all persons except Africans and their descendants, and Indians, living in Texas on the day of the Declaration of Independence". Manuscript Texas documents from this period are extremely scarce, especially those pertaining to women.

$850USD

50. [UNION OF VANCOUVER ISLAND AND B.C., 1866]

[Leaflet Titled]: Despatches [A letter dated 12 December 1865 from Governor Kennedy to the Legislative Assembly enclosing despatches concerning crown lands].

[Victoria B.C.], [1865]. 4 pp. On a folded Folio leaf (ca. 27.5x35.5 cm or 10 ½ x 13 ¾ inches). Printed in double-columns. Signed by J.D. Pemberton (brown ink, in the right upper corner). Near fine, clean copy.

A very rare leaflet as no copies located in Worldcat. Most likely the copy which belonged to Joseph Despard Pemberton (1821-1893), Surveyor General of the Colony of Vancouver Island at the time. The document contains several despatches from the Governor of Vancouver Island Arthur Edward Kennedy (1809-1883), J.D. Pemberton himself, attorney general of the Vancouver Island George Hunter Cary (1832-1866), and acting surveyor general of Vancouver Island Benjamin William Pearse (1832-1902) regarding surveys of the lands of the Hudson’s Bay Company and other proprietors, in order to facilitate terms of the Union of the colonies of Vancouver Island and British Columbia. Lowther 261.

$850USD

51. [URUGUAYAN WAR]

THRESHER, William, Lt. RN.


Historically significant detailed naval journal kept by Lieutenant William Thresher, RN during his service on board HM screw steam corvette Satellite, when stationed in Montevideo. The journal thoroughly describes Satellite’s daily life and naval exercise, mentions all warships visiting and staying in Montevideo, and presents a valuable first-hand account of the events of the Uruguayan War (10 August 1864 – 20 February 1865), which the crew of the Satellite took part in, as a part of the international peacekeeping force during the fights in Montevideo. The journal records the Satellite’s short trips between Montevideo, Rio de Janeiro, and Buenos Aires, together with a detailed description of the travel and naval exercise in the Falkland Islands in December 1864. There are also frequent mentions of the American Civil War.

The journal is illustrated with six pencil drawings tipped-in between the pages, depicting: American Federal Sloop of War Sacramento, “the best specimen I have seen of a Sloop of war;” Federal American War Steamer Waterwee; “Onward” slaver taken fitted for slaves by HMS Alecto; Screw Steamer Flying
Fish; HMS Bombay’s and HMS Arctic’s steam launches; “Sophy,” the boat of the Governor of the Falkland Islands.

William Thresher entered the navy in 1854, became a midshipman in 1856, lieutenant in August 1861 and retired as a Commander in 1870 (Warren, C. Royal Navy List... January 1880, p. 102). HMS Satellite was a wooden Pearl-class screw corvette launched in 1855 and broken up in 1879. On 5 May 1862 - 22 September 1865, it was stationed on the south-east coast of America, under command of Captain Stephen Smith Lowther Crofton,

Overall a beautiful naval journal with rich and historically significant content.

Several excerpts from the journal:
Montevideo, 26 July 1864. Arrived French mail steamer bringing the news of the destruction of the famous Confederate cruiser Alabama by the Federal Sloop of War Kearsage on the 19th June off Cherbourg.

Stanley, the Falkland Islands, 6-15 December 1864.
6 December: Manned and armed boats to send them away to fire. [Then follows a detailed description of the gunnery practice:] <...> when clearing the boats after practice the launch got adrift and the wind catching her on the port bow, heeled her over so much that the gun capsized jamming the man who was stowing away the anchor, which he very naturally dropped overboard and lost.
8 December: The “Sophy” [the Governor’s boat] is merely an eighteen gun’s brig <...> and decked with a small cabin and forepeak <...> and is under the charge of the Harbour Master of Stanley “Melville” who was an old seaman in the “Tune” frigate on this station some years ago. His crew consisted of as he himself expressed of a “jailbird” who was an American by birth, a Southerner from Florida, but with Yankee notions and ideas. He worked well, but was rather inclined to be saucy.
15 December: Held public theatrical at the Eagle Tavern by the good nature of a publican called Goss, under the management of Lieut. Holbrook. A full house to the Bluejackets performances of The Miller and His Men, Who Speaks First, and Box and Cox.

Montevideo, 10 January 1865. Officer of the Guard came on board and informed us of the terrible loss of HMS Bombay (2nd Rate 84) by fire off the Flores Island on 14th December and of the survivors having left the River Plate on 22nd December for England, 93 lives supposed to have been lost. Heard also of the capture of Salto and Paycando by the allied Brazilian and Colorado forces. Landed marines under command of Lieut. Holbrook to protect the English Bank.

Montevideo, 26 January – 24 February 1865. Detailed description of the blockade of Montevideo by the Brazilian fleet, with refugees leaving the city, and street fights between the Blanco and the Colorado forces.

14 February. Rumours flying about alternately - Peace in the Morning - War to the Knife in the Afternoon - No believing anything or anybody. Landed and walked with Lieuts Miller and Masters through the White outposts into the Red lines and returned into town to hear that a President had been elected.
18 February. At 1 pm landing party of the Allied Neutral forces disembarked and occupied the Customs House. The French held the centre, the English the right, Spanish and Italian the left. Captain Jouard of the French flagship Astree in command of the allied forces. Landed Commander Wells, being in command of the English, Lieut Thresher, Sub Lieut Russell and Taylor from Satellite with 40 seamen, Lieut Holbrook RM and 36 marines from Satellite, with marines from other vessels <...> We had tolerably comfortable quarters, a sitting room, a sleeping room, a bath room and an office. Sub Lieut Rainier with 10 men were detached to the English Bank, Sub Lieut Russell with 4 men at the Portuguese Consulate. [Numerous refugees from the town claimed protection at the Customs House, including] a notorious ruffian Colonel Coriolanus Marquez and Mrs. Reyes wife of a leader of the Blanco party. They were accepted on board a Spanish brig of war.
20 February. At 3 am the main body of the Custom’s House guard, the English marines and bluejackets, leading the French next, Spanish and Italian last, marched out of the Customs House with
loaded rifles and fixed bayonets (but arms not capped) and under command of Commander Wells proceeded to the Fueste or Government House and occupied it. <...> The street gate to the English quarters was immediately barricaded and the bluejackets’ rifles loaded and a guard ready to defend the gate if pressed.

21 February. At 3 pm General Camballo and the advanced guard of the Colorados entered the town quietly <...> the Colorado troopers were riding freely about the place, the bells of the Cathedral rang forth with holiday chimes, crackers let off in the streets (regardless of the powder magazines), and all knew at last for certain that the Capital had surrendered, and that Flores for two years the Rebel <...> was Ruler of Montevideo.

$3250USD

52. [VANCOUVER WATERFRONT]

[Portland, 1889]. Tinted lithograph ca. 23.5x37 cm (9 3/8 x 23 7/8 in). Original centerfold. Recently matted. A minor tear on the top of the centerfold neatly repaired, otherwise a very good lithograph.

A plate from “The West Shore: An Illustrated Western Magazin” (Portland, May 1889) depicts the Vancouver waterfront, with the first CPR station (1887) and trains, ships in the harbour, a part of the Deadman’s Island, and the North Shore Mountains in the background. The plate illustrated an article “Vancouver, British Columbia” published in the magazine (pp. 227-233).

“The rapidly increasing importance of this young and enterprising city entitles it to more than passing note, and The West Shore is pleased to present this month an account of its progress, present conditions and prospects, with illustrations, which will give an excellent idea of the appearance of the city. <...> The capacity of the city for marine commerce can never be outgrown, no matter what magnitude it may attain. Its adaptability to the demands of commerce, the means it has for focusing a large volume of business at that point, and its capacity for expansion, must make Vancouver one of the most important cities of the Pacific coast. The healthful climate and location and altogether pleasant surroundings render it a very desirable residence place, and the control which it exercises over the products of the interior is already making a prominent manufacturing city. As the terminus of the longest single railway line in the world it has an advantage that places it entirely beyond competition, and to this, as well as to its natural features of excellence, is due its phenomenal growth” (p. 227).

$750USD

53. [VANCOUVER]
[Album with 15 Original Photographs of Vancouver, Mostly of Stanley Park, with Three Views of False Creek and English Bay].

Ca. 1910s. Oblong Octavo (ca. 17.5x25.5 cm), 18 album leaves (two loosely inserted). 15 mounted gelatin silver prints ca. 10x15 cm (3 7/8 x 5 ¼ in). All but one with period white ink captions on the mounts. Original grey paper wrappers album with stamped title “Photographs” on the front cover. Several images with minor silvering, otherwise a very good album.

Attractive photographs of Vancouver’s Stanley park views, showing the park’s entrance, main paths and alleys, impressive cedar trees, the Duck pond, the fog bell tower, “Water pipe line,” the Royal Corner and the Second beach. There is also a panoramic view of the North Shore mountains taken from Stanley park, as well as a view of downtown Vancouver taken from False Creek, with a wooden bridge on the left (apparently, the first Cambie street bridge constructed in 1891). The album closes with two photos of English Bay showing private houses on the waterfront, and swimmers and a boat near the surf.

$1250USD
54. **Viceroy of New France**

D’ESTREES, Jean; Vice Admiral of Ponant, (1624-1707)


*On board the Sceptre, 10 July 1692. 1 p. Quarto bifolium (ca. 23x17 cm), addressed and sealed on the 4th page. Text in French. Round hole on the 4th page after opening, not affecting the text, mild fold marks, otherwise a very good letter.*

An interesting letter from Jean D’Estrees, an important naval commander of Louis XIV. Written in the aftermath of France’s defeat at the battle of La Hougue (29 May1692) in the Cotentin peninsula, the letter mainly hints at one of Estrees’s poorly orchestrated tactical manoeuvres when in charge of a fleet of 45 vessels. Assigned to the protection of the port city of Brest, he chose for an unknown reason to sail out to the Landevenec River and hide his fleet in its meanders. Strongly rebuked by French naval minister Pontchartrain, he finally sailed back to his previous position in the port of Brest.

The letter is addressed to the general intendant of the French navy in Brest and informs him that “I have no doubt that Mr. de Pontchartrain had let you know about the King’s intentions regarding the river Landevenec; he does not want these vessels to remain there, so there is no time to waste and leave those vessels stranded in the harbour [...] we will all sail out of here with a silent tide [...] there are manifold of appearances so that within twenty-four hours, we will [...] them in the same order as we were before”. He asks his correspondent to provide the fleet with a few masts and rafts, “please be kind to tow them across to the headland as soon as all ships have sailed out of harbour. We will have to think about getting some seamen to replace the missing ones and hiring new crew members.”

Jean II d’Estrees was a Marshal of France (1681), and an important naval commander of Louis XIV. His aunt was Gabrielle d’Estrees, lover of King Henry IV of France. He joined the navy in 1668, and took part in the campaigns in the Caribbean, and the Franco-Dutch War; he served as the Vice Roy of the New France in 1681-1687.

A letter of D’Estrees also written on board the “Sceptre” (25 July 1692) is included in the “Inventaire des dessins et estampes relatifs au Département de l’Aisne” of the National Library of France (Catalogue by E. Fleury, Paris, 1887, p. 127, # 2077).

$1250USD

55. **Victoria**

[Chromolithographed Bird’s-Eye View of the Inner Harbour of Victoria, Titled:] Victoria, the Capital of British Columbia.

*Portland*: West Shore Lith., [1889]. Chromolithograph panorama ca. 24,5x77 cm (9 ¾ x 30 ¼ in). Recently matted. With original fold marks but otherwise a very good bright panorama.

This large and attractive chromolithograph shows the inner harbour of Victoria taken from the lawn in front of the Birdcages – the first Legislature buildings of British Columbia. The wooden bridge crosses the original James Bay before it was filled in 1903-1904.

$1500USD

56. **Walker, Henry, Captain**

[Manuscript Journal of the Ship Ida From Boston Voyage to Valparaiso, San Blas, Guayaquil and back to Boston in 1821-23, Titled:] Journal kept on board the Ship Ida of Boston <...> from Boston towards N.W. Coast of America.

*Primarily at sea*, 1821-1823. Folio (31x19 cm). [188] pp. With two manuscript deeds, and four other sheets of manuscript laid in. Period brown quarter sheep with marbled boards, housed in a new light
brown cloth clamshell box with green gilt lettered sheep label. Rubbed at extremities, lightly soiled. Some minor scattered foxing, else text is clean and very legible. Deeds chipped and lightly foxed. Old fold lines; one reinforced along folds, the other with a hole one inch by two, affecting text. Overall a very good Manuscript.

The journal details Ida’s voyage in 1821-23 from Boston to San Blas in Mexico around Cape Horn, with stops in Valparaiso (Chile) and Guayaquil (Ecuador), and the return journey to the United States. The voyage went in several stages: at first, from Boston to Valparaiso (December 7th, 1821 - February 14th, 1822); then after a two-month furlough from Valparaiso to San Blas (April 12th - May 24th, 1822); then back to South America, to Guayaquil (August 2nd - September 4th of the same year); from there back to Valparaiso (October 11th - November 24th, 1822), and a return journey to the US (June 1st - July 6th, 1823).

The journal methodically records the nautical details of Ida’s voyage: wind and weather conditions, daily mileage, speed of the ship each hour, latitude and longitude, and geographical objects encountered and passed on the way. Captain Walker notes that he departed on the Ida from Boston harbor "with a heavy heart and thoughts of home," crossed the Equator on the 30th of December, and the next day passed the archipelago of Fernando Noronha (354 km offshore from the Brazilian coast). On the 25th of January she passed the Falkland Islands, and went through the Drake Passage: along Terra del Fuego "for eight leagues making in sharp peaks like steeples," Staten Land (Isla de los Estados) and Diego Ramirez Islands. On the 4th of February Ida rounded Cape Horn, and on that day Walker "saw a Rain Bow at midnight caused by the moon", two days later he observed a moon eclipse. Santiago’s port San Antonio was sighted on the 13th of February, and the next day Ida arrived in Valparaiso.

During the sailing to San Blas Walker noted the ship passing the Galapagos Islands, Cabo Corrientes (Mexico) et al; on return journey to Guayaquil - Islas Marias (Mexico) and Isla de la Plata (Ecuador). Ida arrived to Puna island at the head of Gulf of Guayaquil on the 4th of September. On the way back to Valparaiso she passed Juan Fernandez Island and stayed in port San Antonio, at the mouth of Maipo River for several days. During this part of the voyage Ida got caught in many storms, the note from 24th of October witnesses "Strong gales, squalls and rough sea; ship requires pumping every two hours."

The journal contains an impressive entry describing the Valparaiso earthquake on the 20th of November 1822: "At 11 P.M. We was sudenly [sic] alarmed by a violent shock that effected the ship as if she had struck the bottom, all hands sprung on deck and cried out the ship ashore...on reflection knew it was impossible for her to have struck any bottom in so heavy a sea as was on at the time without bilging the bottom in. I then thought of a wreck of a vessel but lastly I imputed it to an earth quake." Aftershocks wrack the sea periodically for the next few days. On the 22nd of November they got word about the effects of the quake: "They <..> informed us that there had been a heavy shock of an earth quake on shore and that Valparaiso had been nearly destroyed and had lost 23 lives in the fall of a Castle. St. Jago & several of the towns in the interior had suffered severely the inhabitants about the sea coast fled to the mountains for safety fearing that the sea would flow in upon them, animals of every kind on shore appeared to be affected by the shock."

There is also an interesting note about the ship Emerald of London coming from New South Wales to Rio de Janeiro with a cargo of oil which Ida encountered in the South Atlantic on the 20th of January, 1822. She provided Emerald with provisions, including "6 barrels of flour, 6 of beef, one of pork and two of bread and two cases of gin," but the next day the sailors "found a strange man on board that had secreted himself under one of the forecastle berths; he said he came from the Emerald in the second boat - he is supposed to be a convict from New Holland." No hint is given as to the fate of the stowaway. The journal also keeps track of wildlife seen at sea, including dolphins, sharks, turtles, flying fish, and albatrosses, boobies and various other birds.

One of the later notes records the sale of Ida: "I was informed by Capt. Scott that the ship Ida was sold this day" (1st of March, 1823). There is no record of the interim period, and Walker’s entries are both
brief and incomplete about a return journey to Boston in summer 1823. There are notes in a later hand throughout the volume which give pieces of information about Walker, and a paragraph on the last page gives an account of Walker's return, indicating that Walker returned on a whaling vessel to Nantucket and thence to Boston.

The two deeds pertain to land. They are marked as "Deed, Walker to Woodbury," and "Nancy Walker's share in the estate of Luke Woodbury - Copy." The other manuscript sheets are in the same later hand as in the journal and elaborate further on Walker's life and career.

Overall an interesting collection related to 19th century US commercial maritime voyages.

$2250USD

57.  [WETMORE, William Shepard] (1801-1862)
  [Four Autograph Signed Letters to William Wetmore from His Business Partners Regarding Market Conditions and Wetmore’s Business Affairs in South America and New York].
  Valparaiso, Cadiz and New York, 1832-1837. Four autograph signed letters, all Quartos (ca. 27x20 cm or slightly smaller). In all 10 pp. of text. Brown ink on folded, all addressed, stamped and docketed on the last blank pages. Fold marks, minor holes on three letters after opening, in one case slightly affecting the text, otherwise a very good collection.

Four interesting letters addressed to noted American merchant William Shepard Wetmore, concerning his business dealings and market conditions in South America and New York. Two letters are written by his business partners in Chile “Alsop and Co” (Valparaiso, 25 April and 29 November 1832); one – by a Cadiz merchant A. Burton “on the instruction of Mr. John Cryder,” another partner of Wetmore (12 February 1833), and one – by a New York merchant Thomas P. Bucklin.

The letters discuss various matters of Wetmore’s trade, including arrival and departure of ships with his cargo, market fluctuations, business climate, quarantines, latest deals etc. The correspondents relate to a number of goods and articles which Wetmore traded with, including silk, copper, mercury (in other letters – quicksilver); the market conditions are reported about flour, sugars, various textiles (shirtings, cotton, silk etc.), tea, soap, gun powder, rice and others. Overall a nice collection of informative business letters regarding the dealings of an important American merchant.

William Shepard Wetmore entered the mercantile business at the age of 14, as an employee of Edward Carrington & Co. Of Providence, Rhode Island. In the 1820s he conducted active trade with the United States, England and South America, in partnership with Valparaiso import merchant Richard Alsop. In 1825 they were joined by Philadelphia native John Cryder. Four years later Wetmore retired and returned to the United States with a large fortune. In 1833-1839 he ran a successful business in Canton, as Wetmore & Co., trading in Chinese tea, silk, opium and other goods. His partners were Samuel Archer and John Cryder. In the 1840s Wetmore worked in New Yor, having established a commission merchant firm of Wetmore, Cryder & Co. He retired in 1847 and permanently lived in his famous mansion Chateau-sur-Mer, the first of the Gilded Age mansions in Newport, Rhode Island.

$750USD

58.  [WHALING]
  FARRAGUT, David Glasgow (1801-1870)
  [Secretarial Copy of an Autographed Letter Signed by David Glasgow Farragut Concerning a Seized Whaler, Copied by his Clerk and Signed by him: "D.E. Farragut, Comd'g."]
  La Paz, Mexico, 20 November 1855. Small Folio (ca. 29x20 cm). One page. Brown ink on light blue wove paper. With fold marks and remnants of mounts on recto and verso, but overall a very good letter in a legible hand.
The original letter had been written by United States consular agent Thomas Sprague, addressed to "the commanding officer of any American Man of War." Sprague complained that "General Blancarte has seized the American whale-ship Rebecca Adams, removed the officers and crew on shore, and put them in prison, without any lawful cause. I have demanded their release, but as yet have not been able to procure it. There are also several females among these sufferers. The presence of an armed vessel is required instantly at this Port." The Rebecca Adams had left San Francisco in April 1855, and Starbuck makes no note of this incident or the vessel's eventual return to port (page 532). Farragut's clerk copied out the present copy at the Mare Island Navy Yard in California April 1st 1856, where it was signed by Farragut and forwarded to another officer for response.

$750USD

59.  ALEXANDER, Sir James Edward (1803-1855)

[Original Watercolour View of the Coast of Jamaica with the Blue Mountains in the Background and Two Fishing Boats in the Foreground].

1831. Watercolour and ink on paper, ca. 29x38 cm (11 ½ x 15 in). Signed in pencil "Blue Mt. Jamaica" in the right lower corner. Mounted on period grey cardboard ca. 44x55,5 cm (17 ½ x 22 in), within an additional dark grey border. Manuscript caption in red ink on the lower margin "Blue Mountain. Jamaica. 1831 - J.E.A." Card mount with small marginal chips and tears, but overall watercolour in very good condition.

An evocative watercolour view of the Jamaican shore with the Blue Mountains, the longest mountain range of the island, declared a National Park in 1992 in the background. "As one of the longest continuous mountain ranges in the Caribbean, the Blue Mountains dominate the eastern third of Jamaica <..>,. They rise to the elevation of over 2200 m (7400 ft) from the coastal plain in the space of about sixteen kilometers, thus producing one of the steepest general gradients in the world" (Wikipedia).

Sir James Alexander, the artist, also noted the steepness and grandeur of the Blue Mountains in his travel account: "After a week's run we sighted afar off the dim outline of part of St. Domingo, and then the lofty mountains near Point Morant, the eastern cape of Jamaica. It was a magnificent scene, this part of the island; the Blue Mountains, eight thousand feet high, towered above a stratum of clouds, and the rugged hills below them were furrowed by ravines; we could see no level land, but the steep cliffs descended abruptly into the sea, on which were one or two small coasting vessels. As we approached nearer, we observed that the hills were not altogether barren, black forests were upon their sides, and patches of bright emerald green, and white houses, were seen as we ran along the south coast towards Port Royal" (Transatlantic Sketches, Comprising Visits to the Most Interesting Scenes in North and South America, and the West Indies, with notes on Negro Slavery and Canadian Emigration', by Captain J. E. Alexander, 42nd Royal Highlanders, F.R.G.S. M.R.A.S. London, 1833. 2 vols. Vol. 1. P. 285).

Sir James Edward Alexander was a British army officer and a fellow of the Royal Geographical Society. He served in India, Persia, South Africa, Canada, New Zealand, participated in the First Anglo-Burmese War, Crimean War et al. "He saved Cleopatra's Needle from destruction, and had much to do with its transfer to England in 1877. At its base he buried, among other artefacts, photographs of the twelve best-looking English women of the day. His extensive travels provided material for his varied publications, which included Travels from India to England (1827) and Cleopatra's Needle (1879)" (Oxford DNB).

In 1831, in the rank of Captain of 42nd Royal Highlanders, Alexander travelled to British Guiana, West Indies, United States and Canada. In South America he went up the Essequibo River, in the West Indies extensively travelled around Barbados, Tobago, Trinidad, Grenada, St. Vincent, Jamaica “with its blue mountains, fertile savannahs, and deadly lagoons” and Cuba. Then he sailed to New Orleans and went up the Mississippi to Memphis, through Tennessee and Kentucky to Louisville and the Falls of Ohio.
After that he went to Virginia, visited Lake Erie, Niagara Falls, crossed Lake Ontario to York (Upper Canada), saw Kingston, Ottawa and along St. Lawrence River went to Quebec. Then he moved to New York, Washington (where met the US President), Boston and from there returned to Liverpool. Alexander “volunteered to execute commissions” for Royal Geographical Society and “other literary and scientific individuals” regarding places he visited and was very interested in the problems of “slavery, military matters, state of society and manners” (from the Preface).

Our watercolour was probably intended to be an illustration for Alexander’s “Transatlantic Sketches”, but was not included in the book; the West Indies were represented there with views of St. Vincent and Havana.

$1500USD

60. ANDERSON, Alexander Caulfield (1814-1884)

Map Showing the Different Routes of Communication with the Gold Regions of Fraser’s and Thompson’s Rivers.

London: J. Arrowsmith, [1859]. Large lithographed map ca. 37,5x49 cm (14 ¾ x 19 3/8 in), borders and routes outlined in colour. Mild fold marks, otherwise a very good map.

Issued in the midst of the Fraser River gold rush, the map delineates the main routes to the gold regions of the Fraser and Thompson Rivers.

Alexander C. Anderson was a Hudson’s Bay Company fur-trader, explorer of British Columbia and civil servant. In 1846-47 he led three expeditions to the Cariboo region to find a usable trail there from the coast. After the beginning of the Fraser River gold rush Anderson went back to the Cariboo to delineate a proper trail for the miners, which became known as the Douglas Road. The travel also resulted in Anderson’s Hand-book and map to the gold region of Fraser’s and Thompson’s rivers, and a map of the region published in 1858. Later Anderson served as the first Collector of Customs in Victoria, and as Inspector of Fisheries (see more: The Cariboo Gold Rush/ B.C. Archives Time Machine online).

$750USD

61. ANGELIS, Pedro de (1784-1859)


Early interesting Uruguayan imprint. Written by one of the first Argentinean professional historians Pedro de Angelis, the book develops the discussion of the possibility of international free navigation up and down the Amazon River. The topic was first raised in 1851 by Matthew Maury, whose cousin Lt. William Herndon headed the expedition to the river the same year. Pedro de Angelis apparently wrote a reply to Maury’s “The Amazon and the Atlantic Slopes of South America” (Washington, 1853).

Our presentation copy is from the library of Jean Louis Rodolphe Agassiz (1807-1873), “a Swiss biologist, geologist, physician, and a prominent innovator in the study of Earth’s natural history” (Wikipedia). He had a deep interest in the Amazon after his expedition to Brazil in 1819-1820 during which he assembled an important collection of Brazilian and especially Amazonian fresh water fish (detailed description of the collection was published in 1829).

$600USD

62. ARAGO, J[acques Etienne Victor] (1790-1855)

Paris: Leblanc, 1822. First Edition, Second Issue. Folio Atlas with a world map and 25 other lithograph plates. This second issue complete but bound without the title page and list of plates as issued by publisher, see Forbes: Hawaiian National Bibliography 537 & 538. Period brown gilt tooled quarter sheep with black pebbled papered boards. Spine with some mild wear and some very minor water staining on the last few leaves, otherwise a very good copy.

"The Uranie, with a crew of 125 men under the command of Captain Louis de Freycinet, entered the Pacific from the West to make scientific observations on geography, magnetism, and meteorology. Arago was the artist of the expedition, which visited Western Australia, Timor, Hawaii, and New South Wales. The original ship was wrecked off the Falkland Islands. Two months later the expedition continued aboard the Physicienne, which stopped for a time at Rio de Janeiro. Captain Freycinet’s wife, Rose Pinon, was smuggled on board at the advent of the voyage and made the complete journey, causing some discord among the crew. Freycinet named an island he discovered after her - Rose Island among the Samoa islands. These entertaining letters, written in a lively and witty literary style, provide vivid descriptions of the topography and the inhabitants of the Pacific Islands. The book achieved great success" (Hill 28-9). “The Hawaiian portion of the text, contained on more than 150 pages, records impressions of the artist's stops on Hawaii, Maui, and Oahu. Extensive portions of the text also record the Arago impressions of Australia, Guam, and the Marianas Islands. The artist's main interest (as reflected by the plate subjects) are of peoples encountered. Several of the plates record somewhat gruesome aspects of Hawaiian culture" (Forbes 537); Ferguson 850; Sabin 1867.

$1750USD

63. ASHTON, Sir John William (Australian, 1881-1963)

[SYDNEY HARBOUR: Watercolour Signed with Initials and Dated "W.A. 98" (lower right)].

1898. Watercolour ca. 24x33 cm (9 ½ x 13 in). Watercolour in very good condition. Recently matted. This atmospheric attractive watercolour shows the Sydney waterfront with a docked sailing vessel in the foreground. The prolific artist produced many landscapes of Australia as well as of Europe and the Middle East and travelled widely in his life.

"Sir John William "Will" Ashton OBE, ROI was a British-Australian artist and Director of the National Art Gallery of New South Wales from 1937 to 1945" (Wikipedia).

$2250USD

64. BARBOSA, Januario da Cunha (1780-1864)


Unpublished manuscript on church burials in Rio de Janeiro by one of the earliest Brazilian literary critics and an important figure in the independence movement.

An apparently unpublished work on the protocols and procedures for burials in churches of Rio de Janeiro, written at a time when such burials were becoming an important public health issue. Cunha
Barbosa was appointed prégador for the royal chapel in Rio de Janeiro in 1808. There he became involved in deciding which tombs in the church could be opened when a member of a family or of a religious order died. Apparently Cunha Barbosa had been reprimanded for opening one tomb, and in this work he explains his decision at greater length than he had previously done. He also states the procedures for opening a tomb and notes which church officials had to authorize it. Cunha Barbosa refers to the addressee as "V.A. R." throughout, and once as "Principe." This suggests that the addressee was D. João VI during his tenure as Prince Regent (i.e., before 1816).

Two works dealing with burials as a public health matter were published by Brazilians before independence: Vicente Coelho de Serabra Silva e Telles' Memoria sobre os prejuizos causados pelas sepulturas dos cadaveres nos templos, e método de os prevenir (Lisbon, 1800), and José Correa Picanço's Ensaio sobre os perigos das sepulturas dentro das cidades, e nos seus contornos (Rio de Janeiro, 1812; See Guerra, Bibliografia medica brasileira 20.)

Januario da Cunha Barbosa took orders in 1803 and soon earned such a reputation as a religious orator that in 1808 he was named prégador for the royal chapel in Rio de Janeiro. One of the leading spirits in the Independence movement, he founded and edited (along with Joaquim Gonçalves Ledo) the periodical Reverbero Constitucional Fluminense from September 1821 to October 1822. At the end of 1822 his rival from the liberal party, José Bonifácio, had him deported without trial, but a year later - as Bonifácio himself was being deported - Cunha Barbosa returned to Brazil. There he was simultaneously elected deputy to the new legislature for Minas Geraes and for Rio de Janeiro. He later served as director of the Imprensa Nacional and the Biblioteca Nacional.

Cunha Barbosa published numerous sermons, some poetry, and articles on a wide range of subjects in the journals of various learned societies. His anthology Parnaso Brasileiro (Rio de Janeiro, 1829-30) is a major literary contribution. With its publication Cunha Barbosa became one of the earliest Brazilian literary critics and preserved much poetry of the colonial period which would doubtless otherwise have been lost. (See Verissimo, História da literatura brasileira [1969] p. 119.) He also co-founded, with Raymundo José da Cunha Mattos, the Instituto Historic e Geographico Braziliero in 1838. The Instituto had much wider interests than its name suggests, and came to serve as a forum for all Brazilian writers. Work done under its auspices set the direction for much of the historical, geographical and ethnological research later done in Brazil. (See Verissimo, p. 127).

On Cunha Barbosa, see Innocêncio III, 254; VI, 127; VII, 71; X, 117. See also Sacramento Blake III, 294-300. OCLC: No printed version or other manuscript version located. No printed or manuscript version located in Porbase, Copac, or OCLC.

$1250USD

65. BARNES, Albert Henry (1876-1920)
[Album of Twenty-four Original Photographs of Mount Rainier National Park, Titled:] Sights and Scenes.

Ca. 1910. Oblong Quarto (21x28,5 cm), 12 stiff card leaves with tissue guards. Large mounted silver gelatin prints, the majority ca. 14x20 cm (5 ½ x 7 ¾ in), with a few smaller ones ca. 12x17 cm (4 ½ x 6 ¾ in). Most images with period ink captions, some inscribed in negative on the lower margins. Period black quarter cloth album with dark grey papered boards and a paper title on the front cover. Album slightly soiled and rubbed, but overall a very good album with strong clear images.

This photo album contains photos of the famous park’s landmarks, including distance and close up views of Mt. Rainier, Tatoosh Mountains and Paradise Valley, Mt. Adams, mountainous scenery taken from Beljica Peak and the Saw Tooth Range, views of Nisqually, Paradise and Mashel Rivers, Rainier Fork (a tributary of the American River), Narada Falls of the Paradise River et al; photos of Reflection, Mineral and Clear Lakes; forest sceneries include a picture of a road “3 miles above Elbe,” two portraits of a
ranger with a gun posing in front of a large "Fir tree on Roundtop Creek, Lewis Co. Wn. Diam. Over 13 Ft", and a photo of two hunters carrying a deer.

“Both a photographer and a painter, Albert Henry Barnes photographed the people, the cities and the landscapes of the Pacific Northwest. Well known as both a photographer and an oil painter, he documented images of the landscape, people, and cities and towns of Western Washington around the turn of the 20th century. However, little is known about his life. He apparently operated out of studios both in Parkland and Tacoma. His images appeared in some local newspapers from 1905-1915. He also wrote descriptive articles for photography magazines, railroad publications, and travel books. In 1909, he photographed, wrote and published a work entitled: Sights and scenes from Tacoma to Paradise Park: forty-eight views. In 1911, in collaboration with his friend A.H. Denman, he published his best-known work: "Our Greatest Mountain and Alpine Regions of Wonder". The work contained a number of Barnes landscape photographs, as well as a color reproduction of his painting entitled "Mount Tacoma".

In addition to his publication work, he provided services for the Washington State Historical Society such as documenting commemorative services for some of the historical markers erected by the society. Among the photographs in this collection are images of unidentified homesteaders, early scenes in Mount Rainier National Park, the Columbia River Gorge, hotels and lodges in Western Washington, and scenes of Tacoma” (Albert Henry Barnes Photographs/ Washington University Libraries on-line).

$975USD

66. BARROW, John, Sir, 1st Baronet (1764-1848)

[Autograph Letter Signed "John Barrow" to "Mr. James Mayning, Boatswain, HSM Talavera, Gibraltar" Informing Him About His Promotion; With a Rare Lithographed Proof Plate of Barrow's Portrait]: Sir John Barrow. F.R.S. &c., &c.


An official letter signed by John Barrow as the second Secretary of the Admiralty informed that "My Lords Commissioners of the Admiralty having been pleased to advance you from the Pay of a Third Rate to that of the First Class". The letter is addressed to a Royal Navy boatswain James Mayning. He was in the naval service for over 46 years, being stationed in the Caribbean, North America and East Indies, and was slightly wounded "at the reduction of the island of Cheduba" (Burma) while serving on HMS Slaney (The Oriental Herald and Colonial Review. London. Vol. VIII, September-December 1824, p. 576). Mayning served on HMS Talavera, a 74-gun third rate ship of the line of the Royal Navy, in 1836-1840. The letter is supplemented with a rare proof lithographed portrait of John Barrow.

John Barrow was a renowned English statesman, traveller and promoter of exploration; a member of the Royal Society (1805), a founding member and a president (1835-1837) of the Royal Geographical Society. He accompanied Lord Macartney's embassy to China (1792-4), and served during the latter's governorship in South Africa (1797-9) "collecting much of the commercial and strategic intelligence about the eastern seas and southern Africa" (Oxford DNB). Barrow was the auditor general to Cape Colony 1798-1803 and the second Secretary of the Admiralty in 1804-1845 (except for the period between 10 February 1806 and 7 April 1807).

"In his position at the Admiralty, Barrow was a great promoter of Arctic voyages of discovery, including those of John Ross, William Edward Parry, James Clark Ross, and John Franklin. The Barrow Strait in the Canadian Arctic as well as Point Barrow and the city of Barrow in Alaska are named after him.
He is reputed to have been the initial proposer of St Helena as the new place of exile for Napoleon Bonaparte following the Battle of Waterloo in 1815" (Wikipedia).

$850USD

67.  BERRY, W.R.
Parliament Square, Ottawa. Ont.
Toronto: Lithographed by Rolph, Smith & Co., 1879. Lithographed view ca. 37x65,5 cm (14 ½ x 26 in.). Original centre fold, with a couple of minor repaired tears of margin, otherwise a very good view.
Large attractive lithographed view of the newly constructed Parliament Hill. "By 1876, the structures of Parliament Hill were finished, along with the surrounding fence and gates. However, the grounds had yet to be properly designed; Governor General the Marquess of Dufferin and Ava sent chief architect Thomas Scott to New York City to meet with Calvert Vaux and view Central Park. Vaux completed a layout for the landscape of Parliament Hill, including the present day driveways, terraces, and main lawn, while Scott created the more informal grounds to the sides of and behind the buildings" (Wikipedia). The present lithograph shows Parliament Hill shortly after the grounds design had been completed.

$750USD

68.  BETTS, John
London: George Philip & Son Ltd., ca. 1920. Eight coloured lithographed gores printed on linen, stitched over a black expanding metal umbrella-type frame, brass cap and hanging hook ca. 38 cm (15 inch.) diameter when expanded at equator and center metal shaft ca. 72 cm (28 inch.). Housed in the original publisher's printed cylindrical case. When expanded the cloth gores show some crinkling as well as four cloth tears (10cm and smaller) at the top. The case with some wear and rubbing. Overall the globe and case are still in good condition
A revised edition of this umbrella-mechanism 'pop up' globe with Germany shown without the Elsass and Posen etc., Poland, Estonia, Latvia and Lithuania shown as independent states, New Guinea shown as an Australian Mandate as well as other border changes shown post World War I. "The nineteenth century saw the appearance in various places of folding or collapsible globes that were cheaper and easier to store away. One of these globes was Bett's Patent Portable Globe [produced] from around 1860" (Dekker p.127); Tooley's Mapmaker's A-D p.133.

$975USD

69.  BOUGAINVILLE, Hyacinthe Yves Philippe Potentien, Baron de (1781-1846)
[Private Autograph Note Signed ‘de Bougainville’ to His Friend “cher Henry”].
“I have received your letter my dear Henry and may set a date with you for the 16th as it is most convenient for you - you may tell me where we should meet up, whether I should go to the secondary school or to your aunt's and at what sort of time. I believe that it would be better at 5 o'clock at your aunt's, but it will be as you wish. The last letter that I have received from your father was dated May 26th. He was in good health, and has mentioned at last how boring it was for me in Martinique [...]”
“As a young second-class midshipman of eighteen Hyacinthe de Bougainville participated in the 1800-02 Baudin expedition to Australia. Hyacinthe de Bougainville sailed around the world from 1824 to 1826 onboard Thétis and Espérance, sent by the Minister of the Navy and the Colonies, the duc de
Clermont-Tonnerre. On 12 January 1825, Hyacinthe de Bougainville led an embassy to Vietnam with Captain Courson de la Ville-Hélio, arriving in Da Nang, with the warships Thétis and Espérance. Although they had numerous presents for the Emperor, and a 28 January 1824 letter from Louis XVIII, the ambassadors could not obtain an audience from Minh Mạng. Hyacinthe de Bougainville infiltrated Father Regéreau from the Thétis when it was anchored in Da Nang, triggering edicts of persecution against Christianity by Minh Mạng. Bougainville visited New South Wales in 1825. That same year, he visited Port Jackson and Sydney where he set up a monument to La Pérouse in Botany Bay” (Wikipedia). Bougainville was a French naval officer (appointed rear admiral in 1838), circumnavigator and ambassador to Vietnam and a son of the first French circumnavigator Louis-Antoine de Bougainville (1729-1811).

$750USD

70. BROWN, S.

[Original Signed Watercolour Dated and Titled:] Behind Waterworks' House, Brockton Point, Vancouver.

8 September 1898. Watercolour ca. 21x29,5 cm (8 ½ x 11 ½ in). The watercolour is recently matted. With a couple of minor mild spots of foxing but overall a very good watercolour.

This historically interesting early watercolour shows the Vancouver Waterworks Company house at Brockton Point in Stanley Park. "In 1889, the Vancouver Waterworks Company completed construction of a freshwater pipeline from the Capilano River that ran beneath First Narrows and through Stanley Park" (activehistory.ca). Before 1865, Brockton Point "was utilized as a graveyard for early settlers who came to Vancouver. That year, Edward Stamp—a British businessman in the timber industry—cleared away part of the site in order to build a sawmill. However, he was forced to abandon his plans after realizing the strong currents from the harbour impeded the construction of log booms. He ended up moving the mill to Gastown, becoming Hastings Mill" (Wikipedia).

$875USD

71. BROWNE, W. H.

Two Tinted Lithographs: "The Bivouac (Cape Seppings)," & "The Sledges Arriving at the Southern Depot" Taken from: [Ten Coloured Views taken during the Arctic Expedition of Her Majesty's Ships "Enterprise" and "Investigator," under the command of Captain Sir James C. Ross. With a summary of the various Arctic Expeditions in Search of Captain Sir John Franklin, and his Companions in H.M. Ships "Erebus" and "Terror"].

London: Ackermann & Co., 1850. Two tinted lithographs ca. 19x24 cm (7 ½ x 9 ½ inches) & 27x18 cm (10 ½ x 7 in). Recently matted very good tinted lithographs.

Two tinted lithographs from the account of one of the first Franklin search expeditions."The principal of these expeditions was that under Sir James Clark Ross, and was commissioned to follow as closely as possible the supposed track of Sir John Franklin. It consisted of H.M.S. Enterprise ... and H.M.S. Investigator." -(Browne: Summary, p. 6) Browne served on board the Enterprise and, in addition to producing these views, led one of the four search parties during the spring of 1849. Beset by ice off Somerset Island, Browne made an eight day sledge journey in search of clues to Franklin's disappearance. Abbey Travel 637: Plates #3 & 5.

$850USD

72. CAINE, William Sproston (1842-1903)

[1887-8]. Watercolour and pencil with touches on gouache on paper, ca. 10.5x19 cm (4 ¼ x 7 ½ in). Captioned in ink on the lower margin. Recently matted. Paper slightly yellowed on the blank margins, otherwise a very good watercolour.

Original watercolour captioned "Calgary Canada. Rocky Mountains in Distance" and used as the illustration to p. 59. His note on the same page reads: “Calgary is beautifully situated at the junction of the Bow and Elbow Rivers, fine clear streams of pure water, fresh and cool from the Rocky Mountains, whose snow-clad outlines were visible on the horizon 60 miles away. Calgary is the capital of the magnificent grazing country which lies along the foothills of the Rocky Mountains, between the South Saskatchewan River and Montana. This is probably the finest ranching country on the Continent”.

W.S. Caine, a British politician and Temperance advocate, travelled around the world with his daughter Hannah in August 1887 - March 1886. He went across the Atlantic Ocean on a steam liner from Liverpool to Quebec, then crossed Canada overland through the Rocky Mountains and British Columbia, went on a steamer from Vancouver to San Francisco and continued his trip to Japan, Hong Kong, Singapore, Ceylon and India. Caine’s numerous sketches and photographs taken during the journey were used as illustrations to his book, some in the original state, and some being reworked “by my old friend, Mr. John Pedder, of Maidenhead, who has evolved the greater portion of the illustrations, with accuracy and artistic skill” (Caine. A Trip around the World, p. X).

$1250USD

73. CARRE, William H.

Art Work on British Columbia, Canada Published in Twelve Parts.

William H. Carre, 1900. First Edition. Folio. 22 leaves of text. With a photogravure frontispiece, a photogravure text illustration and 82 leaves of photogravure plates for a total of 112 photographic illustrations of Victoria, Vancouver and all other major towns in British Columbia. Twelve original subscribers parts in purple patterned gilt wrappers with black cloth spines. Housed in a later handsome black gilt tooled quarter morocco clam shell box with purple cloth boards. Overall a very good set.

Rare Important comprehensive photographic documentation of all the major BC towns and cities at the very beginning of the 20th century. With an introductory essay: "British Columbia's History and Development" by R. E. Gosnell (1860-1931), late Provincial Librarian.

"In Canada, between circa 1900 and 1910, the William H. Carre Co. Issued... works on Canadian cities using Artotype, a patented collotype printing process which produced the look of lithographs. These pictorial works served to foster civic pride and most likely appealed to tourists of the day. In addition to being offered to the general public they were sold by subscription to the wealthy owners of the featured private residences. With tissue guards protecting the illustrations and their covers elaborately decorated and often boasting gilt lettering, these publications imparted a sense of luxury and importance. Individual parts could be gathered in ribbon-tied portfolios, themselves frequently enhanced with marbled lining papers" (Canadian Centre for Architecture); "The plates are from contemporary photographs" (Lowther 1457).

$2250USD

74. CHARCOT, Jean-Baptiste (1867-1936)

[A PAIR OF ITEMS RELATED TO CHARCOT’S LAST EXPEDITION 1934-1936:]

Autograph Letter Signed ‘J. Charcot’ to ‘Un Monsieur’ About Latter’s Son’s Desire to Join the ‘Pourquoi-Pas?’ Crew. Neuilly-s-Seine, 5 May 1933. Quarto ca. 27x21 cm (10 ½ x 8 ¼ in). 1 p. Laid paper, folded twice, the text is written in ink in a legible hand, with the address printed on top. Very minor tear on fold, otherwise in very good condition.
With: An Original Press Photograph Oblong Octavo ca. 13x18 cm (5x7 in) Dated 24 June 1934 Showing "Polar Explorer Honoured O.P.S.: Dr. Charcot, the famous French polar explorer, receiving a medal from Marshal Franchet d'Esperey at the Geographical Society today. On right is Mme Charcot, the servant's wife, on left Mme Waldeck-Rousseau, sister of Dr. Charcot." Photograph annotated in Spanish and with several stamps and pasted on notes in English and Spanish. A very good photograph.

These two items are related to the last expedition of the famous French Antarctic Explorer Jean-Baptist Charcot. Conducting an ethnographic survey of Greenland and Iceland in partnership with the French explorer Paul-Émile Victor, the crew of the 'Pourquoi-Pas?' also mapped the region. The expedition ended with tragedy, when on 16 September 1936 the ship was caught in a violent cyclonic storm and was lost on the reefs off the coast of Iceland. Twenty-three of the crew were lost in the wreck and 17 survivors died before rescue came, leaving only one survivor, Eugène Gonidec, master steersman. Jean-Baptiste Charcot was one of the dead, aged 69 (Wikipedia).

The letter is from Charcot to an unidentified recipient whose son wished to join the crew of the expedition ship 'Pourquoi pas?.' Charcot would have liked to respond positively, but: "Le 'Pourquoi pas?' est armé par la Marine Nationale et son équipage ne peut être formé que par des marins d'État en activité. Si votre fils s'était trouvé sous les drapeaux au moment de la désignation de l'équipage j'aurais pu tenter une démarche au Ministère mais dans les conditions actuelles il n'y a malheureusement rien à faire." [The 'Pourquoi pas?' is outfitted by the Marine Nationale and its crew can only be formed from currently working Marine's servicemen. If your son was doing his national service at the time the crew was chosen, I could have tried and queried the Ministère. However, owing to these circumstances, there is nothing much that I can do]. Charcot also mentioned Doctor Louis Gain (1883-1963), the naturalist of the French Antarctic Expedition 1908-10, who directed the request to him. Regarding the date of the letter it’s likely related to Charcot’s last expedition departed for Greenland in 1934. In that case the letter is not only an interesting historical witness of the last Charcot’s expedition, but also a document which might have saved the life of a young French mariner.

The accompanying press photograph was taken shortly before Charcot left on this, his last expedition.

$1500USD

75. CHARLAND, Louis (1772-1813); CHABOILLER, Louis (1766-1813); RICHARDSON, John (1755?-1831).

[Manuscript Signed Document in French of Charland's Request for Payment of his Salary at the District of Montreal and Signed by Him, and two Justices of Peace, Chaboiller and Richardson].

[Montreal, at the weekly session of the District de Montreal], 10-11 June 1800. Folio (ca. 32,5x20 cm). 1 p., with an integral blank leaf. Brown ink on watermarked Hayes & Wise paper, docketed on verso of the second leaf. Fold marks, paper age toned, otherwise a very good letter.

Charland was an architect and cartographer and in 1799 became the first road surveyor of Montreal. This document records Charland’s request for and payment of his salary of 50 pounds until June 10th, 1800. The document is also signed by local justices of peace who later became prominent politicians of Lower Canada i.e., Louis Chaboiller (notary, member of the Lower Canadian House of Assembly in 1803-08) and John Richardson (merchant, member of the Legislative Assembly, Executive Councillor of Lower Canada).

$975USD

76. COLOMB, Joseph, Captain

[Two Autograph Letters Signed to Vice-Admiral Le Blanc and Admiral Guy-Victor Duperre discussing Colomb's Desire to be Sent to Serve France in the Marquesas Islands].
Two interesting letters giving an early mention of the French rule on the Marquesas Islands. The author, most likely addressing Vice-Admiral Le Blanc, Maritime Prefect of the Rochefort's port, and Admiral Guy-Victor Duperré (1775-1846), tries to convince them to grant him an officer position in the French garrison on the Marquesas.

"Out of three regiments, of all adjutant captains, who live in France, I am one of the most senior officers, who has never been in the service in the colonies. Admiral, possibilities to go at war are very rare in the naval infantry, you may let me at least expose myself to some perils once my turn has come, and as I am entitled to it by right." [from the letter to Le Blanc]

"In 1839, when you were the Minister of the Navy, it was in the most favourable manner that you welcomed a request of mine about a transfer from infantry regiments to the navy regiments <...> Admiral, that notable preferential treatment of yours makes me look for any opportunity to bring out greater services. A battalion has just been assigned to garrison in the Marquesas Islands. For a reason I cannot fathom out and contrary to orders, a captain adjutant-major, whose departure should not precede mine, has been appointed to join that battalion. I hold the most senior-ranking position of all adjutant-majors living in France and who have never served in the colonies. Either that right has been forgotten or it is not very well known. Admiral, the kindness you expressed in 1839 lets me hope that still today relying on your benevolent protection, I might get from the ministry a right of recall. Admiral Le Blanc, Rochefort's port admiral, to whom I forwarded my complaint through official channels, has allowed me to have it recognized." [from the letter to Duperre].

The American Maritime Fur Trader Joseph Ingraham first visited the northern Marquesas while commanding the brig Hope in 1791, giving them the name Washington Islands. In 1813, Commodore David Porter claimed Nuku Hiva for the United States, but the United States Congress never ratified that claim, and in 1842, France, following a successful military operation on behalf of a native chief (named Iotete) who claimed to be king of the whole of the island of Tahuata, took possession of the whole group, establishing a settlement (abandoned in 1859) on Nuku Hiva. French control over the group was re-established in 1870, and later incorporated into the territory of French Polynesia" (Wikipedia).
marbled boards and endpapers, and gilt lettered title on the spine. Binding slightly rubbed on extremities, several pages and plates strengthened on margins and folds, library marking on title page, otherwise a very good copy.

Illustrated travel account of a voyage from Belem to the Pacific ocean via the Amazon and its tributaries. This copy is from the library of the Congregation of the Holy Spirit ("Congr. Du St. Esprit et du St. Coeur de Marie. Bibliotheque de la Maison Mere").

$375USD

79. DIXON, George (1748?-1795)

[NORTHWEST COAST OF AMERICA] To the Right Honorable the Lords Commissioners ... This Chart of the North West Coast of America, with the Tracks of the King George and Queen Charlotte in 1786 & 1787...

London: W. Harrison & J. Reid, 24 December 1788. Unicoloured copper engraved map ca. 88,5 x 58 cm (34 ½ x 23 in). Copper engraved chart on laid paper with original centrefold. Backed, with a few tears and chips repaired and backing extending the lower margin, otherwise in very good condition.

Large chart of the West coast of North America from Nootka Sound to the Alaska Peninsula, from Dixon's "A Voyage Round the World; but more Particularly to the North-West Coast of America" (London, 1789). "In 1785-87 [Dixon] sailed with Nathaniel Portlock for the King George’s Sound Company, which had been established <..,> for trading furs from the northwest coast of America to China. With the ships King George (under Portlock) and Queen Charlotte (under Dixon) they <..,> arrived on the Alaskan coast in July 1786. After wintering in the Sandwich Islands (winter 1786-87), the two captains returned to northern waters, visiting the Cook Inlet, Prince William Sound, the Alaskan mainland and the Queen Charlotte Islands. Dixon disposed of his cargo and returned to England in 1788, the following year publishing his popular Voyage Round the World. The bulk of the book consists of descriptive letters by William Beresford, his supercargo, but it contains valuable charts and appendices by Dixon himself. Dixon is generally credited with the discovery of the Queen Charlotte Islands (which were named after his ship), as well as Port Mulgrave, Norfolk Bay, Dixon’s Archipelago the Dixon Entrance, and several other features also bearing the name of his ship" (Howgego, to 1800, D58); Wagner 732; Lada-Mocarski 43.

$650USD

80. DONCKER, Hendrick (1626-1699)

Pas-caerte van Groenlandt, Yslandt, Straet Davis en Ian Mayen Eylant; hoemen de selvige van Hitlant en de Noord kusten van Schotlant en Yrlant beseylen mach [Map of the North Atlantic Showing Southern Greenland, Iceland, Davis Strait, Baffin Island with Cumberland Sound, and Northern British Isles].

Amsterdam: Hendrick Doncker, ca. 1696. Copper engraved map ca. 43x52,5 cm (16 ¾ 20 ½ in). Original centerfold, blank on verso. Two repaired minor tears at top and bottom of the centrefold, otherwise a very good map.

This is the rare first state of this interesting map of the North Atlantic out of Doncker's De Zee-Atlas of water-waerelt. The map outlines the eastern approach to a probable Northwest passage, with detailed coastlines and anchorages. The map is supplemented with rhumblines, three compass roses and sailing ships and the title cartouche is decorated with figures of two Laplanders in native costume, holding a kayak, and a Dutch whaler with a harpoon. Hendrick Doncker would become one of the most active of the marine atlas and chart publishers in Amsterdam in the second half of the seventeenth century" (Burden 337).

"For about fifty years Hendrick Doncker ran a flourishing business in Amsterdam as a bookseller and publisher of sea atlases and textbooks on navigation. In a period when so many maps and charts were
simply copied from other publishers, Doncker’s charts were his own work and were noted for their accuracy and constant improvement. Apart from this work, he cooperated for many years with Pieter Goos and Anthonie Jacobsz in producing a pilot guide De Zeespiegel. Eventually his stock was sold to Johannes van Keulen” (Map Hist.com); Tooley A-D p. 378.

$1250USD

81. DUHAMEL DU MONCEAU, Henri-Louis (1700-1782)

[Autograph Letter Signed to Henri-Louis Duhamel du Monceau from a La Rochelle Merchant Pierre Isaac Rasteau Regarding a Letter by Don Antonio Ulloa, the First Spanish Governor of Louisiana, Which has been Sent from America on the Ship Samson].

La Rochelle, 26 April 1768. Octavo bifolium (ca. 24x18.5 cm). 1 p. Brown ink on laid paper, addressed, sealed and docketed on the 4th page. Text in French. Fold marks, a small hole of the 4th page after opening, otherwise a very good letter.

An interesting historical commentary to the connections of the 18th century European scientists and colonial administrators. In his letter to a prominent French botanist, physician and naval engineer Henri-Louis Duhamel du Monceau, a La Rochelle merchant Pierre Isaac Rasteau informs him that a vessel Samson has just arrived from Louisiana, with a dispatch to Duhamel du Monceau from Don Antonio de Ulloa (1716-1795), Spanish general, explorer, astronomer and at the time the Spanish Governor of Louisiana (1766-1768). Rasteau mentions that “there are no at this point here direct occasions [for return] to that colony, however it is assured that Samson will go back there, but in some time”.

Duhamel de Monceau’s interest in Louisiana was closely connected with his botanical experimentation with exotic trees, especially those from North America, and their acclimatisation in France. He is known for several important works on forestry, including a famous catalogue of trees and shrubs that can be grown outdoors in France which described a number of North American plants (Traite Complet des Bois et des Forets, Paris, 1755, 2 vols.). Duhamel de Monceau is considered the father of silviculture, the scientific approach to forestry; he was a member and thrice president of the French Academy of Sciences. In 1739 he became Inspector-General of the Marine; he was a co-founder of the naval academy in Brest (1752) and a school of Marine science (1741), which in 1765 became the Ecole des Ingénieurs-Constructeurs, the forerunner of the modern Ecole du Génie Maritime.

Antonio de Ulloa y de la Torre-Girault was a Spanish general, explorer, author, astronomer, colonial administrator and the first Spanish governor of Louisiana. In 1736-1744 he participated in the French Geodesic Mission to a present-day Ecuador to measure a degree of meridian arc at the equator; was a Fellow of the Royal Society of London, established the first museum of natural history and the first metallurgical laboratory in Spain, and the observatory of Cadiz. De Ulloa was the First Governor of Louisiana and was displaced in the outcome of the Louisiana Rebellion in the autumn of 1768.

“The Rasteaus were one of the premier mercantile families in La Rochelle during the eighteenth century. They appear to have risen to prominence in that Protestant stronghold during the late seventeenth or early eighteenth centuries. By the end of the War of Spanish Succession, they appear frequently in the shipping annals of the port, sending vessels to Guinea for slaves and to the French West Indies. Both of these trades remained central to the Rasteau operations during the period in which they were involved in the Louisiana commerce. The family was large and the business included, as far as can be ascertained at this point, at least three sons of Jacques Rasteau, Pierre Isaac (the oldest), Eli, and Paul. Gabriel and Daniel, Jacques’ brothers, were heavily engaged in the family’s business ventures and appear in Louisiana during the 1760s. <...> Various members of the family served in the La Rochelle Chamber of Commerce during the eighteenth century and in the La Rochelle militia and, in 1777, Pierre Isaac was honoured by becoming the first Protestant elected as a deputy to the Council of Commerce, a national advisory body responsible to the crown. The Rasteaus were also subscribers to the Compagnie
82. **DUPETIT-THOUARS, Abel Aubert, Vice Admiral (1793-1864)**

[Autograph Note Signed 'A. Du Petit Thouars' Advising His Correspondent to Arrive at the Ministry of the Navy the Next Day with His Hydrographic Album].

Paris, 6 October 1845. Large Quarto bifolium (ca. 27x20,5 cm). 2 pp. Brown ink on paper, text in French. Mild fold marks, otherwise a very good letter.

A short note by Du Petit Thouars, who played an important part in France's annexation of the French Polynesia. Dupetit Thouars informs the addressee that according to the letter from the Minister of the Navy, he has to come to the cabinet of the Minister tomorrow at 11:30 in the morning with his ‘hydrographic album’.

Abel Aubert Dupetit Thouars became "Capitaine de vaisseau" on 6 January 1834, and accomplished a circumnavigation between 1836 and 1839 on the Venus. In 1834 he played a key role in protecting French shipping interests against the Peruvians. In 1841 as the commander of the French naval squadron in the Pacific, Dupetit Thouars occupied the Marquesas and a year later signed a protectorate treaty with Tahitian queen Pomare IV. This lead to the confrontation with English missionary and consul in Tahiti, George Pritchard (1796-1883) who was expelled in 1844, and a French protectorate was proclaimed in Tahiti. Dupetit Thouars “was initially denounced for his actions by the French government, which feared a conflict with Great Britain. Relations between France and Great Britain soured considerably during the reign of Louis-Philippe, due to this "Pritchard Affair" (Wikipedia). Dupetit-Thouars became a vice admiral in 1846 and retired in 1858.

83. **DYNES, Joseph (Canadian, 1825-1897)**

[Sepia Watercolour and Ink Painting, Titled:] Mount of the Holy Cross, Colorado - Drawn from Nature by J. Dynes. Quebec V.C. [Canada].

1879. Watercolour ca. 25x40 cm (10x16 in). Mounted on period board with manuscript title on recto and verso. One small spot mildly rubbed, otherwise a very good watercolour.

This attractive painting by a listed Canadian artist shows the Mount of the Holy Cross, which "is the northernmost 14,000-foot mountain in the Sawatch Range, part of the Rocky Mountains in Colorado.., It was named for the distinctive cross-shaped snowfield on the northeast face. Under USDA Forest Service administration, the mountain was proclaimed "Holy Cross National Monument" by Herbert Hoover on May 11, 1929. The monument was transferred to the National Park Service in 1933.., This mountain has been the subject of painters, photographers and even a poem by Henry Wadsworth Longfellow, (The Cross of Snow). The first publicly available photograph was published in National Geographic magazine. Thomas Moran depicted the mountain in an oil painting, which now is part of the collection of the Museum of the American West, part of the Autry National Center in Los Angeles, California.., The first recorded ascent of Holy Cross was in 1873, by F. V. Hayden and photographer W. H. Jackson during one of Hayden's geographical surveys" (Wikipedia).

"The Canadian painters Samuel C. Hawksett (act. 1856-1903) and Joseph Dynes (1825-1897).., opened their studio in Montreal in the early 1860s, advertising "Photographs taken in all sizes and painted in Oil or Water Colours." One product of their apparently brief collaboration is a painted photograph - Portrait of Alphonse Poitras - now in the collection of the Château de Ramezay in Montreal" (http://www.gallery.ca/bulletin/num20/thomas1.html).
84. EVANS, Edward, Admiral, RN (1880-1957)

[Autograph Letter Signed “Edward R.G.R. Evans” to his Lecture Agent Gerald Christy mentioning Evans’ Lecture Tour about the 1910 Scott Antarctic Expedition, Recent Naval Engagement near the Belgian Coast, and Plans for a new Novel].

HMS Viking, 27 January 1915. Octavo (ca. 23x17,5 cm). 2 pp. Black ink on watermarked paper with embossed letterhead of HMS Viking in the upper right corner. Mild fold marks, otherwise a very good letter.

An interesting letter by renowned Antarctic explorer Edward “Teddy” Evans, who was the captain of the “Terra Nova” expedition ship during Robert Scott’s Antarctic Expedition of 1910-1913. The letter is addressed to his lecture agent Gerald Christy of the Lecture Agency Ltd. (London) who organized Evans’ famous 1913-1914 tour around the United States, Canada, Great Britain and Europe, which presented the results of Scott’s expedition to the public. Writing during the early part of WW1, on board the destroyer HMS Viking of which Evans was the Commander at the time, Evans describes his latest engagement with a German submarine near the Belgian coast, “no damage for either side though. I swim in the sea, rough time warm or cold, whenever we are in harbour.”

He asks about the results of Douglas Mawson’s 1914 lecture tour “Home of the Blizzard” based on the Australasian Antarctic Expedition of 1911-1914, “I hear he is lecturing or has done at the Aeolian Hall, New York – did you run this tour too?” He also recalls his own lecture tour: “I wish the Admiralty had not become uneasy on my English Lecture tour, we might have run on for another 6 months with advantage. But nevertheless, for an understudy of your first Naval lecturer, you were not disappointed in my results, were you?”

Evans shares his plans for a new book: “I think it is too late for the book, but I can put you in charge of the novel that I am writing if you like, there is some good copy available, but to get the best out of it we should have to publish it under another name, or one or two people would get their backs up at the reproduction of themselves therein. Think it over, last time you trained me I was a good paying horse?” Evans’ memoirs about the Scott’s expedition “South with Scott” was published only in 1921 (London: Collins).

“Gerald Christy of the lecture agency Christy & Moore commissioned Evans to carry out the tour he had planned for Scott, and the naval officer spent much of the summer of 1913 lecturing in the United State and Canada. Evans returned to Britain after the publication of the final Strand Magazine instalment, to undertake an extensive national tour, speaking in over fifty towns and cities in the last three months of 1913. In the new year Evans embarked on a further tour through the geographical societies of Europe. He received diplomas of honour from the societies of Antwerp, Berlin, Budapest, Christiania, Copenhagen, Gothenburg, Rome, Stockholm, and Vienna, gold medals from the societies of Brussels, Budapest, Edinburgh, Marseilles, Newcastle, and Paris, and the Huer Silver Medal, the highest award of the Vienna Geographical Society. The tour was a great success” (Jones, M. The Last Great Quest. Captain Scott’s Antarctic Sacrifice. Oxford University Press, 2003, p. 172).

Gerald Christy’s “The Lecture Agency” was located in the Outer Temple, Strand. He managed the lecture tours of Fridtjof Nansen, Robert F. Scott, Ernest Shackleton, R.E. Peary, Douglas Mawson and Roald Amundsen.

$975USD

85. GIOVIO, Giulio, Bishop of Nocera (ca. 1510-ca. 1563)

[Official Letter Signed by Giovio to “Molto Magnifico Signor” Solomeo Solomei in Florence, Introducing his Nephew Passing through Florence on his way to Rome].
Como, 19 March 1560. Folio (ca. 31x21 cm). 1 pp. With the integral blank leaf. Brown ink on laid paper, text in Italian in secretarial hand, signed by Giovio, addressed and docketed on verso of the second blank leaf. Fold marks, second leaf with the lower blank corner clipped and minor staining from the removed seal, but overall a very good letter.

Letter by Giulio Giovio, the bishop of Nocera, Campania (1552-1560), writer and nephew of noted prelate, historian and physician Paolo Giovio (1483-1552). Giulio Giovio inherited the title of the bishop of Nocera from his uncle (Paolo Giovio held the seat in 1528-1552). Among poetical works of Giulio Giovio is an extensive poem, a part of which is dedicated to Giovanni da Verrazzano who travelled to North America in 1524, thus becoming “the first European since the Norse expeditions to North America around AD 1000 to explore the Atlantic coast of North America between the Carolinas and Newfoundland, including New York Bay and Narragansett Bay.” A contemporary of the events, Giulio Giovio collected news about the voyage directly from the testimony of Verrazzano’s brother, Jerome. The eleven octaves of Giovio’s poem related to Giovanni da Verrazzano were published by A. Bacchiani under title “I fratelli da Verrazzano e l'eccidio di una spedizione italo-francese in America (1528)” (Boll. Della Società geografica italiana, s. 4, II (1925), pp. 395-399). The later years of Giulio's life he spent at his uncle’s villa, called Museo because of a large collection of painting and antiquities, including one of the first collection of artefacts from the New World, where he sorted the unpublished works of his uncle.

$975USD

86. GRASSET DE SAINT SAUVEUR, Jacques (1757-1810)

[Native People of the Amazon and Guyana, Costumes] Encyclopedie des Voyages, Contenant l'abrégé historique des moeurs, usages, habitudes domestiques, Religions, Fêtes, Supplícies, Funérailles, Sciences, Arts, Commerce de tous les Peuples... [Amerique. Amazones Anciennes et Modernes. Habitans de la Guyane] [Encyclopaedia of Travels... America. Amazons Ancient and Modern. Inhabitants of Guyana].


This part from the “America” volume of Grasset de Saint Sauveur's “Encyclopedie des Voyages” is dedicated to the native inhabitants of the Amazon and Guyana. Beautiful hand coloured plates portray a male and a female “savages” from Guyana, and a local medicine man; the Amazon region is illustrated with three types of the legendary Amazons: ancient Greek, African and a “female warrior from the Amazon river”, with the latter’s costume strongly influenced by the ancient Greek legend.

Jacques Grasset de Saint-Sauveur was a French diplomat and writer, vice-consul in Hungary and Cairo and author of twenty books, including several collection of costumes of people from different parts of the world, illustrated with numerous engraved plates. Colas 1292.

$375USD

87. HAMILTON, Sir Charles (1767-1849)

[Autograph Letter Signed “Hamilton” Regarding the Naval Career of his Relative, Mr. Edward Ford Hamilton].

31 August ca. 1805. Octavo (ca. 23x18,5 cm). 1 p. Brown ink on white paper watermarked “E. Whilding, 1805”. Mild fold marks, creases and minor tears in the right lower corner, otherwise a very good letter.

A private letter from Sir Charles Hamilton, Admiral, Governor and Commander-in-Chief of Newfoundland in 1818-24. “Sir, I have been referred to you by Mr. Robt. Dundas respecting the Cadetship
for Mr. Edward Ford Hamilton how serving as Midshipman in the Cornwallis Frigate in the East Indies. He was eighteen years of age last Christmas and there can be no collusion, as he is in his Majesty's service and on the ships Books, but if there is any information respecting what I ought to do I shall be very much obliged to you to write it to me, as it will not conveniently be in my power to be in London for some weeks, and I shall be much obliged to you to direct to Sir Charles Hamilton at Col. Parkins...”

$750USD

88. HARVEY, Robert (1848-1920)

[Original Watercolour View of the Morro Castle in Havana].

1905. Watercolour on paper, heightened in white, ca. 17.5x25.5 cm (7x10 in). Mounted on period grey cardboard ca. 27.5x38.5 cm (10 ¾ x 15 in). Captioned in pencil on verso "Moro Castle. Havana, Cuba, April 1905" and with additional caption on the lower margin of the mount “Entrance to Havana, Cuba”. A near fine watercolour.

Morro Castle (Castillo de los Tres Reyes Magos del Morro) is a picturesque fortress guarding the entrance to Havana bay in Havana, Cuba (Wikipedia).

$850USD

89. HENRY, Jules, Captain of “Nouvelle Bretagne,” Governor of the Colony


Important document supplement to the history of the ill-fated Marquis de Rays’ New Guinea Expedition (1881), compiled by the captain of one of the expedition ships and provisional Governor of the new colony Jules Henry. This was the third and the last attempt of colonisation of the “Nouvelle France”, more commonly known as New Ireland (Bismarck Archipelago, Papua New Guinea).

Jules Henry on “Nouvelle Bretagne” and Captain Rabardy on “Genil” delivered the last batch of immigrants to the Marquis de Rays’ Nouvelle France. Henry left Barcelona in April 1881 with 180 emigrants, including several judicial and military officials. At Singapore he received a telegram from Marquis which nominated him provisional Governor of Port Breton. Upon arrival to Port Breton he discovered the residents suffering from starvation and malaria, with many already dead, and the rest fully disillusioned in the perspectives of the Nouvelle France. After a short stay, on the 16th of September Henry proceeded to Manila with a large group of the unfortunate settlers, hoping to obtain supplies and medicines for Port Breton in the Philippines. But in Manila the ship was placed under arrest together with the captain and the crew on the claim of one of Marquis’ creditors, and was put up for sale. Remembering the starving settlers of the Nouvelle France, Henry escaped from the Bay of Manila during a storm and went to Port Breton. He arrived to the settlement in the end of December, finding the survivors in an even more deplorable condition. On the 15th of January a Spanish man-of-war “Legaspi” arrived to Port Breton and arrested Henry with his crew and ship on charge of embargo violation and piracy (as he took with him several Spanish officials who were on the “Nouvelle Bretagne” when he escaped). On the 22nd of January both ships left for Manila where Henry went under trial (for more information see: The Sydney Morning Herald, 5 May 1882, p. 7; The Sidney Morning Herald, 7 December 1882, p. 4).
Jules Henry’s account book contains texts of three interesting documents about his service on the “Novelle Bretagne” which were obviously compiled during his trial in Manila in May 1882: “Compte du Cap. J. Henry, Sujet Français, Cn. De V[apeur] Libérien “Novelle Bretagne” (dated “Manille, 17 Mai 1882”), “Compte particulier du Cap. J. Henry Ct. Le Vapeur Libérien “Novelle Bretagne” dont il demande à poursuivre le recouvrement en justice avec privilège sur les biens en general “Du Marquis de Rays” et en particulier sur le Navire ‘Novelle Bretagne’”; and “Copie du Compte alimentation présenté à l’Avocat le 1er Mai” (dated “Manille, 1 Mai 1882”). All three documents are manuscript copies of the original accounts intended for the Spanish officials; they were obviously made by Henry for his own record at the same time with the originals, and placed into the journal which already contained accounts of his previous journeys. Henry gives a detailed account of his income and expenses when the captain of the “Novelle Bretagne”.

Charles du Breil, Marquis de Rays (1832-1893), an adventurous French nobleman, declared himself “King Charles I” of a Pacific empire located on the islands still unclaimed by European powers, and having fertile soils, a climate similar to that of the French Riviera and an already developed infrastructure. About 570 colonists from France, German and Italy immigrated to the newly established Port Breton in 1880-1881, but discovered no settlement, mountainous terrain and dense rainforest not suitable for fields or pastures. After about a hundred settlers had died from malaria and malnutrition, the rest fled to Australia, New Caledonia and the Philippines. In 1883 de Rays was sentenced by a French court to six years in prison for criminal negligence. Captain Henry was a witness against Marquise de Ray in the trial in Paris in November 1882.

The first account book records over twenty voyages of “Nelusko” steamship in the years 1876-1879 under Henry’s command from France (Marseille) to (and between) different ports of the Indian Ocean and the East Indies: Madagascar and neighbouring islets (Nosy Be, Mayotte), Seychelles (Mahé), Mauritius and Réunion, Zanzibar, India (Pondicherry, Negapatam, Karaikal, Madras et al.), Penang, Singapore and others. Nelusko transported post, consular goods, hospital supplies, and live cargo; several lists of passengers and crew are included.

$4500USD

90. HERNDON, William Lewis (1813-1857)

[Autograph Manuscript Letter Book of U.S. Naval Lieutenant William Lewis Herndon, Containing Copies of Thirty-Two Documents Written on Board USS Iris during the Mexican-American War, and a Copy of a Letter to Lardner Gibbon during the US Expedition to the Valley of the Amazon].

[U.S.S. Iris at various locations (Vera Cruz, Pensacola, Laguna); and Tarma (Peru), 1847-1851]. [44] pp. Folio (ca. 33x20 cm). Black ink on lined paper; text clean and legible. Original quarter sheep note book with marbled boards; contemporary bookplate on the front pastedown. Housed in a custom made cloth clamshell box with an olive gilt title label on the spine. Hinges cracked, spine partially perished, corners worn, but overall a very good letter book.

Original letter book of noted American naval officer, Amazon explorer and naval hero William Lewis Herndon; it contains the original draft of Herndon’s instructions to the expedition member Lt. Lardner Gibbon regarding his further exploration of the Amazon following their separation at Tarma, Peru on July 1, 1851. The text of the manuscript differs slightly from the one published in volume I of Herndon and Gibbon’s “Exploration of the Valley of the Amazon” (Washington, 1854, pp. 33-34), and has some manuscript corrections, which makes it an important historical source.

Herndon assigned Gibbon a different route of discovery so that "while I gave my own personal attention to the countries drained by the upper Marañón, Mr. Gibbon might explore some, and gather all the information he could respecting others, of the Bolivian tributaries of the Amazon." This letter provides Gibbon with guidance as to the route he is to follow and the importance of minimizing risk to himself to
ensure that the results of their exploration might be preserved. “Lt. Herndon pushed into the upper Amazon. Lt. Gibbon traveled south through Bolivia and then into the selvas of Brazil. The two groups met in Serpa, Brazil, and then continued down the Amazon River to Para” (Hill 803).

The letter book also contains thirty-two letters and documents written on board USS Iris which was under Herndon’s command during the Mexican-American War (1846-1848). The correspondence is primarily on various day to day issues including the engineering problems and administrative issues. However, also included is a five-page letter dated aboard the Iris at Laguna in March of 1848 to an unidentified recipient, but probably Matthew C. Perry, Commanding the Home Squadron off Mexico during the Mexican-American War. The letter reports the results of Herndon's meetings at Sisal with Military Commandant Don Alonzo Azuar regarding Indian involvement in the conflict, and with the senior Spanish Naval Officer present, Don Francisco Garcia di Salas, commander of the brig Nervian, regarding the landing of guns and munitions.

In 1857, as a captain of the ill-fated U.S. Mail Steamer Central America, Herndon showed the utmost heroism while saving lives of the passengers during the hurricane of Cape Hatteras, having evacuated all women and children. 426 passengers and crew, including Herndon perished with the ship, thus making the wreckage the largest loss of life in a commercial ship disaster in United States history. Herndon's heroism prompted the construction of the Herndon Monument at the U. S. Naval Academy in 1860.

Overall this Letter book represents an important primary source on the history of the US expedition to the Amazon (1851-1852) and the Mexican-American War (1846-1848).

**HILLS, George (1816-1895)**

[Autograph Letter Signed “G. Columbia” to one Miss Mackenzie with Interesting Details of the Construction of St. Savior’s Church in Barkerville].


Historically interesting letter from George Hills, the first Anglican bishop of British Columbia (in 1860-92). The letter contains an extensive quote from the letter by Rev. James Reynard, who built the famous St. Saviour church in Barkerville. Written in the midst of the construction, the letter gives a vivid picture of the process: “I have just had an interesting letter from Cariboo in which Mr. Reynard details his recent trials, his difficulty in getting his church built which some have opposed – he had however been at last rewarded by being able to make a start. He says “as a result of all these efforts we do start tomorrow. I am paying two clever builders ten dollars (2 £) a day each to superintend, make foundations & doors, windows, and on Tuesday next I call “a Bee”. The freshet has put many men out of work & I have had many offers of free labour. I am under obligation to pay 500 dollars (100 £) as soon as possible for the lumber & the balance 1545 dollars (310 £) by installments. All the church proceeds will be devoted to reduce this and therefore I shall still be almost beggared for another year. I hope soon to send you a sketch of the Church among the Golden Hills.” This letter is dated Oct. 10...”

Hill also express his gratitude “for the kind mention of the Columbia Mission in your interesting work & for the response which you name. It will do if you send the amount you have received to us at the end of the year”. Overall a very interesting letter.

**HOLMBERG, Henrik Johan (1818-1864)**


These two extremely rare articles were published in the Akten der Finnlandischen Societaet de Wissenschaften (a sister organization of the St. Petersburger Academie der Wissenschaften). The first part describes the life, manner and customs of the Aleuts, Kodiaks, Thnaina and Tlinkits and in addition to presenting new material the author draws on the accounts of Grewingk, Vosnezenski, and Veniaminov. The handsome folding map, which was prepared especially for this work, shows Alaska (including the Bering Sea and the Aleutian archipelago), and notes the locations of the various native groups. The second part contains a detailed history of the development of the Russian American Company, of which Holmberg was a member. Sabin 32572 (first part without map).

$2250USD

93. HUMBOLDT, Alexander von (1769-1859)

[Two Social Autograph Letters Signed, the one Being Apparently Addressed to a noted French Geographer Jean-Baptiste Benoît Eyriès, one of the Founders of the ‘Société de Géographie‘; and the second to one "Madame de La Tour"; With a Lithographed Portrait of Humboldt by Delpech].

Both letters in French. Letter to Benoi: 14 August 1831. Octavo (ca. 20x13 cm), 2 pp. Brown ink on thin paper, mounted on a cardboard leaf (attached to the 4th blank page, the manuscript date written on this page in apparently another hand is seen through the paper). Light creases, but overall a very good letter. Letter to Mme de La Tour: [Paris], ‘mercredi à 4 h. Du matin’. 12mo (ca. 15x11,5 cm). 3 pp. Brown ink on laid paper, addressed on the 4th page (the text crossed out), and with a later ink inscription “Alessandro Humboldt, naturalisto” ibidem. Mild fold marks, overall a very good letter. The portrait: ca. 23,5x18 cm, minor foxing, overall very good.

Two private letters by Prussian explorer and naturalist Alexander von Humboldt, widely known for his extensive travels across South America. The first letter is apparently addressed to Jean-Baptiste Benoît Eyriès (1767-1846), a French geographer, author and translator, decorated with the Legion of Honour; one of the founding members of the Société de Géographie, a member of the Société Asiatique, the Académie des Inscriptions et Belles-Lettres, and an honorary foreign member of the American Academy of Arts and Sciences. Humboldt and Benoît Eyriès maintained friendship, and in his letter Humboldt replies to Benoit’s invitation for a lunch, saying that he “can’t resist to take delight both in paying homage to Madame Benoit and being privileged to converse with the most prominent men of our century.” He is not sure whether he can make it, but asks Benoit “to write me at what time you will gather on Monday; do not wait for me to partake in your lunch, but rest assured that I shall attend and enjoy that pleasant gathering”.

The second letter addressed to one Mme de la Tour is a charming response to an invitation which he cannot accept. “Not only are you forethoughtful, but also kind, witty and nice. You are setting up the most charming gathering for me. You fill me with hope of seeing you amongst all the lush riches of your garden”. The arrangement of Mme de la Tour has been done too late, and Humboldt is compelled to cancel it: “You will say with good reason that it takes me time, being a man of the Orinoco River, to resort to travelling to the country on the next day”. The letters are supplemented with a well-executed lithographed portrait of Humboldt by the typography de Delpech, from the original by Charles Louis Bazin. Overall a very good collection.

$1500USD
94. **JAMES, Thomas (1592/3-1635)**

The Dangerous Voyage of Capt. Thomas James, in his intended discovery of a north west passage into the South Sea: Wherein The Miseries indured, both Going, Wintering and Returning, and the Rarities observ’d Philosophical, Mathematical and Natural are related in this Journal of it, publish’d by the Special Command of King Charles I. To which is added, a map for sailing in those seas: also divers tables of the Author's of the Variation of the Compass, &c. With an appendix concerning the longitude, by Master Gellibrand, Astronomy Reader at Gresham College.


A true Arctic rarity. James' "voyage immediately received heroic acclaim" (Howgego J8).

"On 3 May 1631 James left Bristol in the Henrietta Maria, a leaky 70 ton vessel. James took special care in choosing and calibrating a large range of navigation instruments. He deliberately chose a crew of twenty-two young men without Arctic experience in order to ensure dependence on the captain, thereby reducing the prospect of mutiny. The crew was also large enough to make sure the ship could be manhandled through the ice if necessary. James sailed through Hudson Strait and into Hudson Bay, but pack ice prevented him from reaching further than 62°N so he turned south-west, reaching the west coast near Hubbert's Hope on 11 August. He subsequently explored the whole southern shore of Hudson Bay, naming it New South Wales, he labelled its principal river the Severn and named Cape Henrietta Maria after his ship and the queen; the large southern embayment became ‘James, His Bay’. Foxe's rival expedition had also been blocked by ice, although it did penetrate slightly further north, to the fringe of the Arctic circle, before turning south into Hudson Bay. The two expeditions met on the south shore on 29 August 1631, but Foxe sailed home rather than facing a winter in the bay.

Worsening ice conditions and storms forced James to search for a place to winter in early October 1631. He chose Charlton Island at the bottom of James Bay, naming it after the king, but was forced to sink his ship to prevent its being battered by ice. After surviving the unimagined cold of winter, the explorers managed to raise the vessel in the late spring but could not leave anchorage until early July. After one more effort to penetrate to the north-west, James found unbroken ice and abandoned the search on 26 July 1632 at approximately 65°30' N, encountering severe ice conditions and storms before his battered ship reached Bristol on 22 October..." (Oxford DNB); Cox II p.4; Sabin 35712.

$12,500USD

95. **LA CONDAMINE, Charles Marie de (1701-1774)**

Relation abrégée d’un Voyage fait dans l’Intérieur de l’Amérique Méridionale. Depuis la Côte de la Mer du Sud, jusqu’aux Côtes du Brésil & de la Guyane, en descendent la Rivière des Amazones [Abridged Relation of the Voyage to the Interior of South America, from the Coast of the South Sea to the Coasts of Brazil and Guyana down the River of the Amazons].

rebacked in style; spine with raised bands and gilt lettered morocco label. Book plate of the Calwich Library on the first paste-down endpaper. Mild water stains on the upper margin of several leaves, otherwise a very good copy.

“The map of the Amazon contained in this Relation (both first and second editions) is the first one to have been drawn in which the latitudes were observed. It shows, by dotted lines, the course of the river according to Father Fritz’s map, and reveals his mistakes. This map by de la Condamine indicates for the first time the course of the Araguay. <…> The Relation <…> is of great importance, because for the first time the long course of the Amazon was penetrated by a man of science capable of making astronomic observations, and determining longitudes. Written in a very lively and picturesque style, the Relation is full of interesting and curious observations. One of La Condamine’s preoccupations was to verify the existence of the women known as ‘Amazons’ “ (Borba de Moraes, 446-447); The book also includes “Lettre à madame *** sur l’émeute populaire excitée en la ville de Cuenca au Pérou, le 29 d’août 1739 contre les académiciens des sciences envoyés pour la mesure de la terre” (Paris, 1746). “In this riot which took place in the arena prepared for a bull-fight, Sieur Seniergues, Surgeon of the King, was killed” (Sabin 38481); Howgego L10.

$850USD

96. LA ROCHE, Frank (1853-1936)
[Original Photograph Titled:] 1263. Juneau from the Water.
Ca. 1890s. Gelatin silver print ca. 18x23.5 cm (7 ¾ x 9 ¼ in). Mounted on the original photographer’s card with blind stamped address and signature “La Roche” on the lower margin. Signed and titled in negative. Mount with minor chipping on the extremities, otherwise a very good photo.

“A prolific landscape photographer, he reputedly made over 100 round trips to Alaska. His only trip into the Yukon interior was in the late summer and fall 1897. Views from his summer 1897 journey were copyrighted that year and published in an 1898 souvenir album, one of the earliest printed works to depict the harrowing trip faced by the gold-hungry hordes” (“Camera Workers…” online, vol. 1).

“Frank La Roche was born in Philadelphia, where he learned the trade of photography. He arrived in Seattle just after the great fire of June 1889 to find the city in ashes, but soon opened a gallery in the Kilgen block on 2nd Avenue. His studio, in addition to high-class portrait photography, specialized in scenic and industrial views of western Washington state. He produced extensive views of the Seattle waterfront, streets and buildings, early Everett land speculation, ships, logging activities, and American Indians. In addition, he traveled in California, the western United States and along the line of the Canadian Pacific Railway, taking scenic views which he produced for sale to travelers. He also made numerous trips to southeastern Alaska and the Yukon Territory photographing among others, scenes during the Klondike gold rush, ca. 1897-1899. These included views of his experiences traveling from Dyea, Alaska over the Chilkoot Pass into British Columbia to reach the gold fields. He sold mounted prints of his travels, but preferred to reach a larger audience through his six-part album entitled Enroute to the Klondike” (Frank La Roche photograph collection/ University of Washington Libraries online).

$450USD

97. LANGE, Henry (1821-1893)
Kartenwerk zu Dr. Karl Andree’s Nord-Amerika: Nach den neuesten Materialien, mit besonderer Rücksicht auf physikalische Verhältnisse und genauer Angabe der county-eintheilung, der Eisenbahnan, canäle, poststrassen und Dampfschifffahrt, in 18 Blättern mit erläuterndem Texte. [Cartography to Dr. Karl Andree’s North America: According to the latest materials, with special consideration given to physical conditions, and showing the county divisions, railways lines, canals, postal and steamship routes etc.]

"The eighteen maps and text comprise a general atlas of North America, with special emphasis on Texas and California. The Texas map shows in colored outline the lands granted to the Adelsverein and has the post road from Indianola to New Braunfels marked in red. The map of Oregon, California, Utah, New Mexico, etc. shows the gold regions in California and has an inset map of San Francisco Bay. There is also a striking separate map of San Francisco Bay titled "Bai San Francisco und Vereinigung des Sacramento mit dem San Joaquin." It has a lovely inset view of San Francisco and shows the routes by river to Sacramento and San Joaquin" (davidrumsey.com); Sabin 1464. $975USD


"Lillingstone's battalion took part in Robert Wilmot's expedition to Jamaica in 1695, sent in response to alarmist reports that the island had fallen to France. In reality, French forces under Du Casse, based in Hispaniola, had simply raided Jamaica, although much property had been destroyed. Wilmot and Lillingstone attacked the French-held section of Hispaniola in ill-conceived and poorly co-ordinated operations, failing to dislodge Du Casse from the south of the island. Wilmot died late in 1695 but, when Lillingstone returned to England in 1696, he submitted to the council of trade and plantations a scathing indictment of Wilmot's conduct. At the root of the problem was a clash of personalities resulting in a failure of army-navy co-operation. Lillingstone's weakened battalion was disbanded in 1697 and he was reduced to half-pay until 1705, although he was compensated by the retrospective grant of a pension of £200 by Queen Anne on 9 March 1702. In 1702 Lillingstone published an account of the Hispaniola operations and his reputation was further damaged by the rejoinder of Josiah Burchett, secretary of the Admiralty" (Oxford DNB). "Burchett evidently made some unfavorable remarks concerning Col. Lillingston's conduct in the West Indian Naval operations during 1694-97, and in this work the Colonel gives further particulars concerning the expeditions against Martinique and St. Domingo in which he was in command of the landing parties" (Cox II, p438).

"Colonel Lillingston was Lieutenant-Colonel of Colonel Ffoulkes's regiment of foot in the Martinique expedition in February to October, 1693. His brother, Jarvis Lillingston, an officer of Gustavus Hamilton's (20th) foot, was made Major in Ffoulkes's, and died on the expedition. Colonel Ffoulkes also died on the expedition, and Luke Lillington obtained the colonelcy. The expedition miscarried, and Lillingston's regiment was put on board the homeward-bound men-of-war at Newfoundland and Boston to supply the place of seamen. The regiment, 670 strong, was broken at Plymouth by order of Lord Cutts, and reformed with six hundred men of the regiment and six hundred of Colt, Norcott, and Farrington (29th foot), in December, 1694, and embarked as a reinforcement for Jamaica in January, 1695. That island, still suffering from the effects of the Port Royal earthquake of 1602, had been harried by buccaneering attacks from the French settlement in Hispaniola (St. Domingo). A naval squadron, under Captain Robert Wilmot, with Lillingston's troops on board, acting in concert with the Spaniards, took and destroyed the French port of Porto Paix, Hispaniola. Thereupon the English troops withdrew to Jamaica, and Governor William Beeston reported that Lillington's regiment was so weak and sickly that he had to send them into the country for change of air. Lillingston went home to recruit, and made various claims on the Government. His regiment disappeared from the rolls on the peace of Ryswick, and he published this reply to Burchett's
account of the Porto Paix affair, to which Burchett issued a rejoinder." (Maggs Catalogue (Publ. 1928); Sabin 41072.

$975USD

99. LYTTELTON, Alfred (1857-1913)

[Autograph Letter Signed “A. Lyttelton” to “My Dear Sir” Regarding the Alaska Boundary Dispute].

21 January 1904. Small Octavo (ca. 18x11.5 cm). 3 pp. Brown ink on watermarked paper with blind stamped “Colonial Office” letterhead; marked “Confidential” in ink in the upper left corner. Mild fold marks, otherwise a very good letter.

A confidential private letter by Alfred Lyttleton, British Colonial Secretary in 1903-05, regarding the communications with Canadian officials about the Alaska Boundary Dispute. The letter was most likely addressed to Richard Everard Webster, first Viscount Alverstone (1842-1915), Chief Justice of Great Britain, one of three commissioners on the Alaska boundary dispute – as president of the commission he voted against the Canadian claim. “I shd be very glad to see your reply to Sir W. Laurier. It is interesting to find that in a memo of [Joseph Hodges] Choate in 1902 Laurier is described as in a most timorous and conciliatory attitude <…> They did not report me at the Canada [?] in full, but I cd not refrain from saying something about you, & the Canadians received it very well, though it was not violently abusive of you.”

$850USD

100. MACNISH, E.J.


July 10th 1911. Watercolour ca. 21x27 cm (8 ½ x 11 in). Recently matted, some mild foxing of top part of the watercolour but overall a very good watercolour.

This attractive watercolour shows North Vancouver and the North Shore mountains as seen from Stanley Park across the Burrard Inlet.

$750USD


The Hudson’s Bay Territories And Vancouver’s Island, With An Exposition Of The Chartered Rights, Conduct, And Policy Of The Hon’ble Hudson’s Bay Corporation.


Martin "argues the Company’s suitability for promoting the settlement of Vancouver Island" (Strathern 356i); "An account of the activities of the Hudson’s Bay Company till about 1848"(TPL 2920); Sabin 44915; Smith 6571.

$750USD

102. MATTHEWS, Marmaduke RCA, OSA (Canadian 1837-1913)

[Original Signed Watercolour Untitled British Columbia Valley Scene in Spring with a Stream in the Foreground and Mountains in the Background (Possibly Vancouver Island)].

Ca. 1890. Watercolour ca. 18x25 cm (7 x 10 in). The watercolour is recently matted. Watercolour with some very minor chipping of paint, but overall a very good watercolour.

Mathews "studied watercolour painting at Oxford University before moving to Toronto Canada in 1860 to embark on a career as an esteemed painter of western landscapes. He was hired by the Canadian..."
Pacific Railway to paint the Canadian prairies and rocky mountains. He worked under William Van Horne, then-president of the Canadian Pacific Railway, and made several cross-country trips to Canada’s west, including in 1887, 1889 and 1892. He reportedly drew his sketches from the cowcatcher of a locomotive train" (Wikipedia).

$750USD

103. MATTHEWS, Marmaduke RCA, OSA (Canadian 1837-1913)

[Original Signed Watercolour Titled:] "Evening at Leanchoil."

Ca. 1890. Watercolour ca. 19x43 cm (7 ½ x 17 in). The watercolour is glazed, matted and framed. Overall a very good watercolour.

The watercolour shows the Canadian Pacific Railroad tracks at Leanchoil B.C. (Between Field and Golden) with the Rocky Mountains of Yoho National Park in the background. Mathews "studied watercolour painting at Oxford University before moving to Toronto Canada in 1860 to embark on a career as an esteemed painter of western landscapes. He was hired by the Canadian Pacific Railway to paint the Canadian prairies and rocky mountains. He worked under William Van Horne, then-president of the Canadian Pacific Railway, and made several cross-country trips to Canada’s west, including in 1887, 1889 and 1892. He reportedly drew his sketches from the cowcatcher of a locomotive train" (Wikipedia).

$1250USD

104. MAURY, Matthew Fontaine (1806-1873)

The Amazon, and the Atlantic Slopes of South America. Revised and Corrected by the Author.


First separate printing, "originally published in the National Intelligencer under the pseudonym of "Inca." Maury's letters pleaded for the opening of the Amazon to ships of all nations" (Lefkowicz); Borba de Moraes II p.541.

$700USD

105. MEREDITH, Edmund Allen (1817-1898)

[Autograph Letter Signed “Meredith” to James McFesters, the Mayor of Bowmanville, Regarding Russian Guns Captured During the Crimean War and Transferred to Canada].

Toronto: Secretary’s Office, 19 May 1859. Folio (ca. 33x20,5 cm). 2 pp., with an integral blank leaf. Brown ink on F.A. Gordon blue laid paper watermarked “1858,” docketed on verso of the second leaf. Fold marks, otherwise a very good letter.

An official letter with an interesting subject, written by Edmund Allen Meredith, the Assistant Provincial Secretary of Upper Canada (1847-67), Under-Secretary of State for the Dominion of Canada (1867-73), First Deputy Minister of the Department of the Interior (1873-78).

Addressing James McFesters, the Mayor of Bowmanville (Ontario), Meredith writes: “I have the honour to receive and lay before His Excellency the Governor General your letter of the 17th Instant, enquiring whether any of the Guns captured by the British during the Russian War and forwarded to Canada will be allowed to the Town of Bowmanville. His Excellency desires me to state that until the Members of the Executive Council who are now absent from Toronto, reassemble, His Excellency cannot decide upon the distribution of these Guns. The claim of the Town of Bowmanville will then be considered.”

Thousands of Russian guns and mortars were captured with the fall of Sevastopol on 9 September 1855 marking the end of the Crimean War. The guns were presented to different cities in Britain (Bath, Bradford, Glasgow, Dublin, Edinburgh et al), and were also shipped to Canada, Australia and New Zealand.
$750 USD

106. **MONSELL, William (1812-1894)**

*Papers on the Union of British Columbia with the Dominion of Canada.*


Important primary source document for the circumstances, conditions and terms of the entrance of British Columbia into the Dominion of Canada. Included are dispatches from Amor De Cosmos (second Premier of British Columbia), Earl Granville, Governor Seymour etc. Also included is a detailed description of the Yale Convention. "The Confederate League propose holding at Yale, on Monday, 14th September, 1868, a Convention of Delegates, for the purpose of accelerating the admission of this Colony into the Dominion of Canada, upon equitable and beneficial terms, and also, to devise means to secure Representative Institutions with Responsible Government for this Colony; and to take such other steps as the Convention may deem proper to obtain redress of the numerous grievances under which this country now suffers" (The British Colonist (British Columbia) August 26, 1868); Lowther 330.

$650 USD

107. **MONTANUS, Arnoldus (ca. 1625-1683)**

*[Map of Brazil] Brasilia.*

[Amsterdam], ca. 1671. Uncoloured copper engraved map ca. 29x36 cm (11 ½ x 14 in). Original fold marks, blank on verso, otherwise a strong impression and overall a very good map.

A map from Montanus’ famous work "De Nieuwe en Onbekende Weereld" (Amsterdam, 1671).

“Excellent map of the eastern part of Brazil based on the cartography of Hessel Gerritsz and an earlier map by Blaeu. Extensive detail in coastal regions with the interior left largely blank except for some conjectural river systems. The Linea Aequinocitialis is prominently shown dividing the Spanish and Portuguese colonial claims. Richly embellished with rhumb lines, compass roses and sailing ships. European traders, Indians and putti surround the title and scale of miles cartouches” (Old World Auctions).

$550 USD

108. **MURCHIE, Archibald**

*[Original Photograph View of Yale, BC].*

Ca. 1890s. Albumen print ca. 15x20,5 cm (5 ¾ x 8 in). Mounted on the original card with the photographer’s ink stamp on verso. Mount slightly soiled on verso, with corner edges slightly worn; the image with a minor scratch, otherwise a very good photo.

Archibald Murchie was a New Westminster photographer active in ca. 1890-1895 (“Camera Workers...” online, vol. 1).

$625 USD

109. **WILLIAM NOTMAN & SON**

*Album with 29 Original Photographs of CPR in the Canadian Rockies, Titled:] Canadian Pacific Railway.*

Ca. 1887-1889. Oblong Folio (ca. 23,5x30 cm), 24 card leaves. 29 albumen prints ca. 18,5x24 cm (7 ¼ x 9 ¼ in). All numbered, titled and signed “Wm. Notman & Son, Montreal” in negative. Original maroon cloth album with gilt lettered title on the front cover. Corners slightly bumped, otherwise a very good album.
The album includes some of Notman’s famous views and panoramas of the Canadian Pacific Railway, namely: panoramic view of the new town of Canmore (founded in 1884), an iconic view of the new CPR hotel in Banff (constructed in 1887-88) with Mount Rundle in the background, and a view of the Bow River valley taken from the hotel. The Kicking Horse River valley of today’s Yoho National Park is represented with the views of Mount Stephen, Mount Stephen House hotel (constructed in 1886), East Ottertail Mountain near Leanchoil, and two views of the lower Kicking Horse Canyon near Golden. Photos of the Selkirks and Glacier National Park include views of Mount Hermit (now Mt. Tupper) and Hermit Range, Mount Sir Donald, Glacier House hotel (built in 1886), CPR tracks and snow sheds (with interesting views of the snow shed’s construction and interior), the Great (Illecillewaet) glacier, CPR loop and Ross Peak in the Rogers Pass. There are also photos of the Stony Creek Bridge, Thompson River Canyon, and Alexandra Bridge near Spuzzum in the Fraser Canyon. The last three photos depict a family, a warrior and a camp of Blackfoot Indians near Calgary.

“William Notman & Son” (ca. 1880-1900s) was a company founded by William McFarlane Notman (1851-1913), a son of famous Montreal photographer William Notman (1826-1891). William McFarlane took several trips to B.C. With the purpose of taking photographs, accompanied by his brothers Charles F. And George R.W. (“Camera Workers…” online, vol. 1).

$6500USD

110. OMMANNEY, Erasmus Austin, Commander, RN (1850-1938)

[Collection of Twelve Autograph Letters Signed to His Father and Mother (Including two letters by his Superiors), Related to His Naval Service in the West Indies and Quebec, and with Travel Notes about Halifax and Saint John’s, Newfoundland].

Various locations: Gosport Royal Academy, HMS Britannia, Chew Magna, HMS Aurora (at Port Royal and Quebec), SS Hibernian, Halifax, SS Alpha, St. Thomas (Barbados), 1 April 1863 – [26 June 1876]. Twelve Octavo letters (from ca. 18x11,5 cm to ca. 21x13,5 cm). In all 67 pp. of text. Brown or black ink on letter paper (white, blue or green); ten letters by E.A. Ommannney and two by his superiors. Fold marks, some letters weak on folds, with minor tears; two with traces from old staples being removed. Overall a very good collection.

Twelve autograph letters related to the naval career of Commander Erasmus Austin Ommannney, a son of distinguished Arctic explorer Admiral Sir Erasmus Ommannney (1814-1904), who commanded the "Assistance" on the first Franklin Relief Expedition of 1850 and was responsible for discovering the first traces of Franklin's party. Covering the period of thirteen years, the letters contain interesting notes about Quebec, Saint John’s (Newfoundland), Halifax, and naval service in the West Indies.

Nine early letters date back to the time of Ommannney’s studies in the Gosport Royal Academy (1863) and his service as a midshipman on HMS Britannia and Aurora (1864-1867), including a superior’s note about him successfully having passed the summer exam (16th out of 64; 1863); and news of him becoming a midshipman “with a first class certificate, <…> a good conduct certificate and a gold compass” (Sept. 30, 1864). Two letters written on board HMS Aurora tell about his service in the West Indies - Barbados, Trinidad, La Guaira (Venezuela) and Port Royal (Jamaica), with a detailed description of the recovery of the wreck of HMS Bulldog which ran aground near Cap-Haitien in 1865, whilst attacking the port as part of a punitive raid against local revolutionaries. The recovery was conducted using “diving dresses;” and later Ommannney went on shore to witness the destruction of the city: “the shot had great effect upon the town, the houses knocked about a great deal <…> The forts are in ruins, the guns are in a most ludicrous state, some turned right over others on their sides & I should not care to be close to them when they were fired off as I think they might chance to burst, they look so rotten” (March 18, 1866).

Three letters written while a midshipman on HMS Aurora stationed in Quebec contain an interesting description of Ommannney’s ten-day trip “into the woods,” down the Murray River to the
Murray Bay (La Malbaie, north shore of St. Lawrence River). The party of three went down the river in bark canoes, accompanied by four Indians, slept in wigwams and enjoyed “capital fishing” and “magnificent scenery <...> we were sitting in canoes being moved along quickly but swiftly among tremendous high steep mountains, they were like a lot of “Gibraltars” all together, but thickly wooded.”

The letter from Ommanney’s superior on HMS Aurora informed his father that he had received a first class certificate and had been sent temporarily to a gunboat “Prince Albert” stationed between Windsor and Sarnia on the Great Lakes, “as it is expected that the Fenians intend giving some more trouble out here.”

Three letters written by Ommanney in May-June 1876, during his travel to his new ship - HMS Rover stationed in Port Royal (Jamaica), have some distinct notes on Saint John’s (Newfoundland) and Halifax. The houses in St. John’s “are of wood and very irregularly built, the streets are badly paved & very dirty and a strong smell of fish pervades the whole place; whalers and seal ships come here a great deal.” When entering St. John’s harbour Ommanney’s steamboat struck an iceberg, and “fortunately no damage was done <...> it only grazed along the side. It had such a peculiar appearance, with the light shining on it <...> Female passengers were greatly agitated & thought their last moments had arrived.”

“I find Halifax very dull & it seems quite different to what I remember it in former days <...> The country is not very pretty, all the trees seem so stunted, the roads are disgraceful everywhere, both town & country <...> Fog seems to be the great feature of the place, it has hardly been fine one whole day since I have been here.”

The collection is supplemented with a later card inscribed by E.A. Ommanney’s son, stating that it was his father who found relics of Franklin’s expedition while on board Aurora under Sir Leopold McClintock. In fact, it was E.A. Ommanney’s father, Sir Erasmus, who found the first Franklin relics while commanding HMS ‘Assistance’ on Horatio Austin’s Admiralty search for Franklin in 1850.

Ommanney was appointed to HMS corvette “Rover,” Commander Thomas Barnardiston, on 28 April 1876 (The Navy List, Corrected to the 20 June 1877. London: John Murray, 1877, p. 169). He retired from the navy with the rank of Commander in 1879. He took Holy Orders in 1883, serving his ministry as a vicar in the South seas.

$2250USD

111. P[RATT], S[dney]


1905. Watercolour ca, 15x34,5 cm (6 x 13 ½ inches). The watercolour is recently matted. Overall a very good watercolour.

Attractive watercolour looking from Arrowhead (a former steamboat port and town) up the Upper Arrow Lake in British Columbia. Arrowhead is now a BC ghost town.

$750USD

112. PALLAS, Peter Simon (1741-1811)


St. Petersburg & Leipzig: Johann Zacharias Logan, 1781. First Editions. Octavo. [viii], 342 pp. With three folding copper engraved plates and one folding engraved map. Period brown gilt tooled half calf with marbled boards and a red gilt title label. Recased, extremities rubbed, and text with some mild foxing and some leaves with very mild water staining, otherwise a very good copy.

This is the first volume of a very rare and important series published in a total of seven volumes between 1781 and 1796. This series presents accounts of the Russian exploration of Siberia, Central Asia,
and Alaska during this time. Some of these important accounts appear nowhere else. Each volume is in itself complete. Amongst the important accounts included in this first volume are: News from Tibet, a Description of the Altai Mountains, Journals of Andrejef, Leontief, & Lyssof on the basin of the Kowymische River and the Bear Islands, Description of the Anadyr River, News of the Tschuktsch Peninsula and neighboring Islands, Account of Captain Krenitzyn and Lieutenant Lewachef voyage from Kamchatka to the Alaskan mainland via the Aleutian Islands, Account of the Ocean between Siberia and America. Included is Pallas' Map of the Discoveries Between Siberia and America up till the Year 1780. "It is a rich mine of information on the early history of the discovery and settlement of Alaska" (Lada-Mocarski 31); Arctic Bibliography 13057.

$3250USD

113. PALLIN, Hugo Nikolaus (1880-1953)

[Three Photograph Albums with 378 Original Photographs Taken During Otto Nordenskiöld’s Expedition to West Patagonia in 1920-1921].

Ca. 1920-1921. Album 1: Oblong Folio (ca. 29,5x37 cm). 176 gelatin silver prints, from ca. 12,5x18,5 cm (5 x 7 ¼ in) to ca. 6x8,5 cm (2 ¼ x 3 ½ in). Original black snake skin patterned full sheep album, rubbed on extremities, with minor tears on top and bottom of the spine. Album 2: Oblong Quarto (ca. 21x29 cm). 12 leaves. 42 gelatin silver prints, ca. 6x10,5 cm (2 ½ x 4 in). Brown imitation leather album. Album 3: Oblong Octavo (ca. 16x20 cm). 24 leaves. 160 gelatin silver prints, ca. 4x6 cm (1 ½ x 2 ½ in). Black imitation leather album. Some images in the octavo albums with the ink stamps "Bennos. Drottninggatam 15" on verso. Overall a very good collection of strong bright images.

A unique extensive collection of original photographs taken during Otto Nordenskiöld’s expedition to Chilean Patagonia in 1920-1921. The expeditions aim was to explore the inland area of the Northern Patagonian Ice Field around Laguna San Rafael. The photographer, Swedish mountaineer Hugo Pallin, was the official cartographer of the expedition. The party proceeded to the Kelly fjord on the Pacific Ocean in southern Chile, crossed the San Quintin Glacier and estimated the height of the neighbouring San Valentin Mountain (ca. 3976 m). Pallin produced the first special map of the interior of the Patagonian Northern Ice Field. His article reporting about the results of the expedition, titled “Mountains and glaciers in West Patagonia” was published in the Alpine Journal (1933, No. 45). The photographs from the collection document Pallin’s maritime trip to Patagonia, with some picturesque views of the South American cities and scenes on board a steamer; a number of images portray the expedition party. Photos from the expedition include some superb views of the Pacific inlets, the northern Patagonian icefield, Mount San Valentin, glaciers, expedition camps, members executing topographical surveys of the mountains; specimens of plants; et al. Overall a beautiful visual representation of the Patagonian expedition of 1920-1921.

"Hugo Nikolaus ('Nils') Pallin was a Swedish civil engineer, a keen alpinist and traveller. He achieved the first winter ascent of Kebnekaise (2123 m.), Sweden’s highest mountain, in 1908, of Sarektjakkko in 1916, and of Kaskasatjakko in 1920. He also climbed several other 2000 m. Peaks in Swedish Lapland. He described some of his adventures in Kebnekaise. Färder och äventyr i Lappland (Stockholm, 1927). In 1920-21 he accompanied Otto Nordenskiöld’s expedition to West Patagonia as cartographer, and himself led geographical party to Spitsbergen in 1922, 1923, and 1928, to Iceland in 1935, and to West Greenland in 1936. In 1937 he published a work entitled Mountains and glaciers in West Greenland" (Polar Record. Vol. 7. Issue 50. May 1955. P. 431).

"Pallin was a secretary of the Lapland Mountaineering club (1920), one of the founders and first president of the Swedish Army Reserve Association (1924), a member of the British Alpine Club (1929) et al. He discovered several new 2000-meter peaks in Lapland and conducted a ski trip from the Arctic Ocean to the Kattegat (1927-28). He was the author of over 10 books and publications about mountaineering,
including map of Mt. Akkafjället (1920), "Swedish mountain catalog" (Svensk fjällkatalog, 1922), which was purchased by the Swedish Tourist Association, and a revised edition of Petrus Tillaeus’ famous map of Stockholm (1925). Pallin was the editor of "The Road" ("Vägen") magazine since 1936" (Wikipedia).

$3250USD

114. PARKER, Samuel (1779-1866)

Map of Oregon Territory.
Utica, NY: Engraved M.M. Peabody, 1838. Copper engraved map ca. 35x58,5 cm (14x23 in). Map with original fold marks but in very good condition overall.

This map was created to show Parker’s "journey with a fur-trading party in 1835 to Walla Walla. The map was the first one of the interior of the Oregon Territory to be done with any accuracy" (Hill 1304). "Samuel Parker was a missionary who accompanied a fur-trading party on an expedition from Council Bluffs, Iowa to the Oregon Territory. At the time, the region was claimed by both the British and the United States and was little known except to the fur-traders. Parker's map, based on both personal observation and reports of the fur-traders of the Hudson Bay Company, is a landmark in the mapping of the region. The map provides an excellent view of the river systems and tribal territory. It shows several forts, including an early depiction of Fort Hall. The map extends to include much of present-day Canada" (Old World Auctions).

$750USD

115. PARRY, Sir William Edward (1790-1855)

[A Collection of Two Autograph Letters Signed "W. Parry"; With Two Engraved Portraits of William Parry]: Sir Captn. W.E. Parry, R.N.

Letters: 1) Mattishall, 17 April 1835. Quarto (ca. 23x18 cm). 3 pp. Brown ink on watermarked laid paper, docketed on the 4th page. 2) Greenwich Hospital, 1 May 1854. 12mo (ca. 17,5x11,5 cm). Brown ink on laid paper, docketed in a different hand in the end of the letter. Both letters with fold marks, second letter slightly stained on the last blank page, otherwise a very good pair. Portraits: stipple engraved book plates, ca. 14x12 cm (from the European Magazine, London, 1821) and ca. 7,5x6 cm (by J. Limbird). Very good portraits.

These two original letters written by a renowned Arctic explorer William Parry relate to the time of his government service in the 1830s and 1850s - as an Assistant Poor-Law Commissioner in the County of Norfolk (1835-1836) and a governor of the Greenwich Hospital (1854 until his death). In the first letter addressed to some “R. Kerrinson, Esq.” Parry asks for the “Norwich Papers”, as well as “a Copy of a small publication I have seen, containing the Parliamentary Returns of the Population &c. Of the county, divided into Kindreds and Parishes.” He is also looking forward to hear about “what you have done in compliance with the Order for Relief in kind”. In the end Parry adds: “Will you ask the Governor to allow a Couple of the Copies of the Printed Notice to Overseas & to be pasted up in the Workhouse”. The second letter was written by Parry in the rank of a governor of the Greenwich hospital to some Rev. Reginald Smith (as seen from the docket). The letter regards the donation made by the correspondent in favour of “Sailors”, which needed to be forwarded to the Military Association.

The letters are supplemented with two stipple engraved portraits of William Parry, both based on the famous Parry portrait by Samuel Drummond (National Portrait Gallery).

$975USD

116. PEDDER, John (1850-1929) & CAINÉ, William Sproston (1842-1903)

[1887-8]. Watercolour and ink with touches of gouache on paper, ca. 21x32 cm (8 ¼ x 12 ½ in). Signed “J. Pedder Del” in the right lower corner. Recently matted. A very good watercolour.

This original watercolour was used as the illustration to p. 107 - "Mount Sir Donald and the Great Glacier" (in the book the artist of the sketch is listed as Caine). The author describes “the great glacier which comes down from the eternal snowfields of Mount Sir Donald, the highest peak of the Selkirk Range, about 11,000 feet above the sea, named after one of the directors and first promoters of the railway, Sir. Donald Smith <…> It is a fine and imposing glacier, half-a-mile wide, and seven or eight miles long <…> It was covered with fresh snow, and looked very beautiful in the bright sunlight. Mount Sir Donald has never yet been climbed, and there is a legend at the hotel that the first man to reach the summit will receive a thousand dollars and a free pass over the line for his life, from the directors of the Canadian Pacific Railway” (p. 101-102).

W.S. Caine, a British politician and Temperance advocate, travelled around the world with his daughter Hannah in August 1887 - March 1886. He went across the Atlantic Ocean on a steam liner from Liverpool to Quebec, then crossed Canada overland through the Rocky Mountains and British Columbia, went on a steamer from Vancouver to San Francisco and continued his trip to Japan, Hong Kong, Singapore, Ceylon and India. Caine’s numerous sketches and photographs taken during the journey were used as illustrations to his book, some in the original state, and some being reworked “by my old friend, Mr. John Pedder, of Maidenhead, who has evolved the greater portion of the illustrations, with accuracy and artistic skill” (Caine. A Trip around the World, p. X).

John Pedder was an English watercolour artist, a member of the Liverpool Academy and a Secretary of the Liverpool Society of Painters in Watercolours. He actively exhibited at the Royal Academy and the Royal Society of British Artists.

$1250USD

117. PEDDER, John (1850-1929) & CAINE, William Sproston (1842-1903)


[1887-8]. Watercolour with touches of gouache on paper, ca. 21x33 cm (8 ¼ x 13 in). Partly erased ink signature “J. Pedder” in the left lower corner. Recently matted. A very good watercolour.

This original watercolour was used as the illustration to p. 99 - "The Monarchs of the Rocky Mountains. Cathedral Peak. Mount Stephen”. “The scenery of the Selkirk Range is finer in all respects that the Rocky Mountains, which are devoid of glaciers, and also of any extent of snow fields. From the railway platform at Glacier House there is a view which rivals any of the notable Swiss cycloramas, and I counted at least a dozen fine peaks, all of which appeared to be at least 10,000 feet high, and whose flanks bore miles of snow fields and many picturesque, though comparatively small glaciers” (p. 102).

W.S. Caine, a British politician and Temperance advocate, travelled around the world with his daughter Hannah in August 1887 - March 1886. He went across the Atlantic Ocean on a steam liner from Liverpool to Quebec, then crossed Canada overland through the Rocky Mountains and British Columbia, went on a steamer from Vancouver to San Francisco and continued his trip to Japan, Hong Kong, Singapore, Ceylon and India. Caine’s numerous sketches and photographs taken during the journey were used as illustrations to his book, some in the original state, and some being reworked “by my old friend, Mr. John Pedder, of Maidenhead, who has evolved the greater portion of the illustrations, with accuracy and artistic skill” (Caine. A Trip around the World, p. X).

John Pedder was an English watercolour artist, a member of the Liverpool Academy and a Secretary of the Liverpool Society of Painters in Watercolours. He actively exhibited at the Royal Academy and the Royal Society of British Artists.

$1250USD
118. PEDDER, John (1850-1929) & CAINE, William Sproston (1842-1903)

[1887-8]. Watercolour and ink with touches of gouache on paper, ca. 18,5x31 cm (7 ¾ x 12 ¼ in). Signed “JP” in the right lower corner, captioned in ink on the lower margin. Recently matted. A small tear on the left lower corner neatly repaired, otherwise a very good watercolour.

Original watercolour captioned "The National Park. Rocky Mountains. Canada" and used as the illustration to p. 73 - "View of Banff from above the Sanatorium" (in the book the author is listed as Caine).

“We saw stretching out before us a broad, flat valley, about two miles wide, filled with primeval forest. The sombre greet of pine and spruce contrasted with the brilliant yellow of the fading poplar and the vermillion of dying maple leaf; while the Bow River – the loveliest on Earth – winds through the whole in a bright blue ribbon. Right in front towers the snow-capped Cascade Mountain, so called from a small stream which leaps 1000 feet from its flanks. On the left the Castle Mountain range – a magnificent panorama of eternal snow, reminding me somewhat of the Jungfrau group as seen from Lauterbrunnen; on the right the Devil’s Head group, with the singular rock towering above the whole mass, justifying by its remarkable outline the Indian name of which this is the translation, while behind are the pine-clad Sulphur Mountains, and a terrific row of lofty crags known as “The Twins.” The whole forms a panorama of mountains from 10,000 to 11,000 feet high, which for beauty and grandeur can only be equalled by the Cortina dolomites in the Austrian Tyrol” (p. 68-72).

W.S. Caine, a British politician and Temperance advocate, travelled around the world with his daughter Hannah in August 1887 - March 1886. He went across the Atlantic Ocean on a steam liner from Liverpool to Quebec, then crossed Canada overland through the Rocky Mountains and British Columbia, went on a steamer from Vancouver to San Francisco and continued his trip to Japan, Hong Kong, Singapore, Ceylon and India. Caine’s numerous sketches and photographs taken during the journey were used as illustrations to his book, some in the original state, and some being reworked “by my old friend, Mr. John Pedder, of Maidenhead, who has evolved the greater portion of the illustrations, with accuracy and artistic skill” (Caine. A Trip around the World, p. X).

John Pedder was an English watercolour artist, a member of the Liverpool Academy and a Secretary of the Liverpool Society of Painters in Watercolours. He actively exhibited at the Royal Academy and the Royal Society of British Artists.

$1500 USD

119. PEDDER, John (1850-1929) & CAINE, William Sproston (1842-1903)

[1887-8]. Watercolour and pencil with touches of gouache on paper, ca. 21x35,5 cm (8 ¼ x 14 in). Signed “JP” in the left lower corner, captioned in ink on the lower margin. Recently matted. A very good watercolour.

Original watercolour captioned "The Bow River leaving the Rocky Mountains at the Gap. Near Calgary Canada" and used as the illustration to p. 69.

W.S. Caine, a British politician and Temperance advocate, travelled around the world with his daughter Hannah in August 1887 - March 1886. He went across the Atlantic Ocean on a steam liner from Liverpool to Quebec, then crossed Canada overland through the Rocky Mountains and British Columbia, went on a steamer from Vancouver to San Francisco and continued his trip to Japan, Hong Kong, Singapore, Ceylon and India. Caine’s numerous sketches and photographs taken during the journey were
used as illustrations to his book, some in the original state, and some being reworked "by my old friend, Mr. John Pedder, of Maidenhead, who has evolved the greater portion of the illustrations, with accuracy and artistic skill" (Caine. A Trip around the World, p. X).

John Pedder was an English watercolour artist, a member of the Liverpool Academy and a Secretary of the Liverpool Society of Painters in Watercolours. He actively exhibited at the Royal Academy and the Royal Society of British Artists.

$1250USD

120. RAMUSIO, Giovanni Battista (1485-1557)

[Map of Brazil Titled:] Brasil.

Venice, 1556? Wood block map ca. 27,5x38 cm (10 ½ x 14 ½ in). Original centrefold, blank on verso, with some minor expert repair along the centrefold, but otherwise a very good map.

"A fantastic pictorial map of Brazil, shown north to the right and filled with attractive scenes of native life and fauna. It was prepared by the great Venetian cartographer Giacomo Gastaldi and published in Ramusio's "Delle Navigationi et Viaggi," an "important 16th century description of voyages of discovery" (Swan Map Auction). Delle Navigationi et Viaggi "is one of the earliest and most important collections of voyages and travels, and may be said to have opened a new era in the literary history of voyages and navigation, later serving as a model to Hakluyt. It was compiled during the latter part of Ramusio's life and is carefully and intelligently done, as he devoted his mature years to historical and geographical study. It contains translations of works that had appeared previously in French, Latin, and Spanish, as well as some from manuscripts that had never before been published. Among these voyages are some of which no other editions have ever been found, so that Ramusio remains an authority of the first importance" (Hill 1418).

$1250USD

121. RIZEK, Emil (1901-1988)

[Signed and Dated Oil Painting, Titled on Verso Label:] Totem Poles (Stanley Park, Vancouver B.C.).

[Vancouver, B.C.], 1932. Oil painting on canvas ca. 76,8x49,5 cm (30 ¾ x 19 ¾ in). The painting has been expertly restored and mounted on a new canvas with the original CPR label mounted on verso. In a handsome recent black molded wooden frame with gilt highlights, overall an excellent painting.

Emil Rizek was an important Austrian painter who traveled widely throughout his lifetime and produced many of his paintings while travelling. By the time he had produced the present work, he had already travelled extensively throughout Europe, Japan, South Africa, Indonesia, United States and Canada. His works include landscapes, local people, cityscapes and scenes of everyday life.

This painting shows three totem poles that stand in Vancouver’s Stanley Park. The poles were first installed in the park in the 1920s as part of a project to recreate a First Nations village by the Art, Historical and Scientific Association of Vancouver. The poles in this painting originate from Alert Bay, and the canoe pulled up to shore in the background is Kwakiutl. This canoe had been a working vessel, transporting Kwakiutl natives to gatherings before it was abandoned and then later relocated to the First Nations village, (now Klahowya Village), in Stanley Park. In 1962, all the poles were moved to Brockton Point, where more poles were added, many of which still stand today.

Notably, the center pole is Chief Wakas Pole, which originally stood in front of Chief Wakas’s house in Alert Bay and was first raised in the 1890s. Originally, the raven’s beak opened to form a ceremonial entrance to the house. Nimpkish artist Doug Cramer, who inherited Chief Wakas’s crests, carved a new replica pole in 1987. The original pole featured in this painting is now in the Museum of Civilization in Ottawa.
Overall an artistically and historically important beautiful and expressive oil painting, representing one of the best of the artist's work.

Provenance: Collection of the Canadian Pacific Railway; acquired as a gift from the above; by descent to a Private Collection, Vancouver

Works by Rizek frequently come up for auction with many results also from Christies and Sothebys. Similar paintings from his Indonesian travels and of a similar quality to the present painting have fetched up to 116,620 USD.

$15,000USD

122. ROSETTI STUDIOS
[Collection of Five Original Large Photos of Stanley Park, All Titled and Signed in Negative].
Ca. 1900s. Five gelatin silver prints ca. 24,5x19,5 cm (9 ¾ x 7 ¾ in). All numbered, titled and signed “Photo Rosetti” in negative. Photos with minor holes on the margins, several with minor corner wear. Overall a very good collection.

Interesting collection of large original photos of Stanley Park taken by Vancouver based Rosetti Studio. The images include a view of the “Lighthouse at First Narrows from E. Of Prospect Point,” and four “forest” scenes depicting the park’s interior, with romantic titles: “Light spangled cloisters of the high-arched woods,” “Lights Flecked and Shafted,” “Guardians of the pass, westward to Second beach,” and “The Shimmering lights of Summery woods.” Rosetti Photographic Studios was a Vancouver enterprise active in ca. 1909-1915. It was “owned and operated by Lionel Haweis and J.J. McCarthy (1910), then by Haweis and a co-proprietor named Ranier (1912-1915). One A.C. Williams is also listed as a proprietor in 1913” (“Camera Workers…” online, vol. 2).

$750USD

123. RYDER, Sir Alfred Phillips (1820-1888)
[Period Copy of Two Official Documents “Reporting circumstances attending Her Majesty’s Ship Hero touching the ground,” Submitted to Vice Admiral Alexander Milne, Commander-in-Chief].

HMS Hero, Halifax, 14 October 1862. Folio (ca. 32x21,5 cm). 10 pp. On six leaves, glued together. Brown ink on blue paper. Fold marks, minor tears on extremities, outer leaves soiled at edges, but overall a very good manuscript.

Detailed official report of the circumstances of HMS Hero touching the ground while entering the Chebucto Bay (Halifax harbour) on a foggy day of 14 October 1862. The ship’s captain, Alfred Ryder gave a detailed report to his commander, Vice Admiral Alexander Milne (1806-1896) about the difficult weather and the ship’s course chosen for the passage into the Chebucto Bay. The account gives a good description of the navigational hazards found on the approach to the bay: “Your orders were that I should be with your Flag today. I was desirous of being punctual. For a steamer to remain outside a harbor in Nova Scotia, because the weather is foggy, would, as all navigators on these waters are well aware, result in their remaining at sea for days, and sometimes weeks, after the day ordered for their return, and as there are no good land marks, the runs by Patent log, confirmed by Sounding, must be vainly depended on, even in the occasional clearing of the fog. <…> The extent of the injury appears to be very slight. There are two slight weeps, discovered by careful search in the Fore magazine, and one further forward, but whether arising from the accident, or not we are not certain <…> In conclusion I beg to state that I have commanded four of H.M. Ships in the West Indies, the Baltic, the Mediterranean and Black Sea, and necessarily for many years, and that this is the first occasion on which any one of these has touched the shore…”

The report is supplemented with the “Statement in compliance with Printed Instructions, part 3, p. 160 regarding the circumstances attending H.M.S. Hero striking the ground off the Harbour of Halifax,
Nova Scotia, at 3.5. p.m., Tuesday, the 14 Oct. 1862;” the original statement is signed by Ryder and the ship’s master J. Sullivan.

“Admiral of the Fleet Sir Alfred Phillips Ryder KCB joined the Royal Navy in 1833. He was the captain of the HMS Dauntless in 1853-1857, of HMS Hero since 1862; Comptroller of the Coastguard in 1863-1866, Second in Command of the Channel Squadron, Naval attaché in Paris; Commander-in-Chief of the China Station in 1874, Commander-in-Chief, in Portsmouth in 1879. He was decorated with the award of Knight, Order of the Medjidie and gained the rank of Admiral of the Fleet” (Wikipedia).

$1250USD

124. RYLAND, Herman Witsius (1760-1838)

[Autograph Letter Signed “H.W. Ryland” to John Reid, Esq., Clerk of the Peace, Montreal].
Quebec, 13 July 1807. Folio (ca. 32x20,5 cm). 1 p., with an integral blank leaf. Brown ink on G. Pike laid paper watermarked “1805.” Fold marks, otherwise a very good letter.

“The President having been informed that several Deserters from the Frigate now in this Harbour are endeavoring to make their way by land to the United States, his Honor desires you will apprize the Magistrates of Montreal of this Circumstance in order that every legal Means may be taken for apprehending such Seamen should they happen to be met with.”

Ryland came to Canada in 1793 as secretary to Governor-General Carleton, Lord Dorchester, and was civil secretary and clerk of the executive council of Lower Canada. Also he was adviser for several years to Sir James Henry Craig, Governor-in-Chief of Canada (1807-1811).

$850USD

125. SPENCER, BROWNING & CO.

[An Octant for the American Market, a Navigational Instrument Typical for the Ones in Use by the American Arctic and Pacific Whaling Ships of the Time.]
London: Spencer, Browning & Co., ca. 1840. Octant ca. 31cm (12 in) long. Wooden octant with brass fittings and ivory inlays. The ivory inlay is signed Spencer, Browning & Co., the ivory scale is initialed SBR and divided 0-100° with a vernier on 10-inch radius arm, double pin hole sights and three filters. Housed in its original wooden case with a mounted pictorial printed retailer’s label of S. Thaxter & Son, Importers and Dealers in Nautical & Surveying instruments, Charts, Nautical Books, 125 State Street, Corner of Broad Street, Boston. The brass fittings are a little oxidized, but overall the octant is in very good original condition and in its original case.

“Spencer, Browning & Rust was a London firm that manufactured instruments for navigational use during the 18th and 19th centuries... Arctic explorer Charles Francis Hall owned a Spencer, Browning & Rust sextant. The Smithsonian Institution houses four navigational instruments manufactured by Spencer, Browning & Rust in its National Museum of American History. The items include two sextants, an octant, and a telescope. American Arctic explorer Charles Francis Hall (1821–1871) owned one of the sextants. It is believed that this brass sextant was most probably with him on 30 August 1871. On that day, Hall (pictured) had arrived at the furthest northern point achieved by an explorer to date” (Wikipedia).

$1850USD

126. TAILER, Gillam, Assistant Commissary at Passamaquoddy, New Brunswick

N.p., n.d. Ca. after May 1784. Folio (ca. 32x20 cm). 1 p. Brown ink on C. Taylor watermarked laid paper. Numbered in ink in different hand in the upper left corner. Fold marks, tears on extremities and
Interesting report about the early years of St. Andrews, New Brunswick, compiled shortly after the end of the American Revolutionary War. The Assistant Commissary at Passamaquoddy Gillam Tailer informs Major John Campbell (ca. 1727-1974) of the lack of provisions and extreme distress experienced by the disbanded corps in the settlement, and implores Campbell to provide adequate food and relief to the people: “many of the settlers there are reduced to the most Extreme Distress having neither Provision or Clothing, and some of them have no other sustenance than Water, and have not strength to help themselves; <…> those Settlers have never Received any Meat, for the Sixty Days Extra allowance which was Graciously intended, and that 2600 weight of the Flour which was sent from St. John’s intended to be delivered to your memorialist, was issued at Bever [sic!] Harbour before it got to his hand, by which means the Settlers at St. Andrews and that District fell short that quantity of the Flour for the Sixty days. Your memorialist humbly prays you would take the Very Deplorable Case of these unhappy people into your Consideration and order such Relief as may be in your Power to Grant.”

$1250 USD

127. TAYLOR, William Rufus
Autograph Letter Signed by William Rufus Taylor to Lieutenant James Melville Gilliss (1811-1865)
U.S. Navy Congratulating Gilliss' on his Successful Expedition i.e., the U.S. Naval Astronomical Expedition to the Southern Hemisphere 1849-52 and thanking him for the "beautiful and interesting books" which were most likely copies of the results of the expedition which were published 1855-6.

Newport R.I, April 17th 1856. Small Quarto (ca. 20x16 cm). One page. Brown ink on wove paper, verso blank. Letter with a minor crease of upper left corner, otherwise in near fine condition.

The letter reads: "My Dear Sir, Upon my return to this place, ten days ago, after an absence of several months, I found here the beautiful and interesting books that you did me the favour to send me. Permit me to offer you my best thanks for this mark of remembrance. I shall read them with much interest. Often during your absence I thought of your labouring in that distant field, & I sincerely congratulate you upon the successful results of your expedition. Will you be pleased to present my respectful compliments to Mrs. Gilliss. Believe me sincere esteem. Yours very truly, Wm. Rufus Taylor."

Gilliss a naval astronomer and founder of the United States Naval Observatory, in August 1848 "succeeded in obtaining $5,000 from Congress for a naval astronomical expedition to Chile. The chief purpose was to determine the solar parallax--and thus the scale of the solar system--by observations of Mars and Venus. From August 1849 until its return in November 1852, Gilliss headed this expedition, again making observations far beyond the original purposes of the expedition and leaving behind the foundation for the Chilean National Observatory" (ANBO). The author of the letter is most likely William Taylor (1821-1902), evangelist and missionary bishop of the Methodist Episcopal church and author of "California Life Illustrated" (pub. 1858) amongst several other books. "Taylor was one of the most energetic and influential missionary leaders in nineteenth-century Methodism. He was especially responsible for the spread of Methodism in Australia, India, South America, and Africa. Among his most notable accomplishments was his commitment to the principle of indigenous leadership and self-supporting churches" (ANBO).

$850 USD

128. TEMPLE, Edmond
Travels in Various Parts of Peru, Including a Year's Residence in Potosi.
period elaborately gilt tooled diced full calf with brown gilt labels. With a period inscription on front flyleaf. A near fine set.

"An interesting account of Temple's two-and-a-half year sojourn in Peru. Temple was employed by the Potosi, La Paz and Peruvian Mining Association, which collapsed in 1826, and he published a work on that company, in 1829, in addition to his travels"(Hill 1683); "Temple came out from England to South America in 1825, on the staff of a mining firm, and he kept a sympathetic and optimistic outlook despite its failure. Many humorous and picturesque incidents and descriptions, chiefly of Bolivia and Argentina" (Griffin 3747); Abbey Travel 725; Howgego 1800-1850, M25; Sabin 94660.

$550USD

129. TEN EYCK, Samuel

[FRASER RIVER GOLD RUSH & GADSDEN PURCHASE: Important Autograph Letter Signed from Samuel Ten Eyck to O.B. Throop, giving a Description of Guaymas, Mexico, his Impressions of Mexicans, and Briefly Relating his Experiences During the Fraser River Gold Rush].


In this letter Samuel Ten Eyck writes to his friend, Origin B. Throop, back home in Schoharie, New York, offering a description of the Mexican port city of Guaymas, Sonora, giving his assessment of Mexican attitudes toward Americans, and describing his experiences in the Fraser River Gold Rush.

Samuel Ten Eyck came from a prominent family in New York's Schoharie County. He left Schoharie in the early 1850s, went to California in search of gold, took part in the Fraser River Gold Rush in British Columbia of 1858-1859, and then arrived in Guaymas, Mexico in the spring of 1859. He apparently went to Sonora in anticipation of that state and the surrounding Mexican states of Chihuahua and Sinaloa being annexed to the United States. The Gadsen Purchase Treaty, ratified in 1854, brought a part of northern Sonora into the United States, and there appears to have been some agitation for the United States to take more territory in the region. Such a thing did not occur, and it is unknown for how long Ten Eyck stayed in Guaymas waiting for it to happen, or where his travels took him next.

The letter begins by Ten Eyck asking Throop to make discreet inquiries to some of his friends as to why they have not corresponded with him. "I suppose you will be astonished to learn I am in this God-forsaken country. I must confess, I am astonished to find myself here, but here I am and what is still more pleasant, have a mighty fine prospect of, as it is termed in California, making my pile. I have been here but a month. On my arrival I found the country all excitement, and a revolution going on in the three states, 'Sonora, Chihuahua, Sinaloa,' they being, I think, the tail end of creation, but they are full of silver mines and in saying that I say all that can be said in their favour. The Mexicans are the most hostile people in the world and think no more of killing an American than of taking a drink and as this is the scene of Walker's exploits and also where the unfortunate H.A. Crabb & followers were massacred, I am obliged to keep a pretty sharp look out. The women, however, are very kind & affectionate, and in case of difficulty invariably give you a warning and find a place of concealment for you. At least I have found it so on two occasions. <...>

Guaymas, the seaport of Sonora & an old city, contains perhaps eight thousand inhabitants and being an earthquake country the houses are but one story high and mostly built of adoby [sic], which is the building material of mostly all houses in Mexico and on entering one is reminded more of a large brickyard than of a large city. <...> I would not have come here but that the three states above named will without doubt be annexed to the U.S. - if so your humble servant is all right. I have had five years experience in California and any chance that may offer here I am on hand, in fact the pioneer."
Ten Eyck also briefly describes his experiences in British Columbia during the recent Fraser River Gold Rush: "It is as hot as blazes [in Guaymas]. I feel it more perhaps than others just having come from a northern country, as the year past I have been at Vancouver's Island & British Columbia. You of course heard of the Fraser River excitement. I was almost the first of the many thousands that rushed to that cold country. It did not prove as profitable as was anticipated, still it paid me very well, as I was able after nine months hard work to leave with a five hundred more than I took with me."

In the end Ten Eyck gives his assessment of the qualities of the women he has encountered in Guaymas, "beautiful, full of life and spirit", "very positive to us Americans" etc. A very interesting important letter, with provocative views on Mexico and a bit of information on one American's experiences in the Fraser River Gold Rush.

O.B. Throop was the owner of the only drug store in the county which still exists today as the Schoharie pharmacy, and a Secretary of the Board of Directors of the Albany and Schoharie plank road (1862).

$1850 USD

130. TOWNE, Bertram C.

[Original Photograph Titled in ink on verso:] 48. At Nanaimo, B.C.

Ca. 1890s. Albumen print ca. 11x19,5 cm (4 ¾ x 7 ¾ in). Mounted on the original photographer’s card with printed signature and general title: “B.C. Towne, Portland, Oregon. Alaska, Columbia River and Northwest Scenery” on the lower margin. With a period ink title on verso. Minor old mount residue on verso, otherwise a very good photo.

An early interesting view of the loading dock in the port of Nanaimo.

"Bertram C. Towne was a photographer active in Portland, Oregon, during the period 1884-1895. From 1884-1887, B.C. Towne and Elbridge W. Moore operated the San Francisco Gallery in Portland as partners, having assumed control of the gallery after the death of W.H. Towne. At this time, the studio was also listed as "Towne & Moore." From 1888-1895, the studio operated as "B.C. Towne Photograph Company" and was located on First Street in Portland. In October, 1890, the West Shore, a popular weekly publication that promoted life in the Pacific Northwest, named Towne as a photographic contest winner in the "professional" category. Carl Mautz, in Biographies of Western Photographers (1997), states that Towne's studio "became one of the premier galleries in Portland, employing many of the best photographers in the area and that it "published boudoir format scenes of Alaska, the Columbia River, Mount Hood, and other Northwest scenes.”” (Guide to the Bertram C. Towne Photographs/ University of Washington Libraries online).

$525 USD

131. TRUEMAN & CAPLE

[Original Photograph Titled:] 901. Scene on Columbia River from Moberley House, B.C.

Ca. 1891. Albumen print ca. 18x24 cm (7 ¼ x 9 ½ in). Mounted on the original photographer’s card with printed address and signature “Trueman & Caple, Photographers” on the lower margin. Titled in negative. Mount with three very small holes in the corners (two slightly affecting the image), but overall a very good photo.

The photograph shows a part of the Columbia River taken from the Moberly house – one of the oldest cabins in the area named after a prominent BC surveyor Walter Moberley (1832-1915). The cabin was located next to the confluence of Columbia and Blaeberry Rivers near Golden.

“The partnership of photographers Richard Henry Trueman (1856-1911) and Norman Caple (1866-1911) lasted from ca. 1890 to 1893. They travelled the Canadian Pacific Railway line for about a year and then set up headquarters in Vancouver. Their catalogue, published about 1891, listed views numbered
from 500 to 985 in three sizes. After Trueman & Caple had been dissolved towards the end of 1893, both men continued in the photographic business as N. Caple & Co. And R.H. Trueman & Co. Trueman was a superb landscape photographer and was one of few West Coast photographers to print his negatives on platinum paper. The first modern public exhibit of his work was produced by the Peter and Catharine Whyte Foundation, Banff, in 1981” (“Camera Workers...” online, vol. 1).

$425USD

   Toronto: Lithographed by Rolph, Smith & Co., ca. 1881. Lithographed map ca. 41x61,5 cm (16 ½ x 24 ½ in.). With lithographed topographical illustrations on verso. Original centre fold, otherwise a very good map.
   Historically important map of British Columbia after the province entered Confederation which show the proposed Canadian Pacific Railway. "Following the establishment of the Canadian Confederation in 1867 [Trutch] worked to negotiate British Columbia's entry, which occurred in 1871 after [He] secured a promise for the construction of the Canadian Pacific Railway (CPR). Trutch was the first Lieutenant Governor of British Columbia following Confederation, a position he retained from 1871–1876. Following his tenure as lieutenant governor, Trutch was appointed a "Dominion agent for British Columbia", and helped to oversee the construction of the CPR in the province." (Wikipedia).

$575USD

133. TURNER, Captain Henry A., Royal Artillery (British, active 1849-1853)
   1852. Watercolour ca. 18x26,5 cm (7 ½ x 10 ½ in). Recently matted. Watercolour overall in very good condition.
   This attractive and skillfully executed pencil and watercolour view shows "Government House [which] is the official residence and office of the Governor-General of Barbados. It was built in the colonial days and was the residence of the Governor of Barbados. It later continued in the role of official residence and office of the Governor-General following political independence from the United Kingdom in 1966. Government House was once a Quaker Plantation, until it was purchased by the Imperial Government, when it acted as a replacement to The Bagatelle Great House in the Parish of St. Thomas" (Wikipedia).

$1250USD

134. VISSCHER, Nicolaes II (1649-1702)
   Amsterdam, [1680]. Full hand coloured copper engraved map ca. 51x60 cm. (20 x 23 ½ in). Cropped closely at the top border with some very minor loss of printed surface, original centre fold, otherwise a very good map.
   This detailed map of Jamaica was finely engraved by L. V. Anse. The Island is divided into its precincts and the forests and mountains are shown. Elaborate cartouche with a mermaid, cherubs and cornucopia over-flowing with coins. Kapp 26. Tooley's Mapmakers Q-Z, p.332.

$650USD
135. WARRE, Captain H[enry James] (1819-1898)

Sketches of North America and the Oregon Territory.

London: Dickinson & Co., [1848]. First Edition. Folio. 5 pp. With a lithographed map and twenty tinted (uncoloured) lithographed views on sixteen sheets. Publisher's slip advertising binding options tipped onto first text leaf. (Issued without the dedication leaf as usual). Original publisher's grey printed papered stiff wrappers with a cloth spine. Some mild foxing of wrappers and plates, one plate with moderate foxing, descriptive text with edge wear and a few minor marginal tears. Overall a very good copy in very original condition.

First edition, in the original wrappers, of this historically important and attractive series of Pacific Northwest views. "The plates depict scenes in Manitoba and in the Oregon Territory including Fort Vancouver and Astoria. The map shows the route travelled and the text describes their tour, including the visit to Vancouver Island" (Strathern 605). "Captain Warre and Lieutenant Vavasour of the Royal Engineers were agents of the British government who were sent out to Oregon at the height of the controversy between the United States and Great Britain over the sovereignty of that territory. The two officers crossed Canada by the Hudson's Bay Company route as far as the Rockies, where they turned south to cross the mountains, probably through Crow's Nest Pass, to Kootenai Lake. They reached Fort Vancouver on August 25, 1845, and visited the Willamette Valley, the mouth of the Columbia River, Puget Sound, and Vancouver Island before returning to England, where they found that the dispute between the two nations had been settled in their absence" (Wagner-Camp-Becker 157); Abbey Travel 656. "One of the finest..., plate books of the American West" (Hill 1827). "The only western .., plates comparable in beauty to those by Bodmer" (Howes W 114); Sabin 101455.

$37,500USD

136. WELLS, Oliver


Victoria: Col. Sec. Office, 22 March, 1860. Quarto (ca. 27.5x20 cm). 2 pp., printed in double columns.

Paper age toned, with creases and minor tears and chips on extremities. Overall a good copy.

Very rare offprint of the survey of the area around Nanaimo executed in 1859 by Benjamin William Pearse (1832-1902) and Oliver Wells. The survey was executed on assignment of the Surveyor General of the Colony of Vancouver Island Joseph Despard Pemberton (1821-1893). Acknowledged as “containing matter of interest to the public, [it] is herewith published for general information by command of his Excellency, William A.G. Young, Acting Colonial Secretary”. The full report by Pearse and Wells was published in London later that year under the title “Vancouver’s Island. Survey of the Districts of Nanaimo and Cowichan Valley” (London, G. Eyre & W. Spottiswoode, 1859).

Wells gives an auspicious characteristic to the geographical location of the valley, its climate and soils, water sources and minerals; lists local woods, plants, fish and game; and predicts successful farming in the valley: "I am firmly persuaded that under a common, judicious system of farming, as good returns can be obtained from these lands as in any parts of the Continent of America. The climate, it may be noted, is one especially adapted to the pursuits of agriculture, not being subject to the heats and droughts of California, or to the colds of the other British American Provinces, and the Eastern United States”.

Nowadays the Cowichan Valley is the home of “a growing number of vineyards and wineries. They include Cherry Point Vineyards, Blue Grouse, Glenterra, Vigneti Zanatta, Venturi-Schulze Vineyards, and Averil Creek. Locals claim that the warm, dry summers and mild, moist winters are reminiscent of a cool Mediterranean climate, providing ideal growing conditions for many grape varieties” (Wikipedia).
Extremely rare and fragile, this locally-printed report presents a glowing picture of the settlement possibilities of this temperate, fertile valley. Printed copies of this report are almost unknown; most referred to are microfiche. Lowther 135.

$850USD

137. WILLIAMS, T. Aide de Camp (1815-1862)
[General Order # 54 Signed by “J. Williams, A.D. Camp,” Informing of the American Success in the Battle of Buena Vista during the Mexican-American War].

Headquarters, Army of U.S., Vergara, before Vera Cruz, 15 March 1847. Octavo (ca. 24x20,5 cm). 1 p. Brown ink on white paper. Written in secretarial hand and signed by T. Williams, docketed on verso. Mild fold marks, old mount residue on verso, otherwise a very good letter.

“The General-in Chief of the Army has received authentic information of a great and glorious victory, obtained by the aims of our country, under the successful Major General Taylor, at Buenavista, near Saltillo, on the 22 and 23 ultimo. The general results were 4,000 of the enemy killed and wounded, against our loss of 700 gallant men. General Santa Ana, on sustaining that overwhelming defeat, is known to have retreated upon San Luis de Potosi, and probably will not stop short of the Capital. The General-in-Chief imparts this glorious news to the army, that all, with him, may participate in the joy that is now spreading itself throughout the breadth of our Land.”

“The Battle of Buena Vista (February 23, 1847), also known as the Battle of Angostura, saw the United States Army use artillery to repulse the much larger Mexican Army in the Mexican–American War. Buena Vista, a village in the state of Coahuila, is seven miles (12 km) south of Saltillo, in northern Mexico. The battle was the last major battle in Northern Mexico. It was Taylor’s greatest victory of the war, and his legendary command to Cap. Bragg helped him win election as President of the United States in 1848. Santa Anna was later forced to defend Mexico City against an army under Winfield Scott” (Wikipedia). Thomas Williams was a lieutenant upon signing this note, but later became a Brigadier General in the Union army.

$975USD