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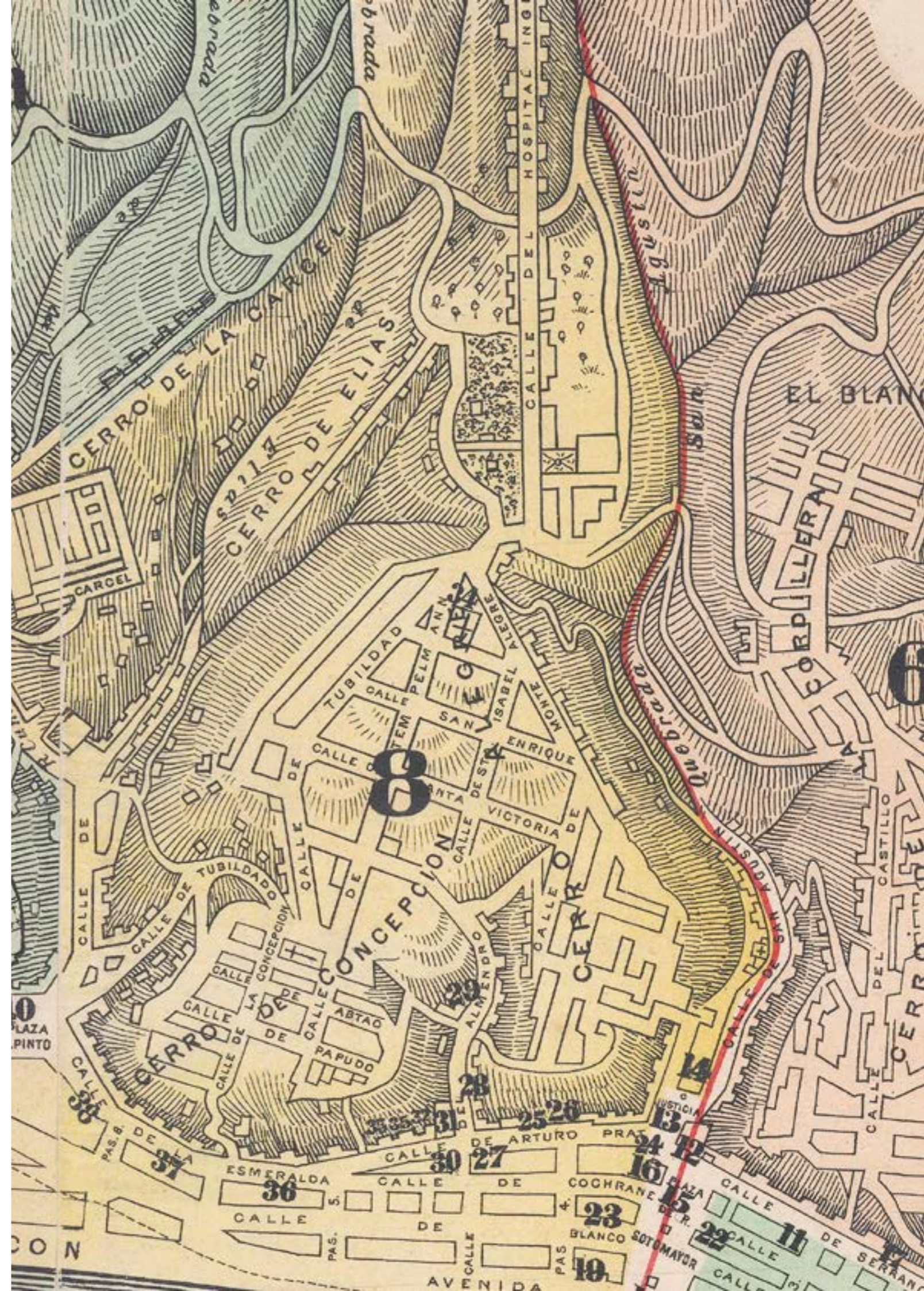
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Catalogue entires: Alexander Johnson (1, 3, 4, 8, 10-16), Daša Pahor (2, 5-7, 9, 17-29)
Design & Photography: Daša Pahor

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Member of:



I. CONGO DRC (CONGO FREE STATE BELGIAN CONGO) - IMPORTANT ARCHIVES EXPLORATION / ECONOMIC HISTORY / MINING

COMPAGNIE DU KATANGA, SOCIÉTÉ ANONYME (BRUXELLES).

[THE ORIGINAL MSS. FOUNDATIONAL ARCHIVE OF THE KATANGA COMPANY
(CONGO FREE STATE / BELGIAN CONGO)].

Brussels: [Various formats], 1891 – 1945.

Of great importance to the general history of the Congo DRC and Belgium and world industrial history, being the original manuscript foundational archive of the 'Compagnie du Katanga' (Katanga Company), a Brussels-based private stock corporation run by the 'Who's who' of the Belgian elite, that operated from 1891 to 1960, controlling a vast mining empire in the Katanga Province of southeastern Congo Free State (Belgian Congo), being one of the key global players in the copper, cobalt, manganese, nickel and uranium markets, for decades supporting civilian economies and being a vital source for the Allied effort during both World Wars (including providing the uranium for the Manhattan Project); the archive is highlighted by the original mss. minutes of all the Annual General Assemblies of the Company from 1891 to 1934; the original mss. minutes of all the Company's regular executive board meetings from 1891 to 1945; and the mss. register of stockholders for the 'Société Industrielle et Minière du Katanga' (SIMKAT), one of the of the Katanga Company's key subsidiaries; the archive features a wealth of privileged information found nowhere else, including on economic history and industrial policy, exploration, inter-colonial rivalries and geopolitics; the archive was apparently acquired by Gaston Perrier, the long-time Managing Director of the Katanga Company, before becoming part of a private Belgian collection; as far as we know, the archive has never been academically studied, and it deserves to be a fundamental primary source for high-level research.

Contents of the Archive:

PART 1.

[KATANGA COMPANY'S GENERAL ASSEMBLY BOOK, 1891 – 1934].

COMPAGNIE DU KATANGA.

"Compagnie du Katanga Société anonyme / Procès-Verbaux des Assemblées générales".

[Brussels:] Consistent mss. entries from April 15, 1891 to July 13, 1934.

Tall Quarto (34 x 21.5 cm): [1 f. title, 161 pp.], all text in manuscript, mostly in black pen, with several pages featuring pastedown excerpts from the *Moniteur Belge* newspaper,

Compagnie du Katanga
Procès-verbaux
des Séances
du
Conseil d'Administration
et du
Conseil Général.

small private collector's handstamp of 'Pier Loos' to front free endpaper and title, bound in original tan cloth with pastedown short title label to upper cover, printed pastedown binder's label of 'Van Campenhout / Bruxelles' to inside front cover (Very Good, overall clean and bright, just some light glue stains to pastedown elements pp. 140-150, some pages loose but all present, binding with spine largely worn away, otherwise light shelf-wear); with (tipped in): a letter, 1 p., typed on 'Compagnie du Katanga' letterhead, dated 'Bruxelles, 13 avril 1916', noting that "*un registre des procès-verbaux des assemblées générales*" (1891-5) and "*un registre des procès-verbaux au conseil d'administration et du conseil general*" (1891-1915) were given to Gaston Perrier (then the Company Secretary).

PART 2-A.

[KATANGA COMPANY BOARD'S MINUTE BOOK, 1891 – 1930].

COMPAGNIE DU KATANGA.

"Compagnie du Katanga / Procès-verbaux des Séances du Conseil d'Administration et Conseil Général".

[Brussels:] Consistent mss. entries from April 15, 1891 to June 10, 1930.

Tall Quarto (34.5 x 23 cm): [1 f. title], 261 pp., all manuscript, mostly in black pen with blind-stamped elements, title in black and red marker, small private collector's handstamp of 'Pier Loos' to title, bound in original tan cloth with pastedown short title label to upper cover, printed pastedown binder's label of 'Van Campenhout / Bruxelles' to inside front cover (Very Good, text clean and bright, binding with spine re-backed with black cloth, otherwise some shelf-wear).

PART 2-B.

[KATANGA COMPANY BOARD'S MINUTE BOOK, 1930-45].

COMPAGNIE DU KATANGA.

"Compagnie du Katanga / Procès-verbaux".

[Brussels:] Consistent mss. entries from January 30, 1931 to July 12, 1945.

Tall Quarto (36 x 23 cm): 198 pp., all manuscript, mostly in black pen and black marker, with blind-stamped elements, small private collector's handstamp of 'Pier Loos' to front free endpaper, bound in original grey cloth with red gilt debossed title pieces to upper cover and spine, printed pastedown binder's label of 'Van Campenhout / Bruxelles' to inside front cover (Very Good, overall clean and bright, a few pages loose, binding with shelf-wear and wear to spine with some surface loss to title piece).

PART 3.

[SIMKAT SHAREHOLDERS' REGISTER].

"Société Industrielle et Minière du Katanga (Société Anonyme) / Registre des Actionnaires".

[Brussels:] Consistent mss. entries from November 15, 1910 to December 12, 1923.

Oblong Quarto (26 x 35.5 cm): [396 pp.], featuring 197 two-page forms, or "Certificats" printed by the 'Papeterie Nias, Bruxelles' each filled in with manuscript entries, certified by Belgian government handstamps and administrative signatures, small private collector's handstamp of 'Pier Loos' to front free endpaper, first 2 leaves and on form 19; bound in original black cloth with red gilt debossed title pieces to upper cover and spine (Very Good, overall clean and bright, a few pages loose, binding with shelf-wear and wear to spine with some surface loss to title piece).

PART 4.

[Excerpt from the Annexe au Moniteur Belge du 6 Mai 1891, featuring the text of the founding Statutes of the Katanga Company].

Quarto (34.5 x 23.5 cm), 24 pp. [numbered pp. 669-692], with the 'Statutes' printed on pp. 672-691; bearing contemporary mss. annotation on page 672, bearing the contemporary mss. annotation in pencil, "unique exemplaire possédé par la Comapngne", and official handstamps of the 'Compagnie du Katanga' (Good, some fraying along edges).

THE KATANGA COMPANY

At the Berlin Conference (1884-5), whereby the European powers divided Africa between themselves, King Léopold II of Belgium was given control over the majority of the Congo River Basin, an area of approximately 2.35 million km sq. (although its precise boundaries would be disputed for some years). This territory was declared the Congo Free State (*État indépendant du Congo*) and, rather unusually for the era, it was to be the personal property of the Belgian monarch, as opposed to being controlled by the Belgian state.

Léopold recruited many figures from the elite of Belgium's industrial and government establishments, as well as the nobility, to oversee the affairs of the Free State. Their task was to quickly create sophisticated infrastructure across what was a vast land that was, by European standards, almost completely undeveloped, and to exploit its immense natural resources and agrarian potential. In the process, Léopold's men created a regime run on slavery, exploitation and terror, resulting in an environment that inspired Joseph Conrad to write *The Heart of Darkness* (1899).

Léopold and his chief lieutenants realized from the beginning that it would be impossible for them to directly manage and develop the Congo, as the capital and organizational resources required were immense. As was then being done in the British and German African colonies, the Free State subcontracted industrial and 'nation building' activities to purpose-created private chartered companies. In this way, Léopold could see his domain developed without assuming much of the cost or risk, while receiving a vast bounty from fees and taxes.

Indicative of the incestuous nature of the Belgian elite of the time, these enterprises tended to be spearheaded by various combinations of individuals from the same small coterie of people. In turn, the Belgian luminaries partnered with different sets of foreign investors to raise the large amount of capital necessary to exploit the Congo.

In December 1886, Léopold created the *Compagnie du Congo pour le Commerce et l'Industrie* (CCCI), a private chartered company which was to be the mothership, or nucleus organization, for the various other grand ventures in the Congo Free State. The CCCI was run by Albert Thys (1849 – 1915), a soldier and organizer of exploring expeditions (he was Henry Morton Stanley's 'handler' for some years) who, more than anyone other person, was responsible for the development of the Free State. Exceedingly competent and driven, Thys was utterly ruthless, determined to rapidly achieve his objective no matter how many native labourers died in the process.

The CCCI delegated various aspects of the management and exploitation of the Congo

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M. Société Anonyme La Belgo-Katanga
à Bruxelles

certificat n° 77

DATE ou INSCRIPTION	DESIGNATION DES ACTIONS			CAPITAL	VERSEMENTS EFFECTUES			SOMME en LIRES
	NUMERO	NOMBRE	VALEUR en LIRES		DATE	NOMBRE D'ACTIORS	en ACTIORS	
1913 le 20 Mars 1913	2000 à 2000	Vingt mille (20.000)	100	2.000.000	1913 le 20 Mars	20	200.000	2.000.000
<p>la société anonyme désignée La Belgo-Katanga - ci-dessus et faute à la garantie de paiement de Monsieur Pierre Baert, administrateur 100 actions Monsieur Jean Deleclé, administrateur 100 actions Monsieur Louis Leroy, administrateur 100 actions Monsieur Paul Debaet, administrateur 100 actions Monsieur Fernand Lantier, administrateur 100 actions Monsieur Louis Joris, administrateur 100 actions Monsieur Ed. de Jonghe, administrateur 100 actions Monsieur Léon Debaet, administrateur 100 actions Monsieur Léon Van der Stede, administrateur 100 actions Monsieur Pierre Lefebvre, administrateur 100 actions Monsieur Auguste Wigny, commissaire 25 actions Monsieur Paul Joris, commissaire 25 actions Monsieur Louis Joris, commissaire 25 actions Monsieur Louis Joris, commissaire 25 actions Monsieur Louis Joris, commissaire 25 actions Bruxelles, le 20 Mars 1913.</p>								

DATE ou INSCRIPTION	DECLARATION DE TRANSFERT ou de conversion en actions au porteur			NOMBRE D'ACTIORS ou de conversion en actions	NOMBRE DES ACTIONS ou de conversion en actions	SOMMES en LIRES ou de conversion en actions	Situation de l'Actionnaire après Transfert		
	DATE	NOMBRE D'ACTIORS	NOMBRE DES ACTIONS				DATE	NOMBRE D'ACTIORS	NOMBRE DES ACTIONS
<p>Les souscripteurs déclarent que ces vingt mille actions ont été payées en totalité et sont restées transférées en 1913 le 20 Mars 1913 Monsieur Pierre Baert 100 actions Monsieur Jean Deleclé 100 actions Monsieur Louis Leroy 100 actions Monsieur Paul Debaet 100 actions Monsieur Fernand Lantier 100 actions Monsieur Louis Joris 100 actions Monsieur Ed. de Jonghe 100 actions Monsieur Léon Debaet 100 actions Monsieur Léon Van der Stede 100 actions Monsieur Pierre Lefebvre 100 actions Monsieur Auguste Wigny 25 actions Monsieur Paul Joris 25 actions Monsieur Louis Joris 25 actions Monsieur Louis Joris 25 actions Monsieur Louis Joris 25 actions Bruxelles, le 20 Mars 1913.</p>									

57
M. La Banque d'Outremer (Société Internationale pour le Commerce et l'Industrie) S^e Anonyme à Bruxelles

*certificat n° 107
n° 105*

DATE ou INSCRIPTION	DESIGNATION DES ACTIONS			CAPITAL	VERSEMENTS EFFECTUES			SOMME en LIRES
	NUMERO	NOMBRE	VALEUR en LIRES		DATE	NOMBRE D'ACTIORS	en ACTIORS	
1913 le 20 Mars 1913	2000 à 2000	Deux mille	100	2.000.000	1913 le 20 Mars	20	200.000	2.000.000
<p>de reporter au folio 125 des livres registres de</p>								

DATE ou INSCRIPTION	DECLARATION DE TRANSFERT ou de conversion en actions au porteur			NOMBRE D'ACTIORS ou de conversion en actions	NOMBRE DES ACTIONS ou de conversion en actions	SOMMES en LIRES ou de conversion en actions	Situation de l'Actionnaire après Transfert		
	DATE	NOMBRE D'ACTIORS	NOMBRE DES ACTIONS				DATE	NOMBRE D'ACTIORS	NOMBRE DES ACTIONS
<p>Les souscripteurs déclarent que ces deux mille actions ont été payées en totalité et sont restées transférées en 1913 le 20 Mars 1913 Monsieur Paul Debaet 100 actions Monsieur Fernand Lantier 100 actions Monsieur Louis Joris 100 actions Monsieur Ed. de Jonghe 100 actions Monsieur Léon Debaet 100 actions Monsieur Léon Van der Stede 100 actions Monsieur Pierre Lefebvre 100 actions Monsieur Auguste Wigny 25 actions Monsieur Paul Joris 25 actions Monsieur Louis Joris 25 actions Monsieur Louis Joris 25 actions Monsieur Louis Joris 25 actions Bruxelles, le 20 Mars 1913.</p>									

Free State to its (often largely autonomous and separately financed) subsidiary companies, which included the *Compagnie du Chemin de Fer du Congo* (CCFC), the *Compagnie des Magasins généraux*, the *Société anonyme Belge pour le Commerce du Haut-Congo*, the *Compagnie des Produits* and, importantly, the *Compagnie du Katanga*.

The *Compagnie du Katanga* (Katanga Company) was a private chartered enterprise created on April 15, 1891, in Brussels, under Thys's de facto leadership, with the mandate of developing and exploiting (for the profit the Compagnie's investors) the colossal Katanga region, which encompassed the southeastern quarter of the Congo Free State, amounting to between 450,000 and 500,000 km sq (the region's precise boundaries remained undefined). The enterprise had an initial capital of 3 million Francs. Much of the rest of the Free State was also divided in concessionary territories.

Please see a map of the region, courtesy of Wikipedia:

https://fr.wikipedia.org/wiki/Compagnie_du_Katanga#/media/Fichier:Congo_concessions.JPG

The Katanga Highlands (mainly in the southern part of the region), while still in good part unexplored by Europeans, had been known for generations to be home to colossal and high-grade copper deposits, a commodity that was increasingly in demand during what was the industrial age. Since the 18th century, the Portuguese in Mozambique had received regular shipments of Katanga copper from native-run mines bought to the coast by traders, while the Katanga 'mining season' in May of each year attracted a vast migration of native workers from across southern-central Africa. More recently, the few Europeans who had traversed Katanga, including Burton, Speke and Livingstone, remarked upon the great abundance of copper.

The Katanga Company was given exclusive rights to control and mine about a third (150,000 km sq) of Katanga for a lease of 99 years, while it would have preferential privileges to exploit the remainder of the territory, which remained state land, for a period of 29 years.

The Katanga Company's executive board, properly the 'Conseil d'Administration et Conseil Général', was comprised 9 administrators, all esteemed figures of diverse résumés, mostly from the top-tier of Belgian society. The Conseil's original composition included Albert Thys; Jules Urban (1826 -1901), the great industrialist and railway builder who served as the board's 'elder statesman' and its first President; Edouard Despret (1833 - 1906), an esteemed railway engineer; the Comte John d'Oultremont (1848 - 1917), a close personal friend of the King and the Grand Marshal of the Royal Court; Baron Léon Lambert, a Belgo-French banker with familial ties to the Rothschilds (1851 -1919); Maurice Bruneau-Varilla (1856 - 1944), a highly controversial figure who was a leading journalist as the editor of the daily *Le Matin*, and who had recently been involved in the 'Panama Canal Scandal', while at the end of his life he was an infamous Nazi collaborator during World War II; Georges de Laveleye (1847 - 1921), a prominent banker, diplomat and Thys's righthand man; and Baron Constant Goffinet (1843 - 1931), Léopold's royal intendant, or 'property manager'. The board was joined on August 20, 1891, by two distinguished British figures who had extensive first-hand experience in Katanga, being

Sir John Kirk (1832 - 1922), a physician, botanist and explorer who had famously been Livingstone's deputy; while Verney Lovett Cameron (1844-1894) and explorer-adventurer who was the first European to cross Equatorial Africa (in 1875).

Importantly, the Katanga Company had an explicit mandate to secure Katanga for Léopold so that the region would not be swallowed up, in part or in whole, by Britain. Cecil Rhodes's British South Africa Company, which controlled Rhodesia (which had long, undefined boundaries with Katanga) openly coveted the Katanga copper lands. The Company had to move fast, as Rhodes took a 'No Holds Barred' approach, brazenly violating international law and using Britain's immense diplomatic-military power to steamroll all opposition (in 1890, Britain even 'shook-down' its oldest ally, Portugal, to blatantly steal parts of Mozambique).

Ironically, in protecting Katanga from British encroachment, the Company relied heavily upon private British capital, a circumstance which was quite common, as inventors 'hedged their bets'.

From 1891 to 1894, the Company sponsored major exploring expeditions to Katanga to locate copper deposits and to keep Rhodes ambitions at bay, led by the likes of Alexandre Delcommune, William Stairs, and Lucien Bia and Émile Francqui. These endeavours proved highly successful, as Léopold gained secure possession of the region, while the Company knew where precisely to concentrate its mining and infrastructure development schemes. In addition to the great 'Copperbelt' in the far southeast of Katanga (near modern Elizabethville / Lubumbashi), the region was also home to the world's largest deposits of cobalt, as well as bountiful quantities of uranium (in the Kasompi and Shinkolobwe area), manganese (in Kapolo) and nickel (in Mindigi).

The importance and influence of the Katanga Company in setting the course of the history of Congo, Belgium and global industrial economy simply cannot be overstated. It set the foundation for colossal mining development in Katanga that was directly responsible for the equivalent of billions of dollars, in today's terms, of economic activity.

However, even early on, the Katanga Company faced both potentially existential internal and external threats. First, it must be recalled that the Company was given direct control over approximately one-third of the territory of Katanga, while the remaining two-thirds remained under the jurisdiction of the Free State civil government, although the Company still had preferential access to all mineral rights in those territories. However, unlike the situation in many other European colonies, whereupon chartered companies were given control over large contiguous blocks of territory, in Katanga, there was what could be called a 'checkerboard system', in which the region was divided into hundreds of square blocks of territory of 12.5 km sq each, with the Katanga Company and the state's blocks intermingled. The logic behind this system was that it would ensure that the Katanga Company would not become too powerful (i.e., *Imperium in imperio*), as it would not completely control any significant region, while it would be committed to developing sites over diverse areas, while paying significant fees to the Free State government (and thus Léopold). On the downside, the system made developing large-scale mining sites very inefficient and bureaucratic, as it relied upon seamless cooperation between the Katanga

Company and the state, something which often did not occur, as the two entities often had an acrimonious relationship.

Second, just before the turn of the century, Cecil Rhodes renewed his efforts to secure Katanga's mineral wealth. In 1899, one of his main disciples, Sir Robert Williams, a Scottish mining engineer and entrepreneur, formed the Tanganyika Concessions Limited (TCL), a very well-capitalized mining and railroad enterprise. It quickly became strongly anchored in the copperbelt of Rhodesia (modern Zambia, just across the border from Katanga), and proceeded to apply for mining licenses in Katanga on the Free State lots (permissions that the state officials seemed more than happy to grant due to their dislike of the Katanga Company). The TCL was far better capitalized than Katanga Company, posing a serious threat to the latter. However, the TCL also found the checkered lot system to be very frustrating, while the Katanga Company ran interference on its schemes.

It soon became clear to Albert Thys, who pretty much controlled the Congo, that the status quo in Katanga was serving nobody. The Free State government and the Katanga Company needed to bury the hatchet, while it became obvious that the Katanga Company and the Tanganyika Concessions would be much better off working together than as competitors.

To solve the intra-Belgian problems, it was decided to essentially merge the Katanga Company and the Free State's interests. In 1900, the Special Committee of Katanga (Comité Spécial du Katanga, or CSK), was formed, being a parastatal umbrella company that would be partnership between the Katanga Company and the Free State government. The CSK would assume the Free State's mining and financial interests, as well as its civil governing authority throughout Katanga. All mining interests in Katanga would be owned in common between the Katanga Company and the CSK, although the former would maintain operational control of its own (very significant) projects. The Katanga Company would be a junior partner with the CSK (appointing 2 of the 6 members on the CSK board), entitled to one-third of their pooled revenue, versus two-thirds for the CSK.

To solve the problem of British competition, on December 8, 1900, the CSK and the TCL signed a partnership. TCL would gain exclusive prospecting rights within a 160,000 km sq section of Katanga, plus an annual grant from the CSK of £10,000, with the TCL entitled to exploit any new mines it created for a period of was 30 (later increased to 89) years. Investment capital was to split 50-50, with the CSK receiving 60% of all joint-venture profits (part of which would benefit the Katanga Company), with the TCL taking 40%. This not only relieved the Katanga Company of TCL competition, but gave it access to the vast pool of capital, manpower and railway infrastructure controlled by the TCL.

In 1906, the Katanga Company entered a joint venture with the CSK and TCL called the *Union Minière du Haut-Katanga* (UMHK) that would be responsible for some of the Congo's most successful and famous mining projects, including the Shinkolobwe Mine which subsequently produced the uranium used by the Manhattan Project.

In 1908, the Congo Free State was dissolved, and transferred from being the personal



property of King Léopold II to being a crown colony, henceforth known as the Belgian Congo. A major factor in this decision was the global opprobrium against the horrific conditions under which the Free State and its major private enterprises, including the Katanga Company, treated the Congolese people. It also followed that the private companies, like the CSK, were to surrender their powers of civil governance to the Belgian state. This ended up having a positive role on the operations of the CSK and the Katanga Company, as the private companies were never adept at civil governance, as so became 'bogged down', whereas now they were liberated to concentrate all their efforts on commercial concerns.

Relevant to the present archive, on November 15, 1910, La Société Industrielle et Minière du Katanga (SIMKAT) was created, being a joint venture between the CSK and the Katanga Company, taking over the properties and obligations of three smaller mining enterprises, BAKAT (*Société des Recherches Minières Bas-Katanga*), BELGO-KATANGA and LUFIRA-KATANGA. SIMKAT's mandate was to search for minerals in a promising 2,000 km sq tract in south-central Katanga, the limits of which were the tenth parallel south, the right bank of the Lualaba River, the south bank of Lake Kisale, and the left bank of the Lufira and the parallel of Lofoi.

SIMKAT would strike lucky when it discovered copper in the Kapulo and Kiambi areas, as well as deposits of cassiterite, monazite sand and sulphide copper in the Fundabiabo, Lukulu and Kapulo areas, while a large deposit of tin was found in the Mitwaba region.

In 1929, SIMKAT chartered a subsidiary, the *Société d'Exploitation et de Recherches Minières au Katanga* (SERMIKAT), which was originally responsible only for managing the Mitwaba tin deposits. However, it eventually assumed greater responsibilities. For complicated technical reasons, in 1934, SIMKAT was dissolved and rolled into SERMIKAT.

During World War I, when most of Belgium was under German occupation, the Congo remained under Free Belgian control, and the Katanga Company played a major role supplying metals to the Allied war effort. During this period, the Company's board in Brussels had little contact or influence over their operations in the Congo.

The booming commodities trade of the Roaring '20s were tremendously profitable for the Katanga Company and its affiliates, while the Great Depression placed a damper on profits. However, the Company weathered the storm better than most other global commodity enterprises.

During World War II, Belgium was brutally occupied by Nazi Germany, causing the Katanga Company's board to be largely severed from its operation in the Congo, which remained under Allied control. The Germans annulled the shares and intents of stakeholders from "enemy" states and sought to place the Company under its domain; however, without its assets in the Congo, controlling the Company's headquarters in Brussels was of little value.



Notably, the Katanga Company had a major stake in the Shinkolobwe Uranium Mine, which proved the uranium used for the Manhattan Project.

In the wake of the conflict, the Katanga Company and its affiliates reasserted control over its assets, as business boomed during the postwar reconstruction period. However, everything came to sudden halt in 1960, when the Belgian Congo gained its independence as the Democratic Republic of the Congo. The Katanga Company and its affiliates were effectively dissolved, but their assets continued to operate, forming the basis of one of Africa's prime mining sectors.

The Archive in Focus

This important and hitherto unresearched archive features many of the original manuscript foundational works of the Katanga Company, including Part 1, the Minute Book of all the Annual General Assemblies of the Company from 1891 to 1934; Part 2-A and 2-B, the Minute Books for all the Company's regular executive board meetings from 1891 to 1945; and Part 3, the official stockholders' register for the 'Société Industrielle et Minière du Katanga' (SIMKAT), one of the Katanga Company's key subsidiaries. Finally, Part 4 is a newspaper excerpt featuring the Company's founding statutes.

Part 1, "Compagnie du Katanga Société anonyme / Procès-Verbaux des Assemblées générales" (1891 - 1934), concerns the general and special assemblies for stakeholders that the Katanga Company convened at least once a year (usually in November), but sometimes twice a year (with another meeting in the summer). These conventions were variously called, depending upon their specific purpose, Assemblies extraordinaire, Assemblies ordinaire, or Assemblies des actionnaires [shareholders].

The present work is the official manuscript record book of the minutes of these grand assemblies, which concerned only major matters, such as changes to the Company's statutes, major accords with the government and other corporate entities, the creation of new subsidiaries, and share amendments and offers, etc., with the salient details ordered to be published in the *Moniteur Belge* newspaper, some excerpts from which are included, pasted down, within the book.

The maiden general assembly was held on April 15, 1891, in Brussels, to officially establish the Katanga Company and to inaugurate its board and appoint its officers. Jules Urban served as the first President, followed in subsequent years by Albert Thys, Edouard Desprat, Baron Léon Lambert and Félicien Cattier.

The record for each meeting is symbolically signed in a secretarial hand by the Company's Secretary, 2 Scrutineers and the President.

Part 2-A, "Compagnie du Katanga / Procès-verbaux des Séances du Conseil d'Administration et Conseil Général" (1891 - 1930), along with its sequel (no. 2-B following) is the original manuscript minute book of the meetings of the Conseil d'Administration et Conseil Général, the executive board of the Katanga Company. These séances, which occurred, on average, every 3 to 6 months, concern the regular management of the Company's affairs and are far more detailed than the records for the general assemblies.

The participants were the 9 administrators, including the President and the Administrateur-Délégué (in practical terms, the most important person on the board, being the General Manager, or COO, who was initially Albert Thys), as well as the Commissaire-Délégué, the official representative of the Free State (later Belgian Congo) government.

The minutes for each séance is personally signed in original manuscript by the Administrateur-Délégué, the President, and the other Administrators, as identified by their titles in blindstamp.

The inaugural meeting was held on April 15, 1891, following the first general assembly that established the Katanga Company and its board, etc., while the coverage in this volume ends with the séance of June 10, 1930.

Topics regularly covered include relations with Free State/Belgian Congo government, accords with other companies and subsidiaries (like the CSK), major mining or infrastructure projects, finances/budgets, senior personnel and important correspondence.

Notably, at the session on August 20, 1891, the two British explorers joined the Conseil, being Sir John Kirk and Verney Lovett Cameron, who enriched the board with their extensive firsthand experience in Katanga.

Interestingly, in May 1891, the Conseil was intensely engaged in organizing the exploring expeditions it sponsored to secure the Free State's claim to Katanga. It included detailed information of the missions, such as on the 300,000 Franc budget given to Captain Lucien Bia and Lieutenant Émile Francqui for their venture, which included an escort of 150 soldiers, and was to leave imminently for Africa from Antwerp, then travelling from Stanley Pool (near Léopoldville/Kinshasa) to Katanga. It is also noted that William Stairs was given permission from British Army to join the Katanga Company's employ to fulfil a two-year contract, departing for Katanga from Zanzibar. Likewise, Alexandre Delacommune's expedition to Katanga is also covered.

Next, the board was preoccupied with the question of relations with Britain. The séances in 1899 feature much information on the actions of Sir Robert Williams, followed by the formation of the CSK and its alliance with Williams.

In 1906, there is much coverage of the Katanga Company's major joint venture with the CSK, the *Union Minière du Haut-Katanga*, which would become a globally important producer of uranium.

At the séance of February 9, 1910, it is noted that the CSK was to surrender its civil governance authority in Katanga to the new Belgian Congo regime. On November 16, 1910, the foundation of the Société Industrielle et Minière du Katanga (SIMKAT) is noted, with the Katanga Company investing an initial 100,000 Francs in this important joint venture with the CSK.

In 1911, there is much excitement over the discovery of diamonds. It is recorded that in the period before and during WWI the Katanga Company always had around 300,000

Francs in cash on hand (as legally required by its charter), while it had annual profits of around 3.5 million Francs.

Upon the German occupation of Belgium during World War I, the Company's board lost charge over its assets in the Congo (which were remained under Free Belgian control), while a somewhat sinister "Commissaire allemande" attended the Conseil's meetings.

The book includes some full-page charts recording the budgets of the Company for the fiscal years from 1916 to 1918.

During the Roaring '20s, the Katanga Company's business boomed, with annual profits rising to 5.5 million Francs. While mining was the anchor of its operations, it had a diverse corporate portfolio that included electricity, beer brewing and agriculture schemes.

Part 2-B, "Compagnie du Katanga / Procès-verbaux" (1931 - 1945), seamlessly continues the coverage of the minutes of the Conseil's séances, with the first meeting being that of January 30, 1931, with Félicien Cattier presiding as President. It covers the dramatic period that included the Great Depression, the World War II Nazi German occupation of Belgium, and the liberation and immediate post-liberation period.

During the 1930s, there is a great deal of coverage of the Katanga Company's relations with the CSK, shareholder matters, and the creation of a new joint venture with the CSK, the *Société de recherche minière du Sud-Katanga* (est. January 1, 1933), which was responsible for geological reconnaissance and prospecting in the southern parts of Katanga.

The Great Depression placed a damper on the Katanga Company's finances, as the global demand for commodities collapsed, although the decline somewhat lagged that of the general economy. Annual profits for 1931 were a robust 9.96 million Francs; however, this declined to 2.9 million Francs in 1933, but recovered to 5.39 million Francs in 1937.

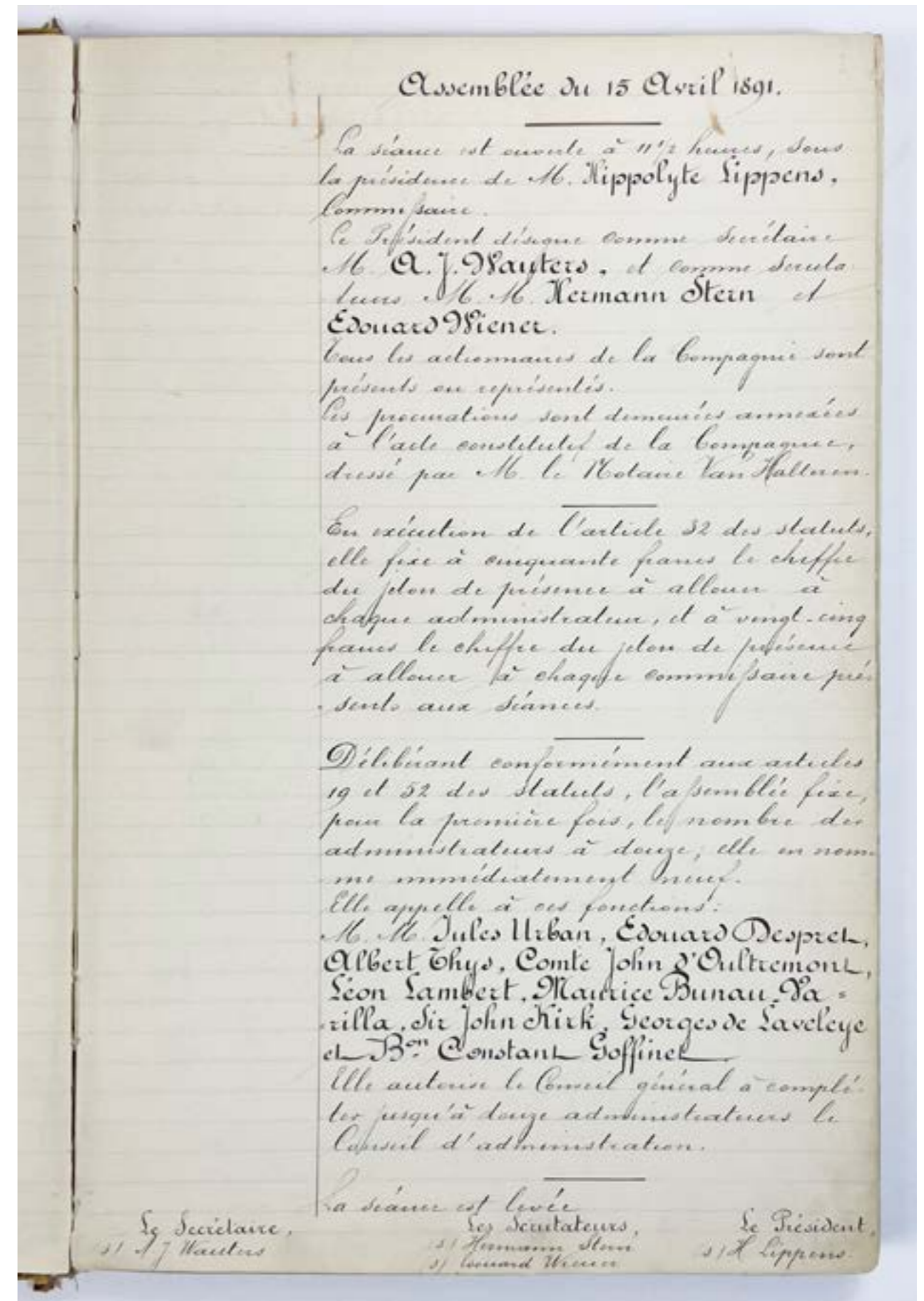
It is often mentioned that the Lomani and Lulaba mining projects were important during this period, while it is noted that SIMKAT was liquidated in 1934.

The Conseil was greatly concerned by the new Belgian Colonial Mining Law of 1938, which mandated more bureaucracy, taxes, etc. for the Katanga Company's operations. The law was staunchly opposed by the Company, which even resorted to legal action. Significant detail is given regarding the Company's deliberations with the Colonial Minister, with the matter eventually being amicably resolved.

At the April 8, 1940 séance, the Conseil prepared for war, anticipating the German invasion of Belgium. There was a discussion of moving the Company's HQ to the Congo or abroad, but this notion was rejected.

The German Nazi occupation of Belgium (May 28, 1940 - February 4, 1945, although Brussels was liberated on September 4, 1944) was brutal. The minutes record the atmosphere at the Katanga Company's headquarters as being eerily strange, to say the least. The Conseil was essentially a 'ghost board' severed from its operations in the Congo (throughout the war, the Belgian Congo was under Free Belgian/Allied control), although it still reported the Company's finances as if all were normal.

Nazi ordonnances in August 1940 ordered that "enemy" (i.e., British and Free French) shareholders' rights were to be annulled. On May 18, 1941, the Germans ordered the Katanga Company to come under German control, but this mattered little, as it had no control over its assets in the Congo.



The book ends with the immediate post-liberation period in Belgium, and the efforts to restore connections and control over the Company's assets in the Congo and to reinstate the rights of the foreign shareholders that were unjustly taken away by the Nazis. The last séance covered was held on July 12, 1945.

Part 3, "Société Industrielle et Minière du Katanga (Société Anonyme) / Registre des Actionnaires" (1910 – 1923) is the original official manuscript register of the shareholders of SIMKAT, with regular entries starting from the enterprise's founding, on November 15, 1910, and running to December 12, 1923. It consists of 197 printed template forms running two pages each, called "Certificats", each filled in with manuscript and certified by Belgian government handstamps and the signatures of SIMKAT administrators. Each Certificat concerns a district investor, and the converge is quite detailed, with vertical registers containing information on the shareholder, date, number and nature of shares and any special terms/notes, etc.

Most of the largest shareholders tended to be Belgian, French (and before WWI, German), banks, as well as the Katanga Company itself. However, many individuals are also listed, noting their professions and addresses. The register provides valuable insights into the nature of high finance in Belgium and the Congo during the critical eras of World War I and the start of the Roaring '20s.

Finally, Part 4 is an excerpt from the Annexe au Moniteur Belge du 6 Mai 1891, in which the Katanga Company officially ordered its founding statutes to be publicly printed. It features a very detailed picture of how the Company was to operate, as well as a great deal of information on its original shareholders.

Provenance

The present archives seem to have been obtained by Gaston Perrier, long a key figure in the Katanga Company, who first served as its secretary, and then from 1923 onwards, as its Administrateur-Délégué (Managing Director), while being given the added title of Vice-President in 1943. Perrier also served as the Company's Acting President on several occasions from 1939 to 1945. It was then not unusual, in fact it was often customary, for senior members of corporate boards to retain official company papers as their personal possessions.

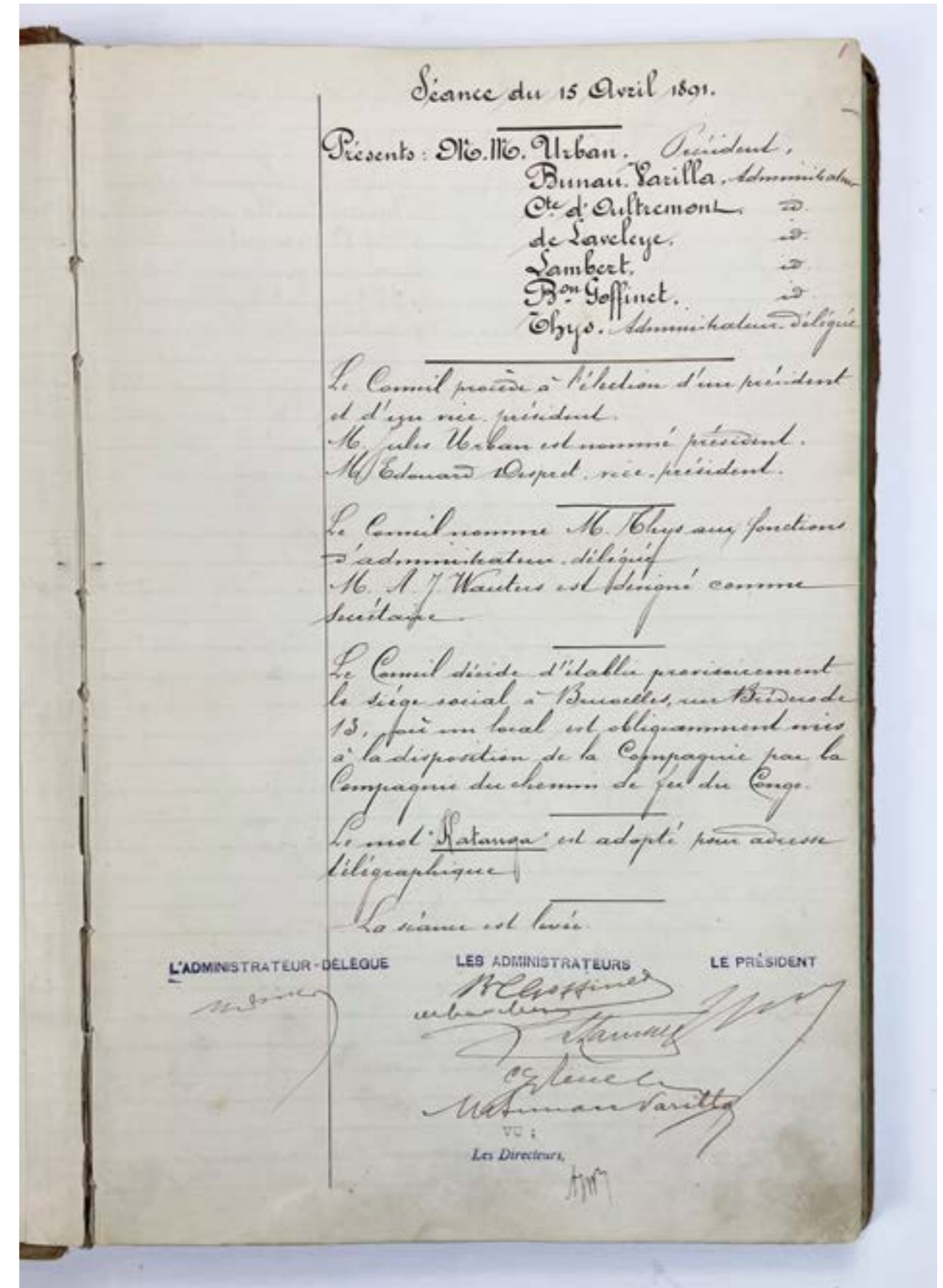
The typed letter tipped into Part 1 of the archive, written on 'Compagnie Du Katanga' letterhead, dated "Bruxelles, 13 avril 1916", reads:

"Rémis a Monsieur G.[aston] Perier [sic], un registre des procès-verbaux des assemblées générales (du 15 avril 1891 au 20 novembre 1895); un registre des procès-verbaux au conseil d'administration et du conseil général (du 15 avril 1891 au 26 juillet 1915). ["Delivered to Mr. G.[aston] Perier [sic], a register of the minutes of the general meetings (from April 15, 1891 to November 20, 1895); a register of minutes of the board of directors and general council (from April 15, 1891 to July 26, 1915)].

The archive was subsequently acquired by a private collector, a Monsieur Pier Loos, whose discreet handstamp appears upon sections of the archive.

References: N/A – Archive seemingly unrecorded. Cf. G. N. Sanderson, J. D. Fage, and Roland Anthony Oliver (eds.), *The Cambridge History of Africa*, vol. 6 (1975), p. 342.

12.000 EUR



2. SARAH BAARTMAN – “HOTTENTOT VENUS” SCIENTIFIC RACISM AFRICANA

Alexander DUNLOP (?-1812).

Cape Town: November 24, 1809.

Manuscript in black ink on three pages of folded letter paper, last page blank, watermark: BUDGEN & WILMOTT 1809, 22,7 x 18,5 cm (8.8 x 7.3 inches), (slightly age-toned and stained, light folds slightly rubbed, a tiny hole in the lower outer corner).

Possibly the earliest manuscript, mentioning Saartje or Sarah Baartman, known as the “Hottentot Venus” who was as a victim of contemporary scientific racism exhibited in England and Paris from 1810 to 1815 as a freak, believed to be related closer to apes than to humans.

The letter was written in Cape Town in late 1809 by Alexander Dunlop, a military doctor, who some months later exported Sarah to London, where he managed her shows.

Cape of Good Hope, 24th November 1809

Dear Sir

I wrote you a few days since respecting the Wine which will be sent from here, as soon as the Embargo is taken off from this Port, which has been occasioned by some unpleasant news received from India. A British Missionary who has been travelling for eleven years past in the interior of Africa has just returned to his place, and amongst other Curiosities, after great perseverance and infinity of Trouble, he succeeded in killing that most rare and almost unknown animal the Camelopardalis, and being a man of some taste he concluded that the skin would be of inestimable value to the Naturalist, and was at the expence [sic!] of bringing it the distance of Three Thousand Miles beyond the borders of this Colony to the Cape. He married into a Dutch family with whom I am most intimately acquainted, by which means I was so happy as to procure it. It is in the highest state of preservation, and shall spare no pains in keeping it so until I reach England. What renders it still more valuable, the bones of the Head and the hoofs are complete; when stuffed, it will stand upward of Twenty feet high: my motives for thus acquainting you, are, that neither my intention nor profession will enable me to retain it, I should therefore be obliged to you to take any opportunity of making the circumstance known to your numerous acquaintance, as perhaps amongst some of whom you may probably meet with a purchaser for me.

I have every reason to believe that I shall be in London some time in April, before which

Cape of Good Hope
24th November 1809.

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Twenty

time I hope you will have tasted the *Constatia* and approve of my choice. I will leave such directions with Messrs Houghton & McDonald Merchants that you may be enabled to obtain anything you may in future want from this place, in the mean time, I am with every Apology for this freedom

Yours most respectfully

A. Dunlop Staff Surgeon.

P.S. I have had some idea of late of bringing with me if I should not incur the appellation of a *Shewman*, a complete animal of another Species, to wit, a Female *Hottentot*, the external conformation of whose body exceeds all human comprehension; indeed I was advised by my late worthy friend Mr. Cassels, Kings Advocate.

Sarah Baartman is today known for being showed at freak shows in the early 19th century and racist abuse of her body for almost two centuries after her death, when parts of her corpse and a cast of her naked body were used as museum exhibits.

Sarah was born in a Khoekhoe ethnic group of Gonaqua close to the Gamtoos River Valley in South Africa, either in the early 1770s or as late as 1789. Although never a slave, Saartje Bartman (Baartman, Bartmann), as she was known with a Dutch version of her name, served to white colonialists since her young age and eventually moved to Cape Town, where she settled in a slum and worked as a badly paid servant to Hendrik and Anna Cesars, both Free Black, whose ancestors possibly arrived as slaves from East and South Asia.

In her youth, Sarah gave birth to two or three children, all of which died. One was a result of a relationship with a military drummer, as the other one or two could be conceived in much rougher consequences, not unusual for the poor neighborhoods of Cape Town.

Due to a tough financial situation and unpaid debts Hendrik Cesars, eager to earn extra money, started showing Sarah as a "Hottentot Venus" after the British takeover of the Cape in 1806, at the Military Hospital for a small fee to the patients, thirsty to see the voluptuous curves and non-European features of indigenous women of South Africa, which they could until then only admire through somehow exaggerated images in contemporary populist natural history books.

According to Anna, "Sara showed herself to those "who wished to see her." But when the sailors in the hospital looked at Sara, they bound her in the ribbons of European desire to "know" the *Hottentot Woman* and in their own longings for sexual entertainment. She became a special kind of show, a *Hottentot Venus*." (Crais, Clifton; Scully, Pamela. *Sara Baartman and the Hottentot Venus: A Ghost Story and a Biography* (English Edition) (S.50-51). Princeton University Press. Kindle-Version).

In this time Cesars met and partly worked for Alexander Dunlop, a retired military doctor and now a doctor at the Slave Lodge in Cape Town. With his miserable salary Dunlop

Twenty feet high: My motives for thus acquainting you, are, that neither my intention nor profession will enable me to retain it, I should therefore be obliged to you to take any opportunity of making the circumstance known to your numerous acquaintance, as perhaps amongst some of whom you may probably meet with a purchaser for me.

I have every reason to believe I shall be in London some time in April, before which time I hope you will have tasted the *Constatia* and approve of my choice. I will leave such directions with Messrs Houghton & McDonald Merchants that you may be enabled to obtain anything you may in future want from this place, in the mean time, I am with every Apology for this freedom

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Staff Surgeon.

P.S. I have had some Idea of late, of bringing with me if I should not incur the appellation of a *Shewman*, a complete animal

was also earning additional money with other sources as a tradesman.

Seeing a great chance to earn money with Sarah Baartman in Europe in the same way Cesars was making pennies at the Military Hospital, Dunlop, who was soon to be dismissed of his work at hospital of the Slave Lodge, convinced the latter to sign the contract to bring Sarah abroad. Both Sarah Baartman and Hendrik Cesars were illiterate and did not seem to understand the deal.

Enter our Letter.

The original plan by Alexander Dunlop, was to sell Sarah to one of the booming natural history museums in England. Sarah Baartman, which was by the time allegedly already called Hottentot Venus, was meant to be exported together with a skin of giraffe.

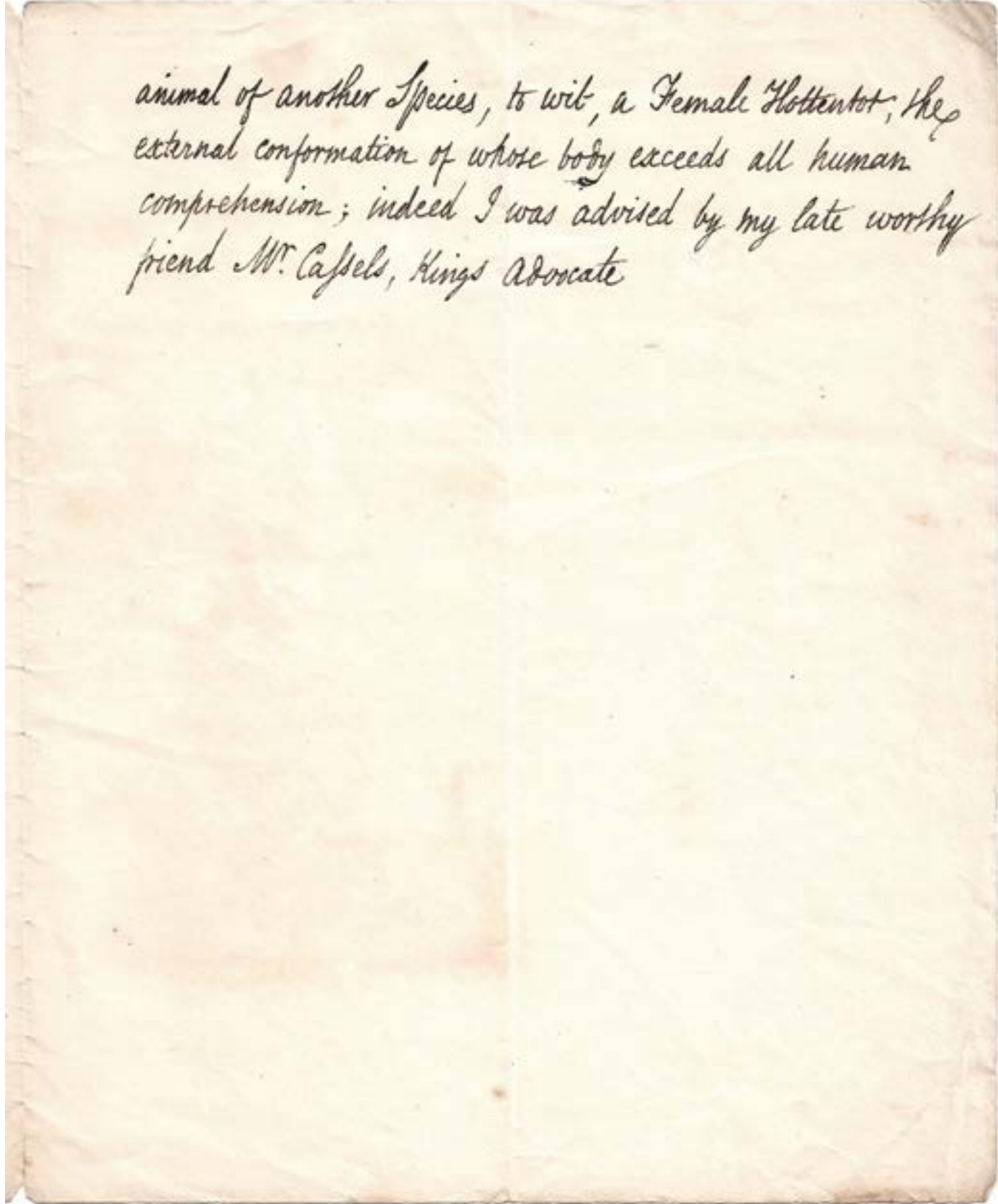
As a military surgeon trained in Britain, Dunlop was well aware of the exploitative potential of live human exhibits. London had a thriving entertainment trade in human and scientific curiosities, and a person from an almost mythical African race might provide an exceptional draw for novelty-hungry British audiences. (Holmes, Rachel. African Queen: The Real Life of the Hottentot Venus (English Edition) (Kindle-Positionen431-433). Random House Publishing Group. Kindle-Version).

After delaying arguments, when Sarah did not want to leave without Cesars, legal barriers (under the Hottentot Proclamation implemented in 1809, no Khoikhoi was permitted to leave the colony without the direct permit of the governor) and financial problems, Sarah Baartman, Dunlop and Cesars, accompanied by two coloured servant boys, sailed from Cape Town in March 1810 and arrived to England in May 1810 (dates in literature vary). Dunlop rushed to William Bullock, a prominent antiquarian, collector and an owner of private museum, who had just moved from Liverpool and was establishing his museum in London, which was in 1812 opened as the Piccadilly Egyptian Hall. As Bullock bought the skin of the giraffe, that Dunlop brought with him, he refused to buy Sarah as a living exhibit.

After the plan to sell Sarah fell through, Dunlop and Cesars decided to exhibit Sarah themselves.

London was hardly an upgrade for Sarah, who was suddenly financially supporting herself, as well as Dunlop, Cesars and two boys, who came with them from South Africa, by exhibiting her body to the crowds as a "Hottentot Venus", an exotic curvaceous female species from the wildness of Africa. Wearing a tight brown body suit, ethnic jewelry, clothing, sometimes a face mask and smoking a pipe, Sarah was shown to the audience and in exclusive private saloons for an entrance fee, followed by a watchful eye and sometimes a stick of Hendrik Cesars. For additional payment the visitors could touch her buttocks.

At home Sarah had to preform house chores for all the men living with her. Her situation was noticed by the British abolitionist society, with a suspicion, that she was kept as a slave, and on October 11, 1810, British abolitionist Zachary Macaulay (1768 –1838) interviewed Sarah at her home. Sarah did not complain about her life and the way she was



animal of another Species, to wit, a Female Hottentot, the external conformation of whose body exceeds all human comprehension; indeed I was advised by my late worthy friend Mr. Caspels, Kings Advocate

earning her money and the imprints on the theater posters and playbills showed, that Sarah herself was the publisher of the advertisements for her shows. As Sarah was illiterate, that was somehow unlikely, and the situation was probably staged by Dunlop.

Sarah's popularity in London was short lived. She performed last in April 1811, less than a year after her arrival to the country, when hopes of Dunlop and Cesars to become rich with exhibiting Baartman started fading quickly. Sarah toured British resorts and other cities in the next months together with aging Dunlop and possibly Cesars. On December 1, 1811, Sarah, accompanied by Dunlop, was baptized in the Manchester Cathedral. Soon after he retired to the home of the Royal Navy in Portsmouth, where he died in July 1812.

The movement of Sarah Baartman, who was without a regular income, after that is somehow unclear. She arrived to Paris in early September, 1814, where she was soon exhibited in Palais Royal, a center of social life, but also of brothels and dubious nightclubs, by a man called Riaux (also Réaux), an animal trainer, possibly connected with a man of the same name, who was in the time of Sarah's living in Cape Town linked with the Slave Lodge and a circus in the same place. It has been speculated in literature, that in the last months of Sarah's life, Réaux was also selling her as a sex worker and drove her to alcoholism.

In 1815, Paris was going through a rough political and economic situation with the return of Napoleon and the Second Treaty of Paris, signed on 20 November. The winter was even rougher and Sarah died after a short disease on a cold day on December 29, aged somewhere between 26 and late 30s.

Some months before Sarah's death, in March 1815, Réaux arranged a meeting with a prominent French naturalist and zoologist Georges Cuvier (1769 – 1832) from the Museum of Natural History, who was vitally interested in Khoekhoen. Having seen a Khoekhoe boy in 1807, he was anxious to examine a woman of the same background, which would help him to prove his theory, that Khoekhoen are closer connected to apes than to humans. He interviewed and examined Sarah in March, but embraced the opportunity to do even closer examinations of her unclaimed body after her death. He made a detailed cast of her body, and exhibited the it next to her skeleton, brain and genitals in the museum. The visitors could see Sarah's disrespectfully preserved remains in museums and exhibitions until 1974, when her skeleton was removed. The body cast was removed in 1976. She was properly buried in her homeland, in the Gamtoos Valley, on May 6 2002.

Dunlop's referral to Sarah as “*a complete animal of another Species*” and “*the external conformation of whose body exceeds all human comprehension*” in the present letter was in fact not an trying-to-be-witty remark, but a part of the contemporary scientific racism, with speculations by some of the leading scientist, that people like Sarah could be “*the last race of the human species, or the negro race and the first of the apes*” just above the orangutan (Crais, Clifton; Scully, Pamela. Sara Baartman and the Hottentot Venus: A Ghost Story and a Biography (English Edition) (S.135). Princeton University Press. Kindle-Version).

The Letter in Focus

The letter, dated November 24, 1809, and mentioning a Female Hottentot, was written in the middle of Alexander Dunlop's last negotiations with Cesars to bring Saartje to London and it is probably the earliest known document mentioning Baartman. Although the expression “Hottentot Venus” was a contemporary term used for some other Khoekhoe women encountered by European men, we could not trace, that Dunlop was connected with anyone else but Saartje.

The letter was written to an unknown recipient, probably in London. The words: “*my motives for thus acquainting you, are, that neither my intention nor profession will enable me to retain it, I should therefore be obliged to you to take any opportunity of making the circumstance known to your numerous acquaintance, as perhaps amongst some of whom you may probably meet with a purchaser for me*” suggest, that the recipient was not William Bullock, who later bought the skin, but one of his acquaintances.

Shortly after their arrival to London, Alexander Dunlop offered Sarah and the skin of a giraffe to Bullock, who was after founding the Liverpool Museum opening a new museum of curiosities Piccadilly Egyptian Hall in London.

The stuffed giraffe was later exhibited in the museum and depicted on engravings (for two examples see: [print | British Museum](#) and [Clever and amusing - Jane Audas](#)).

William Bullock, who refused to buy Sarah Baartman as an exhibit, testified at the court on November 24, 1811, exactly a year after the present letter was written, that Baartman had been brought to Britain by individuals who referred to her as if she were property.

9.400 EUR

3. SLAVERY / SLAVE TRADE FRENCH COLONIAL EXPANSION THEMATIC CARTOGRAPHY

Édouard BOUËT-WILLAUMEZ (1808 - 1871).

Commerce et traite des Noirs aux côtes occidentales d'Afrique. 1er janvier 1848.

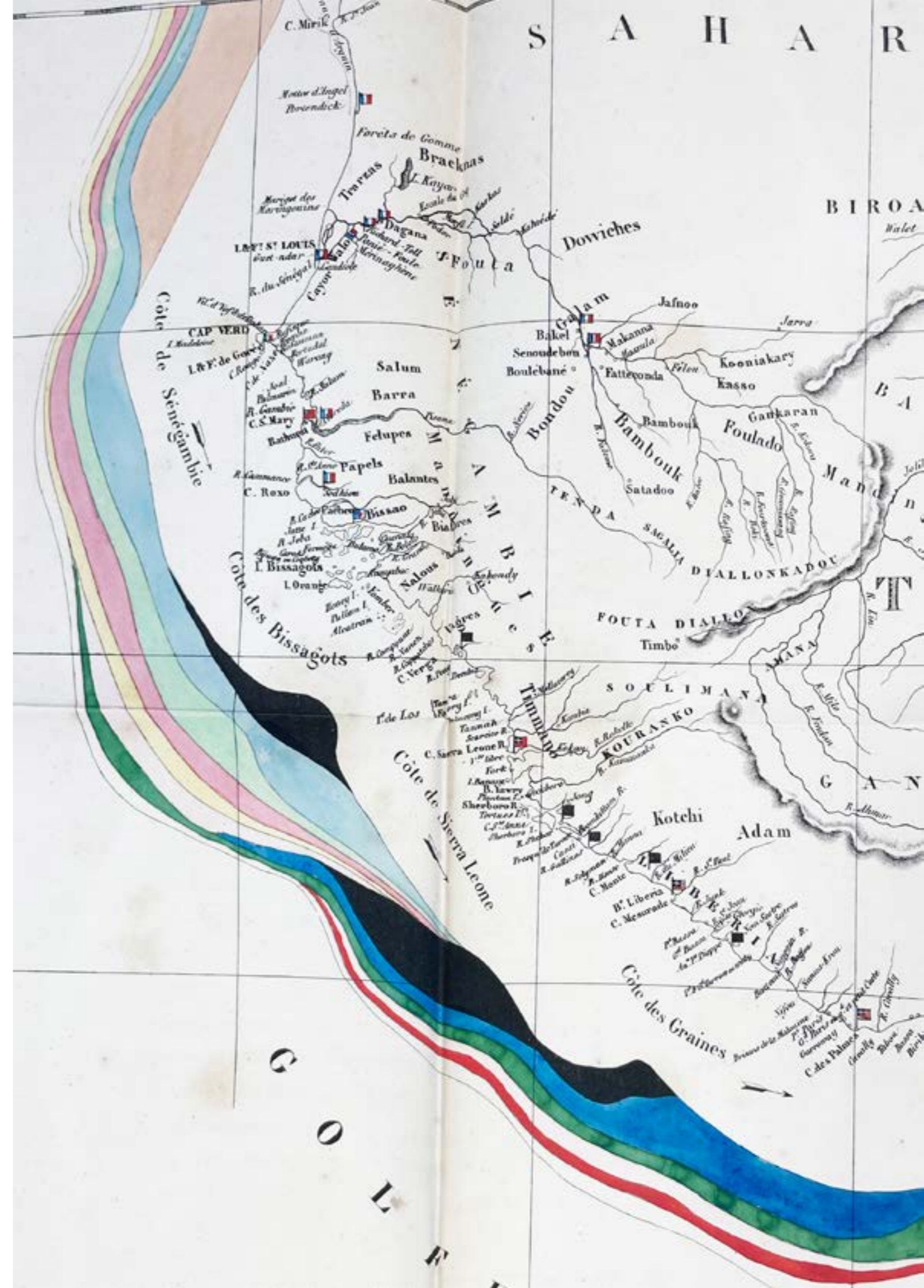
Paris: Imprimerie Nationale, 1848.

Large 8° (24 x 15.5 cm): vii, 230 pp., plus, 2 folding lithographed maps (the second of which has details in original hand colour), bound in modern marbled paper wrappers but preserving printed title piece from original wrappers pasted down (Good, uncut, text generally clean but toning along page edges and some areas of sporadic light spotting, maps with some conspicuous light to moderate staining and spotting (for more details on the maps please see below)).

Extremely rare in commerce – a massively influential work on French colonialism and economics in Africa and on West Africa's role in the Transatlantic slave trade during its twilight years, written by the French naval officer, intellectual and abolitionist Édouard Bouët-Willaumez who extensively explored West Africa, investigating its potential for widespread colonial development and commodities trading, while intercepting slave traders on the high seas; data-driven and supported by extensive firsthand observations, the work was published in 1848, the year that France abolished slavery in its domains and instilled a squash buckling Neo-Napoleonic regime, the work played a major role in jumpstarting France's new era of colonialism in Africa, while demonstrating that its role in ending the slave trade was not only morally right but practically beneficial; featuring two groundbreaking original maps drafted by Bouët-Willaumez, being a map that provides the era's finest geographic record of the interior of Senegambia, and a stunning masterpiece of thematic cartography, being a map of West Africa that employs waves of resplendent colour to represent the geographic prevalence of various key commodities and the slave trade.

During the mid-19th century, France was at a crossroads. Once one of the world's great colonial powers, by the end of the Napoleonic Wars it had lost many of its large colonial holdings to war or diplomatic cessions, retaining only an assortment of small islands and territories (Martinique, Guadeloupe, Réunion, French Guiana, etc.)

Meanwhile, the slave trade, which was once the sustenance of France's presence in the West Indies and its commerce in Africa, was on its way out. While Revolutionary France had been the first major European power to abolish slavery in its domains, in 1794, Napoleon reinstated the ignoble institution, in 1802. The royalist regime that regained power



in France in 1815 was inherently conservative and stonewalled abolitionism, yet, in 1818 it formally outlawed its involvement in the international slave trade (although this was not effectively enforced until the 1830s). The Revolution of February 1848 toppled the monarchy and brought in the regime of Louis Napoleon (later Emperor Napoleon III, reigned 1852-70), an ardent abolitionist. France finally abolished slavery in all its domains on April 27, 1848. Despite these momentous developments, many indigenous African powers and unscrupulous European slave traders (including Frenchmen) still carried on the Transatlantic slave trade, but at least they now faced opposition from all the major European navies, including that of France.

By the 1830s and '40s France still possessed a series of 'comptoirs' (trading posts) along various stretches of the coasts of West Africa, although the sharp decline of the Transatlantic slave had negated their traditional purpose. Indeed, many of these comptoirs were being wound down, while most had fallen into disrepair, or had been abandoned.

Thus, France now had to decide if it wanted to rebuild a new colonial empire in the post-slavery era, with Africa seen as the most promising area of growth. In the twilight days of the monarchy, this matter sharply divided public opinion in the French hierarchy. The 'Colonialists' believed that for France to remain one of the world's great powers it had to go 'full throttle' to regain a grand overseas empire and to harness the natural and human resources of faraway lands. The 'Anti-Colonialists' maintained that France had pressing domestic concerns, as well as security risks within Europe, such that the distraction of grand overseas 'boondoggles' poses an existential threat to France itself. Both sides had very powerful backers, and for some years France's direction was unclear.

Beginning in the late 1830s, the Colonialists started to make moves to create the pre-conditions for overseas expansion. Elements of the foreign ministry and military, which tended to be controlled by ardently Colonialist figures, sponsored a series of investigative missions to Sub-Saharan Africa to assess the region's potential for mass French colonial expansion in the post-slavery era, whereupon, instead of trading people, the priority would be trading commodities.

Enter Édouard Bouët-Willaumez: Abolitionist and Pathfinder of the New French Colonialism in Africa

The most important single figure in the effort to prove Africa's value to France as a colonial asset by way of fact-finding missions, as well as being one of the greatest scourges of slave traders, was Édouard Bouët-Willaumez (1808 – 1871). Born as Louis Edouard Bouët, the son of a successful merchant and mayor of town near Paris, he joined the French Navy in 1824. His first assignment saw him participate in a lengthy voyage whereupon he fought in the Battle of Navarino (1827), whereby Greece secured its independence, before touring the Indian Ocean. He subsequently took part in expeditions to Greece, Algeria, Argentina and Belgium.

In 1836, Bouët began his hugely consequential involvement with West Africa, when as a lieutenant, he was made the commander of the steamship L'Africain, whereupon he ascended the Senegal River to reach Félou Falls (Mali). In 1838, Bouët, as skipper of the La Malouine, opened a trading route down the coast of West Africa south of Senegal, signing an important treaty with the King of Gabon, in 1839, that secured commercial concessions and control of the future site of Libreville.

Importantly, while some of his more conservative colleagues in the French Navy only very begrudgingly intercepted illegal slave traders on the high seas (or even turned a blind eye to them altogether), Bouët was an ardent abolitionist who energetically dedicated himself to eradicating the slave trade wherever possible.

The crown, hugely impressed with his skill and zeal, made Bouët the commander of the West Africa Fleet of the French Navy, in 1841, and from 1843 to 1844 he served as the Acting Governor of Senegal. He reinvigorated the key port of St. Louis, Senegal, inviting Bordeaux traders to set up shop, resulting in an explosion of commerce. He spearheaded a mission to the interior, establishing French relations with the rulers of Bambouk and Bundu. He also led expeditions far down the coast, reviving old, and establishing new, French outposts in Senegal, Guinée and Gabon, and, in 1843, and founding new bases in the Ivory Coast, such as Fort Memours at Grand-Bassam and Assinie, as well as signing protection and trade agreements with local rulers. In 1844, he supported the Prince de Joinville during his successful attack of the Moroccan port of Mogador. For his excellent work, Bouët was promoted to Captain and permitted to retain valuable war trophies.

His memoirs of his expedition with his scientific analysis of West Africa and the navigation of its seas were published as, *Description nautique des côtes de l'Afrique occidentale comprises entre le Sénégal et l'Equateur...* (Paris, Imprimerie Nationale, 1846).

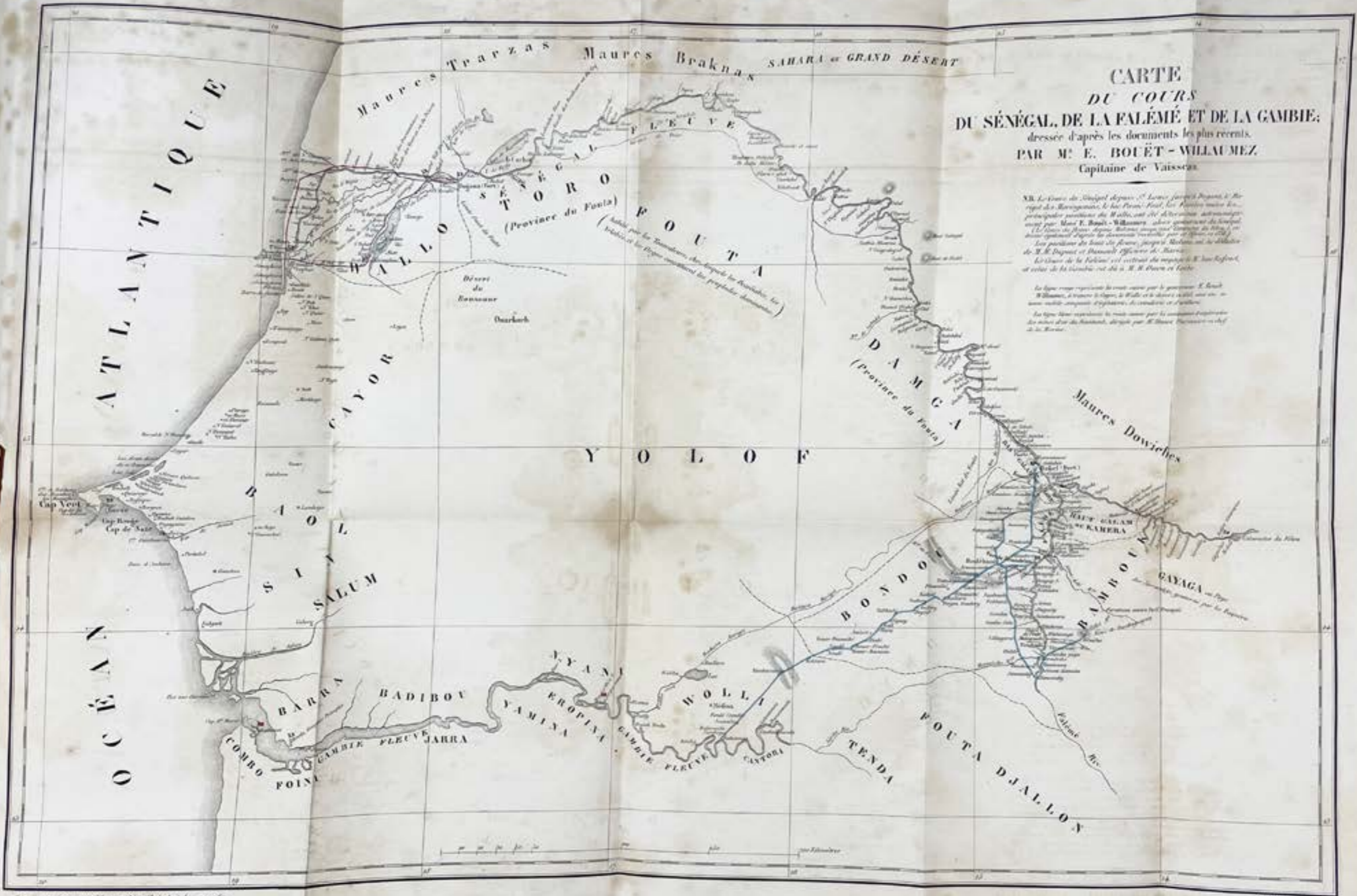
In 1845, he became the heir of his uncle, the late esteemed Vice-Admiral Jean-Baptiste Philibert Willaumez, and so in his honour adopted his name. He returned to West Africa, as the Commander of the Naval Division of the Western Coasts of Africa, but this time at the head of large squadron of 26 cruisers. During this period, he pursued 'gunboat diplomacy', winning several sharp battles against various indigenous forces, with the overall objective of consolidating French military dominance over the littorals of Senegal, Guinée, Gabon and Ivory Coast.

Upon his return to France, Bouët-Willaumez was regarded as the foremost authority on West Africa, particularly regarding its economic affairs and the ongoing black market in the Transatlantic slave trading.

The Present Work in Focus

This is one of the most influential and insightful works on colonialism in Africa during what was a pivotal juncture, and on the nature of the Transatlantic slave trade, and the efforts to suppress it, during its twilight years. While Bouët-Willaumez certainly had a bias, being a committed Colonialist and Abolitionist, he always used empirical data and firsthand observations gained in the field to back up his assertions, giving his arguments exceptional credibility. He effectively proved that it would be commercially beneficial for France to colonize parts of West Africa, and that the quest to end the Transatlantic slave trade was both morally righteous and practically beneficial, not only the African peoples, but also for France.

The text is divided into two parts, the first focusing on the post-slavery commodities trade, while the second features Bouët-Willaumez's brilliant analysis of the history and current state of the Transatlantic slave trade and the ongoing battle to suppress it. The work concludes with two groundbreaking original maps drafted by Bouët-Willaumez, a professionally trained cartographer.



**CARTE
DU COURS
DU SÉNÉGAL, DE LA FALÉMÉ ET DE LA GAMBIE;**
dressée d'après les documents les plus récents.
PAR M. E. BOUËT-WILLAUMEZ
Capitaine de Vaisseau.

*NB. Le Cours du Sénégal depuis l'Arrière-jardin de Diourbel, le
cours de la Falémé, le lac Fouta, les Rivières de la
principale partie du Mali, ont été dessinés astronomiquement
par M. E. Bouët-Willaumez, alors capitaine de Vaisseau.
Le cours de la Gambie depuis son embouchure au Sénégal, en
deux endroits, d'après les observations de M. de Lamoignon et de M.
de Lamoignon de la Rivière de la Fouta, jusqu'à son embouchure
de M. de Lamoignon et de M. de Lamoignon de la Rivière,
et celui de la Falémé, ont été dessinés par M. de Lamoignon,
et celui de la Falémé, ont été dessinés par M. de Lamoignon.*

*La ligne rouge représente le cours actuel par le gouverneur E. Bouët
Willaumez, à travers le lac de Fouta et le lac de Natch, avec ses
canaux, ses digues, ses pontons, de construction et d'entretien.*

*La ligne bleue représente le cours actuel par le gouverneur E. Bouët
Willaumez, à travers le lac de Fouta, dirigé par M. de Lamoignon en chef
de la Rivière.*

Dessiné sur papier par Sébastien Le Prestre de La Hire, les cartes de

Lab. de Thierry

In the 1st Part: 'Commercial Description' (pp. 2 - 184), Bouët-Willaumez provides a very detailed, and highly insightful analysis of the commercial activity all along the western coasts of Africa, with an emphasis upon existing French ventures, as well as highlighting promising potential opportunities. He takes the reader on a systematic tour of virtually all the coastal areas from Senegambia, in the north, all the way down to Angola in the south. These destinations include Senegal (noting the French commercial/political capital of Saint-Louis), Bissagos (Guinea-Bissau), Sierra Leone; the Grain Coast (Liberia); Côte d'Ivoire; Gold Coast (Ghana, noting the notorious former slaving bases of Elmina and Cape Coast Castle); Benin (noting the old slaving centre of Ouidah); Calabar Coast / Bonny River (Nigeria); the island of Fernando Po (Equatorial Guinea); Gabon; Loango (Congo/Angola); Congo; and Angola (noting Luanda and Benguela). Along the way, he discusses the commodities that could be of value to France in the post-slavery and industrial era, being, for instance, Senegal gum (Gummi arabicum), peanuts, palm oil, grains, dye woods, etc., as well as explaining the nature of the barter economy as practiced by the locals (this part should be read in close consultation with Map 2, *discussed below*).

In the 2nd Part: 'On the Slave Trade' (pp. 185 - 227), it is immediately apparent that Bouët-Willaumez had a profound academic interest in both the historical and current state of the ignoble trade in West Africa, while he had more experience in the field, as both a witness to the slave trade and as an apprehender of slavers, than almost anyone else alive. As such, his writings on slavery were always well informed and properly contextualized. In this treatise, Bouët-Willaumez provides a succinct history of the slave trade in West Africa, before discussing 1) the purchase and incarceration of slaves in trading centers; 2) an exploration of the trading centers established on the western coasts of Africa; and 3) the repression of the slave trade.

Bouët-Willaumez sums up his findings in the 'Resumé Général' (pp. 225-7), in which, regarding commerce and the French economic exploitation of West Africa, he asserts:

That the commercial movement of our possession of Senegal is on the road to prosperity, since this commercial movement, which in 1840 was 11,832,912 Francs, had reached in 1846 the figure of 23,880,139 Francs;

That this remarkable progress is due above all to the principles of commercial freedom, principles which privileged societies have always been powerless to combat with success; That the movement of our trade has increased in a proportion which is no less satisfactory, even on those parts of the African coast independent of any European establishment, where our flag was in competition with the English and American flags; that this trade, in fact, from 1,743,117 Francs in 1840, rose in 1846 to 10,502,380 Francs, that is to say, had increased sixfold in six years;

That the creation of comptoirs spread out more and more in the heart of Africa has powerfully contributed to the progress of our Senegalese trade by developing our trading territory; |

That, on the other hand, the firm and conciliatory policy of the Senegalese authority has succeeded in guaranteeing national trade a security whose results have been fruitful;

That our comptoirs on the Ivory Coast, placed at the mouth of rivers that bear rich deposits of gold, have not yet acquired, either through timidity or impotence, a satisfactory commercial base;

That a small steam vessel, placed at the disposal of the European agents of these trading posts, would allow them to take their goods across the river bars that they have not yet dared to face, and to go back to their source these rivers which have become French, and yet unknown to geography and commerce;|

That this little steamer could then enter the Kouara or Niger [River] via the Owhyère branch [or Ouère, today the Forcados River], on the banks of which a French establishment once stood;

May Gabon, this magnificent point of release and supply, open to French colonists a fertile field for colonial foodstuffs of all kinds, if they have the will and the capital necessary to engage in agricultural enterprises there;

That our factory trade, mainly that of Rouen, has found numerous outlets in the increase in the commercial movement of France on the coasts of West Africa;

That the military protection granted to date to the merchant navy by our naval station must still be guaranteed to it, but only while African leaders are guilty of violent actions towards it.

Concerning the slave trade, including its current state and the efforts towards its suppression, he continues:

That the slave trade continues to be active in the depths of the Gulf of Benin and on the coasts of Loango and the Congo, but decreases on other parts of the African coast;

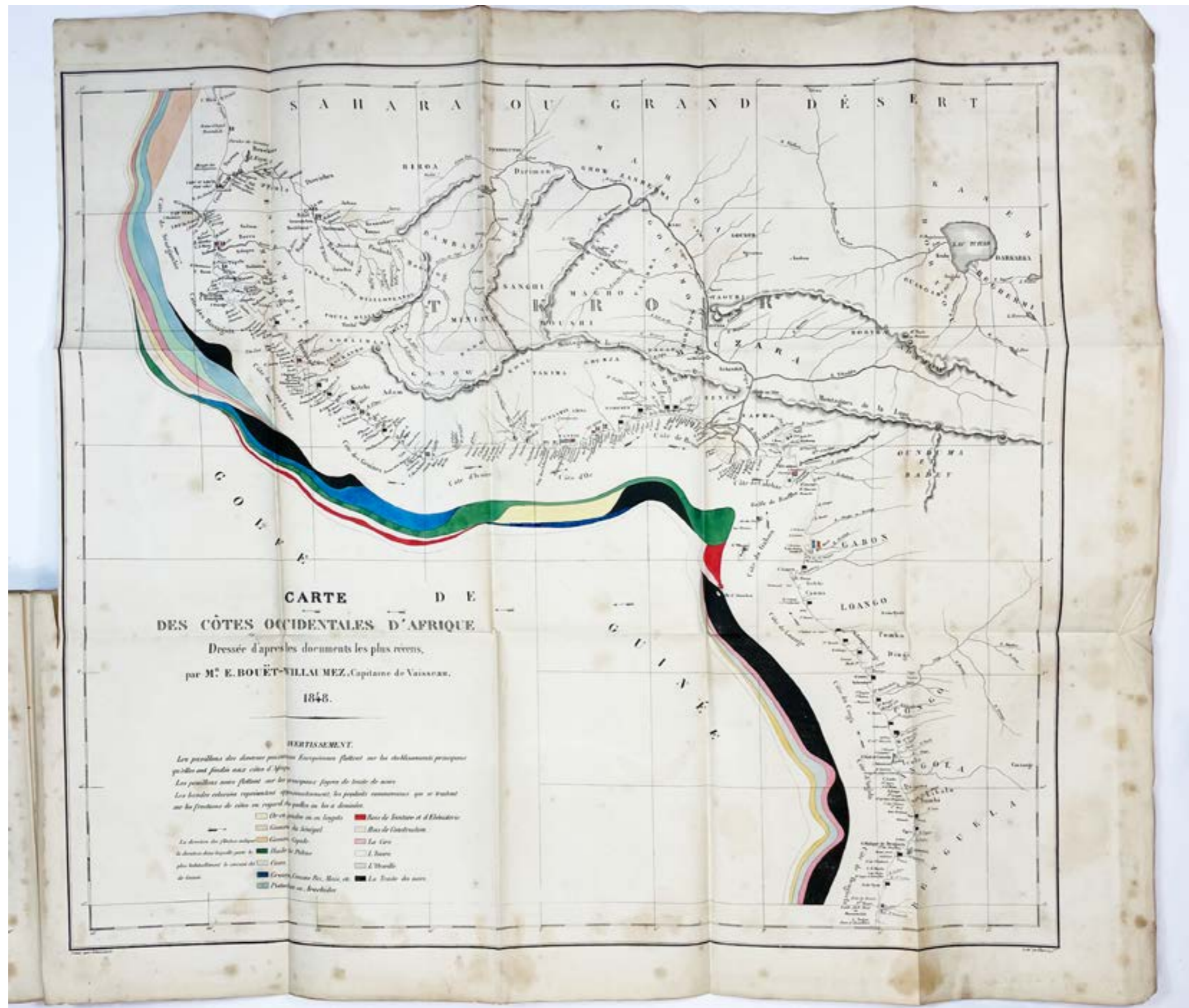
That the policing of our colours and that of the British colours is rigorously carried out by the cruisers of the two nations;

The same cannot be said about the United States flag, which still more or less directly covers [i.e., aides] slave trading operations;

That the Portuguese authorities have finally vigorously attacked this criminal traffic on their own territory, on the coast of Angola, formerly open to the public transactions of slave traders;

That Brazilian and Spanish slave traders can and do count on complete impunity from the authorities of Brazil or Cuba when they unload their slaves there;

That the dispersal of slave barracoons [temporary prisons along the coasts for slaves intended for onward travel] makes the harsh measures against slave traders much more enforceable;



That Europe owes it to itself to speak harshly and firmly to those nations which still tolerate the slave trade on their territory;

That France, which has the richest trading colony in West Africa, must give the world the example of an enlightened philanthropy, even if only in atonement for the past; that it must finally develop on a vast scale, in Saint-Louis du Senegal, the African college of which I laid the first foundations in 1844, and educate there 5 or 600 young people from all the points of Africa;

That these young people, later sent on [Christian] mission to the heart of Africa or their native country, would gradually spread French civilization and ideas, of which they would become intelligent apostles;

That the anti-slave trade patrol system of allied navies is powerless to completely eliminate the trafficking of blacks, given the multiplicity of points where they are incarcerated and taken aboard slave ships.

The Maps in Focus

Two highly important and impressive original maps, both drafted by Bouët-Willaumez, appear in print for the first time at the end of the work. They are as follows:

1.

[SENEGAL].

Édouard BOUËT-WILLAUMEZ (1808 - 1871).

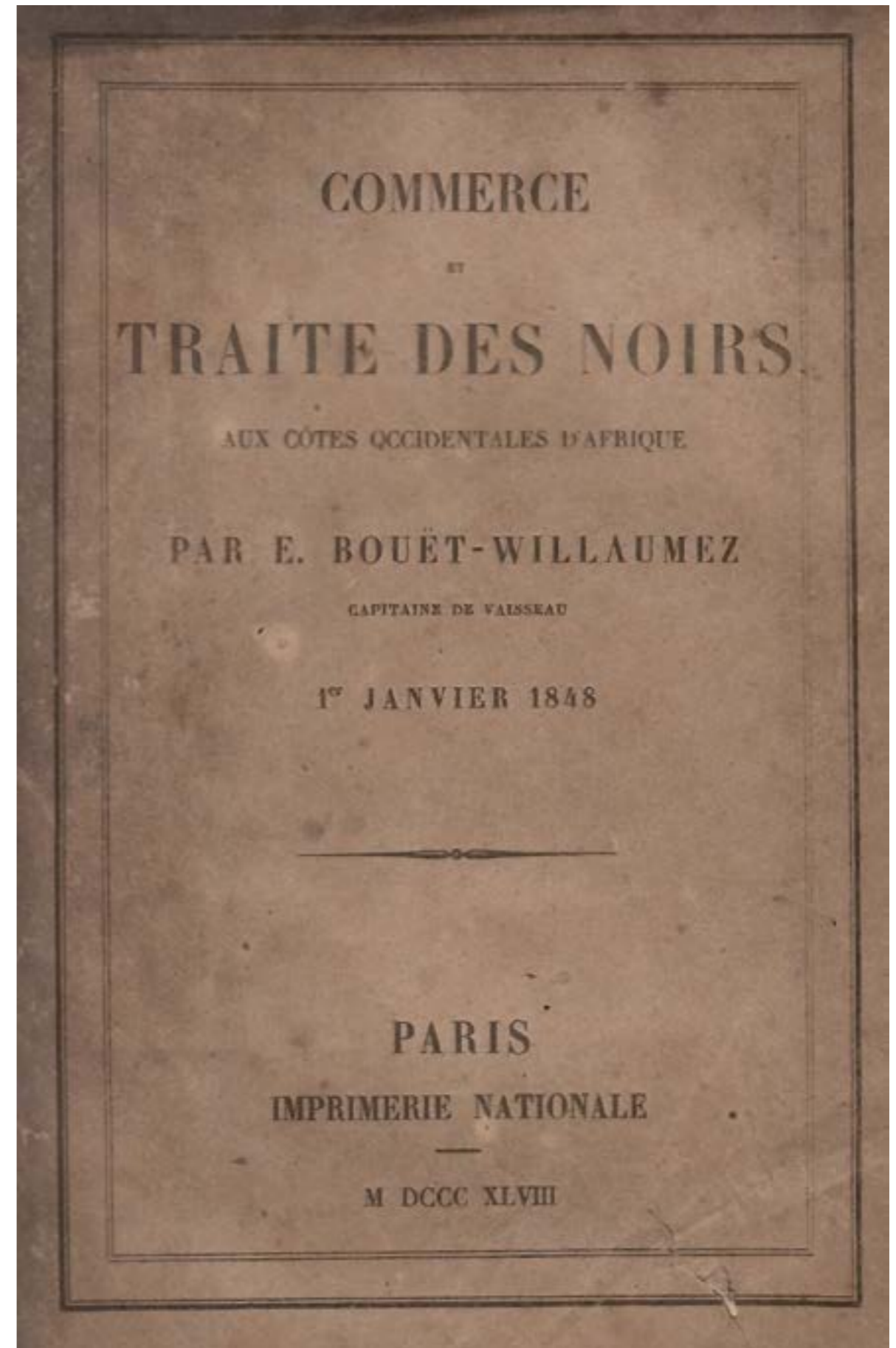
Carte du cours du Sénégal, de la Falémé et de la Gambie; dressée d'après les documents les plus récents, par M. E. Bouët-Willaumez, Capitaine de Vaisseau.

Paris: Lith. Thierry frères, [1848].

Lithograph (Good but conspicuous light to moderate staining and spotting throughout), 38.5 x 53.5 cm.

This fine map, drafted by Édouard Bouët-Willaumez, provides the era's superlative geographic record of the interior of Senegambia, capturing the courses of the Senegal, Gambia and Falémé rivers. Predicated upon the best and most recent explorers' manuscripts, it names the territories of the various indigenous nations, along with hundreds of villages, noting the locations of French and British outposts by the appearance of the appropriate flags. The blue line traces the course of then Senegal Governor Bouët-Willaumez's 1843 trip up the lower Senegal River to Dagana fort, while the red line shows route of the 1843 expedition led the by the chief navy pharmacist Joseph Huard-Bessinière (1808-1844) to the upper Gambia and Falémé rivers.

The map was first published within the present book, although evidence suggests that a handful of examples were issued separately [References to the map separately: Bibliothèque nationale de France: GE SH 19 PF 1 QUATER DIV 29 P 1 D; University of Illinois Urbana-Champaign: afm0003467, OCLC: 692994010 and 1089929763; Charles BECKER, Victor MARTIN & Yveline DIALLO, *Cartes historiques de la Vallée du Sénégal présentées* (1995), p. 21, map no. 13].



2.

[WEST AFRICA – THEMATIC ECONOMIC MAP / SLAVERY].

Édouard BOUËT-WILLAUMEZ (1808 - 1871).

Carte des côtes occidentales d'Afrique / Dressée d'après les documents les plus récents, par Mr. E. Bouët-Willamez, capitaine de vaisseau, 1848.

Paris: Lith. Thierry frères, 1848.

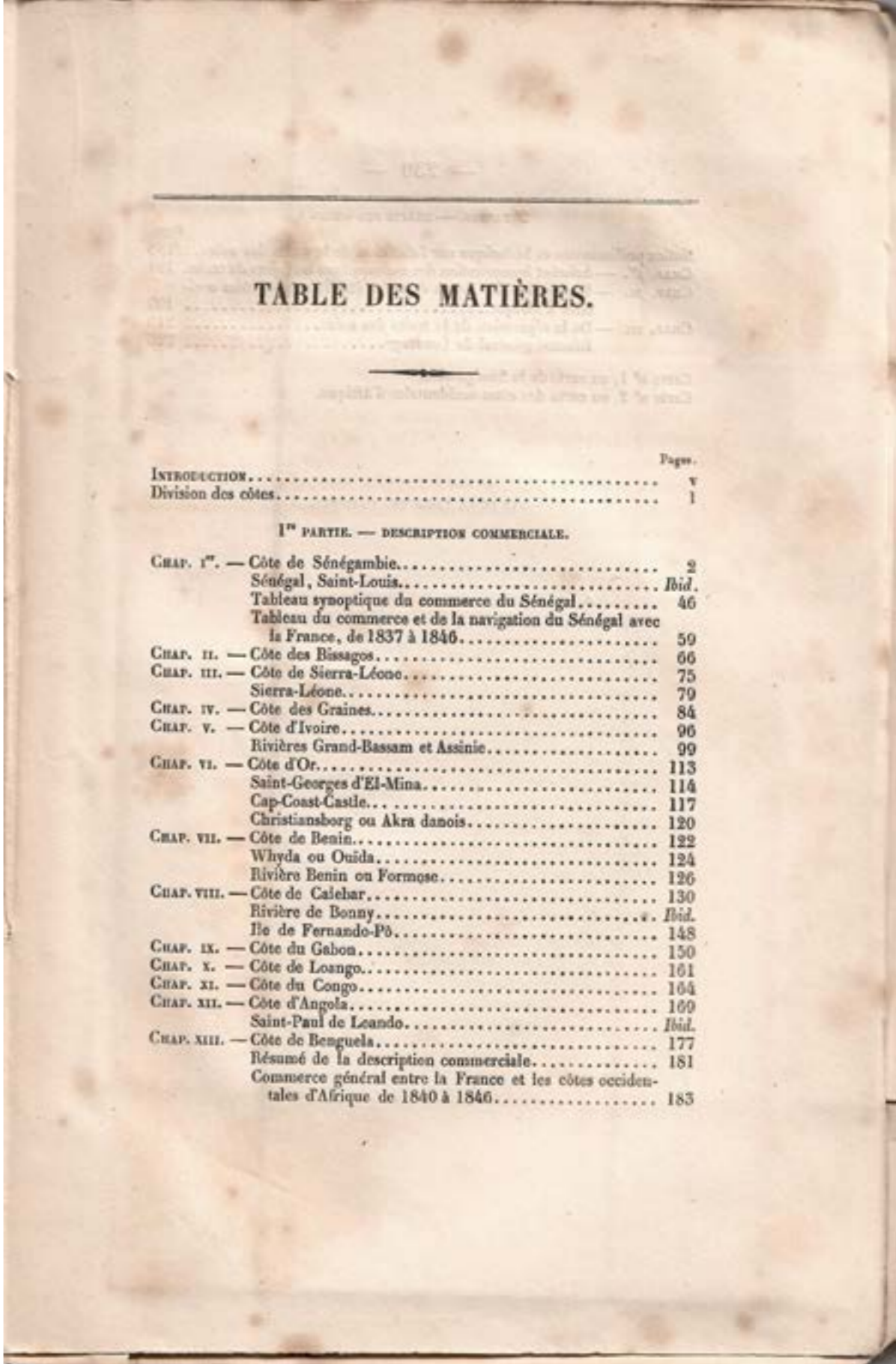
Lithograph with details in original hand colour (Good, lovely colours, light but conspicuous spotting and staining especially in outer areas, short hairline tear entering from hinge but closed from verso by old repair), 56.5 x 61.5 cm.

This is one of the most amazing maps of anywhere in Africa published during the 19th century, being an innovative, sophisticated, and very early work of thematic cartography. Created by Édouard Bouët-Willamez, it embraces the coasts of West Africa from Mauritania, in the northwest, down to southern Angola, in the southeast, as is based upon the intelligence he gathered during his expeditions in the region. Its purpose is to show the locations and relative frequency of economically important commodities as found along said littoral. It employs resplendent waves of colour, coded with yellow = gold; dark brown = Senegal gum; light brown = copal gum; dark green = palm oil; light green = leather; dark blue = grains / rice; light blue = pistachios and peanuts; red = dye woods; ink = construction woods; purple = wax; white = ivory; baby blue = orcein (a red dyeing material); and black = slaves. The presence and volume of trade of any of the commodities at any given point along the coast is represented by the thickness of the appropriate colour along the wave. The locations of French, British, Dutch, Danish, Liberian, Spanish and Portuguese outposts are indicated by their national flag, while the posts surmounted by black flags indicate ports that still facilitated the slave trade (that in some locales stubbornly persisted, despite being against international law).

The map was first published within the present book, although evidence suggests that a handful of examples were issued separately [References to the map separately: Bibliothèque nationale de France, département Cartes et plans, GE D-8612; Bibliothèque du Service historique de la Défense (Vincennes): MS 144 – 417].

Epilogue

Due in large part to Bouët-Willamez's actions and recommendations, and those of his fellow French naval officer, Charles Guillian, who explored East Africa (1846-8), the Colonialist lobby gained the decisive edge in the long-running contest to control the direction of France's external policy. The present work, *Commerce et traite des Noirs aux côtes occidentales d'Afrique*, was a major force behind this development. It was published early in the critical year of 1848, when France finally abolished slavery in all its domains and when its monarchy was overthrown in favour of the squash buckling, outward-looking Neo-Napoleonic regime. The work helped to give the Colonialists the evidentiary backing to convincingly argue that exploiting Africa would be greatly beneficial for France economically, while showing that France's role in suppressing the Transatlantic slave trade was paying off dividends (as the slave trade was clearly in sharp decline) and was not only morally just but was also helpful for both maintaining good PR and the development of the new commodities-centred African trading economy.



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In 1850, President (later Emperor) Napoleon formed the *Commission des comptoirs et du commerce des Côtes d'Afrique*, a panel of top-flight experts and major political figures, including Bouët-Willaumez, Guillian, and the diplomat Ferdinand de Lesseps (later famous as the builder of the Suez Canal). Its mandate was to study the matter of French colonial expansion in Africa and to make recommendations for how it was to be achieved. The body soon produced the *Commission des comptoirs et du commerce des Côtes d'Afrique. Rapports* (Paris: Imprimerie Nationale, June 1851), which recommended that France takeover all Senegal, developing it into a formal colony, controlling all manner of its economic and social affairs. This was in line with the new concept of colonialism that could be likened to 'nation building', whereby the imperialist power would possess and militarily occupy the land, assuming the responsibly for managing and 'modernizing' the subjected society, as opposed to merely using it as a source for exporting resources.

Senegal, a part of West Africa in which France had maintained a presence since the 17th century, was to be the 'trial run'. If the takeover and development of Senegal proved effective, it would justify the creation of further full-fledged French colonies in Sub-Saharan Africa.

Meanwhile, beyond Senegal, France would maintain and expand its comptoirs along various parts of the coast of Africa, seeking to gain better access to precious natural resources and forging commodious relations with local powers. These bases could be used as the foundation for expanding French mandates in the future.

Napoleon accepted and adopted the recommendations of the Commission's *Rapports*, which became the blueprint for imminent action. In 1852, the French government issued an ordinance that authorized the comprehensive colonization of Senegal, and expansion of the comptoirs elsewhere in coastal Africa.

The colonization of Senegal was realized during the governorship of Louis-Léon-César Faidherbe (*in office*, 1854-61, 1863-5), an incredibly energetic and visionary leader. He charged the French military up the Senegal River, winning wars against recalcitrant indigenous nations, so taking political control over the bulk of the country. He built mass infrastructure, created social services and founded many new outposts and urban areas. Notably, he transformed St. Louis, the capital of Senegal, into one of the most modern and impressive cities in all Africa. Not considering the moral problems of his actions, the French government and public considered the colonization of Senegal to be an unqualified success.

Elsewhere, during what was to be considered a transitional period, France developed comptoirs in various locations along the coast of Africa. It also invited Roman Catholic missionaries to convert the locals to European ways. While it would not be until the 1880s that France endeavoured to create additional full-fledged colonies in Sub-Saharan Africa, in the mold of Senegal, the archipelago of comptoirs and missions formed the basis for expansion.

As for Bouët-Willaumez, he subsequently became one of the leading naval figures during the Crimean War (1853-6) and the Second Italian War of Independence (1859), before becoming, successively, the prefect of the great naval bases of Cherbourg and Toulon, and then finally a senator.

A Note on Rarity

The present work is not particularly rare institutionally, with there being, it seems, a little over a dozen examples worldwide, held by the likes of the Bibliothèque nationale de France; John Carter Brown Library; New York Public Library; Widener Library, Harvard University; University of California-Berkeley; Cornell University Library; Duke University Library; University of Wisconsin-Milwaukee; Indiana University Library; University of Leiden Library; Bayerische Staatsbibliothek; Bodleian Library (Oxford University); and the London School of Economics.

However, the work is extremely rare in commerce. We can trace only a single sales record for another example, being one that was sold at a French auction in 2018.

References: Bibliothèque nationale de France: 8-LK11-176 (TEXTE); John Carter Brown Library: E848 .B757c; New York Public Library: Sc Rare 382-B; Widener Library, Harvard University: Soc 1811.9; Cornell University Library: Rare Books HF3875 .B75; Duke University Library: HT1322 .B6 1848 c.1; University of Wisconsin-Milwaukee: HF3920 .B67x 1848; Indiana University Library: HF3875 .B75; University of Leiden Library: KITLV3 M 3x 5; Bayerische Staatsbibliothek: Merc. 27 t; Bodleian Library (Oxford University): (RHO) 710.121 r. 1; London School of Economics: W47,607; OCLC: 21063811; J. F. Ade Ajayi (ed.), UNESCO General History of Africa, Vol. VI: Africa in the Nineteenth Century Until the 1880s (1989), p. 802; Alain TIREFORT (ed.), *Guerres et paix en Afrique noire et à Madagascar, XIXe et XXe siècles* (2016), p. 93; François ZUCCARELLI, 'Le Régime des Engagés à Temps Au Sénégal (1817-1848)', *Cahiers d'Études Africaines*, vol. 2, no. 7 (1962), pp. 420-61.

6.500 EUR

4. CHILE – VALPARAÍSO VALPARAÍSO'S PRE-EARTHQUAKE 'GOLDEN AGE' LATIN AMERICAN URBANISM

LA LIBRERÍA DEL MERCURIO DE VALPARAÍSO.

Plano de Valparaiso editado por la Libreria del Mercurio de Valparaiso en la Litografia Excelsior de R. Abrines y Ca. Serrano, 14 y 16.

Valparaíso: Litografía Excelsior de R. Abrines y Ca. for La Librería del Mercurio, [circa 1893].

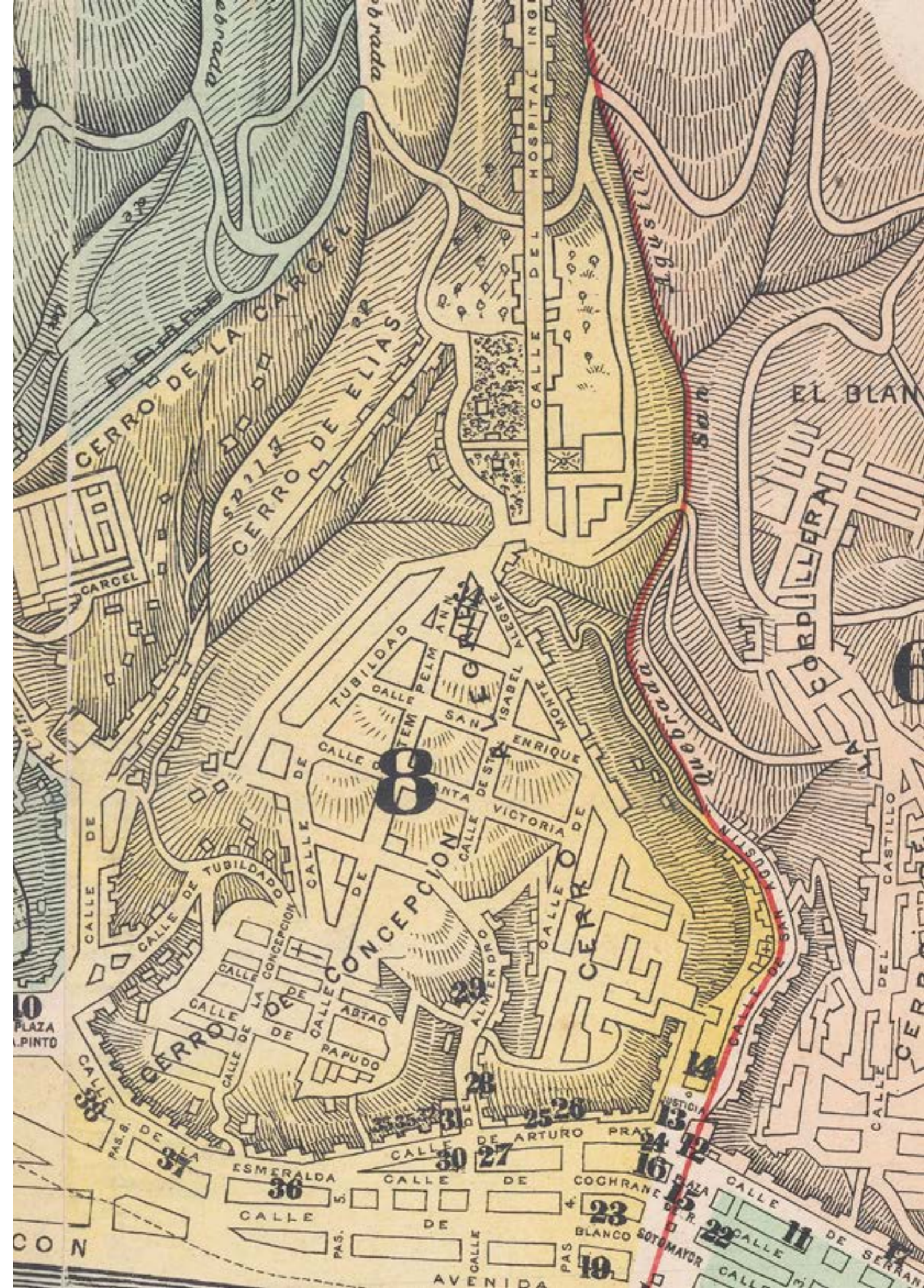
Colour lithograph, printed on 2 joined sheets (Very Good, overall clean with attractive, bright colours, some light marginal staining, some wear along old folds, especially in upper right corner, minor old repairs from verso along fold vertices), 55 x 102 cm (21.5 x 40 inches).

Exceedingly rare – possibly unrecorded – the only known example of a large format and highly detailed map of Valparaíso, showcasing Chile's premier port in the early 1890s, when it was called the "Little San Francisco", being one of the wealthiest and most vibrant cities in the Americas, buoyed by its location on prime shipping lanes, high commodity prices and waves of polyglot immigration; vividly colourful and highly detailed, the map provides an invaluable record of Valparaíso before much of the city was destroyed in the 1906 Earthquake; seemingly separately issued, it was published for the La Librería del Mercurio de Valparaíso, the bookstore division of what is today the oldest continually operating Spanish-language newspaper in the world.

Ever since its founding in 1536, Valparaíso, located only 120 km northwest of Santiago, has been the primary port of Chile, the gateway to the Chilean Central Valley. However, for much of its first three centuries, it remained a small town, being not much more than a transport depot. While located upon a bay that provided a good natural harbour, its growth was limited by that fact that only a narrow strip of flat land lined the shore, before the topography rose into steep hills.

Valparaíso's was utterly transformed during the 19th century. In 1817, it became the headquarters the Chilean Navy (and Chile had what was generally regarded as the strongest navy in Latin America), bringing much investment and activity. Between 1810 and 1830, the first major phase of land reclamation expanded the area of flat land, moving the urban area five blocks forward into the harbour, such that there was now territory sufficient to host a major urban core.

During the California Gold Rush (1848-58), Valparaíso first attained global prominence as a revictualing centre for ships traversing the Straits of Magellan and rounding Cape Horn on the way to San Francisco (indeed, many Chileans went to California goldfields). The city's role as the most important stop on this key shipping lane endured, and the city developed a cosmopolitan atmosphere, upon the arrival of thousands of European and American immigrants (mainly from Britain, Germany, France, Italy and Switzerland). Various tongues were commonly heard on the streets, and newspapers were published in several languages.



PLANO DE VALPARAISO

HECHO POR

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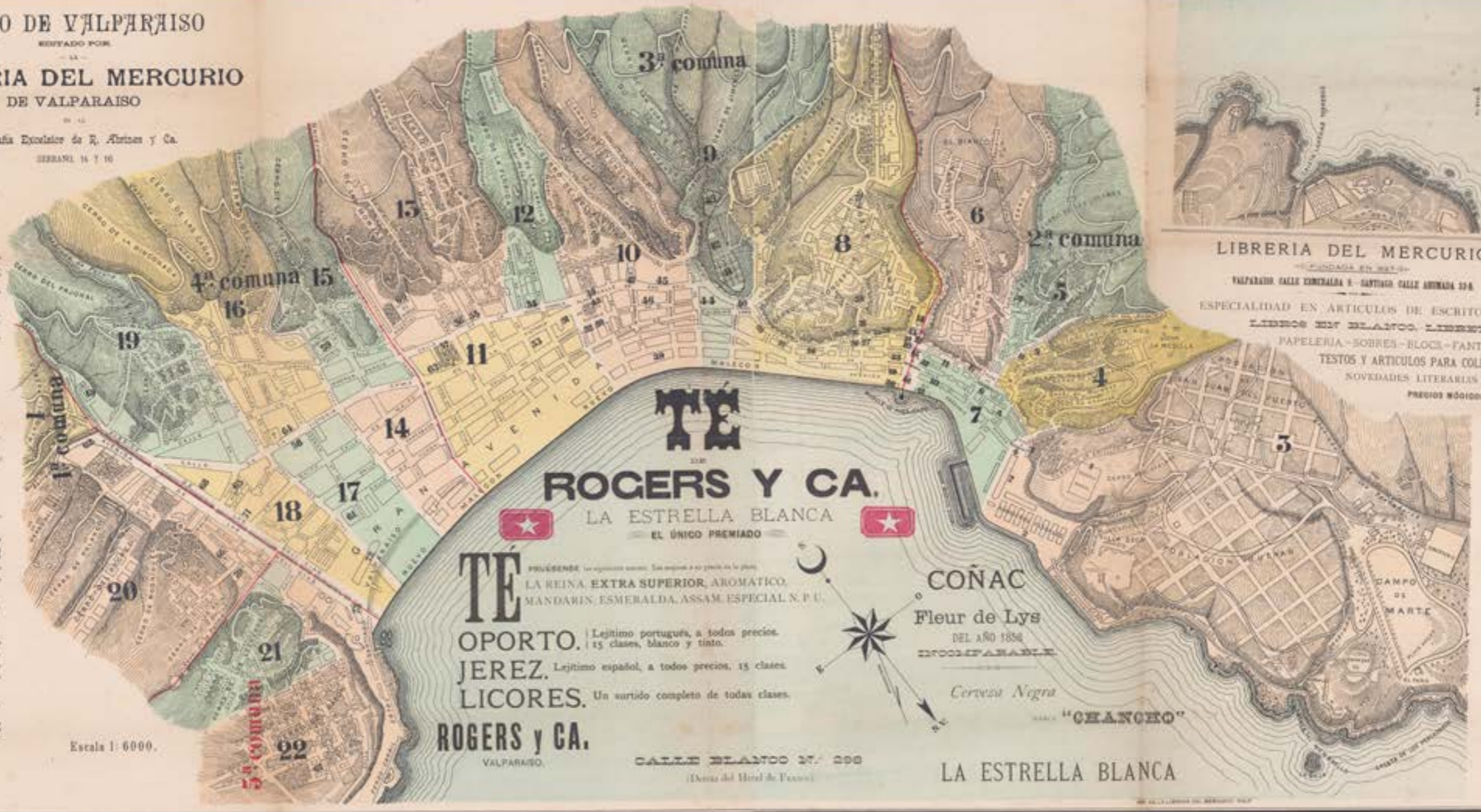
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REFERENCIA

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- 1. Plaza de Armas
- 2. Plaza de San Francisco
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- 95. Plaza de San Pedro de la Cruz de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes
- 96. Plaza de San Agustín de las Cuevas de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes
- 97. Plaza de San Juan de los Rios de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes
- 98. Plaza de San Felipe de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes
- 99. Plaza de San Sebastián de los Reyes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes
- 100. Plaza de San Nicolás de Tolentino de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes de los Andes

Escala 1: 6000.



LIBRERIA DEL MERCURIO
 FUNDADA EN 1857
 VALPARAISO, CALLE CENTRAL 2 - SANTIAGO, CALLE ANIMADA 208
 ESPECIALIDAD EN ARTICULOS DE ESCRITORIO
 LIBROS EN BLANCO, LIBERTAS
 PAPELERIA - SOBRES - BLOC - FANTASIA
 TESTOS Y ARTICULOS PARA COLEJOS
 NOVEDADES LITERARIAS
 PRECIOS MODICOS

TE

ROGERS Y CA.
 LA ESTRELLA BLANCA
 EL ÚNICO PREMIADO

TE PROCEDE de las mejores uvas. Sin impurezas y por eso es de la planta
 LA REINA. EXTRA SUPERIOR, AROMATICO.
 MANDARIN, ESMERALDA, ASSAM, ESPECIAL N. P. U.

OPORTO. Lejítimo portugués, a todos precios. 15 clases, blanco y tinto.
JEREZ. Lejítimo español, a todos precios. 15 clases.
LICORES. Un surtido completo de todas clases.

ROGERS Y CA.
 VALPARAISO, CALLE BLANCO N.º 208
 (Dentro del Hotel de Francia)

COÑAC
 Fleur de Lys
 DEL AÑO 1856
 IRREFUNDABLE
 Cerveza Negra
 "CHANCHO"
 LA ESTRELLA BLANCA

The city's role as the most important stop on this key shipping lane endured, and the city developed a cosmopolitan atmosphere, upon the arrival of thousands of European and American immigrants (mainly from Britain, Germany, France, Italy and Switzerland). Various tongues were commonly heard on the streets, and newspapers were published in several languages.

By the 1860s, Valparaíso was one of the wealthiest and most bustling ports in all the Americas, and due to its cold summer Mediterranean climate, hilly topography on the shores of the Pacific and its economic vigour, Valparaíso was often dubbed the "Little San Francisco". Legacies of its golden age include Latin America's oldest stock exchange, Chile's first public library, and the country's first telephone service.

Grand public buildings of various international styles graced its core, while tycoons' mansions kept watch from the surrounding hills. Notably, Valparaíso's large and wealthy British community, La Colonia Británica, occupied the Cerro Alegre and Cerro Concepción, above the westside of the harbour (generally, one will notice the many English names of streets and businesses on the map).

The city received a major boost upon the completion of the 187 km-long Santiago-Valparaíso railway in 1863.

In the 1890s, when the present map was made, Valparaíso was undertaking major urban improvement projects, by widening avenues, creating parks, building public institutions, and extending street lighting and the tram system. In many respects it was the most modern and best governed cities in Latin America, comparing favourably to even the best American and European urban areas.

However, the early 20th century would bring great misfortune to Valparaíso. On August 16, 1906, much of the city's downtown (particularly the east side) was levelled by a massive earthquake (just over four months after the Great San Francisco Earthquake). The tragedy costed 3,000 lives and left dozens of urban blocks in complete ruins, while many of the grand public edifices were either totalled or heavily damaged.

The inauguration of the Panama Canal in 1915, saw Valparaíso lose most of its international shipping traffic, placing a permanent damper on the economy. While the city and its port were tastefully rebuilt, on more modern lines, between 1910 and 1930, Valparaíso never fully regained its former glory. As Chile's main port, Valparaíso simply 'carried on' for the rest of the 20th century; however, the last 20 years or so have seen a revival of the city's fortunes, as people the world over have been attracted to invest, live and visit, due to its lovely location and vibrant, bohemian culture.

The Map in Focus

The large and colourfully lithographed map embraces all Valparaíso proper and was published for the venerable local bookstore La Librería del Mercurio in the early 1890s, during the height of the city's golden age. Capturing Valparaíso from a roughly south-westerly perspective, with the harbour curving along the shores of the bay, the downtown core,

built on a rational grided street plan occupies the relatively narrow area of flat land (much of it reclaimed) near the sea. On all the landward sides, steep hills, or named 'cerros', separated by 'quebradas' (ravines), are climbed by curving roads, with some hosting distinct neighborhoods. The city is shown to be divided (by red lines) into 5 'Comunes' (like wards), and 22 resplendently colour-coded and numbered sub-delegations (like barrios, or neighbourhoods). All streets are labelled, as is the Santiago-Valparaíso Railway, which can be seen entering the city, in the lower right. The inset, upper right, shows the continuation of the scene to the west, being the Playa Las Torpedera area.

While some very large features/facilities are labelled directly on the map, such as the Campo de Marte (today the Regional Stadium), most places of interest are identified by numbers, as explained in the 'Referencia', on the lefthand side, which list 73 locations. Some highlights include 1. Naval Academy, 9. Police HQ, 12. City Hall, 16. Post Office, 20. Stock Exchange, 22. Hotel Ingles, 26. Banco de Chile, 27. Banco A. Edwards y Ca., 46. Odeon Theatre, 51. Masonic Lodge, 60. Museum, 63. American School, 71. Hospital, 73. Main Train Station (Estación Barón). Also, all the city's many 'Imprentas', or print shops, are located, including the 'La Librería del Mercurio' (no. 36).

The map, being a commercial venture, features a large advertisement, filling the waters of the bay of Valparaíso, for 'Té de Rogers / La Estrella Blanca' that sold much more than tea, including Port, Jerez, Cognac and many other types of liquors. In the upper is an advertisement for the 'Librería del Mercurio'.

The map is undated, but clues suggest that it was published in 1893, or closely thereabouts. It shows the 'Gran Avenida', a broad thoroughfare that runs along much of the length of the harbour, just a block inland from the Nuevo Malecón, which was one of the city's most ambitious new beatification projects. Construction was commenced in 1890, progressively clearing away what were mostly shabby port buildings, and which was intended to run from the Calle de las Delicias and the main train station (Estación Barón) over to Calle Bellavista. Construction commenced from the east (Delicias) side, with buildings being progressively cleared towards the west, and it recorded that the final (western) section of the avenue, between Calle Rodríguez and Bellavista, was completed on September 17, 1895. The thoroughfare was renamed 'Avenida Brasil' on May 7, 1897, in honour of Chile's greatest South American ally.

The present map shows the progress of the construction of the Gran Avenida to be in an intermediate state, reaching only as far west as the Calle de Molina, a stage that was reached probably sometime in 1893.

For comparison, the Plano de Valparaíso (Santiago: Litografía Gustavo Schäfer, 1894) shows the Gran Avenida to be significantly more developed, please see this link:

https://pbs.twimg.com/media/EPem_gvWkAMWvoD?format=jpg&name=4096x4096

The publisher of the map, *La Librería del Mercurio*, was the bookstore division of the newspaper *El Mercurio* de Valparaíso, which having published its first edition on September 17, 1827, today has the distinction of being the oldest continually operating Spanish-language newspaper in the world! Established by a trio of typographers, Tomás G.

Wells (an American), Ignacio Silva Medina and Pedro Félix Vicuña Aguirre, it switched from running weekly to daily issues in 1829. El Mercurio became an anchor of the political, commercial and cultural life of Valparaíso and the surrounding region, known for its strong liberal, pro-democracy editorial bent. Its bookstore, La Librería del Mercurio, located on the same street (Calle Esmeralda) as the newspaper office (no. 35 on the map) was a major centre for intellectuals, educators and tourists, selling stationary and importing books from abroad, while publishing important works on the Valparaíso area (such as the present map). In due course, a branch to La Librería was opened in Santiago. In 1902, the El Mercurio newspaper built a very grand Second Empire style edifice as its headquarters on its traditional site on Calle Esmeralda, which stills stands today.

The map, while designed and made at the behest of La Librería del Mercurio was printed by the press of the Litografía Excelsior de R. Abrines y Ca., as it was often more cost effective to subcontract such large format colourful graphic works to smaller houses. Litografía Excelsior is perhaps best known for having published the Nicaraguan poet Rubén Darío's *Azul - I Cuentos en Prosa II El año lírico* (1888), a landmark work of the modernismo literary movement.

A Note on Rarity: The Only Known Example

The map extremely rare, and the present offering seems to be the only known example. Despite a thorough online search, we have not been able to find any references to the map, which may be unrecorded. It is, however, possible that it is mentioned in one of the Librería del Mercurio's annual sales catalogues for the period, *Catálogo de las obras de fondo de la Librería del Mercurio de Valparaíso y que se encuentran constantemente a venta con notables descuentos al por mayor en la Casa principal de Valparaíso* (Valparaíso: Impr. de la Libr. del Mercurio), of which the Biblioteca Nacional de Chile holds examples for the years 1894 and 1896. As we have not been able to consult these sources, we cannot confirm whether they reference the map.

The map's rarity is not so surprising, as the survival rate of such large format, separately published 19th Latin American city plans is very low.

References: N/A – no references traced, perhaps unrecorded. Cf *Catálogo de las obras de fondo de la Librería del Mercurio de Valparaíso y que se encuentran constantemente a venta con notables descuentos al por mayor en la Casa principal de Valparaíso* (Valparaíso: Impr. de la Libr. del Mercurio, [see issues for 1894 and 1896]).

3.600 EUR



5. EARLY MAP OF BURGUNDY WINE

Lucien BONNAMAS (ca 1828-1893).

Plan des vignobles produisant les grands vins de Bourgogne classés pour chaque commune de l'Arrondissement de Beaune suivant le mérite des produits par les soins du Comité d'Agriculture de l'Arrondissement de Beaune, et pour l'Arrondissement de Dijon par une Société de Viticulteurs / dessiné par M. L. Bonnamas

Beaune: Eduard Batault-Morot [S. d., 1861 or shortly after].

Colour lithograph, printed on originally assembled 3 sheets, 45,5 x 285 cm (17.9 x 112.2 inches), housed in an original wooden box, measuring 47,5 x 4,3 x 4,5 cm (18.7 x 1.7 x 1.8 inches), with a printed label of Charles Bernard, with manuscript annotations in pen: "14 Setbre. 1895. Monsieur Charles Durieux Negt. (?) en vins à Marche (Belgique). Carte des vignobles » and with a broken wax seal (map slightly stained with tiny partly repaired tears and pin holes in white margins, one tear going into the image in the upper part, box little dusty and rubbed, labels and seal damaged).

An exceedingly rare de-luxe separately published road map of Burgundy vineyards and a key to wines in a shape of a scroll, housed in an original wooden box, made in the second half of the 19th century, shortly after first classification of Burgundy wines in 1861.

This detailed map shows the area with vineyards between Santenay and Dijon in Burgundy, France. Three colours mark locations of 1ère cuvée, 2me cuvée and 3me cuvée wines.

The modern classification of the Burgundy wines goes back to the year 1855, when Dr. Jean (Jules) Lavallo wrote a groundbreaking work *Histoire et statistique de la vigne et des grands vins de la Côte d'Or* for the occasion of the Universal Exhibition in Paris. The book was accompanied by a long road map, representing the locations of vineyards in Burgundy, titled *Plan topographique des grands vignobles de la Côte d'Or / par J. Lavallo ; dessiné et lithographié à la plume par Ch. Normand* ([Plan topographique des grands vignobles de la Côte d'Or / par J. Lavallo ; dessiné et lithographié à la plume par Ch. Normand | Gallica \(bnf.fr\)](#)), made by a local surveyor Lucien Bonnamas.

In 1861, Comité d'agriculture de la ville de Beaune (Committee of Agriculture of the City of Beaune) formalized in modified Lavallo's classification in 1ère cuvée, 2me cuvée and 3me cuvée and published an updated pamphlet on the wineries of Burgundy *Plan statistique des vignobles produisant les grands vins de Bourgogne*, issued in Beaune. The map from the pamphlet resembles our map, but differs by the dimensions, a shorter title and the draft of the legend (For the scan of the map from the pamphlet, please see : [Plan statistique des vignobles produisant les grands vins de Bourgogne : classés séparément pour chaque commune de l'arrondissement de Beaune suivant le mérite des produits par les soins du comité d'agriculture de cet arrondissement... | Gallica \(bnf.fr\)](#)).





PLAN DES VIGNOBLES

produisant

LES GRANDS VINS DE BOURGOGNE

CLASSÉS POUR CHAQUE COMMUNE DE L'ARRONDISSEMENT DE BEAUNE SUIVANT LE MÉRITE DES PRODUITS

PAR LES SOINS

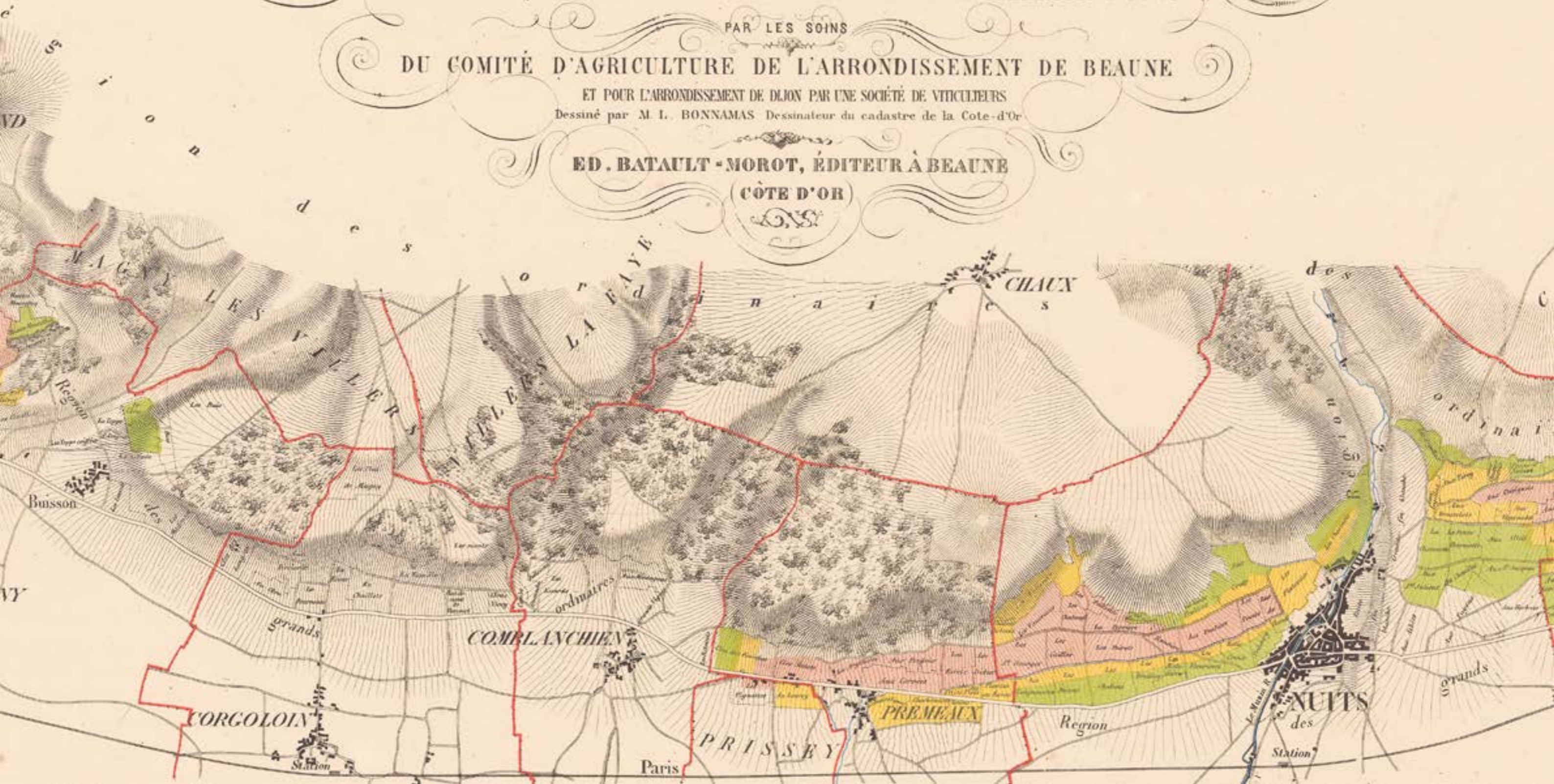
DU COMITÉ D'AGRICULTURE DE L'ARRONDISSEMENT DE BEAUNE

ET POUR L'ARRONDISSEMENT DE DIJON PAR UNE SOCIÉTÉ DE VITICULTEURS

Dessiné par M. L. BONNAMAS Dessinateur du cadastre de la Côte-d'Or

ED. BATAULT-MOROT, ÉDITEUR À BEAUNE

(CÔTE D'OR)



The present map, much larger than the one from the above mention pamphlet, was executed with more elaborate title and issued as an de-luxe object in a wooden box, to be used as a road map or as a luxury present. The label on the wooden box indicates, that the map one belonged to a wine maker Charles Bernard from Beaune in France and probably later to a wine dealer Charles Durieux in Marche, Belgium, in 1895.

Same as the maps from the previously mentioned publications, also this map is signed by Lucien Bonnamas. Bonnamas was a local surveyor, born circa 1828, who is mentioned already in 1842 as a “young” pupil to Mr. Lambert, with whom he co-authored a large school globe at Beire-le-Châtel (Auguste Bourgeois, *Beire-le-Chatel et ses anciens fiefs histoire, chronique et légende*, 1880, p. 444). Later he also drafted a map of Beire-le-Châtel, probably his home town, and of Dijon (published in 1909).

He died suddenly on 16 November 1893 aged 65 years after giving a speech at the local community.

The Note on Rarity

The present map is the only example of this state, that we could trace in institutions and in auction records.

The Bibliothèque Nationale in Pais holds two versions of the map with this title:

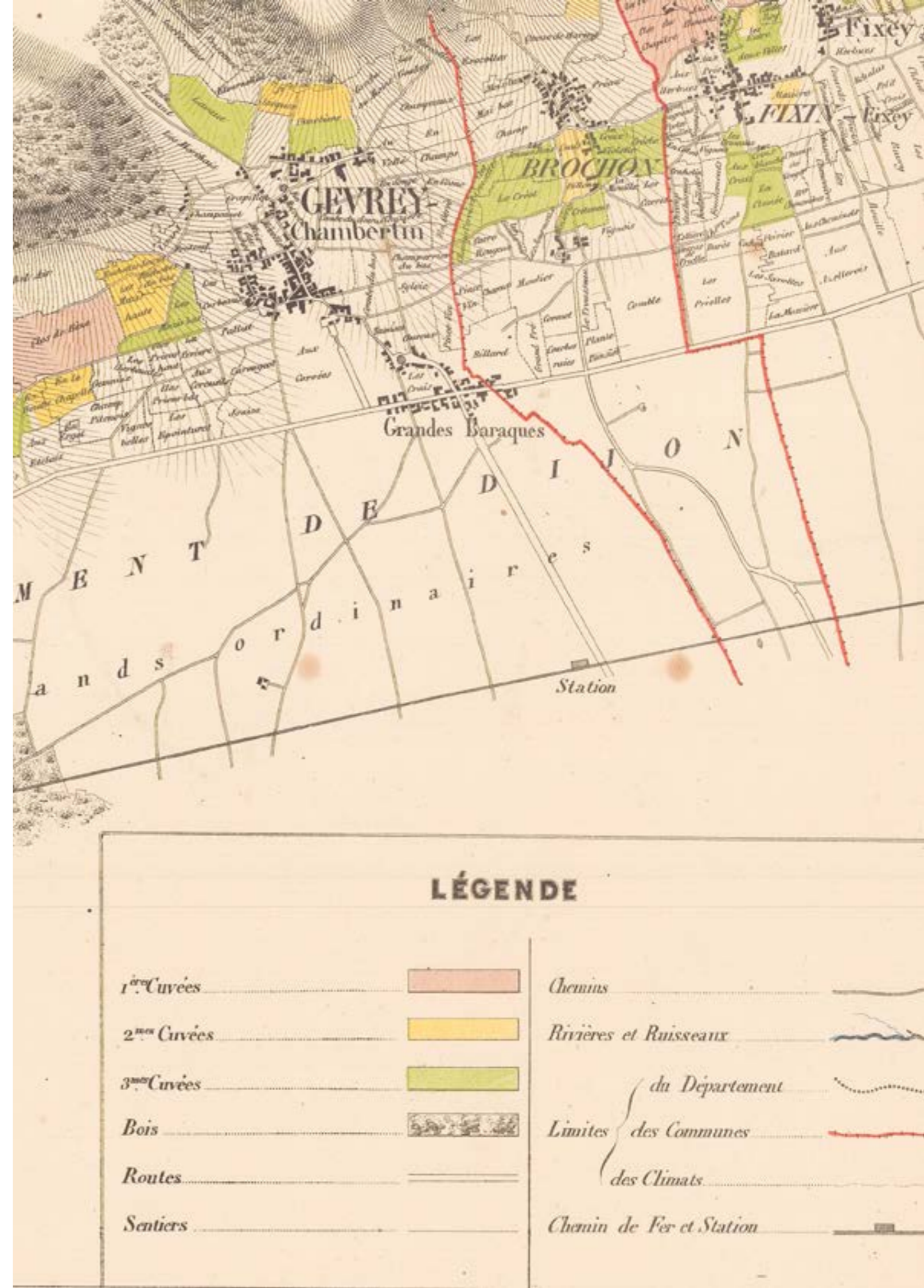
- A black and white version on five unjoined sheets: [Plan des vignobles produisant les grands vins de Bourgogne classés pour chaque commune de l'Arrondissement de Beaune suivant le mérite des produits / par les soins du Comité d'Agriculture de l'Arrondissement de Beaune ; Dessiné par Mr. L. Bonnamas... | Gallica \(bnf.fr\)](#)

This map, dated 1861 below the title, appears to be the first state and predecessor to our map, which date is erased and substituted with a floral ornament. The joint lines of the original five plates can be seen in details of our map, now printed from three plates. The map from the Bibliothèque Nationale also has an additional symbol to the key

- An abbreviated (smaller ?) version, printed by Gaillac-Monrocq in Paris, extending to the legend, without Dijon, on the right-hand side and dated 1927 by the Bibliothèque Nationale:

[Plan des vignobles produisant les grands vins de Bourgogne classés pour chaque commune de l'Arrondissement de Beaune suivant le mérite des produits par les soins du Comité d'Agriculture de l'Arrondissement de Beaune, et pour l'Arrondissement de Dijon par une Société de Viticulteurs / dessiné par M. L. Bonnamas... | Gallica \(bnf.fr\)](#)

6.200 EUR



LÉGENDE				
1 ^{eres} Cuvées		Chemins		
2 ^{mes} Cuvées		Rivières et Ruisseaux		
3 ^{mes} Cuvées		} du Département		
Bois			} des Communes	
Routes				} des Climats
Sentiers		Chemin de Fer et Station		

6. GASTRONOMY / RECIPES

AUGUSTE ESCOFFIER

DÎNER D'ÉPICURE

Auguste ESCOFFIER (1846 – 1935).

Fraises Sarah Bernhardt

[S. l., S. d., but probably London, Early May 1912].

Machine-duplicated manuscript in purple on Pentland Ledger paper with a watermark and a manuscript signature "A Escoffier" in black ink on the bottom, 32,5 x 40 cm (12.8 x 15.7 inches), (soft folds, ghost of a manuscript or printing in the lower right-hand white margin, minor age-toning to the folds verso, but otherwise in a good condition).

[And:]

Auguste ESCOFFIER (1846 – 1935).

La Dodine de Canard

[S. l., S. d., but probably London, Early May 1912].

Machine-duplicated manuscript in purple on Dickinson Croxley (1804) paper with printed Carlton Hotel, London, letterhead, and a manuscript signature "A Escoffier" in black ink on the bottom, 20 x 25 cm (7.9 x 9.8 inches) (soft folds, otherwise in a good condition).

[Accompanied with:]

Photograph:

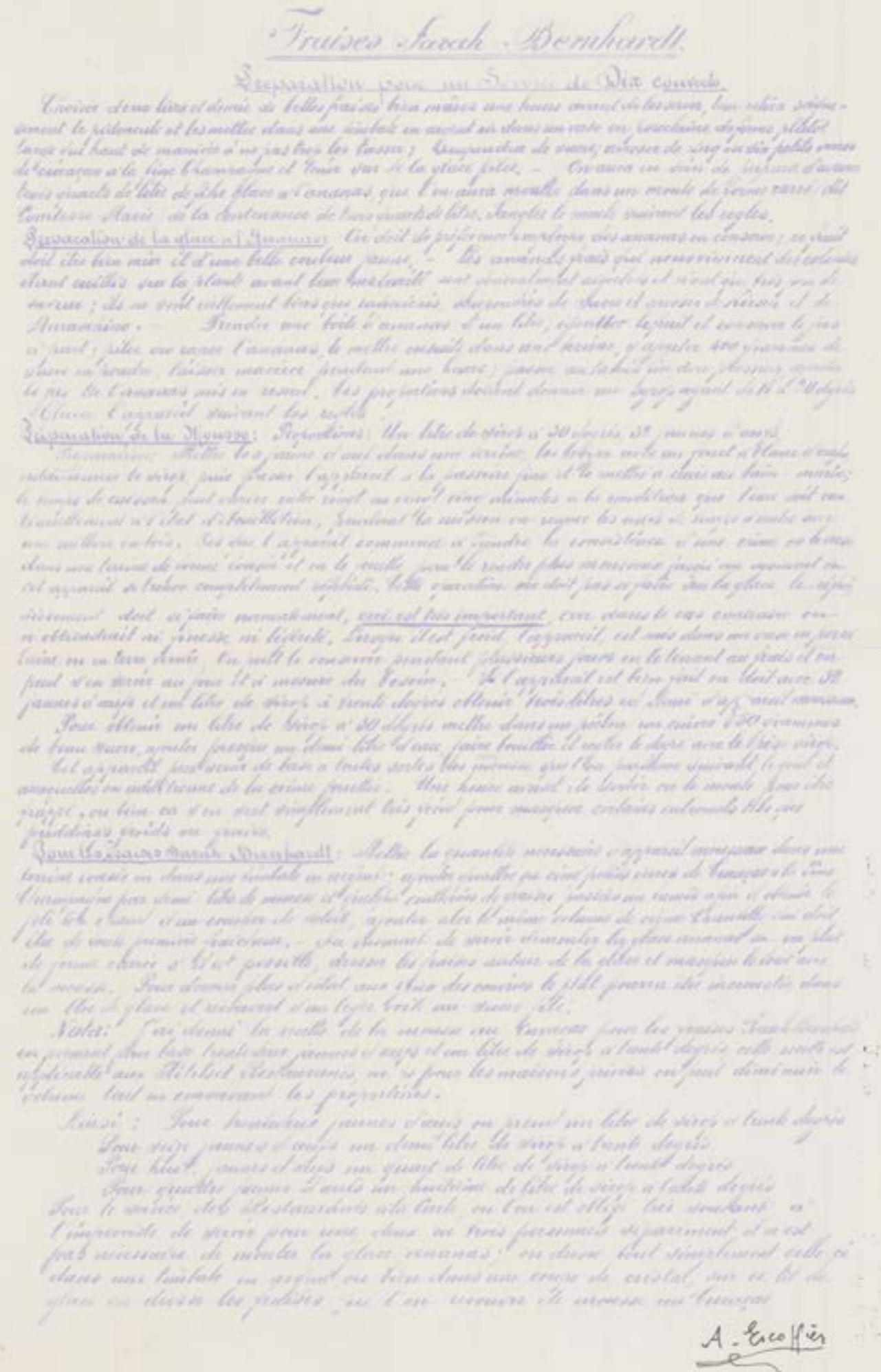
Henri MANUEL (1874 – 1947).

[Portrait of Auguste Escoffier, with his autograph and verso]

Black and white photograph, 15 x 10 cm (5.9 x 3.9 inches), (folds and cracks in margins).
 Verso: Purple rubber stamp: Défense de reproduire sans mention Henri Manuel. Signature in blue pencil : A. Escoffier. Underneath dedication in pencil: A rendre a M. Pierre Pierre Andrieu.

[And:]

A front part of an envelope with printed logo The Escoffier. Sauces Pickles. Etc...., typed address: J. Salleron Esq. Messrs Dujardin Freres, 24 Rue Pavee, PARIS. Signature in turquoise ink: Escoffier, culinair chef. Hotel Londres... Stamp dated: May 1, 1930, Peckham.



8 x 14,5 cm (3.1 x 5.7 inches), (without the back part of the envelope, missing postal stamps).

[And:]

A front part of an envelope with the same printed logo and typed address, but without a signature. Stamp dated: September 21, 1929, Peckham. 9 x 14,5 cm (3.5 x 5.7 inches), (without the back part of the envelope, missing postal stamps) (#70521).

Two original mimeographed recipes for world famous Fraises Sarah Bernhardt and Dodine de Canard de Chambertin, signed by their inventor, Auguste Escoffier, one of the most prolific chefs of the 20th century, and printed for the first international luxury gourmand evening Dîner d'Épique on May 18, 1912, when recipes were sent to 37 international luxury hotels and restaurants, where 4000 guests enjoyed simultaneously new creations of this great master of gastronomy.

Accompanied with Escoffier's photo with his signature verso and two parts of envelopes, one signed by the chef. All these items addressed to famous people of French gastronomy.

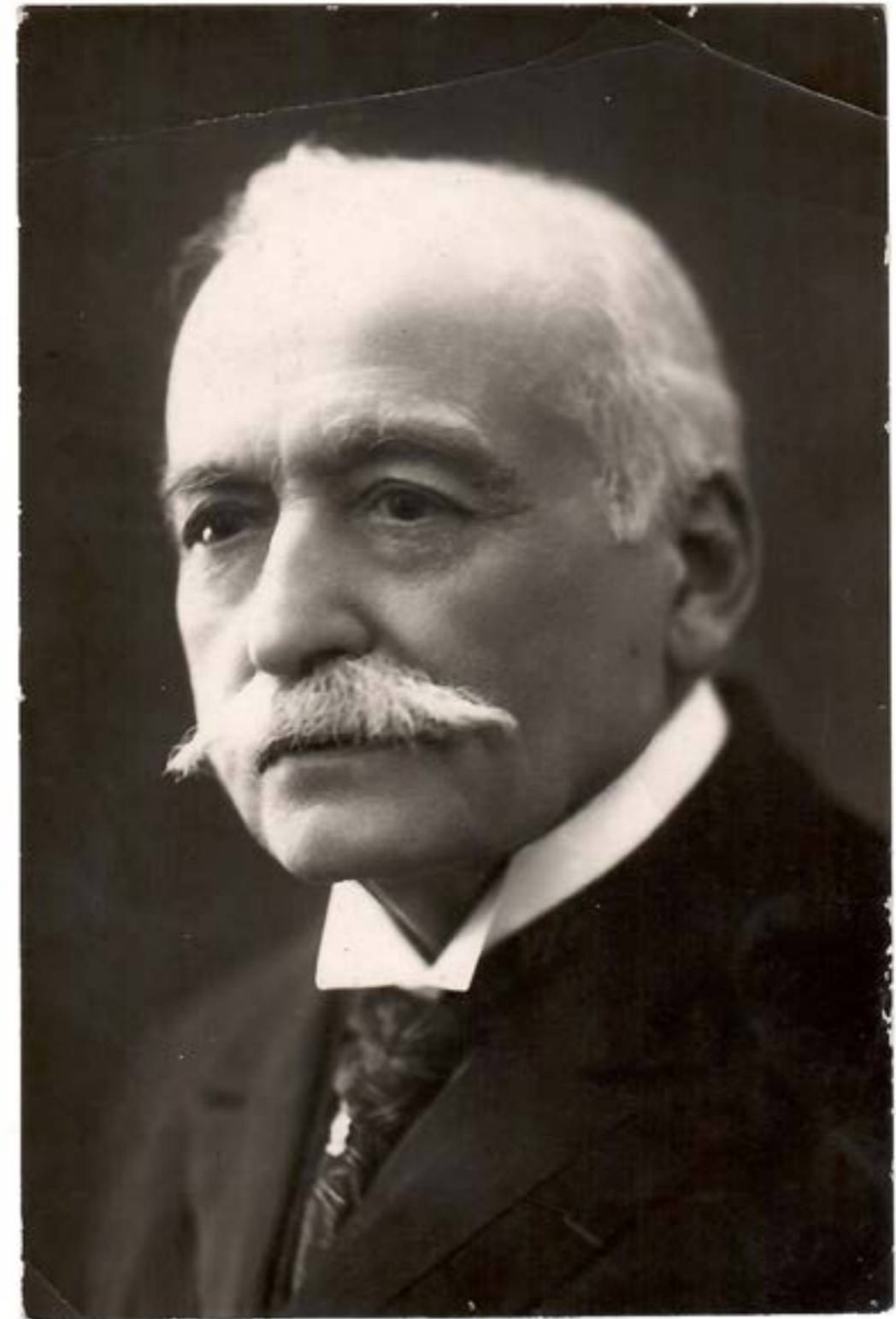
Auguste Escoffier (1846 – 1935) was one of the most famous chefs of the late 19th and early 20th centuries, who not only invented some of the classic dishes and authored several books, but also among others introduced modern system of cooking in restaurants with strict hierarchy, brigade de cuisine. With his business associate César Ritz (1850 – 1918), mostly known as the founder of the Ritz Hotels in Paris and London, they created the first class team, which elevated the service of gastronomy and hotel business to the highest level. After Ritz's retirement, Escoffier took over the management of the Carlton Hotel in London, from where he introduced the newly invented recipes of the French fine cuisine.

In early 1912, Auguste Escoffier came up with a brilliant plan, to introduce his new gastronomic creations worldwide at dinner parties in upper class hotels, which would happen simultaneously with the same surprise menu. The chefs would receive highly confidential recipes, sent from Escoffier's team at the Carlton Hotel in London, days in advance and direct contact would be maintained through modern communication systems, being telephones and telegraphs. The event was called *Dîner d'Épique, The Epicure's Dinner*.

The first event probably took place on May 18, 1912, with the main event at the Cecil Hotel in London. It was attended by 37 hotels in Europe and circa 4000 guests. A large part of the profit went to the fund for retired chefs. (Internet sources mostly quote a wrong date, May 25, 1912. Contemporary newspapers confirm May 18: Among others Le Figaro reports on the food, served at the event, on May 21; May 18 is among others also mentioned in Excelsior: journal illustré quotidien : informations, littérature, sciences, arts, sports, théâtre, élégances, July 4, 1912, p. 3).

In his memoirs Escoffier described the event with the following words:

Tous les journaux du monde ont parlé de notre premier «Dîner d'Epicure». Ce fut, bien au-delà de nos espérances, la plus belle et la plus grandiose manifestation en l'honneur de la cuisine française qui se soit jamais produite.



La Godine de Canard.

En cette saison ou tout le gibier a disparu le canard rouennais est tout indiqué pour cette préparation. — Faire cuire le canard en le tenant vert-cuit, c'est à dire très-craquement, le laisser refroidir à moitié, entailler les deux côtés de la poitrine et le tenir en réserve dans un plat couvert ayant soin de placer ces morceaux de façon à ce que les parties extérieures se trouvent en dessous; ce petit détail a de son importance, il permet de conserver le sang contenu dans les chairs. Retirer le canard qui doit être complètement refait, détacher les cuisses et les mettre de côté, on ne peut pas s'en servir pour la Godine, mais elles seront utiles pour la confection d'un autre plat. Peler les carcasses du canard, mettre dans une casserole deux grands oignons de Hambourg, deux petits verres de cognac, deux échalottes hachées une pincée de poivre mignonnette, un peu de noix muscade râpée et un petit feuille de laurier.

Faire bouillir à grand feu pendant quelques minutes, ajouter alors les carcasses pelées et le tout d'un litre de bonne demi-glace au fond de eau; faire bouillir doucement pendant un quart d'heure environ, passer ensuite avec pression au tamis ou à la passoire et ensuite à l'étamine ou au chinois. Remettre la sauce dans la casserole, faire bouillir pendant quelques minutes pour la mettre au point, terminer avec une cuillerée de beurre fondu et finir au chaud.

Pendant ce temps on aura préparé un fin ragout composé de têtes de champignons frais blanchies, sautées au beurre et de lamelles de truffes noires, vers le tout de quelques cuillerées de fine glace de viande et d'une petite cuillerée de beurre fondu. Au moment de servir dresser dans une terrine bien chaude, les poitrines de canard que l'on aura escalopées chacune en trois ou quatre morceaux suivant la grosseur du canard; sur ces escalopes dresser le ragout préparé qui doit être très-chaud, saucer le tout avec la sauce que l'on aura tenue au chaud et qui elle aussi, doit être bouillante; servir de suite. — Pendant la saison de marché on peut remplacer les champignons, les noix secons se prêtent eux aussi admirablement pour cette garniture. Les nouilles filées au beurre noisette que je conseille de servir comme accompagnement de la Godine lui seront de complément. Ces éléments réunis canard, truffes et champignons, nouilles constituent une délicieuse timbale que l'on pourrait pendant la saison agréablement accompagner de quelques escallopes de veau frais cuites au beurre. Cette timbale prend elle-même la dénomination de Godine.

TELEPHONE 7466
TELEGRAPHIC ADDRESS
CARLTON HOTEL
LONDON

A. Escoffier

Le téléphone et le télégraphe en transmirent le soir-même les moindres détails aux quatre coins du globe, toute la presse mondiale les enregistra le lendemain dans un bel élan d'enthousiasme.

Nous nous bornerons donc à noter quelques menus faits restés inédits, quelques impressions de notre dîner de l'Hôtel Cecil qui fut, en cette inoubliable soirée, le centre gastronomique de l'Univers. Nous avons compté sur une centaine de convives; et quand on songe que notre "Carnet d'Epicure" n'avait pas encore un an d'existence, et notre "Ligue des gourmands" pas même trois mois, on conviendra qu'il eût été présomptueux d'espérer mieux.

Et pourtant, nous étions près de trois cents au Cecil; et, le même jour, dans trente-sept villes d'Europe, le même dîner français était servi aux adhérents de notre jeune Ligue; si bien qu'il y avait par le monde, à la même heure, en présence du même menu, plus de quatre mille gourmands à table!

[All the newspapers in the world talked about our first "Epicure's Dinner". It was, well beyond our expectations, the most beautiful and grandiose event in honor of French cuisine that has ever occurred.

The telephone and the telegraph transmitted the smallest details to the four corners of the globe that very evening, and the entire world press recorded them the next day in a burst of enthusiasm.

We will therefore limit ourselves to noting, but a few menus that have remained unpublished, a few impressions of our dinner at the Cecil Hotel which was, on that unforgettable evening, the gastronomic center of the Universe. We had counted on around a hundred guests; and when we consider that our "Epicure's Notebook" was not yet a year old, and our "League of Gourmets" not even three months old, we will agree that it would have been presumptuous to hope for better.

And yet, there were nearly three hundred of us at the Cecil; and, on the same day, in thirty-seven cities of Europe, the same French dinner was served to the members of our young League; so much so that there were around the world, at the same time, in front of the same menu, more than four thousand gourmands at the table!]

(Auguste Escoffier, *Souvenirs inédits: 75 ans au service de l'art culinaire*, 1985, p. 161)

Two legendary dishes - *Fraises Sarah Bernhardt* and *Dodine de Canard* (de Chamber-tin- mentioned in our recipe in the mid-8th row) - were introduced that evening and the present two mimeographed recipes with Escoffier's signature were probably sent to one of the 37 hotels, attending the event.

Sarah Bernhardt was personally present at one of the dinners in Paris and was the first to send Escoffier a telegram with compliments.

Three days later, on May 21, the French newspaper *Le Figaro* reported on the event on the first page and praised above all the *Dodine de Canard*:



“La dodine”. C’est la plat de jour, comme on sait. Au premier dîner d’Epicure qu’organisa si magistralement le maître-chef Escoffier, les gourmands ligués l’ont dégusté.

[“The Dodine”. It’s the dish of the day, as we know. At the first Epicure’s Dinner, that master chef Escoffier organized so masterfully, the gourmands gathered together tasted it.]

(Le Figaro, May 21, 1912, no 142, p. 1).

The two recipes were not officially published, until Escoffier’s autobiography, mentioned above, was printed after his death in 1985, and the present two examples are probably one of the earliest obtainable examples of the procedures.

The last Epicure’s Dinner with new recipes was organized on June 14, 1914, on the eve of World War I. By that time more than 140 restaurants all over the world and thousand of guests attended this today largely forgotten event.

The menus are accompanied with a photograph of Auguste Escoffier with his autograph verso and dedication to Pierre Andrieu, probably the French gastronomy critic (1893 -1973), who was mostly known for his work with a famous French writer on gastronomy, Curnonsky (Maurice Edmond Sailland, 1872 – 1956). The photograph bears a stamp of Henri Manuel (1874 – 1947), a Paris-based portrait photographer.

The two fronts of envelopes, accompanying this small collection and one with Escoffier’s signature, are addressed to Salleron, at brothers Lucien Dujardin and René Dujardin, still existing wine makers and oenologists.

4.200 EUR



7. BOOK CATALOGUES BOOK PUBLISHING IN IRAN

میرزا عبد الوهاب معتمد

Mirzâ 'Abd al-Vahhâb Mo'tamed al-Dawle Nashât (d. 1244/1828), Author of Text; Hajji Musa, Author of Introduction and Book Catalogue; 'Ali-Asgar Tafres (fl. 1261 - 1288 / 1844 - 1871), Scribe.

کتاب گنجینه

[Ketâb-e Ganjine]

Tehran: [s.n.] 1281-82 [1864-1865].

Long 4°, [6 pp.], 344 pp., [1 pp.] lithographed text on paper with blind stamps of a Russian paper factory in margins, contemporary black goat with old paper label on the spine (sporadic small loss of white margins, last page originally composed of smaller pieces of paper, binding slightly rubbed on the corners and with small loss of material on the spine, but overall in a good condition) (#70572).

First catalogue of Persian printed and lithographed books

This book, containing a text by Mirzâ 'Abd al-Vahhâb Mo'tamed al-Dawle Nashât (d. 1244/1828), is important for researches of early publishing and printing in Iran. In the introduction the editor of the book, Hajji Musâ, complains about contemporary mass book production in Iran, which are of low quality, resulting in cheap and faulty texts (Marzolph Persian Popular Literature, 2001, p. 221) and emphasizes his effort to make improvements. "...On the very first page [he] makes the point that the present text has been subjected to diligent proofreading (tashih), while the person signing as scribe is 'Ali-Asgar Tafreshi, an experienced member of his profession who between 1261 and 1288 was active for a period of more than twenty-five years" (Marzolph Persian Popular Literature, 2001, p. 222; Marzolph, Narrative illustration, 2001, 276).

Historically most important part of the text is a three-page catalogue of printed and lithographed books available at the time of this publication, in 1282/1865. It includes 340 books in Persian and 14 books in Arabic languages, with names of books or authors, but without dates, places of publication or other details.

The books in the catalogue are sorted by following subjects: Islamic law (feqh), dogmatics (osul), commentary on the Koran (tafsir), various secular sciences, such as languages with dictionaries, history and medicine, philosophy, Arabic grammar, interpretation of dreams, nonscientific and entertaining literature, including poems, stories and children's books (for the detailed list of books, please see: Marzolph Persian Popular Literature, 2001, pp. 224-228).

We could trace three institutional examples on Worldcat (Cambridge University Library, Columbia University in the City of New York, Washington University in St. Louis).

References: OCLC 40695706. Cf.: Ulrich Marzolph, Narrative illustration in Persian lithographed books, 2001; Ulrich Marzolph, Persian Popular Literature in the Qajar Period, Asian Folklore Studies, Vol. 60, 2001, pp. 215-236.

4.200 EUR



8. SUDAN / RAILWAYS IMPORTANT MSS. CARTOGRAPHY

Charles George GORDON, aka “Gordon of Khartoum” (1833 - 1884).

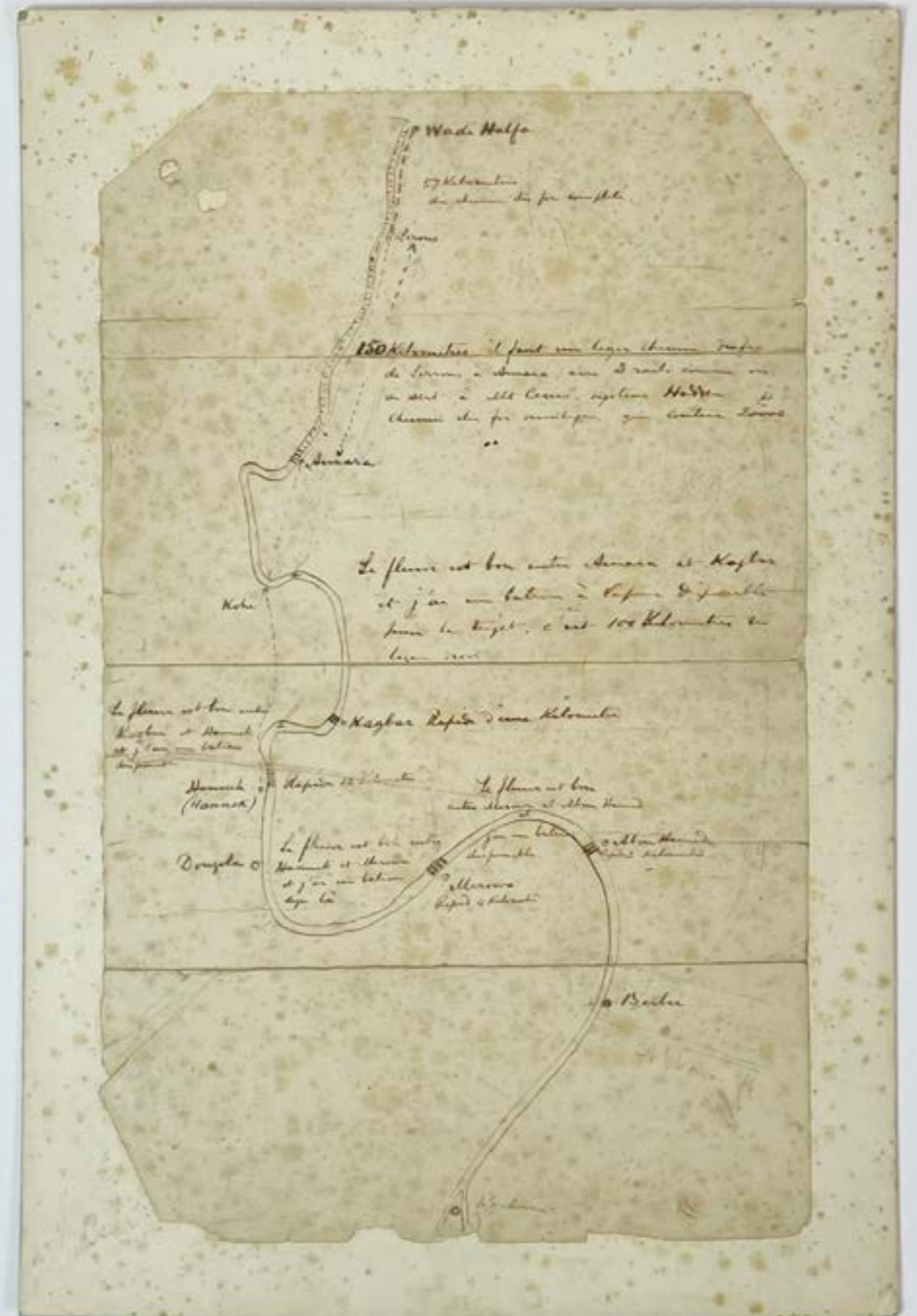
[Sudan Governor-General Sir Charles Gordon's Original Manuscript Report submitted to the Egyptian Public Works Minister Ali Pasha Mubarak proosing a scheme to save the embattled Egypt-Khartoum Railway project, illustrated with an original Mss. Map].

Manuscript, [Khartoum, Autumn 1879].

Manuscript, 9 ff. text, plus 1 f. map, black and brown pen and pencil on quarto paper (34 x 21 cm), letter signed in mss. by Charles Gordon, each leaf individually mounted to early to mid-20th century thick card (39 x 26 cm), versos bearing the handstamp of the ‘School of Oriental Studies, University of Durham’ (Good, scattered foxing, trimmed corners on most leaves not affecting text, blank section of top of first leaf reinstated not affecting text, occasional light markings in pencil and crayon).

An original manuscript of extraordinary quality and interest, being a report written by the legendary British soldier-adventurer Sir Charles George Gordon, aka “Gordon of Khartoum”, in his capacity as Governor-General of Sudan, in the service of the Egyptian Khedive, articulating his well-conceived plan to save the embattled Sudan Railway project in the face of Egypt’s financial meltdown, by proposing that the initially ambitious all-railway project be modified to include a mixture of integrated railway and steamboat services to create a reliable and reasonably expeditious transport link between the existing Egyptian railway system and Khartoum; the signed report, submitted to the Egyptian Public Works Minister Ali Pasha Mubarak, is written entirely in Gordon’s own hand and includes a magnificent full-page sketch map of Sudan’s Nile Valley illustrating his designs in full; the manuscript, once part of the collections of the University of Durham, was subsequently acquired by the late Esmond Bradley Martin, the world’s foremost conservationist of elephants and a longtime connoisseur of rare books and manuscripts on Africa.

Egypt gained titular control of Sudan in 1820, but its hold over this vast and tumultuous land was always tenuous at best. Egyptian troops, administrators and merchants had to either ascend the meandering Nile River, upon which boat travel was interrupted by several cataracts, or follow shorter (but still hundreds of kms-long) caravan routes across rugged, scorching desert to reached Sudan’s capital, Khartoum (which was located almost 1,000 km from the Egyptian border). Moreover, much of countryside was controlled by warlike tribes that deeply resented the Egyptian presence.





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Isma'il Pasha, the Khedive of Egypt (reigned 1863-79) was obsessed with modernizing and Westernizing his country. He was famed for his infrastructure projects (he presided over the completion of the Suez Canal, 1869), and he sought to improve communications with Sudan, completing a telegraph route to Khartoum in 1866. However, it was becoming clear that the only way that Cairo could hope to maintain control over Sudan going forward was to build a railway connecting Egypt and Khartoum (the Egyptian State Railway was about to be extended from Aswan to the Sudanese border, providing a direct connection to Cairo and Alexandria).

In 1869, the Khedive appointed the legendary English engineer Sir John Fowler (1817 – 1898), to conduct a detailed survey and feasibility study for an Egypt-Khartoum railway (paying him a stupendous sum). Fowler was globally famous for designing London's Metropolitan Line (completed in 1863), the world's first subway system.

In 1873, Fowler submitted his final report to the Egyptian crown, which was predicated upon extensive mapping and reconnaissance of the region. Fowler envisioned building the railway south from Wadi Halfa (just south of the Egyptian border, where the Sudan Railway could connect to the Egyptian system) up along the eastern bank of the Nile for around 250 kms, before building a bridge that would have the line cross the river to the west bank, at the point where its direction changed from a westerly to northerly orientation. From there it would continue to follow the river up to Um Bakool, whereupon, to cut the distance of the Bend of the Nile, the line would head inland across the forbidding Bayuda Desert for 283 km, to arrive at Metnemmah, located about 190 km downriver from Khartoum. From Metnemmah, Khartoum could be reached easily by either further extending the line or taking a river steamer.

While Fowler's plan was technically feasible, it was estimated to cost at least £E 1.5 million (a colossal sum). By comparison, creating a reliable stammer route from Wadi Halfa to Khartoum (with a series of short tram systems to bypass the Nile cataracts) was estimated to cost only £E 70,000, although the latter option was too slow to deploy Egyptian troops into the heart of Sudan in time to suppress any mass unrest.

Isma'il Pasha decided to move forward with Fowler's plan, with the budget for materials alone being £E 600,000. In February 1875, construction commenced on the first stretch of the line, running from Wadi Halfa to Saras, located 57 km south.

Rather optimistically, the Khedive planned for the railway to be financed by revenues derived exclusively from Sudan. However, due to political instability and bureaucratic waste and corruption, only a tiny fraction of the expected revenues was forthcoming (in 1876 Sudan produced no tax revenue at all!), such that by 1877, the project encountered severe financial difficulties.

What would transpire going forward needs to be seen within the greater context of Egypt's growing financial crisis. While Isma'il Pasha was a visionary 'nation builder', he and his ministers were simply terrible at accounting. He spent on mega-projects (ex. the Suez Canal, roads, railways, and grand public buildings, etc.) with reckless abandon, borrowing money from British, French and German banks at usurious interest rates.

"Isma'il the Magnificent" even spent £E 2 million (equal to U.S. \$300 million today) on the party for the opening of Suez Canal, described as the most lavish feast in modern history. Moreover, the Egyptian bureaucracy was incredibly corrupt and inefficient, and much of budgeted tax revenue was siphoned off before it reached Cairo, while expenditures ballooned well above estimates due to graft and waste. By 1877, Egypt was spending more than 60% percent of its public revenue on debt service alone (without ever touching the principal). Egypt defaulted on its debt 1879, owing almost £E 93 million to European creditors (equivalent to roughly US\$ 14 billion today!), leading Isma'il Pasha to be deposed, in favour of his pliable eldest son Tewfik I (whom Isma'il utterly despised). This debt crisis gave Britain the excuse to invade Egypt in 1882, making the country a British Protectorate (a de facto colony).

Enter General Sir Charles Gordon and his attempts to Save Sudan and its Railway

Sir Charles George Gordon (1833 - 1885) was undoubtedly one of the most extraordinary, fascinating and psychologically complex figures of the Victorian era. A soldier, adventurer, civil administrator and engineer-cartographer, he was a man of astounding technical competence and superhuman stamina. He could be recklessly brave due to a reputed 'death wish', while his practical drive to solve problems was balanced by his intense evangelical Christianity and ardent opposition to slavery.

Gordon graduated from the Royal Military Academy, Woolwich, in 1852, becoming a lieutenant in the Royal Engineers. He soon gained a reputation as a fantastically talented engineer of fortifications and as a mapmaker, initially serving in Wales, designing defenses. During the Crimean War (1853-6), Gordon gained a reputation as a daring and skilled frontline fighter, but also for a habit of insubordination (he doggedly followed orders he agreed with, while ignoring commands which he found foolish or unjust, whereupon he pursued his own course).

Gordon subsequently became a mercenary in China, and due to his unbelievable skill as a battle commander he came to be the head of the pro-imperial 'Ever Victorious Army' that suppressed the Taiping Rebellion (1850-64). This made him a global celebrity, given the popular name of "Chinese Gordon". After a variety of engineering and diplomatic missions in the Balkans and the Ottoman Empire, in 1872, Gordon met the Egyptian prime minister Raghil Pasha, who asked Gordon if he would consider serving the Egyptian crown in a very senior role (Isma'il Pasha recruited many Westerners).

Gordon had an audience with Isma'il Pasha, who was highly impressed with the Englishman, so much so that he seemed to regard him as having superhuman powers. With the permission of the British government, Gordon accepted the post of Governor of Equatoria (the southernmost province of Sudan, encompassing what is today South Sudan and northern Uganda), serving from 1873 to 1877.

Equatoria was a rough frontier, rife with slavery, murderous ethnic tensions and grinding poverty, while being hopelessly remote from Cairo. In a sign that Gordon was motivated by the mission and not money, he turned down the £E 10,000 annual salary offered to him, claiming that only £E 2,000 would serve his needs. Gordon saw his mission as

bringing good governance to Equatoria, improving the standard of living of its people and abolishing slavery (a cause for which he was fanatically dedicated). While Gordon had some modest success suppressing slavery, he found his assignment frustrating due to the corruption and inefficiency of the Egyptian bureaucracy and the drunkenness and sloth of his Western advisors.

Gordon subsequently accepted Isma'il Pasha's offer to become the Governor-General of Sudan, serving from May 1877 to December 1879, upon which he (perhaps naively) hoped that the major upgrade in his status and powers would give him the political clout to cut through the miasma of corruption and inefficiency and to achieve great things.

A top priority for Gordon was building the Sudan Railway. In addition to the obvious military imperative, of being the conduit for rushing Egyptian troops into the heart of Sudan, he believed that the railway would consolidate his administration and boost the economy by increasing local and international trade. As a personal moral imperative, it was hoped that the newfound prosperity would allow paid jobs to replace slavery (which still thrived throughout Sudan).

Gordon successfully lobbied that the management of transportation in Sudan be separated from that of Egypt and placed under his direct auspices and given its own dedicated budget and accounts. He wanted to take control of the file from the Egyptian bureaucracy, which he regarded as hopelessly corrupt and inefficient. Isma'il Pasha was pleased to oblige, as he naively thought the Gordon was a miracle worker who would somehow sort out what seemed an intractable problem, while relieving him of the awesome financial liability. Yet, Gordon was warned by the directors of the Egyptian State Railways that managing the Sudan Railways separately would not be financially viable (which turned out to be true).

During the second half of 1877, Gordon redoubled work on the railway south of Wadi Halfa, drafting 3,000 laborers from Dongola. Gordon cut costs by slashing salaries, firing superfluous employees and trimming inefficiencies. He reengaged the English firm of Appleby Brothers to send supplies, opening a dedicated account for the railway in Cairo, into which the Governor of Dongola (who owed the Sudan government money) deposited £E 15,000.

By the beginning of 1878, the first stretch line was made operational, running 57 km from Wadi Halfa southwards to Saras, while a further 47 km of embankments and cuttings had been executed down towards Akasha. However, Sudan's general revenues proved disappointing, despite Gordon's cost-saving measures, and the funding for the railway soon ran dry.

Gordon was compelled to halt construction on the railway, as he defaulted on an urgent payment of £E 30,000, towards the £E 79,000 he owed Appleby. Moreover, Egypt's finances were in a ruinous state, such that there was no possibility that Cairo could bail him out. Meanwhile, the operational Wadi Halfa to Saras line was running a huge and growing deficit. In the year 1878 it brought in only £E 6,488 of revenue against £E 22,258 in expenses. Gordon promptly truncated service to only two trips per week, before shutting down the line completely.

The Sudan Railway project languished for over a year and a half, when, in the Autumn of 1879, in part due to Gordon's financial reforms, Sudan's finances improved. While the provincial treasury was not flush, it now had sufficient funds to allow the resumption of construction of the railway beyond Saras. However, Gordon understood that the original Fowler Plan, or anything like it, would never be financially feasible, at least not in the foreseeable future. Employing his skills as a professional engineer, Gordon developed a new plan for a Wadi Halfa-Khartoum transport route that would be a combination of railway lines and steamboat runs, with tramways built to overcome the Nile's cataracts. While such a system would not be nearly as fast or as pleasant as a complete railway line, it would hopefully prove acceptably expeditious, and would be assuredly much cheaper.

The Present Manuscript in Focus

The present work is Gordon's original manuscript report articulating his recommendations for saving the Sudan Railway/Wadi Halfa-Khartoum transportation route from being eviscerated by Egypt's financial crisis. The report, while undated, was written in the Autumn of 1879 and, addressed to "Excellence", was clearly submitted to the Egyptian Minister of Public Works, who was then Ali Pasha Mubarak (1823/4-1893; serving in that office, August 1878 – September 1881, and again August 1882 to January 1884), who is today best known for being the first ethnic Arab Egyptian cabinet minister, as well as the founder of the country's modern education system.

The report, with its 9 pages of text, is written in Gordon's own hand, in French (the main business language of the Egyptian court) and is signed with his distinct signature on the final page. Importantly, the report is illustrated, likewise in Gordon's hand, by an additional full page sketch map showcasing the Wadi Halfa-Khartoum corridor with his railway/transportation proposals (Gordon, a great cartophile, not infrequently accompanied his technical letters with his own original maps).

Gordon starts out by recalling that, in 1874, Egypt and Sudan agreed to build a "grand scale railway" at a "grand expense" from Wadi Halfa to Khartoum, but that this dream is no longer realistic. At the time, only the 57 km-long stretch from Wadi Halfa to Saras is fully operational, with recent renovations ensuring that it was in good order.

Gordon notes that it would be ideal if the railway could be continued from Saras to Koké and then on to Hannek (today an insignificant place, across the river from the famous archaeological site of Tombos), at the Nile's Third Cataract. However, the financial situation ensured that it was "right now... impossible to contemplate". Yet, Gordon asserted that it was entirely realistic to extend the railway from Saras another 150 kms south to Amara, at the Second Cataract of the Nile, so avoiding the worst stretch of the river, that was impassible for steamships.

However, as a precondition for continuing the line to Amara, the Sudan Railway needed to be released from its contract, signed in 1874, for materials supplied by Appleby Brothers. Gordon notes that the original contract committed the Sudan Railway to buy £E 599,898 worth of supplies between 1875 and December 1879. However, the railway had yet only taken possession of £E 150,000 worth of materials, which would be more than adequate for continuing the railway to Amara. Gordon reveals that contract appointed Sir

John Fowler to serve as the arbitrator in the event of any disputes between the Sudanese government and Appleby (for which he had already been paid the handsome retainer of £E 7,558). It also stated that should Sudan wish to terminate contract early, Fowler would arrange that it would only have to pay a penalty of between 10 to 20% on the cost of the materials already received (in this case, being between £E 15,000 and £E 30,000), such that Sudan would be off the hook for the remaining £E 450,000. Gordon hereby calls upon Cairo to instruct Fowler to formally terminate the contract with Appleby as proscribed, but that upon this task being accomplished, Fowler was to be relieved of his role as arbitrator, so that Sudan would not have to pay him any more consulting fees.

Returning to the building of the Wadi Halfa-Khartoum transportation route, Gordon asserts that the Sudanese government is in rough final shape, albeit in a better position than it was previously. It received £E 97,000 in general revenues during most recent fiscal year (1878), although it had an existing debt load of £E 327,000 (which Gordon believed could be gradually retired with sound fiscal management).

Gordon states that for the cost of £E 20,000 (a sum that the Sudanese treasury could certainly manage), the railway could be extended to Amara, employing the famously reliable Holden locomotives.

Gordon next requests that the Public Works Minister "look at the map" that accompanies the report. It traces the extent of the Nile from Wadi Halfa (upper left) down to Khartoum (lower right). It shows the 57 km of line from Wadi Halfa to Seras as having already been completed, while tracing the intended 150 km-long continuation of the line to Amara, bypassing the worst part of the Nile (which is covered by hachures), noting the cost of the continuation as being £E 20,000, using Holden engines. It also showcases the route of the further extension of the railway to Hannek. The cataracts of the Nile, at Amara, Kagbar, Hannek, Merowe and Abu Hamad are represented by lines crossing the river and are labelled, along with descriptive notes. It is recorded that between the cataracts the "river is good" for navigation and, in some places, Gordon has even drawn the tiny figures of steamboats, which were meant to travel up the river, in sections, from Amara.

While not as commodious as a complete railway from Wadi Halfa the Khartoum, as envisaged by Fowler, Gordon's plan was viable and well-conceived. If realized, it would render travel in Sudan reasonably expeditious and safe, while forming the basis for extending the railway line should the financial situation improved.

While manuscript letters by Charles Gordon appear from time to time on the market, the present work is exceptional, due to its important and engaging content, while the map is a stellar highlight.

Provenance

The present manuscript was at some point obtained by the School of Oriental Studies, University of Durham (their handstamp adorns the versos of the manuscript's mounts). Durham was involved in archaeology projects in the first half of the 20th century, while it maintained close ties to the colonial government in Sudan. The university decided to

fleuve est bon jusqu'au dessous de la
Rapide d'Abou Hamad, et j'ai un bateau
à vapeur disponible pour cet étendue d'
eau, au-delà de la Rapide d'Abou
Hamad, le fleuve est bon jusqu'à
Khartoum.

Par ces moyens, je puisse utiliser
le chemin de fer, jusqu'à Amara, et
de là, je puisse continuer le transport
à Khartoum, par bateaux, il faut plus
tard construire des tramways, pour
passer les Rapides de Kagbar, Hannek
Merowa et Abou Hamad, d'en dessous
jusqu'au de là, Voyez la carte.

Quant à Monsieur Fowler, par l'ordre
de son Altesse, le Sudan le paie 3000
per an, il a un contrat, qui finira
16 Mars 1879. Le Sudan le doit 31 sur 77
£ 3933, à la fin de 1878. Le Sudan le
deura 3933 + 3000 = 6933, et au jour 16
Mars 1879, le Sudan le devra 3933 + 3000
+ 625 £ = 7558 £. Je vous demande, si c'est

auction the manuscript, which were sold at Sotheby's London on December 7, 1976, Lot 402. Likely via a London dealer, the manuscript was acquired by Esmond Bradley Martin (1941 - 2018), the foremost conservationist of African elephants and an expert on the ivory trade. He was also an avid and skilled collector of books and manuscripts on Africa. Martin bravely opposed Africa's poachers, making him many enemies. Tragically, he was found murdered in his residence in Nairobi, and while his death was officially classified to a 'botched robbery', many believe that it was a targeted assassination.

Epilogue

By December 1879, Gordon had finally had enough of the corrupt, bankrupt Egyptian regime and, seeing his mission as hopeless, resigned his governor-generalship, returning to Britain. With his departure, his plan to revive the Wadi Halfa-Khartoum travel route died.

Not long thereafter, the Mahdist War (1881-98) broke out in Sudan, being a rebellion against Egyptian rule led by Muhammad Ahmad bin Abd Allah (1844-85), who proclaimed himself the 'Mahdi' (the 'Guided One') of Islam. He led the 'Mahdist' Islamist moment which included hundreds of thousands of loyal followers.

In 1882, Britain assumed military control over Egypt, making the country a British Protectorate. The British soon realized that they would have to assert control over Sudan, lest the Mahdist turmoil expanded into Egypt. By this time, the Egyptian Army had lost control over most of Sudan, although they managed to hold Khartoum, while maintaining a tenuous lifeline to Egypt.

In 1883, the Anglo-Egyptians lost all access to the Wadi Halfa-Seras railway line, as the area became unsafe due to Mahdist raids. Shortly thereafter, the Mahdists proceeded to severely damage the rail works.

Early in 1884, to save the Anglo-Egyptian cause in Sudan, the British dispatched Major General Charles Gordon to Khartoum, to once again, serve as the Governor-General of Sudan, but this time under a (hopefully more competent) Anglo-Egyptian regime. He arrived in Khartoum on February 18, 1884, only to find that his authority barely extended beyond the gates of the city. Ominously, his relatively small garrison soon found itself surrounded by the Mahdists, leading to the Siege of Khartoum (March 13, 1884 to January 26, 1885), one of the most widely followed events of the late 19th century.

General Garnet Wolseley (1833 - 1913), one of the most the most legendary of all Victorian commanders, led the 'Gordon Relief Expedition' to save the Khartoum garrison. The force made herculean efforts to race 2,000 km up the Nile from Alexandria. However, Khartoum fell to the Mahdists on January 26, 1885, whereupon Gordon and almost all his 7,000 troops, as well as 4,000 civilians, were slaughtered, so marking one of the greatest military defeats in British history. Yet, Gordon, popularly known as "Gordon of Khartoum", was lionized as a martyr of the British Empire. Wolseley's main force arrived in Khartoum on January 28, 1885, having made remarkably expeditious progress - but not fast enough.

The Mahdist War would continue for another 13 years, resulting in many stunning defeats and victories for both sides. By 1895, almost all Sudan had fallen into Mahdist hands. However, a more hawkish government in Westminster resolved to retake the country and from 1896 to 1898 General Herbert Kitchener led a massive Anglo-Egyptian force that like a juggernaut mowed down the Mahdists, conquering Sudan. Britain and Egypt then proceeded to rule Sudan in a de jure condominium for the next two generations.

As for the fate of railways in Sudan, during and in the immediate wake of the Mahdist War, the awesome rescues of Britain were applied to completing the line from Wadi Halfa to Khartoum. The Wadi Halfa-Saras line was restored and extended to Kerma (near Hannek) in May 1887. It was then extended to Abu Hamad in 1897, while finally reaching Khartoum on December 31, 1899. For several decades the Sudan Railway served as the anchor the Anglo-Egyptian regime in Sudan and the lifeblood of the country's economy.

References: N/A – Present Manuscript seemingly not recorded. Cf. Alice MOORE-HARELL, *Gordon and the Sudan: Prologue to the Mahdiyya 1877-1880* (2013), pp. 91, 115-119, 175; H.A. MORRICE, 'The Development of Sudan Communications – Part I', *Sudan Notes and Records*, vol. XXX, part I (1949), pp. 1-38, esp. pp. 11-3.

8.200 EUR

9. THE SIEGE OF KAHUN, PAKISTAN FIRST ANGLO-AFGHAN WAR

Thomas WINGATE (1807-1869) (att.).

Nuffoosk Pass / Attempted relief of Kahun on the 31st Augt. 1840.

[S. l., S. d., but probably Pakistan or India, 1840].

Watercolours on paper 28,5 x 41cm (11.2 x 16.1 inches), mounted with margins under old mat, 42 x 57 cm (16.5 x 22.4 inches), original pasted manuscript annotations in the lower margin, old manuscript title in ink in the upper margin of the mat (image and mat slightly stained and water-stained with spotting on the surface, image with small cracks and tiny loss of image, partly repaired with pieces of old paper verso, mat cracked in margins).

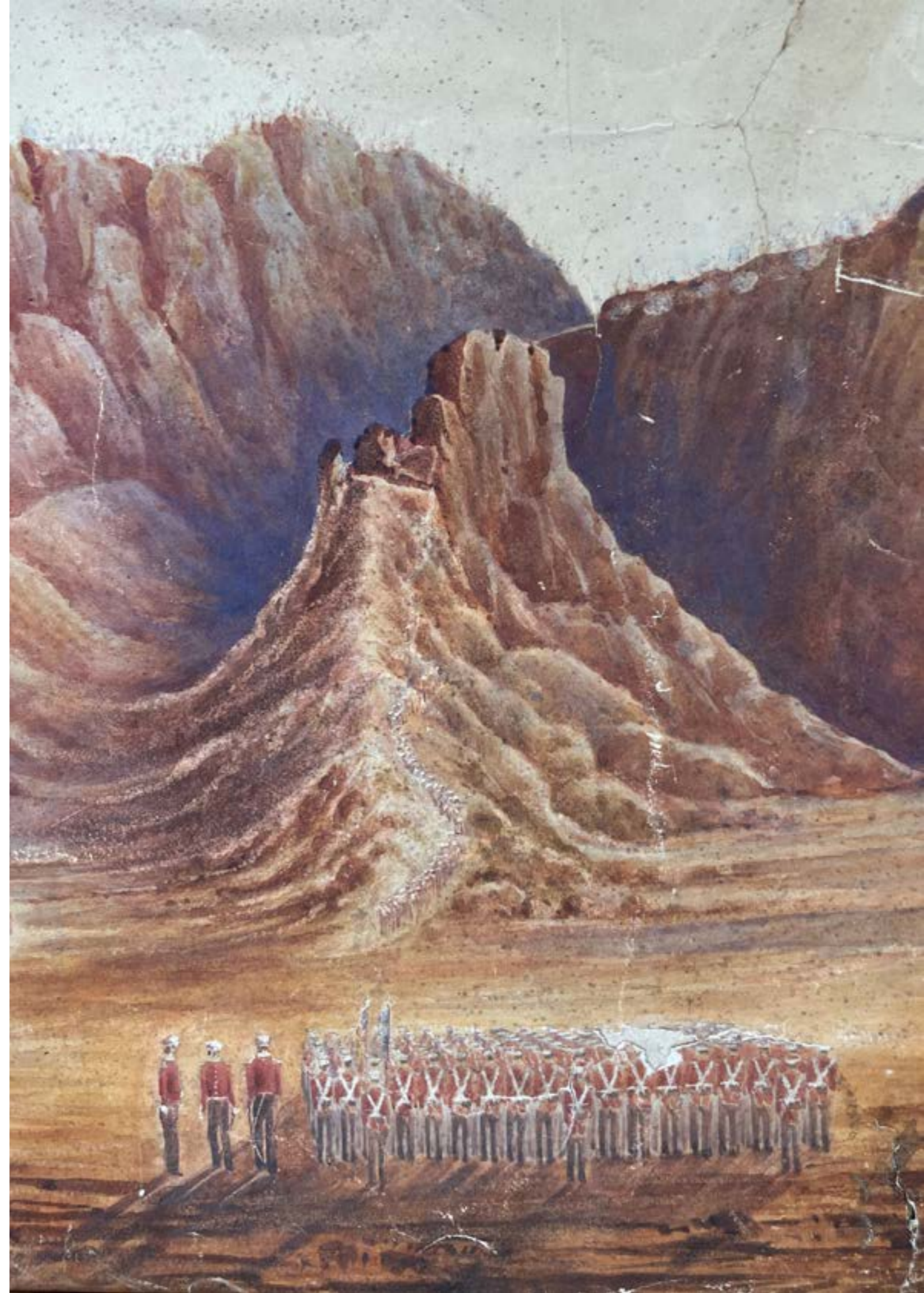
A large original drawing showcasing the the Siege of Kahun in Balochistan during the First Anglo-Afghan War, probably drafted by an amateur artist and officer Thomas Wingate, later active in Australia.

In December 1838, the Anglo-Indian Army mounted an invasion of Afghanistan, in what became known as the First Anglo-Afghan War. This was done to create a buffer state to protect the frontiers of British India from Russian and Persian encroachment. They promptly took most of the major cities, and by August 1839 placed Shah Shuja, the country's corrupt and bloodthirsty deposed former ruler on the throne in Kabul.

The siege of Kahun (Kahan), a village in Kohlu District in Pakistan's Balochistan province, was fought between May 16 until 28 September 28, 1840. The small outpost was held by a battalion under the leadership of Captain Lewis Brown and Lieutenant Walpole Clarke, who were eventually forced to capitulate due to harsh climate and hostile native force.

On May 16, 1840, Lieutenant Clarke and dozens of men were killed during a surprise attack by the Baloch, leaving the fort protected only by Captain Brown and 140 men, which were forced to leave the fort on September 28.

The present view depicts the battle, fought between the British soldiers and the Baloch on August 31, 1840, when soldiers under the leadership of Major Clibborn ascended the difficult Nuffoosk Pass (Naffusak Pass) from Kahun in insufferable heat, to face a large Baloch army, which was gathering on the top of the mountains, also depicted on the drawing. In the battle the Baloch suffered great loss, including among their leaders, as did the Clibborn's men, many of which died of heat and thirst.



was successfully defeated by Major Lewis Brown
Ketchum by intricate operations on the Columns of his Regt the 5th Ar. Lt. I.

Safford Hill

Successful Relief of Ketchum on the 31. Aug. 1860.



2nd Ar. Lt. I. under
Capt. H. H. H.

Major Brown
Ketchum's Regt. the 5th Ar. Lt. I.
at Safford Hill

1st Ar. Lt. I.
under H. H. H.

The scripts, mounted on the lower margin explain the details of the image and positions of various parts of the troops.

The annotation in the upper part of the mat, written with a different handwriting, reports somehow different result of the battle: *[Erased] was successfully defended by Major Lewis Brown. / Kahun afterwards on The Colours of his Regt. the 5th Bo. N. I. [Bombay Native Infantry].*

A similar view, made by George Boyd (1800-1850), was published in Rupert Kirk's *Views of defiles and mountain passes in Affghanistan* (London, 1841, plate 3).

The day of the battle is described in the journal of Captain Lewis Brown with following words:

31st-A day of great and almost overpowering excitement. It commenced about 5 o'clock last evening, when the plains and hills became alive with Beloochees, and at dark, large signal fires on the tops of all the hills. At day-break, large parties of horse and foot were seen hurrying across the plain to the Nuffoosk pass, on the opposite side of which, we soon learnt of the arrival of our convoy, from the report of one of their guns, a signal agreed upon between us; about sunrise, we saw collected on the very top of the pass about 2000 Beloochees, and others prowling about in all directions, the distance, as the crow flies from the fort to the pass, is about 4 miles; in fact, we were completely behind the scenes, and saw all that the Beloochees were at, and fully expecting to see our comrades crown the top every hour, we were highly amused and excited - 2 P.M. no sight of convoy coming over pass, they must be repairing the road up - 3 P.M. saw the shrapnell flying over the hill, and bursting in the midst of the enemy with the most beautiful effect - 5 P. M. still no sight of convoy. Beloochees still crossing the plains towards the seat of action. Erskine scattered a small body of them with a shell - 8 P.M. heavy firing of guns and musketry for 10 minutes, when all was silent for the rest of the night. I should be very sorry to pass many days of my lite like this - I would ten thousand times sooner have been in the thick of it; the excitement and suspense was beyond any thing I ever felt before; knowing the difficulty of the pass, and not seeing our people crown the top, I felt certain there must be much bloodshed going on.

Lewis Brown, Private Journal Kept by Captain Lewis Brown, of the Fifth Regiment while Occupying the British Out-Post at Kahun, 1841, p. 18).

A more detailed first-hand account of the battle is found in the book *The First Afghan War and Its Causes* by Sir Henry Marion Durand (1812-1871), a British army officer and colonial administrator:

The Surtoff mountain, the scene of Clerk's disaster, was surmounted without opposition, and at ten a.m. of August 31, after a march of eight hours in accomplishing six or seven miles, the foot of the ascent of the Nuffoosk Pass was reached. The heat was intense, and both men and cattle were already suffering from the want of water. Unfortunately, instead of search being made, the word of the guides that there was no water was taken, and, ignorant that an abundant supply was within two miles of his position, Clibborn determined as soon as his rear guard came up to force the Nuffoosk Pass, looking to obtain water upon the

Kahun side. By half-past one the rear guard came up, and by two o'clock, his dispositions being made, two companies and fifty dismounted troopers, under cover of the fire from the howitzers, and supported by reserves, gallantly ascended the pass. The road had been destroyed, breast-works thrown across it, and other minor obstacles prepared by the enemy. All these were surmounted, but not without fatigue, some loss from the enemy's fire, and the disorder in evitable to scrambling up and over such ground, so that when the crest of the ridge was attained the men arrived out of breath, exhausted with heat, thirst, and the fatigue of the ascent. The Beloochees saw their advantage with a wild yell they rushed sword in hand upon the sepoy, dashed them down the side of the mountain, and covered its slope with their slain and wounded. The supports, seeing the fate of the storming party, retreated to the colours and guns on the plain, and could with difficulty be formed before the Beloochees boldly advanced and sought by a second gallant onset to complete their success but Stamford's guns were well served and swept their front with deadly effect, whilst the sepoy likewise maintained a heavy musketry fire and stood firmly in support of the artillery. In this onset the Beloochees sustained a great slaughter, and, leaving several of their leaders amongst the fallen, were compelled to retreat upon the pass, of which they kept possession. Clibborn did not feel himself in a condition to follow up the enemy; his loss was severe, and his men were worn out; he therefore permitted the Beloochees to retire unmolested.

(Sir Henry Marion Durand, *The First Afghan War and Its Causes*, 1879, pp. 267-268).

The Drawing in Focus

The present drawing is attributed to Thomas Wingate (1807-1869), a lieutenant in the British Army during the First Anglo-Afghan War. Lithographs based on his drawings The storming of the fortress of Ghuznee in July 1839 and the assault on the fortress of Kelat in November 1839 were published in the series of 14 lithographs *The Storming of Ghuznee and Kelat* by Lieut. T. Wingate.

Wingate's other drawings and his handwriting below the images correspond to the present drawing.

The drawing was either made *in situ*, or is an elaborate version of a draft, made at the time of the battle, probably also architected by Wingate.

Thomas Wingate was born in France to Captain George Thomas Wingate RN from Scotland, and Thomasina, nee Devonshire. He entered the army in 1826, and was serving in Sri Lanka between 1828 and 1832 and then in India between 1835 and 1842 as a lieutenant in the 2nd or Queen's Royal Regiment. Four years later, with the rank of Captain, he retired and in 1852 moved to Sidney, where he was commissioned Major commanding the 1st New South Wales Rifle Volunteers. He married Eleanor Terry, nee Rouse (1813 – 1898) and also worked as an amateur photographer. Caroline Simpson Library & Research Collection houses several of Wingate's drawings and photographs and offers valuable information on the artist's life and work.

3.400 EUR

10. INDONESIA – WESTERN BORNEO (WEST KALIMANTAN) – PAMANGKAT HARBOUR SAMBAS RIVER MSS. CHART PIRACY / DUTCH COLONIALISM

J. BÜCHLER.

“Schets van de Bogt van Pamankat en Overleggende bogt te Sambas opgenomen 11, 12, 13 July 1837”.

Manuscript, [West Kalimantan, Borneo], 1837.

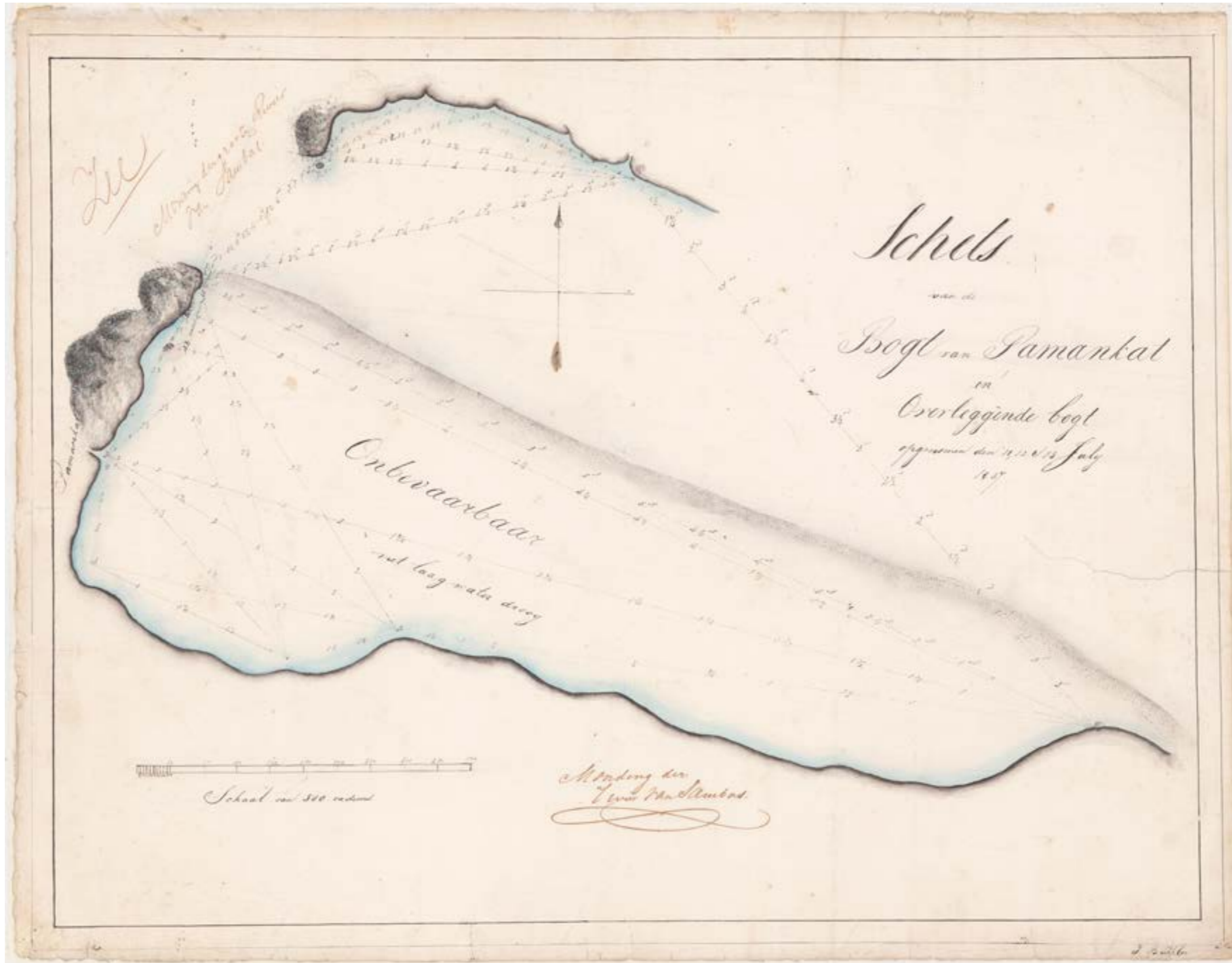
Manuscript, pen and ink and watercolour on laid paper watermarked ‘C & I Honig’ (Good to Very Good, overall clean and bright with attractive colours, 10 cm closed tear with no loss entering left side, some small marginal tears with no loss, archivally backed on Japanese paper), 44 x 56 cm (17.5 x 22 inches) (# 70564).

A fine original manuscript chart of Pamangkat Harbour, a notorious pirate base at the mouth of Sambas River, in what was then the Sultanate of Samba, in Western Borneo (West Kalimantan), and more recently the headquarters of the ‘Thai Kong-kongsi’, a militant Chinese gold mining syndicate; the chart was drafted by ‘J. Büchler’, likely one of many Germans then in Dutch employ, after a fresh scientific survey conducted in July 1837, and was clearly made to serve the Dutch colonial regime in the anticipation of mounting military expeditions to Pamangkat to suppress piracy and the troublesome Thai Kong-kongsi, as well as to grab a share of the region’s lucrative gold and diamond trade; quite likely the first detailed scientific survey of the harbour.

West Kalimantan (Bahasa: Kalimantan Barat) is vast section of the island of Borneo whose coasts historically guarded the main shipping lanes between Java, home to Batavia (Jakarta), the capital of the territories of the Dutch East India Company (VOC), and the South China Sea and Singapore Straits, so giving it a vital strategic position. While the region was long known to be rich in gold, diamonds and precious tropical hardwoods, for many generations it was avoided by the VOC, as its coasts were home to some of Asia’s most dangerous pirates. The Dutch were more concerned with protecting their shipping from corsairs that engaging in any trade or colonial enterprises in West Kalimantan.

During the 18th century, West Kalimantan became a very economically and culturally vibrant, but complex and volatile, environment. The era saw the apogee of local sultanates ruled by Malay Muslims that controlled parts of the coastal and near inland areas, and whose economies were based on maritime trade and piracy. Meanwhile, the interior was still largely the domain of the Dayaks, the region’s indigenous people. However, the situation was greatly altered in the mid-1700s, due the arrival of waves of Chinese (mostly





Hakka) immigrants, who quickly formed kongis, very well-organized colonies/business syndicates that soon took control of the all-important gold mining industry and the much of the interior-coastal trade. The fiercely autonomous and self-contained kongis had little respect for the authority of the Malay sultanates, while they regularly fought fierce battles amongst themselves. Their presence greatly destabilized the region, while draining the sultanates and the Dayaks of much of their trading income.

The most important states in West Kalimantan during the late 18th and early 19th centuries were the Sultanate of Pontianak, located on the mid-coast, which was founded only in 1771 by Malays of Yemeni ancestry; and their fierce rival, the Sultanate of Sambas, in the far northwest, centred on the Sambas River, being a long-established Malay state, founded in 1609.

In the 1770s, the VOC decided to assume an active role in West Kalimantan, desiring to take a piece of the gold and diamond trade, while having a local base for suppressing piracy. In 1778, they formed an alliance with the Sultan of Pontianak, establishing a residency and a VOC trading community in their capital. This naturally put the Dutch at odds with Sambas, with whom relations remained tense.

By 1790, the VOC was experiencing severe financial problems (it would go bankrupt in 1799), and to cut costs, it withdrew all its official and traders from West Kalimantan. This left a great power vacuum that emboldened both the Chinese kongis (who fought ever larger internecine wars) and the pirates, making the region incredibly unstable. The chaos intensified during the period from 1806 and 1816, when the British occupied the Dutch East Indies, temporarily removing one of the greater region's traditional power brokers.

Upon the restoration of Dutch authority in the East Indies, in 1816, which placed its colonial holdings under direct crown control (replacing the defunct VOC), the Netherlands assumed a bold, expansionist policy throughout the region. In 1818, they re-established their residency and trading base at Pontianak.

In 1819, exasperated by the trouble that emanated out of Sambas, with its pirates and unruly kongis, the Dutch invaded the sultanate, seizing its main pirate base, the port of Pamangkat, as well as its capital, Sambas city, before deposing the sultan, Abu Bakar Taj ud-din II (who was exiled to Java), in favour of his more pliant heir. The Dutch attempted to make Sambas a client state, and in 1823-4, it sent a military expedition against the local kongis to put them in their place, a move that was briefly successful.

However, the outbreak of the Java War (1825-30), a mass rebellion in the nucleus of the Dutch East Indies, caused the Netherlands to withdraw most of their resources from West Kalimantan. By 1827, the only presence the Dutch maintained in the region was the Resident in Pontianak, the Assistant-Residents in Mempawah, Landak and Sambas city, plus, two customs officers at Tajan on the Kapuas River. This ensured that Sambas largely returned to the unruly state in which it was before the 1819 Dutch intervention.

In the mid-to late 1830s, with their control over Java having been restored, the Dutch decided to re-start their expansionist drive. Specifically, they were keen to dramatically

up their presence in West Kalimantan, motivated by three main factors: 1) they wanted to crush piracy in the adjacent seas once and for all; 2) they craved a share of the gold and diamond trade; and 3) they urgently needed to counter the activities of British-backed entities in nearby North Borneo (notably by James Brooke, who from 1841 was the 'White Rajah' of Sarawak), which threatened to erase the Dutch influence in West Kalimantan. In Sambas, the Dutch sought to increase their trading footprint, while, at least at first, trying to avoid open conflict with the sultan's court and the kongis.

In a significant development, from 1839, Protestant missionaries from the American Board of Commissioners for Foreign Missions (ABCFM) began to set up bases in Sambas, primarily seeking the convert members of the Chinese community. While this provided the Dutch with a new local ally and source of intelligence, it also added another potential factor of instability, as it was not uncommon for the locals in colonial places to turn on missionaries.

By the late 1840s, the powerful Thai Kong-kongsi had grown in power such they posed an existential threat to the Sambas Sultanate. They took control over Pamangkat and the much of the best areas of the countryside. They smuggled goods in for Singapore, so robbing the sultan of his customs revenues, while moving to exclude the Dutch from the local economy.

In response, the Netherlands imposed a naval blockade of Sambas, to choke off the Thai Kong-kongsi's trade. However, when this proved insufficient, in September 1850, they launched a military expedition against the Thai Kong-kongsi, in alliance with the sultan's court, the local Dayaks and the Lanfong-kongsi (fierce Chinese rivals of the Thai Kong). On September 11-12, 1850, a force of 650 troops under Lieutenant-Colonel Frederik Johannes Sorg attacked the Thai Kong-kongsi HQ at the citadel of Pamangkat. They met spirited resistance, but after a brutal contest (during which Sorg was mortally wounded) they earned a decisive victory. Yet, the Dutch expected the Thai Kong-kongsi elsewhere to regroup and renew the struggle.

Much to the surprise of the Dutch, in December 1850, an embassy of the Thai Kong and other allied kongsi arrived under a flag of truce at the Netherlands Residency in Pontianak, suing for peace. Yet, while the Dutch agreed to a truce with the Thai Kong, there were serious disagreements within the Dutch colonial hierarchy as to the long-term policy towards the Thai Kong and related kongis. In part due to the mixed messaging sent by the Dutch and the Thai Kong's dissatisfaction with their reduced state, the latter began to attack the outposts of the Dutch and their allies in 1853.

In response, in 1854, the Dutch sent a large military expedition to Sambas and surrounding areas, under the command of Major Augustus Johannes Andresen, which consisted of 6 ships landing 2,000 troops, backed by heavy artillery. Andresen had orders to utterly destroy the kongsi system, which he accomplished, disbanding their colonies and confiscating their gold mines, etc. The only exception was made for the Lanfong-kongsi, who had always been loyal to the Dutch, such that they were permitted as they were to continue their gold mining operations.

From that point onwards, the Netherlands maintained protectorate treaties with the sultanates of West Kalimantan, ensuring relative peace and Dutch economic hegemony until World War II.

The Present Manuscript Map in Focus

This fine original manuscript chart showcases the mouth of the Sambas River, with the harbour of the old pirate base of “Pamangkat” (Pamangkat), long the gateway the Sultanate of Sambas, which lately was becoming the headquarters of the Thai Kong-kongsi. The map was drafted by a “J. Büchler”, of whom we cannot find any information, but he was likely one of the many Germans in the employ of the Dutch East Indian government who sought overseas fame and fortune in the absence of any German colonies.

Predicated upon a new hydrographic survey conducted in July 1837, the map was likely made on the orders of the Dutch colonial regime for practical use in anticipation of sponsoring military expeditions to the area to suppress piracy and the dangerously reckless behaviour of the kongsi.

The Sambas River, often referred to as the Big Sambas River (Bahasa: Sungai Sambas) was the lifeblood of the Sultanate of Sambas. The 233 km-long river rises deep in the interior, and its lower stretches are navigable for large craft for many kilometres up from the sea. The section depicted upon the present map, the mouth of the Sambas, is very deep in its middle channel (being over 30 metres in some places) and over 400 metres wide, forming a stellar natural harbour, capable of sheltering capital ships.

The town of “Pamangkat” (Pamangkat) can be seen just inside the southern side of the mouth of the harbour, which is labelled as “Der Monding der groote Rivier van Sambas”, at the foot a remarkable hill, the Gunung Gajah (Elephant Mountain). Also visible are the outlines of its citadel, first constructed by the Dutch in 1819 (after 1850 known as fort Sorg), located near the point of land guarding the harbour’s mouth.

The harbour is shown traversed by numerous trigonometrical surveying lines drawn from basepoints taken from near the shore, along which lay innumerable bathymetric soundings. Importantly the bar that underlies the southern part of the harbour is labelled as “met laag water droog” (dry at low water).

The present chart is perhaps the first scientifically accurate and detailed survey of Pamangkat Harbour and the mouth of the Sambas River. The only perhaps comparable early map of the subject is a manuscript sketch made of the lower Sambas River executed by the crew of the British naval vessel the *HMS Barracouta* in 1812 (today preserved at the Royal Geographical Society, London, shelfmark: MR INDONESIA S/S.45), but this is likely not as high quality as the present map (although we have not been able to view said work).

References: N/A – Manuscript seemingly unrecorded. Cf. [background:] *De nieuwe spectator: krijgs- en geschiedkundig tijdschrift voor het Nederlandsche leger*, vol. 16 (1862),

pp. 198-201; J.B.J. van DOREN, *De terugkomst der Nederlanders, en de uitbreiding van hun gezag, op het eiland Borneo ter nagedachtenis van den baron Van der Capellen, in leven gouverneur generaal over Nederlandsch-Indië* (1865), pp. 21-73; *Militaire spectator: tijdschrift voor het Nederlandsche leger*, vol. 18 (1852), pp. 47-8; F. Andrew SMITH, ‘Piracy against the Sambas “pirates”? The case of Captain Burnside--and what happened to him afterwards in the antipodes’, *Borneo Research Bulletin*, vol. 40 (2009), pp. 67-80; *The Missionary Herald*, vol. XXXVI, no. 6 (1840), pp. 193-8.

1.800 EUR

II. ANGOLA – TRANS-AFRICAN EXPLORATION EARLY LUANDA IMPRINT

António do Nascimento Pereira SAMPAIO (1833 - 1899), Compiler. / [Re: Hermenegildo CAPELLO (1841 - 1917) and Roberto IVENS (1850 - 1898)].

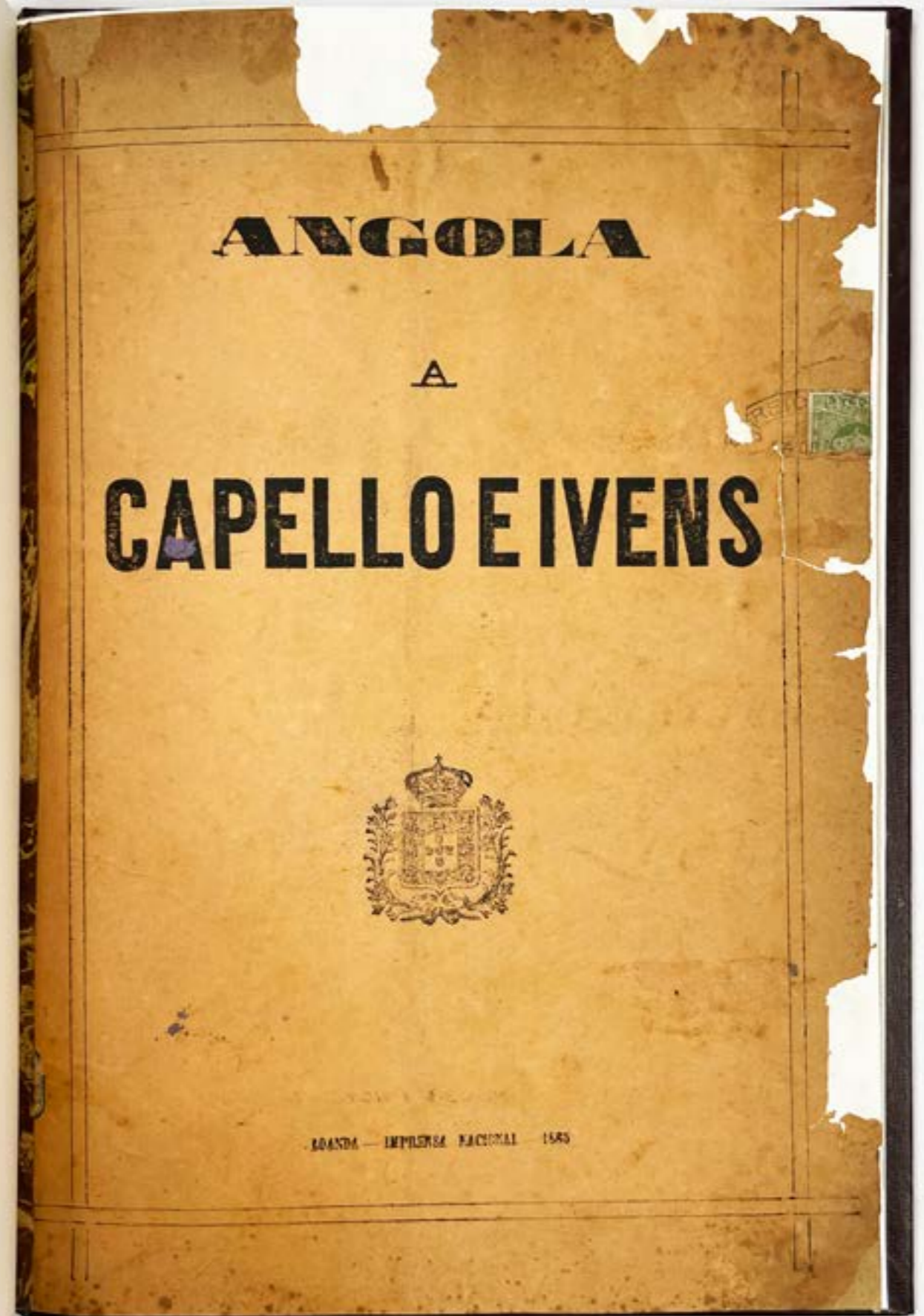
Angola a Capello e Ivens / Recepção de Capello e Ivens em Loanda.

Luanda: Imprensa Nacional, 1885.

4° (29 x 20.5 cm): 26 pp., preserving original peach printed paper front wrapper with remains of contemporary franked Angolan postage stamp, bound in modern chestnut card with gilt title to spine (Very Good, overall clean with just a few slight spots of toning, some very minor and discreet old repairs to blank margins of some leaves, front wrapper re-backed on modern paper with chips of loss to margins and neatline).

An extremely rare and important early Luanda imprint – being the official and earliest detailed printed record of the lavish three-day celebration held in Luanda (August 12-15, 1885), to honour the explorers Hermenegildo Capello and Roberto Ivens in the wake of their epic achievement of having completed a harrowing 4,500-mile trek across Southern Africa from Angola to Mozambique, so bolstering Portugal's territorial claims against its rivals at the beginning of the 'Scramble for Africa'; the explorers were then passing through Luanda on their sea voyage home from Mozambique to Portugal, and the festivities organized by the local naval commander and old Africa hand Admiral António Sampaio, funded by over 1.5 million Reis in public subscriptions, included grand processions led by the Governor-General, native dances, speeches, banquets, a regatta, and fireworks, all befitting national heroes and two of the greatest adventurers to ever step foot in Africa, men who deserve to be far better known today; while Portugal's ambition to control an uninterrupted band of territory running across the continent from Angola to Mozambique was soon dashed by British perfidy, Capello and Ivens's actions likely saved Portuguese Angola from being dismembered while their scientific discoveries had a profound legacy; published in Luanda by the Imprensa Nacional, Angola's oldest press.

In the 1870s and '80s, Portugal, which had maintained a permanent presence on the coasts of both Angola and Mozambique since the 16th century, was (rightly) very worried about the security of its principal African possessions. While Portugal, which had relatively limited financial and human resources, had objectively done a stellar job at expanding and strengthening its presence along the coasts of Angola and Mozambique, the interior regions



remained largely an enigma to Europeans, being still under the control of their indigenous nations. Factors such as climate, disease, native resistance and lack of resources had stymied any Portuguese attempts to gain meaningful footholds in the interior. As such, by European standards, Portugal had little or no claim to the interior regions, by either exploration or possession. Moreover, Portugal's legal claims to much of coastal Angola and Mozambique were ambiguous, which meant that even parts of these areas were also potentially 'up for grabs' by rival powers.

Britain, France, Germany and Belgium, all nations with greater economic power than Portugal were covetously eying Angola and Mozambique. Portugal had to tolerate the establishment of trading posts run by European rivals along the coast of northern Angola, only a stone's throw from Luanda, while the consequence of foreign exploring expeditions in the Congo threatened to push Portugal out of most of the region, traditionally considered a Portuguese zone of influence.

Regarding Mozambique, in 1872-5, Britain, which controlled neighbouring Natal, made a concerted but utterly meritless diplomatic attempt to gain part of the vital anchorage of Delgoa Bay from Portugal. While this effort was unsuccessful, it demonstrated that Britain was willing to brazenly traduce its oldest ally in pursuit of colonial advancement.

The Portuguese authorities realized that they had to take dramatic action to save Angola and Mozambique from becoming 'rump colonies', nibbled away on all sides by rival powers. The solution it seemed was to sponsor a series of epic exploring expeditions into the heart of southern Africa to securely lay claim to the deep interior regions of Angola and Mozambique. The more ambitious and optimistic figures in the Portuguese firmament event believed that it might be possible for Portugal to gain control over the territory between Angola and Mozambique (approximately today's Zimbabwe, Zambia and Malawi), so connecting their two prime African colonies in one band spanning the breadth of the Southern Africa.

Portugal's response was spearheaded by Luciano Cordeiro, who famously founded the prestigious Sociedade de Geografia de Lisboa, in 1875. That same year he also established the Comissão Nacional Portuguesa de Exploração e Civilização da África (National Commission of Exploration and Civilization of Africa). The Commission had the responsibility of gathering the resources and settling the course for Portuguese exploring expeditions in Africa.

Enter Hermenegildo Capello and Roberto Ivens: Pathfinders of Southern Africa and Saviors of Portuguese Angola

Portugal was immensely fortunate to be served by three of the greatest explorers who ever traversed the African continent. They included Captain Hermenegildo de Brito Capello (1841-1917), a naval officer with a generation of experience sailing African waters, and Lieutenant Roberto Ivens (1850-1898), Capello's frequent exploring companion, likewise a naval officer and a native of the Azores. Notably, Ivens was perhaps the most technically gifted cartographer of the great age of African exploration, with his work described by his superiors as "amazingly perfect". The third, but certainly not least figure, was Alexandre

Alberto da Rocha de Serpa Pinto (1846-1900), an enterprising army officer who jump-started the wave of Portuguese exploration of the African interior during his 1869 military-scientific expedition up the Zambezi River from Mozambique.

While Capello, Ivens and Serpa Pinto are today much revered by African buffs and remain national heroes in Portugal, that they are not globally famous like Stanley and Livingstone. This has more to do with the Anglo-American bias that came to dominate the history of African exploration, not to mention Stanley's tireless efforts at self-promotion. Indeed, their accomplishments were at least as great as their more celebrated contemporaries and deserve to be more widely known today.

Roberto Ivens commenced exploring the interior of Angola in 1872, leading a series of relatively short, but politically significant missions. Concerned by Stanley's operations in the Congo, in 1876, Cordeiro deployed Ivens to explore and map the Lower Congo. Departing from the Portuguese post of Boma, he explored and charted the Lower Congo up past Noqui, notably mapping the notoriously treacherous Fuma-Fuma eddies, so resulting in the mastery map (drafted with the aid of Hermenegildo Capello), *Carta do curso do Rio Zaire de Stanley Pool ao Oceano...* (Paris: Erhard Frères, 1883).

Next, and more ambitiously, Cordeiro ordered Capello, Ivens and Serpa Pinto to jointly mount an 'all-star' scientific expedition into the interior of Angola (lasting from 1877-80) with the aim of making a "...study of the Cuango river in its relations with Zaire and with the Portuguese territories on the west coast, as well as the entire region comprising the origins of the Zambezi and Cunene rivers and extends to the North, until it enters the Cuanza and Cuango hydrographic basins..."

The expedition set out from Benguela, on the mid-coast of Angola, on July 7, 1877. However, a short time later Serpa Pinto came into disagreement with Capello and Ivens, and parted company to pursue his own objectives, eventually traversing Southern Africa to reach Natal.

Meanwhile, Capello and Ivens traced a great arch of exploration that took them from Benguela to Bié and then up into northern Angola, in the Iaca Country. They explored and mapped many regions that had never been visited by Europeans and made many sketches of the wondrous sights, peoples and animals then encountered along the way. They notably also charted the courses of the Luando, Kubango and Tohicapa Rivers.

Capello and Ivens's memoir of their expedition was published as the internationally successful *De Benguella ás terras de Iácca: descrição de uma viagem na Africa Central e Occidental* (Lisbon, 1881), translated into English as *From Benguella to the Territory of Yacca. Description of a Journey into Central and West Africa* (London, 1882).

To advance Portugal's objectives, the government created the Comissão de Cartographia, on April 19, 1883, an official mapping agency to create, compile and publish the best mapping of Portugal's overseas domains, especially those in Africa.

In November 1883, the Portuguese authorities charged Capello and Ivens to undertake what would be by far and away the grandest Portuguese exploring expedition ever under-

taken in Africa. The mission would be to cross Southern Africa, from the coast of Angola to the that of Mozambique, traversing thousands of miles of totally enigmatic, but assuredly rugged and disease-infested, territory inhabited by perhaps unwelcoming indigenous nations. Its political objective would be to forge a connection between Angola and Mozambique that would secure Portugal's ambitions to control an uninterrupted domain spanning Southern Africa (including modern day Zambia, Zimbabwe and Malawi).

In addition to its political objectives, the expedition was to be one of scientific and ethnographic discovery. Most importantly, as they did on their previous mission, Capello and Ivens adapted the most advanced maritime navigation techniques to terrestrial cartography, setting exact basepoints by astronomical observations, to create a master map for the Comissão de Cartographia (this task would be mostly overseen by Ivens). Capello would be responsible for collecting specimens of the region's many extraordinary animals, rocks and plants, while both men would make sketches of the wonders they encountered. They also sought to study the languages and cultures of the indigenous nations, while forging diplomatic relations with their chiefs.

After months of preparation, in March 1884, Capello and Ivens marshaled their expedition at Porto Pinda, on the south coast of Angola. From there, as a precursor to their transcontinental trek, Ivens alone led a team to explore the Curoica River. The entire party then reunited in Moçamedes for the main event, departing inland on April 29, 1884. They pursued a meandering route, much of it through territory that had never been encountered by Europeans. They crossed the Huíla Plateau (later a promising agricultural area), forming the first passage between the Bié and the Zambezi rivers, before visiting Victoria Falls, and then continuing down the Zambezi towards the coast of Mozambique.

Along the way, the going was absolutely brutal, even by the terrifying standards of African exploration, as they endured severe heat, cold, hunger, vicious animals and diseases. Many of their African porters deserted them and Capello and Ivens were lost in a swampy area for 42 days before finding something of a bearing. The outside world heard nothing of them for over a year, and many believed that the explorers had perished.

After 14 months, having trekked approximately 4,500 miles (8,300 km), Capello and Ivens arrived in Quelimane, Mozambique, near the coast of the Indian Ocean. The news spread by telegraph and their mission was immediately hailed as a triumph, having achieved all its political, cartographic and scientific objectives, while Capello and Ivens became global media sensations, their bravery and intrepidity dazzling even Portugal's rivals.

The Present Work in Focus

Capello and Ivens were hailed as heroes, not only throughout Portugal and its 'Ultramar' (colonies), but in international scientific circles. The Sociedade de Geografia de Lisboa was deluged with formal letters of commendation and announcements of prestigious awards for the explorers from the world over, notably from the geographical societies of London, Berlin and Paris, as well as countless cultural and commercial entities.

ANGOLA

A

CAPELLO E IVENS

RECEPÇÃO DE CAPELLO E IVENS EM LOANDA

O paquete *Cabo Verde*, trouxe da Europa a notícia de que Capello e Ivens tinham chegado a Moçambique, depois de terem executado uma das mais difíceis, e rápidas travessias de que ha memoria, annunciando a sua chegada a Loanda proximoamente. A natureza da travessia, os nomes dos dois exploradores, a parte um pouco mysteriosa que tem sempre estas viagens, tudo inflamou os espiritos, e a gratidão de cada um, pelos dois portuguezes que acabavam de illustrar mais ainda a sua nação, não podia senão manifestar-se de uma maneira evidente, ruidosa e entusiastica. Ao mesmo tempo a sociedade geographica de Lisboa, tinha dirigido um apello a todos os seus consocios de Loanda para que estes promovessem a Capello e Ivens uma recepção brilhante, que fosse como o primeiro premio dos seus esforços encontrados em terras de Portugal. Esse apello era dirigido mais especialmente a s. ex.^a o sr. conselheiro governador geral, que entendeu, que o acto heroico praticado por Capello e Ivens devia merecer uma recompensa, não só da parte da sociedade de geographia, mas da população toda, a qual devia ser chamada a associar-se directamente a essa manifestação. Para realizar este intuito convidou s. ex.^a a parte mais illustre e mais illustrada da população para se reunir ao theatro na noite de 4 do corrente.

Trezentas e setenta e tres pessoas acudiram ao chamamento, e tendo s. ex.^a tomado naturalmente a presidencia da assembleia, expoz qual o

fim da reunião e leu o programma das festas, explicando-o e commentando-o em cada uma das suas partes, e bem assim a lista da grande commissão que o devia executar e levar a effecto. Essa commissão era presidida pelo ex.^{mo} sr. conselheiro Sampaio, commandante da divisão naval. A assembleia por aclamação e entre prolongados applausos, approvou o programma, e elegeu a grande commissão executiva. S. ex.^a fechando a sessão agradeceu á assembleia a espontaneidade cheia de enthusiasmo com que tinha approvado o programma.

Esses festejos comprehendiam: 1.^o Cortejo no mar até ao caes.—2.^o Cortejo cívico do caes até á igreja da Misericórdia, e d'ahi ao palacio do governo.—3.^o Illuminação da cidade.—4.^o Apresentação dos exploradores na sala da exposição.—5.^o Recita de gala no theatro da Associação 31 de Outubro.—6.^o Regata.—7.^o Jantar á comitiva dos exploradores servido por senhoras no jardim publico.—8.^o Medalha de ouro commemorativa offerecida pela provincia. As seis sub-commissões em que se dividia a grande commissão eram encarregadas de levar a effecto cada uma das partes do programma, excepto as illuminações, manifestação esta que se entregava á espontaneidade de sentimentos da população de Loanda, e a medalha de honra, encargo que competia á totalidade dos seus membros.

Ignorava-se totalmente a época em que Capello e Ivens deviam chegar, dizendo-se vagamente que vinham em um vapor fretado por elles na

Capello and Ivens returned to Portugal from Mozambique by ship, and along the way they stopped in several Portuguese ports, such as Luanda, Ambriz (Angola), São Tomé, several of the Cabo Verde islands, and Madeira, whereupon they were greeted with grand receptions and festivities befitting national heroes.

When Capello and Ivens arrived in Lisbon on September 20, 1885, they disembarked at the Praça do Comércio, the city's harbour-facing main square, where they were personally greeted by the king, Dom Luís. The final formal festivity occurred at the end of the same month in Porto. The explorers received so many plaudits and attended so many events in their honour that the Sociedade de Geografia de Lisboa even published a book recording them, *Regresso dos benemeritos exploradores Capello e Ivens da sua exploração geographica através da Africa em 1885...* (Lisbon, 1887).

In many respects the most significant of the receptions that Capello and Ivens received along their trip home was that given in Luanda, the capital of Angola, the land that they had both most extensively explored, and the colony that their efforts had saved for Portugal.

The present work is the earliest and most authoritative detailed account of the elaborate programme of festivities that occurred over three-day period (August 11-4, 1885) to honour Capello and Ivens in Luanda, as they stopped in the city while en route from Mozambique to Portugal aboard the steam packet Cabo Verde.

On August 4, 1885, upon receiving advance word of the stopover of the explorers in Luanda, Angola's Governor-General Francisco Joaquim Ferreira do Amaral (in office, 1882-6), convened a committee to organize a reception for Capello and Ivens.

The chairman of the committee and the compiler of the present work was António do Nascimento Pereira Sampaio (1833-1899), a Portuguese naval commander, senior colonial administrator and intellectual who was viewed as a foremost authority on African affairs. Eventually attaining the rank of admiral, in Lisbon he had served as the Director of both the Cordoaria Nacional (naval supplies factory) and the Escola Naval. He was also an Honorary Aide-de-Camp of the King, as well a member of the Admiralty Council and the Superior Court of War.

Overseas, Sampaio served as the Secretary General (the Governor's Chief of Staff) of both Angola and Portuguese India, before becoming the Governor of Cape Verde (1879-81). By the time of the explorers' visit to Luanda, he was the Commander of the Angola Naval Station, a highly important and sensitive post. Upon his return to Portugal, Sampaio served as the President of the Lisbon Geography Society (1891-3).

The present work was published only a couple weeks after the celebrations in Luanda by the Imprensa Nacional, the government printer. Printing in Angola commenced only in 1845 with the establishment of the Imprensa Nacional, while beginning in the 1860s the local industry was joined by a few commercial printing houses. During the first two generations or so, printing in Angola tended to be boutiquey, generally producing ephemeral titles in only very small print runs. As the survival rate of works published in Sub-Saharan Africa is very low, all 19th century Angola imprints are today very to extremely rare.

The work is divided into 9 sections, commencing with [1] 'Recepção de Capello e Ivens em Loanda' (pp. 1-8), which serves as the introduction. It is remarked that Capello and Ivens's voyage represented the "most difficult and rapid crossing" of the African content "in memory". It is opined that Portugal will only be able to prosper if it promotes and celebrates such accomplishments in a "Noisy and enthusiastic way". As such, the Sociedade de Geografia de Lisboa has requested that local leaders prepare grand ceremonies to greet the explorers wherever they land on their journey home.

Capello and Ivens were scheduled to arrive in Loanda on August 11, 1885, aboard the Cabo Verde packet steamer.

A committee, led by Admiral Sampaio, was duly formed in Luanda to prepare a lavish three-day period of festivities that featured 8 different aspects that would ensure that the "entire population... would be called directly to join the celebration". Six different sub-committees were formed to organize the various aspects, and 373 people volunteered to assist, while a large sum was raised from Angola's good and great to pay for the extravaganza.

The eight parts of the ceremony included, on April 12, 1885, 1) a Procession from the Sea to the Quays, greeting Capello and Ivens; 2) a Civic Procession from the Quays to the Misericordia Church for *Te Deums* and then to the Government Palace; and 3) the Illumination of the City. On April 13, there would be 4) the Presentation of the Explorers at the Exhibition Hall and 5) a Gala Performance at the Theatre of the 31 October Association. On April 14, there would be 6) a Regata in the Harbour; 7) a Lunch for 28 places in Honour of the Explorers served in the Public Garden; and finally, 8) The Presentation of a Commemorative Gold Medal given by the Province of Angola to the Explorers, followed by a ball.

It is recalled that upon Capello and Ivens's arrival in the harbour, their vessel was greeted by a flotilla of 48 longboats and 78 traditional native craft, while salutes were sounded from the castle above. More than 10,000 people lined the quaysides, and upon the explorers' landing, the procession commenced, with the highlight being the performances of various indigenous dance troupes. It is said that "Luanda has never seen a spectacle so enthusiastic, so spontaneous, so sincere".

Capello and Ivens departed Luanda at 9 PM on August 15, 1885, to a grand spectacle of fireworks in the harbour.

The succeeding sections of the work provide further details on the festivities and their organization. The section, [2] 'Programma das festas para a recepção dos exploradores Capello e Ivens na sua passagem por Loanda em regresso para a patria, aprovado pela grande reunião popular presidida por s.ex. o governador geral na noite de 4 do corrente' (pp. 8-12), recalls that on August 4, 1885, Angola's Governor-General Francisco Joaquim Ferreira do Amaral, Capello and Ivens's chief host, set the process into action. It outlines 24 priorities for planning and defines the roles of the six sub-committees, listing the members (many of them being VIPs).

The section [3] 'Programma para a recepção dos exploradores Capello e Ivens' (pp. 11-2),

details 16 points regarding the procession of the explorers from the quayside to the church and then the Government Palace. Notably, the work outlines the speech that Ivens gave to the assembly, summarizing his and Capello's epic adventures.

The [4] 'Regulamento para a regata que deve ter lugar no porto de Loanda em honra dos exploradores Capello e Ivens' (pp. 12-5), discusses the Regatta to be held in the explorers' honour, noting 15 points and the details of the participating vessels and the winners' prizes.

Next, is [5] 'Programina do espectáculo em honra dos insignes exploradores Capello e Ivens na noite de 13 de Agosto 1885, no theatro da Ass. 31 de Outubro' (p. 16), being a theatre programme that showcases the 3 short comedies (*A Almas do Outro Mundo*, *Alugam-se Qaurtos*, and *Um Passepartout em Perspectiva*), plus, a poem recital, that were performed for Capello and Ivens.

The part, [6] 'Capello e Ivens' (pp. 17-9), features an article by the Luanda newspaper *Mercantil* extolling the explorers' achievements. This is followed by [7] ['documentos'] (pp. 19-22), featuring a series of letters from various luminaries congratulating Capello and Ivens upon their arrival in Ambriz, Angola, on August 16, 1885, their next port of call after Luanda.

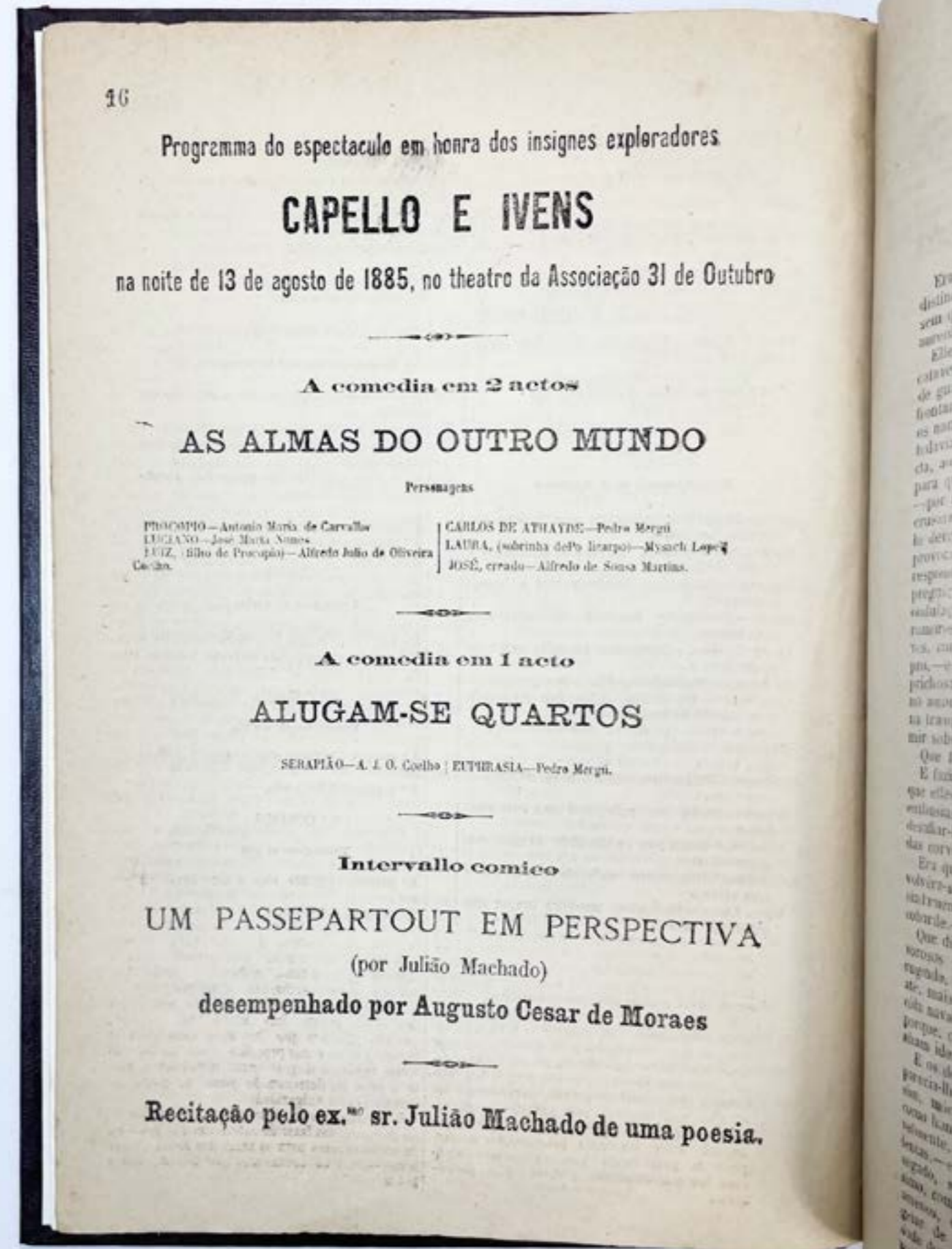
There then follows [8] 'Subscrição promovida para os festejos de recepção aos exploradores Capello e Ivens em Agosto de 1885' (pp. 22-5), which lists of the many dozens of subscribers who donated to the festivities fund, noting their names, locations and the amounts individually given. The list acts as a 'Who's Who' of Angola, from the Governor-General on down, with the total haul being just over 1.5 million Reis, an impressive sum!

The work concludes with [9] 'Agradecimento' (pp. 25-6), the 'Acknowledgment', dated September 30, 1885, whereupon Sampaio thanks the people of Angola for "the brilliance of the reception" in honour of "the daring explorers" Capello and Ivens and their "glorious crossing of the African continent".

Epilogue

Capello and Ivens's gripping official memoir of their *Moçâmedes-Quelimane expedition, De Angola à Contra-Costa: Descrição de uma viagem através do continente africano...* (Lisbon: Imprensa Nacional, 1886), became a bestseller, and their exploits gained world-wide fame, being published in countless newspapers and magazines, in numerous languages.

The explorers' endeavours led Portugal to pursue a very bold colonial policy, whereby it claimed ownership of the trans-continental band of territory running from Angola to Mozambique. This sweeping declaration was famously portrayed on the *Comissão de Cartographia's Carta da Africa Meridional Portuguesa* (Paris: Erhard Frères, 1886), popularly known as the *Mapa cor-de-rosa*, or in English, 'The Pink Map', which employed Capello and Ivens's cartography to underpin Lisbon's claims. Please see an image of the map, courtesy of the Biblioteca Nacional de Portugal:



<https://purl.pt/3571>

However, the noble efforts of Capello, Ivens and Serpa Pinto to support Portugal's maximal territorial claims in Southern Africa were overpowered by Britain. Prime Minister Lord Salisbury, egged on by Britain's colonial grandees (foremost being Cecil Rhodes), made a brazen and what many consider a very 'rude' move. He issued the '1890 British Ultimatum', whereby Britain directly threatened Portugal with military consequences unless it agreed to relinquish its claims to the interior regions between Angola and Mozambique. This was totally against international law and the diplomatic dispute mechanisms ordained by the Berlin Conference (1884-5), which had divided Africa into zones of European colonial influence.

After Portuguese protests, the parties eventually agreed upon the Anglo-Portuguese Treaty of 1891 (June 11) which included an improved settlement for Portugal. Although this accord assured Mozambique and Angola (especially) of ample inland territory, the overall result remained that Britain was to gain title to 'Rhodesia', forever killing the dream of linking Portugal's prize African colonies in a band of contiguous territory. Portugal's capitulation to Britain was considered to be national trauma and shame by the Portuguese public, which severely damaged the country's monarchy (which fell in 1910, in good part due to the 'disgrace' of 1891).

However, Capello and Ivens's expeditions still carried a consequential legacy. They are largely responsible for the fact that both Angola and Mozambique retained a large amount of territory, as opposed to becoming rump colonies, while their mapping and scientific discoveries informed social and economic progress for decades.

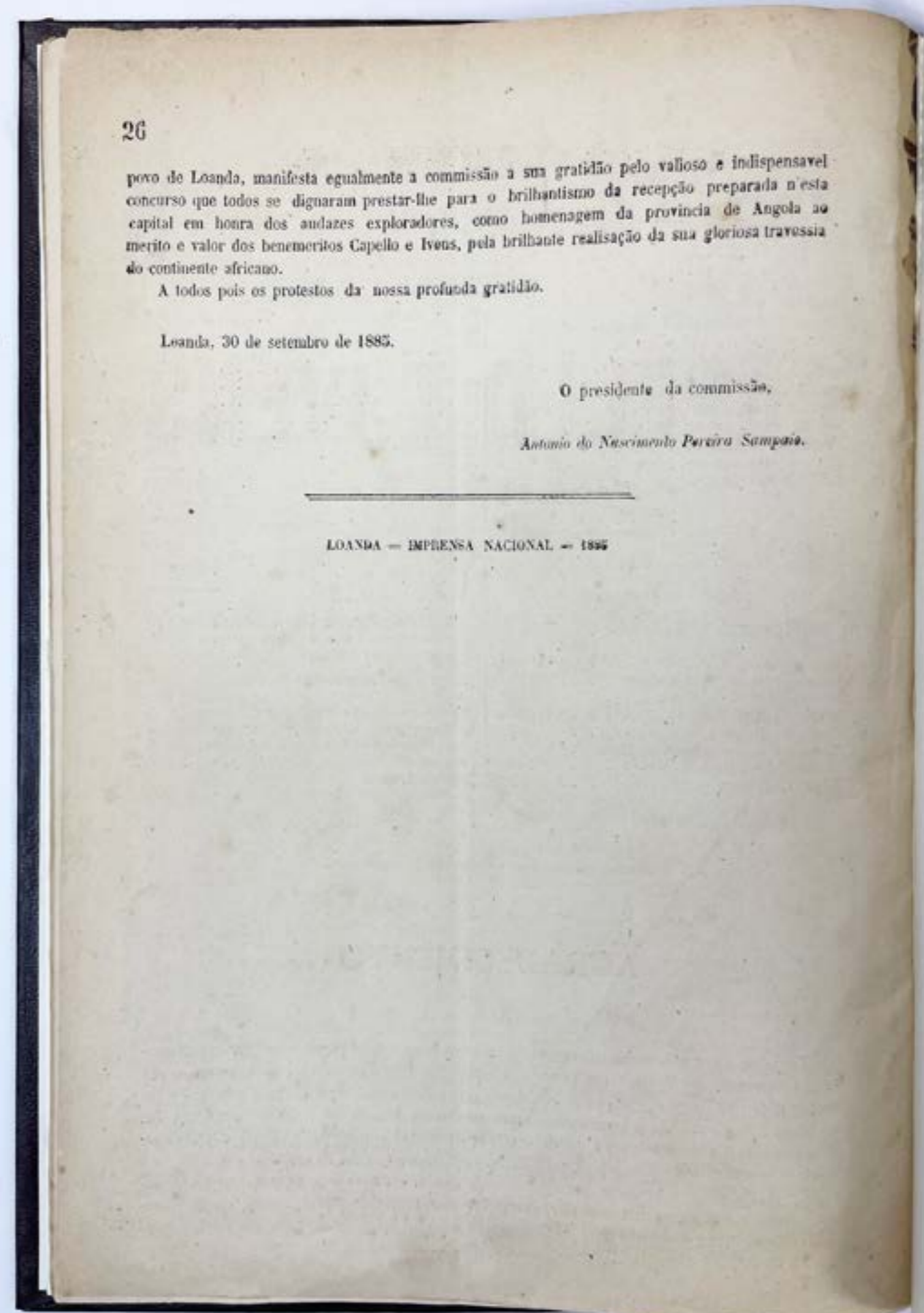
A Note on Rarity

Like all 19th century Luanda imprints, the present work is extremely rare. It would have been produced on only a very small print run, while its survival rate would have been very low. Moreover, most Angolan pamphlets are of a small format, while the present work is of quarto size, making the survival of this example, in such fine condition, remarkable.

We can trace only 4 institutional examples, held by the Biblioteca Nacional de Portugal; Biblioteca Pública e Arquivo Regional de Ponta Delgada (Azores); Library of Congress; and the Northwestern University Library. Moreover, we cannot trace any sales records.

References: Biblioteca Nacional de Portugal: H.G. 65170 V.; Biblioteca Pública e Arquivo Regional de Ponta Delgada: JMA CX.4/15 RES; Library of Congress: DT611 .A5; Northwestern University Library: Large 967.3 A592; OCLC: 56327055; Mary Jane GIBSON, Portuguese Africa: A Guide to Official Publications (1967), no. 398 (p. 26); Francisco da Silva INOCÊNCIO, ed. and aug. Brito Aranha, Dicionario bibliographico portuguez, tomo 18 (Lisbon, 1906), pp. 20-1; SOCIEDADE DE GEOGRAFIA DE LISBOA, A bibliotheca por A.C. Borges Figueiredo Bibliothecario: Indices e Catalogos - 1. Obras Impressas (Lisbon, 1890), p. 11; Cf. SOCIEDADE DE GEOGRAFIA DE LISBOA, Regresso dos benemeritos exploradores Capello e Ivens da sua exploração geographica através da Africa em 1885: Principaes documentos expedidos e recebidos na Sociedade de Geographia de Lisboa (Lisbon, 1887), esp. pp. 49-59, 67-8.

4.800 EUR



12. SLAVE TRADE (TRANS-ATLANTIC) PORTUGAL / BRAZIL WEST AFRICA

PORTUGAL-BRAZIL AND GREAT BRITAIN (GOVERNMENTS).

Tratado da Abolição do Tráfico de Escravos em todos os lugares da Costa de Africa ao Norte do Equador, entre os muito altos, e muito poderosos senhores o Principe Regente de Portugal, e el-Rei do Reino Unido da Grande Bretanha e Irlanda: Feito em Vienna pelos Plenipotenciarios de huma e outra Corte em 22 de Janeiro de 1815, e ratificado por Ambas.

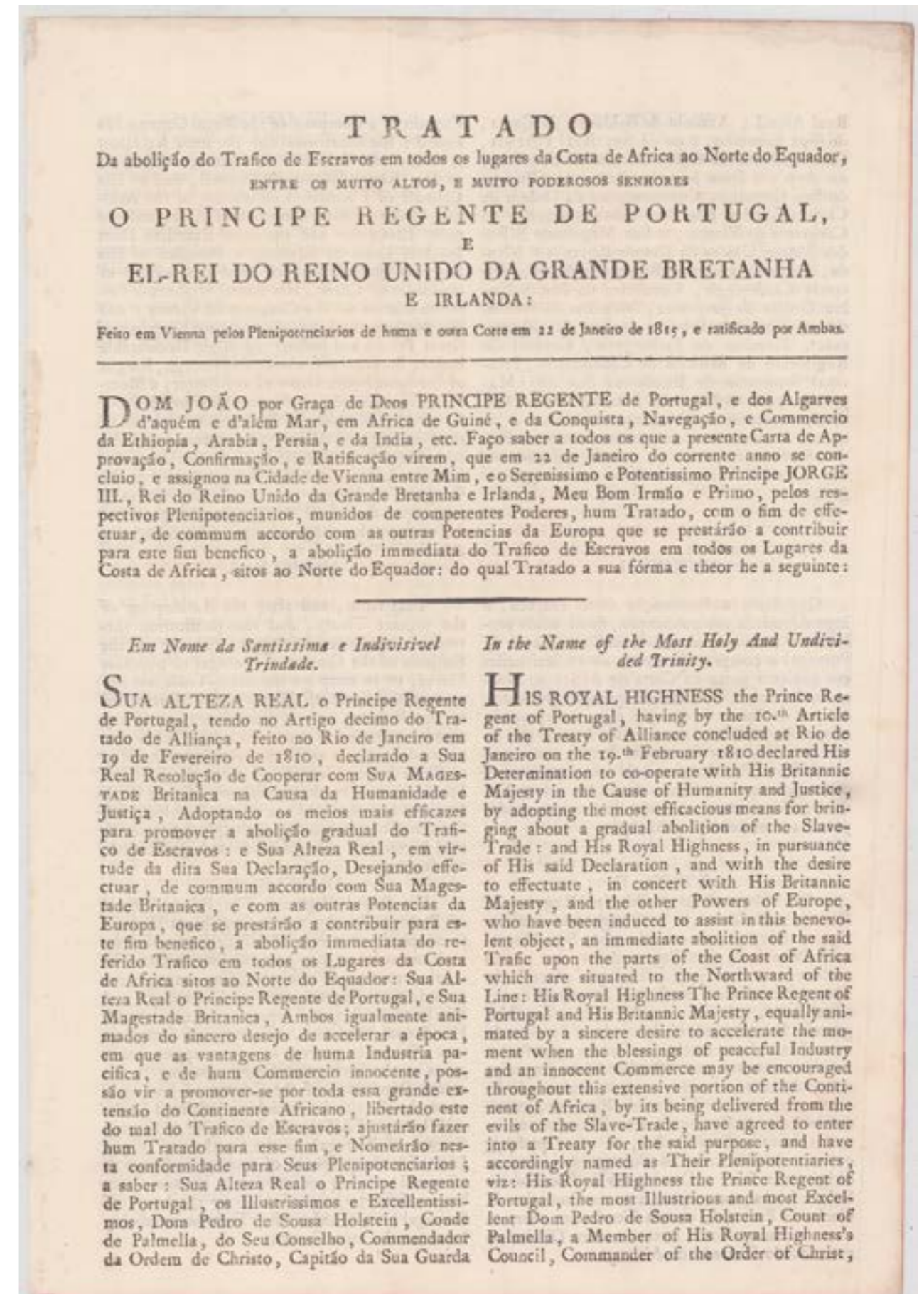
[Lisbon:] Impressão Régia, 1815.

4° (20 x 29 cm): [4 pp., printed on a single folded leaf], unbound (Excellent condition, overall clean and bright, just some very minor staining in outer blank upper and outer margins).

Very Rare and highly important, being the official Lisbon printing of the Anglo-Portuguese Treaty of January 22, 1815, signed at the Congress of Vienna, a landmark event in the journey towards the abolition of the Transatlantic slave trade, whereupon Portugal (then governed from Brazil), motivated by British pressure and financial incentives, agreed to cease slave trafficking along the coast of Africa north of the Equator (including along the notorious 'Slave Coast' of West Africa); while the accord did not restrict Portugal's greatest slaving route, being the passage from Angola to Brazil, it closed down a key sector of the ignoble industry and importantly set a diplomatic-legal precedent for future anti-slave trade treaties, not only with Portugal but between Britain (the self-declared anti-slave trade 'enforcer') and the other slaving powers; published by the Imprensa Régia in Lisbon.

In 1807, Great Britain banned its involvement in the global slave trade (although it did not ban slavery itself within its colonies) and declared its intention to compel all other nations to do the same. Placing emphasis on the Transatlantic slave trade, it commanded the Royal Navy to interdict suspected slave ships of all flags on the high seas and the take them to designated ports to be judged and, if found guilty of slaving, condemned. Naturally, these unilateral actions enraged many countries, and despite the noble intent behind Britain's actions, they were clearly against international law.

Portugal had the longest history of involvement in the Transatlantic slave trade that commenced around 1525 when it first transported captives from Africa to its colony of Brazil. It was the first European nation to construct an archipelago of slaving posts along the Western coasts of Africa, from Cabo Verde to Angola, and for much of the time from the 16th to the mid-19th centuries, Portugal was the leading player the Transatlantic slave trade.



Largely due to Portugal's efforts, between 3.6 and 5 million slaves were transported to Brazil, making it by far and away the largest destination for African slaves in the world. Portugal was also active in transporting and selling slaves (both legally and illicitly) to Spanish, British and French colonies in the Americas, such that a large percentage of all the slaves in the New World originated from the Portuguese trade.

In November 1807, Portugal was invaded and briefly occupied by Napoleonic France. This compelled the Prince Regent João (later King João VI) and his entire court to flee Lisbon for Rio de Janeiro, under British protection (Britain was Portugal's oldest military-political ally). This made Rio the capital of the Portuguese empire, turning the normal colonial-metropolitan paradigm on its head. Britain was also largely responsible for liberating Portugal from French occupation, in 1809 (although Dom João and his government would remain based in Brazil until 1821). Thus, Portugal owed Britain 'big time' for saving its skin.

Britain's first 'ask' in return for coming to the aid of its oldest ally was the 'Strangford Treaty' (properly the Anglo-Brazilian Treaty of February 19, 1810), whereby (under duress) Portugal agreed to give Britain preferential trading access to the Brazilian market, while under Article X of the accord, Portugal agreed to restrict its slaving activities in Africa to its own colonies (ex. Angola, Mozambique, Cabo Verde and Guiné, plus a few West African forts), while also spouting various noble but practically meaningless platitudes about the evils of the slave trade.

In truth, Portugal had no intention of honouring its commitments to limit the slave trade per the Strangford Treaty. Abolition was exceedingly unpopular in Brazil (at least amongst the white powerbrokers) and across the mercantile communities of Lisbon and Porto, while a serious abolitionist movement had not yet developed in the Lusophone world. As such, Portuguese and Brazilian slavers continued to cross the Atlantic from Africa with full cargoes, bound for Brazil and other destinations, such as Cuba.

Meanwhile, the Royal Navy was under orders to interdict suspected Transatlantic slaving vessels, including those flying the Portuguese flag that were accused of operating outside of the Portuguese colonies as proscribed in Article X of the Strangford Treaty.

As it happened, between 1810 and 1814, dozens of Portuguese slaving ships were seized by Britain on the high seas and condemned, leading Portuguese and Brazilian traders to lose vast sums, not to mention their peace of mind. Britain maintained that the Strangford Treaty granted them the right to seize Portuguese slavers, while Portugal countered that the British had no way of knowing in advance if the ships they intercepted had violated Article X and, as such, their operations were inherently illegal.

The Congress of Vienna (November 1814 to June 1815), whereupon European powers convened to conclude the Napoleonic Wars, presented a rare opportunity for high-level diplomats to meet in-person to resolve a variety of issues not necessarily connected to the conflict. Portugal's plenipotentiaries in Vienna submitted the Memorandum of December 14, 1814 to Britain's representative, formally protesting the Royal Navy's seizure of their slaving vessels.

Britain moved to repair relations with Portugal through the 'Anglo-Portuguese Convention of January 21, 1815', whereby Britain implicitly acknowledged that seizing Portuguese and Brazilian slave ships without having a clear pre-existing agreement with Portugal to do so was legally questionable, and so they offered as compensation the enormous sum of £300,000 to settle all claims. Britain hoped that not only would the Convention cool Portuguese-Brazilian outrage, but that it would create some goodwill that would see Portugal agree to additional anti-slave trade measures.

The Present Work in Focus

The Convention was, in fact, the first act of two-part powerplay. As a quid pro quo for giving Portugal £300,000, Britain gained a big concession, while offering a further 'carrot' to seal the deal. By the Anglo-Portuguese Treaty of January 22, 1815 (being the present *Tratado*), signed in Vienna the day after the Convention, Portugal agreed to cease all slave trafficking along the coast of Africa north of the Equator (including the notorious 'Slave Coast' of West Africa), while in return Britain agreed to forgive what remained of Portugal's massive debts accrued during the Napoleonic Wars (although they had already given up any realistic hope of it ever being repaid in full). Notably, while the accord specifically protected Portugal's right to traffic slaves along its most important route, being the passage from Angola to Brazil, it shut down a key sector of the ignoble industry and importantly set a diplomatic-legal precedent for future anti-slave trade treaties, not only with Portugal but also between Britain and the other slaving powers.

The Treaty was signed in Vienna by the three Portuguese Plenipotentiaries, Pedro de Sousa Holstein, Count of Palmela (subsequently the Portuguese Foreign Minister and Prime Minister), António de Saldanha da Gama, Count of Porto Santo (the future Governor-General of Angola) and Joaquim Lobo da Silveira, Count of Oriola; and the British plenipotentiary, Robert Stewart, Viscount Castlereagh, the diplomatically effective but politically controversial Foreign Minister (in office, 1812-22).

The Treaty, as published here in full, was agreed in the names of King George III and Dom João and is printed in double-columns of parallel Portuguese-English text (as was custom for such treaties). From the preamble:

"His Royal Highness the Prince Regent of Portugal, having by the 10th Article of the Treaty of Alliance concluded at Rio de Janeiro on the 19th February 1810 declared His Determination to co-operate with His Britannic Majesty in the Cause of Humanity and Justice, by adopting the most efficacious means for bringing about a gradual abolition of the Slave-Trade: and His Royal Highness, in pursuance of His said Declaration, and with the desire to effectuate, in concert with His Britannic Majesty, and the other Powers of Europe, who have been induced to assist in this benevolent object, an immediate abolition of the said Traffic upon the parts of the Coast of Africa which are situated to the Northward of the Line: His Royal Highness The Prince Regent of Portugal and His Britannic Majesty, equally animated by a sincere desire to accelerate the moment when the blessings of peaceful Industry and an innocent Commerce may be encouraged throughout this extensive portion of the Continent of Africa, by its being delivered from the evils of the Slave-Trade, have agreed to enter into a Treaty for the said purpose..."

There then follows the Treaty's 7 articles (6 numbered clauses, plus, 1 additional article). *Article I* asserts that "it shall not be lawful for any of the Subjects of the Crown of Portugal to purchase Slaves, or to carry on the Slave-Trade on any part of the Coast of Africa to the Northward of the Equator...". An exception was noted for slaving voyages to West Africa from Brazil that had commenced before said Treaty was published.

Article II promises to protect Portugal's right to carry-on the slave trade as it sees fit in the South Atlantic below the Equator, as it pledges to "...prevent any interruption being given to the Portuguese Ships... to the Southward of the Line [Equator], for the purposes of trading in Slaves..."

Article III declares that the Anglo-Brazilian Treaty of February 19, 1810 is to be null and "void", and with that the traditional Anglo-Portuguese treaties of alliance and friendship "are hereby renewed".

Article IV features a vague promise on the part of Portugal to one day completely ban its participation in the international slave trade, as the parties resolve to "engage to determine by a separate Treaty the period at which the Trade in Slaves shall universally cease and be prohibited throughout the entire Dominions of Portugal..."

Significantly, Article V provides a big 'carrot' for Portugal, as Britain agreed forgive what remained of Portugal's £600,000 debt (a stupendous sum) accrued in 1809, following Britain's role in liberating Portugal from French occupation.

Article VI mandates that "The present Treaty shall be ratified, and the Ratifications shall be exchanged at Rio de Janeiro in the space of five months, or sooner if possible", and notes the accord as being signed at Vienna, January 22, 1815, for Portugal by Palmela, Saldanha and Lobo; and for Britain by Castlereagh.

The Treaty also features an addendum, of an Additional Article, whereby Article I is qualified to include another exception, in that "It is agreed that in the event of any of the Portuguese Settlers being desirous of retiring from the Settlements of the Crown of Portugal on the Coast of Africa to the Northward of the Equator with the Negroes bona fide their domestics, to some other of the Possessions of the Crown of Portugal, the same shall not be deemed unlawful, provided it does not take place on board a Slave trading Vessel, and provided they be furnished with proper Passports and Certificates...".

There were two official Portuguese printings of the Anglo-Portuguese Treaty of January 22, 1815. The Convention was published in both Lisbon and Rio de Janeiro, bearing identical text, by the respective branches of the government press, the *Impressão Régia*, as was the custom for such documents during the period when the Portuguese royal court was based in Brazil. The Lisbon and Rio editions can be instantly distinguished, as the former is 4 pages in length, while the latter is 8 pages long and bears the adornment of the Portuguese royal arms not otherwise present.

Epilogue

As agreed, George III duly ratified the Anglo-Portuguese Treaty of January 22, 1815, while Dom João signed it in Rio de Janeiro on June 8, 1815, so bringing the accord into law.

To set the scene for future international anti-slave trade accords, British pressure led to the symbolically significant, albeit not legally consequential, final act of the Congress of Vienna, during which the eight leading European states (including Britain and Portugal) agreed upon the 'Declaration of the Powers, on the Abolition of the Slave Trade, of the 8th of February 1815'. This statement condemned the slave trade as "repugnant to the principles of humanity and universal morality", making direct reference to the public outcry against it in "all civilised nations".

In 1817, the British Supreme Court confirmed that Westminster's new consensual approach was wise, as it ruled that the interception of foreign slavers was legal only if Britain had previously signed an anti-slavery treaty with the appropriate country.

Critically, from the British perspective, the Anglo-Portuguese Treaty of January 22, 1815 did not provide any enforcement mechanism. This was remedied by the Anglo-Portuguese Anti-Slave Trade Treaty of July 28, 1817. Hereby, the Royal Navy could apprehend Portuguese slave ships illegally operating from Africa north of the Equator and escorting them to designated ports to be tried by 'Mixed Commission' courts' (i.e., tribunals with both British and Portuguese judges). Such a mechanism would henceforth also be used for apprehended slavers from other nations.

Britain's anti-slaving treaties with Portugal became invalid in Brazil once the later gained its independence in 1822. For the next two decades, Britain struggled mightily to convince and bully both Portugal and Brazil to respectively clamp down of the Transatlantic slave trade, signing several treaties to the effect, but these were never effectively honoured or enforced.

It was not until the signing of the Treaty of Lisbon of July 3, 1842, that Portugal, under tremendous British pressure, agreed to entirely abstain from the Transatlantic slave trade. Faced with very tight surveillance by the Royal Navy and even some Portuguese patrols, most remaining Portuguese slave traffickers soon found their efforts to be prohibitively expensive and dangerous, so leading to a terminal decline in the trade.

Faced with similar pressures, Brazil's involvement in the Transatlantic slave trade went into terminal decline upon the passage of its Eusébio de Queirós Law (1850), which unambiguously prohibited such commerce.

Looking at the bigger picture, one can see that the Anglo-Portuguese Treaty of January 22, 1815 was major landmark in the journey towards the end of the Transatlantic slave trade.

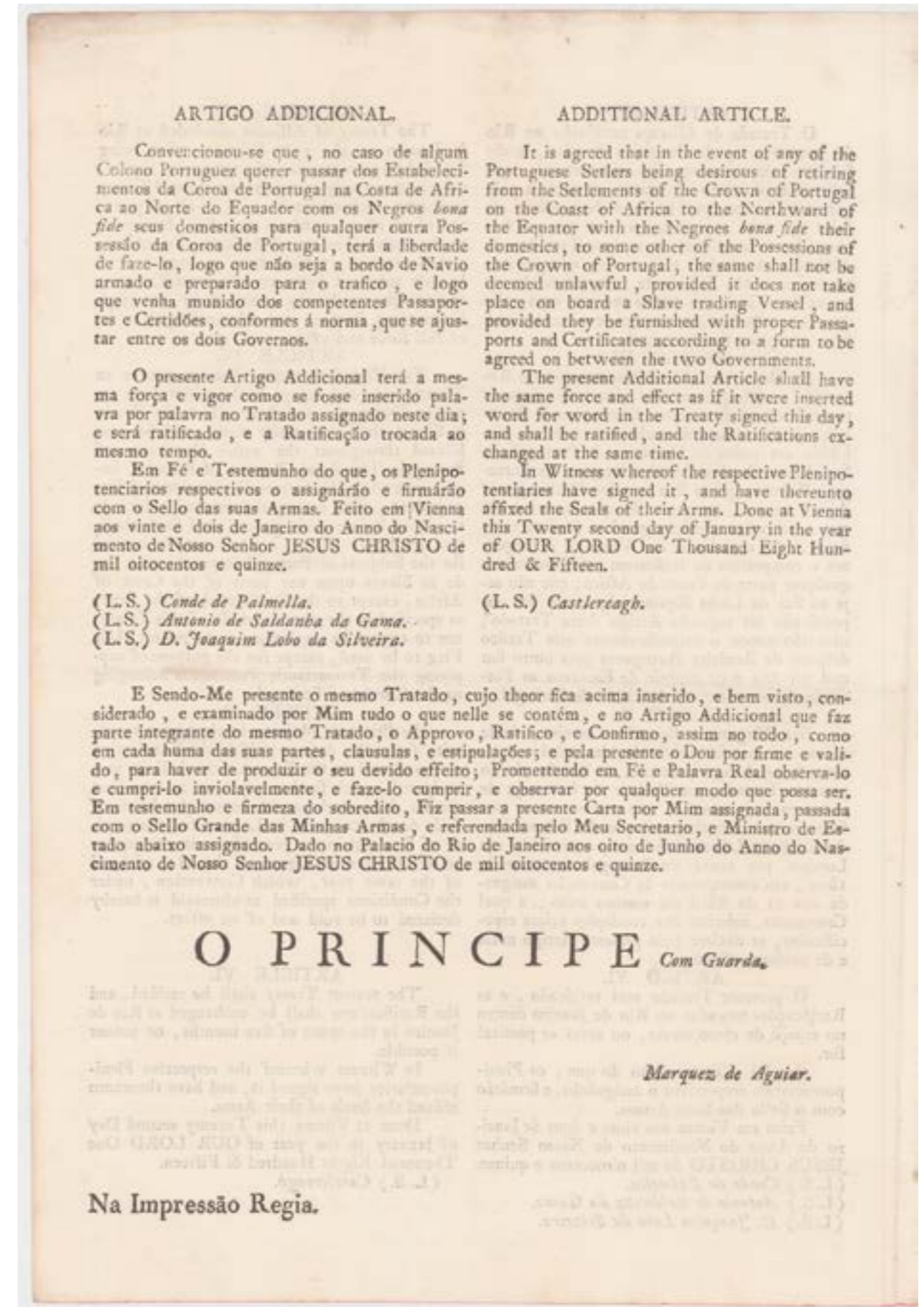
A Note on Rarity

The present work is very rare, consistent with such fragile ephemeral works of its period. We can trace examples in 6 institutions, including the Biblioteca Nacional de Portugal (3

examples); Biblioteca Nacional do Brazil; Biblioteca da Câmara dos Deputados (Brasília); Brown University Library; Cornell University Library; and the Arquivo/Biblioteca do Ministério da Economia (Lisbon). Moreover, we cannot trace any sales records for any other examples, at least going back 30 years. The Rio de Janeiro edition is also rare.

References: Biblioteca Nacional de Portugal (3 examples): res-2447-a, RES. 1389//13 A., S.C. 7274 A.; Biblioteca Nacional do Brazil: Livros Raros - 037,010,002B; Brown University Library: 1-SIZE DB .G7895 1815 2; Cornell University Library: Rare Books HT1161 .A48 1815; Arquivo/Biblioteca do Ministério da Economia (Lisbon): 1356DF BAHOP; OCLC: 64757681, 1238110137; Valeria GAUZ (ed.), Portuguese and Brazilian Books in the John Carter Brown Library, 1537 to 1839 (2009), p. 791. Cf Peter C. HOGG, African Slave Trade and Its Suppression: A Classified and Annotated Bibliography of Books, Pamphlets and Periodical Articles (2013), no. 3176 (p. 256) [but not specifying the edition]; Jaime RODRIGUES, “Neste tráfico não há lugar reservado”: traficantes portugueses no comércio de africanos para o Brasil entre 1818 e 1828, História (São Paulo), v. 36, e. 38 (2017), pp. 1-18; Randall LESAFFER, ‘Mixed Commissions, Mixed Blessing: On the British-Portuguese Anti-Slave Trade Treaty of 1817’ [online]: <https://opil.ouplaw.com/page/618>

2.200 EUR



13. BRAZIL / PORTUGAL – SLAVE TRADE EARLY RIO DE JANEIRO IMPRINT

PORTUGAL-BRAZIL AND GREAT BRITAIN GOVERNMENTS.

Convenção entre os muito altos, e muito poderosos senhores o Príncipe Regente de Portugal, e elrei do Reino Unido da Grande Bretanha e Irlanda, para terminar as questões, e indemnizar as perdas dos vassallos Portuguezes no trafico de escravos de Africa: Feita em Vienna pelos Plenipotenciarios de huma e outra corte em 21 de Janeiro de 1815, e ratificada por Ambas.

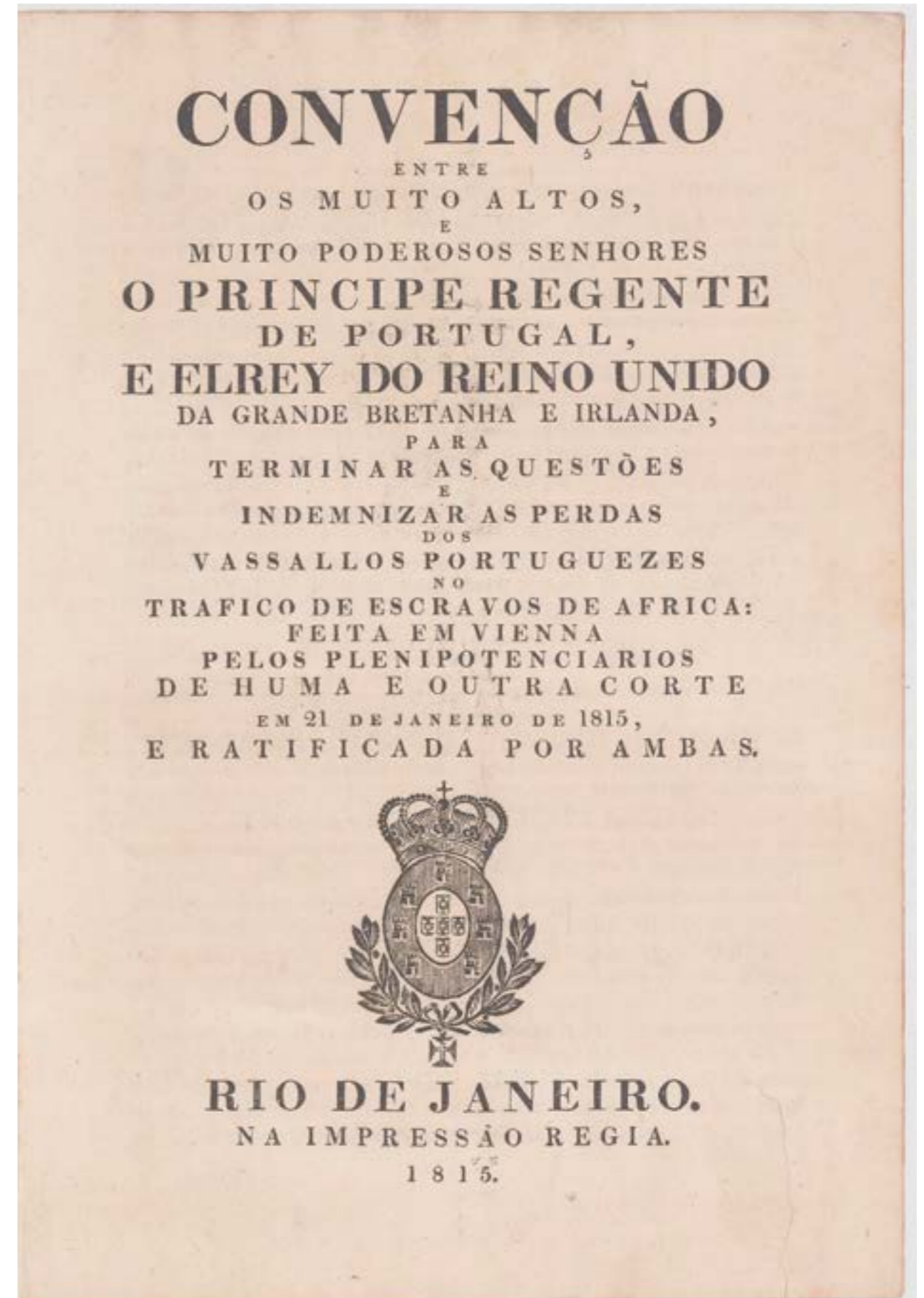
Rio de Janeiro: Impressão Régia, 1815.

4° (20 x 29 cm): 7 pp., unbound (Excellent condition, overall clean and crisp, just some very light even toning).

Extremely rare and important, being the official Rio de Janeiro printing of the Anglo-Portuguese Convention of January 21, 1815, signed at the Congress of Vienna, whereby Britain (which in 1807 resolved to unilaterally ban the Transatlantic slave trade) agreed to compensate Portugal with £300,000 (then an enormous sum) for the having (illegally) apprehended and condemned Portuguese and Brazilian slaving vessels on the high seas; the treaty was important as it set a precedent for Britain's new policy of gradually suppressing the international slave trade by way of bilateral treaties with the major slaving powers; the Convention was followed the next day by the first such treaty, a quid pro quo concession by Portugal which agreed to cease slave trafficking along the coast of Africa north of the Equator; published by the Impressão Régia in Rio de Janeiro, the only printing press in Brazil – much rarer than the Lisbon printing.

In 1807, Great Britain banned its involvement in the global slave trade (although it did not ban slavery itself within its colonies) and declared its intention to compel all other nations to do the same. Placing emphasis on the Transatlantic slave trade, it commanded the Royal Navy to interdict suspected slave ships of all flags on the high seas and to take them to designated ports to be judged and, if found guilty of slaving, condemned. Naturally, these unilateral actions enraged many countries, and despite the noble intent behind Britain's actions, they were clearly against international law.

Portugal had the longest history of involvement in the Transatlantic slave trade that commenced around 1525 when it first transported captives from Africa to its colony of Brazil. It was the first European nation to construct an archipelago of slaving posts along the Western coasts of Africa, from Cabo Verde to Angola, and for much of the time from the 16th to the mid-19th centuries, Portugal was the leading player in the Transatlantic slave trade.



Largely due to Portugal's efforts, between 3.6 and 5 million slaves were transported to Brazil, making it by far and away the largest destination for African slaves in the world. Portugal was also active in transporting and selling slaves (both legally and illicitly) to Spanish, British and French colonies in the Americas, such that a large percentage of all the slaves in the New World originated from the Portuguese trade.

In November 1807, Portugal was invaded and briefly occupied by Napoleonic France. This compelled the Prince Regent João (later King João VI) and his entire court to flee Lisbon for Rio de Janeiro, under British protection (Britain was Portugal's oldest military-political ally). This made Rio the capital of the Portuguese empire, turning the normal colonial-metropolitan paradigm on its head. Britain was also largely responsible for liberating Portugal from French occupation, in 1809 (although Dom João and his government would remain based in Brazil until 1821). Thus, Portugal owed Britain 'big time' for saving its skin.

Britain's first 'ask' in return for coming to the aid of its oldest ally was the 'Strangford Treaty' (properly the Anglo-Brazilian Treaty of February 19, 1810), whereby (under duress) Portugal agreed to give Britain preferential trading access to the Brazilian market, while under Article X of the accord, Portugal agreed to restrict its slaving activities in Africa to its own colonies (ex. Angola, Mozambique, Cabo Verde and Guiné, plus a few West African forts), while also spouting various noble but practically meaningless platitudes about the evils of the slave trade.

In truth, Portugal had no intention of honouring its commitments to limit the slave trade per the Strangford Treaty. Abolition was exceedingly unpopular in Brazil (at least amongst the white powerbrokers) and across the mercantile communities of Lisbon and Porto, while a serious abolitionist movement had not yet developed in the Lusophone world. As such, Portuguese and Brazilian slavers continued to cross the Atlantic from Africa with full cargoes, bound for Brazil and other destinations, such as Cuba.

Meanwhile, the Royal Navy was under orders to interdict suspected Transatlantic slaving vessels, including those flying the Portuguese flag that were accused of operating outside of the Portuguese colonies as proscribed in Article X of the Strangford Treaty.

As it happened, between 1810 and 1814, dozens of Portuguese slaving ships were seized by Britain on the high seas and condemned, leading Portuguese and Brazilian traders to lose vast sums, not to mention their peace of mind. Britain maintained that the Strangford Treaty granted them the right to seize Portuguese slavers, while Portugal countered that the British had no way of knowing in advance if the ships they intercepted had violated Article X and, as such, their operations were inherently illegal.

The Congress of Vienna (November 1814 to June 1815), whereupon European powers convened to conclude the Napoleonic Wars, presented a rare opportunity for high-level diplomats to meet in-person to resolve a variety of issues not necessarily connected to the conflict. Portugal's plenipotentiaries in Vienna submitted the Memorandum of December 14, 1814 to Britain's representative, formally protesting the Royal Navy's seizure of their slaving vessels. Indeed, Dom João and his court were livid over the matter, and the Memorandum caused the British government to believe that the intensifying diplomatic headache was 'not worth it', while spotting a new opportunity to advance the abolitionist cause.

The Present Work in Focus

Britain moved to repair Anglo-Portuguese relations by making amends to Portugal for seizing its slave ships in the Atlantic, a move codified by the present document. In what could be called the 'Convention to Indemnify Portuguese Slave Traders' or the 'Anglo-Portuguese Convention of January 21, 1815' (being the present *Convenção*), Britain implicitly acknowledged that seizing Portuguese and Brazilian slave ships without having a clear pre-existing agreement with Portugal to do so was legally questionable, and so they offered generous compensation. Britain hoped that not only would the Convention cool Portuguese-Brazilian outrage, but that it would create some goodwill that would see Portugal agree to additional anti-slave trade measures.

The Convention was signed in Vienna by the three Portuguese Plenipotentiaries, Pedro de Sousa Holstein, Count of Palmela (subsequently the Portuguese Foreign Minister and Prime Minister), António de Saldanha da Gama, Count of Porto Santo (the future Governor-General of Angola) and Joaquim Lobo da Silveira, Count of Oriola; and the British plenipotentiary, Robert Stewart, Viscount Castlereagh, the diplomatically effective but politically controversial Foreign Minister (in office, 1812-22).

The Convention, as published here in full, was agreed in the names of King George III and Dom João and is printed in double-columns of parallel Portuguese-English text (as was custom for such treaties). The preamble directly tackles the problem at hand:

"His Royal Highness the Prince Regent of Portugal, and His Britannic Majesty being equally desirous to terminate amicably all the doubts which have arisen relative to the Parts of the Coast of Africa, with which the Subjects of the Crown of Portugal, under the Laws of that Kingdom, and the Treaty subsisting with His Britannic Majesty, may lawfully carry on a Trade in Slaves; and whereas several Ships the Property of the said Subjects of Portugal have been detained and condemned upon the alledged Ground of being engaged in an illicit Traffic in Slaves; and whereas His Britannic Majesty in order to give to His Intimate and Faithful Ally The Prince Regent of Portugal the most unequivocal proof of His friendship, and the regard He pays to His Royal Highness's reclamations, and in consideration of Regulations to be made by the Prince Regent of Portugal for avoiding hereafter such doubts, is desirous to adopt the most speedy and effectual measures, and without the delays incident to the ordinary forms of Law, to provide a liberal indemnity for the Parties whose Property may have been so detained under the doubts as aforesaid".

There then follows the Convention's 3 articles, with Article I stating that Britain will pay Portugal £300,000 to create a fund "in discharge of claims for Portuguese Ships, detained by British Cruisers previous to the first day of June 1814, upon the alleged ground of carrying on an illicit Trade in Slaves". Article II affirms that "the said Sum shall be considered to be in full discharge of all claims arising out of Captures made previous the first day of June 1814; His Britannic Majesty renouncing any interference whatever in the disposal of this Money".

Finally, Article III states that "The present Convention shall be ratified, and the Ratifications shall be exchanged in the space of five Months or sooner if possible", and notes the accord as being signed at Vienna, January 21, 1815, for Portugal by Palmela, Saldanha and Lobo; and for Britain by Castlereagh.

There were two official Portuguese printings of the Anglo-Portuguese Convention of January 21, 1815, as was the custom for such treaties during the period when the Portuguese royal court was based in Brazil. The Convention was published in both Lisbon and Rio de Janeiro, by the respective branches of the government press. In March 1808, shortly after the royal court arrived in Rio, the first enduring and legally sanctioned printing press in Brazil, the *Impressão Régia*, was established in Rio de Janeiro. Initially, it was meant to (temporarily) replace the traditional *Impressão Régia* in Lisbon, which had been seized by the French, although this press was restored to Portuguese control in August 1808, upon the liberation of Lisbon. Both branches of the *Impressão Régia* were to issue official documents, such as treaties, proclamations and laws, etc., with identical text. However, due to the wartime scarcity of copper and paper in Portugal, the Lisbon imprints tended to be of a more rudimentary and less decorative style, while the press in Rio had the advantage of ample resources.

The present work is the extremely rare Rio de Janeiro printing of the *Convenção*, which is, as is often the case, much less common than the Lisbon printing. While the text in both versions is identical, the Rio edition is far more attractively printed, with the text more generously spaced (being 7 pages in length), with a title page bearing the Portuguese royal arms, whereas the text of the Lisbon edition is comparatively cramped and plain in style (being only 4 pages in length). For comparison, please see a link to the John Carter Brown Library's example of the Lisbon edition:

<https://archive.org/details/convencoentreosm00grea/page/n3/mode/2up>

The Significance of the Convention and Epilogue

As agreed, George III duly ratified the Anglo-Portuguese Convention of January 21, 1815, while Dom João signed it in Rio de Janeiro on June 8, 1815, so ensuring that the restitution funds were transferred.

Importantly, the Convention was the first of several Anglo-Portuguese accords that explicitly focused upon the Transatlantic slave trade, so setting a progressive dialogue on the subject between the two powers. While the convention might at first seem like 'back-sliding' on the path towards abolition, in that it gave slavers financial redress, it ended up advancing the cause of limiting the Transatlantic slave trade. It set an important precedent that henceforth led Britain to change tack, from pursuing legally dubious unilateral action towards battling the trade through legitimate means following bilateral agreements. Henceforth, Britain would use its awesome diplomatic weight to pressure slave trading powers to agree to treaties that progressively choked off the trade, sometimes in return for compensation or incentives. This proved to be a more effective and amicable way of moving forward, instead of the illegal and rancorous unilateral course.

As part of the *quid pro quo* for the Convention compensating the Portuguese and Brazilian slavers, Britain gained an important concession from Portugal, being the Anglo-Portuguese Treaty of 22 January 1815, signed in Vienna the day after the Convention. Here Portugal agreed to refrain from slave trafficking in Africa north of the Equator (i.e., along West Africa's notorious 'Slave Coast'). Significantly, it still allowed Portugal to maintain its principal slaving route between Angola at Brazil. However, the agreement did not include an enforcement mechanism.

To set the scene for future international anti-slave trade accords, British pressure led to the symbolically significant, albeit not legally consequential, final act of the Congress of Vienna, during which the eight leading European states (including Britain and Portugal) agreed upon the 'Declaration of the Powers, on the Abolition of the Slave Trade, of the 8th of February 1815'. This statement condemned the slave trade as "repugnant to the principles of humanity and universal morality", making direct reference to the public outcry against it in "all civilised nations".

In 1817, the British Supreme Court confirmed that Westminster's new consensual approach was wise, as it ruled that the interception of foreign slavers was legal only if Britain had previously signed an anti-slavery treaty with the appropriate country.

The Anglo-Portuguese Anti-Slave Trade Treaty of July 28, 1817 provided an enforcement mechanism for the January 22, 1815 treaty, and indeed any future treaties that banned elements of the slave trade. Hereby, the Royal Navy could apprehend Portuguese slave ships illegally operating from Africa north of the Equator and escorting them to designated ports to be tried by 'Mixed Commission' courts' (i.e., tribunals with both British and Portuguese judges).

Britain's anti-slaving treaties with Portugal became invalid in Brazil once the later gained its independence in 1822. For the next two decades, Britain struggled mightily to convince and bully both Portugal and Brazil to respectively clamp down of the Transatlantic slave trade, signing several treaties to the effect, but these were never effectively honoured or enforced.

It was not until the signing of the Treaty of Lisbon of July 3, 1842, that Portugal, under tremendous British pressure, agreed to entirely abstain from the Transatlantic slave trade. Faced with very tight surveillance by the Royal Navy and even some Portuguese patrols, most remaining Portuguese slave traffickers soon found their efforts to be prohibitively expensive and dangerous, so leading to a terminal decline in the trade.

Faced with similar pressures, Brazil's involvement in the Transatlantic slave trade went into terminal decline upon the passage of its Eusébio de Queirós Law (1850), which unambiguously prohibited such commerce.

Looking at the bigger picture, one can see that the Anglo-Portuguese Convention of January 21, 1815 played a key role in advancing progress towards the end of the Transatlantic slave trade.

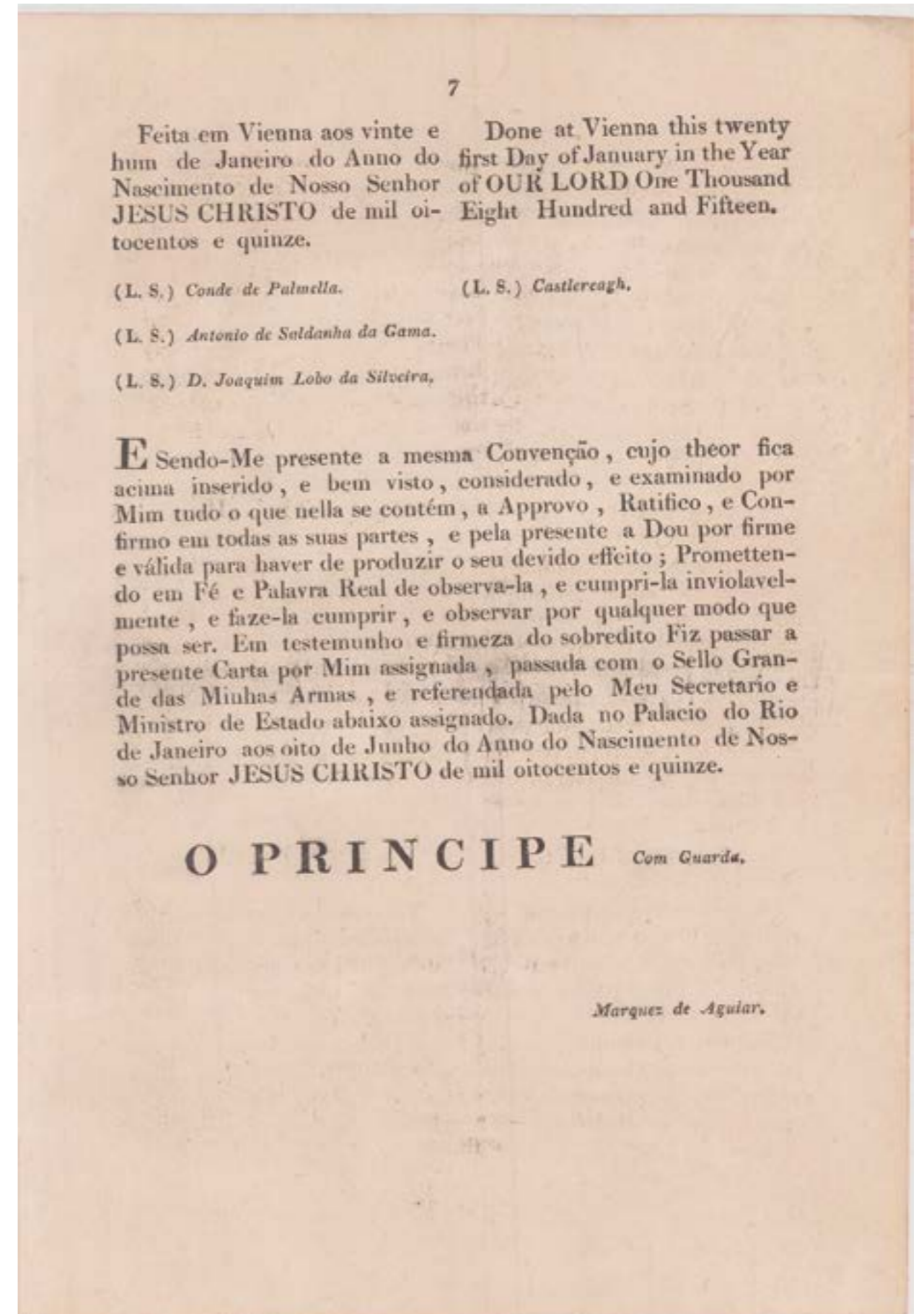
A Note on Rarity

The present Rio de Janeiro printing of the Convention is extremely rare, as are many of the works of the *Impressão Régia* do Rio de Janeiro, which tended to be produced in only limited print runs, while they have a low survival rate, in good part due to Brazil's tropical climate. We can trace only a single institutional example, held by the Biblioteca Nacional do Brazil. Moreover, we cannot trace any sales records, at least going back 30 years.

The Lisbon edition is also rare, although somewhat less so; we can trace only a single example as having appeared on the market, being one offered by an American dealer in 2012.

References: Biblioteca Nacional do Brazil: Livros Raros - 078,005,019 n. 001 ex.1; Ana Maria de Almeida CAMARGO and Rubens Borba de MORAES, *Bibliografia da Imprensa Régia do Rio de Janeiro*, vol. I, no. 428; Cf Peter C. HOGG, *African Slave Trade and Its Suppression: A Classified and Annotated Bibliography of Books, Pamphlets and Periodical Articles* (2013), no. 3175 (p. 256) [but not specifying the edition]; Jaime RODRIGUES, “Neste tráfico não há lugar reservado”: traficantes portugueses no comércio de africanos para o Brasil entre 1818 e 1828, *História* (São Paulo), v. 36, e. 38 (2017), pp. 1-18; Randall LESAFFER, ‘Mixed Commissions, Mixed Blessing: On the British-Portuguese Anti-Slave Trade Treaty of 1817’ [online]: <https://opil.ouplaw.com/page/618>

2.200 EUR



14. SLAVE TRADE AFRICAN-EUROPEAN DIPLOMACY AFRICANS IN BRAZIL

José Freire Monterroio de MASCARENHAS (1670–1760).

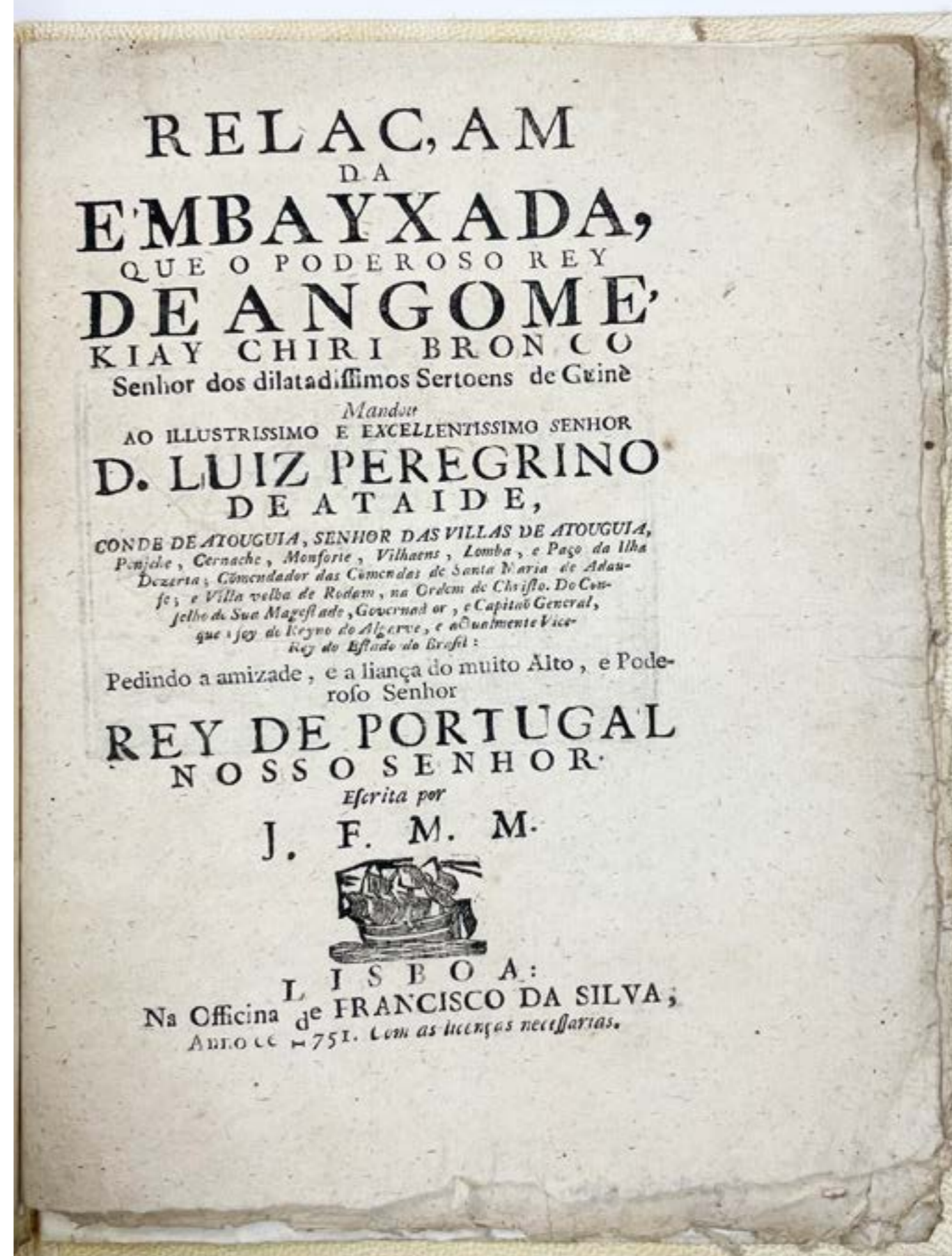
Relaçam da Embayxada, Que o Poderoso Rey de Angome Kiay Chiri Broncom, Senhor Dos Dilatadissimos Sertos de Guiné Mandou ao Illustrissimo e Excellentissimo Senhor D. Luiz Peregrino Ataide, Conde de Antouguia... Vice-Rey do Estado do Brasil, Pedindo a amizade, e aliança do Muito Alto; e Poderoso Senhor Rey de Portugal Nosso Senhor. Escrita por J.F.M.M.

Lisbon: Na officina de Francisco da Silva, 1751.

8° (22.5 x 16 cm): 11 pp., with woodcut maritime vignette on [p. 2], bound in 20th century velum (Very Good, overall clean and bright, just some very light toning and very minor staining, wide margins, uncut on outer and lower sides).

A very rare and fascinating work that is the earliest and most authoritative published account of what was the first official African diplomatic mission to Brazil, marking a major event in the Transatlantic slave trade; in 1750, King Tegbesu of Dahomey (a powerful and wealthy indigenous state in what is today Benin) sent an embassy to the court of the Viceroy of Brazil (who had auspices over Portugal's slave trade with West Africa) in an effort to repair Dahomean-Portuguese relations after a recent contretemps, so as to enable the renewal of the Transatlantic slave trade which was an anchor of the economies of both Dahomey (home to Ouidah/Whydah, the second largest slave port in West Africa) and Brazil; written by José Freire Monterroio de Mascarenhas, the octogenarian who Portugal's first professional journalist and its most prolific pamphleteer, it is based on a stellar firsthand account of the embassy that arrived in Lisbon shortly after the event; in a vivid and engaging fashion it details the Dahomean Ambassador's time in Bahia (then the capital of Brazil), noting settings, clothing, manners and speech, and reveals the African envoy to be a noble, sophisticated and cagy interlocutor, who brilliantly succeeded in restoring amicable relations and reinvigorating the slave trade; importantly, the work, which is heavily referenced in modern literature, shows a side of slavery seldom meaningfully discussed, being the critical role played by indigenous African stakeholders in enabling the ignoble trade.

What is today Benin, located on what was historically West Africa's 'Slave Coast' was from the 16th century a primary source for the Transatlantic slave trade. The area came to be dominated by two militaristic but culturally sophisticated states, the Kingdom of Dahomey (c. 1600 - 1904), which controlled the bulk of what is today southern Benin, and the



smaller Kingdom of Wydah (also Ouidah, known in Portuguese as Ajudá) (c. 1580 – 1727), located to its southwest. The rulers of these states became very wealthy from collecting fees from slave traders. Indeed, the slave trade was by far and away the largest component of the region's economy.

Importantly, while the Transatlantic slave trade was ultimately a European-instigated crime, it must be remembered that it would not have been possible without the active and consistent cooperation of various African stakeholders, a point highlighted by the present work.

The port city of Ouidah (in the Kingdom of Wydah) was the largest single slave trading port in what is today Benin, and it is estimated that between 1580 and 1860 over 1 million captives passed through its harbour as part of the Transatlantic slave trade.

From 1580, Portugal established a regular slaving custom through Ouidah, although it was a long time before it founded a fort there. This trade was largely managed from Salvador da Bahia, the capital of Brazil (until 1763), and over the coming generations a not insignificant percentage of the between 3.6 and 5 million slaves that were historically sent to Brazil passed through Ouidah.

In 1650, the English Royal African Company established a fort at Ouidah, which made it the dominant player in the slave trade in the area, while the French founded a permanent outpost there towards the end of the 17th century.

By 1716, Ouidah became the second-largest slave port in Britain's 'Triangular Trade', which saw slaves from Africa transported to the West Indies; from there, sugar, tobacco and cotton were shipped to Britain; while British manufactured goods and textiles were sent to Africa.

In 1721, Portuguese merchants from Bahia, with the permission of the King of Wydah, built a fort at Ouidah, called São João Baptista de Ajudá. Unlike most European slave forts in West Africa, which were placed immediately on the littoral, São João was located 4 km inland, near the British William's Fort and the French Fort Saint-Louis. As, for security reasons, the Whydah crown forbade Europeans from maintaining permanent coastal establishments. The fort allowed Portugal to greatly increase its slave trade from Ouidah to Brazil.

It must also be noted that Portugal continued to undertake a great slave trade with the neighbouring Kingdom of Dahomey, as well as other powers in the region, such as Lagos, Little Popo and Porto-Novo.

Importantly, while most Portuguese colonial affairs were managed, at least indirectly, through Lisbon, control over its slave trade in West Africa came under the auspices of the Viceroy of Brazil, based in Bahia. This was due to the fact that, in this instance, there was no 'triangular trade', as the commerce was conducted directly and exclusively between Brazil and West Africa. Not only did the Bahians earn huge profits from slaving itself, they benefited from the fact that the West Africans were willing to pay absurdly high prices for even "third rate" Brazilian tobacco and rum, while gold, gunpowder and textiles were also in high demand.

In 1727, Kingdom of Dahomey invaded and conquered the Kingdom of Whydah, annexing its territories, including the port of Ouidah. While Dahomey allowed the Portuguese to continue the slave trade through the port, relations were strained.

In 1743, the troops of King Tegbesu of Dahomey (ruled 1740-74), seeking to quell local unrest, sacked Ouidah and destroyed Fort of São João Baptista de Ajudá. It is unclear if the leveling of the fort was premeditated, or if it was due to the spontaneous actions of overzealous warriors, but in any event Tegbesu soon realized that it was a terrible mistake.

The Viceroy of Brazil was recorded as being furious by the destruction of the Portuguese base in Ouidah, which naturally caused a sharp downturn in the slave trade from Dahomey, as Europeans feared the erratic nature of Tegbesu's regime. Meanwhile, the decline in slaving revenues threatened to plunge Dahomey into economic crisis, and Tegbesu knew that he had to make amends with the Portuguese, and in a big way.

On the other side, the bad blood with Dahomey was hurting the economy in Brazil, and the traders of Bahia were eager to resume their lucrative commerce in Ouidah, but only if Portugal could 'regain face' and the security of its agents and property in Dahomey guaranteed. Reconciliation took time, and it was only upon the installation of a new Viceroy of Brazil, Luis Pedro Peregrino de Carvalho e Menezes de Ataíde, Conde de Atouguia (in office, 1749-55) that serious overtures were endeavoured.

In a bold move, to seal a slave trading deal and to build a new positive Dahomey-Portugal relationship, Tegbesu decided to send what would be the first official African embassy to Brazil. The Conde de Atouguia was most receptive, agreeing to arrange and pay for the entire mission.

The Present Work in Focus

This fascinating work is the earliest and most authoritative published account of the first Dahomean embassy (and indeed what seems to have been the first formal overseas diplomatic visit of any kind) to Brazil, which occurred from September 1750 to April 1751. It was published in Lisbon only a matter of months after the events described, and was written by José Freire Monterroio de Mascarenhas, an octogenarian historian and genealogist, who was had the distinction of being Portugal's first professional journalist, as well as the country's most prolific pamphleteer. As he maintained top-flight contacts in the Portuguese government and mercantile circles, he was obviously able to acquire a detailed firsthand account of the embassy as soon as it arrived in Lisbon (although unlike in some of his other works, here Mascarenhas does not reveal his source). The ephemeral 11-page work was sold at newsstands and bookstores to Lisbon's literate classes, who during the Enlightenment came to have an insatiable thirst for news from faraway lands.

For some reason, Mascarenhas refers to Tegbesu as 'Kiay Chiri Broncom' (it could be due to a Portuguese misunderstanding of one of the king's titles), while 'Angome' refers to Daomé (the modern Portuguese term for Dahomey). Mascarenhas commences the work with a brief discussion of the geography, noting that while West Africa is seemingly not as well known to mapmakers as the New World, the "Portuguese ships from Brazilian traders often appear there, seeking to be supplied with slaves" (p. 3).

It is noted that the King of Dahomey is “a lover of the Portuguese Nation, the oldest on that coast; and wishing to make a deal of friendship and trade”. He has sent emissaries to the Viceregal court in Bahia, who travelled aboard a merchant vessel owned by “Luiz Coelho, a resident of Bahia”. The Dahomean ambassador to Brazil was a man named Churumá Nadir, and he was accompanied by two noblemen, Grijocome Santolo and Nenin Radix Grytonxom, plus one interpreter, as well as a small retinue of slaves and bodyguards (p. 3).

The Dahomean party arrived in Bahia on September 29, 1750, whereupon the ambassador and his entourage were taken to their lavishly appointed quarters in the Jesuit College. Whenever the Africans toured the city, people flocked to watch the “great novelty, never seen in Brazil”. The ambassador, was described as “a well-made man, and a noble figure”, accompanied by two “Gentlemen”, all dressed in the “manner of their country” joined by “a number of servants, and four girls aged 10 years old, naked in the style of their country” (p. 6).

The Viceroy informed the Ambassador that he would not be able to receive him until October 22, 1750, the day of King João V birthday (nobody in Brazil had yet received word that the king had died on July 31 of that year). This would have been both a diplomatic powerplay (i.e., making the visitors wait – just because he could) and, as was stated, so that the Africans “could judge, by the magnificence with which the birthday of our Sovereign was celebrated so far away, how great this Monarch is, and how much veneration that his vassals pay him” (p. 6).

However, the ambassador maintained his dignity and did not give in to the other Portuguese attempts to subordinate him. He refused to dismiss his bodyguards when asked to do by the Jesuits, and politely declined to wear the fine Portuguese clothing given to him, preferring to represent his nation while wearing his own resplendent Dahomean garb.

Finally on the appointed day of the audience with the Conde de Atouguia, the Dahomeans entered the reception hall, which was filled with “all the nobility of Bahia”. The Ambassador proceeded “with great confidence” and was “dressed in a shawl of crimson fabric, all trimmed with frizzy gold lace, with a kind of skirt like a woman's, without a waistband, which they call a Malaya, also made of the same material, all trimmed with silk fringes, a short cape with hanging tassels, and a cape with a large train, like royal clothing, made of iridescent fabric, lined with white satin with stripes of different colors, and a magnificent, precious gold and burgundy turban” (p. 9).

The Ambassador initially had trouble distinguishing the Viceroy from the other dignitaries, who were all dressed in great finery, although he soon found his bearings. It is described that “without losing the dignity of his appearance” he first paid tribute to the Portuguese woman present before turning to the Viceroy and “prostrating himself on the ground with his arms extended, and his hands one on top of the other, and crunching his fingers, like chestnuts: a ceremony with that in Angome they usually employ to venerate their kings; thus indicating the pleasure with which they perform this prostration” (p. 9).

The Ambassador then proceeded to give a speech on behalf of King Tegbestu, which Mascarenhas transcribes. He wished that Dahomey and Portugal should “treat one another

with great friendship”, and in what would today be considered ironic, he appeals to a surprisingly modern sense of pan-racial/religious harmony to further the slave trade! He continues that “the higher Lord, who, with no doubt, created this Globe, and the firmament's immensity, which is presented to our eyes, does not prevent either the communication between those who live under different laws, or the peace and the good friendship that is so useful for the trade of living beings [i.e., slavery]. He desires this friendship with the Portuguese Crown, and promises with the King's word, to loyally observe, and in the absence of his person, to leave it recommended to his successors” (p. 10).

The Viceroy responded that he was pleased to receive their gracious message in the manner in which it was intended, and that Portugal would respond accordingly. At the end of the audience, the Ambassador presented the Conde de Atouguia with gifts, including two large iron boxes covered with ornate locks and the four female child slaves which accompanied his delegation. Curiously, on his way out, the Ambassador gave 20 gold coins to the Viceroy's black slaves, an act which departed from custom (p. 11).

It is recorded in other sources that the Dahomean embassy returned home, embarking from Bahia, on April 12, 1751, aboard the vessel Bom Jesus d'Alem, Nossa Senhora da Esperança. In a sign that the diplomatic mission was a success, the Bom Jesus left Bahia with a cargo of 8,101 rolls of tobacco and returned in June 1752 carrying 834 enslaved persons.

Epilogue

By all accounts the Dahomean diplomatic mission to Brazil was a triumph. The fort of São João Baptista de Ajudá was promptly rebuilt and Tegbesu and his officials were henceforth most gracious and accommodating to the Portuguese. The slave trade to Brazil through Ouidah and other ports in the region thrived like never before. It is estimated that 336,800 out of the 551,800 enslaved Africans that departed the Bight of Benin between 1770 and 1850 were sent to Brazil. In the wake of the embassy, Tegbesu personally received an astounding revenue of £250,000 per year (over £60 million today) from slaving duties.

Other Dahomean embassies to Brazil for the purpose of maintaining the slave trade followed, in 1795, 1805, 1811 and 1818. Other kingdoms in the Bight of Benin also sent embassies to Brazil, including Porto-Novo (Ardra), in 1810; and Lagos (Onim) in 1770, 1807 and 1823.

Curiously, for some bizarre reason, Portugal decided to maintain sovereign possession of the fort of São João Baptista de Ajudá, even a century after the end of the slave trade, when it no longer had any practical purpose. This decision mystified both the Dahomey crown and the French colonial regime that succeeded it in the late 19th century; however, Lisbon was so adamant in keeping the tiny property that the local powers decided to simply let things be. The 1958 Guinness Book of Records proclaimed São João Baptista de Ajudá (with a land area of 4.5 hectares) to be the world's smallest colony. The Portuguese were compelled to vacate the fort in 1961 by the forces of the newly independent nation of Dahomey (known as Benin from 1975).

José Freire Monterroio de Mascarenhas: Master of Portuguese Popular Media in the Age of the Enlightenment

José Freire Monterroio de Mascarenhas (1670 – 1760), middle name sometimes spelled as ‘Monterroyo’, was the most prolific Portuguese pamphleteer of the 18th century, as well as being a serious academic historian, respected genealogist and proto-journalist. Born in Lisbon, he studied mathematics and philosophy, before touring Europe for 10 years, learning languages and foreign history and politics. From 1704 to 1710, during the War of Spanish Succession, he served as a cavalry captain in the Portuguese army. His experiences gave him a unique eye for superlative world events and phenomena that would be intriguing to the literate public.

In 1715, Mascarenhas became the founding editor of the venerable *Gazeta de Lisboa*, a post he held for over 40 years (the periodical would be published until 1833). Starting around 1714, he began regularly producing pamphlets, often anonymously, on current affairs, many of which focused on matters in exotic faraway lands. These inexpensive ephemeral works, sold on the street, tended to be entertainingly written and based upon the best sources (Mascarenhas maintained stellar contacts in numerous countries), and they proved immensely popular. It is quite likely that Mascarenhas was the most read writer in Portugal during the era, although the survival rate of copies of his works is today very low. Amazingly, he remained hyper-active right up until his death in 1760, at the age of 89.

Mascarenhas often published his works anonymously, or simply using his initials ‘J.F.M.M.’ (as is the case here), even if his legions of readers knew full well that he was the author. This was perhaps to avoid certain legal entanglements with respect to libel, copyright and tax laws.

In addition to the present work, Mascarenhas was the author of over 100 pamphlets, some highlights of which include *Relaçam dos progressos das armas Portuguezas no estado da Índia, no anno de 1713* (1714); *Relaçam da solemne procissam de preces, que por ordem da Corte Ottomana fizeraô os Turcos na Cidade de Meca, para alcançar a assistencia de Deos contra as armas do Augustissimo Emperador de Alemanha, e mais potencias Christãas* (1716); *Emblema vivente, ou notícia de um portentoso monstro, que da Provincia da Anatólia foi enviado ao Sultão dos Turcos* (1727), a curious work on the Rhinoceros; *Noticia do fatal terremoto succedido no Reyno de Napoles em 29. de Novembro do anno de 1732. Tirada de cartas fidedignas escritas de Italia* (1733); *Relaçam summaria de hum combate, succedido nos mares de Alicante entre sinco chavechos de guerra hespanhoes, e tres arjelinos, em 16 de abril de 1755* (1755); *Relaçam de hum prodigio succedido em huma das Cidades da Provincia do Paraguay: neste anno passado de 1735* (1756).

Notably, Mascarenhas also published the *Epanaphora Indica*, 6 volumes (1746-52), hailed by scholars as the most important printed record on mid-18th century Goa.

A Note on Variations and Rarity

There are at least two, maybe three, variations of the work, which is not uncommon for

such hastily run-off ephemeral imprints. The present example features an attractive woodcut vignette of ship on [p. 2], which is lacking in some other examples, while at least one known example has several typographical errors not present here.

The work is very rare, especially commercially, which is not surprising as the survival rate of such fragile 18th century ephemeral works is very low. We can trace examples held by 9 institutions, including the Biblioteca Nacional de Portugal (several examples); Biblioteca Pública Arquivo Regional de Ponta Delgada (Azores): [JC/A Cx.3.32 RES] (3); Biblioteca da Câmara dos Deputados (Brasília); Brown University Library; University of Minnesota, Twin Cities; Yale University Library; Jewish Theological Seminary of America; Newberry Library; and the University of Florida. We cannot trace any sales records for the work, at least going back 30 years.

References: Biblioteca Nacional de Portugal: res-1354-10-p; Biblioteca Pública Arquivo Regional de Ponta Delgada (Azores): [JC/A Cx.3.32 RES] (3); Brown University Library: Rare Books; C751 .M395r; University of Minnesota: Bell; 1751 Mas; Yale University Library: BEIN 2009 881; Newberry Library: Ayer 1300.5 .B8 F86 1751; University of Florida: DT613.65 .M37 1751; OCLC: 62354428, 29059655, 1238121821; Ana Lucia ARAUJO, ‘Dahomey, Portugal and Bahia: King Adandozan and the Atlantic Slave Trade’, *Slavery & Abolition*, vol. 33, no. 1, (March 2012), pp. 1-19; Rubens BORBA DE MORAES, *Bibliografia Brasileira*, vol. 2, p. 535; Francisco da Silva INOCÊNCIO, *Diccionario bibliographico portuguez*, tomo 4, p. 352; José Rivair MACEDO, ‘A embaixada de Daomé em Salvador (1750): protocolos diplomáticos e afirmação política de um Estado em expansão na África Ocidental’, *Revista Brasileira de Estudos Africanos*, v. 3, n. 6, (Porto Alegre, Jul./Dez. 2018), pp. 111-127; Kirsten SCHULTZ, ‘News of the Conquests: Narrating the Eighteenth-Century Portuguese Empire’, *Hispanic Review*, vol. 86, no. 3 (2018): 329–51, esp. pp. 340-6. Cf. Pierre VERGER, *Fluxo e refluxo do tráfico de escravos entre o Golfo do Benin e a Bahia de Todos os Santos* (Rio de Janeiro: Corrupio, 1987).

2.200 EUR

15. BRAZIL RIO DE JANEIRO IMPRINT

Conrado Jacob NIEMEYER (1787 - 1862). / Pedro Torquato Xavier de BRITO (1822 - 1880).

Nova Carta Chorographica do Imperio do Brazil / Reduzida pelo Bacharel Pedro Torquato Xr. de Brito, Tenente Coronel Gro. do Corpo d'Engenheiros e Socio effectivo do Instituto Polytechnico Brasileiro, da que foi confeccionada pelo Coronel Conrado Jacob de Niemeyer, e outros Officiaes Engenheiros em 1856.

Rio de Janeiro: Litha. do Arch[iv]o. Militar por Alvaro e Pereira, April 1867.

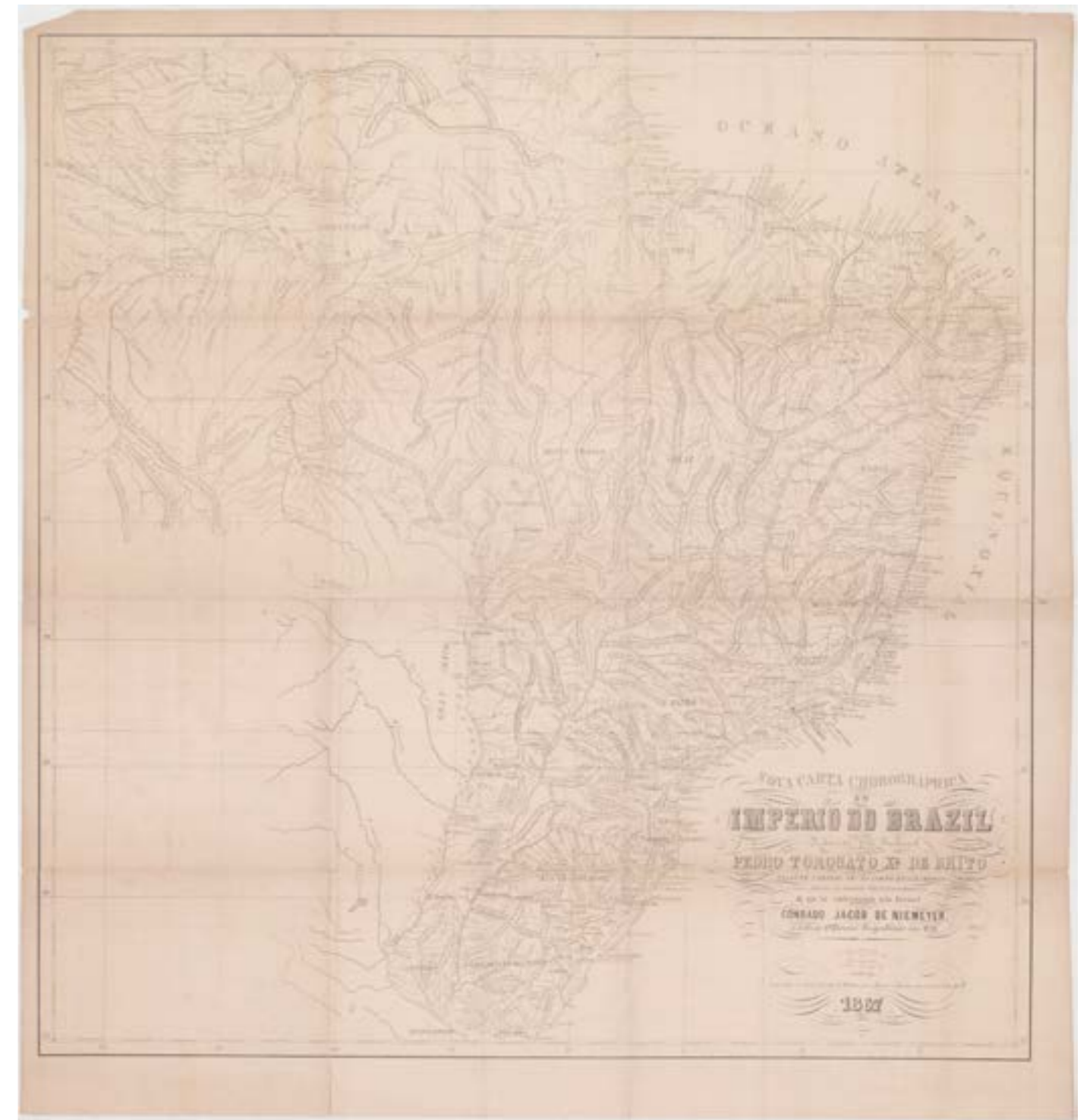
Lithograph (Good, some wear and toning along old folds with some old repairs from verso, small chips to blank margins), 70 x 76.5 cm (27.5 x 30 inches) (#70549).

A rare general map of Brazil seemingly made to be distributed at the Brazilian pavilion at the 1867 Paris World's Fair, after the groundbreaking cartography of Colonel Conrado Jacob Niemeyer, a leading Brazilian military engineer (and the great-grandfather of the legendary modernist architect Oscar Niemeyer), and here reduced into a convenient format by the engineer Lt. Colonel Pedro Torquato Xavier de Brito, published in Rio de Janeiro for the Archivo Militar, showcasing the country during a time of great growth and optimism, delineating Brazil's incipient railways and its limited boundaries in the Mato Grosso and the Amazon before the empire's subsequent territorial expansion.

This very rare and intriguing general map of Brazil is predicated upon the stellar cartography of Colonel Conrado Jacob Niemeyer who, in an active career as military engineer that spanned over forty years, established himself as one of the great pioneers of the modern cartography of Brazil.

The present map, made five years after Niemeyer's death, was redrafted to a reduced scale by the esteemed military engineer Lieutenant Colonel Pedro Torquato Xavier de Brito, the head of the Archivo Militar and a founding member of the Instituto Politécnico. It was published in Rio de Janeiro by the firm of Alvaro e Pereira for the Archivo Militar.

The map was issued both separately (sometimes coloured or mounted upon linen) and within what is today a very rare book, *The Empire of Brazil at the Paris International Exhibition of 1867* (Rio de Janeiro: E. & H. Laemmert, 1867). As such, it seems that the map was perhaps made specifically to be distributed at the 1867 Paris Exposition (L'Exposition



universelle de 1867), a world's fair held between April 1 and November 3, 1867, whereupon Brazil hosted a major display. Its reasonable size would have made it convenient for such purpose, while still of a large enough scale to be truly informative.

While the map is printed in a charmingly crude form of lithography but maintains a good degree of planimetric accuracy, especially in the northwest, a region that Niemeyer extensively surveyed. The map shows the Brazilian Empire divided into its various provinces, and delineates the coastlines and all major rivers, while labelling all key cities, towns and frontier outposts. Mountain ranges and highlands are defined by hachured lines, while the country's road system is charted.

The Amazon Basin is shown to still be only quite lightly developed by European standards, as the map was produced twelve years before the start of the 'Rubber Boom' (1879-1912), which utterly transformed the region, making 'Manaós' (Manaus), the capital of Amazonia, into one of the 'most happening' places in the Americas.

Importantly, the map updates the picture with Brazil's incipient railways, shown as double lines, which comprised four relatively short separate systems. These included the Estrada Ferro Recife ao São Francisco (1858), which ran inland from Recife; the Estrada de Ferro da Bahia ao São Francisco (1863), which ran north from Bahia; the Estrada de Ferro Dom Pedro II (1864), later the Estrada de Ferro Central do Brasil, which ran from Rio de Janeiro to the Paraíba do Sul Valley (1864); and the Estrada de Ferro São Paulo (1867), which connected São Paulo and the port of Santos with the coffee lands. The railways would subsequently see rapid growth, creating a national integrated network.

The map shows Brazil's international boundaries in the Amazon Basin and the Mato Grosso in a form that is unfamiliar to today's observer. Brazil would later gain much territory in these regions from Paraguay, following the Paraguayan War (1864-70), and from Bolivia, during the Acre War (1899-1903); while the frontier with Peru would not be settled until the Vásquez Cobo-Martins Treaty (1907), while the border with Colombia would remain disputed until the Treaty of Rio de Janeiro (1909).

Specifically, Brito seems to have used Niemeyer's *Nova carta corographica do Imperio do Brazil / confeccionada... pelo Coronel Engenheiro Conrado Jacob de Niemeyer e seus ajudantes...* (Rio de Janeiro: Eduardo Rensburg lith., 1857) as the basis for the present work, reducing the scale from circa 1:3 700 000 to 1:7,559,484. Please see a link to this map, courtesy of the Bibliothèque nationale de France:

<https://gallica.bnf.fr/ark:/12148/btv1b53098527m>

There are two states of the present map, both seemingly issued in 1867. The present first state (as represented here) has a large area of negative space in the lower left quadrant, while the second state has this area filled with a large statistical table.

Conrado Jacob Niemeyer: Pioneer of the Modern Cartography of Brazil

Conrado Jacob Niemeyer (1787 - 1862) was one of the fathers of the modern cartography of Brazil, with his stellar surveys responsible for several of the great base maps of the

county. He was born in Lisbon, the son of Colonel Konrad Heinrich von Niemeyer [Conrado Henrique de Niemeyer] (1761-1806), a German engineer from a distinguished Hanover military family, who immigrated to Portugal in 1778, joining the Portuguese Army.

Conrado Jacob Niemeyer moved to Brazil in 1809. There, he graduated from the newly established, but highly regarded, military academy in Rio de Janeiro, becoming a Lieutenant of the Royal Corps of Engineering in 1815. He was first posted to northwestern Brazil, where he proceeded to undertake a series of advanced trigonometrical surveys done to the highest European standards, creating maps of unprecedented accuracy. During the Brazilian War of Independence (1821-4), Niemeyer sided with Brazil. In 1824, he played a heroic role in suppressing a local rebellion in Pernambuco, which won him the praise of the great General Francisco de Lima e Silva, who awarded him a gold medal.

Niemeyer served for some years as the Artillery Commander and Chief Engineer of Pernambuco, where he was responsible for draining the malarial swamps of Olinda and building important roads, bridges and waterworks. Later, serving in a senior role in Rio de Janeiro province (sometimes working with his nephew, the engineer Pedro Bellegarde), he greatly improved the defenses of Rio city and moved to control the Guaratiba and Itaguaí rivers.

Throughout his career, Niemeyer continued to make trigonometric surveys of the highest calibre, which were in many cases the first scientifically accurate maps of the regions charted. He also played a critical role in raising the level of knowledge and techniques of cartography and geography nationally as one of the founders of the Instituto Histórico e Geográfico Brasileiro (IHGB) in 1838.

His groundbreaking regional maps include (some of which were published only posthumously): *Planta de reconhecimento feito nas Capitancias de Pernambuco & Alagoas* (1819); (with Moraes Âncora) *Mapa topographico de Pernambuco, Alagoas e Parahiba* (1823); (with Pedro Bellegarde) *Carta chorographica da Província do Rio de Janeiro* (1839); *Carta Chorographica... contendo as prov. de Alagoas, Pernambuco, Parahiba, Rio Grande do Norte, e Ceará* (1843); and the *Planta do Rio Uruguay do Porto de S. Borja ao Passo dos Garruchos* (1866).

Niemeyer, in good part replying upon his own regional maps, fashioned an excellent large format national map, *Carta corographica do Imperio do Brazil dedicada ao Instituto Historico e Geographico Brasileiro pelo Coronel Engenheiro & Socio effectivo Conrado Jacob de Niemeyer* (1846), which remained the best and most authoritative work of its kind for 30 years. He subsequently improved the map, resulting in the *Nova Carta Corographica do Imperio do Brazil / confeccionada... pelo Coronel Engenheiro Conrado Jacob de Niemeyer e seus ajudantes...* (1857).

Various forms of the Niemeyer map, all today rare, followed including the *Novo Mapa do Imperio do Brazil*, confeccionada avista dos trabalhos existentes por ordem do... Marquez de Cachias (1864); the present 1867 map; and the *Carta do Imperio do Brazil, reduzida no Archivo Militar em conformidade da publicada pelo Coronel C.J. de Niemeyer...* (1873).

The Niemeyer name would become renown in Brazil, as Conrado Jacob's eponymous son would serve as a Field Marshal, while his great-grandson was the world-famous modernist architect Oscar Niemeyer (1907-2012).

A Note on Rarity

The map is rare. We can trace examples of the separate map (in either of the 2 states) in 9 institutions, including the Biblioteca Nacional do Brasil (4 examples); British Library; Huntington Library; University of Chicago Library; Cornell University Library; Bibliothèque nationale de France; Muséum national d'histoire naturelle (Paris); and the Museo Naval (Madrid). We can trace only a single other example of the map (in the first state) as being offered on the market, having been sold by an American dealer some years ago.

References: Biblioteca Nacional do Brasil: ARC.024,03,005, ARC.024,03,009; Huntington Library: 623649; University of Chicago Library: G5400 1867 .X3; Cornell University Library: G5400 1867 .N5; Bibliothèque nationale de France: GE C-9202; Museo Naval (Madrid): 37-C-2; OCLC: 800847214, 818333718; Philip Lee PHILLIPS, A List of Books, Magazine Articles, and Maps Relating to Brazil. 1800-1900 (1901), p. 125.

2.800 EUR



16. MACAU – OFFICIAL MAP

CENTRO DE GEOGRAFIA DO ULTRAMAR (PORTUGAL).

República Portuguesa / Província de Macau.

Lisbon: Junta de Investigações Científicas do Ultramar, 1975.

Colour print on thick paper, rolled (Very Good, clean, bright and crisp), 97.5 x 66 cm (38.5 x 26 inches) (#...).

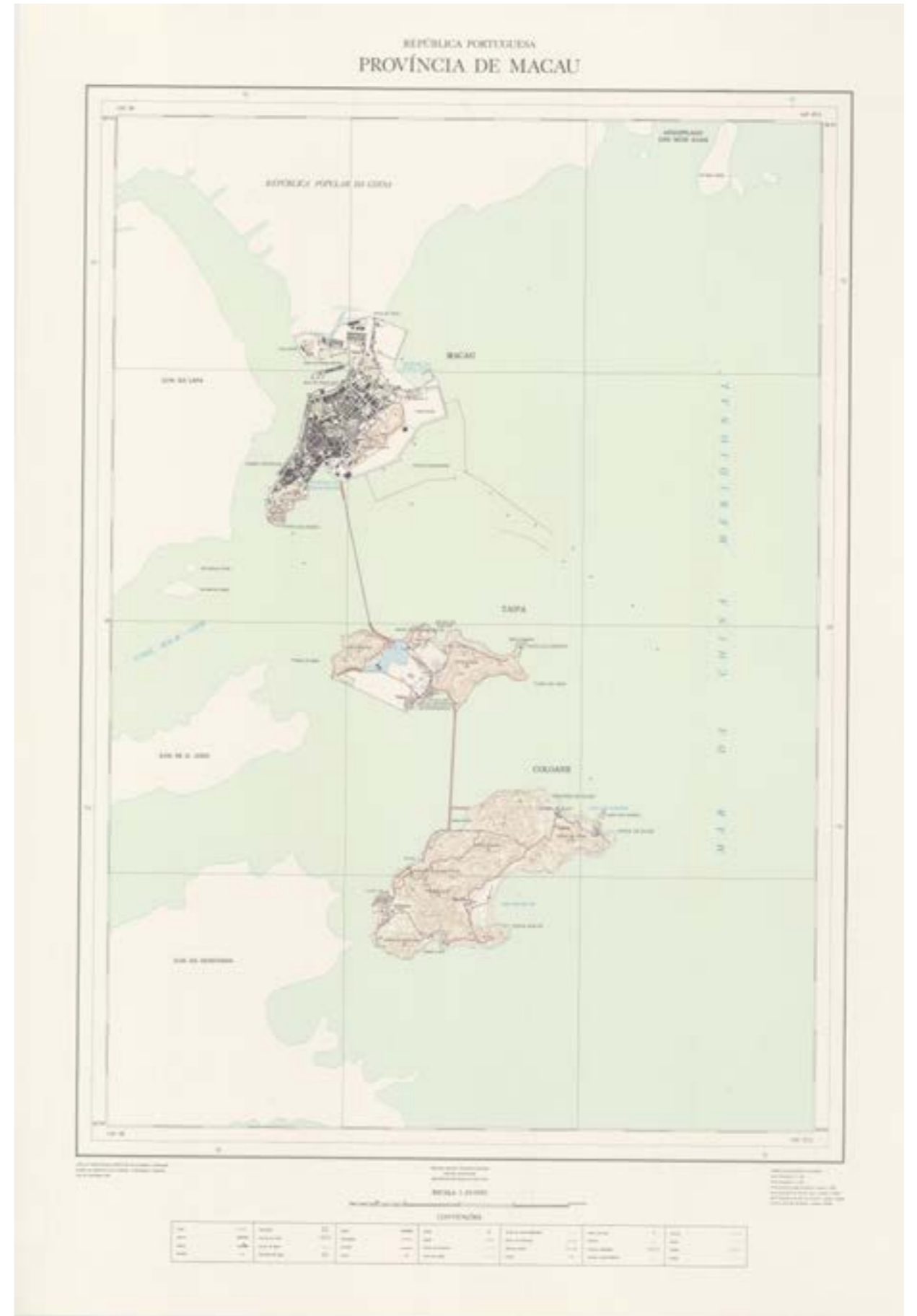
A large format separately issued official map of Macau, then a Portuguese colony, as depicted in 1975, 13 years after the territory become a global gambling centre and a generation before it was handed over to China, and prior to the mass land reclamation schemes that would double Macau's area, rendering it almost unrecognizable from its traditional geographical form; published in Lisbon by the Junta de Investigações Científicas do Ultramar, the Portuguese colonial mapping/research agency – rare on the market.

This separately issued large format work showcases Macau, the small territory in China's Pearl River Delta that was a long-time Portuguese colony. Produced by the Centro de Geografia do Ultramar, a division of the Junta de Investigações Científicas do Ultramar, the Portuguese colonial mapping/research agency, it served as the official general map of the colony during a critical juncture.

Macau was established as a Portuguese trading base in 1557, and originally only comprised the small peninsula that would host what became the city of Macau. While not technically sovereign Portuguese territory (Lisbon had to pay an annual rent to the Chinese crown), it was ruled as a de facto colony. Until the mid-18th century, it assumed immense importance as the main (and often only) western gateway to China.

Macau suffered a dramatic collapse in its economy when the British established Hong Kong as the premier foreign trading base in China, in 1843. Around the same time, however, Portugal took advantage of China's political weakness to cease paying the annual rents to Beijing. In 1851, Portugal annexed the nearby island of Taipa, and in 1864, the larger island of Coloane, located to its south.

To boost revenue, in 1849, the Portuguese regime legalized gambling in Macau, awarding lucrative licenses; however, the many new gambling houses catered only to Chinese games and clientele, as opposed to being Western-style casinos.



In the late 19th century, Macau commenced a series of land reclamation projects that increased the size of the territory, forming new docklands around Macau town. In 1962, Macau consolidated the gambling industry into a single monopoly, awarded to Stanley Ho's Sociedade de Turismo e Diversões de Macau (STDM), which bought Western-style casinos to the colony, yielding enormous revenues for both investors and the colonial treasury.

In 1975, the political situation surrounding Macau was in flux. China was in turmoil as factions in Beijing sought to gain power as Mao Zedong's health deteriorated. Portugal had the year before undergone the Carnation Revolution which deposed the Estado Novo dictatorship, and in the process gave up all its overseas possessions, save for Macau.

The present map shows the peninsula with the old town of Macau, in the upper left, while Taipa and Coloane lie to the south. As of 1972, Macau's land area was 15 km² (5.8 sq mi), having grown from 10.28 km² (3.97 sq mi) in the late 19th century, due to land reclamation. The city's old town, with its dense warren of streets can be seen in the lower westside of the peninsula, while the newer neighbourhoods, with their more geometric plans, can be found in the upper left, with the reclaimed docklands being in the north and east. The 'Portas do Cerco', the famous gateway between Macau and what was by this time the People's Republic of China, can be observed in the far north.

Taipa is shown to be connected to the Macau Peninsula by a tunnel, and is itself augmented by reclaimed land, while the rugged and sparsely populated Coloane is shown connected to Taipa by a causeway.

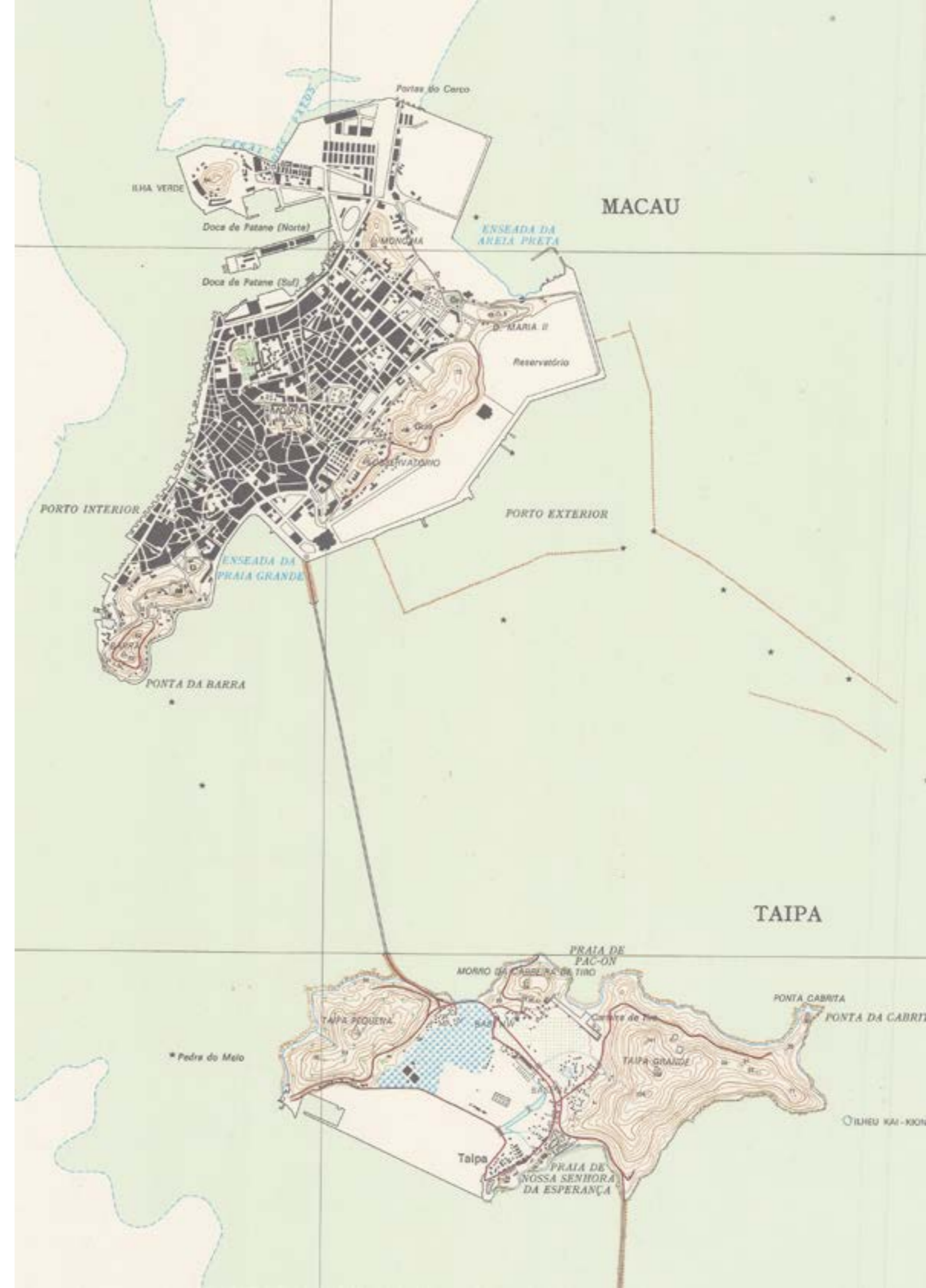
Portugal would hand Macau back to China in 1999, and until that time the gambling industry controlled by the STDM, continued to grow, while land reclamation continued at a fast pace; by 1983, Macau's land area was 16.1 km² (6.22 sq mi), and by 1994 it had grown to 21.3 km² (8.22 sq mi).

Under Chinese rule, the gambling industry grew explosively (while STDM lost its monopoly in 2002, it remains a big player), opened to the world's largest gaming enterprises. In 2007, Macau overtook Las Vegas to become the globe's premier gaming centre. Land reclamation continued at pace, such that today Macau has an area of 31.1 km², with the Macau Peninsula, Taipa and Coloane have become absorbed by reclaimed land, making the territory geographically unrecognizable from its traditional form.

While there are several institutional listings for the map, examples only very rarely ever appear on the market.

References: Library of Congress: G7823.M2 1975 .C4 MLC; OCLC: 71600966, 222998571, 12046883.

980 EUR



DATA VISUALIZATION HISTORY OF IDEAS AVANT-GARDE

Pedagogical avant-garde books with data visualization, in techniques of typographic illustrations in letterpress, made by a Portuguese educator Paulo de Cantos

Paulo de Cantos (1892-1979)

Paulo de Cantos (1892-1979) was a Portuguese author, educator, bibliophile and amateur typographer, who authored between 1920 and 1960 circa 40 (and according to other sources up to 70 titles) on linguistics, geography, anatomy, literature, mathematics and folklore, all illustrated with unusual and unique data visualization, which was a part of his innovative pedagogical theories. His images are composed of repetitive small geometric patterns, letters or musical notes, much closer to modern presentation of information than to the contemporary art of his time.

This aimed to help students detach the letter from its common function of conveying sound (phonetic writing) in order to access the letter's potential as an expressive shape, capable of producing meaning through a kind of pre-alphabetized logic – i. e. by facing, using and combining it accordingly to its visual / formal similarities to bits of reality. (Rita Carvalho, Letterpress Experiments in a Design Course, Post-Digital Letterpress Printing, Research, Education and Practice, 2021, p. 77.)

Cantos's work, which was often printed in various techniques, only recently started gaining recognition in Portugal and he remains almost unknown outside of his native country.

A handful of exhibitions (including an exhibition at the Gulbenkian Museum in Paris, between September 19 and October 20, 2017) and a monography (António Silveira Gomes - Cláudia Castelo, A Cantos Compendium: A Designer of Pedagogical Theories, 2023) have been made on him in recent years. According to today's researches Paulo de Cantos is considered to be decades ahead of his time.

Cantos's books, printed in only small numbers and mostly surviving in uncut condition, suggest, that his work was only known to a limited circle of his contemporaries. His works only rarely appear in libraries outside Portugal.

MACAU

A mais antiga colónia europeia do Extremo Oriente



Mar de Macau, ao S. O. da Ásia, banha esta Colónia. (Oferecida pela China no séc. de 500, por os portugueses a libertarem da pirataria.)

Area: 10 km² para 1.000.000 de almas distribuídas pela península de Macau, ilha Verde, 2 ilhas de Taipa, e de Coloane; 5 rincões.

Clima: saudável, húmido, muita chuva só no verão regulada por monções, muitas vezes tufónicas.

Artefactos: chá, ópio, charões, louças, fogos de artifício.

Uma gruta relíquia serviu a Camões para compor os imortais Lusíadas. Macau, nobre tradição de Portugal, ostenta os costumes pitorescos da China e beneficia da colonização Europeia. Possui igrejas e pagodes.

17. DATA VISUALIZATION HISTORY OF IDEAS ASTRONOMY / AVANT-GARDE

Paulo de CANTOS (1892-1979).

Astrarium. Astrofísica. Astronáutica
[Astrarium. Astrophysics. Astronautics]

Porto: Tip. Porto Médico, May 5, 1940.

Small 8°, 163 pp. with black and white photos, maps and illustrations, one colour illustration in text and one full page colour plate, protected with a guard, original illustrated wrappers with flaps (wrappers slightly dusty and stained with small tears in margins, internally clean with only tiny light foxing to first and last pages, sporadic pages slightly loose, sporadic tiny tears and loss of material in upper margins, caused by sloppy separation of uncut sheets) (#70518).

The title of the book, *Astrarium*, meaning a mechanical device representing the solar system, indicates, that the richly illustrated text intends to present the astronomy to the reader in an unconventional, multi-dimensional way. The author plays with words, numbers and symbols to create a journey from the Earth through the space to eternity in 9 days in 9 chapters, with first letters of titles spelling the word *Astrarium*:

Adeus, adeus... ó TERRA!

S. O. S. no sideral Espaço.

Três vezes três, os 9 Planetas Chefes.

Raios de Sol, cósmicos ou cómicos?

As estrelas do Universo Local. Estelário.

Rabudos & Companhia. Cometário.

Interrogações às Nebulosas. Astrário.

Universal ASTRONÁUTICA.

Mundos além ... Rumo ao ∞!

[*Goodbye, Goodbye... o Earth!*

S. O. S. in Outer Space

Three times Three, the 9 Chief Planets.

Sunbeams, Cosmic or Comic?

The Stars of the Local Universe.

Comets and Company.

Questions to Nebulae.

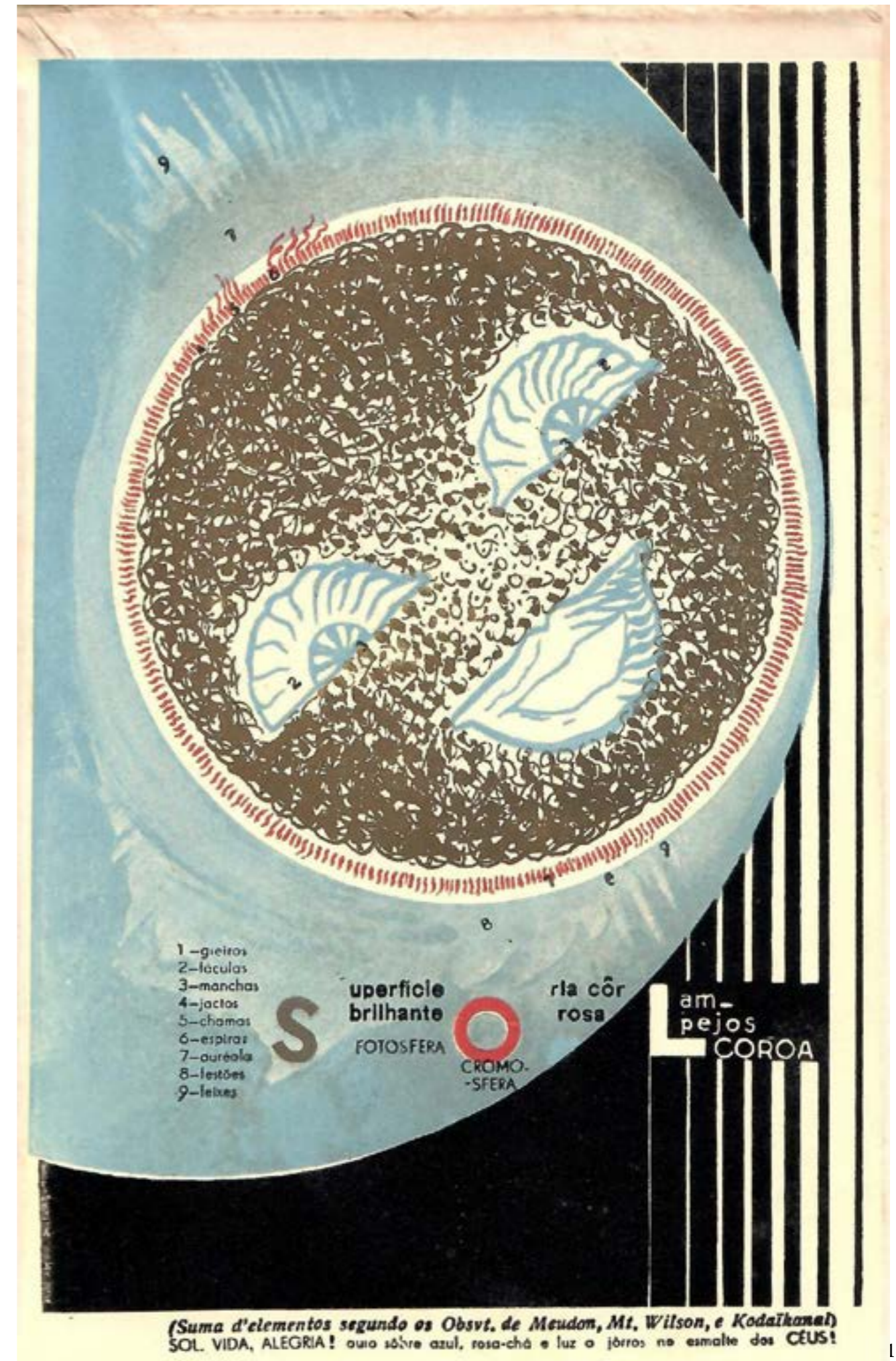
Universal ASTRONAUTICS.

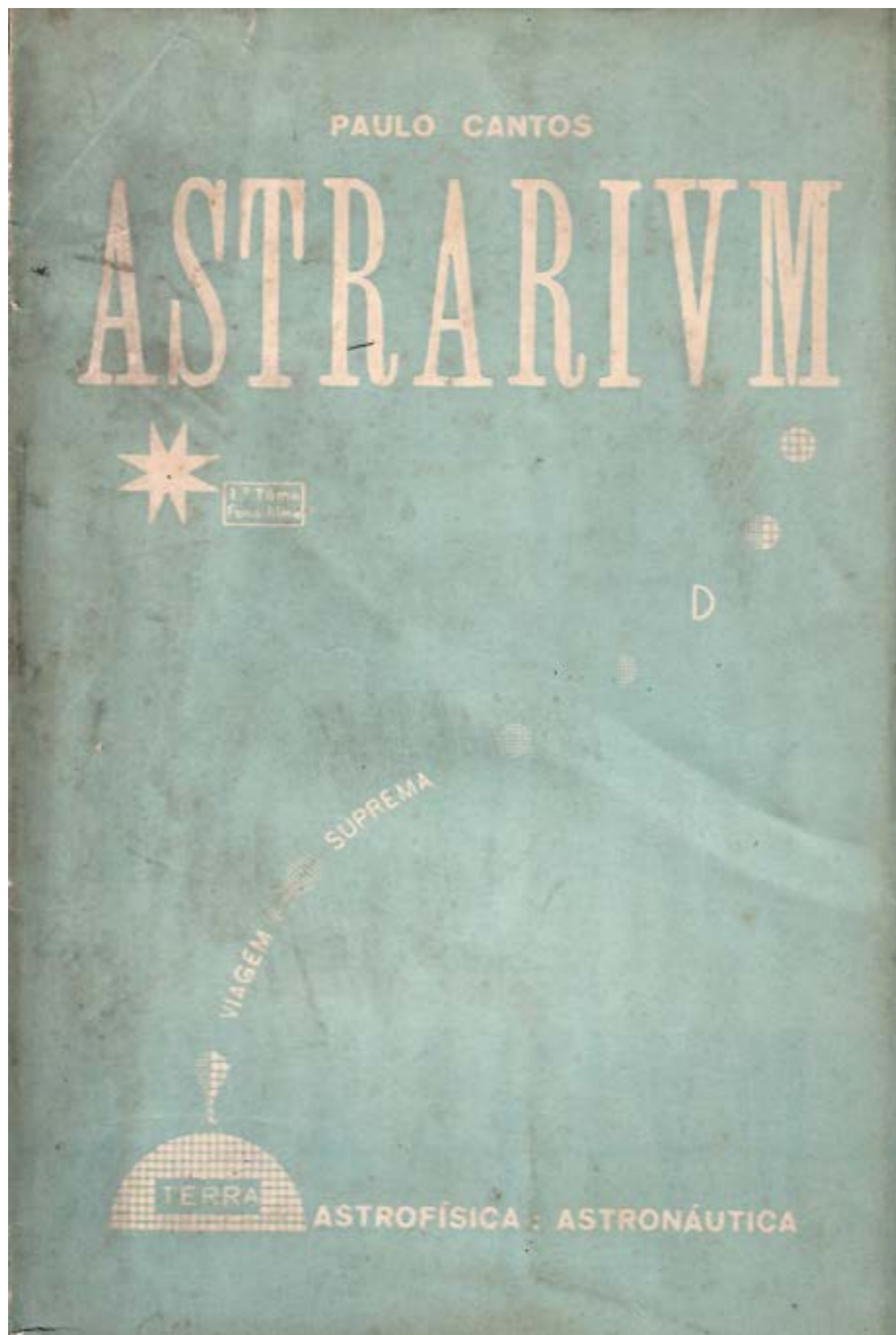
Worlds beyond... Towards ∞!]

The text is accompanied with photos, illustrations and maps, as well as Cantos's unique drafts, composed of miniature symbols and geometric forms.

We could not trace any institutional examples on Worldcat.

3.200 EUR





		R	O	T	A	Z	O	D	I	A	C	A	L		
C	TOURITO		Aldebaran	M 0,06	R 4h.32 ^m	D 16	R								
O	PARZITO		Castor	3 1,9	7.30	32	O								
N	CARANGO		Alfa	4	9	12	T								
S	LEÃO-MÓR		Régulo	9 1,3	10.4	12	A								
T	SENHORA		Espiga	1,2	13.21	- 10	D								
E	BALANÇA		Kiffa	3	14.47	- 9	A								
L	LACRAIO		Antares	7 1	16.25	- 26	N								
A	SETEIRO		Alnasi	3	18.1	- 30	I								
Ç	CABRITO		Dabih	3	20.17	- 14	M								
Õ	AQUÁRIO		Sadalmek	3	22.2	- 0.38	A								
E	PEIXÕES		Kaitain	4,3 5,2	1.59	2	I								
S	BORREGO		Harmal	2,2	2.3	23	S								
		A	S	C	A	S	A	S	D	O	S	O	L		

Fig. [A] 5 — Rota de animais ou zodiacal (1)

(1) Zoo = animal. O zodiaco já foi ligeiramente chamado o ferro-velho, a sucata da astronomia.
Mnemónica: O Tourito do Parzito anda de Carango ao vêr o Leão-Mór e a Senhora na Balança; o Lacraio com seu Seteiro mata o Cabrito no Aquário dos Peixões, e o Borrego papa-o.

(Cada nome, 7 letras — 7 estrêlas)

6 — 85

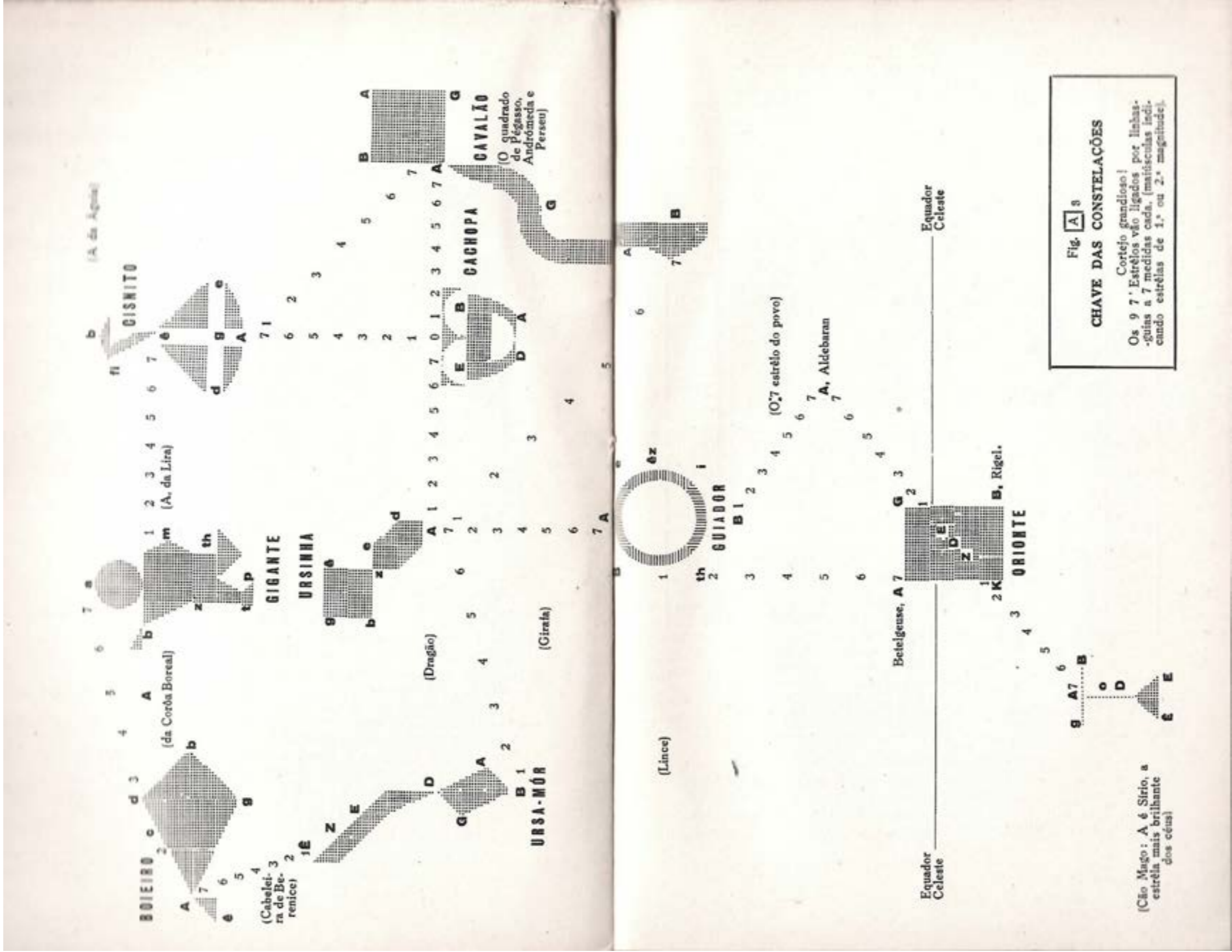


Fig. 13
CHAVE DAS CONSTELAÇÕES
 Cortejo grandioso!
 Os 9 7 Estrelas vão ligados por linhas-guias a 7 medidas cada, (maiúsculas indicando estrelas de 1.ª ou 2.ª magnitude).

(Cão Mago: A é Sírio, a estrela mais brilhante dos céus)

18. DATA VISUALIZATION HISTORY OF IDEAS PORTUGAL / AVANT-GARDE

Paulo de CANTOS (1892-1979).

Portugal

Póvoa de Varzim: Livraria Povoense May 5, 1938.

Small 8°, 138 pp. with colour illustrations, 2 mounted illustrations on brown paper, pink wrappers with flaps and hand-coloured illustration on the cover (three owner's signatures on the first page and one on the top of the cover, small paper label on the spine, wrappers slightly dusty with bumped corners, internally with minor foxing, but otherwise clean) (#70446).

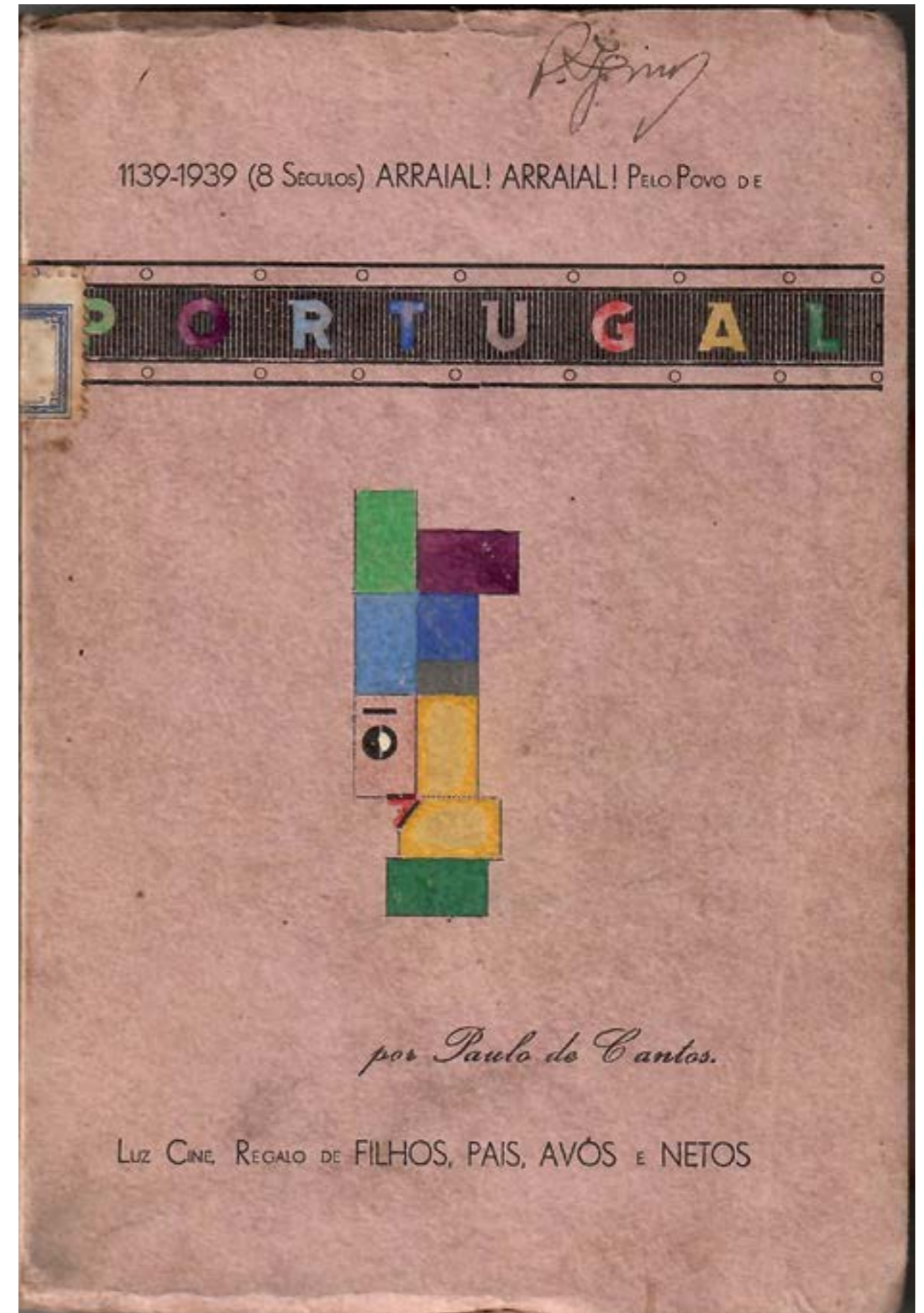
Book on the geography of Portugal, richly illustrated with de Cantos's unusually designed maps and drawings.

A detailed book on Portuguese geography is richly illustrated with Paulo de Cantos's drafts, made of miniature symbols and geometric forms and representing flags, military symbols, maps of provinces, views of famous buildings, local costumes and illustrated initials. The book also contains musical notes and charts.

Especially unusual and attractively designed chapters in the last part of the book present Portuguese islands and colonies: Madeira, Azores, Cabo Verde, Guinea, São Tomé and Príncipe, Angola, Mozambique, colonies in India, Macao and Timor.

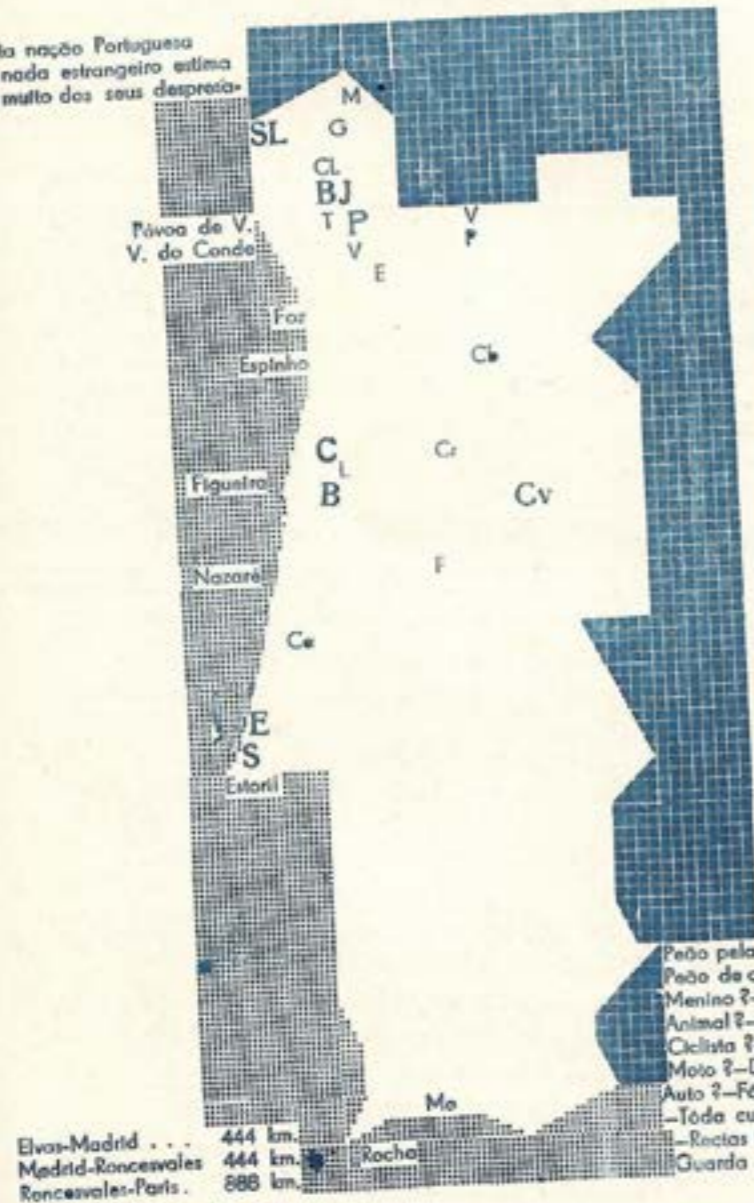
We could not trace any institutional examples on Worldcat.

3.600 EUR



TURISMO

•Esta nação Portuguesa
 ○ nada estrangeiro estima
 ○ muito dos seus despreza



AUTOS
 CUIDADO :

Peão pela frente?—E' cego...
 Peão de costas?—E' mauco...
 Menino?—E' louco...
 Animal?—Espanta-se...
 Ciclista?—Não trava...
 Moto?—Derrapa...
 Auto?—Fóra da mão...
 —Toda curva é perigosa...
 —Rectas têm valetas...
 Guarda lha?—Dorminde...

Turismo: estâncias de 1.ª, 8

ALTO ALENTEJO EM FESTA!



Um ganhão!

ca de pregas, corpete, avental, até meio da saia castanha, algibeira à destra, trabucos nos pés.

EVORA—O paraíso dos artistas com seu Aqueduto de Prata, Museu, Solares, etc. E EXTREMOZ?—Para que falar dos preciosos barros da linda cidade, pintada como pomba branca na imensidão das searas alentejanas?—X.



Ó cidade de Portalegre,
 Duas coisas tens em ti:
 A fábrica Real
 E o Senhor de Bomfim.

POPULAR.

Se fores a Elvas
 Vai à Piedade,
 Que é a melhor prenda
 Que tem a cidade.

POPULAR.

As meninas da celade
 São muitas e trajam bem;
 Por riba tudo sam rendas,
 Por baixo nem fralda tem!

Rouba, rouba, rouba
 Se puderes roubari,
 Rouba uma meulina
 Que te saiba amar!

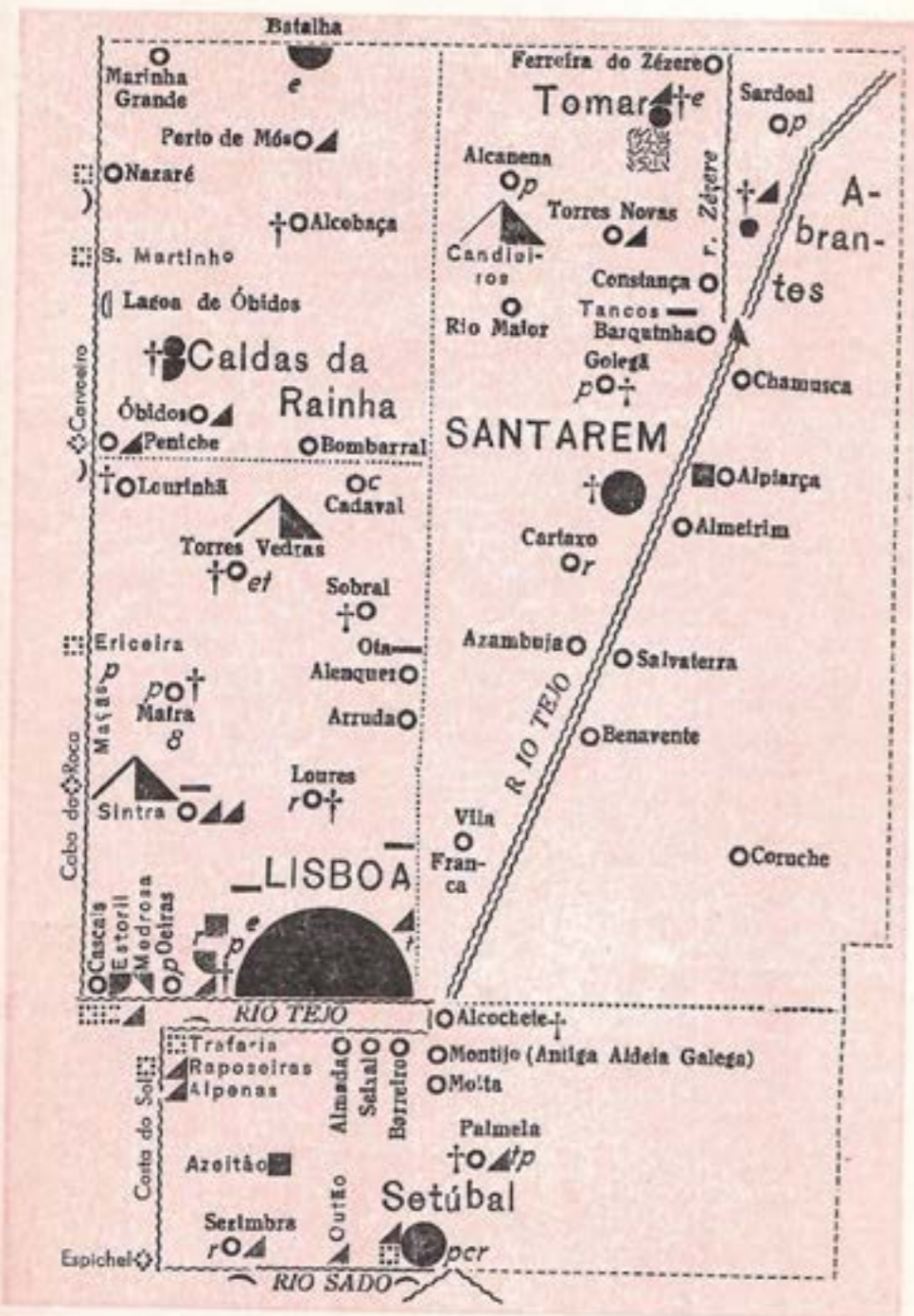
Aquele que não rouba a moça
 Fica sendo o paspalhão. Popular.

Uma boa razão:—E porque deixou você Lisboa?!
 —Essa nam 'stá má! porque é cá nam tinha
 força bastante para a trazer comigo, nam lhe
 parece? O alentejano da terra quente desdenha
 dos homens frios do Norte do país. Diz-lhe:—
 Pois sim, sim... mas comeis pãu negro! É
 que o sê ALENTEJO, rico trigo, é torto ce-
 leiro de bom pão alvo, de grande e à franceza,
 e o nortenno traga brôa, milha ou centeia.

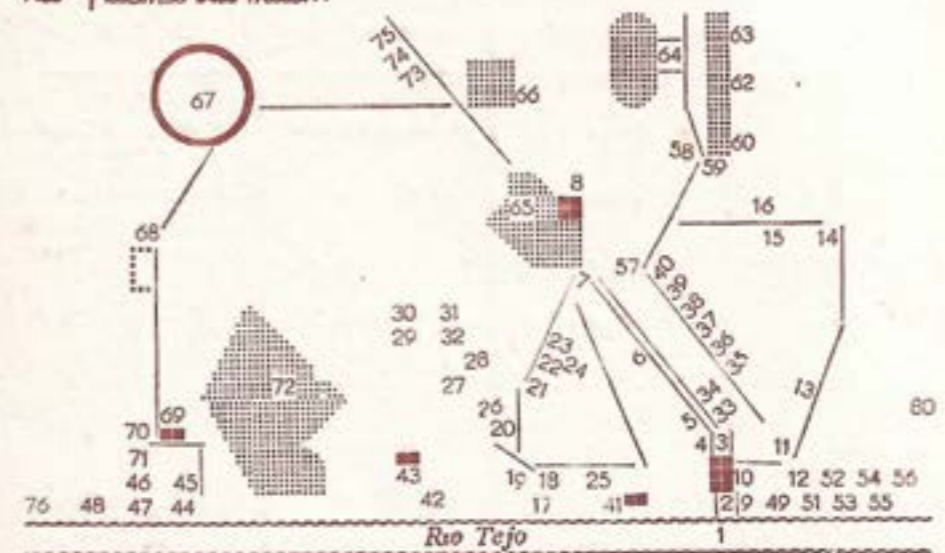
Lenga-lenga:—Arrenego do meiro e do jadeu,
 e do homem de Viseu;
 Mas lá vem o Braguês
 que é pior que todos três;
 E o do Pôrto com seu contrato
 E' pior que todos quatro!

Rabadice:—Senhorita galega,
 Dom da Espanha,
 Nam valem uma castanha.

FOLIA ALTO-ALENTEJANA—Dança de rou-
 ba-rouba ao som de adufes quadrados—Eles;
 chapen abeiro. Jiqueta curta, colete de 4 botões,
 apertado na facha grã, calça justa e sapatorros.
 Eias: lenço em nó sobre a nuca, camisola bran-
 ca, trabucos nos pés.



LISBOA ANTIGA E MODERNA na Palma-da-mão..



Os 8 Passelos da Cidade

VIA TRIUNFAL	C.SODRÉ-POLÍTIC.	COLISEU - Lic. C.	BEIRA-RIO LESTE	ROTA ALTA
1-Cais Colunas	17-Estação do Estoril	33-Coliseu	49-Estação Sul-SO	65-Parque
2-Arco Teúlio	18-Mon. Duque Ter.	34-Soc. Geografia	50-Ig. Conc. Velha	66-Zoo
3-Rossio e T.N.	19-Mon. Eça Queiroz	35-Min. Educação	51-M. de Artilharia	67-Monsanto
4-Estação C.	20-Mon. Camões	36-Fac. Medicina	52-Ig. S.ta Engrácia	68-M. Claros
5-Obelisco Ind.	21-S. Roque	37-Fac. de Direito	53-Estc. S.ta Polónia	69-P. da Ajuda
6-Mon. Guerra	22-S. Pedro de A.	38-Escola Militar	54-Arsenal do E.	70-J. Botânico
7-Estátua Refor.	23-Fac. Ciências	39-Esc. Veterinária	55-Fáb. de Tabacos	71-M. Colonial
8-Palácio Exp.	24-J. Botânico	40-Liceu Camões	56-I. Madre Deus	72-Tapada Aj.
VISÃO GERAL	CHIADO-ESTRÉLA	BEIRA-RIO OESTE	AO BOSQUE	ARREDORES
9-Ter. do Paço	25-Belas Artes	41-Município	57-P. Dq. Saldanha	73-Para Queluz
10-S4	26-Conservatório	42-M. Arte Antiga	58-Campo Pequeno	74-Para Sintra
11-Castelo	27-Fac. de Letras	43-Min. Estrang.	59-Museu Municipal	75-Para Mafra
12-Panteão Real	28-Lic. P. Manuel	44-Estát. Albuquerque	60-Mon. G. Pentas	76- • Estoril
13-Groça (mir.)	29-Parlamento	45-Mus. dos Coches	61-Dep. C. Gados	77- • Trafalga
14-Penha	30-Basilica Estrela	46-Palácio de Belém	62-Campo Grande	78- • Setúbal
15-Inst.Sup.Téc.	31-Lic. P. Nunes	47-Jerónimos	63-Museu Bordalo	79- • Arrábida
16- • Estatística	32-Msu. J. de Deus	48-Torre de Belém	64-Hipódromo	80- • Ribatejo

«Quem nam viu Lisboa
Nam viu coisa boa.» *Ditame saloio*

GUINÉ

Os meus olhos negros, negros,
São gentios da Guiné;
Da Guiné por serem negros,
Gentios por não terem fé.

POPULAR.

Vendo os costumes bárbaros, alheios,
Que a nossa África ruda tem criado,

CAMOES.

O mar da Guiné é considerado pelos náuticos tão bonançoso como um lago.

GAGO COUTINHO.

Há na Província duas estações perfeitamente definidas e regulares, sendo a das chuvas de Maio a Novembro. Em Janeiro e Fevereiro a Guiné Portuguesa sofre muitas vezes a influência dos ventos secos e quentes do Sahará, (Harmattan). Os ventos de Oeste trazem ás vezes violentas borrascoas, (Tornadas). A média anual das chuvas na região costeira é de 2.280 mm. Na zona do interior é de 1.600 mm. A temperatura média registada em Bolama é de 27º, sendo a máxima de 38º. No interior as temperaturas são por vezes mais altas.

(Informações da Agência Geral das Colónias).

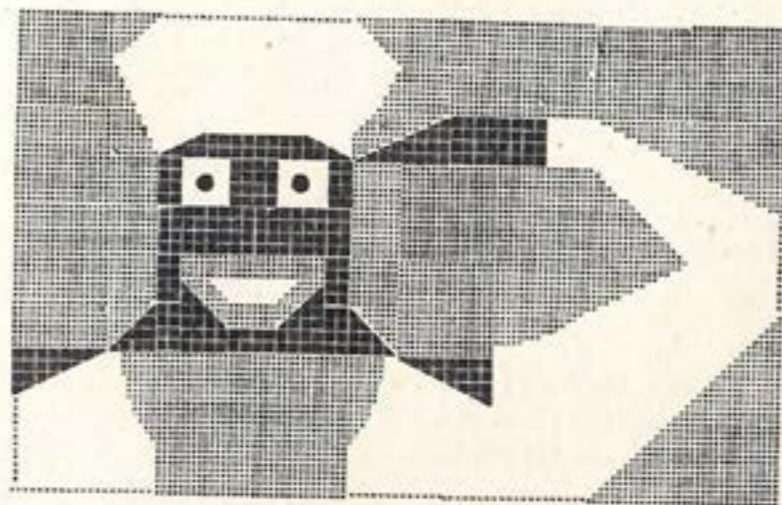
—Onde se firma o futuro dum povo?

—No valor e amor dos seus filhos e nas relações comerciais das suas colónias.

Quanto a estas tem-nos Portugal de todos os tamanhos e de várias cores.

Algumas, pretas são . . . mas formosas!

P. C.



Pretinha da Guiné

A's ordos, S101

VENEZA TROPICAL

(a 5.ª grande descoberta dos portugueses sob o comando de Nuno Tristão)

GUINÉ



Golfos, portos, estuários, rios, canais—tal é a rede natural das comunicações entre Bolama (capital), Bissau (o melhor porto), Farim, Cacheu, Buba, etc.

Um Alentejo em área e produção com canais entre possessões francesas; muitos porcos, bois, carneiros, cabras e cavalos.

Insalubre, quente, fértil, húmida, 5 meses de chuva (Março a Setembro). Em Janeiro ventos E., secos e quentes, sopram do grande deserto do Sahará. Os ventos do O., húmidos, são os portadores das tempestades.

Nada de brincadeiras com os tigres, leões, panteras, hipopótamos e crocodilos! País ideal para a caça (à qual não falta o elefante), tanto mais que é fácil de percorrer em todos os sentidos, pois que não há colinas nem vales. «On peut naviguer partout, et en navigant, on peut aller partout.»

Exportação: macarrão ou amendoim, amêndoa de palma, borracha, couros e cera (5 produtos principais).

19. DATA VISUALIZATION HISTORY OF IDEAS ABC / AVANT-GARDE

Paulo de CANTOS (1892-1979).

O abc.

Para meninos e meninas dos 5 aos se...tenta anos! Mínimo, proveito máximo.

[The ABC. For Boys and Girls from 5 to... Many Years Old! Minimum, Maximum Benefit]

Self Pronouncing – Basic Language – Key to Rules. O abc. The Portuguese-Brazilian minor Alphabet [Title in English on p. 4].

[S. l., S. d, but circa 1938-1940].

Small 8°, 34 pp. with cover counting as p. 1, colour inserts and illustrations in text, original illustrated wrappers with flaps (wrappers little age-toned with tiny cracks on the spine, internally clean with minor age-toning to the last page, partly uncut, dedication to Adolfo de Figueiredo by the author in dark blue pen in the upper margin of first page, i. e. p. 3) (#70445).

One of more entertaining works by Paulo de Cantos with a colourful illustrated alphabet. With a dedication by the author.

An unusual illustrated ABC of “20 letters of Portuguese-Brazilian alphabet” is composed of highly unusual geometric colour illustrations of letters and images, accompanied with a text, how to draw letters from every day objects, above and somehow confusing anecdotes below. The equally confusing explanation of the book on the second page is written in a mixture of Spanish, Italian, German, English, Japanese, Russian and Esperanto.

The last part of the text introduces various improvised games for children.

This example is dedicated to Adolfo de Figueiredo by the author in manuscript on the first page.

The rear wrapper advertises de Cantos’s book on Portugal (see our previous item).

We could not trace any institutional examples on Worldcat.

4.200 EUR



Toda a gente é crente! Até aqueles q's'ufanam d'nada crerem, nessa afirmaçam acreditam piamente... Se alguém ousa rir dos religiosos e da Religião, é pq'nunca sofreu física ou moralmente; é pq'nunca amou apaixonadamente a Verdade, a Beleza, e sobretudo a Bondade; é pq'jámais s'dedicou d'alma e a servir um ideal supremo, dignificador das almas!

O cristianismo foi prégado por ignorantes e acreditado por sábios. O bom-senso operante e altruista chega às raias do génio! Quem principia precisa mais d'amor q'd'vitaminas, calorias e testes d'inteligência... *A cartilha d'Jesus era d'estrelas, a arder, Escreveu-a Deus com elas, pró menino aprender.*



j j

a l o e n ç o o

esta obra de todos a bem da Nação
e de todos os seres
(jaspe cor de jade)



ESUS, mesmo para os menos sensíveis à sua mensagem toda amorosa, é o simbolo da Bondade, do amor ao próximo e ao afastado. O melhor d'todos nós nan serd o q'for mais culto, mas o q'for mais útil e amigo mais eficiente p'rds ocasiões...

Não confundamos amizade leal com lisonja hipócrita. Felis só é quem tiver Fé numa ordem superior omnipotente, Esperança em melhores dias para a Humanidade, Caridade prática para os desprotegidos da sorte. E confessemos pois, humildemente, como o sabão dos sabões dos 7 sábios da Grécia — só sabemos q'nada sabemos, nadinha.

— Então, porque não procurarmos todos aprender, miúdos e graúdos?

Obra bem começada já é meio acabada. Ninguém nasce ensinado, mas só s'aprende com as próprias mãos. Ora o q's'aprende novo, não esquece em velho. Nada é impossível à educação: ela faz dançar as próprias feras, ensina os más e melhora os bons. Mas, cuidado, a gramaticão aborrecido ninguém dará ouvido, porque teoria é extracto comprimido da prática, pilula não dourada e por vezes indigesta, como malageta, saber sem interesse, roda d'vento, poeira vã, nada.

— Trabuca cantando e canta trabucando, cedo reconhecerás que vale mais leal boa-educação do que muita falsíssima riqueza, por mais sedutora que nos pareça à primeira vista.



lápiz da Lulu
cor de laranja

**Lembrai-vos, ó lambonas e lambões,
dos belos, lindos lápis de cores**



ULÚ Parola, ouve bem: — Pretender se aprender tudo ao mesmo tempo, é a maneira mais eficaz d'n'ficares sabendo cousa alguma. Devagar pois, q'tenho pressa! Pedra sobre pedra às vezes chega. Quando o carpinteiro tem madeira q'cortar, e a mulher pan para amassar, nan lhes falta lenha q'queimar e pan pra comer.

Quem lê, leia para saber. Quem souber, saiba para fazer. Usa e serds mestre. Ensinar é a melhor forma d'aprender até morrer. Já q'entrámos na vida chorando enquanto à nossa volta s'ria, procede d'forma q'à despedida os outros todos chorem ldgrimas verdadeiramente sentidas (e n'd'corcodilo) enquanto tu tranquilamente rias o riso dos justos.

Conforme são os pássaros, assim são os ninhos. Mãe é uma das duas 1.ª dadas d' Deus. Representa a carinhosa justiça das «circunstâncias atenuantes», das «atenções equitativas q' o coração aconselha e a razão autoriza». Porém o mimo desessina. Mimalhice é caricatura do bem querer. Frouxidão ou franquesa q' contraria as indicações experimentadas do pai, poderá comprometer, perder o futuro dos filhos! Por tudo isto se poderá considerar muito feliz quem puder restituir aos pais — nos seus derradeiros anos da vida, o carinho incomparável que receberam. Mas n'há perda igual à do tempo perdido, pois tempo e maré não espera por ninguém, aqui ou muito além...



mama
colar de
missangas
cor de malva

MAMAZINHA, um dos nossos dos 1.º anjos-da-guarda! Se o papá é o grande, verdadeiro, incomparável Amigo q' nos aconselha ao longo da existência, a mamã foi quem nos amparou nos 1.ºs passos. Honrar pai e mãe é um dos mais belos e gratos Mandamentos da Lei d' Deus.

(Os outros são: 1.º Ama a Deus! 2.º Nan jures! 3.º guarda domingos e dias santos! 4.º Nan mates! 5.º Se casto! 6.º Nan roubes! 7.º Nan mintas! 8.º Nan desejes conjuge alheio! 9.º Nan cubices o q' nan te pertence). E se nos vierem dizer que as mães modernas preferem e antepõem às suas obrigações e devoções, os fétuos bilhetes pró cine e caixas de chocolates?...

— Parece que temos já brincado muito aos sugestivos desenhos!...
— Pois não serão as figuras, figurinhas e figuretas, o que mais nos impressiona, fazendo um... figurão? E tudo isto é vida, e vida!

— Sim, se soubermos interpretar o espírito simplista e mnemónico das formas, bem como a frescura das idéias. Agora e sempre, o bom Guia, consciente e risonho, desenha-escreve-e-lê, e consequentemente faz desenhar-escrever-e-lê...

Assim brincando, encobre duas palavras e mostra uma, até serem escritas e lidas todas. E n'havendo mais hesitações, confiante, segue. — Sempre prá frente é que é o caminho!



negra navio
cor da noite escura
A MAMÃ é muito amiga
da bonita negrita NINOCAS

NEGROTA? Além da noite escura, será também preta a alma dum ou doutra pessoa q' ainda supõe q' os negros (e os amarelos ou vermelhos) não são iguais a nós, tendo alma como nós, não são nossos irmãos. Ora umas das mais belas glórias das nossas Pátrias Irmãs! Portugal e Brasil, são: Portugal — a 1.ª Nação a abolir a pena-d' morte (terrível sentença, irremediável ao reconhecer-se tardiamente qualquer erro judiciário). Assinou tal diploma o Marquês Sá da Bandeira em 1867, sob a égide d' D. Luís, Brasil — a 1.ª Nação a abolir a escravatura na América lei Redentora, refrendada pela regente princesa D. Isabel Maria (e Visconde do Rio Branco) 1884.

20. DATA VISUALIZATION HISTORY OF IDEAS LANGUAGE / AVANT-GARDE

Paulo de CANTOS (1892-1979).

Mostra a tua língua!
Lingua Portugeza

[S. l., S. d, but circa 1938-1940].

Small 8°, 8 pp. on pink paper with covers printed in black and red, unbound as originally published (Very Good) (#70598).

A short dictionary of foreign words, as well as expressions used in Brazil and in Portuguese colonies, and correct Portuguese words with an attractive cover.

With this short dictionary of correct Portuguese words against foreign and colonial expressions Paulo de Cantos intended to remind people of the beauty of their native language with a hope that “all Portuguese people, especially children and women, stop barking like dogs and grunting like pigs”.

De Cantos especially emphasizes the dying of long Portuguese vowels, which he compares to music.

The attractive cover with a shape of a human face is composed of tiny geometric shapes and letters, calling for the connection of correctly spoken language of the past with the musical pronunciation in the future.

The last page advertises de Cantos’s ABC book (see our previous item).

We could not trace any institutional examples on Worldcat.

960 EUR



cum quibus, dinheiro
 corrente-calamo, ao correr
 da pena
 curriculum-vitae, currículo
 — *Deixas-te de fedúncias?*
 da capo, bis
 dandy, papo seco
 démarche, diligência
 démodé, fora d'moda
 desideratum, fim
 dinner-jacket, casaco d'cerimónia
 distingo, distingo
 dixi, tenho dito.
 Durbun, Durban
 dreiaxser, auto de 6 rodas
 — *Eia, sus, estranjetrés?*
 ecran, anteparo
 egiptaniense, guardense
 élite, escol
 eiseneinlage, tubo d'cimento
 equipé, equipa
 escalabitano, santareno
 eureka, achei.
 — *Falar lingueta de trapos?*
 faena, lide
 fac simile, cópia
 fait divers, ocorrência
 fan, mais q'tudo
 feérique, espanpanante
 ferry boat, barco para veículos
 flavicense, chavense
 flirt, namorico
 Firenze, Florença
 filme, fita
 five óclock, chá das 5 h.
 foot-ball, jogo da bola
 footing, auto-butes
 fourgonette, forgoneta
 furniture, fornecimento
 fox-terrier, cão-raposo.
 ford, forde
 friend, amigo

— *Ganhos e perdas...*
 garage, garagem
 ganadero, ganadeiro
 garden party, arraial
 Genève, Gênebra
 gentleman, gentilhomem
 gentlemen, caras unhacas
 gilet, colete
 gillete, lâmina
 gin, aguardente
 globe trotter, caminheiro
 goal, golo
 goal keeper, guarda redes
 golf, golfe
 gong, sineta
 groom, rapaz
 grog, em pantana
 guichet, postigo
 guigne, azar
 — *Haja saúde!*
 Hellas, Hélade (Grécia)
 hall, páteo
 haut parleur, alto falante
 hokey, óquei
 HP — horse power, cavalo-
 -vapor
 humourism, humorismo
 humourist, humorista
 — *Intoxicação!*
 Indésirable, aborrecido
 item, idem
 — *Já viste o animal?*
 jad, jade
 jeep, jipe
 jonglage, malabarismo
 jus, norma
 jus gentium, direito das gentes.
 — *Kapar o Kapa?*
 Kant, Cante
 kantismo, cantismo
 kepi, boina

kermesse, bazar.
 kilo, quilo
 kilómetro, quilómetro
 Kiel, Quiele
 Kiew, Quiou
 knock out, ponto final
 kopallack, verniz copal
 Koln, Colónia
 Kyoto, Quioto
 — *Lingua afrancesada, galicada?*
 lunch, merenda
 legit, colheu
 lapis lazúli, lazulite
 légère, leve
 Léon, Lião
 licet, com licença
 London, Londres
 Lourdes, Lurdes
 Louvaine, Lovaina
 Lyon, Lião.
 — *Muita asneirês?*
 madame, senhora
 mademoiselle, menina
 Madrid, Madride
 maestro, mestre
 maître d'hotel, mordomo
 Maklemburg, Maclemburgo
 mapple, poltrona
 napperon, guardanapo
 matinée, à tarde
 Marseille, Marselha
 mascotte, mascota
 match, desafio
 meeting, paleio
 ménage, lar
 mess, refeitório
 metier, officio
 menu, ementa
 Milano, Milão
 minuete, dançaroca.
 Mompellier, Mompilher
 Montevideo, Montevideu
 mise en plie, ondulação

Moscow, Moscóvia
 motocyclette, motocicleta
 — *Nada de mascaradas!*
 Napoli, Nápoles
 nota bene, reparai
 New Jersey, Nova Jersey
 NY — Nova Iorca
 nylon, vidro
 — *Olha ai nan vais mais longe*
 oh-oui-oui-oui, sim
 ohm, omio
 orfeon, orfean
 O. K., sim
 osculum, beijoca
 Oxford, Oxónia
 — *Pedantocracia?*
 pagode, templo
 Padova, Pádua
 patisserie, pastelaria
 pecavit, pequei
 pecunia, dinheiro
 penalty, castigo
 petit déjeuner, 1.º almoço
 performance, em forma
 pickle, salmoira
 pic-nic, merenda
 ping pong, pingue-pongue
 plamässig, planejado
 pourboire, gorgeta
 post scriptum, apêndice
 première, debute
 primo, em 1.º lugar
 puding, pudim
 pupitre, pulpito
 pur sang, puro sangue
 — *Qua, qua, diz o pato...*
 quaesó, peço
 quorum, n.º suficiente
 — *Riso amarelo*
 rabi, rabino
 rallye, corrida

21. DATA VISUALIZATION HISTORY OF IDEAS LANGUAGES / AVANT-GARDE

Paulo de CANTOS (1892-1979).

Adagios. Maxims

Porto: Tip. Imprensa Moderna [circa 1939].

Square 8°, 190 pp. also printed upside down (first 65 pp. not numbered), [2 pp.], one full page illustration in grey, black and red (same design as on the cover), illustrated covers with flaps (light foxing throughout the book, slightly age-toned in margins, wrappers with foxing (stronger on rear cover) and lightly bumped on the corners, upper margins cut uneven, bookseller's rubber stamp on the title page, tiny pin holes in first pages) (#70450).

An unusual multilingual work by de Cantos with a text collage, made of various languages

In this unusual, slightly confusing work Paul de Cantos plays with languages, words, initials, sentences and passages from songs, to emphasize the importance of the same thought in various languages to exercise human mind. He translates short texts, proverbs and sayings, mostly by ancient authors, to English, German, Italian, French, Esperanto, Portuguese, Latin and Greek. The text on each page is printed in two directions, possibly to make the learning process more difficult with a goal to achieve better results. (Despite the effort, it appears, that de Cantos did not master some of the languages, especially German).

The author also included an elaborate abstract drawing of the languages, a dictionary and a series of questions, answers, unrelated sentences, sentences in Romanian, Polish, Arabic, Russian, Sanskrit, Chinese, Japanese (all in Latin script), and creates a collage of small pieces of contemporary languages, which human mind should process and join in a whole.

The learning method is similar to de Cantos's abstract illustrations, where he uses unconnected small geometric symbols and lines without unnecessary information.

The book is not dated, but was probably printed around 1939, as the list of the author's other works at the beginning, mentions books printed approximately until that date.

We could not trace any institutional examples on Worldcat.

1.400 EUR



22. ARABIC ILLUSTRATED CHILDREN'S BOOK BULAQ

حسين بك حسنى

Hüseyin Hüsni Pasha (Hüseyin Bey Pasha, Hussein Hosni Pasha, Hussein Bey Husni) bin
Mohammad (?-1886), Translator.

الدر النثير في النصيحة والتحذير

[al-Durr al-nathir fi-l-nasiha wa-l-tahdir / Scattered Pearls of Advice and Admonition]

[S. L., S. N., but Cairo: Bulaq Press] 1290 [1874].

8°, 34 pp. letterpress with lithographed illustrations, original rear wrapper, later marbled paper
wrappers (#70751)

*A charming illustrated book with 25 fables in Arabic languages, published by the
Bulaq press in 1874.*

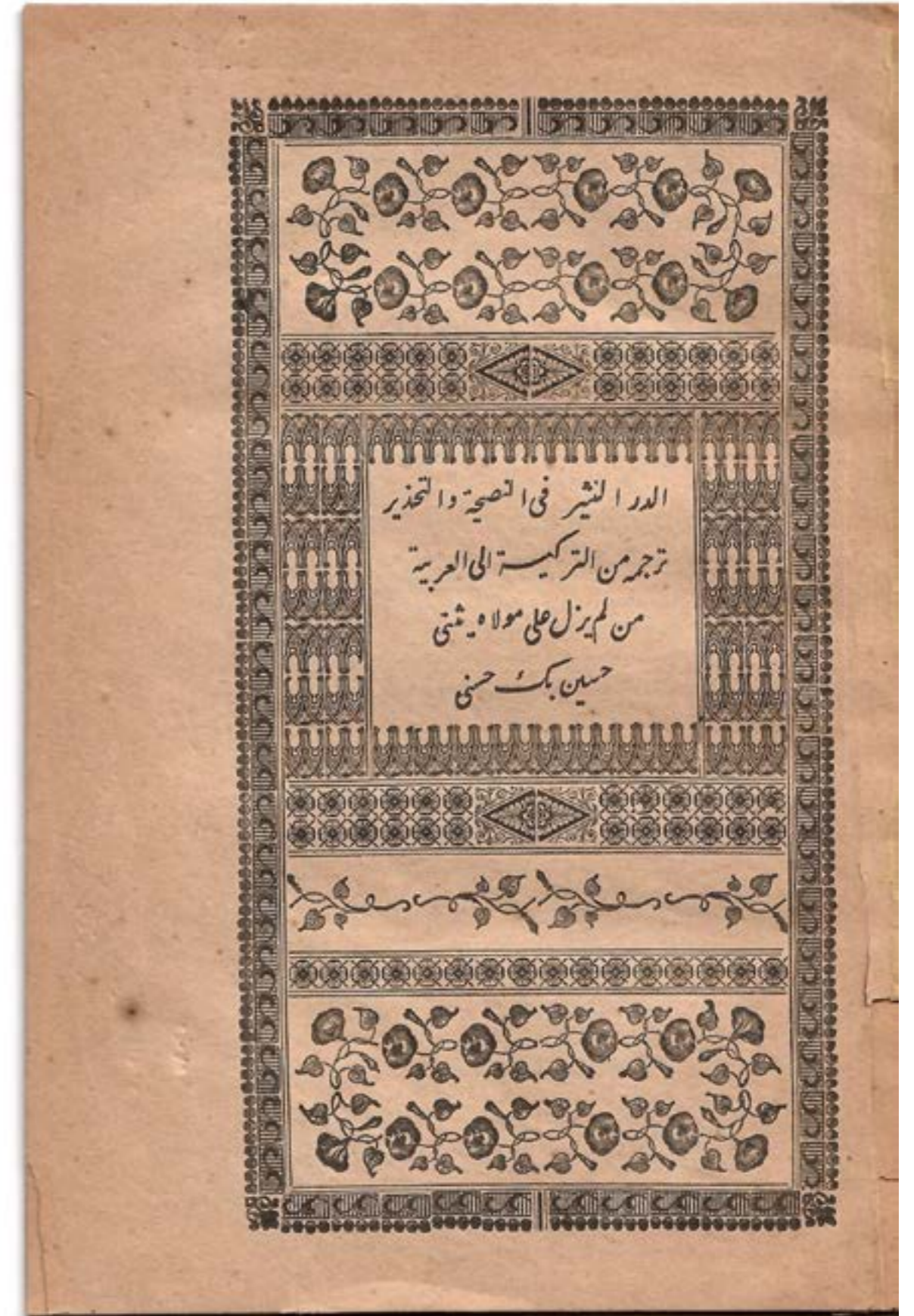
The booklet contains 25 short moralistic stories on animals, translated from a Turkish
manuscript. The text is accompanied with handsome lithographed illustrations.

Hussein Hosni Pasha (Hüseyin Hüsni Pasha, Hussein Bey Husni) bin Mohammad (?-
1886) was a graduate of the Engineering School in Cairo, but started working for the
Bulaq press in 1268, where he reached the rank of the superintendant.

Worldcat lists a single example of the title (National Library of Poland).

References: OCLC 947769270; حركة الترجمة بمصر خلال القرن التاسع عشر, جاك تاجر, Kindle
Version; الأعلام - ج 2 - افتخار - دنانير, p. 235. Ekmeleddin Ihsanoglu, The Turks in Egypt
and their Cultural Legacy, 2012, p. 299.

1.800 EUR



(الحكاية السابعة عشرة حكاية الفراع مع الثعلب)



كان عند رجل فراع دجاج صغير رباها ثم وضعها في قفص وتوجه الى السوق ليبيعهها فبينما هو متوجه بها الى السوق صادفه ثعلب فدبر حيلة بهما ياخذ جميع الدجاج الذي معه فالتى نفسه على قارعة الطريق كأنه ميت فمر صاحب الدجاج فوجد ميتا في طريقه فتركه وتوجه وبعد ان جاوزه بمسافة قليلة قام الثعلب وسبق الرجل بمسافة ثم نام نائما في صورة ميت فلما وصل اليه وراه ظنه ثعلبا آخر ميتا فقال في نفسه قد رأيت ثعلبين فالاحسن ان آخذ قروتيهما فأنزل القفص ورفع الثعلب ووضعها فوق القفص وتركه هناك ورجع ليأخذ الثعلب الميت الاول فقام الثعلب الميت في اثناء رجوعه وفتح القفص وختم جميع الدجاج وانزوى في محله فلما وصل الرجل الى محل الثعلب الميت الذي رآه أولا ولم يجدده التفت الى القفص فرأى جميع الدجاج مختما فافهم ان حيلة الثعلب قد تمت عليه فتأسف وأخرج الدجاج من

القفص

القفص وربما هناك على قارعة الطريق وحمل قفصه فارغا ورجع الى بلدته خائبا موكوسا واما الثعلب فخامن مكنه وأخذها وتمتع بأكلها مدة أيام

(معناها)

ان طمع صاحب الدجاج في جلد الثعلبين اعدمه حين دجاجه لان الطمع قد يكون سببا في تضييع اشياء كثيرة وقد قيل في الامثال السائرة الطمع قد يضيع ما اجتمع

(الحكاية الثامنة عشرة حكاية السبع والثعلب والذئب)



تصاحب سبع وثعلب وذئب وتخرجوا يتصيدون فاصطادوا حمارا وغزالا وارنبيا واجتمعوا في محل واحضروا الصيد امامهم فقال السبع للذئب اقسام بيننا هذا الصيد فما كان من حماقة الذئب الا ان قال تقسيم ذلك يكون بحسب جسم كل منا ولم يعلم غرض السبع فقال الحمار يكون للذئب والارنب يكون للثعلب والغزال لي ووضعها امامه ولم تكن

23. MEIJI ERA ATLAS

Alexander Keith JOHNSTON (1804–1871) - 安信氏家 (Yasunobu UJIIE), Translator.

万国地図
[Universal Map / Maps of the World]

Tokyo: 杉本七百丸 : 小林喜右衛門 : 榊原友吉 Meiji 26 [1893].

4°, [1 pp.] text in red with gold decorative margins, 7 double-page colour lithographed maps, 23 pp. with imprint on the inner side of the rear pasted endpaper, original card wrappers with lettering, black cloth spine (sporadic minor foxing, world map partly cracked in the fold, covers little stained with tiny chips, spine with tiny holes, but overall in a good condition) (#70273).

A scarce Japanese Meiji era atlas, based on Johnston's The National Atlas of Historical, Commercial and Political Geography

From the beginning of the Meiji Era (1868 - 1912) Japan embarked upon the most extreme and radical socio-economic transformation of any society in world history, before or since. In only a short matter of years, Japan transformed itself from an isolationist, largely agrarian, traditionist realm, into an outward-looking, hyper-modern industrial power. Japan suddenly developed an unquenchable thirst for the latest Western scientific knowledge, techniques and technology, to enact necessary reforms to support the country's dramatic urbanization and its growing military-industrial complex.

The Japanese government quickly reformed its ministries and operational systems to conform to administering a modern society. The country also moved at breakneck speed to create institutions to advance scientific discoveries and to introduce the most advanced Western techniques and technologies, accomplishing things in only few years what most societies took generations to build. They sent the brightest and most open-minded young Japanese intellectuals to Britain, Germany, and France to gain the best knowledge, and to recruit elite Western advisors to move to Japan. A major breakthrough included the foundation of the University of Tokyo, in 1877, which soon became a world-class centre of excellence. This was followed, in 1879, by the establishment of the Tokyo Geographical Society, modeled after the Royal Geographical Society, in London.

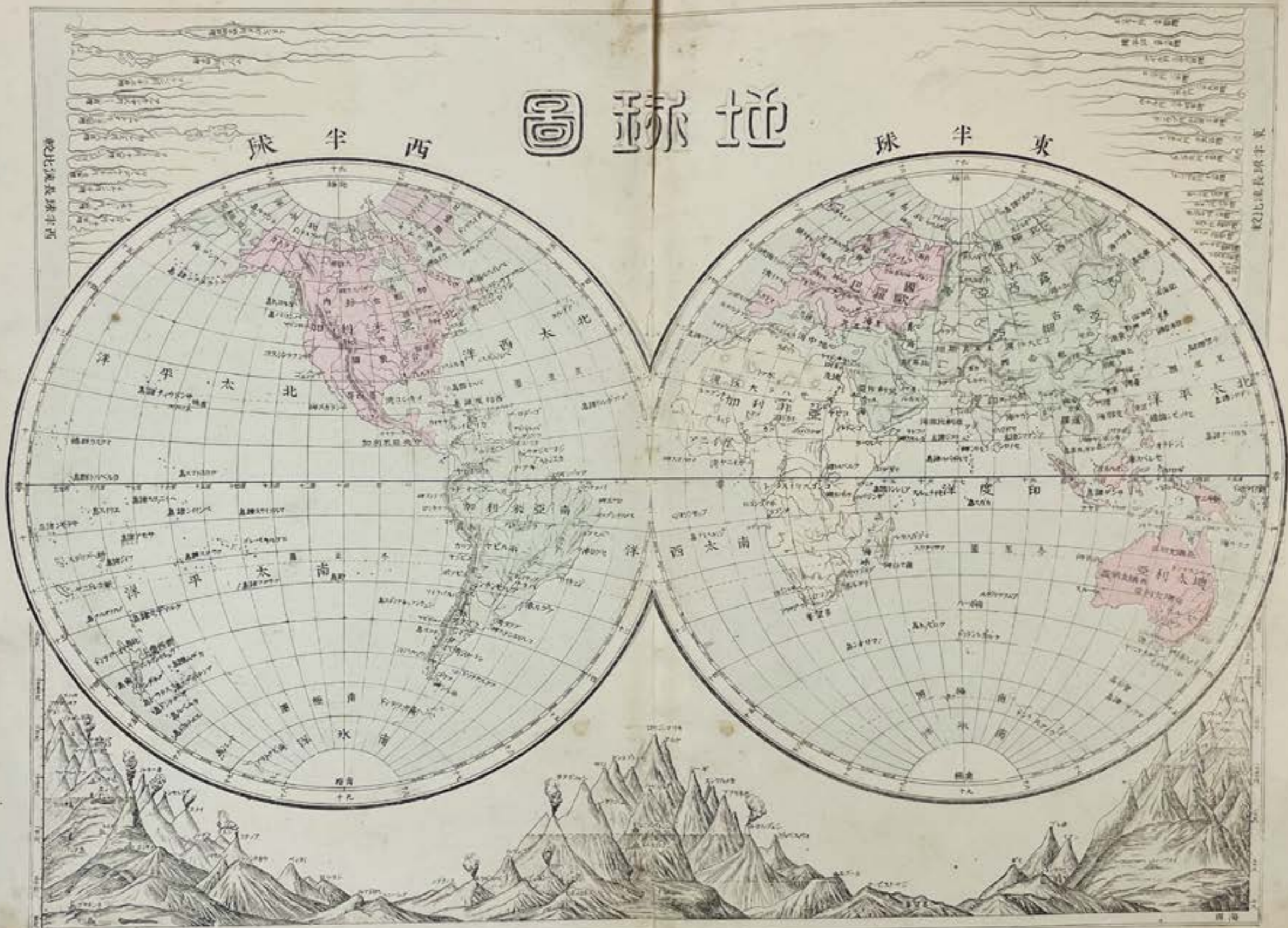
The present atlas was created in 1893 as a result of the governmental reforms for school and education. The 7 double-page maps are based on *The National Atlas of Historical, Commercial and Political Geography* by one of the leading British cartographers Alexander Keith Johnston (1804–1871). They showcase the following areas: 1 – Map of the World with lengths of longest rivers and heights of world's highest mountains, 2 – Asia, 3 – Africa, 4 – Europe, 5 – North America, 6 – South America, 7 – Australia with Oceania.



地球圖

西半球

東半球



較北長球半西

較北長球半東

西

東



洋西大北

亞細亞

大洋

亞比利亞

海亞比利亞

洋西大南

印度洋

洲加利非亞



According to the text on the back, this is an enlarged edition, which followed the first edition of two years earlier.

The imprint on the first page quotes, that the atlas was given as a present to pupils at the Nagano Prefecture Elementary School, probably being the Kaichi School in Matsumoto, Nagano Prefecture, opened in 1873, one of the first modern elementary schools in Japan, established during the Meiji Restoration.

We could trace two examples on Worldcat, housed at the International Research Center for Japanese Studies and National Diet Library, both in Japan.

References: OCLC 1021038055.

750 EUR



24. HEJAZ RAILWAY

ایجار و استیجار مقاوله نامه سی

Contrat de Location

[İcar ve İsticar Mukavelenamesi / Rental Agreement]

Istanbul: A. Servitchen [s. d., but ca 1900].

Printed template 42 x 56 cm (21 x 14,5 cm, when folded), blind stamp of Hejaz Railway, originally folded (tiny tears in margins, light staining verso, but otherwise in a good condition) (# 70592).

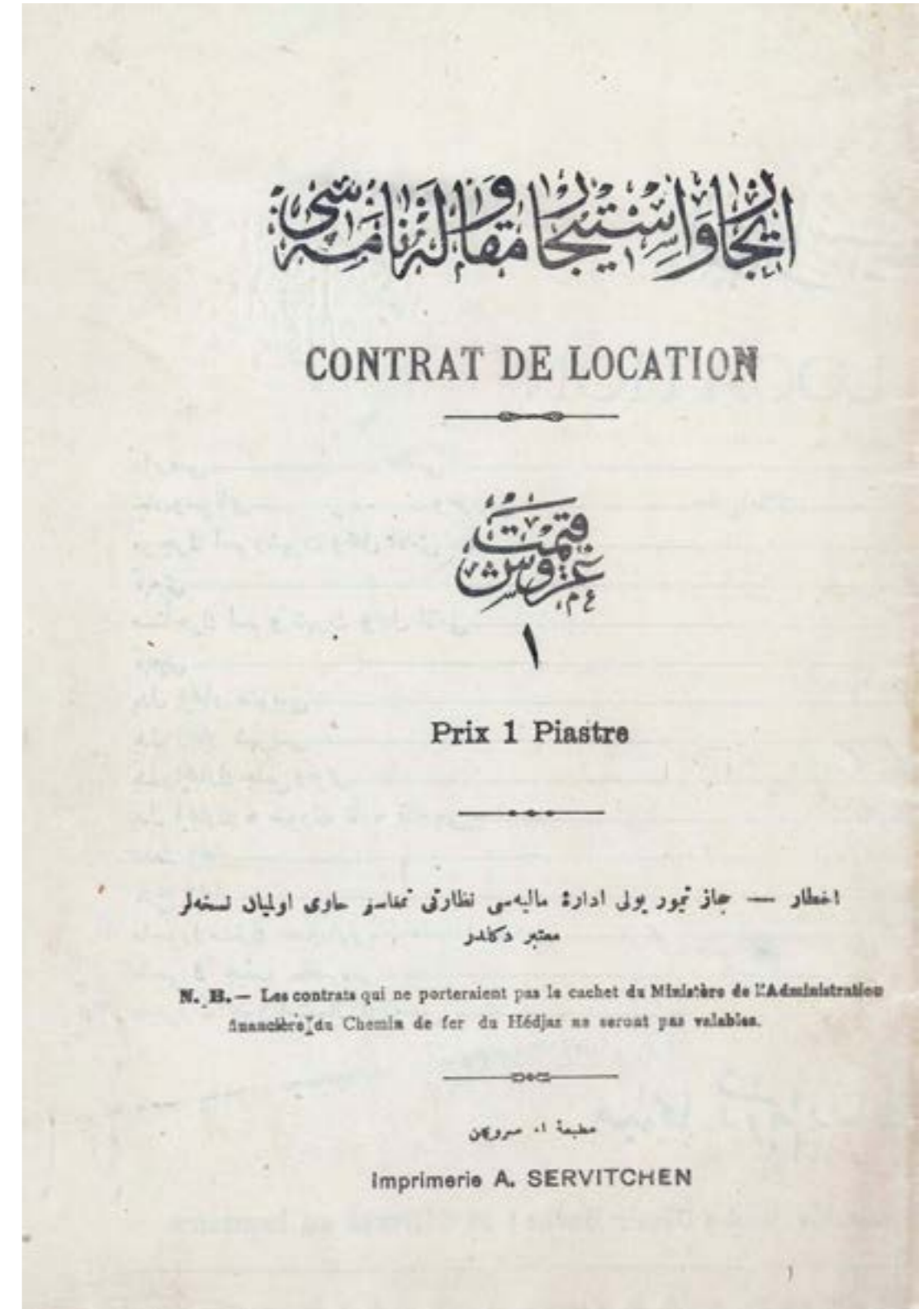
A blank rental agreement for buildings, owed by the Hejaz Railway with the blind stamp of the company

This blank rental agreement with text in French and Ottoman determines rules for the rent, cancellation, inventory, caused damage, renovations etc. The rules are based on the Ottoman rental regulations from 1895 and 1897.

The document was probably meant for rental of the Hejaz Railway Company property in large centers and along the railway. The text on the cover states, that the document is only valid with a stamp of the Hejaz Railway, which is present on our document.

We could trace another example of the same document, but printed by Imprimerie Osmanié: *turquie-culture - Contrat de location, Istanbul, 1909.*

1.200 EUR



التجارة استنتاجاً وفقاً للمادة 17

CONTRAT DE LOCATION

Table with contract details: Circonscription, Quartier, Rue, N° (Meters), and various clauses like 'Le Nom, prénom et domicile du bailleur', 'Le bailleur déclare être sujet', etc.

مبدأ بشارده تسليم اولادان جورابان شيا زاد وانرا بيان

Enumerer les effets mobiliers exclusivement attachés à l'immeuble loué (Démir-Bache) et délivrés au locataire.

CONDITIONS GÉNÉRALES

Article 1.- A la fin de la durée de bail le locataire est obligé d'évacuer les lieux... Article 2.- Le bailleur est tenu de faire toutes les réparations locatives pour rendre habitables les lieux loués... Article 3.- Le locataire est tenu de payer le loyer convenu...

Art. 4. - Tous les travaux d'amélioration que le locataire aura faits... Art. 5. - Si le locataire désire renouveler le contrat, il doit en aviser le bailleur... Art. 6. - Le locataire est tenu de faire visiter l'immeuble... Art. 7. - Si dans l'immeuble il y a des meubles attachés... Art. 8. - Les vitres, clefs et serrures des portes... Art. 9. - Le garant soussigné est tenu de la loyer et sommes... Art. 10. - Le locataire, avec consentement par écrit du bailleur...

CONDITIONS PARTICULIÈRES

Blank space for additional conditions.

درهمی داده مستأجرک ماجورک درون و خارجیه بجز برسی ترتیبات معارفی کاتبه کندوسته باید اوله حق و مدت مطابقه شامده هیچ بر فو نه بدل و مصرف و تعمیرات مطابقه حق اولایق اوزره غیر متعلقه انشاءتک همی متصرفک مالی اوله جقدر .

تعیینات و تنویبه رسمی مآخود . شرایط خصوصی

25. HEJAZ RAILWAY

Hejaz Railway

[S.l., S.d., but probably Istanbul, ca 1904].

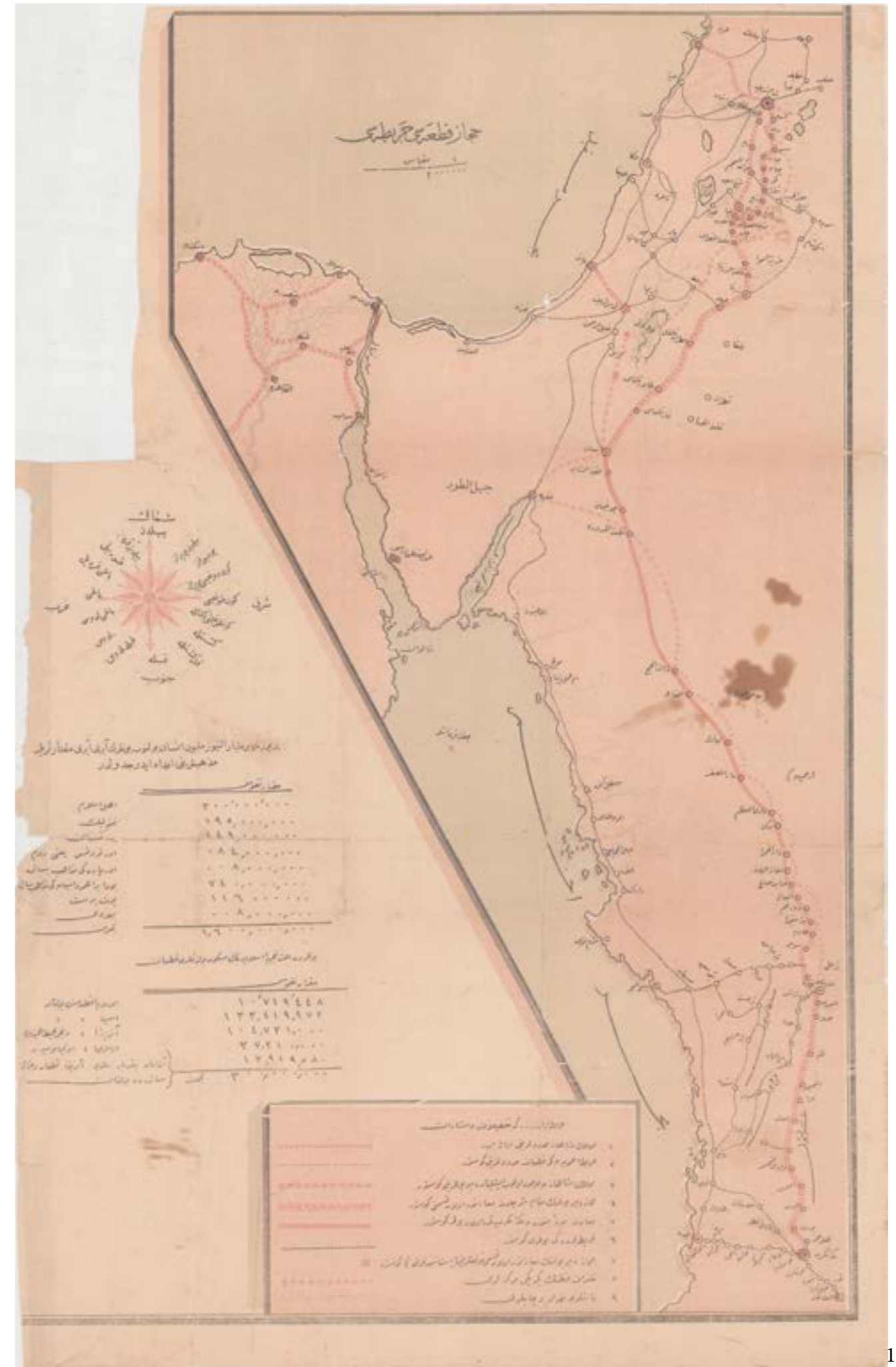
Colour Lithograph, 57 x 36 cm (light staining, soft folds with tiny tears and holes little rubbed and partly repaired verso, small loss of paper on the left-hand side without loss of text) (#70436).

A rare map of the Hejaz Railway, with planned Route to Mecca and statistics on potential number of Muslim travellers

This rare map, originally probably published in a pamphlet, showcases the Hejaz Railways with finished tracks to Ma'an, suggesting, that the map was made circa 1904, when the this first part of the line was inaugurated. The map also marks telegraph lines along the railroad and drafted track to Mecca, a plan with was later changed to the end-station in Medina.

The statistics on the lower left-hand side showcases approximate numbers of various religions in the world, dominated by the Muslims with 300 million, and the chart below the number of inhabitants of various continents, with the population of Asia in the lead. The lists possibly referred to the economic benefits of the Hejaz Railway, which could in theory serve to a vast Muslim population, mostly from the Asian continent.

1.500 EUR



26. RUSSO-OTTOMAN RELATIONS TRADE

Traité de Commerce conclu entre la Sublime Porte et le Gouvernement Russe le 18-30 Avril 1846

[Trade Treaty concluded between the Sublime Porte and the Russian Government on April 18-30, 1846]

Constantinople: Imprimerie Impériale 1846.

Large long 4°, 11 pp. letterpress, contemporary marbled paper wrappers (little age-toned and stained, overall in a good condition) (#70569).

A rare treaty on new trade regulations between Russia and the Ottoman Empire, signed in April 1846 in Baltalimanı, Istanbul.

A rare printed trade treaty between two historical archenemies, the Ottoman Empire and Russia, which replaced the older document from 1783, regulates the trade mostly connected to the Black Sea, fishing and tobacco industry. It was signed in Baltalimanı (Balta Limanı), between April 18 and 30, 1846.

We could not trace any institutional examples on Worldcat.

References: Cf : Xavier Heuschling, L'Empire de Turquie territoire, population, gouvernement, finances, industrie agricole, manufacturière et commerciale, voies de communication, armée, culte, etc : suivi d'un appendice, 1860, pp. 413-420.

550 EUR

TRAITÉ DE COMMERCE CONCLU ENTRE LA SUBLIME PORTE ET LE
GOUVERNEMENT RUSSE LE 18-30 AVRIL 1846.

AU NOM DE DIEU TOUT PUISSANT.

Conformément aux rapports de l'amitié parfaite qui existent entre l'Empire Ottoman et le gouvernement Impérial de Russie, toutes les dispositions relatives au négoce, aux droits de douane, aux immunités et autres affaires commerciales des négocians des deux Empires, s'effectuent selon les stipulations des anciens traités; mais les deux Augustes Cours, tout en maintenant et corroborant les stipulations établies par les traités précédents, étant animées du désir et pénétrées de la nécessité de conclure un nouveau traité de commerce afin de faciliter et d'augmenter les relations commerciales, de manière à les adapter aux améliorations salutaires introduites dans l'administration des affaires intérieures de la Turquie et aux convenances actuelles du commerce.

Sa Majesté Impériale le très haut et très puissant Souverain Empereur et Padischah des Ottomans, a autorisé les soussignés, le ministre des affaires étrangères de la Sublime Porte, membre du ministère, l'un des muchirs de l'Empire, Moustapha Réchid paçha, décoré du nischan de son poste et du nischan de distinction affecté à sa personne, chevalier grand cordon de la Légion d'Honneur de France, de l'Aigle Rouge de Prusse, de Charles III et d'Isabelle la Catholique d'Espagne, de Léopold de Belgique, du Lion Néerlandais des Pays-Bas et de l'épée de Suède; et l'un des hauts fonctionnaires de l'empire, kéhaya de la Sultane-Mère, directeur de l'hôtel de la monnaie, régissant en même tems la douane

27. LAMARCKISM OTTOMAN EMPIRE

Subhi EDHEM (1880s – prob. 1920 or 1923).

لامارقيزم
[Lamarckism / Lamarckism]

Istanbul: Nefaset Matbaası 1330 [1914].

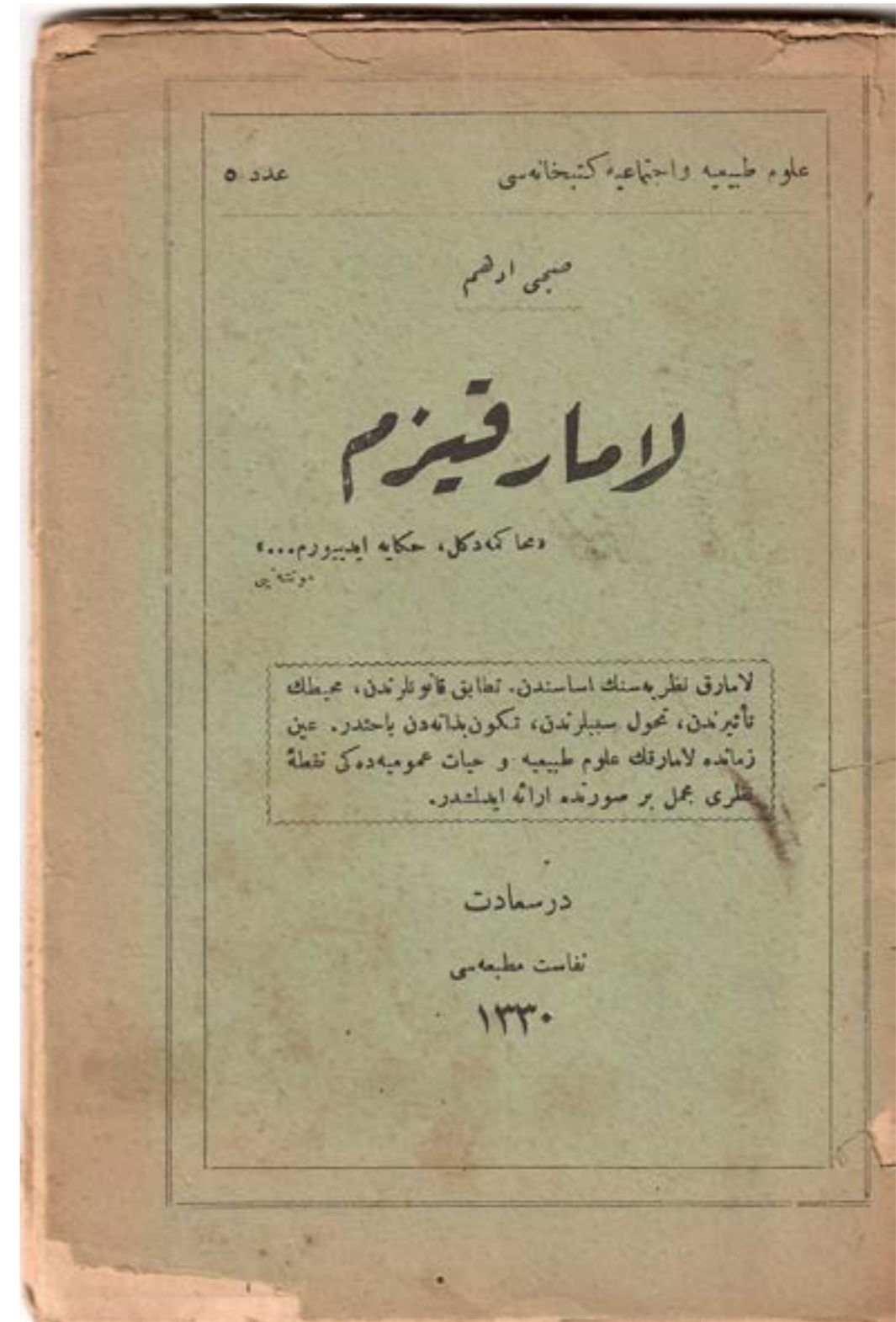
Small 8°, 46 pp., [1 pp.], original green letters with lettering, later spine (wrappers slightly stained and age-toned in margins with foxing, small cracks and tears, internally with light age-toning, but otherwise uncut and clean) (#70527).

The author Suphi Ethem (1880s – prob. 1920 or 1923) was a pioneer of the revolutionary psychology in the Ottoman Empire. His most famous work is probably *Darvinizm* (Darwinism), the first Ottoman book on the subject, published in Manastir (Bitola, North Macedonia), in 1911 (1327 Rumi). Suphi Ethem also authored several important works of the late Ottoman period, such as the first work on botanical history *İlm-i Nebâtât Târîhi* and the encyclopaedical work *Ulum-ı Tabî'iyye Lûgati*, published in Bitola (Manastir) in 1911, as well as articles in contemporary progressive and scientific newspapers. Not much is known about Suphi Ethem after WWI, when he moved to Germany to continue his education of veterinary science.

Worldcat lists three institutional examples: Leiden University Libraries, Princeton University Library, Koc University Library.

References: OCLC 1375272787, 67041041. ÖZEGE 11558.

650 EUR



28. ALCOHOL – RAKI TURKEY

Ali Haydar

راقبيلق
[Rakıcılık / Raki Making]

Istanbul: Teşebbüs Matbaası 1341 [Rumi, 1925, Page 1], 1926 [Title Page].

8°, [2 pp.] title page, 206 pp. [4 pp.] errata, later marbled wrappers (bookseller's stamp on p. 1., sporadic Ottoman annotations in pencil, otherwise in a good condition) (#70576).

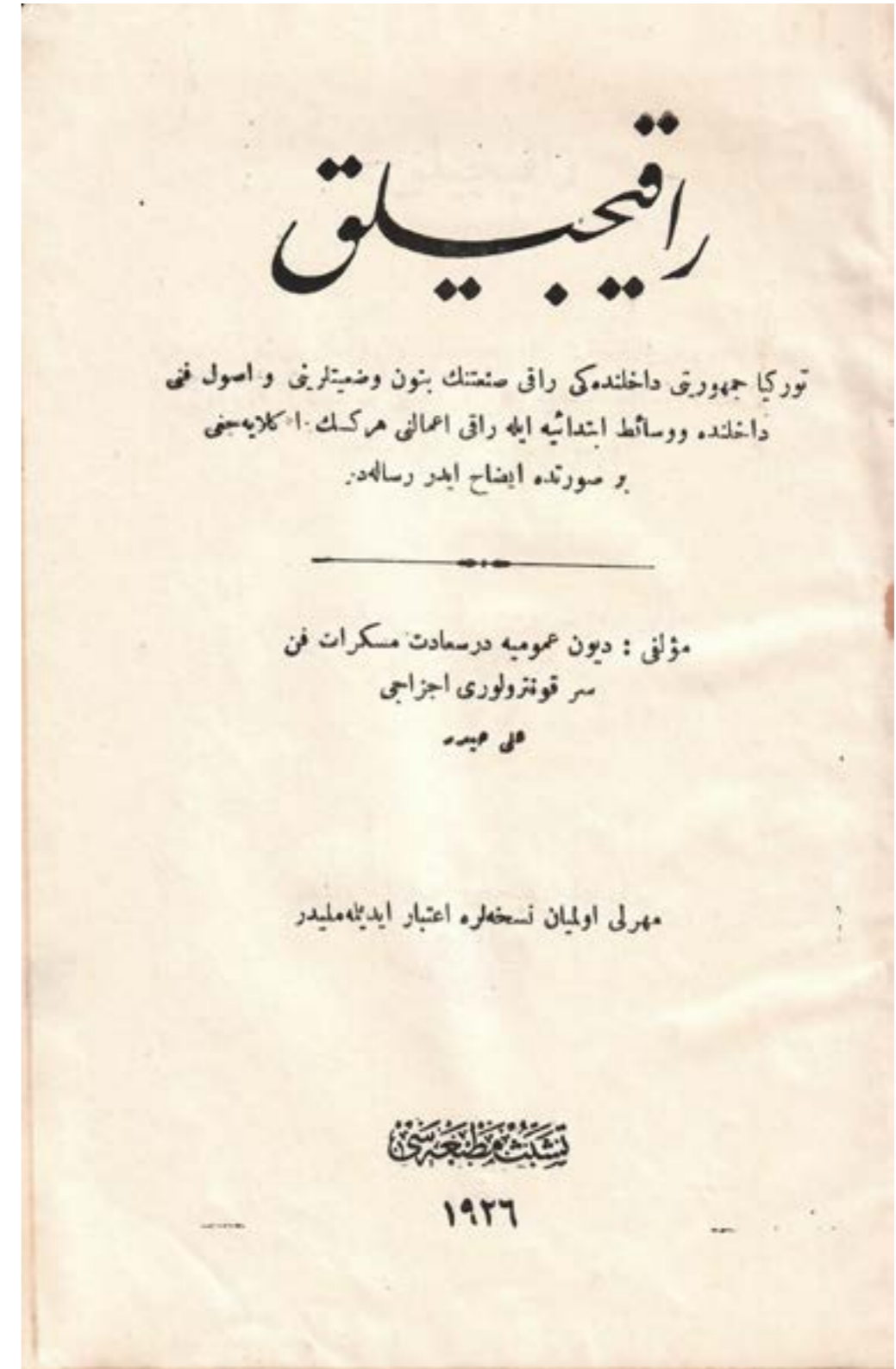
A detailed book on raki-making process in Ottoman language.

The book in Ottoman language, issued in the first years of Turkish Republic describes the detailed process for making of rakı (raki), a popular strong alcoholic drink, made of twice-distilled grapes. It is known as the national drink of Turkey, and spread mostly on the Balkans in different variations. Rakı was also a favourite drink of the founder and first President of the Republic of Turkey, Mustafa Kemal Atatürk (who he died from cirrhosis of the liver at the age of 57).

We could trace a single example on Worldcat (University of Chicago Library).

References: OCLC 56945422; ÖZEGE 16476.

550 EUR



29. OTTOMAN TALISMAN LITHOGRAPHY IN GOLD

Ottoman Talisman, Lithographed in Gold

[S. l., S. d., But Ottoman Empire, probably Istanbul, late 19th century or circa 1900].

Lithography in Gold, 51 x 16 cm (20 x 6.3 inches), (stained, repaired tears and tiny holes in folds) (#70266).

An Ottoman talisman, lithographed in gold and mimicking handwriting, contains various prayers and spells. Such objects, usually in forms of scrolls and folding pieces of paper have been popular as a personal protection against bad spirits in the Middle East for centuries until today.

380 EUR





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