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Twenty-four manuscripts

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23	MAY, Henrietta.	\$4250
24	LUTKE, Count Fyodor Petrovich.	\$4450

1. BYRON, John.

Original manuscript order book.

Folio, 172 pp., ink manuscript in various hands; original vellum binding (probably Admiralty issue); title in ink on front cover ("Order Book 30th April 1746"); the vellum covers a bit soiled and darkening, inner hinge loose, internally in fine condition. 1 May 1746–1 December, 1755.

RARE EIGHTEENTH-CENTURY CAPTAIN'S ORDER BOOK.

A very rare example of its type, and a remarkable manuscript for its association with one of the mid-century heroes, the circumnavigator for whom James Cook named Byron Bay.

Captain John Byron sailed with Anson as a midshipman aboard the *Wager*; his own printed narrative of the loss of the *Wager* gives one of the more important accounts of the Anson expedition. His journal of the voyage survives, and was edited by R.E. Gallagher as *Byron's Journal* (Hakluyt Society, 1964).

The present manuscript is the actual order book maintained by Captain John Byron in which are transcribed all the orders, signals, and other official communications received by him and sent by him in the course of his command of HMSs *Vulture*, *Centurion*, *Syren*, *Falkland*, *St. Albans*, *Vanguard*, and *Augusta*, 1746–1755. These commands followed immediately upon his return to England after nearly five years of privation following the Anson voyage and preceded his circumnavigation in the *Dolphin* of 1764–1766.

Byron went on to have an illustrious career as a Pacific explorer in his own right, commanding the *Dolphin* in a famous and difficult voyage dogged by appalling weather. After promotion to vice-admiral, he was later appointed governor of Newfoundland. Charnock noted of him that he had 'the universal and justly acquired reputation of a brave and excellent officer, but, of a man extremely unfortunate...'. He was certainly one of a quite strange line of men: known himself as "Foul Weather Jack" and sometimes as "The Jonah of the Wager", his eldest son was popularly known as "Mad Jack Byron"; Mad Jack, in his second marriage, fathered the poet Byron, famously both mad and bad. The poet felt quite a connection with his grandfather (arguing for example that the Patagonian giants, a myth for which his grandfather was mostly responsible, were authentic, and using many of the details of the wreck of the *Wager* in both *Childe Harold* and *Don Juan*). Captain John Byron's second son, George Anson Byron, had a distinguished career at sea, as did his son in turn, Captain and subsequently Lord Byron after the poet's death, who commanded the voyage of the *Blonde*.

Order books such as this are of great rarity on the market and the present example, having belonged to one of the great figures in the history of British navigation, must be considered particularly desirable. This wonderful manuscript was formerly in the collection of David Parsons, before which it had been in continuous private ownership in Victoria, Australia, for at least seventy years.

H. Harris

By Command of their Ships
Tho: Corbett

21

a Proposal

For an attempt to discover more fully the great Southern Continent, as well as the NE & NW Passages from thence into Europe, by one and the same Squadron. (1764.)

Experience unanswerably proves how advantageous to the Manufactures & naval Strength of a Nation all new Discoveries are; how they heighten y^e Spirit of Industry, enlarge the Sphere & Marts of Trade; and confer Wealth & Honour on y^e Country by the United Efforts of whose maritime Skill & courage they are made.

The juncture of time
favourable for such an
attempt.

1. And perhaps there never was a juncture of time more favourable for such an attempt than the present; — when by the happy conclusion of a glorious, successful & most extensive War, we may have the choice out of a great Number of stout Ships fit for such an enterprize; — when we may pick out of their disbanded Crews, a set of as bold, hardy, experienced Sailors, enured to every Climate & Season, and fearless of every Danger, as this Country every produced; — when numbers of Officers languishing perhaps for want of employment, yet thirsting after Glory, skill'd both in the Theory & Practice of Navigation, and replete with Prudence, Steadiness, Intrepidity, & every necessary

2. [SOUTHERN CONTINENT]

A Proposal for an Attempt to discover more fully the great Southern Continent... (1764); accompanied by extracts from logs and sailing directions in a commonplace book prepared by a sea-captain or sailing master probably connected with the East India Company.

Folio, manuscript on paper, 43 leaves, stitched in plain grey wrappers, excellent unsophisticated condition in original notebook binding; quarter morocco case. Perhaps East Indies, c. 1764.

‘TO DISCOVER MORE FULLY THE GREAT SOUTHERN CONTINENT’.

An exceptionally important and early original proposal to discover the southern continent. This pre-Cook document, composed a full twenty-four years before the First Fleet, is founded on a broad understanding of the advantages to be gained from the discovery, exploration and development of the Terra Australis. Not only has the manuscript remained unpublished to date, but as far as we can establish its existence has continued quite unnoticed in the literature.

The manuscript was first offered for sale in modern times in the 1926 catalogue of the London bookseller Francis Edwards, *The Sea and its Story*, but its whereabouts from that time remain obscure; it was not rediscovered until 2001, since when it has been in an Australian private collection, on whose behalf we are now offering it for sale.

Since its re-discovery it has been considered by a series of specialists including Andrew Cook, Glyn Williams, Raymond Howgego, William Fern and Alan Frost, all of whose help in cataloguing this item we gratefully acknowledge. Several individual reports and a full final summary and report may be seen on request.

THE PROPOSAL

The author details a plan for six ships (two 40-gun, two 20-gun) to establish a base in the Falkland Islands and thence to search the Pacific for the elusive Terra Australis. Detailed and well-informed, the text articulates precisely the sort of plan that would in fact ultimately be adopted by the British in the later 1760s, while foreshadowing the importance that new colonies and trade would have in the 1770s and 1780s. The ships are to be directed to Cape Horn (or the Straits of Magellan) via the Cape Verde Islands and Rio de Janeiro. From Cape Horn a search for Pepys Island is recommended before doubling the Horn and making either to Juan Fernandez, or steering a westerly course in search of land or islands where a base could be established, taking care to fortify it against surprise by natives whose geographical knowledge should be sought. From this base, ships are to be sent out to the north-west and south-west, while the personnel ashore plant gardens with seeds brought from England.

One of the two smaller ships is then to be sent to England via Cape Horn with the results, and the other sent with the same information via the Cape of Good Hope, after touching at one of the East India Company's settlements. The remaining ships are then to find winter anchorage in China or the East Indies before dividing into pairs, one pair making for a position north of Japan, the other for the coast of California, from where they would search for the north-east and north-west passages.

The author considers in some detail the logistical requirements for the squadron, including a thorough assessment of the provisioning. The other contents of the manuscript are interesting in this context because they include discussions of the dangers of navigation in the Indian and Pacific Oceans. Notable is the section 'Directions in a Voyage from England to China', which advises that 'it would not be improper to make the Coast of New Holland as the Dutch always endeavour to do' before heading north towards China. Another section relating to the 1765 voyage made by William Nichelsen also includes notes on coasting New Holland and navigating in Indonesian waters.

The document concludes with lengthy arguments against possible objections, citing many earlier navigators, and has a number of references to the importance of preserving the health of the crews by diet and their being allowed time to run ashore.

PURPOSES

Written in the immediate afterglow of the British victory in the Seven Years War in 1763, the "Proposal" is an urgent cry for exploration and settlement written by an author not only informed of the then current arguments in favour of the likely existence of Terra Australis Incognita, but also fully aware of the significance of the actual discoveries in New Holland. The time is ripe, the author asserts, because the completion of the war has left England with a surplus of materiel and personnel: there could not be a better moment to beat the Dutch monopoly in the region, and to control the Australian waters.

Other specific purposes noted include: that discoveries quicken the commercial pulse of a nation; that the national debt from the war needs to be paid off; that it gives an opportunity to destroy the Dutch monopoly on spices (and take revenge on the Dutch); that it would make possible the discovery of 'new medicinal plants or herbs'; that it would see a 'new trade opened'; that an easier and more practical route to the Indies could be discovered; and finally, with echoes of Quiros 150 years earlier as well as uncanny prophecy of later European proposals for the Pacific, that it would make possible the civilising of a 'barbarous people'.

The writer speculates on the likely riches of the Southern Continent, which 'reaches from ye 1st to the 7th Climate...'. He describes why so few attempts have been made by the English or the Dutch, and the reasons for the failure of those who have tried: 'running along ye Coasts, without venturing to make a descent; either for fear of being overpower'd by the Inhabitants, or wanting Provisions...'. The major reason has been the commercial jealousy of the Dutch and their desire to protect their spice monopoly 'which they obtained by means not the most righteous...', by spreading stories to frighten would-be explorers: the 'principle reason why these countries are so little known at present is, yt. no European Power has ever fitted out a Squadron on purpose, and for ye sole View of discovering them. And the Dutch have Artfully availed themselves of this supineness and negligence, by carefully concealing them from the rest of ye World, and more especially from us their potent Rivals in Trade'.

THE BACKGROUND

Written in 1764, this manuscript predates the great strategic push made by the British in the series of voyages that would follow secret instructions from the Admiralty – voyages

commanded by Byron, Wallis and ultimately Cook – and which would culminate in the Australian First Fleet. Byron's instructions from the Admiralty in June 1764 marked a shift in policy towards discovery in asking him, in addition to his other objectives, to investigate the waters of the South Atlantic for undiscovered lands, but it was not until 1766, with Wallis's expedition, that the South Pacific was selected by the Admiralty as the region to begin exploration for the Southern Continent. In respect of discovery, therefore, the "Proposal" is at least two years in advance of official thinking as to the possible location of a Southern Continent.

The document underlines the fact that British exploration was not simply the product of remote government interests, but was deeply imbued with the social and commercial interests of the time. In this sense, it represents the last flowering of the earlier tradition of meshing private enterprise with national interests, a period when the exploration of the Pacific was primarily driven by private interests, not by the State or public policy. That is, much like the sixteenth- and seventeenth-century explorers Sir Francis Drake and William Dampier, the proposal calls for an expedition that is to be run by enterprising privateers but heavily backed and with substantial financing from the government.

AUTHORSHIP

Extensive research has not so far allowed a firm attribution of authorship. We know that the writer had direct access to the latest information on the Pacific and Indian Oceans from the private reports of the East India Company. Despite his connection with the Company he cannot have been in the ranks of the government or the navy, nor was he even anxious to preserve the power of the East India Company, as the report is full of hostility towards monopolies.

If we assume that the author of the "Proposal" was also responsible for the other texts in the manuscript, then it is very clear that he was experienced in practical matters of navigation and most likely to have been a ship's captain or at least in a senior position. In this context it may be significant that most ships' captains were not employed by the East India Company, but merely hired on a contract basis. It remains quite possible that the document was the work of someone who had glimpsed New Holland for himself and pondered the possibilities it presented; much like another Pacific veteran, James Mario Matra, would later do in 1783.

CONCLUSION

Falling between the long opening of the Pacific with its search for Terra Australis, a period that includes the vastly different voyages and ambitions of both Quiros and Anson, and the glories of the late eighteenth-century discoveries of Cook and others, this document can only be seen as one of a kind. While it reflects current thinking on many aspects of the question of the southern continent as well as on the global expansion of British influence, discovery and commercial development, and is remarkably prescient in anticipating actual policies later followed, it is a unique piece of great significance for its timing and its scope. We know of no other instance of the major themes contained in the "Proposal" being combined and articulated in a single scheme as here, and at this date.

3. [COOK] [HMS ADVENTURE]

Manuscript Logbook with 'Journal of a Passage from Jamaica in the Ship Marquis Rockingham John Barrow Master for Liverpool'.

Folio, 320 x 205 mm., laid paper with "Neptune" watermark surrounded by the legend "Pro Patria pro Pege", 46 pp. in total, neatly ruled and written throughout, log of "Marquis Rockingham" on first 28 pp., followed by 16 pp. 1773 log of "Bridge" William Rogerson master; excellent condition in the original marbled paper wrappers, a little worn along spine and fore-edge. At sea, 18 June 1771 – 3 September, 1771.

COOK'S *ADVENTURE* ON HER MAIDEN VOYAGE.

This wonderful survival is the original manuscript logbook for the 1771 voyage of the *Marquis of Rockingham* from Jamaica to Liverpool, which would turn out to be the proving voyage before she was purchased by the Admiralty for Cook's second voyage. This was the vessel's only expedition before she was purchased by the Navy Board and renamed the *Raleigh*, and then, as a concession to Spanish sensibilities, the *Adventure*. Under Tobias Furneaux, Cook's second-in-command, the *Adventure* would be the first European vessel to visit Van Diemens Land since Tasman himself, sailing along the south-east coast in March 1773.

This detailed logbook of a successful voyage from Jamaica gives an insight into the vessel and its strong capabilities, qualities that led to it being selected by Captain Cook as his companion vessel. Cook and Furneaux separated in thick fog in early 1773, and it was this ship which charted the east coast of Tasmania before rejoining Cook in New Zealand. In several respects the voyage of the *Adventure* lived up to the vessel's name: it was Furneaux who suffered the loss of eleven men after a Maori attack in Queen Charlotte Sound. Even more famously, it was Furneaux who took their celebrated passenger Omai to England where the Ra'iatean was rapturously received. Cook, of course, did not touch any part of Tasmania or the Australian mainland on the second voyage, although he later used Furneaux's charts on his third voyage.

The *Marquis of Rockingham* was built in Whitby at the beginning of 1771. Cook's experiences on board the *Endeavour* had confirmed his belief that the North Sea colliers were the perfect vessel for exploration. As Beaglehole points out, Cook would happily have sailed on the *Endeavour* once again, but the vessel had already been sent to the Falkland Islands as a store ship: 'there was no other ship like her in the navy, as there had been none before... Cook was accordingly instructed to go over to the Pool of London and see what could be bought. He recommended three ships, of which the Navy Board early in November bought two – the *Marquis of Granby*, 462 tons... and the *Marquis of Rockingham*, 340 tons.' (Beaglehole, *Journals*, II, pp. xxiv-xxv).

The two vessels were commissioned with their new names *Drake* and *Raleigh* on 28 November 1771, and completely refitted: the *Adventure*, at Woolwich, not far from the infamous alterations being made on board the *Resolution* at Deptford. Cook himself wrote from Madeira that the *Resolution* was 'remarkable stiff' and with 'as many other good Qualities as can be found in one ship and Captain Furneaux is equally as well satisfied with the *Adventure*; In point of sailing they are well Match'd, the Little difference is in favour of the *Resolution*' (quoted in Beaglehole, *Journals*, II, pp. 684-5).

Journal of a Passage from Liverpool In the Ship Bridge

William Rogerson Master for
Kingston
Jamaica

Tuesday

Wednesday

Saturday 21st April This Day at Noon weigh'd Anchor
from the Rocks ^{came SW} & run through the Horse
Channel & came too by the best Bower
when the pilot left us. Ormshead bore N N W

Sunday 22nd At 1 am weigh'd Anchor Light Winds
veering from North to West at 8 came too
by the best Bower the great Ormshead
bearing W. S. W. 5 Leagues & 12 miles
weigh'd Anchor Winds as before several
Sailers company.

Monday 23rd At 4 this Day from the Great Ormshead
bore S W by W 3 Leagues tack'd to the Northward
the Wind continuing variable from a North
to all West at 6 Great Ormshead bore S W by S
at 8 came too by the long Boat Hauler
& anchor'd at 11 weigh'd almost calm at 8
at 9 a Breeze at S by E. Set Studding sails
starboard Tack at 12 point S by S bore S W
4 or 5 Leagues several Sailers in sight

Tuesday 24th A light Breeze at E N E. at 6 pm Ho by Star
bore South 4 Leagues at 8 S E by E 3 1/2 at 1
am haul'd down Studding sails set Stays
at 1 tack'd to ^{port} Starboard and the Wind S W by S

H K K

2 " "

4 " "

6 6 1

8 6 "

10 6 "

12 6 "

2 6 1

4 6 "

6 5 "

8 4 "

10 4 1

12 4 1

Course

S 26 30 W

Paris Oct. 5th 1785.

Sir,

The following is the best information I am able to give you in compliance with the letter dated at Paris the 3^d of August 1785 which you did me the honor to address to me at Lorient.

The Buffle and the Astrolabe two Gabarts of 600 Tons each sheathed with Copper, and equipped in the best manner, sailed from Brest the first of August 1785, under the command of Messieurs De La Perouse & the vicomte De Langle Captains in the royal Navy. — They had on board a great variety of Trees, Plants, and Seeds that suit the climate of France — Manufactures, in Linen, Woolen & Cotton; and in Iron & Copper &c. — Mechanical Tools of all sorts — A great quantity of Trinkets & Toys — Ploughs, and all sorts of utensils and implements for Agriculture — And a quantity of unwrought Iron. — Each Ship had on board a large Shallop in Frames, and a Million of French livres, in the Coins of different Nations. Each Ship has also on board Twenty one — Soldiers draughted from the two Regiments at Brest.

Th: Jefferson

Thomas Jefferson Esq. Minister Plenipotentiary of the United States at Paris.

4. [LA PÉROUSE] JONES, John Paul.

Autograph letter to Thomas Jefferson regarding La Pérouse.

Single sheet of laid paper, 233 x 190 mm., closely written in a neat and legible hand to both sides, docketed by Jones at head of the second page; toned and some water-marking, silked and inlaid, but withal in very good condition. Paris, 5 October, 1785.

AMERICAN INTELLIGENCE UNMASKS LA PÉROUSE'S AMBITIONS FOR NEW HOLLAND.

An extraordinary and important letter: the Revolutionary War hero John Paul Jones, then at Lorient in Brittany, writes to Thomas Jefferson about the recently departed La Pérouse expedition, speculating that the French plan 'to establish Colonys [sic] in New-Holland after having well explored the Coast and made experiments on the Soil of that vast Island which is situated in so happy a Climate and so contiguous to the Establishments of France in the East Indies.'

The letter is the result of the widespread interest in the Pacific in the early 1780s. Jefferson had only recently arrived in Paris as the United States minister to France, replacing Benjamin Franklin in August 1784, and his interest in the northwest coast of America and the fur trade brought him into contact with none other than John Ledyard, veteran of Cook's third voyage, who was seeking backers for a proposed fur trading company. In turn, one of Ledyard's closest confreres was Jones, purportedly in France to collect prize money from the American Revolution but also, as this letter amply attests, ready to engage in espionage.

The fate of the Pacific coast of North America was one of Jefferson's abiding concerns: it was Jefferson who, some twenty years later, would arrange for the Louisiana Purchase and, in turn, commission Lewis and Clark. In 1785 Jefferson was intrigued by the highly secret plans of Louis XVI to send La Pérouse to the Pacific, and wrote to Jones asking for a detailed précis of the mission (3 August 1785, Papers of Thomas Jefferson). Jefferson had given Jones the task because he surmised that the scientific reasons advanced for the expedition were little more than a mask for French colonial ambitions.

In this letter – the present manuscript may even be Jones' retained copy of the letter as it is docketed at the head of the second page in his hand – Jones reports back at length with impressive detail about the fitting out of the *Boussole* and the *Astrolabe*, and the 'great variety' of goods they carried, with further comments on the crew, 'Officers and Men of Genius'. Jones continues: 'There is no doubt but that the perfectioning [sic] the Geography of the Southern Hemisphere is one of his Majesty's objects in view.' Jones argues that the voyage may be preparatory to establishing both the fur trade on the North West Coast of America and a colony in New Holland.

The existence of this exceptionally significant letter had been surmised from Jefferson having quoted some of the information in a contemporary letter, but the original version had long been considered lost. Its rediscovery is a most exciting find, and the full contents of this document lend weight to our understanding of both the excitement and the anxiety generated by La Pérouse's departure. Jones's clear exposition of French ambitions in New Holland should be seen in parallel with our knowledge of contemporary British concerns, famously justified when the *Boussole* and the *Astrolabe* sailed into Botany Bay a few days after the arrival of the First Fleet.

5. [FORSTER] MULOVSKY, Grigory.

Autograph letter signed, to Georg Forster, informing him of the cancellation of their proposed voyage to the Pacific and Australia.

Single sheet of laid paper, 232 x 382 mm., folded to letter size, watermark "J. Honig & Zoonen", written in French in a neat and legible hand, signed "G. Moulowsky", noted as received on 1 January 1788; old folds, chipped along inner margin, in excellent condition. Kronstadt, 26 November, 1787.

THE 1787 RUSSIAN VOYAGE TO NEW HOLLAND AND HAWAII.

An exceptional survival: the Russian commander Grigory Mulovsky writes to Georg Forster informing him of the cancellation of their voyage to the Pacific and Australia.

In April 1787 Catherine the Great commissioned Mulovsky as commander of a squadron to carry out a voyage to the Pacific Ocean, Japan and the western coast of America. Five ships were to have taken part, with officers and crew recruited from around the world: indeed, one of the driving forces in planning the expedition was James Trevenen, a midshipman on Cook's third voyage, who first discussed his idea with the Russian ambassador in London as an attempt to circumvent the monopoly of the British South Sea Company. Trevenen was so convinced of his Russian appointment that he did not push to be granted another appointment for which he was being sponsored by Alexander Dalrymple: the *Bounty*, newly commissioned for the breadfruit voyage.

Mulovsky's voyage was openly modelled on the voyages of Cook, much in the same way that the French had appointed La Pérouse and the Spanish Malaspina. It is considered very likely that Mulovsky would have visited Port Jackson, much like the French and Spanish expeditions: if this had eventuated it would have been an incredible opportunity for Forster to judge the merits of his early essay on Botany Bay, "Neuholland und die brittische Colonie in Botany Bay", published in Berlin in 1787.

Forster had sailed on Cook's second voyage, and had forged a career as a Pacific expert. He was approached by Mulovsky and offered the position in June 1787; the same month Forster wrote to his friend Thomas Soemmering inviting him to join an expedition which 'will visit England, Lisbon, Madeira, Brazil, the Cape of Good Hope, New Holland, New Zealand, the Friendly, Society and Sandwich Islands, the Coast of America, Kurile Islands, Japan and China – and everywhere our zeal for Science will be left unhindered' (17 June 1787, *Georg Forsters Werke*, vol. 14, 1978, p. 696). Sadly, the hoped for expedition never materialised as the Russian Navy became immured in war with the Sultan of Turkey; Mulovsky died two years later during the war with Sweden.

The letter is sent from the Russian naval capital Kronstadt, and dated 26 November 1787, old calendar (7 December 1787). Written in rather halting French, Mulovsky explains that he has written a second letter to Soemmering as well, and he stresses that there is no personal conflict behind the cancellation, hoping that their relationship will continue to be amicable. The letter was transcribed as part of the East German publication of Forster's *Werke*, although it was only located in time for the appendix volume (see *Werke*, volume 17, 1989, p. 541).

See Robert J. King's recent article, 'The Mulovsky expedition and Catherine II's North Pacific empire', Australian Slavonic and East European Studies, 21:1/2 (2007).

liberté.

reue le 1. Janv. 1788.

Monsieur

J'ai recue votre lettre du $\frac{2}{13}$ Oct: et Je suis
bien fâché de Vous apprendre que mon Expédition
na plus lieu et que par consequence tous ceux
que Vous aurez peut engagé, et avec les quels
Vous auriez peut faite en quelque sort quelque
Contrat Vous aurez la Bonté de me les
faire savoir mais ceux avec les quel Vous
ne Vous, Vous etes pas engagés en aucune
manier, de les Congedier, et de ne faire
aucune recherche davantage. J'ai recue
une lettre de Votre ami M. Berneritz
qui me marque ses condition au quelle
Je suis obligée de répondre bien courtois
J'ée, et de même qu'à Vous que Je suis
fâché, que Je n'ai pas eut le plaisir de

Abstract of the Title of Sir Joseph Banks Bart. to the Honors & Lordships of Cheadle and Kingsley &c. with the Appurtenances in the County of Stafford. - 1 -

10th Feby 1718. 3th Feby. 1718. By an Act of Parliament which received the Royal Assent this day.

After reciting (amongst other things) That by an agreement dated the 13th day of July 1714 between Edward Lord Harley & Lady Henrietta Cavendish Dukes & Desses his wife of the one part & Tho^s. Holles Lord Pittam & Henry Pittam Esq^r his Son of the other part It was int^d agreed that the s^d Lady Henrietta sh^d have to her & her heirs All the Honors Baronies Manors Castles Lordships &c. as well Leasehold & Copyhold as Freehold of Henry then late Duke of Newcastle or whereof any person was seized in Trust for him at the time of his decease, Subject as therein mentioned.

And that the s^d Lord & Lady Harley were desirous that a competent part of the s^d Estates which by the s^d Articles it was agreed the s^d Lady Harley sh^d have to her & her heirs might be sold for raising monies for the discharge of certain Debts therein referred to, And for that End that all the s^d Estates should be vested in Trustees & their heirs that such parts thereof as they sh^d judge most proper might with the Approbation of the s^d Lady Henrietta or her heirs be sold for the purposes afo^r -

It was Enacted that the s^d Articles should be & were thereby Ratified Stablished & Confirmed (except as therein mentioned) -

And that all & Every the Honors Baronies Manors Castles Lordships &c. as well Leasehold and Freehold as Copyhold whereof the s^d Henry late Duke of Newcastle or any person in Trust for him was seized or possessed at the time of his decease - (except as therein ment^d) Subject as therein ment^d To^g with all & Every the Rents Issues & profits of the same premises should be immediately from & after the Death of John then late Duke of Newcastle & they were thereby Enacted & Declared - to have been & to be from that time respectively vested & settled in & upon Jam^s Lord Viscount Cheyne, Peter Walter & John Montey their heirs & assigns &c.

To the Use of them the s^d Jam^s Lord Viscount Cheyne Peter Walter & John Montey their heirs &c.

Upon Trust to permit the s^d Lord Harley & Lady Henrietta & their Off^s to receive the Rents &c. which had been theretofore or should be received & did or sh^d become Due

6. BANKS, Sir Joseph.

Signed vellum indenture accompanied by related legal document, relating to the sale of his property in Staffordshire.

Two manuscript documents, the first a vellum manuscript indenture 550 x 730 mm., red wax seal present, very good; the second a sheaf of paper, 410 x 320 mm., pinned at the top left and folded to docket size, some wear but in very good condition. Staffordshire, 5 April, 1791.

JOSEPH BANKS SELLING DOWN HIS INHERITANCE.

Interesting manuscript legal documents relating to the sale of property belonging to Sir Joseph Banks in 1791, the vellum indenture completed by his signature. Taken together the two manuscripts provide a rare opportunity to understand some of the background history of the Banks family, and are particularly enlightening regarding the tangled question of his inheritance (which, considering that Sir Joseph was the fourth direct descendant to be called Joseph Banks, can become quite convoluted).

The documents provide some interesting details to the sale of Banks' property in Staffordshire, which had been in his family for almost a century. Banks first visited the property in 1767 and professed to be disheartened by its prospect, and although well-managed, he decided to sell the property in the summer of 1790. Banks, 'financially pressed to meet the £600 a year required by his mother's jointure', put up the land in a series of lots which were auctioned 'over a period of four days, 9-11 November 1790, realising a figure of at least £15,116' (H.B. Carter, *Sir Joseph Banks*, p. 330).

The vellum manuscript, signed by Banks, is the original conveyance 'by way of Feoffment' of a plot of land to Ralph Beardmore, purchased by the latter for £4.10. The parcel of land was situated near Kingsley Holt within the Manor of Kingsley; Banks' agent in the transaction was the solicitor William Bonne of Cheadle.

In many ways the attached 'Abstract of the Title of Sir Joseph Banks Baronet to the Manors or Lordships of Cheadle and Kingsley in the County of Stafford' is equally compelling, as it presents an opportunity to study the history of the land from its first acquisition by Banks' grandfather (also Joseph) in 1714, and is rich in details, notably regarding Banks' inheritance.

The manuscript legacy of Sir Joseph Banks is extremely important: he must have been the most prolific correspondent of the Enlightenment, and the massive files of correspondence shared among a few institutional holdings have provided almost infinite resources of raw material for the historian of the period. Any manuscripts remaining in private hands are of great appeal, while documents relating to his private affairs are less numerous and consequently of great interest.

7. GROSE, Lieutenant Governor Major Francis.

Land Grant to Obadiah Ikin of thirty acres in Lane Cove, later transferred to Henry Hacking.

Folio, manuscript in ink on paper, 440 x 365 mm., with original paper seal, official stamps and annotations including cancellation stamp dated 1940, detailed manuscript notes to the reverse; good, some water staining but the important signatures still clear, wear to old folds repaired with india paper in several places. Sydney, 3 October, 1794.

EIGHTEENTH CENTURY GRANT, LATER SOLD TO HENRY HACKING WITH "HIS MARK".

A particularly interesting land grant from the first years of settlement, signed by Francis Grose (acting governor for two years following Phillip's departure), witnessed by John White, William Paterson, and Edward Laing, and inscribed by David Collins as Governor's Secretary.

Significantly, Ikin later sold the land to Henry Hacking, surely one of the most experienced of the early Sydney hands, serving on the First Fleet (*Sirius*), returning to Sydney on another early convict vessel in 1792 (*Royal Admiral*), as well as serving as first mate on the *Lady Nelson*, companion vessel to the *Investigator* on its survey of the Queensland Coast. At different times he also served as harbour pilot in both Port Jackson and Hobart, as well as making any number of inland expeditions to the Blue Mountains and as far south as Port Hacking, named for him by Matthew Flinders. Here, Hacking has witnessed the transaction with his mark.

The grant records the awarding of thirty acres to Obadiah Ikin at Lane Cove, to be known as "Ikin's Farm." Ikin was from Shropshire, and came to Australia as a corporal in the New South Wales Corps on board the *Surprise* in 1790. After a tour of duty on Norfolk Island and promotion to sergeant, he was back in Sydney by late 1794 and was promptly awarded this grant, on the site of the present day Lane Cove shopping centre. Soon after he was also granted a town block, which probably prompted Ikin to sell the land to Henry Hacking, who had an accompanying plot. Ikin was discharged from the New South Wales Corps in 1802, finally settled south of Penrith, and died sometime around 1812.

The grant is signed by Grose and witnessed by three important figures in colonial Sydney, the surgeon and author of an important account of the First Fleet, John White; then second-in-command of the New South Wales Corps, William Paterson; and the surgeon's mate Edward Laing, who had arrived on the *Pitt* in 1792. The final signature is that of David Collins, the longest serving of any of the major First Fleet officers, then acting as secretary to Grose.

This land grant also has the further history of the plot written to the back of the document. Skin sold the land for £6.6 to Henry Hacking on 13 August 1795 (witnessed William Sutton and Duncan Campbell, and also signed Obadiah Ikin); Hacking, in turn, sold it for £19 to James Wilshire and William Bennett on 16 September 1803 (witnessed John North and signed Henry Hacking "his mark").

Ryan, 'Land Grants', p. 26, no. 198.

These Presents witness that the within mentioned Chasah Thon for & in consideration of the sum of three pounds
the challenge of lawful money of Great Britain (the Receipt whereof he hath hereby acknowledged) hath bargained, sold,
aliened unto Henry Mackay & his assigns both bargain, sell, aliened & for ever quiet claim to the within
mentioned & awarded settlement, by him the said Henry Mackay & his assigns to be held & enjoyed in as
full & ample manner as to the said Chasah Thon could have been held & enjoyed the same, free from all & every
claim subject & contrary to the said Act & conditions in the within grant specified.

In Witness whereof the aforesaid Chasah Thon hath hereunto set his Hand & affixed his Seal,
bearing date the Twelfth Day of August, in the Year of our Lord one thousand eight hundred & ninety five.

Witness my Hand
(whereof a stamp is used
as can be seen) in the presence of

William

Campbell

Chasah Thon

These Presents witness that the above mentioned Henry Mackay for and in consideration of the sum of Nine Pounds
of lawful money of Great Britain (the Receipt whereof he hath hereby acknowledged) hath bargained, sold and aliened
unto James Wilson and his assigns both bargain, sell, aliened & for ever quiet claim to the within mentioned & awarded settlement, by him
the said James Wilson and his assigns to be held & enjoyed in as full & ample manner as to the said Henry Mackay could have been held & enjoyed the same, free from all & every
claim subject & contrary to the said Act & conditions in the within grant specified.

In Witness whereof the aforesaid Henry Mackay hath hereunto set his Hand & affixed his Seal,
bearing date the Twelfth Day of August, in the Year of our Lord one thousand eight hundred and ninety five.

James Wilson

These Presents witness
that the within mentioned
James Wilson

These Presents

Witness that William Campbell married in the annexed agreement
for under consideration of the sum of five shillings to me in hand paid by the
said James Wilson & his assigns both bargain, sell and aliened to the said James Wilson & his assigns
and to hold to him his heirs and assigns forever as in the within written
form and bearing date the Twelfth Day of August, in the Year of our Lord one thousand eight hundred and ninety five.

Witness my Hand

Witness of

John Wilson

Witness of

James Wilson

Witness of

William Campbell

Witness of

James Wilson

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William Campbell

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By the Commissioners for Executing the Office of:
Lord High Admiral of Great Britain and
Ireland, &c. and of all His Majesty's Plan-
tations, &c.

IN Pursuance of His Majesty's Order in Council, dated the 10th
Day of *December 1794* — We do hereby Impower and
Direct you to Impress, or cause to be Impressed, so many Seamen,
Seafaring Men, and Persons whose Occupations and Callings are to
work in Vessels and Boats upon Rivers, as shall be necessary either
to man His Majesty's Ship under your Command, or any other of
His Majesty's Ships, giving unto each Man so Impressed One Shilling
for Preft Money. And, in the Execution hereof, you are to take
Care, that neither yourself, nor any Officer authorized by you, do
demand or receive any Money, Gratuity, Reward, or other Conside-
ration whatsoever, for the Sparing, Exchanging or Discharging, any
Person or Persons Impressed or to be Impressed, as you will answer
it at your Peril.—You are not to intrust any Person with the Execu-
tion of this Warrant but a Commission Officer, and to insert his
Name and Office in the Deputation on the other Side hereof, and
set your Hand and Seal thereto.—This Warrant to continue in Force
till the *31st* Day of *December 1795*.
And, in the due Execution thereof, all Mayors, Sheriffs, Justices of
the Peace, Bailiffs, Constables, Headboroughs, and all other His
Majesty's Officers and Subjects whom it may concern, are hereby
required to be aiding and assisting unto you, and those employed
by you, as they tender His Majesty's Service, and will answer the
contrary at their Perils. Given under our Hands, and the Seal of the
Office of Admiralty, the *20th* Day of
December 1794

To

Captain *Alexander Hood*
Commander of His Majesty's Ship
the Audacious.

By Command of their Lordships,
John Robeson

[Signature]

[Signature]

[Signature]

8. HOOD, Alexander.

Original Impressment Warrant 1794-1795.

Original printed sheet with manuscript additions, entire sheet measuring 490 x 385 mm., strong impression of the Admiralty blind stamp to top left-hand corner, signed by Captain Hood and countersigned by John Ibbetson, Second Secretary for the Admiralty, with two other unidentified contemporary signatures; very good, a few spots, originally folded to docket size, a little worn at folds. Issued London, 1794 – 1795.

A COOK SAILOR PREPARES TO RECRUIT BY PRESS GANG.

A rare naval document, and a most interesting relic of one of Cook's men: Captain Alexander Hood had served on Cook's *Resolution* during the arduous second voyage, and manuscript material relating to his career is scarce.

This Admiralty impressment warrant was issued to Hood in 1794 to man the warship *Audacious*, and is complete with Hood's signature in receipt of the order. Such warrants permitting recruitment by press-ganging were issued to commanders of vessels to recruit fit and experienced men to serve on naval vessels.

Alexander Hood was born into a prestigious maritime family in 1758, joining the Royal Navy in 1767 under his cousin Captain Samuel Hood, master of the *Rodney*. He served with the *Rodney* for three years in Nova Scotia before joining Captain James Cook on the *Resolution* as an Able Seaman for his second voyage of discovery through the Pacific. Hood served Cook with distinction and left a manuscript journal of his experiences, recording the excitement and dangers faced on the expedition. Hood was the first on board to sight the island of Futuhuku in the Marquesas group; Cook later named the island in his honour.

Hood was discharged from the *Resolution* during August 1775, and went on to serve with distinction on a number of vessels in the North American conflict. He was commissioned to captain the *Audacious* in the fighting against the French, and the present document was issued shortly after his commission in 1794, empowering Hood to use whatever means necessary to find a complement of sailors and hands for the crew: the payment of one shilling per man is stipulated. The document specifically informs Hood that if he exempts pressed sailors for financial gain, he 'will answer it at [his] peril.'

Hood was unable to fulfil his commission on the *Audacious* due to ill health, resuming command of the *Mars* in February 1797. Mortally wounded while commanding the *Mars* in an artillery exchange with the French warship *Hercule* of 74 guns, Hood died shortly after receiving the French surrender, and was buried in the churchyard at Butleigh, Somerset. The poet laureate Robert Southey, whose brother Thomas was terribly wounded while serving on the *Mars*, composed an epitaph for the monument to Captain Hood later erected within the Butleigh church.

9. [VANCOUVER] MORTIMER, Thomas.

Autograph letter signed, offering to review Vancouver's *Voyage* for "The European".

Manuscript in ink on a single page, 230 x 195 mm; edges just frayed but in excellent condition. London, Pelican Office, Lombard Street, 5 February, 1799.

AN ECHO OF THE STRANGE SWEDISH SPY VOYAGE OF THE *MERCURY*.

A letter that adds an interesting footnote to one of the odder mysteries of the Pacific in the eighteenth century. Thomas Mortimer, father of the Pacific voyager George Mortimer, here offers to review Vancouver's recently published three-volume *Voyage* for "The European", stressing his knowledge of the subject from his son 'who made nearly the same voyage with Mr. Cox and published his Observations, by the recommendation of Sir Joseph Banks... Vancouver is the first article in the Monthly Review for January, therefore we are still in time, and if you favour me with a line to that purpose, I will send it Mr. Sewell, that he may get me the work without loss of time...'.

The review or abstract of Vancouver's *Voyage* did indeed appear in the issues of "The European" for May, June and July of 1799 over the signature "M", which we must therefore take to stand for Mortimer. Emily Lorraine de Montluzin at the University of Virginia has made an extraordinarily extensive study of the contents of the magazine (<http://etext.lib.virginia.edu/bsuva/euromag/>), with complex and well-argued attributions of authorship. This letter adds some further information which may affect the previous attribution of all the articles signed "M." to Joseph Moser.

Thomas Mortimer (1730-1810) was a writer on trade and finance. In 1791 his son George had published his *Observations and Remarks made During a Voyage*, an account of a Pacific voyage under the command of John Henry Cox. The *Mercury* was in fact a Swedish-sanctioned privateering voyage which set out to attack the Russian fur-trading settlements on the Northwest coast of America. It was camouflaged as an English voyage of exploration, although in fact the ship doubled as the Swedish privateer *Gustaf III*. The voyage visited Alaska and the Northwest coast, Hawaii, Tahiti, Tasmania (Adventure Bay) and the Australian mainland. In the end though, Cox failed in the mission that he had made so attractive to his Swedish patron, King Gustaf III, proving unable to attack the Russians in their settlements on the Northwest coast.

Mortimer the younger was, with his fellow members of the *Mercury/Gustaf III* voyage, one of the first Europeans to hear anything of the course taken by the *Bounty* mutineers. They learned in Tahiti that "Titreano" had returned in the *Bounty* about two months after she had first sailed, without Bligh, and that he had sailed again fifteen days before their arrival, taking several Tahitian families. While in Tahiti they were also shown Webber's ship-board portrait of Cook (since lost), with Bligh's note on the back recording the sailing of the *Bounty* with 1015 bread-fruit plants in April 1789. The expedition's visit to Hawaii in September 1789 was of great significance as one of the earliest visits to the islands, and included a stop at Kealahakua Bay.

Sir,

Pelican Office Lombard St.
Feb. 5th 1799.

Upon settling yesterday with Mr. Sewell,
I took occasion to observe to him, that Vancouver's
Voyage 3 Vols. 4to, has not yet been reviewed for
the European; and that if it is not engaged, I shall
be ready to undertake it; and perhaps with
some propriety, as having a knowledge of the
subject from my son George who made nearly
the same Voyage with Mr. Cox and published
his Observations by the recommendation of
Sir Joseph Banks reviewed in the European,
Dec 1790 or 1791, I do not recollect which, not
having the Volumes here.

Vancouver is the first article in the
Monthly Review for January, therefore
we are still in time, and if you favour me
with a line to that purpose, I will send it to
Mr. Sewell, that he may get me the work
without loss of time. As it will require much
attention, I am afraid I cannot get any part of
it ready till the March Magazine. I remain
with true esteem Sir, Your most obed^t. &c
D. Mortimer

Venus off Woahoo, Sandwich Islands
May 23. 1802

Dear James. My letters from Port Jackson
have no doubt before this informed you
of the state of markets at that place
And also that we had found it an
eligible step to undertake a contract
for port with the Government of that
country to be fetched by us from the various
islands of this South Sea.

It was undertaken, and is now fulfilling.

On the 3d Nov. we left Port Jackson, and
after touching a fortnight in Dusky Bay in
New Zealand to cut plank & break up
part of a wreck, arrived at Otaheite.
Jan. 24. And hence I wrote you also

10. BASS, George.

Six autograph letters from the *Venus*, to his backer James Innes.

Six manuscript letters, all in Bass' clear and legible hand and each signed "Geo. Bass", three in very fine condition with minor water-damage, two in reasonable condition with loss ranging from a few words to several lines, and the sixth effectively a major fragment (full report on request). London-London-Portsmouth-Brasil-Cape of Good Hope-Hawaii, 3 October 1800 – 23 May, 1802.

'AN ADMIRABLE LITTLE VESSEL, STRONG ALMOST BEYOND COMPARISON...'

A collection of six letters by George Bass relating to the voyage of his trading vessel the *Venus*, all written to his close friend James Innes of Portsea.

One of the most influential of the early explorers of Australian waters, and indelibly linked to his close friend Matthew Flinders, Bass spent several years mapping the coast and felt that his experience in Australia was the ideal preparation for captaining his own trading vessel in the region. As these letters confirm, while clearly anxious about the responsibility, he relished the chance to be his own boss: all the more poignant then, that the last letter here of May 1802 is written only eight months before the last reports of the vessel, which sailed from Port Jackson on 5 February 1803 and was never seen again.

Bass sought Innes' advice at every stage of the planning of the *Venus* voyage, and regularly updated him once the voyage had begun. Not only do the letters provide a glimpse of their relationship, they also include numerous personal reflections, notably announcing his marriage to Elizabeth: 'Innes; I am married – on the 7th inst. I took for a wife Miss Waterhouse who was at Portsmo. when I was last there. How things turn out! How the scene of life keeps changing!' Equally interesting, however, is his subsequent comment, 'I did once think of being allied to you, but matters have been otherwise ordered', confirming that Bass did have some relationship with Innes' sister. Despite this, the Innes family befriended Elizabeth after George's departure, which means that another letter, written from the coast of Brasil, strikes a forlorn note, all the sadder for our knowledge of Bass' fate: 'All I want now is my wife with me; and next voyage I must certainly take her.'

Innes was an important backer of the *Venus*, and was a witness to the Articles of Agreement between Bass and his partner Charles Bishop. Interestingly, the first fragmentary letter present here confirms that Bass sought Innes' detailed advice about the *Venus*, and indeed suggests that Innes was the first to actually view the boat. Taken together, the letters show Bass maturing into his command of the *Venus*, which he here proudly calls 'an admirable little vessel, strong almost beyond comparison, and although she is no great flyer has chaced and come up with every sail since we left England.' In the last letter of the group Bass has become positively expansive, and announces to Innes with some panache, that he prefers 'boxing about in a bit of a brig and no master to control me, to being surgeon of a 3-decker with all its dignities and honours.'

Bass letters are of the greatest rarity. For example, only thirteen to Elizabeth are known (see Miriam Estensen, *Letters of George and Elizabeth Bass*). There are also a number of letters from the same period from George to his father-in-law William Waterhouse.

A full calendar and a transcript is available on request.

11. [BLIGH FAMILY]

Legal Document with the Signatures of William Bligh, Elizabeth Bligh, Francis Godolphin Bond and others.

Group of 20 legal documents on paper and vellum relating to a property in Exeter, including as the centrepiece a vellum manuscript indenture 630 x 790 mm., with the signatures of William and Elizabeth Bligh and many other members of his family, Bligh himself having signed the indenture a second time in relation to a coda to the indenture; all in fine condition, with original wax and paper seals present. Exeter, 1702-1802.

MANUSCRIPTS DETAILING PROPERTY INVESTMENTS BY BLIGH AND HIS FAMILY.

A remarkable group of manuscripts regarding the ownership of a property in Exeter over a period of a century and involving William Bligh and numerous close family members. The collection includes a rare example of the signatures of both William Bligh and his wife Elizabeth on the same manuscript document, together with the signatures of Bligh's nephews Thomas and Francis Godolphin Bond.

The signatures are attached to a legal indenture which is the last in a substantial group of documents relating to this property, a group which also includes a detailed abstract of ownership prepared for the Blighs and the Bonds. The material relates to this house at 13 St. Martin's Lane, Exeter, a narrow street between Exeter High Street and the Cathedral Yard, which is, incidentally, also the location of the historic Ship Inn, said to have been frequented by Sir Francis Drake. The earliest material present here dates from 1702, while the other manuscripts trace the later history of the property throughout the eighteenth century (full calendar available on request).

The series of manuscripts culminates in an indenture dated 27 July 1802 conveying, for a fee of £50, the rights of the Bligh family to one-sixth of a dwelling in St. Martin's Lane to one William Floyd. The property was evidently owned by Bligh in conjunction with his nephews and nieces in the Bond family: Bligh's half-sister Catherine married John Bond, and Bligh and his wife were very close to the whole family, in particular Francis Godolphin Bond (1765-1839), a distinguished sailor and First Lieutenant under Bligh on the second breadfruit voyage on HMS *Providence*. Attractively, the present document includes the signatures of the entire Bond family, notably that of Francis Godolphin Bond, but also those of his brothers and sisters: Thomas Bond, Rebecca Bond, Sophia Bond, Samuel Hookey [husband of], Catharine Elizabeth Hookey *née* Bond, and Jenny C. Bond. A coda to the indenture is a receipt for payment of fifty pounds sterling which is also witnessed by all of the key signatories, meaning that William Bligh's signature is actually present here twice.

Equally interesting is the August 1801 "Abstract of the Title of Messrs. William Bligh, et al" prepared for the transaction, which records their interest in the property. This abstract notes that 'William Bligh is a Captain in the Navy and lives at Durham Place Lambeth but is now on board the Irresistable in the North Sea Fleet.' Of the other signatories, it is also noted that at the time Thomas Bond was serving on the *Raisonable*, while Francis Godolphin Bond was residing in London.

the other part

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61

3

A certain Indenture between the said Thomas
of the one part and the said Dorothy Butler of

Exam^d

Wm



Wm

Elizabeth



Wm



Wm

Rebecca



Bond

Mary his wife

J Bond



Bond

Sophia



Bond

Samuel



Hooker

Catherine Elizabeth



Hooker

Saggio
dell' Opera
Voyages autour du Monde,
o sia
I Viaggi di Cook,
publicata in Londra,
ristampata in Parigi
nel 1774.
e negli anni susseguenti.



In Barga 1799.

12. [COOK] BERTACCHI, Francesco.

Saggio dell'opera Voyages autour du Monde o sia I Viaggi di Cook.

Octavo, the relevant Cook manuscript on 436 numbered and closely written pages, in a neat hand with occasional corrections, single unrelated leaf bound in at rear; in a later binding of quarter vellum over glazed green boards, the binding rather amateurish and quite worn, spine lettered in manuscript. Barga (Tuscany), 1799-1805.

A NEWLY DISCOVERED EARLY STUDY OF COOK'S VOYAGES.

Unrecorded, never published: an eighteenth-century Italian treatise on Cook's three voyages, together with a detailed analysis of the later history of the Pacific with reference to Governor Phillip, Malaspina, and La Pérouse. So much scholarly work has been done on the Cook canon that any new discovery of original primary or secondary materials is of the greatest interest.

The manuscript was written by Francesco Bertacchi, a nobleman and antiquarian from Barga in Tuscany, who is known to have produced other manuscripts on subjects which interested him. It is important to note that this is not simply a translation of the voyages because, after all, Cook's voyages had already appeared in Italian. Rather, the work is a "Saggio", a "treatise" or monograph, in which Bertacchi discusses each of the three voyages at some length (see below).

Perhaps the most interesting section is the concluding 'Note del Compilatore questo Saggio' of almost 100 pages. Here, Bertacchi adds his own scholarly notes on the voyages, with disquisitions on Rousseau and d'Alembert on the customs of the South Seas; the Tuscan surgeon Lorenzo Nannoni's work on venereal disease; a long section on Jacques le Brigant's *Observations fondamentales sur les langues anciennes et modernes* (1787) with notes on South Seas languages, particularly Tahitian; as well as several recently published geographies to take account of the Pacific, including the work of the Forsters. A particularly fascinating note compares the initial impressions of New South Wales made by Governor Phillip (clearly derived from the published account) with the thoughts of Cook (pp. 361-363). More, Bertacchi discusses the two countries to mount expeditions explicitly modelled on that of Cook, the Spanish voyage of Malaspina (pp. 399-403) and the French voyages of La Pérouse and d'Entrecasteaux (pp. 404-408). There is also notice of the voyage of Captain Wilson, and a good note on Vancouver (pp. 409-410).

It would appear that Bertacchi intended to have the work published as it has all of the hallmarks of a completely mocked-up text, as follows: title page, four-page note "to the reader", five-page introduction, pp. 5-107 first voyage, pp. 108-222 second voyage, pp. 223-346 third voyage, pp. 347-436 'Note del Compilatore questo Saggio'. Bertacchi worked on this manuscript for at least six years, as the title-page is dated 1799 but the final manuscript colophon is dated 1805.

The title-page confirms that Bertacchi based his work on the Paris edition of 1774-1785 (edited by Suard). Italian authors and publishers were very interested in Cook, with any number of translations, poems, monographs and articles being published there. The earliest Italian edition of Cook's voyages was published in Naples in 1784-5 (Beddie, 16).

13. [SYDNEY TRADERS] WATSON, C.C.

Autograph letter signed to his father including a full list of goods sent to Botany Bay on board the 'Rose'.

Sheet of laid paper, 232 x 370 mm., folded in half and folded to letter-size, a little torn at the original red wax seal, English postmark for 18 September 1807; some browning, but in very good condition and written in a neat professional hand. London, 17 September, 1807.

FIDDLING THE BOOKS TO BOTANY BAY, AND SLY GROG IN TASMANIA.

An important letter offering a very rare account of the goods carried to Botany Bay by the Sydney traders at the height of Governor Bligh's rule: this manifest for the trading vessel *Rose* provides background to the heated events of the so-called Rum Rebellion, not least because apparent fiddling of the books regarding the cargo of beer and spirits resulted in an investigation by Joseph Foveaux, who found that the crew of the *Rose* had distributed vast quantities of illicit alcohol among the new settlers on the Derwent.

The letter is sent by C.C. Watson to his father William in Belford, Northumberland. The two men were heavily involved in trading to Sydney, either working for the famous Sydney trading family the Campbells, or perhaps part-owning the *Rose* in conjunction with them (the Watsons also had an interest in at least one other vessel, the *Spring Grove*, mentioned in this letter). Watson gives an important snapshot of the trade and particularly of their plans: 'Our vessel the *Rose* sailed the other day from Portsmouth for Botany Bay, and that you may have an idea of what we send to that Colony, I annex you the particulars of her cargo. She is the first ship that has had the honor to be introduced as a regular trader between that Place and this. She certainly is without exception the finest vessel that has sailed out of this Port for a length of time. We expect she will make the voyage outwards in less than four months, which is a remarkable quick Passage.'

The *Rose*, captain Penson, did arrive in Sydney on 15 April 1808, a few months after Bligh had been deposed. As a result, the detailed manifest of goods being sent to Botany Bay (reproduced opposite) is of great interest. The list includes, for instance, £1330.1.5 worth of printed cottons and over £666 worth of 'Glass and Earthenware'. Significantly, the *Rose* also carried over a thousand pounds sterling worth of 'Porter and Ale' and – the single largest consignment – £1936.3.3 of 'Wine & Spirits'.

Indeed, these consignments meant that the *Rose* was immediately embroiled in the saga of the mutiny against Bligh, as Lieutenant-Colonel Foveaux launched an investigation into reports that the *Rose* had travelled 'without producing a license from the East India Company', and, equally seriously, that the vessel was reported to have left England with more than eight thousand gallons of spirits, but reported landing only a little more than two thousand. The resulting feud between the acting government and the new ship's captain Richard Brooks escalated into open hostility, and the ship was impounded. More, Bligh himself was incensed that Foveaux planned to send the junior officer James Symons to England on the vessel's return voyage, and wrote imperiously to Foveaux declining to give his consent to allow someone 'deeply implicated in mutiny and other offences' to sail (see *Historical Records of New South Wales*, vol. VI, pp. 742-753). Captain Brooks finally managed to sail on 15 September 1808.

Printed Cottons - - - - -	£1330. 1. 5
Various Little - - - - -	1638. 11. 2
Glass & Earthenware - - - - -	666. 12. 2
Cordage - - - - -	298. 15. 3
Hardware - - - - -	55. 5. 8
Soap - - - - -	474. 14. 10
Pullicats - - - - -	289. 2. .
Limes & Lime - - - - -	84. 4. 2
Canvass - - - - -	276. 10. 11
Painters Colours - - - - -	159. 4. 2
Gloves - - - - -	31. 2. .
Porter & Ale - - - - -	1071. 13. .
Anchors - - - - -	208. 4. 3
Tea & Sugar - - - - -	708. 5. 4
Lead & Sheet - - - - -	222. 13. 6
Cucubles - - - - -	47. 8. 9
Woolen Cloths - - - - -	1355. 14. 6
Shoes & Boots - - - - -	725. 15. 4
as sure Saddlery - - - - -	406. . . .
Shirts - - - - -	313. 6. 8
Silks - - - - -	231. 16. 2
Ironmongery - - - - -	888. 12. 7
Ribbons - - - - -	125. 13. .
Candles - - - - -	157. 1. 5
Confectionery - - - - -	158. 2. .
Medicines - - - - -	232. 19. 6
Stationery - - - - -	110. 4. 3
Slops - - - - -	521. . . .
Butter - - - - -	157. 8. 7
Wine & Spirits - - - - -	1936. 3. 3
Empty Casks - - - - -	190. 18. .
Corks - - - - -	25. 7. 6
Hosiery - - - - -	260. 18. .
Flax - - - - -	320. 12. 6
Cheese & Hams - - - - -	1217. 14. 1
£16,898. 2. 11	

A Monsieur
Monsieur Freycinet
Capitaine de Frigate
Des Bords

Paris 14 J^{et} 1804

C'est avec grand plaisir Monsieur
que j'ai reçu votre lettre qui
m'a été remise par m^r Ransauet
je conçois la privation qu'il doit
vous causer non de part, mais
combien la perte nouvelle que l'a
rendu nécessaire doit affliger la
malheureuse mère, et augmenter
les tristes que donnent à votre ami
ses services personnels.
Hyacinthe est occupé à Dunkerque
à l'armement de son Brick le
husard. Il est vrai que sans ce port
il n'y a presque rien de ce qu'il y a
cette opération et que la patience vous
est si fort une vertu bien nécessaire
après l'assurance du Sincere
attachement avec lequel
j'ai l'honneur d'être, Monsieur,
votre dévoué serviteur
M^{re} de Manerbe et son fils
Normandie chez m^r de la Roche-Dougainville

14. BOUGAINVILLE, Louis Antoine de.

Autograph letter signed, to Louis de Freycinet at Le Havre.

Single sheet, 320 x 208 mm., wove paper, folded in half, further folded to letter size, central panel addressed with remnants of red wax seal, in excellent condition. Paris, 14 July, 1809.

FROM THE OLD GUARD TO THE NEW.

A wonderful letter from one great explorer to another: written on Bastille Day by an 80-year-old Louis de Bougainville to the 30-year-old young blood Louis de Freycinet, at this point working on the publication of his narrative of the Baudin expedition and otherwise cooling his heels and waiting for a command. Eight years later Freycinet would sail on his own world voyage, in the *Uranie* for Australia and the South Seas.

Bougainville's letter, written in the shaky hand characteristic of his old age, is addressed to "monsieur Freycinet capitaine de fregate au Havre". Bougainville thanks Freycinet for his recent letter, passed on to him by Ransonnet. Bougainville sympathises with Freycinet for the problems that Ransonnet's departure must have caused him, and for the problems endured by his unfortunate mother (details unclear).

Hyacinthe de Bougainville (Louis' son, later an explorer in his own right who would visit Sydney in 1825) is in Dunkirk seeing to the arming of his vessel the *Hussard* (one of two commands he would have between 1807 and 1809 as a result of his father's intervention – see below). It's true, says Bougainville, that these tasks in port seem to become almost endless; for all of you, he says to Freycinet, patience becomes an essential virtue.

Bougainville, always affectionate towards and admiring of Freycinet, had special reason to be grateful to him for the part he had played in protecting his son Hyacinthe in the late stages of the Baudin expedition. Hyacinthe had joined the Baudin voyage as an 18-year-old midshipman, but managed to make himself detested by Baudin for his ill-concealed outrage at his commander's cruelty and obstinacy. During the expedition's stay in Port Jackson, Bougainville applied for a transfer to the *Naturaliste*, which Freycinet was preparing to sail back to France with its collection of natural history specimens; the request was 'denied in the harshest manner by Baudin'. Bougainville then 'feigned a serious illness to be repatriated. In the local doctors he found strong allies to sway Baudin, who was glad to seize the opportunity, according to Bougainville's Port Jackson journal of 1802, to send back "a poison which the commander said he was glad to be rid of, an expression worthy of him"...' (*The Governor's Noble Guest*, ed. M.S. Rivière, p.9). Baudin's death before his own return to France did not save the young man as Baudin had already reported unfavourably to the Minister for the Navy in his despatches. However, arriving home under the protection of his captain, Freycinet, and then receiving the benefit of 'strenuous interventions and active petitions' from his father had saved Hyacinthe de Bougainville: he would subsequently have a splendid career in his own right, and would return to Sydney on his ship the *Thétis* in 1825 (an interesting footnote is that the Ransonnet referred to earlier in this letter, also a midshipman on the Baudin expedition, would sail with him on that voyage).

This is a remarkable letter connecting Bougainville, the greatest French explorer of the 18th century, with Freycinet, the most important and influential of the 19th century.

15. [NAVIGATION] ANONYMOUS.

Voyages autour du Monde. Notes extraites de divers ouvrages étrangers & traductions.

Octavo, manuscript in ink on about 140 pages, in English and French, some browning; original binding of mottled sheep, rubbed, in a folding cloth box. ?France, circa 1810-1820.

MANUSCRIPT COLLECTION OF VOYAGERS NOTES FOR AUSTRALIA AND THE PACIFIC.

A remarkable manuscript compilation of voyage articles written in French and English, assembled by an unknown writer towards the start of the nineteenth century, and of great interest for its material on Australia and the Pacific.

The manuscript is written by the same hand throughout, but appears to have been added to at different times over the years. The various materials that comprise the text have been put together by someone with a strong interest – probably professional – in navigating Australian, Pacific and Asian waters. Although it is anonymous, the work nonetheless provides a significant insight into navigation at the turn of the nineteenth century.

The manuscript includes a particularly interesting section on Australia as no less than fifteen pages discuss Port Jackson, the coast of New South Wales, and the route eastward to Cape Horn, a section which appears to be based on personal experience and local knowledge, and which is au fait with the work of John Hunter and, especially regarding currents in Australian waters, Matthew Flinders. There is even a note about a flood of the Hawkesbury that destroyed many small holdings ‘a few years ago’.

A number of digests of printed accounts appear early in the manuscript (extracts from Bougainville, a translation into French of Captain Heywood on the River Plate, an extract from Horsburgh on South America, from Krusenstern on Macao and the East Indies); these are followed by longer, more personal entries on Port Jackson and Cape Town, as well as directions for sailing from the Cape of Good Hope to Bombay, along the Malabar Coast and Ceylon, or from Mauritius to Ceylon by the middle passage (from a 1791 voyage). Extensive notes are present on Timor, the China Sea, and the Straits of Sonda, and the author is knowledgeable about Antarctic islands such as Campbell (here said to have been discovered ‘about 8 years ago’ by Captain Walker). The work concludes with the beginnings of an abridgement of Kotzebue’s voyage in the *Rurik* and a note on the west coast of Africa to Cape Frio.

Another section on Cape Town relies on personal impressions: ‘I have known the south-easters blow so strong that a ship could not bring up under Penguin Island, but was driven to sea till the violence of the wind abated’ he writes at one point. The most intriguing reference is in a section discussing the typhoons of the China Sea. This is one of the sections that is clearly dated, as the author comments that during ‘these last seven years’ several British ships have been dismasted and foundered as a result of typhoons (including HMS *Neptune*, *Elphinston*, *Ocean* and *True Briton*; these vessels sank between 1809 and 1812). More intriguing, though, is a comment in this section that ‘Capt. Krusenstern, the Russian circum-navigator, informed me that the mercury fell below the graduated scale of 27 inches in his marine barometer, during the progress of a ty-foong, when near the Japan islands...’.

running oblique, or contrary to the wind, a very turbulent and high sea, is thereby produced.

On the south coast of China, the current is much governed by the wind; when strong S.W. winds prevail, it runs along shore to the eastward, - blown strong. Near, and amongst the islands westward of Macao, there is generally a westerly current, occasioned by the freshet from Canton River, which sets in that direction; frequently sweeping along the islands from Macao to St. John's between NW and WNW, about 1 to 2 miles per hour. This westerly current is, however, not always constant in the S.W. monsoon, for it slackens at times; then a weak tide, may sometimes be experienced to set to the eastward.

On the coast of Luconia, and Calian, the current generally sets northward in the S.W. monsoon, but frequently there is none, and near these coasts, it seldom runs very strong. Near the Bathie Islands, it sometimes sets to the eastward, when strong westerly winds prevail; but generally strong to the northward, or between NNW and NE.

^{made in the NE monsoon} During the NE monsoon, the current in the China Sea, generally runs to the eastward before the wind, with a velocity proportionate to its strength; for when strong gales blow in the early part of this monsoon, an augmentation of the S. westerly current is produced. When the force of the monsoon is abated, or during moderate and light breezes, then

is often little or no current.

In the western parts of the China Sea, along the coast of Loo-choo-China and Malaya, the current in general, begins to run to the southward about the middle of October, sometimes sooner, on the former coast and continues until April. During the month of March, the current runs constantly to the southward - about 1 mile per day, with light easterly breezes and calms at times. On the coast of Loo-choo-China, and adjacent to the island Lianan, westerly or S.W. currents commence sometimes about the middle of September, and from lat. 15° N. they increase in strength near the land to lat. 11° N. or $11\frac{1}{2}^{\circ}$ N., then decrease farther to the southward. During the prevalence of the NE monsoon, from about lat. 14° N. to Cape Padaran, the current - frequently runs at the rate of 40 or 50, and sometimes 60 miles to the southward in 24 hours along the coast. This southerly current is not always strong, and it is confined to the limits mentioned; for it abates at Cape Padaran, and runs with less velocity to the SW. toward the entrance of the gulf of Siam.

On the south coast of China, the current during the NE monsoon, runs almost constantly to the S.W. westward, parallel to the land, and sometimes with incommensurable rapidity, when a typhoon, or a storm happens. At the distance of 20 or 30 leagues from the coast, the current seldom runs so strong as near it, and out in 30 or 40 fathoms water, there is much less current than in shallower water, near the shore.

Mon cher Monsieur Chauvin, voici les deux premières
parties de mon voyage que je vous offre, et je désire que
leur lecture vous soit de quelque intérêt. Je pense que
les cartes jointes, je chercherai des renseignements sur les
points passés. Ma mère au port avant de venir à Paris
qui vous en parlera et des observations que vous avez pu en faire. Dans
le petit manuel que j'ai écrit, j'ai écrit ce que
vous pourrez trouver une légère preuve de ma gratitude et de

mon attachement

Avec affection

J. Millier

Mes compliments à votre aimable mère et à votre père

Demoiselle

16. DUMONT D'URVILLE, J.S.C.

Autograph letter signed to Mr. Chauvin presenting a copy of the official account of his voyage.

Single sheet of laid paper, 207 x 260 mm., folded vertically to form a letter, written in a small and neat hand on first page and addressed – but not stamped – on the last, old folds; excellent. No place, no date but circa 1832.

DUMONT D'URVILLE PRESENTS HIS NEW WORK TO A SCIENTIFIC OPINION-MAKER.

Attractive letter in which the great Pacific and Antarctic explorer Dumont d'Urville presents the first parts of his official voyage account to the natural historian F.J. Chauvin of Caen, active in botanical studies in the mid-nineteenth century. Chauvin's herbarium is still held at the Université de Caen, and his name is memorialised in several plant names.

In the letter, Dumont d'Urville sends Chauvin the “first two parts” of his voyage account, in the hope that they will of interest. It may be that he was sending the first parts of the historical narrative of the voyage, first published in 1830, but given Chauvin's botanical studies, it is probably fair to assume that he was being sent the two parts of the *Botanie* volume, edited by Lesson & Richard (*I. Essai d'une Flore de la Nouvelle Zelande. II. Sertum Astrolabianum*, Paris, 1832-4). Only as a postscript to the letter does Dumont d'Urville remember to offer his regards to Chauvin's wife and little girl.

Dumont d'Urville had sailed on the *Astrolabe* (Duperrey's old ship the *Coquille*, renamed in honour of La Pérouse) from Toulon in April 1826. He was instructed to explore the principal island groups in the South Pacific, completing the work of the Duperrey voyage, on which the commander himself had been a naturalist. Because of his great interest in natural history, huge amounts of scientific data and specimens were collected, described and illustrated in sumptuous folio atlases. The expedition stopped at the Cape of Good Hope, passed through Bass Strait visiting Port Phillip, and arrived at Sydney on 1 December 1828.

Extensive visits were made to both Sydney and Parramatta, where Dumont d'Urville visited Samuel Marsden; the expedition sailed for New Zealand in January 1827, explored Tasman Bay, found a pass between an island in Cook Strait and the northern shore of South Island (the island consequently named D'Urville and the strait French Strait) and worked up the coast of North Island, completing the ‘most comprehensive exploration of the islands since Cook's death’. They made Tonga in April 1827, explored the Fiji Archipelago, New Britain and New Guinea. In November, after a stop at Amboina, they coasted along the north-west coast of Australia and reached Tasmania. In 1828 they continued to Vanikoro in search of traces of La Pérouse, and stopped at Guam in the Marianas, before returning via the Cape of Good Hope, reaching Marseille on 25 March 1829.

17. [MACARTHUR] HILL, Patrick.

Autograph letter signed to Naval surgeon Campbell France with many details of life in Sydney.

Autograph letter of 4 pp., 225 x 185 mm., written in a neat hand, old folds, very small tear at the original black wax seal; excellent, with postal stamps for 1833 and "India Letter Ramsgate". Liverpool, New South Wales, 22 March, 1833.

A SYDNEY FIGURE CHRONICLES MACARTHUR'S DECLINE IN PRIVATE CORRESPONDENCE.

Highly informative, detailed and charming letter, written by the Liverpool resident Patrick Hill, Justice of the Peace and surgeon at Liverpool Hospital, to his friend the naval surgeon Campbell France, full of details about life in Sydney, including comments on the madness and decline of John Macarthur which were evidently based on personal acquaintance.

Campbell France would certainly have been glad to hear all of the latest news from the colony, as he had been a regular visitor to Port Jackson in the 1820s and 1830s, making at least seven voyages to Australia as the official surgeon on board various convict vessels. Hill and France were fast friends and the letter begins with details of the complicated financial arrangements existing between the two men. The second half of Hill's letter gives a fascinating account of life in Sydney in 1833: 'The Colony altogether is in a very thriving state; our export of wool this year has been estimated at two hundred thousand pounds.' Hill has personally acquired a flock for £150, and has sold £44 worth of wool in the first six months. Delighted with his returns, he has even been able to get a fine overseer as 'men of character are arriving every day – the Emigration to the Colony has been immense this last year 2300 free emigrants and 300 of them Mechanics.'

Easily the most interesting passage relates to the poor health of John Macarthur: 'Mr Macarthur became so ill [with] symptoms of aberration that it has been considered necessary to put him under restraint; this I am sure will not surprise you much! as you had an opportunity of seeing him at Port Stephens when I believe he was very eccentric.' Evidently, France and Macarthur were acquainted but scarcely great friends; as the letter intimates, they must have met during the period of Macarthur's controversial steering of the Australian Agricultural Company, which had assumed a million-acre grant in the Hunter in 1824. Hill also notes that the 'old Gentleman' is to go to Camden, but that his poor health is the 'cause of much uneasiness to the family', although they have long delayed before having 'recourse to legal steps.' However, Hill concludes the passage, the Macarthur family is building a 'suitable Mansion at Camden which will be the best house in the Colony.'

Hill's letter concludes with more general notes on the colony: 'The Governor [Sir Richard Bourke] is I believe pretty well liked in the Colony. He has had another severe fall from his horse which has confined him for several weeks' and that there has been 'little or no bushranging for the last few months.' The letter was sent to London, and apparently carried privately as there are no New South Wales stamps: the letter, after travelling all the way to Falmouth, finally reached Campbell France on board HM Steam Vessel *Rhadamanthus* in the West Indies.

Liverpool New South Wales
22^d March. 1833

My Dear Friend,

We had the pleasure of receiving your letter, also the articles you have taken so much trouble to procure for us, quite safe, for which we have to thank you a thousand thanks. - I have deferred writing, in expectation that each successive ship from England would bring us news of your appointment to Government ship - however as I hear no tidings of you, I must defer no longer acknowledging your kindness and friendship must feel great satisfaction with his floor cloth and what you have sent out. - I have told Anderson to let me know when he remits to you, and I will pay over to him, the amount I am indebted, so that the whole may be consolidated in one Bill. - It shall be just again please about the Cattle - as however you may wish to change your mind, I will not include the amount in this remittance.

I am happy to be able to give you a favourable account of your Bank capital - I cannot at this moment say what it amounts to having mislaid the Memo I got from the Cashier when I paid in your last dividend - but it amounted to £11. 17 for the Half Year - ten pounds only was paid up, and they will make nine but even so, and on former occasions I had made it up to £10 - for instance the Div paid in last July was £9. 4/- I hope the next ^{half} year it will come nearly to the £15 which sum at all events I will endeavour to pay up - for if it exceeds £12. 10/- I shall be compelled to do so.

J'ai fait rappeler au moment de mon départ
à l'école, que les 10 jours de vacances qui précèdent
l'entrée au collège sont réservés pour les
travaux de la semaine dernière. J'ai donc
fait dans ma dernière lettre d'arriver un
avant-coureur de moi. Je résume brièvement, quoique
un peu, l'un de ces jours de vacances : c'est la
dépense occasionnelle, un peu de la part de la
cette vie si humaine.

deux ou trois. L'aimable obligation de me rappeler
ambassadeur de mini Deangri et Dandi, au quel
j'improuve l'absence de mini intéressamment, et
de l'origine d'un grand d'apierres l'essai d'un
monter qui sont entre les mains de mortel. Je
fais à ce que je retourne ici dans et tous de
tout voyage et qu'on attende. Soit en un autre
ou deux. L'essai.

adieu, mon cher monsieur, veuillez recevoir mes
 affectueux remerciements pour l'intérêt que vous
 m'avez témoigné et voyez que si une lettre me parvient
 m'écrivant vous de part et d'autre, j'en profiterai pour
 le faire savoir à ceux qui m'ont écrit en votre nom
 et qu'il m'arrive de vous car vous pouvez leur
 rendre service de leur adresser en attendant de vous
 en la nouvelle adresse de votre maison et
 de la communication de votre nom de votre

votre dévoué, Chazot

Je suis persuadé que si madame Filloux m'a écrit
pour me faire savoir qu'elle m'a écrit
cette lettre, elle m'a écrit, à la fois, à la fois
pour me l'obliger à l'écouter.

18. LAPLACE, Cyrille Pierre Theodore.

Autograph letter signed to his agent, regarding publication of the official account of the voyage of the Favorite.

Single sheet folded to form small octavo letter, manuscript in ink on 3 pages, further central fold; in fine condition. Toulon, 27 October, 1835.

GETTING READY FOR A 'LITTLE TRIP IN THE *ARTEMISE*'.

An extensive letter by the Pacific explorer Laplace to his Paris agent, including numerous complaints and, in passing, fascinating detail about the publication and distribution of his famous account of the voyage of the *Favorite* (*Voyage autour du monde par les mers de l'Inde et de Chine, exécuté sur la corvette de l'Etat La Favorite*, Paris, 1833-35). In the course of this and his second voyage in the *Artemise* Laplace had a great effect on French trade and influence in Indo-China and the Pacific, visiting Singapore, Manila, Canton, Batavia, Port Jackson and Hobart, with particularly significant visits to New Zealand (where he was involved in events leading up to the Treaty of Waitangi), Hawaii (where his visit was effective not only in establishing trade relations but also crucial in establishing the Catholic church in the islands), and to California (where his visit to Fort Ross gave much-needed perspective on the activities of the Russian outpost there).

In this letter Laplace complains to his agent in his neat small handwriting that when he arrived in Toulon the promised copies of the newly-published *Voyage de La Favorite* had not arrived, though he knows that the copies sent to Mr Villeneuve in Cherbourg had reached him. He is not happy about the distribution of his published work: 'Je veux que vous me donniez la solution de certaines questions'. He has numerous concerns, including his worry that a failure to publish promptly will confirm the rumour that he has instead taken another command, allowing several people to take (unspecified) advantage of this; his agent must deal with all these matters.

He is worried by the claim by Madame Adelaide's aide-de-camp that they have not received one of the promised instalments of a special printing of the voyage account. He is sure that he sent her as promised, as he had done for the Queen, the first four parts of the voyage printed in sepia. But since a claim from such an authority is as good as an order, he has of course done the correct thing and he encloses a letter for Arthus Bertrand (the publisher and bookseller) instructing him to send this fourth instalment in sepia.

Various other requests and complaints to do with the publication follow (including remembering that ten copies are to be sent to the agent as a gift for him to keep as "souvenir de moi") and concluding with personal matters and asking him to remember him to Messrs Beaupré and Daussi: he would write to them himself but he is off for 'a little trip in the *Artemise*... on Sunday or Monday'. Finding it hard to finish his requests a final postscript asks him to be sure to oblige if his aunt, Mme Filleul, should ask him to exchange her stitched volume 2 for one in boards (!). His 'little trip' in the *Artemise* would ultimately become his second world voyage.

19. KENNY, John W.

Autograph Letter regarding the Parramatta and Windsor circuits.

Single sheet of wove paper, 25 x 40 cm., folded to letter-size; three-pages written in a neat and clear hand throughout, addressed to Reverend R. Adler in London, stamped "India Letter Deal" and post-paid Sydney 5 October 1836, with Kenny's monogrammed red wax seal intact, docketed by the recipient in red pen. Sydney, 5 October, 1836.

EARLY REPORT ON CATHOLIC AFFAIRS IN SYDNEY, HOBART AND NEW ZEALAND.

An interesting letter from the Catholic missionary John W. Kenny to his superiors in London, particularly detailed regarding his work in the Parramatta and Windsor region. Attractively, Kenny's monogrammed "JWK" wax seal is still present, in a clear impression.

Kenny came to Australia with Bishop John Bede Polding in 1835, originally stopping in Hobart before continuing to Sydney in March 1836. Catholic emancipation had only been effected in 1829, so the arrival of Polding and his entourage was particularly significant for the early development of the Catholic Church in Australia. Kenny was prominent in his services to Catholic convicts, and is now remembered for his *History of the Commencement and Progress of Catholicity in Australia, Up to the Year 1840* (Sydney, 1886), which was the first extended treatment of the subject to be published.

In the letter, Kenny laments that he is 'very poorly from the effects of the Influenza which now prevails', but is nonetheless able to send this letter via the *William Harris*, which sailed on 17 August 1836. Kenny gives an account of his recent work, beginning with his efforts in Parramatta. He is pleased with his progress, noting that the 'contributions to our Missions amount to £130 which is double the amount of last year.' Kenny is also able to discuss his correspondence with his closer colleagues. He gives a detailed account of recent transactions in Hobart, and also reports that Brother Turner of New Zealand has his health 'quite restored' and that their 'prospects begin to brighten.'

Kenny also comments on a meeting between missionaries William White and William Yate, at which he was present. Cryptically, Kenny merely notes that all charges against White have been dropped, and that it was regarded as a 'foul conspiracy', and that he 'cannot but consider Mr White a deeply injured man.' Given the date, this provides an insight into a bitter quarrel of this time, after the missionary William White purchased large tracts of land with a view to ultimately returning them to local Maori tribes. His intervention infuriated the local traders, who rallied behind Lieutenant Thomas Macdonnell: the debate became so heated that it became necessary for the British Resident at the Bay of Islands, James Busby, to intervene. It was Macdonnell who was instrumental in having White charged with adultery and recalled to England. Yate, another missionary, was evidently embroiled in this controversy, but can't have had much time to devote to it, as was in the middle of a storm of his own, having been charged with "gross immorality" by Bishop Broughton of Sydney. Kenny simply notes that 'Mr Yate's case is very bad' and that he will return to England.

Kenny closes with a brief statement of accounts (£109 in favour of S.F. Mann; £213 in favour of the Mission), and his hope that the 'enlargement and improvement' to their chapel are nearly complete, and that it will open on Sunday week, God willing: this is certainly a reference to the first St. Marys.



LETTER

76



The Rev. R. Alder
77 Hatten Garden
St. William Harris. London

Received 31 March 1837
J. H. Henry
Oct 15 1836
Product
The assignment
of Bills
- put acquit with
- return of Bills
- order



Probate of the Will
of
John Thomas Bigge Esq^{re}
deceased.



20. BIGGE, John Thomas.

Probate copy of Commissioner Bigge's will [d. 1843].

Manuscript in ink on parchment, 525 x 690 mm, with probate documents and seal; in fine condition, original folds. York, 1840.

COMMISSIONER BIGGE AND HIS PAINTING OF THE NATIVE DOG OF NSW.

Original probate copy of Commissioner Bigge's final will of 1840 (made three years before his death), here probated, signed and sealed in York in 1845.

An austere and difficult figure, Bigge had died alone in London following an accident at the Grosvenor Hotel; he was buried as his will here shows that he required, 'without ceremony or superfluous expense'.

John Thomas Bigge had been one of the most controversial visitors to New South Wales in the early colonial period, effectively bringing down Macquarie's government when he played Sir John Kerr to Macquarie's Whitlam during the colony's greatest and grandest early expansion. Bigge's Commission of Enquiry into the transportation system proved in fact a systematic London-promoted assault on Macquarie's administration of New South Wales that ultimately forced the governor's resignation.

Bigge was also sometime Chief Judge of Trinidad as well as Commissioner of Enquiry to the Colony of the Cape of Good Hope. He died a man of some means, making bequests of about twenty-five thousand pounds in cash as well as properties in Ludgate Hill and Little Bridge Street, London. His will shows his connection to an elite band of colonial administrators, with cash bequests to some of his former colleagues including the former governor of Antigua, and one of the judges of Trinidad. To his sister-in-law Mrs Hanway Bigge he leaves 'the Mahogany Press that was made for me in the island of Mauritius'.

Of particular interest is his bequest to his friend Lord Colborne of Berkeley Square of a 'picture which I caused to be drawn of the native dog of New South Wales'. Who did he cause to make the picture? And was the specific bequest of a picture of a dingo to be a wry joke from beyond the grave? The dingo had been known in England from the 1790s when Governor Phillip had arranged for a live specimen to be delivered to the Earl of Salisbury at Hatfield House.

21. STRZELECKI, Paul Edmund de.

Manuscript letter and memorandum sent to Edward Curr of the Van Diemen's Land Company.

Two manuscript documents in Strzelecki's hand, the first a letter to Curr of 8 pp. on wove paper, 188 x 113 mm., old folds, docketed on last page; together with an 8 pp. memorandum (three pages closely written), 250 x 200 mm., wove paper with original stationer's stamp at top left, also with old folds and docketed; both in excellent condition. Launceston, 17 March, 1841.

STRZELECKI THANKS CURR FOR HIS HOSPITALITY IN PORT PHILLIP.

Entertaining autograph letter and accompanying memorandum by the Polish explorer Paul Edmund Strzelecki. The letter is addressed to the recently deposed manager of the Van Diemen's Land Company, Edward Curr, who had moved to Port Phillip in 1842 and had evidently hosted Strzelecki for a few nights, probably at his house "Wolfscrag".

Paul Edmund Strzelecki (1797-1873), known as Count Strzelecki, was the first to discover gold in Australia in 1839. Later in that year he set out on an expedition into the Australian Alps and explored the Snowy Mountains, naming Mount Kosciuszko. From 1840 to 1842 he was based in Launceston, during which period he not only explored nearly every part of Tasmania, usually on foot with three men and two pack horses, but also, as the present letter attests, continued his scientific studies in excellent humour. He published his expedition accounts in several books.

Written in charming English, Strzelecki here profoundly thanks Curr, one of the founding figures of the Van Diemen's Land Company for his assistance and hospitality. 'Four days of navigation', continues Strzelecki, 'brought me safe to Lauchestown [sic]: three of these spend in the river with contrary winds – tides – narrow, wickedly winding and muddy channel: the analyse of Mineral Water proofs may interesting than that of the details of navigation – & so let me tell you at once that I congratulate the Company of having such as their principality.'

His analysis of the water at Circular Head, while technically proficient, is also rather droll: the water is, he writes, 'appeerient tonic & sufficiently disgusting to some of making them highly medicinal.' He had three tumblers full, he asserts, which was sufficient for him to be 'subjected to a purge of two days.' He found his results interesting enough, Strzelecki continues, that he is sending samples to Sir John [Franklin] and to Sydney.

The accompanying memorandum gives notes on the geology of the region around Circular Head, posing a series of questions about the capacity of the soil to grow wheat. It would appear that Strzelecki had been given the task of assessing the soil, and the manuscript lists four desiderata relating to soil quality and yield: important questions for the Van Diemen's Land Company, which had struggled to be self-sufficient.

These two manuscripts were found among the correspondence of James Gibson, Crown Agent for the Van Diemen's Land Company at Circular Head. This helps confirm that the addressee of the letter 'Mr. Curr' is certainly Edward Curr (1798-1850) one of the Company's most influential managers. Strzelecki manuscripts are almost unknown on the market.

& to Sydney about it sending
samples of that Water which
I really think worth of
the Public notice. — They resented
more to the Pyramont Waters
than to the Keldres one's —

Now for the Finale: Will
you grant me the privilege
to which the bottling, corking
& analysing the Mineral Water,
entitles me to — of drinking
them gratis & ad libitum when
ever I myself at their source.

Excuse haste & hurry &
this brief epistolary offering
— I am off in a day or two
for McQuarrie Harbour to which
I will have now a days some
difficulty to arrive when two
Years ago

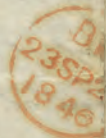
Lanchester
17th March

My Dear Mr Carr!

What I expressed to you on my
stepping in the boat at Circular
Head, is an elegant Greek Me-
taphor, that you did not play-
ed jiggs to a mill stone. I ex-
pect in a plain English, that
your kindness of long to be remem-
bered doings & sayings — I experi-
enced under your hospitable roof
lays me under most agreeable
obligations to you: — (with)
may have many such obligations
in this strange World of ours.

Four days of Navigation brought
me safe to Lanchester: I am of
these

out-station & reported that the whole party had been
 killed - a party was fitted out to ascertain the truth
 of report - but returned without any thing satisfactory
 & from the length of the Doctor's absence all hopes of his
 return were given up, when to the surprise of all the good
 people in Sydney the enterprising Doctor & all his party
~~completing their journey~~ were killed by the B. L. he landed in the



By Packet

George Harris Esq
 62. Lincoln Inn Fields
 London

W. P. Webb
 12/22 Sept 1846
 Henry Jones Esq
 12/22 Sept 1846

Part. I always considered the enterprise as a very rash
 adventure but since it has succeeded so well, I must
 say it is the most pleasing undertaking I have heard
 of in the Colony - The accounts of the Country he traversed
 are far more favorable than was generally expected
 trusting this may find you well I remain Sir

22. [LEICHHARDT] BEAN, Henry.

Autograph Letter Signed to George Burns Esq., in Lincolns Inn Fields, London.

Single sheet of wove paper, 225 x 365 mm., folded to letter size, written in a neat and legible hand, dated "Tarcoom Moreton Bay 22 April 1844 (sic)"; old folds, in excellent condition with postal stamps for Brisbane and Sydney. Tooloom, Moreton Bay, 22 April, 1846.

‘SOME REJOICING AT THE SAFE RETURN OF DR LEIDKART...’.

A fascinating letter from the Moreton Bay colony in 1846, with early news of the safe arrival of Leichhardt in Sydney after his arduous trek to Port Essington, and a challenging account of life in the region: ‘this is a rough and hard life and fitted only for a young man to undertake.’

The letter is most interesting for Bean’s comments on the safe return of Leichhardt, worth quoting at length as the opinion of a Moreton Bay local on the German explorer’s unlikely return; Leichhardt, of course, had set out from the area in late 1844. Bean writes: ‘The Colony has been lately under much excitement and some rejoicing at the safe return of Dr Leidkart (sic.) from Port Essington to Sydney. He is a German geologist and started from Moreton Bay nearly two years ago to make that Port overland. His party consisted of only seven persons and a few months after his departure Blacks came in the furthest out-station and reported that the whole party had been killed. A party was fitted out to ascertain the truth of this report but returned without any thing satisfactory and from the length of the Doctor’s absence all hopes of his return were given up, when to the surprize of all the good people in Sydney the enterprising Doctor and all his party excepting one who was killed by the Blacks, landed in the Port. I always considered the enterprise as a very rash adventure but since it has succeeded so well I must say it is the most plucky undertaking I have heard of in the Colony. The accounts of the Country he travelled are far more favourable than was generally expected.’

The author of this letter, Henry Haffey Bean, younger brother of Willoughby Bean, who had been a resident of Brisbane Waters in the 1820s and 1830s. Henry (1809-1890) is a shadowy figure, but seems to have lived in Australia for several years despite being born and ultimately dying in England. The present letter is written from Tooloom in Moreton Bay and addressed to a friend in London. Bean evidently had a difficult time in Australia, and writes that his ‘circumstances are far from being so good as they were some four or five years ago.’ He writes of having only a few stock, but is optimistic about his chances of returning home to England in the next few months with some money in his pocket. He discusses the need for Government-supported emigration to the region, and the cost of livestock (sheep 5/- per head, cattle 15/-). The property Tooloom was sold in 1846 by auction in Sydney, where it was listed as being 125 miles from the “Clarence settlement” and 85 miles from “Limestown, Moreton Bay”.

Bean has dated the letter “1844” but in error, as Leichhardt did not return to Sydney until 17 December 1845: the postal stamps, however, are clearly dated “1846”, and this is doubtless the real date of composition.

23. [MINERALOGY] MAY, Henrietta.

“List of Stones found Chiefly in the Barossa Ranges South Australia”, with two other manuscript notebooks listing mineral specimens chiefly from the Barossa.

Three small notebooks, duodecimo, with altogether 84 pages of manuscript notes; one notebook scorched lower right corner with some very minor loss, another loose in its covers but otherwise all in good condition in original decorative coloured paper wrappers. Winchester, 1857.

A WOMAN GEOLOGIST STUDIES MINERAL SPECIMENS FROM THE BAROSSA.

An unusual small collection of geological field work concentrating on the Barossa Valley in South Australia.

These notes on the geology of the Barossa Valley and elsewhere are recorded by Henrietta May of Winchester in a clutch of quite charming notebooks, which are inscribed and dated (1857) in a clear hand. Evidently an amateur, she may be seen as representative of the burgeoning group of amateur women geologists in the mid-nineteenth century. Due to the restrictions on women entering the fields of science on a professional basis – the Geological Society of London admitted no women at all, not even as guests! – they were forced to pursue their interests on their own. These notebooks provide a good insight into the working methods of the author.

The first two books must have been written during Henrietta May’s travels, and slight wear to them is indicative of fieldwork. The script, though entirely legible, confirms this: it is unaffected, and in places irregular. The notebooks provide a systematic classification of minerals and stones collected by the author and identify their localities in detail.

The first notebook is devoted chiefly to stones found in Australia, and in particular in the Barossa. Whether Henrietta May actually travelled to Australia is unclear: although a visit is certainly implied by the precise location given, we have found no record of her name in any of the obvious resources. If she did indeed visit the Barossa her presence might understandably have escaped the historical record as she would have been lost in massive crowds of people at the height of the gold rushes.

The second notebook lists minerals found across Britain. The final book, clearly written in a different environment and indexed, is a breakdown of minerals and metals in their constituent forms. It is likely that the author used it as a guide on her travels as her fieldbooks are structured accordingly.

As a group these notebooks are an attractive survival, and quite poignant evidence of serious investigations being done in geological science, traditionally a male domain, by a woman on her own.



56
 Cobalt, arsenic, iron. Grey Cobalt,
 crystallized
 lamelliform
 stalactitic
 Iron, white Cobalt
 crystallized
 arborescent
 reticulata
 botryoidal
 stalactitic
 amorphous
 —, sulphur, iron. Sulphuret of Cobalt
 copper? Earthy Cobalt
 arsenic acid, water. Arsenical Cobalt
 sulphur, iron, water. Red Nickel
 Nickel Native Nickel
 arsenic. Arsenical Nickel
 iron, arsenic acid, water. Nickel Cochre
 soly. Carmelite

57
 Native Metals & Metalliferous
 Minerals
 Silver Native Silver
 crystallized
 granular
 massive
 arborescent
 —, antimony. Antimonial Silver
 crystallized
 massive
 arsenical
 globular
 —, molybdena? Molybdaic Silver
 —, sulphur. Sulphuret of Silver
 crystallized
 amorphous
 black
 massive
 tuberculent

Empfangen Sie, verehr-
ter Herr von Adlung, bei
dieser Gelegenheit das wie-
derholte Versprechen,
meiner vollkommenen
Achtung und Ergebenheit.

Op. Fr. Lütke

13/25 Oarmst. 1872.

S. Petersburg. d. ¹⁰/₂₂ Octob.
1872



Verehrtester Herr
von Adlung,

Ihren lieben Brief
vom 12 Oct. habe ich erhalten.
Nach reiflicher Über-
legung der beschaffenden An-
gelegenheit und alle Er-
kennungen eingezogen,
habe ich mich leider! über-
zeugt, daß auf dem ge-
richtlichen, ordnungsmäßigen
Wege in der Laurussache
gar nichts zu thun ist.
Nur eine direkte, künftige
Vorstellung vom Minister
der Aufklärung an S. M.
den Kaiser, wie in dem von
Ihnen citirten, Falle der
Töchter der Akademiker
von Tsch. Königsberg irgend

24. LUTKE, Count Fyodor Petrovich.

Autograph letter signed “Fr. Luetke”, to Russian Privy councillor Von Adelung.

Manuscript in ink on paper, single leaf folded to form four pages, 210 x 130 mm; in fine condition. St. Petersburg, 22 October, 1872.

RARE EXAMPLE OF A LETTER BY ONE OF THE GREAT RUSSIAN EXPLORERS.

An interesting and rare private letter from the explorer Count Fyodor Petrovich Lütke.

Lütke, who started his career in the Imperial Russian Navy in 1813, was a member of Golovnin's voyage on the *Kamchatka* (1817-19). Subsequently he himself led (1821-24) the expedition to explore the coastline of Novaya Zemlya, the White Sea, and the eastern parts of the Barents Sea. From 1826 to 1829 he commanded the last great Russian scientific voyage to the Northwest coast of America: sailing to the Pacific on the *Senyavin* via Cape Horn, they reached Sitka in 1827 and spent over a month there. They continued north to Unalaska and the Aleutian Islands, going as far north as St Matthew Island and the Bering Sea, and surveying the coast of the Alaskan Peninsula as far as Kvichak Bay. Islands in the Caroline group of Micronesia were explored during the winter of 1828, and they visited Guam, the Philippines, and St Helena Island in the south Atlantic before returning to Kronstadt in September 1829.

The printed account of his voyage on the *Senyavin* is one of the rarest Pacific voyages today, and was rare even in the nineteenth century (the bibliographer Sabin could only explain this by pointing out that the small edition is said to have been almost entirely bought up within Russia, unlike other voyage publications of the period which reached a much wider audience).

Lütke became an influential member of the Russian Geographic Society, chairman of the Naval Scientific Committee, commander-in-chief and military governor of the ports of Reval and later Kronstadt, and a member of the Russian State Council. In 1873, the Geographical Society introduced the Lütke gold medal. He is commemorated by many placenames, including a cape, a peninsula, a mountain and a bay in Novaya Zemlya, as well as a group of islands of the Franz Josef Land, Baydaratskaya Bay, and Nordenskiöld Archipelago. A strait between Kamchatka and Karaginsky Island, as well as a Russian icebreaker were also named after him.

In this letter to the Russian privy councillor von Adelung, Lütke discusses the financial support of his friend's niece. Lütke gives advice on how this might be accomplished with the help of prominent members of St. Petersburg society including the Secretary of the St. Petersburg Academy of Sciences, the mathematician Paul Heinrich Fuss, past and present Ministers of Culture Counts Uwarov and Tolstoy, as well as Tsarina Olga Nicolajevna.

Hordern House Rare Books Pty. Ltd. ACN 050 963 669
77 Victoria Street, Potts Point, Sydney 2011 NSW, Australia

First Published By Hordern House Rare Books Pty. Ltd.
Produced by Hordern House Rare Books Pty. Ltd.
Copyright © Hordern House Rare Books Pty. Ltd. 2010
ISBN: 9781875567607

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