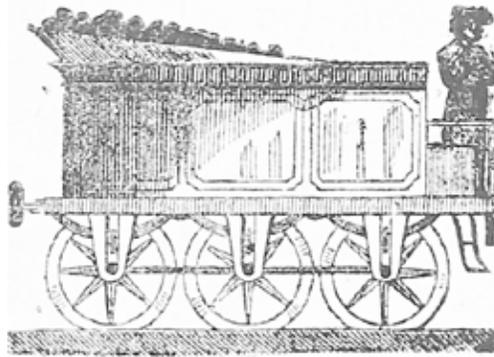


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Special List 280

RAILROADS

Economic and Political Situation in South Africa, Including Railroads No Other Copy Located

1. [ANDRADE, Alfredo Augusto Freire d']. *Relatorio*. Lisbon: n.pr. [on back cover: "Composto e impresso, Rua Eugénio dos Santos, 118, Lisboa"], (1922). Folio (28.3 x 20 cm.), original printed wrappers, with "Reservado" printed on front wrapper above the title. In very good to fine condition. 29 pp. \$125.00

FIRST and ONLY EDITION? Freire d'Andrade (1859-1929) headed a delegation sent to South Africa in 1921 to negotiate a trade agreement between Mozambique and the Union of South Africa; Portugal had had an agreement with the Transvaal, but the unification and the First World War had led to the need for a new one. He analyzes the economic and political situation of South Africa, summarizing his discussions with Prime Minister Jan Smuts (pp. 14-15) and giving an assessment of the government's stability (pp. 4-5).

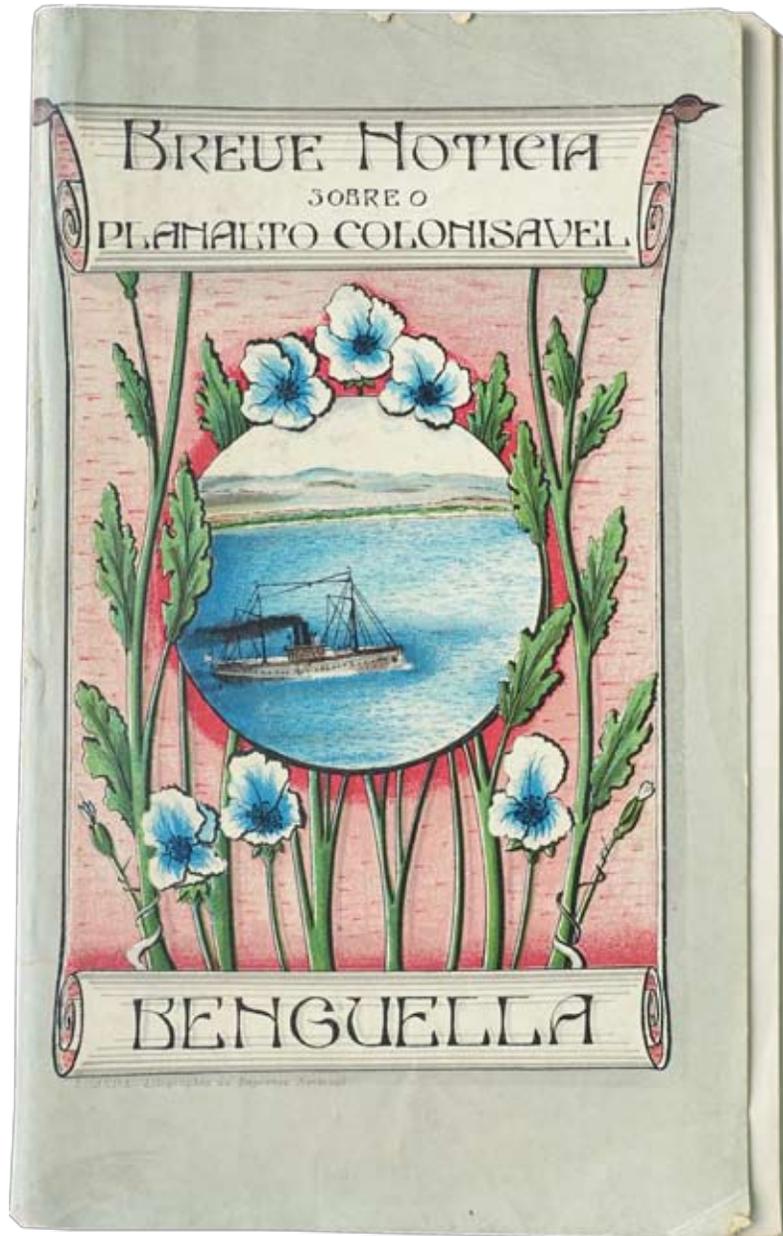
After four years as governor of Mozambique, Freire d'Andrade was uniquely qualified to evaluate the needs of that colony and how an agreement with South Africa might affect it, and he freely offers his opinions on such matters. He was particularly concerned with emigration and with making the railroads profitable, and more broadly, with what Portugal must do to maintain its empire. Cecil Rhodes (d. 1902) is mentioned briefly on p. 23.

* Not located in OCLC. Not located in Porbase. Not located in Copac. Not located in KVK (51 databases searched).

Survey of Benguela, with Advice for Colonists

2. [ANGOLA]. **Governo Geral da Provincia de Angola. Repartição do Gabinete.** *Breve Noticia sobre o Planalto Colonisavel Benguella*. Luanda: Imprensa Nacional, 1908. 8°, original illustrated wrappers (creased and slightly worn at spine). Folding map slightly browned, otherwise very good. 100 pp., (1 l. table of contents, 1 blank l.), two-color map of Africa, folding three-color map of the area around Benguela, many black-and-white photographs within text. \$175.00

FIRST EDITION of this survey of the province of Benguela, south of Luanda. Part 1 includes chapters on geography, flora and fauna, the soil, water, climate, and the indigenous



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population. Part 2 offers chapters on colonization: construction, hygiene, food, agricultural work, livestock, and crops. According to the preface, the material for the book was gathered by an expedition consisting of a physician and naturalist, an agronomist, and a topographer (José Pereira do Nascimento, Antonio José do Sacramento Monteiro, and João Maria Ferreira do Amaral), who were joined by the explorer Alfredo de Andrade.

The two-color map of the African continent shows the colonial possessions of the French, Germans, British and Portuguese. The folding three-color map of the area around Benguela includes rivers, elevations, settlements, and the railroad line. A multitude of photographs show the indigenous population, architecture, and views.

In the wake of the Berlin Conference of 1884-85 and the humiliating British Ultimatum of 1890, the Portuguese became intent on making their presence felt within Angola and Mozambique by assigning civilian administrators, encouraging trade and industry, and sending expeditions into the unexplored areas far from the coast.

* Porbase locates two copies, at the Biblioteca Nacional de Portugal and the Instituto de Investigações Científica e Tropical.

*How Much Will This Railroad Cost?
Three Years Prior to the Opening of Portugal's First Railway*

3. AVILA, J[oaquim] T[omás] Lobo d', later Conde de Valbom. *Reflexões sobre o contracto para a construcção do Caminho de Ferro de Leste.* Lisbon: Imprensa Nacional, 1853. Large 8°, stitched, with traces of wrappers. Uncut. In very good condition. 77 pp. \$400.00

FIRST and ONLY EDITION. Discusses the contract for the railroad from Lisbon to the Spanish frontier, with an extensive analysis of its probable cost. It was written in response to articles in *A Imprensa*. The history of rail transport in Portugal dates from 28 October 1856, when Portugal's first railway line was opened between Lisbon and Carregado.

Joaquim Thomás Lobo de Avila (1819-1901), Conde de Valbom, graduated from military college at age nineteen. Soon thereafter he was involved in the revolt of Torres Novas and emigrated to France, where he studied civil engineering, political economy, and administration. Having returned to Portugal in 1850 or 1851, he entered public life, serving from 1862 to 1865 as *ministro e secretario d'Estado dos Negocios da Fazenda*, from 1869 to 1870 as *ministro dos Negocios das Obras Publicas e da Guerra*, and in 1876 as plenipotentiary minister to Madrid. He also served as deputy in numerous sessions of the Côrtes. In 1875 he was elevated to the rank of Conde de Valbom. He often participated in the political battles waged in Portuguese scientific and literary periodicals.

* Innocência XII, 164. Not located in OCLC. Porbase locates three copies, all at Biblioteca Nacional de Portugal. Not located in Copac. KVK (51 databases searched) locates only the copies cited by Porbase.

4. *Bradshaw's Map of Europe shewing the Railways Opened and in Progress*. [London?]: n.p., after 1880. Folding map (44 x 62.5 cm), unbound. Some short tears and minimal loss at folds. In good condition. \$80.00

Includes insets of "Enlarged Map of Belgium and North East France", "The Environs of Paris and its Railways", and "Enlarged Map of Switzerland and the Upper Rhine".

* OCLC: gives 13 records; 12 are from 1865 [?] to 1877, and one is a twentieth-century reprint; ours differs in size and other details from all of these. The present map appears to be most similar to 829563386 (Bibliothèque nationale de France), which is dated 1875, and for which an image is available online; based on the fact that there are several routes not present on that map but present on ours, such as a connection from Tunis to Oran by way of Algiers in North Africa, we believe ours to be from after 1880.

Plan for a Santiago-Valparaiso Railroad
Printed the Year After the Opening of Chile's First Railway

5. [CAMPBELL, Allan]. *Documentos relativos al proyecto de un ferro-carril entre Santiago i Valparaiso*. Santiago de Chile: Imprenta de Julio Belin i Ca., February 1852. Large 8°, disbound. Woodcut vignette of a railway car on title page. Light browning. In good to very good condition. Early manuscript foliation in ink. (1 l.), ii, 103 pp., many tables. \$500.00

FIRST and ONLY EDITION of this outline for a railroad connecting Santiago and Valparaiso, Chile's most important seaport. The bulk of the document is a detailed report from Allan Campbell, who had worked on the line between Copiapó and the port of Caldera, complete in 1851, the second railroad in South America (preceded only by the Demarara line in British Guiana). Campbell includes information on the route, required work, expenses, and projected traffic.

According to the introduction, which is signed by Antonio Varas (one of President Montt's most trusted subordinates), the director of the project was to be William Wheelwright. Wheelwright had tried to get a contract to build the Santiago-Valparaiso line in 1842, but was unable to raise the money when the contract was granted seven years later. He turned instead to steamships, operating the Pacific Steam Navigation Company under a ten-year monopoly starting in 1840. After the monopoly ended, Wheelwright went on to build the fifty-mile Copiapó-Caldera line. When it went into operation in 1851, it was one of South America's few railroads of substantial length.

The Santiago-Valparaiso railroad, begun as a joint government and private venture, encountered many delays and difficulties. Eventually the government bought out the private stockholders and entrusted the completion to Henry Meiggs, another American entrepreneur. The final section was completed in 1863.

* Briseño I, 116: calls for only 103 pp. On the Santiago-Valparaiso railroad, see Simon Collier, "Chile from Independence to the War of the Pacific," *Cambridge History of Latin America* III, 601. OCLC: 81635123 (Harvard University, without collation); 55281515 (Biblioteca Nacional de Chile, with ii, 103 pp.); 55387245 (Biblioteca Nacional de Chile, with 103 pp.); 253105156 (Staatsbibliothek zu Berlin, without collation). Not located in CCPBE. Not located in Rebiun. Not located in Copac. KVK (51 databases searched) repeats Staatsbibliothek zu Berlin and adds Österreichische Nationalbibliothek.



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Railroad in Colombia

6. [COLOMBIA]. *Informe del gerente del Ferrocarril de Antioquia*. Medellin: Impr. del Dpto.-Director, Lino R. Ospina, 1894. 4°, printed front wrapper. Browning, chipping, tears. In less than good condition. Circular postal stamp from Medellin, June 22, 1894 on front wrapper. Contemporary ink manuscript address to Julio Betancourt, Minister of Colombia to Spain, Madrid, written vertically in outer margin of front wrapper. 40 pp. \$100.00

FIRST and ONLY EDITION, rare, of this report on the construction of a railroad in Colombia.

* Not located in OCLC. Not located in CCPBE. Not located in Rebiun. Not located in Copac. Not located in KVK (51 databases searched).

*Stagecoaches from Santiago to Talca
To be Replaced by Rail Lines
No Other Copy Located*

7. COMPAÑIA NACIONAL DEL SUR, Santiago de Chile. *Proyecto de una sociedad para establecer una línea de carrajes entre Santiago i Talca. [text begins:] Artículo 1°. Se forma una sociedad anónima compuesta de 80 acciones de 500 pesos cada una* [Santiago de Chile]: Imprenta del Ferrocarril, dated 28 June 1858. Folio (34.5 x 22 cm.), disbound. Caption title. Foldlines. Light browning. Overall in good to very good condition. (1 l.) \$200.00

FIRST and ONLY EDITION. Statutes for a company to run stagecoaches from Santiago to Talca that will carry passengers, freight, and mail. The entrepreneur Adolfo Charpentier is to be in charge of buying coaches and horses, establishing post-houses, and hiring footmen. As the railroad lines advances south from Santiago, the stagecoach line will extend further south, and eventually will link Talca and Concepción. On the verso is a list of initial expenses and the company's balance.

* Not located in Briseño. Not located in OCLC. Not located in CCPBE. Not located in Rebiun. Not located in Copac. Not located in KVK (51 databases searched).

Testing a Traction Railroad in Angola

8. COUCEIRO, Henrique [Mitchell] de Paiva. *Experiencia de tracção mechanica na Provincia de Angola. Relatorio*. Lisbon: Typ. da Livraria Ferin, 1902. 4°, recent red cloth, smooth spine with brick-red morocco lettering pieces, gilt; original pale green printed wrappers bound in. Some browning and spotting; a few small chips at edges. In good to very

good condition. 100 pp., (1 l. errata), 3 large folding maps, numerous half-tones and illustrations in text, errata slip bound at end. \$100.00

FIRST and ONLY EDITION. By government decree, officials in Angola performed an experiment with a traction railroad between the Lucalla and Malange Rivers, with the aim of assessing whether such a system of transportation could usefully be implemented elsewhere in Angola. Part I gives the results of the experiment, Part II conclusions and recommendations. The halftones include photos of heavy machinery.

Paiva Couceiro (1861-1944) became a prominent public figure in the 1890s, when his heroism helped prevent Lourenço Marques from being captured. From 1907 to 1909 he was Governor of Angola. When the Republic was declared in 1910 he supported the king, and in 1911 handed in his resignation from the army, with the famous line, "Revoltou-me contra a República para salvar Portugal!" He spent the remaining years of his life (mostly in self-imposed exile in Spain) working to restore the monarchy.

* OCLC: 52856668 (Stanford University, University of Florida, Northwestern University); 652072448 (digitized from the Northwestern University copy). Porbase locates copies in the Biblioteca Nacional de Portugal, the Biblioteca Central da Marinha, the Casa do Alentejo, and the Biblioteca João Paulo II-Universidade Católica Portuguesa. Not located in Copac. KVK (51 databases searched) locates only the copies cited by Porbase.

Details on Progress of the Railroad from Santiago to Rio Maule

9. FERRO-CARRIL DEL SUR, Santiago de Chile. *Junta Directiva. Primer informe anual de la Junta Directiva del Ferrocarril del Sur presentado a los accionistas de esta empresa. (Setiembre 16 de 1856.)* Santiago de Chile: Imprenta del Ferrocarril, 1856. Large 8°, disbound. Small wood engraving of the arms of the Republic of Chile on title page. In good to very good condition. Early manuscript foliation in ink. 31 pp., large folding map, large folding table, 7 pp. \$900.00

FIRST and ONLY EDITION. Report on progress of the Ferrocarril del Sur, established in 1855 to build a railroad from Santiago south to the Rio Maule. It includes deliberations on the exact course of the line, orders of railroad ties from Chile and other materials from abroad, choice of the location for the depot in Santiago, financial status of the company, and letters by administrators and engineers.

The large folding map (82 x 32 cm.) shows the railroad's route from Santiago to Maipú, including stations, geographical features, and property owners' names.

The folding table at the end is a form for bidding on very specific parts of the railroad construction, such as grubbing and clearing, embankments, and culvert and bridge construction of various materials.

At the end, with separate caption title and pagination, is a 7-page *Ferrocarril del Sur. Acta del 12 de Setiembre de 1856*, with several more letters from administrators and engineers (not listed by Briseño either separately or together with the 31 pp. section).

* Briseño I, 263-4: calling for only 31 pp. OCLC: 55247487 (Biblioteca Nacional de Chile, calling for 29 pp.); 55387290 (Biblioteca Nacional de Chile, calling for 31 pp. and a map). Not located in CCPBE. Not located in Rebiun. Not located in Copac. Not located in KVK (51 databases searched).



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- 10. HOFMANN, Max.** *Le Trafic des chemins de fer*. Paris: Guillaumin & Cie. and E. Dentu, [1868?]. Large 8°, original pale green-gray printed wrappers (small defect to spine, corners). Uncut and partly unopened. Minor spotting. In good to very good condition. 126 pp., (1 blank l.).
\$125.00

FIRST and ONLY EDITION (?) of this work on fares and fees on France's railroad system. It includes transcriptions of much correspondence on the subject.

* Not located in NUC. OCLC: 827189305 (7 locations, including HathiTrust Digital Library; only Columbia University and University of Wisconsin-Madison appear to have the real book). Not located in online catalogue of Bibliothèque nationale de France. Not located in Catalogue Collectif de France. Not located in Copac. Not located in KVK (51 databases searched).

Railroads in the Basque Region

- 11. MARTÍN Y GIMÉNEZ, Joaquín.** *Tranvías necesarios en Navarra. Líneas de Pamplona á Irun y á Sangüesa. Concesion por Decreto de 25 de Mayo de 1880. Memoria descriptiva, facultativa y económica*. Barcelona: Establecimiento Tipográfico de los Sucesores de Ramirez y C.^a, 1880. Large 8°, original illustrated wrappers (minor foxing, slight fraying, mostly to spine). In good to very good condition. 51 pp., 1 folding map. \$160.00

FIRST and ONLY EDITION. Concerns railroads in the Basque region of Spain.

* Not located in OCLC. CCPBE locates copies at Biblioteca de Navarra and Biblioteca Pública de Lesaka (Navarra). Not located in Rebiun. Not located in Copac. Not located in KVK (51 databases searched).

French-Portuguese Phrasebook for Travelers By an Afro-Brazilian Physician Living in Paris

- 12. MOURA, Caetano Lopes de.** *Nouveau guide de conversations modernes en français et en portugais / Novo guia de conversação á moderna em francez e em portuguez, para o uso dos que viajaõ e daquelles que se applicão ao estudo d'ambas estas linguas. Nova edição, revista, corrigida, e augmentada com dialogos sobre viagens, caminhos de ferro e barcos de vapor, etc.* Paris: V^a Baudry, Librairie Européenne, 1859. 8°, original smooth cloth spine over preprinted boards (considerable wear to boards; tear at front hinge near top of spine; remains of printed spine label). Scattered foxing, but internally fine; overall in good to very good condition. 8 pp. advertisement, x pp., (2 ll.), 224 pp. Facing French and Portuguese title pages. Text in 2 columns, French and Portuguese. \$250.00

Revised edition of this phrasebook, apparently the first to appear with sections on travel by railroad and steamship, and which Lopes de Moura believed to be the first such

passages published (see pp. 175-88). His goal was to allow visitors to Brazil and Portugal to speak the language with a minimum of difficulty. The book was quite popular, going through editions of 1846, 1850, 1852, 1855, 1865, and 1872. All of the editions are very rare, with OCLC locating only a copy or two of each. The 8 pp. advertisement at the beginning is a catalogue of books available at the Librairie Européenne of V^a Baudry.

Four pages of dialogue concern a visit to a bookseller. "Deux guinées! C'est plus qu'il n'a coûté neuf." "Cela est vrai. Mail il devient si rare, que le prix augmente de jour en jour." ("Dous guinéos! Tanto não custa elle novo em folha." "É verdade, mas vai-se tornando tão raro que cada vez é mais caro.")

Lopes de Moura (1780-1860), an Afro-Brazilian author and native of Bahia, became involved in the Inconfidencia Baiana of 1798 and later fought in the Peninsular War before establishing a medical practice in Paris. There he found that he could not live on his income as a physician, and so applied himself to writing and translating: he was responsible for the translation into Portuguese of several French medical books, as well as works of Sir Walter Scott and James Fenimore Cooper. His translations had such great influence in Brazil that D. Pedro II, hearing of his financial difficulties, awarded him a pension from his private purse.

* Not in Innocência; cf. II, 12 and IX, 4 on the author. This edition not in Sacramento Blake; cf. II, 11. On the author, see Guerra, *El médico político* pp. 60-1. Not located in NUC. OCLC: 457575690 (Bibliothèque nationale de France). This edition not located in Porbase, which cites a single copy of the Paris, 1846 edition in the Biblioteca Nacional de Portugal. Not located in Copac.

Amenities at the Port of Lourenço Marques

13. [MOZAMBIQUE]. *Portugal. Colonie de Moçambique. Le Port de Lourenço Marques*. [Lourenço Marques]: Imprimerie Nationale, 1931. Large 8°, original printed wrappers (slight fading). In good to very good condition. 26 pp., (1 blank l.), one 2-color map, 3 folding half-tone photographs, illustrations and tables in text. \$35.00

FIRST and ONLY EDITION. Lists the amenities available at the port of Lourenço Marques (including coal, cranes, refrigeration, storage, repair, tugboats), fees for use, and passenger and shipping lines operating from there. Three fine, large, folding photographic panoramas (two of them sepia-tone) give views of the port. A map shows railroads from Lourenço Marques to the Transvaal and from Beira to Rhodesia.

According to an advertisement inside the lower wrapper, this is one of 19 brochures on Mozambique; others were on climate, the indigenous population, industry, education, and so on. The brochures were written for the Exposition Coloniale Internationale held in Paris in 1931.

* Porbase locates 5 copies at the Biblioteca Nacional de Portugal and one at the Escola Superior Educ. Coimbra.

Military Expeditions and Improvement of Infrastructure in Mozambique

14. [MOZAMBIQUE. Amorim, Pedro Massano de]. *Districto de Moçambique. Relatório do Governador 1906-1907*. Lourenço Marques: Imprensa Nacional, 1908. Large 8°, original printed wrappers (browned, edges chipping, top third of back wrapper missing). Light browning on first and final leaves. In good condition. Early signature across upper wrapper ("Francisco"?). Book tag inside upper wrapper. 179, ii pp., (1 blank l.). \$75.00

FIRST and ONLY EDITION. Part I includes a detailed report on military expeditions sent into the interior of the district of Mozambique to control the indigenous population, with names of those in charge and evaluations of their conduct. The governor, Pedro Massano de Amorim (see p. 168) also suggests where further military action might be taken (pp. 7-18, 22-24). His recommendations for improving the district include building lighthouses, railroads, and hospitals, cultivating natural resources, and improving laws on emigration and customs payments.

The Portuguese government had passed a law in 1907 that required colonial administrators to report in detail on the economic and social status of their territory and to suggest improvements in administration, infrastructure and public works. This was among the first of many such reports, and like all of them, it provides valuable sociological and ethnographic information on the state of the Portuguese colonies following the Scramble for Africa. The reports seem to have been intended only for circulation within the government—some even have "confidential" printed on the title page—and all are rare.

* OCLC: 145358161, listed as part of a series (1907-1916) at Stanford and University of Florida; and 183200819, part of a series with 1906-7 and 1908-9 at Universität Senckenberg. Porbase locates a copy at the Biblioteca Central da Marinha.

Quelimane: Proposed Improvements in Educational Institutions, Port Facilities, Railways, Canals, and More

15. [MOZAMBIQUE. Carvalho, F.]. *Districto de Quelimane. Relatório do Governador, 1911-1912*. Lourenço Marques: Imprensa Nacional, 1912. Large 8°, original printed wrappers (faded, minor defects). Uncut and mostly unopened. In very good condition. 144 pp., (1 l. table of contents, 1 l. errata), 1 folding map showing rivers and railroads. \$120.00

FIRST and ONLY EDITION of this report on the province of Quelimane, a seaport toward the northern border of Mozambique, now the administrative capital of the Zambezia province.

Aside from the usual information provided in this type of report regarding income, expenses, infrastructure and public works, Carvalho (who signed the work in print on p. 4) includes chapters on plans for a school of arts and sciences, for improving the district's port facilities, for harvesting wood, and for improving railways and canals. He also discusses the *prazo* system, through which the Portuguese crown gave settlers large land grants and almost total control over the indigenous population.

In 1907, the Portuguese government had passed a law that required colonial administrators to report in detail on the economic and social status of their territory

and to suggest improvements in administration, infrastructure and public works. Like all these reports, this one provides valuable sociological and ethnographic information on the state of the Portuguese colonies following the Scramble for Africa. The reports seem to have been intended only for circulation within the government—some even have “confidencial” printed on the title page—and all are rare.

* Porbase locates 2 copies at the Biblioteca Central da Marinha.

Emigration and Railroads in Mozambique and the Transvaal

16. [MOZAMBIQUE. Granger, J.]. *Boletim da Sociedade de Estudos da Colónia de Moçambique. Ano II, n.º 10*. Lourenço Marques: Tipografia “Popular” de Roque Ferreira, Agosto de 1933. Large 8°, original printed wrappers (faded, short tears to spine and edges). Slightly browned, dog-eared at front. In good condition. 64 pp., (3 ll. advt., 1 blank l.), 4 charts, 1 map, errata rubber-stamped on verso of first leaf. \$35.00

FIRST and ONLY EDITION. The sole article, “A Convenção” by J. Granger, discusses the treaties that set the terms for building railroads and for regulating emigration and trade between Lourenço Marques and the Transvaal. After a historical survey that begins in the 1880s and includes the conventions of 1909 and 1928, Granger provides a summary of the situation in 1928 and an analysis of the convention signed that year, then considers the current situation (1933) and possibilities for the future. He provides a wealth of statistical data on the type and amount of goods shipped and on population movements. The map shows the Transvaal’s railway lines.

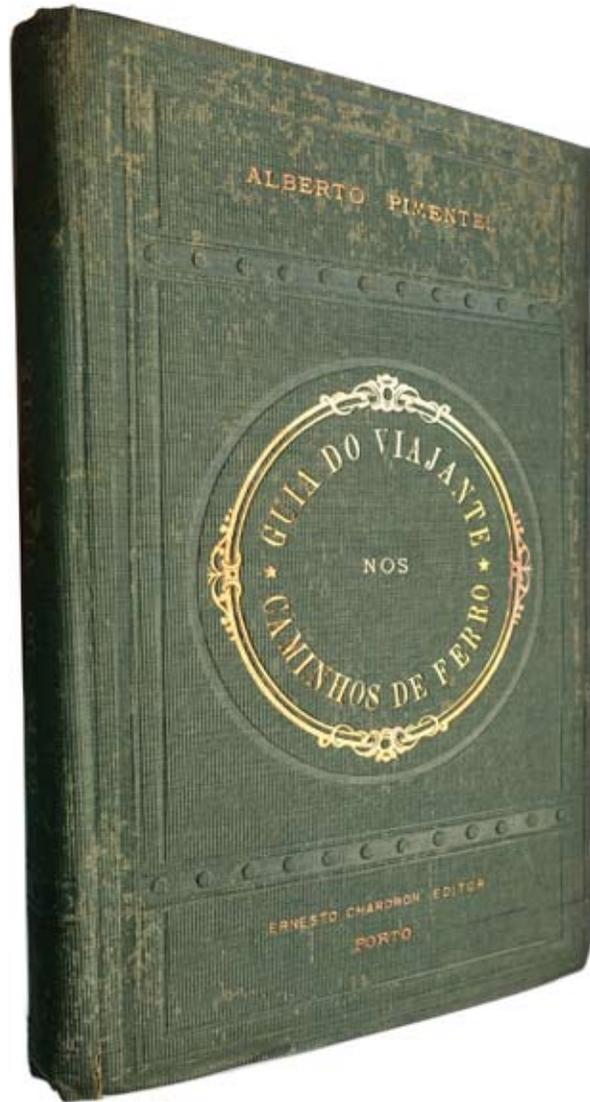
* OCLC: 183422448; 9026795 (both for the series, 1931-1947, 1948-1951). Not located in Porbase.

*With Thirty-One Photographs of Quelimane,
and Much Information on the Province*

17. [MOZAMBIQUE. Lupi, Eduardo do Couto]. *Districto de Quelimane. Relatorio do Governador, 1907 a 1909*. Lourenço Marques: Imprensa Nacional, 1909. Large 8°, original printed wrappers (lower wrapper detached, small tag at top of spine). Light foxing on map. In good condition. 305, ii pp., 31 plates with photographs, folding topographical map in two colors. \$100.00

FIRST and ONLY EDITION of this report on the province of Quelimane, a seaport toward the northern border of Mozambique, now the administrative capital of the Zambezia province. This report is lengthier than the usual governors’ reports, and is accompanied by 31 photographs with a wider range of images than most other reports of this time, including views of the Zambezi and the boats that plied it, agricultural machinery, a railroad locomotive, indigenous workers, town streets, canals, factories for processing agricultural produce, wild animals, and a house set on stilts to avoid the flooding that was (and still is) a major problem in the region.

The introduction (pp. 5-38) is a historical survey of the problem of settlement in Quelimane, with an explanation of the *prazo* system, through which the Portuguese crown



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gave certain settlers large land grants and almost total control over the indigenous population. Lupi thoroughly discusses the pros and cons of the system for the settlers and for the indigenous population, and suggests ways the system could be improved. The folding map shows topographical details and the boundaries of the district and the *prazos*.

Lupi (who signed the work on p. 305) also includes chapters on entomology, the campaign against locusts, emigration, the use of machinery, alcohol for industrial purposes, and motorized and non-motorized factories.

The Portuguese government passed a law in 1907 that required colonial administrators to report in detail on the economic and social status of their territory and to suggest improvements in administration, infrastructure and public works, including missions, schools, ports, agriculture, mines, prisons, hospitals, and almshouses. Reports such as this provide valuable sociological and ethnographic information on the state of the Portuguese colonies following the Scramble for Africa. The reports seem to have been intended only for circulation within the government—some even have “confidential” printed on the title page—and all are rare.

* OCLC: 57715348 (calling for 305, ii pp. illustrations, folding map., at Stanford University and Newberry Library); 562711827 (British Library); 183288298 (Universität Senckenberg). Porbase locates copies at Biblioteca Nacional de Portugal and Biblioteca Central da Marinha (2 copies). Copac repeats British Library only.

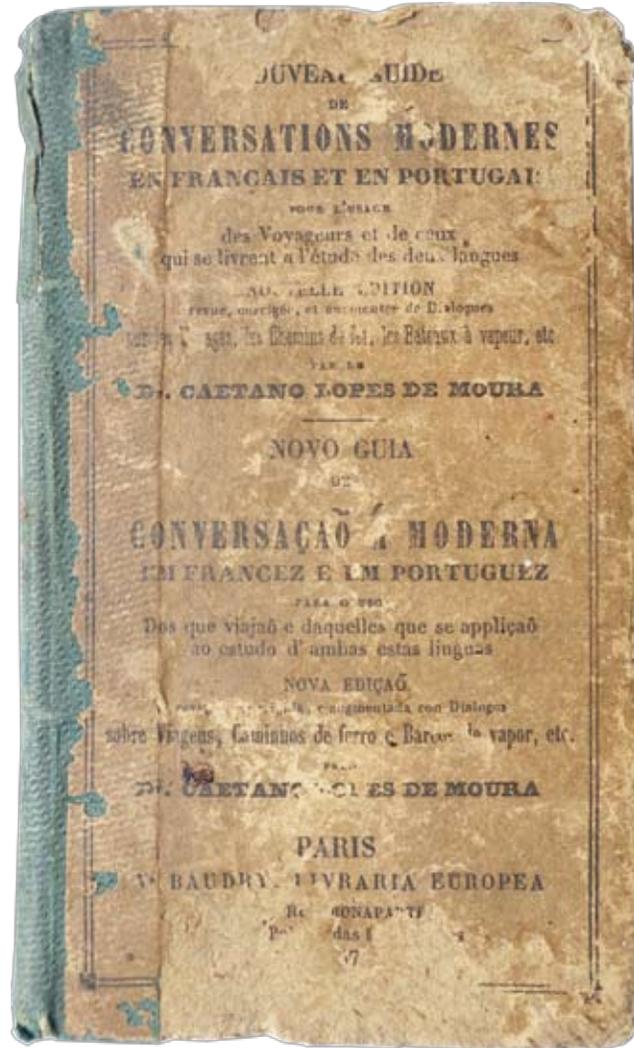
Analysis of South African Economic Relations with Mozambique

18. [MOZAMBIQUE. Rosa, João Miguel]. *Questões que interessam ao porto e caminhos de ferro de Lourenço Marques. Memoria elaborada pela Comissão do Conselho de Administração do Porto e Caminhos de Ferro de Lourenço Marques.* 2 works in 1 volume. Lourenço Marques: Imprensa Nacional, 1908. Large 8°, contemporary green quarter straight-grained morocco over pebbled cloth boards (one joint cracking, head and foot of spine defective, other binding defects), smooth spine with gilt letter and bands, text-block edges sprinkled. Light browning. In very good condition. 129 pp. 2 works in 1 volume. \$225.00

FIRST and ONLY EDITION. The *Questões* is an analysis of South Africa as it relates to Portuguese trade with the area, including the political situation, emigration issues, transportation to the Transvaal, the Transvaal as a market for goods from Mozambique, and the pros and cons of railroads and ports. The author offers on p. 103 a series of negotiating points for talks with the British. In the following year, the Mozambique-Transvaal Convention provided for Mozambicans to continue working in the Transvaal mines. João Miguel Rosa, who signed the work on p. 129 as consul in Durban, Natal, was Fernando Pessoa's step-father.

* OCLC: 16735664 (University of California, University of Florida, University of Wisconsin at Madison); 79944213 (Hoover Institution). Porbase locates two copies, both at the Biblioteca Nacional de Portugal.

BOUND WITH:



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Relatorios acerca das circumscrições das terras da coroa, 1907. Lourenço Marques: Imprensa Nacional, 1908. A good to very good copy. 150 pp., (1 l.), tables in text.

FIRST and ONLY EDITION. The *relatórios* are separate narratives of Marracuene, Manhica, Sabié, Magude, and Maputo, each signed by the administrator for that area, with information on population, railroads and other infrastructure, missions, trade, agriculture, and industry.

In the final *relatório*, Dr. Augusto da Cunha Rolla (pp. 119-151) sets out the principal diseases from which the indigenous population of the districts of Lourenço Marques and Inhambane suffers. Among the many he encountered during his travels were tuberculosis, pneumonia, asthma, dilation of the stomach, intestinal parasites, and leprosy. Cunha Rolla devotes 4 pages to alcoholism before giving his opinions on what is causing the decline in the indigenous population and offering thoughts on an 1885 study of the indigenous population of the Cape colony.

* OCLC: 3460016 (Hamilton College, Yale University, University of Florida, Northwestern University). Porbase locates one copy, at the Biblioteca Nacional de Portugal.

Mozambique and the Transvaal

19. [MOZAMBIQUE. Rosa, João Miguel]. *Questões que interessam ao porto e caminhos de ferro de Lourenço Marques. Memoria elaborada pela Comissão do Conselho de Administração do Porto e Caminhos de Ferro de Lourenço Marques.* Lourenço Marques: Imprensa Nacional, 1908. Large 8°, original printed wrappers (slightly foxed and faded). Light foxing on title page. In very good condition. 129 pp., (1 blank l.), tables in text, errata printed inside upper wrapper. \$100.00

FIRST and ONLY EDITION of this analysis of South Africa as it relates to Portuguese trade with the area, including the political situation, emigration issues, transportation to the Transvaal, the Transvaal as a market for goods from Mozambique, and the pros and cons of railroads and ports. The author, João Miguel Rosa (who signed the work on p. 129 as consul in Durban, Natal) offers on p. 103 a series of negotiating points for talks with the British. In the following year, the Mozambique-Transvaal Convention provided for Mozambicans to continue working in the Transvaal mines. João Miguel Rosa, who signed the work on p. 129 as consul in Durban, Natal, was Fernando Pessoa's step-father.

* OCLC: 16735664 (University of California, University of Florida, University of Wisconsin at Madison); 79944213 (Stanford University—Hoover Institution). Porbase locates 2 copies, at the Biblioteca Nacional de Portugal.

Where the Portuguese Railroads Will Take You

20. PIMENTEL, Alberto. *Guia do viajante nos caminhos de ferro do norte em Portugal.* Porto & Braga: Livr. Internacional de Ernesto Chardron, 1876. 8°, original green publisher's cloth, gilt title in a gilt circle on front

cover, publisher in gilt circle on back cover (some wear and staining), flat spine with gilt title. Text in 2 columns. In good to very good condition. 248 pp., (20 ll. advertisement). \$300.00

FIRST and ONLY EDITION of this lively guidebook. After two chapters with introductory material, the author outlines some of the major railway itineraries from Lisbon traveling North. The first and most extensive is that from Lisbon to Porto. Routes from Porto to Braga, from Entroncamento to Penafiel, and from Porto to Póvoa de Varzim are also given. All of the stations are described, as are some of the local tourist attractions. The stations described are Santa Apolónia, Poço do Bispo, Sacavém, Olivães, Póvoa, Alverca, Alhandra, Villa Franca de Xira, Carregado, Azambuja, Ponte de Reguengo, Sant'Anna, Santarém, Vale de Figueira, Mato de Miranda, Torres Vedras, Entroncamento, Paialvo, Chão de Maçãs, Cacharias, Albergaria, Vermoil, Pombal, Soure, Formoselha, Taveiro, Coimbra, Sousellas, Mealhada, Mogofores, Oliveira do Bairro, Aveiro, Estarreja, Ovar, Esmoriz, Espinho, Granja, Valadares, Porto: Gaia, Porto-Braga: Rio Tinto, Ermezinde, S. Romão, Trofa, Famalicão, Nine, Takem, Braga, Valongo, Recarei, Cete, Paredes, Penafiel, Mindelo, Azurara, Vila do Conde, and Póvoa de Varzim. Pages 48-69 offer a short story, "Verídicas aventuras d'um viajante alegre, Historia para matar o tempo no Entroncamento."

Alberto [Augusto de Almeida] Pimentel (Porto 1849-Queluz, 1925), journalist, biographer, essayist, dramatist, poet and novelist, was a great admirer as well as an intimate friend of Camilo Castelo Branco.

* Marques, *Bibliographia pimenteliana* 49. Innocência XX, 105 (without collation); see also pp. 101-8; XXII, 32 and 512; and *Grande enciclopédia* XXI, 664-5; Álvaro Manuel Machado in *Dicionário de literatura portuguesa*, pp. 380-1; Maria Eduarda Borges dos Santos in *Biblos*, IV, 152-5; *Dicionário cronológico de autores portugueses*, II, 322-3; Saraiva and Lopes, *História da literatura portuguesa* (16th ed.), p. 775. NUC: DLC. Not located in OCLC. Porbase cites six copies: four in the Biblioteca Nacional de Portugal, and one each at the Fundação Calouste Gulbenkian-Lisboa, and the Biblioteca João Paulo II-Universidade Católica Portuguesa. Not located in Copac. KVK (51 databases searched), locates the copies cited by Porbase, and adds one at the Universitäts- und Stadtbibliothek Köln.

Survey of Portuguese Railroads

21. PIMENTEL, Frederico Augusto. *Portugal: Common Roads, Railways and River Communications.* Lisbon: National Printing Office, 1893. Large 8°, original printed wrappers (minor defects, slightly spotted). Full-page tables in text. Uncut and partly unopened. Moderately browned. In good condition. Engraved heraldic bookplate of "MFA", i.e., Manuel [Pery de Linde] Freire de Andrade, on verso of front wrapper. 49 pp. \$50.00

FIRST and ONLY EDITION.

Frederico Augusto Pimentel was a highly respected civil engineer active during the late nineteenth century. For a dozen years he was director of public works for the district of Santarém, being responsible to a bridge over the river Tejo, and a *presídio militar*. After serving as director of railroads in the Algarve, he became national director-general of public works.

Provenance: Bookplate of Manuel Freire de Andrade (1911-1973), son of Augusto Freire de Andrade (1859-1929), colonialist and statesman, Governor-General of Mozambique,

etc. Manuel served in the South African Embassy in Lisbon and was an avid book collector. The bookplate is recorded in Avelar Duarte, *Ex-libris portugueses heráldicos* 1017; for other bookplates from the same library, cf. 1016; 1018-21.

* Not in Innocêncio or Fonseca, *Aditamentos*. For the author, see *Grande enciclopédia*, XXI, 668. NUC: DBRE. OCLC: 25025007 (appears to be a microfilm copy only: New York Public Library, Northwestern University, University of Wisconsin-Madison). Porbase locates a single copy, in the Biblioteca Nacional de Portugal. Not located in Copac. KVK (51 databases searched) locates the copy cited by Porbase, and another at the Bergische Universität Wuppertal.

*Plans for a Railroad from Lisbon to the Spanish Border
Three Years Prior to the Opening of Portugal's First Railway*

22. [PORTUGAL]. *Contracto para a construção do caminho de ferro de Lisboa á fronteira de Hespanha*. Lisbon: Typographia da Revista Universal, 1853. Large 8°, original yellow printed front wrapper (back wrapper missing, light browning). Mostly unopened. Internally fine, overall in good condition. Old ownership signature of Adolpho Souza Caroaga [?] at top of front wrapper. Old blue-bordered paper tag (mostly removed) on front wrapper. 33 pp., (1 l.). \$320.00

FIRST EDITION (thus?). Pages 3-5 include the law regarding the purchase of shares in the railroad to be constructed from Lisbon to the Spanish border. Pages [7]-33 are the stipulations for the contract, including what type of locomotives are to be used, construction of buildings required for the railroad's operation, government inspections, etc. The contract is signed on p. 33, in print, by Antonio Maria de Fontes Pereira de Mello.

The history of rail transport in Portugal dates from 28 October 1856, when Portugal's first railway line was opened between Lisbon and Carregado. The final leaf is the projected price schedule for passengers and various goods traveling by railroad.

* Not located in OCLC. Porbase locates two copies, both at Biblioteca Nacional de Portugal. Not located in Copac. KVK (51 databases searched) locates only the copies cited by Porbase.

*Building a Railroad to the Spanish Frontier: Dangerous!!
Printed the Year Portugal's First Railway Opened*

23. [PORTUGAL]. *Refutação analytica do relatorio, medidas financeiras, e contractos sobre caminhos de ferro, que apresentou á Camara dos Srs. Deputados em sessões de 8 e 29 de Fevereiro do corrente anno o Exm. Sr. Antonio Maria de Fontes Pereira de Mello, Ministro e Secretario de Estado dos Negocios da Fazenda e interino das Obras Publicas, pedindo á mesma Camara a approvação de taes medidas e contractos. Por de V. a P.* Lisbon: Typographia de Joaquim Germano de Sousa Neves, 1856. Large 8°, stitched, with traces of yellow wrappers at spine. Unopened. Light browning and a

few light stains. In good condition. (1 l.), 66 pp., (1 l. "P.S.", 1 l. errata); quire 5 misnumbered 4, but pagination follows. \$100.00

FIRST and ONLY EDITION.

Antonio Maria de Fontes Pereira de Mello (1819-1887) was responsible for the dynamic industrial and infrastructure that bears his name: "Fontismo." He served as prime minister of Portugal in 1871-1877, 1878-1879, and 1881-1886. Among Mello's initiatives were plans to build railways in Portugal, including one to the Spanish border whose contract was published in 1853.

The anonymous author of this pamphlet challenges the wisdom of building a railway line to the Spanish frontier without prior discussion with Spain, and voices the age-old fear of Spanish domination of Portugal.

* Not in Innocêncio or Fonseca, *Pseudónimos*. Not in Guerra Andrade, *Dicionário de pseudónimos e iniciais*. Not located in OCLC. Porbase locates four copies, all at Biblioteca Nacional de Portugal. Not located in Copac. KVK (51 databases searched) locates only the copies cited by Porbase.

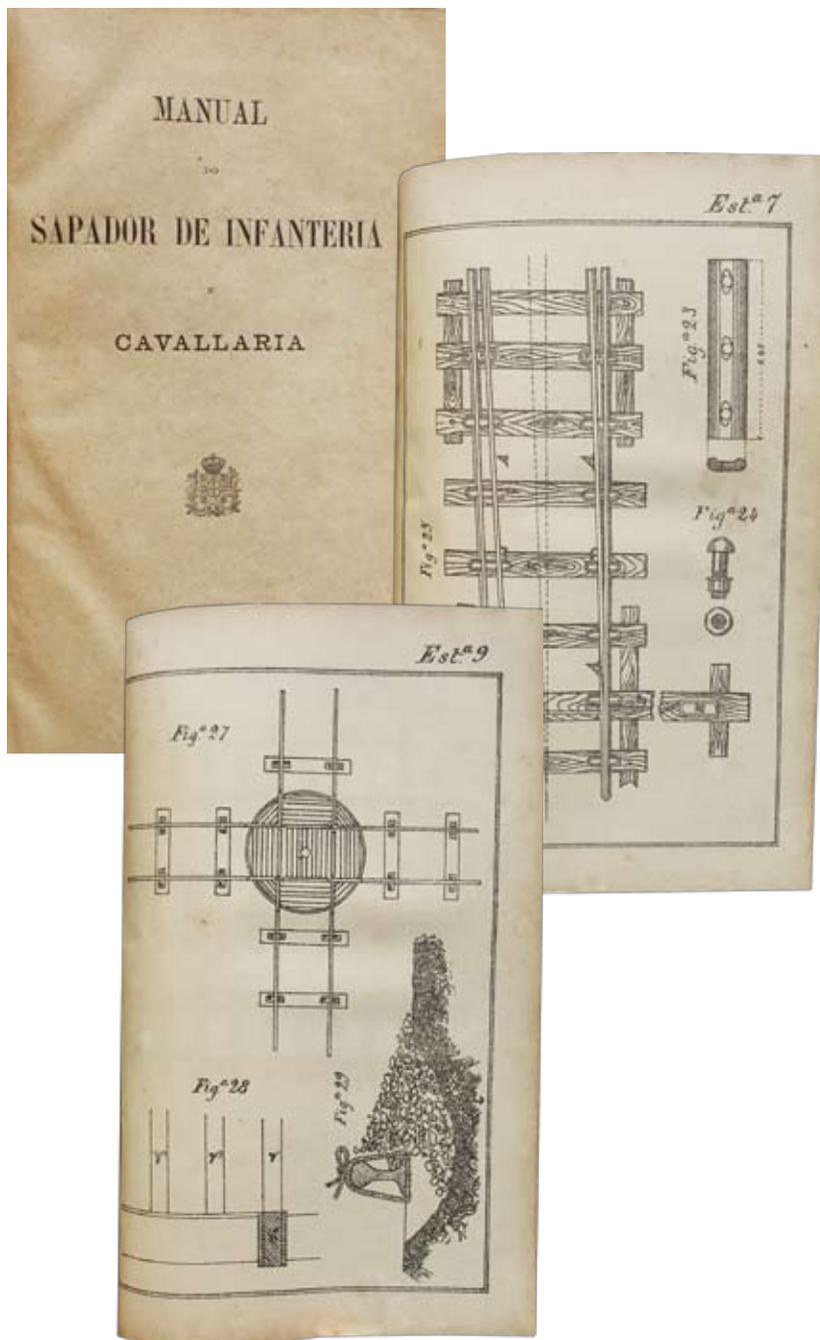
Destruction and Reconstruction of Roads, Railroads, and Docks

24. [SAPPERS' MANUAL]. *Manual do sapador de infantaria e cavallaria*. [Parts I—V]. 5 parts in 1 volume. Lisbon: Imprensa Nacional, 1894. 8°, contemporary quarter navy blue morocco over marbled boards (boards, head and foot of spine rubbed, some wear to corners), flat spine with gilt bands and title. Small royal Portuguese arms on title pages. Text and some plates browned. In good condition. Contemporary ink inscriptions, all in the same hand: "Gonçalves" in upper outer corners of second leaves of parts I, II, III and IV, as well as in upper outer corners of p. [5] of part II, title page of part IV, and p. [5] of part V. Inscription in part I, p. 65: "João Lopes Gonçalves // Sarg° da Infantª 3 [?]" . Inscription on blank verso of final unnumbered leaf in part V: "João Lopes Gonçalves // 2 [?] sargento da infant[aria] // Aluno da escola central [?] de // sargentos d'infantaria // 2° [?] anno". 65 pp., (1 l.), 31 lithographic plates (12 folding) with 97 images; 28 pp., (1 l.), 3 lithographic plates (2 folding) with 15 images; 49 pp., (1 l.), 18 lithographic plates (4 folding) with 86 images; 34 pp., (1 l.), 12 lithographic plates (2 folding) with 36 images; 13 pp., (1 l.), 4 folding lithographic plates with 17 images.

5 parts in 1 volume. \$360.00

FIRST and ONLY EDITION. Part I deals with fortification; part II with sapping; part III with improvised bridges; part IV with partial destruction of communications, destruction of obstacles, partial reconstruction of common roads, railroad crossings, and docks; part V deals with works necessary for camps and bivouac.

* Martins de Carvalho II, 447 (describing the work as a 16°; calling for only 3 plates in part I and without mention of the final unnumbered leaf; no text given for part V). Not located in OCLC. Porbase locates a single copy, at the Biblioteca Nacional de Portugal. KVK (44 databases searched) and The European Library (72 databases searched) cite only Biblioteca Nacional de Portugal.



Item 24

*Early Work on Portuguese Railroads**Printed the Year Prior to the Opening of Portugal's First Railway*

25. **SILVA, B. Martins da.** *Refutação do relatório dos empreiteiros do caminho de ferro de Lisboa a Santarem, pela analyse dos factos que precederam a suspensão das obras por parte dos mesmos empreiteiros.* Lisbon: Typographia Universal, 1855. 8°, early pink plain wrappers. In fine condition. 29 pp., (1 blank l.). \$300.00

FIRST and ONLY EDITION. An early work on Portuguese railroads, giving the management's explanation of why contractors had stopped work on the line. During the 1840s Costa Cabral sponsored a project for building a railroad from Lisbon to the Spanish border; it failed. Under Fontes Pereira de Melo (as secretary of Finance 1851-52 and secretary of Public Works 1852-56), several contracts with Portuguese and foreign companies were signed, including Waring Brothers & Shaw, and the Companhia Central Peninsular dos Caminhos de Ferro. The first trains ran in 1856.

* Not in Innocência. Not located in NUC. OCLC: 27236685 (Princeton University). Porbase locates two copies: on each at the Biblioteca Nacional de Portugal, and the Biblioteca João Paulo II-Universidade Católica Portuguesa. Not located in Copac. KVK (51 databases searched) locates only the copies cited by Porbase.

Statutes for a Railroad from Santiago to the Rio Maule

26. **SOCIEDAD DEL FERRO-CARRIL DEL SUD, Santiago de Chile.** *Estatutos de la Sociedad del Ferro-Carril del Sud.* [Santiago de Chile]: Imprenta de la Sociedad, May 1855. Folio (27.2 x 17 cm.), disbound. Typographical border on title page; less elaborate border on other pages. Small piece missing from lower corner, with loss of part of border. Foldline. In good to very good condition. Early manuscript note in ink, trimmed. 4 pp. \$300.00

FIRST EDITION. Statutes for a railway company which proposed to run over 200 km, from Santiago via Rancagua, Rengo, San Fernando, Curicó, Molina and Talca to the Rio Maule.

* Briseño I, 141: calling for only 1 p. OCLC: 55259706 and 55422011 (both at Biblioteca Nacional de Chile, with 4 pp.). Not located in CCPBE. Not located in Rebiun. Not located in Copac. Not located in KVK (51 databases searched).

*Negotiations Between South Africa and Mozambique,
Including Railroads and Emigrant Workers*

27. **[SOUTH AFRICA. Andrade, Alfredo Augusto Freire de, and others].** *Documentos.* N.p.: n.p., 1923. Folio (29 x 19.7 cm.), original printed wrappers with "Confidential" printed on upper wrapper (chipping, minor stains). In good condition. 97 pp., (1 l. errata). \$65.00

FIRST and ONLY EDITION of this collection of documents relating to the negotiations for an agreement regarding railroads between South Africa and Mozambique. They

include telegraphs, memoranda, letters, negotiating points, and meeting reports, many to and from the main negotiators: Alfredo Augusto Freire d' Andrade, governor-general of Moçambique from 1906 to 1910, and General Jan Smuts, then prime minister of the Union of South Africa.

Railroads were pivotal in the relationship between Portugal and Great Britain in southern Africa. Britain's desire for a railroad from Cairo to Cape Town had provoked the British Ultimatum in 1890, and had thereby disrupted Portugal's long-standing alliance with Great Britain. The British development of the mines in the Transvaal required greatly increased railroad access to seaports via Mozambique. In the early 1920s, the question of expanding railroad lines was still inextricably linked with the question of indigenous workers from Mozambique emigrating to work in the mines of the Transvaal (see, for example, pp. 12-19, 23-27, 67-69, 95-96), but trade restrictions and problems with currency were also frequently raised in the negotiations.

* OCLC: 25016146 (Harvard College Library); 493650648 (Centre d'Etude d'Afrique Noire-Bordeaux); 123242403 (Hoover Institution); 38773597 (without location). Not located in Porbase. KVK (51 databases searched) locates only the copy at the Centre d'Etude d'Afrique Noire.

Survey of Railways in South Africa and Its Neighbors

28. [SOUTH AFRICA. Conacher, J(ohn?)]. *Report by J. Conacher upon the Distribution of Oversea Traffic Between the South African Railways and Upon Certain Other Matters Relating Thereto.* Pretoria: Government Printing and Stationery Office, 1908. Folio (33.3 x 21 cm.), original blue printed wrappers (faded, chipping). Scattered light spotting. In good to very good condition. 36, 138 pp., with numerous tables, including 5 folding tables paginated with the text. \$100.00

FIRST and ONLY EDITION. On his visit to South Africa in February and March, 1908, Conacher was charged by the Cape Government, the Natal Government, and the Railway Committee of the C.S.A.R. to gather and analyze information on railway traffic to the interior from ports in Cape Colony, Natal and Lourenço Marques to the Transvaal and the Orange River Colony. He was to study how it was affected by port and harbor facilities, whether the railways would function more efficiently under a single administration, whether rates were in line with expenses, and how statistics on the railways could most efficiently be compiled. For that purpose, he was given full access to all railway records and officials, and he traveled on nearly all the lines as well as meeting many of those in charge of shipping goods. The numerous tables contain statistics on goods shipped, costs, income and expenses.

This work was printed the year before an important convention was signed between Mozambique and the Transvaal. It was presumably intended to assist the British in their negotiations. Conacher was told not to concern himself with political affairs.

The author is probably the same John Conacher who figured prominently among British railway men. In 1891 he was appointed General Manager on the National British Railway, but was eventually forced to resign due to the Machiavellian manoeuvres of the N.B.R. Board.

* NUC: DLC, NN, ICJ.



Item 26

29. [SOUTH AFRICA. Conacher, J(ohn?)]. *Report by J. Conacher upon the Distribution of Oversea Traffic Between the South African Railways and Upon Certain Other Matters Relating Thereto.* Pretoria: Government Printing and Stationery Office, 1908. Folio (33.5 x 21 cm.), original printed wrappers (minor defects, faded). Light browning. In good condition. 36, 138 pp. ,with numerous tables, including 5 folding tables paginated with the text. \$75.00

FIRST and ONLY EDITION. On his visit to South Africa in February and March, 1908, Conacher was charged by the Cape Government, the Natal Government, and the Railway Committee of the C.S.A.R. to gather and analyze information on railway traffic to the interior from ports in Cape Colony, Natal and Lourenço Marques to the Transvaal and the Orange River Colony. He was to study how it was affected by port and harbor facilities, whether the railways would function more efficiently under a single administration, whether rates were in line with expenses, and how statistics on the railways could most efficiently be compiled. For that purpose, he was given full access to all railway records and officials, and he traveled on nearly all the lines as well as meeting many of those in charge of shipping goods. The numerous tables contain statistics on goods shipped, costs, income and expenses.

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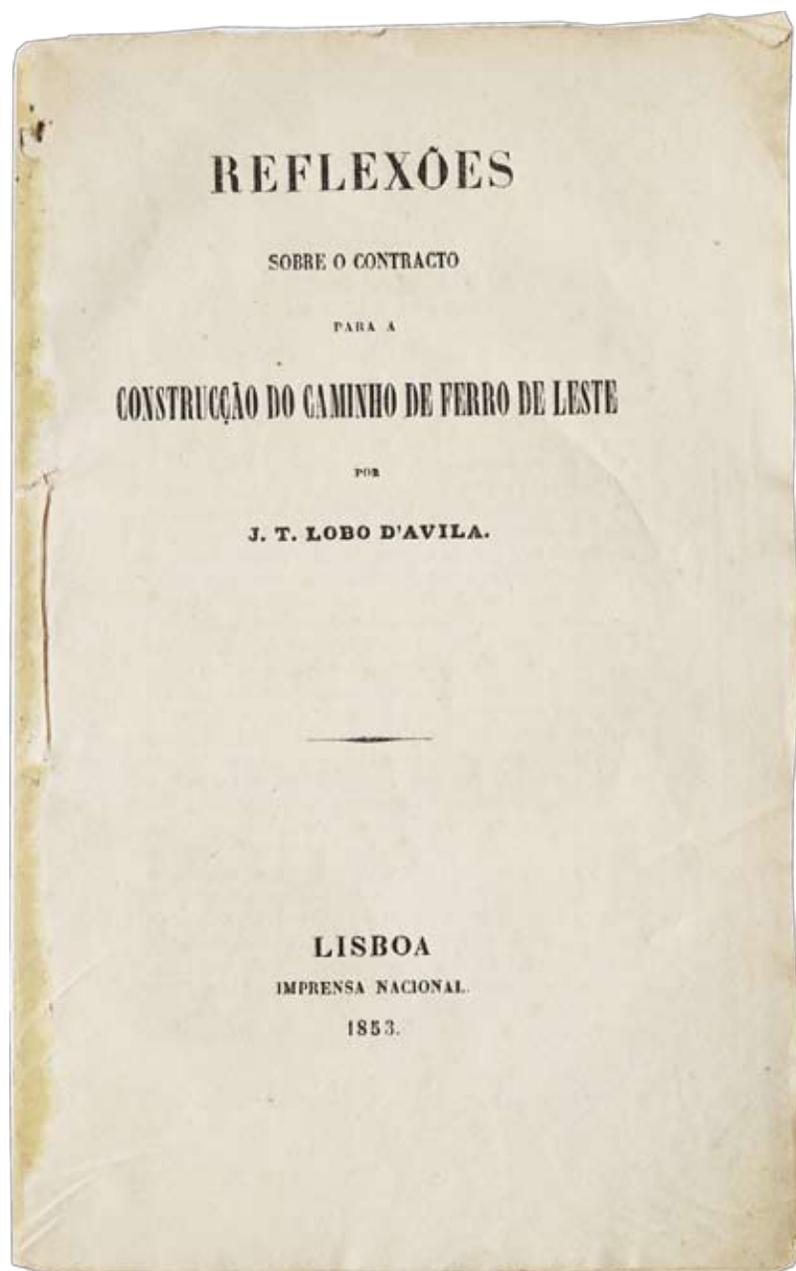
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* NUC: DLC, NN, ICJ.

30. [WARING, Charles, with preface and appendix by W. Darley Bentley]. *Brazil and Her Railways &c. &c. Reprinted from the Fortnightly Review, with Preface and Appendix by W. Darley Bentley, Brazilian Consul-General for Canada.* Montreal: Gazette Printing Co., 1883. Large 8°, later plain beige wrappers with original gray printed wrappers bound in (faded, short tears and nicks). Some browning. In good condition. 20, iv pp. \$85.00

First separate edition; it was originally published in the *Fortnightly Review*. The tables at the end show trade between Canada and Brazil.

* OCLC: 54976879 (Denver University Library, University of Wisconsin-Madison); 890959573 is digitized; 470657751 is microfiche.



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