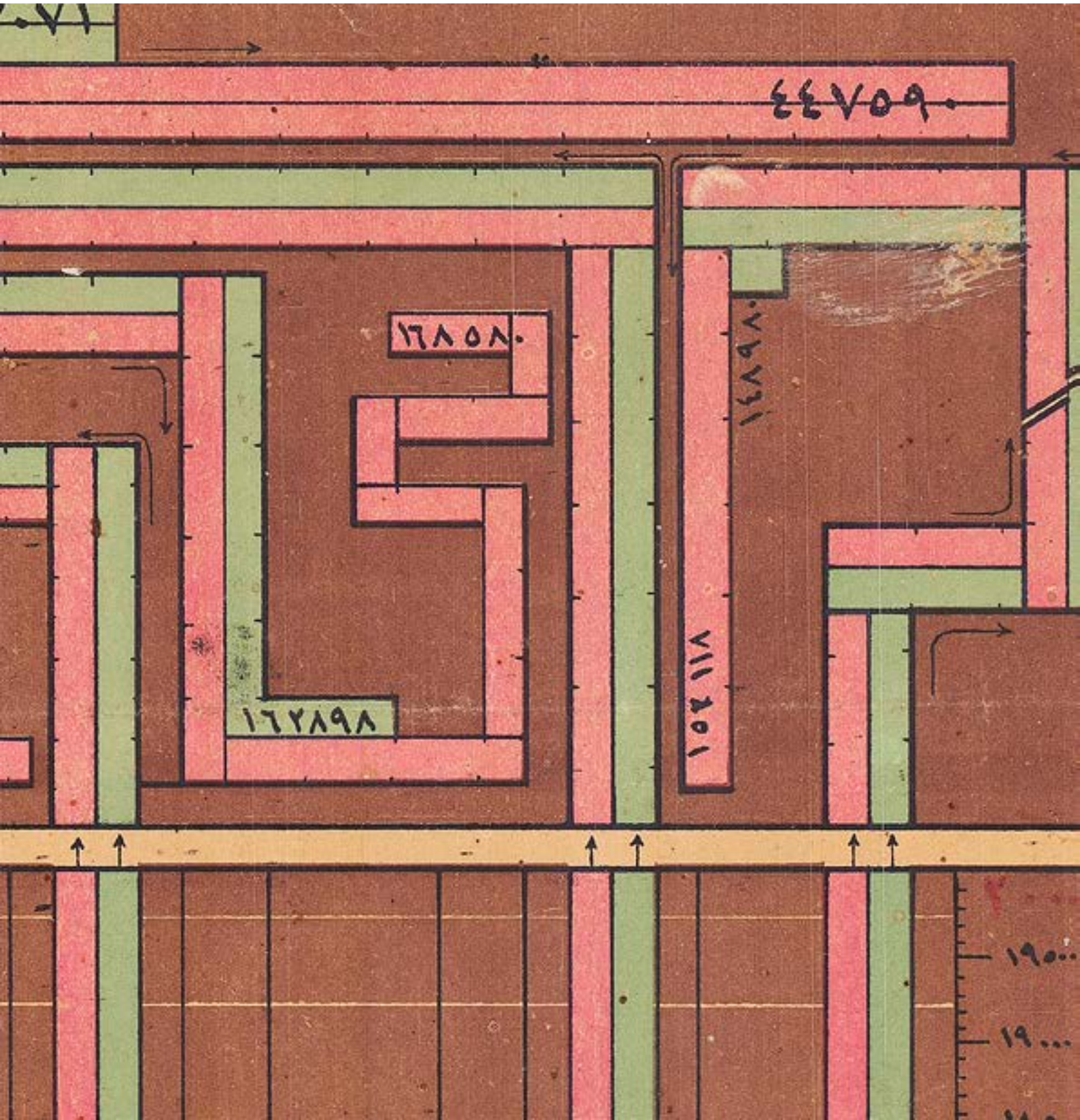


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Antiquariat Daša Pahor GbR
Alexander Johnson, Ph.D. & Daša Pahor, Ph.D.

Jakob-Klar-Str. 12
Germany - 80796 München
+49 89 27 37 23 52
www.pahor.de
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I. PHILIPPINES WORLD WAR II THE 'M-7 OPERATION' BATTLE OF BATAAN (1945) BATTLE OF CORREGIDOR (1945)

34th INFANTRY REGIMENT (U.S. ARMY) / Major General Charles P. HALL (1886 – 1953).

Operation M-7 / Western Luzon [Official After-Action Report].

[No Place, but Philippines, perhaps Manila: Headquarters, 34th Infantry Regiment, United States Army], [Spring 1945].

Tall 4° (33 x 20.5 cm): [5 ff.], 156 ff., [7 ff.], [1 f.], iv ff, iv ff. all black carbon copy of typescript, including 39 custom-made maps and diagrams, all but 5 with original hand colour, in red and blue crayon, bound in original manila card covers hand-stamped 'Restricted' to both covers, front cover bearing contemporary mss. owner's inscription of "Co "C" 3rd Engr. Bn", original binder ring holes to inner margins (Very Good, internally overall remarkably clean, just some light staining to title page, else some leaves with light even toning due to natural oxidization, the odd page with marginal hairline tears with no loss or very minor marginal chipping never affecting the text; covers stained with margins tattered and chipped).

A highly important primary source for scholars of World War II in the Philippines – being the official 'after-action' report of the U.S. Army's 34th Infantry Regiment, popularly known as the "Leyte Dragons", who, as showcased here, played a key turn in the Battle of Bataan (1945), including the famously brutal struggle to take ZigZag Pass, as well as performing a decisive role in the momentous Battle of Corregidor (1945), by capturing the ultra-strategic Malinta Hill, with the cumulative American victories in these battles opening the recently-captured city of Manila to the sea, which allowed U.S.-Filipino forces to liberate the entire Philippines; the report is the best existing source on many seminal events, which are covered in forensic detail, as accurately recalled by key protagonists; despite its technical nature, the prose is engagingly written, often in theatrical language somewhat reminiscent of a Hollywood screenplay, while being illustrated by 39 custom-made maps and diagrams – an amazing original artefact of one of the great conflicts of the modern era.

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2. SICILY WORLD WAR II 'OPERATION HUSKY' ALLIED INVASION OF SICILY – ORIGINAL 'SECRET' BRITISH BATTLE MAPS

PART I:

512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.

Collection of 9 Maps from the Sicily 'Naval Collation Map' Series / Scale: 1:25,000, marked 'SECRET', being the sheets Catania North, Gerbini, Catania [South], Lentini (2 examples, different states), Augusta, Floridaia, Noto and Avola.
[Cairo: Middle East Drawing and Reproduction], June 1943.

All maps: lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence (depending on specific sheet) in green blue and black, with some sheets featuring wartime manuscript additions, each map: 91.5 x 65 cm (36 x 25.5 inches).

*Please See below for details.

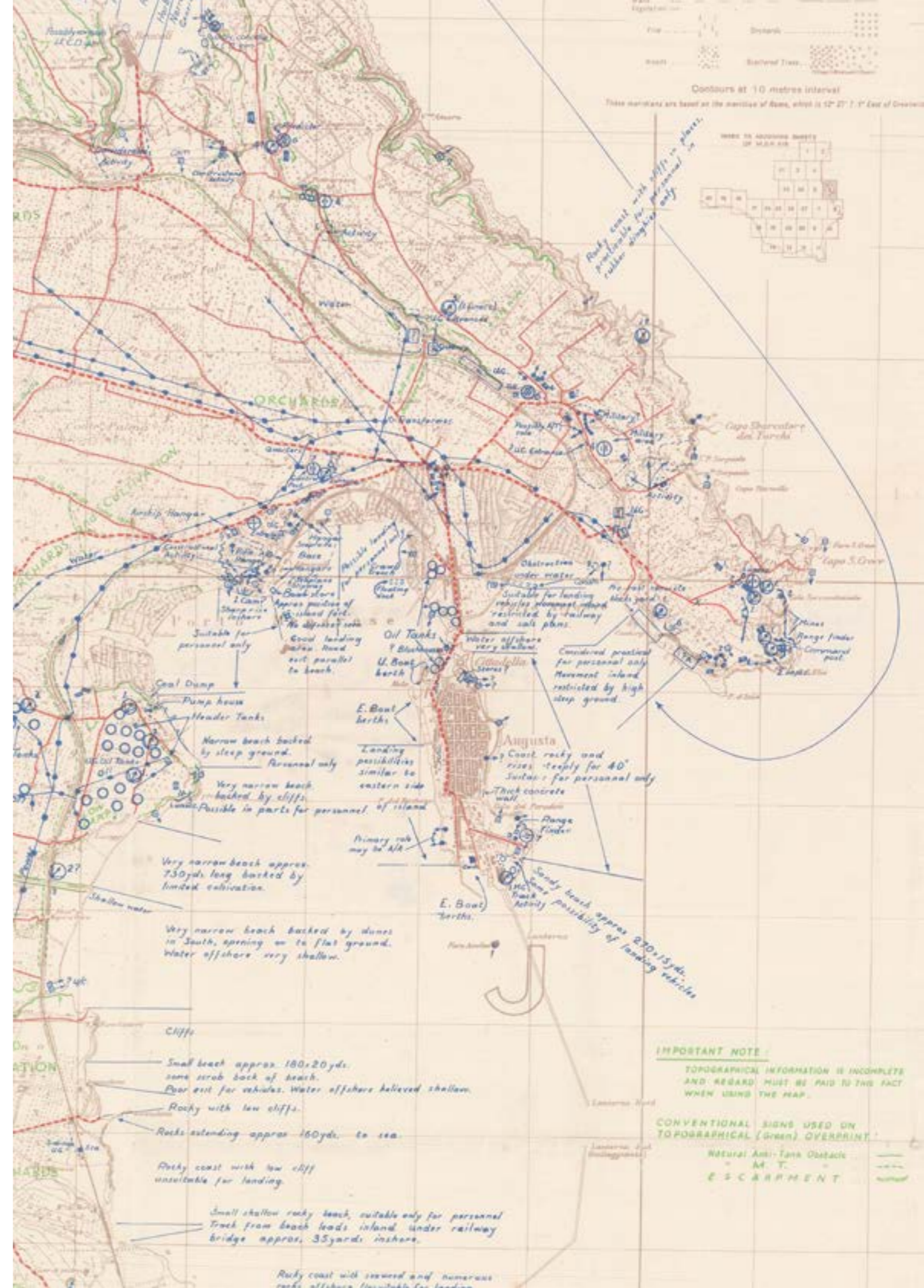
PART II:

GEOGRAPHICAL SECTION, GENERAL STAFF, WAR OFFICE.

Collection of 6 Maps of Sicily from the Italy 1:100,000 Series (M.R.D. 540), being the sheets for Noto, Siracusa, Catania, Messina-Reggio Calabria, Ragusa and Caltragrirone.
[Cairo:] 'Reproduced by the 13 C.Fd. Survey Coy., R.E., May 1943'.

All Maps: colour lithograph, 45.5 x 62 cm (18 x 24.5 inches).

An outstanding – perhaps unprecedented – collection of 9 of the British Royal Army's 'Secret' maps used to plan and execute 'Operation Husky', the Anglo-American Invasion of Sicily (July 9 – August 18, 1943); these maps used for operations along the strategically critical 80 km-long corridor running up the island's east coast from Avola to Catania, the maps prepared, likely in Cairo, by the 512 Field Survey Company, are predicated upon aerial photographs taken during daring RAF reconnaissance missions and feature incredibly detailed intelligence on the locations of Axis artillery positions, airbases and barracks, etc., as well as on the best landing sites for Allied troops along the coast, plus, the most commodious routes to seize key targets across Sicily's challenging terrain; the maps were to be strictly reserved for only the most senior British and Canadian battle commanders (usually Colonels and above), as their content is highly indicative of future Allied



intentions; several of the maps featuring important contemporary manuscript additions of British landing sites, positions, rendezvous points and targets, revealing that they were actively used in the field; all of the maps are exceedingly rare, and it is highly unusual to encounter a coherent collection, especially bearing evidence of battle use; also included are 6 confidential strategic overview maps of Sicily from the War Office's 'Italy 1:100,000' series especially prepared for Operation Husky - amazing artifacts of an epic event in World War II, whereby the Allies gained their first foothold in Continental Western Europe.

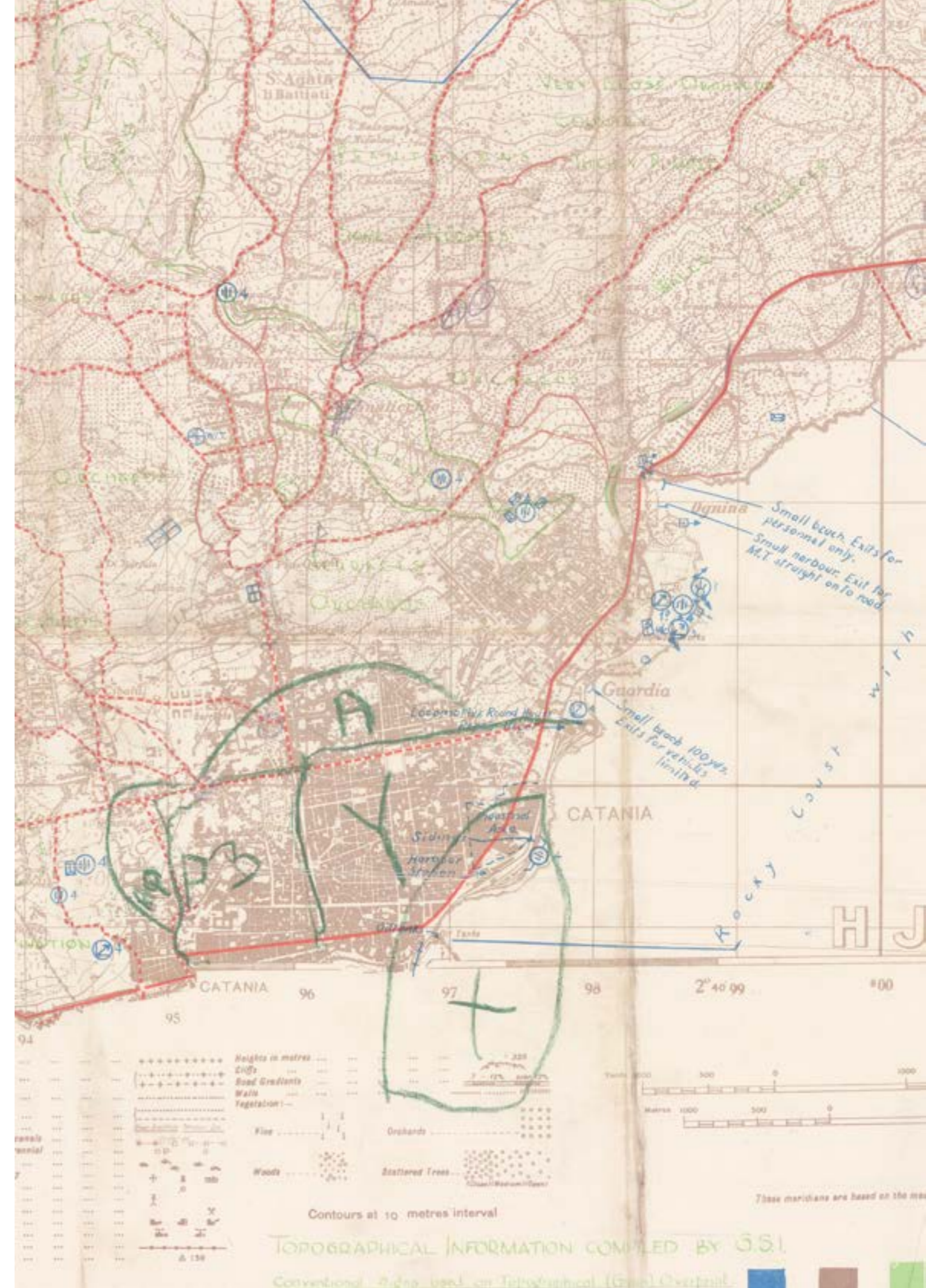
As the Allies were drawing towards complete victory in the North African Campaign (June 1940 - February 1943), Winston Churchill and F.D. Roosevelt met at the Casablanca Conference (January 14-24, 1943), to decide the Western Allies' next moves. Many British strategists advocated for an invasion of Sicily, so creating a base for landing on mainland Italy, the 'soft underbelly' of Nazi-occupied Europe. While some American officials were initially skeptical, Churchill managed to convince Roosevelt that seizing Sicily would destabilize the Mussolini regime and would force Hitler to divert precious resources from the Balkans and the Eastern Front, just as the Wehrmacht had been walloped at Stalingrad. Moreover, it would give the Allies control over the main Mediterranean shipping lanes.

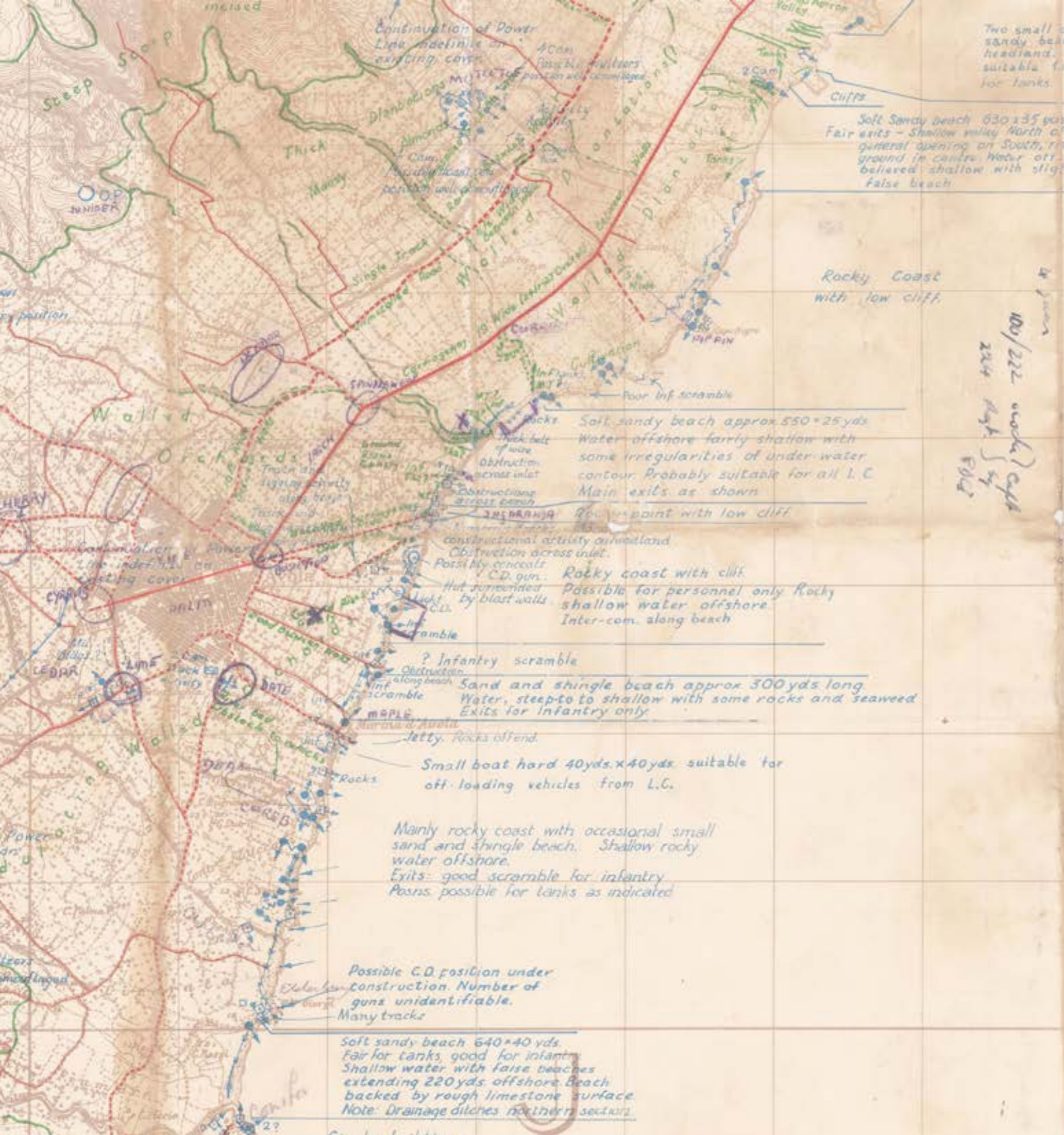
Britain and the United States authorized Operation Husky, the Allied invasion of Sicily, from bases in Malta and North Africa. Under the ultimate command of General Dwight David Eisenhower, their plan called for two massive separate but coordinated amphibious landings on Sicily.

The Eastern Task Force (also known as Task Force 545), consisting of the British Eighth Army, led by General Sir Bernard Montgomery, who was then a global celebrity for having recently vanquished Erwin Rommel's Afrika Korps. It was to land on the southern stretch of the east coast of Sicily, between Syracuse and Cape Passero. Meanwhile, the Western Task Force (Task Force 343), consisting of the American Seventh Army, commanded by the indomitable Lt. General George S. Patton, was to land on the south coast of Sicily, between Cape Passero and Licata.

The Allied armies during Operation Husky had a combined strength of 467,000 men, while the Axis powers in Sicily could muster only 300,000 troops (250,000 Italians and 50,000 Germans). The Allies' advantage was augmented by the fact that many of the Italian troops had low morale, being long tired of a war many of them never wanted, although the Germans were prepared to fight hard, knowing that Italy was the backdoor to Germany.

Operation Husky was launched on July 9, 1943, with a series of American and British invasions along the Sicilian coast, with some missions executed by paratroopers and gliders, while the bulks of the forces made amphibious landings on beaches. Despite some hiccups (the use of gliders was not the best idea!), these operations were generally a great success. Upon their arrival, the different American and British corps were assigned targets to seize, notably key cities and airfields, etc., while severing Italo-German communication and transport lines, towards gradually conquering the entire island.





Two small dry wadi mouths with sandy beaches divided by cliff headland. Water offshore believed suitable for L.C. Exit possible for tanks.

Soft sandy beach 630x35 yds. Fair exits - Shallow inlet North of beach general opening on South, rising ground in center. Water off shore believed shallow with slight false beach.

Rocky Coast with low cliff.

Soft sandy beach approx 550x25 yds. Water offshore fairly shallow with some irregularities of under water contour. Probably suitable for all L.C. Main exits as shown.

Rocky coast with cliff. Possible for personnel only. Rocky shallow water offshore. Inter-com. along beach.

Sand and shingle beach approx 300 yds long. Water steep to shallow with some rocks and seaweed. Exits for Infantry only.

Small boat hard 40 yds x 40 yds suitable for off-loading vehicles from L.C.

Mainly rocky coast with occasional small sand and shingle beach. Shallow rocky water offshore. Exits - good scramble for infantry. Posns possible for tanks as indicated.

Possible C.D. position under construction. Number of guns unidentifiable. Many tracks.

Soft sandy beach 640x40 yds. Fair for tanks, good for infantry. Shallow water with false beaches extending 220 yds offshore. Beach backed by rough limestone surface. Note: Drainage ditches northern section.

Circular building - may contain C.D. gun.

100/222 (wadi) cliffs
2004
F002



IMPORTANT NOTE

Topographical information is incomplete & regard must be paid to this fact when using the map.

Conventional Signs Used on Topographical (Green) Overprint

- Natural Anti-Tank Obstacle
- Natural MT Obstacle
- Escarpment



PART I: THE 'NAVAL COLLATION MAPS' OF SICILY IN FOCUS

The geographical focus of the present map collection is the 100-mile-long corridor that runs up the east coast of Sicily from Avola, near Syracuse, up to Catania, just south of Mount Etna. It was one of the most strategically important, populous and best defended parts of the island, and it had to be seized quickly if Operation Husky was not to become bogged down in a deadly stalemate. This region was defended by the elite German detachments of the Kampfgruppe Schmalz (commanded by Colonel Wilhelm Schmalz) and the Hermann Göring Division, as well as the Italian 54th Infantry "Napoli" Division (under Major-General Giulio Cesare Gotti Porcinari).

The British Army's XIII Corps, commanded by General Sir Miles Christopher Dempsey, was given principal responsibility for seizing the Avola-Catania corridor. This force was to be supported by the Canadian 1st Armoured Battalion, a unit that ended up exceeding all expectations by playing a decisive role in the operation.

The basic plan was for the bulk of the XIII Corps to land on the coast at Avola-Cassibile area, and to fight its way north, while in their advance, small airborne units were to land and secure key infrastructure (ex. bridges). Meanwhile, the Canadian 1st Armoured Battalion was to land near the extreme southwestern tip of Sicily, and to take the vital Pachino Airfield, before heading north by an inland route, supporting and guarding the coastal progress of the XIII Corps. Meanwhile, other forces would conquer the far inland areas to the west, such that in short order, the Eighth Army would hold all southeastern Sicily behind a line extending from Licata, on the south coast, over to Catania.

The terrain along the southern part of Sicily's east coast was varied and treacherous, with exceedingly rugged highlands rising in the near interior, which were, in many places, impassible for tanks and many armoured vehicles. However, further north, lay the Catania Plain, which was ideal for mass armoured military movement, albeit leaving forces quite exposed to enemy action. Adapting to this terrain was crucial, thus access to, and the skilled use of, advanced, accurate cartography was fundamental to the success of Operation Husky.

To prepare for the Operation Husky landings, in June 1943, the 512 Field Survey Company of the Royal Engineers of the British Army, based in Cairo, Egypt, published a series of interconnecting maps of southeastern Sicily. The maps were largely predicated upon high-quality aerial photography undertaken by numerous daring Royal Air Force and U.S. Air Force low-altitude reconnaissance missions. While the peril of the missions ensured that the photographic coverage was often not perfect or complete, the results were still highly impressive, as they managed to capture the great majority of the intelligence needed regarding southeastern Sicily's natural topography, vegetation, and the Axis defenses and infrastructure, to reliably guide military movement.

On a technical level, the type of aerial photography employed to create the maps is called a 'semi-controlled mosaic', meaning that efforts were made to take photos of the terrain from a uniform height and angle, but as this was not always possible (as the Allied planes often had to bob and weave to avoid Axis anti-aircraft fire), the photos had to be rectified manually, so resulting in (usually small) errors. This method is as opposed to 'controlled mosaics', whereby the reconnaissance photos are taken in a uniform systematic fashion, and then seamlessly fitted together.

The reconnaissance photographs were assembled and skillfully rectified by two cooperating specialist expert units called the Army Air Photographic Interpretation Unit (AAPIU) and the Middle East Interpretation Unit (MEIU), the latter of which was based in Cairo. The 512 Field Survey Company applied the content of the joined and rectified photography to cartography, so creating 'Naval Collation Maps' of South and Eastern Sicily, under the code M.D.R. 218, with the full series consisting of 29 interconnecting map sheets (each named after the main town within its coverage) at a scale of 1:25,000.

The 512 Field Survey Company's Naval Collation Maps series were likely published in Cairo by Middle East Drawing and Reproduction bureau. While the first set of such maps would have been printed in early June 1943, some of sheets were reissued for the remainder of the month with updated overprinting of new or corrected details, as fresh intelligence became available (for some map sheets, as many as 4 editions were issued).

Importantly, all the 512 Field Survey Company Naval Collation Maps of Southeastern Sicily were classified as "SECRET" (as overprinted in green, in their upper left margins) and were issued in only very small print runs for distribution strictly to only very senior frontline British and Canadian Operation Husky commanders, with at least the rank of Battalion Commanders (usually Colonels). The whereabouts of all examples of the maps was always to be carefully guarded, while if a commander's position was imperiled, he was to immediately destroy his maps. The maps' meticulous level of detail, and selection of such particulars, were highly indicative of British-Canadian operational intentions, and so it would be absolutely devastating if the maps ever fell into the hands of Axis commanders.

It is also important to note, that while the map series could conceivably have been assembled into a set of 29 interconnecting maps, to form a complete view of South and Eastern Sicily (refer to the joining key that appears in the lower margin of each map), as it would have been almost always the case, for security reasons, the map sheets would have been distributed to battle commanders in partial sets, covering only the areas of their operations.

Present here is a remarkable collection of nine 512 Field Survey Company Naval Collation Maps, covering 80% of the Avola-Catania Corridor, including Sheets 2 (Catania North), 3 (Gerbini), 4 (Catania [South]), 2 different states of 5 (Lentini), 6 (Augusta), 7 (Florida), 9 (Noto) and 10 (Avola). The only sheets that are not present in the coverage of the Avola-Catania Corridor are Sheet 1 (the interior above Catania North) and Sheet 8 (Syracuse).

Essentially each map sheet is built upon a standard but basically quite accurate brown-scale topographic template, with major roads overlaid in red, while elevations are expressed as contour lines at 10 metre-intervals. The symbols employed on the template are explained in a legend that is present on some sheets (ex. Avola), noting details such as different types of roads/paths and railways/cable ways, as well as electricity infrastructure, canals, factories, wells, etc.

Upon the underlying template, all of maps have varying (depending on the sheets) levels of coloured overprinting of information of "life or death" importance. All the maps have green overprinting, including of their "SECRET" classification, and of lines and descriptive terms (ex. Jagged Hill Country, Walls / Rocky, etc.) that empathize the nature of the topography, notably the locations of ravines, manmade obstacles (ex. canals, walls) and rough terrain that might hinder, or outright prevent, the movement of tanks and armoured vehicles. Also noted, in green, is the vegetation/agrarian land use (ex. 'Cultivation and Orchards', 'Scattered Trees', etc.).

All the map sheets additionally feature overprinting in blue, as marked, in the upper margin, as 'Defenses Overprint dated 17.6.43', that convey vital recent intelligence on the locations of Axis military infrastructure (ex. pill boxes, anti-personal and anti-tank barricades, artillery positions, camouflaged facilities, oil tanks, etc.). This information is current (from the best intelligence of as June 17, 1943), predicated upon recent aerial reconnaissance photography, as interpreted by the Army Air Photographic Interpretation Unit (AAPIU) and the Middle East Interpretation Unit (MEIU), as noted in the text box in the lower right margin. Some of the sheets feature a 'Reliability Diagram' that notes how current and accurate are the source images for each part of the map. Indeed, the best efforts were made only to acquire information on the most operationally important areas.

Additionally, overprinted in blue, some of the sheets have copious annotations on the nature of the shorelines viz their appropriateness for amphibious landings. Examples of such notes include "Rocky Coast. Infantry Scramble"; "Two small dry wadi mouths with sandy beaches... Exit possible for tanks"; "Tracks inland from beach", etc., as well as possible hidden coastal Axis hazards, such as "Circular building - may contain C.D. gun."

A couple of the present map sheets (being Maps #5B. Lentini, Edition IV and #7. Catania [South]) feature a further final layer of information, as marked in the upper margin as 'Black Overlay dated 27.6.43', thus conveying late breaking intelligence acquired within two weeks before the initial Sicily landings. These details include vital last-minute corrections (ex. some features are marked as "Delete"), or the additions of newly spotted features from the last round of aerial reconnaissance flights (ex. a new "possible crossing" over a river, a recently noticed "unmetalled road" or "Embanked Irrigation Ditch 11 ft. wide" or "Revised alignment of [Axis] guns").

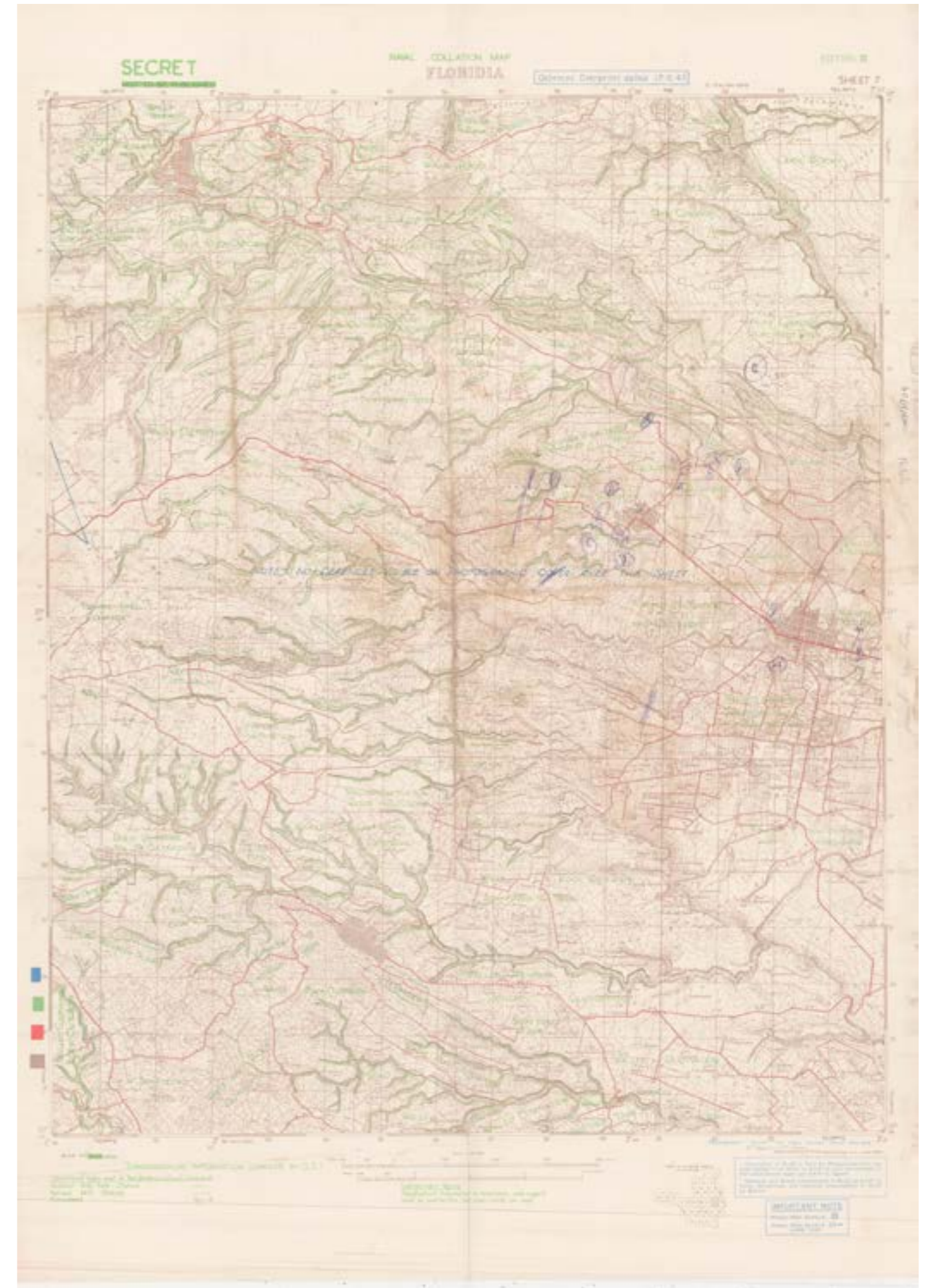
Naturally, the intelligence expressed by the blue and black overlays was exceedingly militarily sensitive (thus justifying the maps being given a 'SECRET' designation), as it is indicative of where the British were to land and proceed.

As many of the Naval Collation Map sheets were updated throughout June 1943, it follows that the later the issue, the more overprinted (and supposedly current and accurate) information it features. The present map sheets are all late issues (variously marked as being III or IV Editions), thus they have very current information, issued shortly before the landings.

Importantly, the present maps were evidently heavily used during Operation Husky itself, as 6 of the works [being Maps #1,2,3,5B,7 and 8] feature manuscript additions, generally in indigo pen, with most marking the locations of British troop landings and positions, being top secret real-time information that could only have been added in theatre by British commanders. Moreover, the maps feature the type of wear and staining consistent with military field use.

THE 9 'NAVAL COLLATION MAPS' ARE AS FOLLOWS:

- 1. 512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.**



Avola / Naval Collation Map / Sheet 10 / Edition III / SECRET / 'Defenses Overprint dated 17.6.43' / [likely Cairo: Middle East Drawing and Reproduction], June 1943.

Lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence in green and blue, with important wartime manuscript additions in indigo pen (Good, some pronounced toning and wear to centre left area), 91.5 x 65 cm (36 x 25.5 inches).

This is, in many ways, the most important and interesting of the Naval Collation Maps of Southeastern Sicily, as it depicts the sites of the initial British amphibious troop landings on the night of July 9-10, 1943, on the coastline near the towns of Avola and Fontana Bianche, just south of Syracuse. Upon landing, the troops moved to seize preplanned targets slightly inland and up the coast, while paratroopers and troops on gliders (although many of these craft did not successfully reach their destinations) landed to secure various points, the most important of which was the Ponte Grande, a bridge over the Anape River, near Syracuse (located off the map).

In addition to copious topographic information (overprinted in green), the map provides extremely detailed observations on the nature of the coastline (overprinted in blue), assessing the numerous potential locations for the landings of the British XIII Corps troops and their vehicles and equipage. Also detailed, are the locations of innumerable elements of Axis defensive infrastructure. Upon carefully investigating this intelligence, one can discern the safest and most commodious spots for the landings, as well as the placement of certain Axis hazards in the near interior.

Most importantly, the present example of the map features extensive evidence of having been used as a guide during the British landings and associated operations. It features numerous manuscript additions, in indigo pen, of landing sites and many named rendezvous points (marked as circles) in the near interior, around the town of Avola, for the troops once they successfully landed, code-named after various trees and plants, ex. "Cherry", "Date", "Cypress", "Deodar", etc., while "Mistletoe" marks an offensive target site, being the location of Axis howitzers.

2.

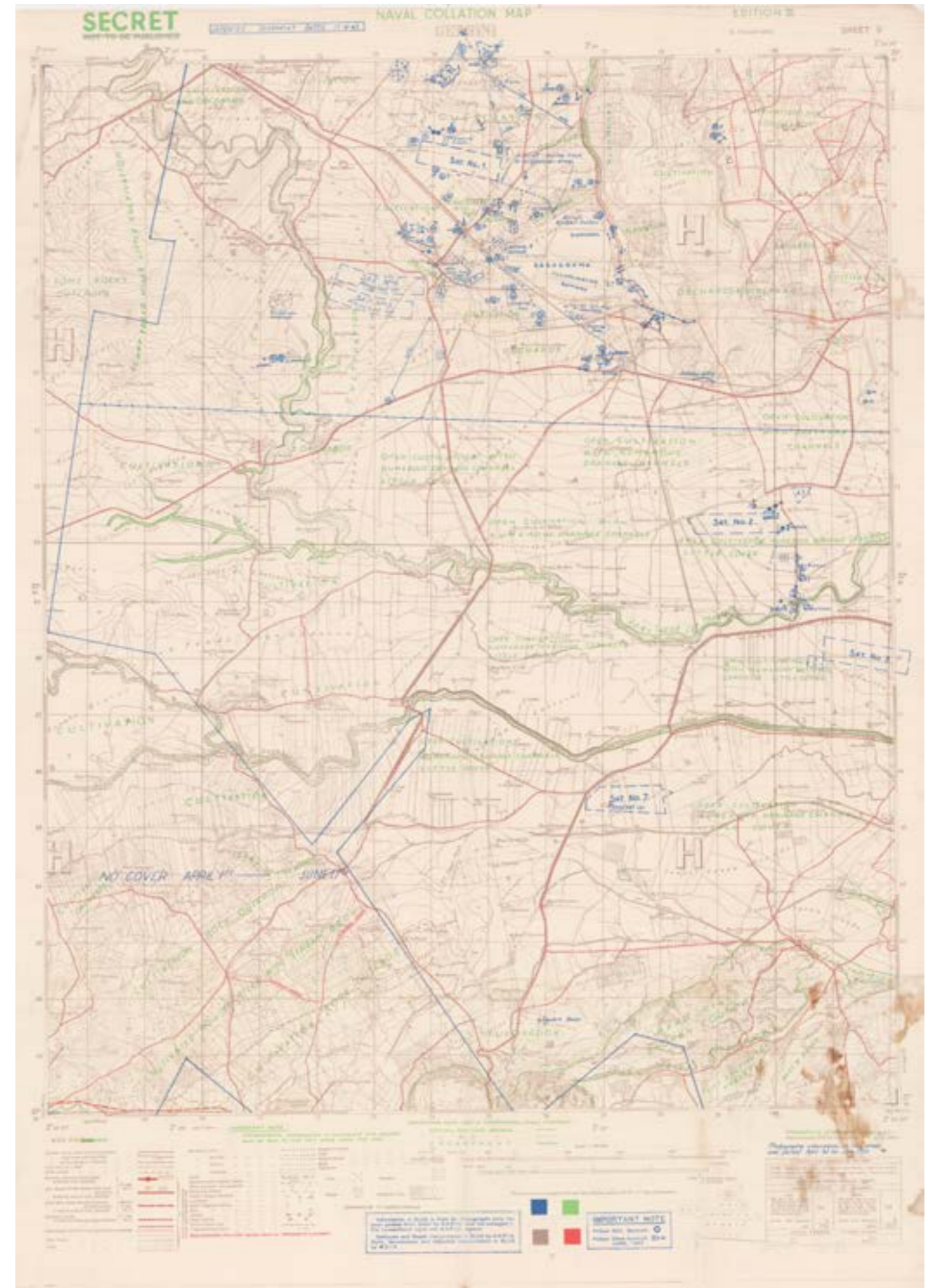
512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.

Noto / Naval Collation Map / Sheet 9 / Edition III / SECRET / 'Defenses Overprint dated 17-6-43'

[likely Cairo: Middle East Drawing and Reproduction], June 1943.

Lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence in green and blue, wartime manuscript addition in indigo pen (Good, some staining on lefthand side, wear long old folds, a small chip of loss to blank righthand margin), 91.5 x 65 cm (36 x 25.5 inches).

This map depicts the vicinity of the town of Noto, just inland to the west of the Avola area, where British troops fanned out on July 11, following their landings. The map features



various Axis military locations, overprinted in blue, with one place, identified as “a suspect defended locality”, is circled and labelled in manuscript and code-named “Coral”.

3.

512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.

Florida / Naval Collation Map / Sheet 7 / Edition III / SECRET / ‘Defenses Overprint dated 17.6.43’

[likely Cairo: Middle East Drawing and Reproduction], June 1943.

Lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence in green and blue, wartime manuscript addition in indigo pen (Good, some wear and toning along old folds, some light staining on righthand side), 91.5 x 65 cm (36 x 25.5 inches).

This map shows the Florida sector, located just inland of Syracuse. Here the British advance northwards from the Avola-Noto sectors were briefly hindered, as an Italian tank battalion under Lieutenant-Colonel Massimo D’Andretta broke the British lines on July 10. This caused a great deal of chaos, as the British were only able to regain their form upon successfully deployed anti-tank guns giant D’Andretta’s force at the towns of Florida and Priolo. The British were then able to go on to liberate Syracuse.

Interestingly, the present example of the map shows, in manuscript indigo pen, what seems to be the locations of British detachments around the towns of Florida and, just a few kilometers to the northwest, Solarino. One of these detachments seems to be the ‘Green Howards’ (the 1st Battalion of the 15th Infantry Brigade), who conducted extensive operations in the area during this time.

4.

512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.

Augusta / Naval Collation Map / Sheet 6 / Edition III / SECRET / ‘Defenses Overprint dated 17.6.43’

[likely Cairo: Middle East Drawing and Reproduction], June 1943.

Lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence in green and blue (Very Good, clean and bright), 91.5 x 65 cm (36 x 25.5 inches).

This map showcases the area of the old port town of Augusta, located on a peninsula, between Syracuse and Catania. The map’s blue overprinting provides a stellar record of the great network of Axis shore defenses in the vicinity, as copious notes describe possible Allied landing sites, while extensive industrial facilities are located on the western shore of the harbour.

As events transpired, on the night of July 11-12, a Royal Navy taskforce, backed by three destroyers, attempted to take Augusta, but were repelled by its strong artillery defenses. However, on July 13, the British captured Augusta, after having been briefly delayed by the actions of the *Kampfgruppe Schmalz*.

5A.

512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.

Lentini / Naval Collation Map / Sheet 5 / Edition III / SECRET / ‘Defenses Overprint dated 17.6.43’

[likely Cairo: Middle East Drawing and Reproduction], June 1943.

Lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence in green and blue (Very Good, light wear along old folds, some staining along folds in lower left), 91.5 x 65 cm (36 x 25.5 inches).

[with a subsequent state of the same:]

5B.

512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.

Lentini / Naval Collation Map / Sheet 5 / Edition IV / SECRET / ‘Defenses Overprint dated 17.6.43’ / ‘Black Overlay dated 27.6.43’

[likely Cairo: Middle East Drawing and Reproduction], June 1943.

Lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence in green, blue and black, some manuscript notes in blue pen on personnel and troop movements, in lefthand blank margin (Very Good, some toning and wear along old folds), 91.5 x 65 cm (36 x 25.5 inches).

The Lentini sector was located just the west of Augusta, and while generally quite mountainous, the upper left corner of the map catches the sea below a great rise of land, while the terrain to the north marks the beginning of the Catania Plain. As such, the Lentini sector was of vital strategic importance, as its capture would open to route to Catania.

Interestingly, present here are two states of the map depicting the Lentini sector. The first, being Edition III, has only the blue overlay, while the other, Edition IV, has a supplemental black overlay which adds important information on Axis gun placements near the coast, as well as roadblocks in the interior. A comparison of the two states is exemplary of how the 512 Field Survey Company updated its Naval Collation Maps.

In this sector, the British 50th Division encountered serious resistance from the Italian Napoli Division, but eventually managed to prevail, entering the Catania Plain. Notably, Map 5B features some manuscript notes in blue pen, in the lefthand blank margin, on personnel (ex. “casualties”) and troop movements (ex. “making for Augusta”), in the lefthand blank margin.

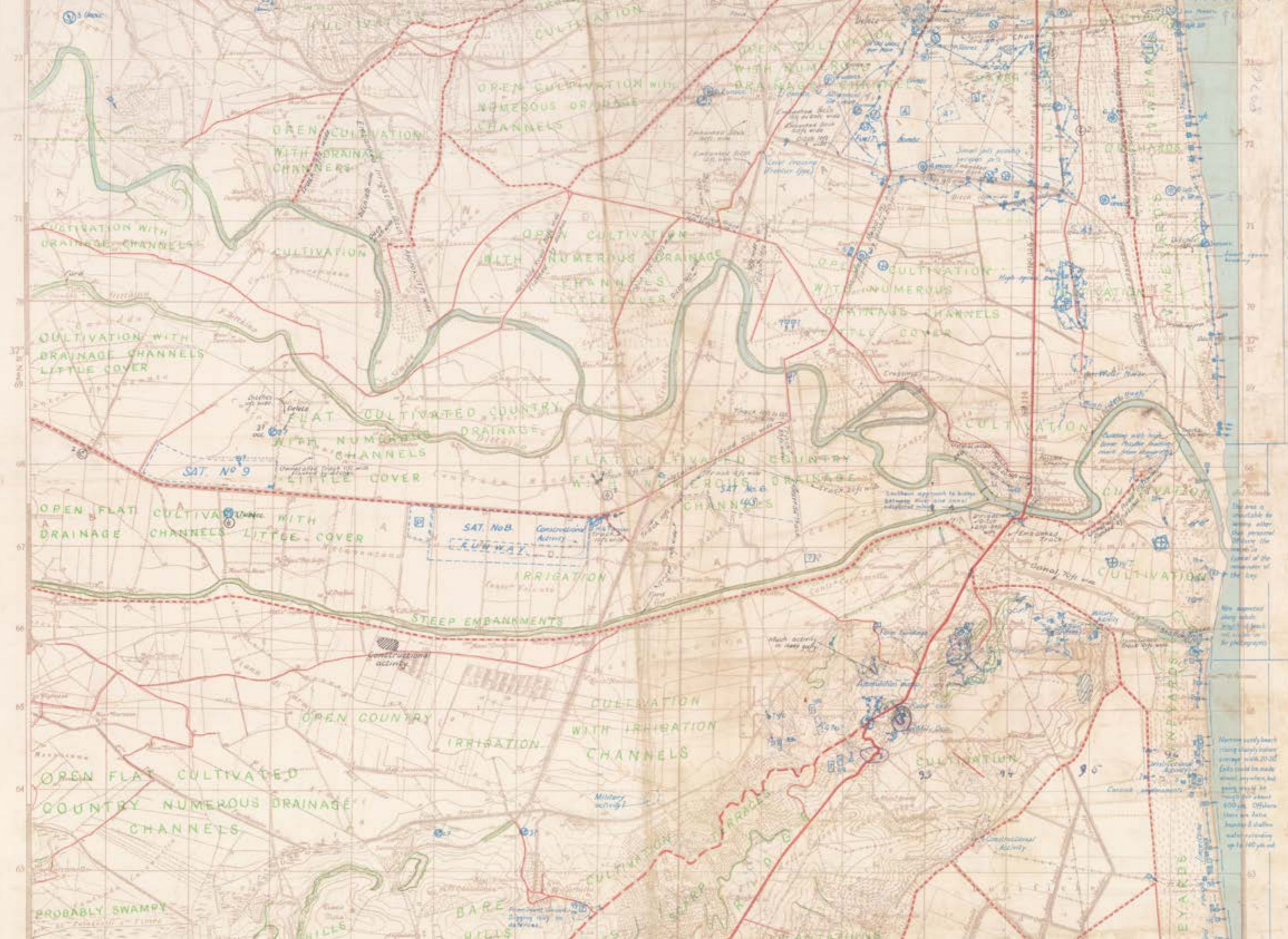
6.

512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.

Gerbini / Naval Collation Map / Sheet 3 / Edition III / SECRET / ‘Defenses Overprint dated 17.6.43’

[likely Cairo: Middle East Drawing and Reproduction], June 1943.

Lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence in green, blue and black (Good, stains in lower right corner), 91.5 x 65 cm (36 x 25.5 inches).



Use was made of aerial photographs taken after the capture of the city.

No attempt was made to identify the names of the buildings.

Some early maps show a canal with a width of 200 ft. This canal is now about 400 ft. wide. There are also some smaller canals.

There are some small islands in the bay.

The Gerbini sector guarded the western inland approaches to Catania and was notably home to the strategically crucial Gerbini Airfield, one the Allies' top targets in eastern Sicily. The map shows the area to be generally of relatively flat area covered in orchards and rolling hills. The blue overprinting, in the top right, shows the 'Illuminated Aerodrome' of the airbase, surrounded by a great network of Axis military facilities and defensive works.

The British 51st Division moved to attack the Gerbini Airfield, crossing the Dittaino River to the south. During what was known as the Battle of Gerbini (July 18-21, 1943), the British 154th Brigade overpower the defenders, seizing the airbase, a precondition to taking Catania.

7.

512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.

Catania [South] / Naval Collation Map / Sheet 4 / Edition IV / SECRET / 'Defenses Overprint dated 17.6.43' / 'Black Overlay dated 27.6.43'

[likely Cairo: Middle East Drawing and Reproduction], June 1943.

Lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence in green, blue and black, wartime manuscript additions in indigo pen, some manuscript battle planning notes in pencil to verso (Good, righthand side quite toned with wear along old folds, slight loss to extreme upper right corner), 91.5 x 65 cm (36 x 25.5 inches).

This highly important map depicts the central-southern parts of the city of Catania (upper right corner), with its large port and rail yards. While the area to the immediate west of the city is hilly country, to the south, the land fans out into the flat, fertile Catania Plain. The plain afforded the only means by which the British-Canadians could attack the city using their tanks and heavy armoured vehicles, although it was home to numerous rivers, canals and walls that presented significant barriers to advance. Blue overprinting, to the south of Catania, at the head of the plain, is employed to depict extensive Axis defensive works. The great sandy beach that runs along the coast to the south (long considered to be an ideal potential Allied landing site) is shown to be heavily defended by shore batteries.

Of note, is the Primasole Bridge (in the middle-left of the map), where the main coastal highway, Route 114, crosses the Simeto River. Capturing this bridge was critical to any Allied strategy to take Catania. The map shows the bridge to be heavily defended, while Axis artillery positions are fittingly placed upon the ridge over which Route 114 runs, to the south of the bridge.

Seizing Primasole Bridge was one the first British priorities after landing at Avola. In what was known as 'Operation Fustian', on July 12, the 1st British Parachute Brigade landed near the bridge. Although they suffered very heavy casualties from Italian anti-aircraft fire, they managed to secure and defend the bridge against ferocious attacks. They held out until July 14, when the Green Howards moved up to defeat the Hermann Goering Division, so taking the territory to the south of the bridge. Notably, in this vein, what seem to be British troop positions are shown by circles in manuscript on the height of land to the south of the bridge. However, it was only on July 17 that the British managed to gain a foothold to the north of the bridge. The verso of the map features some manuscript battle planning notes in pencil.

The British tried to take Catania on the night of July 17-8 but were overpowered by Axis resistance, compelling them to withdraw from the immediate vicinity on July 19.

8.

512 FIELD SURVEY COMPANY, ROYAL ENGINEERS.

Catania (North) / Naval Collation Map / Sheet 2 / Edition III / SECRET / 'Defenses Overprint dated 17.6.43'

[likely Cairo: Middle East Drawing and Reproduction], June 1943.

Lithograph, monochrome (brown) template with main roads overprinted in red, plus, additional overprinting of military intelligence in green and blue, wartime manuscript additions in green crayon (Good, toning and wear along old folds, some stains), 91.5 x 65 cm (36 x 25.5 inches).

This map shows the northern part of the city of Catania (far lower right corner), while beyond, the land gradually rises towards Mount Etna. On August 3, the local Axis forces made some tactical errors that allowed the XIII Corps to strike towards Catania with comparatively little opposition. As it turned out, it was a detachment of Canadian troops who were the first to enter Catania, liberating the city on August 5. Significantly, the map appears to depict Catania as divided, by manuscript green crayon, into districts occupied by different detachments of British-Canadian troops.

Upon taking Catania, the British-Canadians masterfully succeeded in their goal of liberating the east coast of Sicily up the piedmont of Mount Etna, while their British and American comrades had conquered much of the island to the west, so placing the Axis forces on the backfoot.

A Note on Rarity

All examples of the 512 Field Survey Company's Naval Collation Maps of Sicily are extremely rare. Classified as "Secret", they were issued in only a very limited print run for the exclusive use of only the most senior British and Canadian Operation Husky battle commanders. Their survival rare is also very low, as many examples would have perished during the conflict or would have been intentionally destroyed after use due to their super-sensitive nature.

We can trace only a single complete set of all 29 maps of the series, held by the British Library. Moreover, the National Archives U.K. holds 2 or 3 sheets from the series, while it seems that the Imperial War Museum, as well as few local British regimental museums, holds the odd individual sheet or small gatherings of sheets.

It is thus highly unusual, if not unprecedented, to encounter a collection, as here, of 9 sheets, especially comprised of examples which show extensive signs of active field use during Operation Husky.

PART II: Six Maps of Sicily from the Classified M.R.D. 540 Series

The present collection also features 6 maps from the Geographical Section, General Staff, War Office's *Italy 1:100,000 series* (GSCS 4164 / M.R.D. 540), each measuring 45.5 x 62 cm (18 x 24.5 inches) being the sheets embracing the Avola-Catania theatre, being Noto, Siracusa, Catania, as well as covering most of the rest of eastern Sicily, being the sheets for *Messina-Reggio Calabria, Ragusa and Caltragirone*.

The present edition of maps (the first editions of which were issued in London in 1941) were published in May 1943, in Cairo, by the 3 (Corps) Field Survey Company especially for Operation Husky. These sheets were all classified, labelled as 'Not to be Published'. Quite accurate, being based upon the best available sources, the maps were of scale ideal for general strategic planning, whereas the Naval Collation Maps (done to a scale of 1:125,000) were for operational planning. These maps seem to have been employed for active field use, for the Siracusa map features wartime additions, in indigo pen, of what are likely British troop position, or rendezvous points, just south of Lentini, as well as noting a key bridge crossing the Lentini River.

The condition of the maps is generally very good, most being clean with just some light wear along old folds, although the Catania and Siracusa maps have some stains, wear and creasing (as they were the sheets that would have had most extensive field use).

All editions of the Italy 1:100,000 series maps are very rare, with the 3 (Corps) Field Survey Company issues being especially so; we have not been able to trace any other examples of the maps from this issue.

Epilogue

After almost a month of fighting, the Axis forces decided to make a stand at the 'Etna Line', which guarded northeastern Sicily, mostly upon high ground, running from a point just north of Catania, around the southern extremities of Mount Etna and then running up to north coast at San Fratello.

At the Battle of Troina (July 31-August 6, 1943), an American force defeated a German-led army, which guaranteed the end of the Axis presence in Sicily. The Germans then launched Operation Lehrgang, being the orderly withdrawal of 100,000 Axis soldiers from the island, leaving all Sicily in full Allied control by August 18.

The operation marked a great triumph for the Allies and a total rout for the Nazis & Co. The Axis armies suffered 55,000 casualties, 120,000 of their men were taken as POWs, while the Allies suffered losses that were light in relative terms.

True to the predictions of the British strategists who proposed the invasion of Sicily, the endeavour succeeded in its objectives. The humiliation caused the war-weary Italians to depose Mussolini, such that Italy ceased to be an asset to Hitler beyond being a buffer against the Allied invasion of Germany. Moreover, the Nazis were also forced to withdraw troops from the USSR and Yugoslavia to buttress their defenses in Mainland Italy. The Allies would launch their invasion of Mainland Italy on September 3, 1943, which proved to be one of the most hard-fought aspects of World War II.

References: [Re: the Sicily 'Naval Collation Maps:'] British Library: Maps Y.3736; National Archives U.K.: WO 204/6913 (being only the sheets for Catania and Augusta); [Re: Italy 1:100,000 series maps:] Cf. [a different 1943 Cairo edition:] British Library: Maps MOD MDR 540.

9.500 EUR



3. CAPE VERDE (CABO VERDE) ISLANDS PIONEERING ATLAS & GEOGRAPHY

Christiano José de Senna BARCELLOS (1854 - 1915).

Roteiro de archipelago de Cabo Verde.

Lisbon: Typographia do Jornal, 1892.

Large 8° (23.5 x 17 cm): 100 pp., [8 pp.], plus 11 large folding lithographed maps interspersed throughout text, original printed tan paper wrappers; with an original mss. letter (1 p., 21 x 13.5 cm) by the Author tipped-in (Very Good, uncut and partially unopened, remarkably clean and bright, original wrappers with just some light marginal wear and slight toning, spine restored).

A stellar example of the first edition of the first printed atlas of the Cape Verde Islands (Cabo Verde), the then Portuguese-owned archipelago off the coast of West Africa, featuring 11 large, attractive, custom drafted maps, including one for each of the major islands, along with detailed textual descriptions, by Christiano José de Senna Barcellos, a Portuguese naval officer and Cabo Verde-native who was a foremost authority on the geography and history of the islands – accompanied by an original manuscript letter signed by the Author.

The Cape Verde (Cabo Verde) Islands are a volcanic archipelago located between 600 and 850 km off the east of Senegal. Comprising 10 main islands, plus additional islets, their total land area amounts to 4,033 sq. km. Cabo Verde was uninhabited before Portuguese and Italian mariners discovered the chain around 1456. The Portuguese first settled the islands in 1462, making it the first European colony in the tropics.

The islands' economy thrived a key entrepôt in the brutal slave trade, even as the islands themselves possess few natural resources. The majority of Cabo Verde's population soon consisted of slaves imported from mainland Africa and, in time, their descendants created a rich and unique cabo-verdiano culture.

Cabo Verde's economy declined sharply in the early and mid-19th century due the collapse of the slave trade, while severe droughts caused much hardship and mass emigration. However, later in the century, Cape Verde, and the port of Mindelo, on the island of São Vicente, in particular, prospered as a revictualling base for ships along Transatlantic shipping routes. Yet, while consisting of lands of great natural beauty, and magnificent food and music, life was rarely easy on the Cabo Verde. Popular discontent with the Portuguese regime boiled over in the 1960s into a struggle for self-determination. Cabo Verde gained its independence in 1975.



The present work was made by Lieutenant (later Captain) Christiano José de Senna Barcellos, a brilliant Portuguese naval officer who was born and raised in Cabo Verde. Due to his many years conducting hydrographical and topographical surveys of the archipelago and Guiné (Guinea-Bissau), and exploring archival sources, he became a foremost authority on the geography and history of Portuguese West Africa.

While reading the present work, which is the first printed atlas of Cape Verde, Barcellos created it with a great deal of care and enthusiasm. Since, and up to, the present day it is held as one of the most important works of cabo-verdiana.

The work commences with a forward by Barcellos's friend and mentor, Admiral António de Nascimento Pereira de Sampaio (1833-99), the incumbent President of the Lisbon Geographical Society and the former Governor of Capo Verde (1879-81).

Then, Barcellos follows with his 'Introdução', which discusses the archipelago's history and geography, accompanied by a general map of the islands. This is followed by 10 sections, one for each of Cabo Verde's main islands, featuring a geographical description accompanied by a map. The text, while packed with data and facts, is engagingly written, and grants the reader a sophisticated knowledge of the archipelago.

Each of the attractive, folding maps are lithographed after free-hand drawings by Barcellos, custom made for the work. They meticulously label all coastal features (headlands, coves, etc.), with the volcanic topography expressed by hachures, while all towns, villages, and many rural estates and roads (with distance markers) are noted. The maps have the character of being based upon a true 'insider's knowledge possessed only by a local cartographer.

The present example of the work features an original manuscript letter signed by Barcellos (undated, to an unknown recipient) discussing his desire to send an example of the book to the Bibliotheque de la Ministère de la Marine, in Paris, as he wanted his work to be better known in France. However, there is no evidence that the present example of the book was the one intended for that library (it features no ownership or library marking whatsoever).

List of Maps (11 in total).

1. Archipelago de Cabo Verde. (45 x 32 cm).
2. Ilha de S. Thiago. (62 x 44.5 cm).
3. Ilha do Maio. (40.5 x 27.5 cm).
4. Ilha do Fogo. (39.5 x 51 cm).
5. Ilha Brava. (46 x 32 cm).
6. Ilha da Boa Vista. (42 x 50 cm).

Ilh. mal me serv.

Tendo em publicada recentemente um livro sob o título *Notas das ilhas de Cabo Verde*, e desejando que este meu insignificante trabalho seja conhecido em França, ouso rogar de V.ª a devida autorização para que por este Ministério, seja enviado dois exemplares para a Bibliotheca do Ministério da Marinha em França por intermédio da nossa Legação em Paris, bem como desejava que n'essa Legação, se fizesse o registro competente.

Com o mais subido respeito, tenho a honra de offerecer a V.ª. um dos exemplares da minha obra, e subscrevendo-me com a mais alta consideração de V.ª.

M.ª att.ª v.ª m.ª hum.ª

Christiano José de Senna Barcellos
f.º de S.ª da Armada.

7. Ilha do Sal. (46 x 31 cm).

8. Ilha de S. Nicolau. (41 x 60 cm).

9. Ilha de Santa Luzia. (33.5 x 40.5 cm).

10. Ilha de S. Vicente. (33.5 x 40.5 cm).

11. Ilha de Santo Antão. (42 x 56 cm).

While the Roteiro de Cabo Verde is not particularly rare institutionally, as there are many examples held by Portuguese public collections and around a dozen or so in libraries outside of Portugal, examples seldom appear on the market. It is worth noting that the present example is in stellar condition, with clean and bright text and complete original wrappers, which is quite unusual, as the work is highly prone to foxing.

Captain Cristiano de Sena Barcellos: Geographer and Historian of Cabo Verde

Cristiano de Sena Barcellos (1854 - 1915) was a Cabo Verde-native and career naval officer who was one of the foremost authorities on the islands. He was born in Nova Sintra, on the island of Brava, the son of a civil servant, and grew up in Brava and in Mindelo, on the island of São Vicente. He entered the Portuguese Navy in 1872, whereupon he was generally stationed in West Africa, conducting numerous hydrographic surveys and meteorological observations, establishing himself as one of Portugal's foremost geographers.

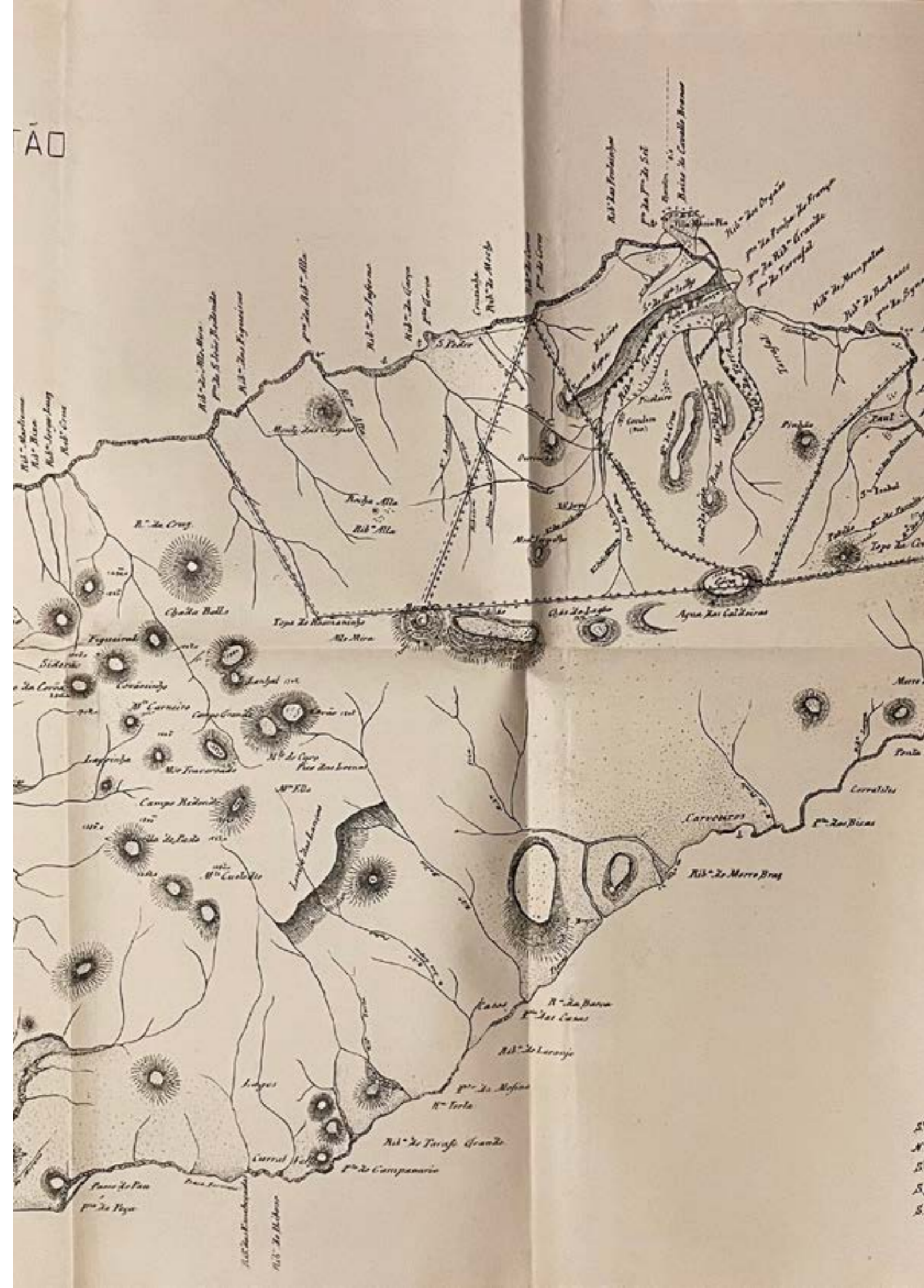
In 1888, Barcellos married advantageously to Ana Pereira de Sá Nogueira, the daughter of Rear Admiral Rodrigo de Sá Nogueira and the great-niece of the Marquês de Sá da Bandeira, the late legendary Portuguese prime minister, cartographer and scholar of African affairs.

Barcellos saw rapid promotion in the navy, becoming captain-lieutenant in 1895, and post captain in 1904, while being decorated for distinguished combat service in Guiné (Guinea-Bissau). In 1897, he was appointed as the Commander of Naval forces in Cabo Verde, a post that allowed him to double down on his historical and geographical research on West Africa.

In addition to the present work, Barcellos authored several other works on Cabo Verde and Guiné that are still today considered seminal sources, including *Alguns apontamentos sobre as fomes em Cabo Verde: desde 1719 a 1904* (Lisbon, 1904) and *Subsídios para a história de Cabo Verde e Guiné: memória apresentada à Academia Real das Sciencias de Lisboa* (7 vols., Lisbon, 1899-1915).

References: Biblioteca Nacional de Portugal: C.Rot. 81 P.; Staatsbibliothek zu Berlin: Port-K os 70 [8]°; Harvard University Library: PORT 3597. 10; Brown University Library: DT671.C2 S45; Stanford University Library: DT671 .C2 B24.; University of California-Los Angeles: SRLF DT671.C2 S478; OCLC: 223166561.

1.400 EUR



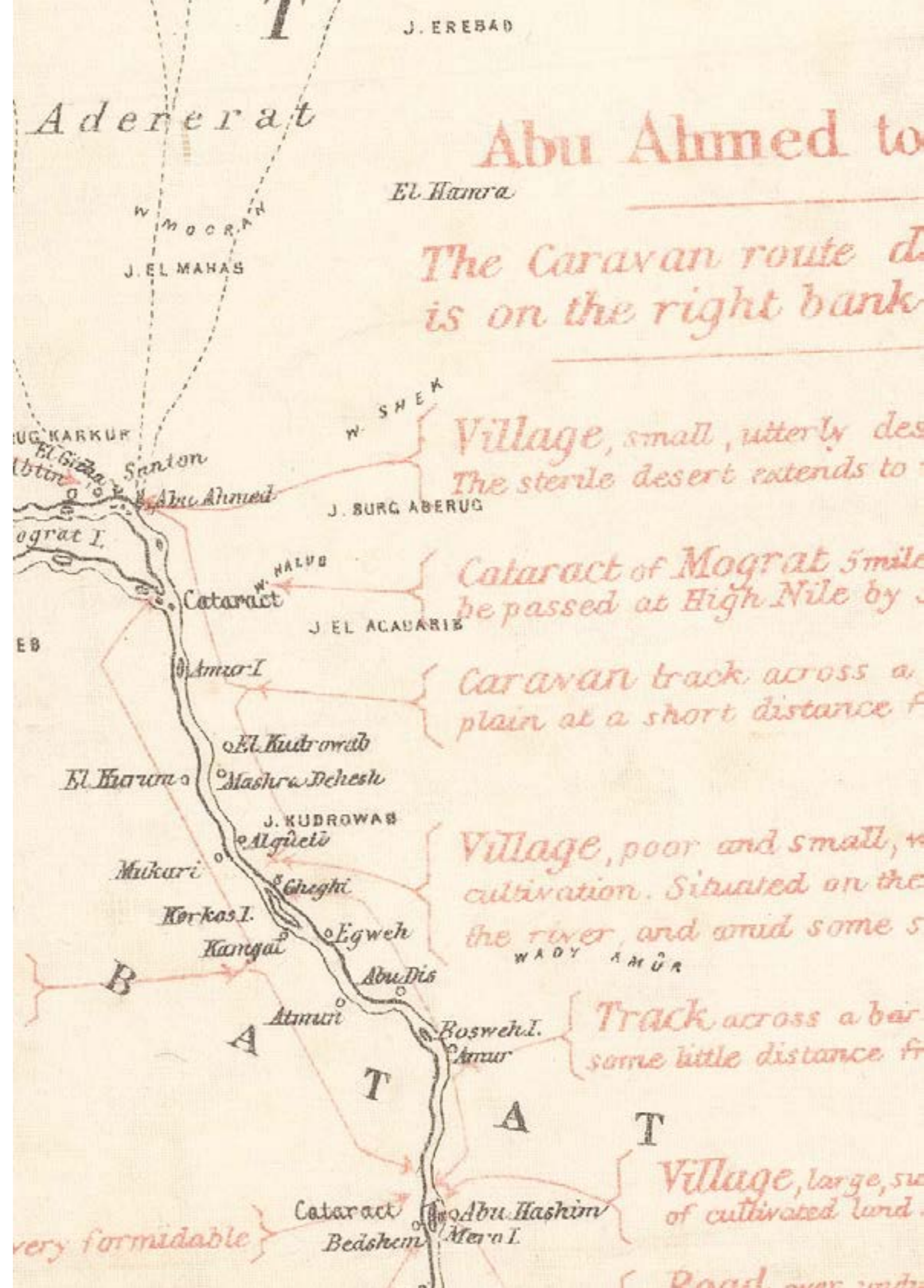
4. SUDAN – THE MAHDIST WAR THE ‘GORDON RELIEF EXPEDITION’ ‘SECOND SUAKIN EXPEDITION’ IMPORTANT MILITARY CARTOGRAPHY

An unprecedented collection of 4 very rare military operational maps of Sudan and southern Egypt made by the War Office’s Intelligence Branch from ground-breaking reconnaissance expeditions and printed on cloth (2 on silk, 2 on linen) seemingly for the use of British mounted officers while serving on either, 1) the ‘Gordon Relief Expedition’ (1884-5) from Egypt to Khartoum, being the heroic but ill-fated mission to rescue Sir Charles Gordon’s garrison during the Siege of Khartoum, the most dramatic aspect of the Mahdist War, or, 2) the Second Suakin Expedition (March-May, 1885), mounted to protect the construction of a railway that was planned to run from the Red Sea to the Nile – amazing original artefacts of warfare in one of the most inhospitable and dangerous regions in the world.

1.
INTELLIGENCE BRANCH, WAR OFFICE. / J.G. KELLY, Compiler.
Map of the Nile Provinces from the Railway Terminus at Siût to Berber. Compiled in the Intelligence Branch, War Office, from the most recent manuscripts. 1884.
London: W. Brider Lith. for the Intelligence Branch, War Office, 1884.
Lithograph, printed in black and brown on silk (Good, light even toning, some sporadic staining, light wear along old folds, old tack marks to corners), 106 x 65 cm (41.5 x 25.5 inches).

2.
INTELLIGENCE BRANCH, WAR OFFICE. / Tynte Ford HAMMILL (1851 -1894).
Sketch Map of Nile from Wady Halfa to Khartum with notes on Caravan Routes, Navigability of Nile, Towns, Climate &c. / Revised in accordance with Commander Hammill’s Report 27.6.84.
London: Intelligence Branch, War Office, [Summer] 1884.
Lithograph, printed in black and red on linen, with with contemporary paper sheet printed in red (by the Intelligence Branch, dated October 1884) featuring distances along the Nile affixed with a pin on lefthand side (Good, some light staining along old folds and more pronounced stains in lower margin, affixed paper sheet with some short tears but no loss), 78 x 63.5 cm (31.5 x 25 inches).

3.
John FOWLER (1817 - 1898). / INTELLIGENCE BRANCH, WAR OFFICE.
Sketch of the Country between Ambukol and Shendy / Taken from the Survey of Mr John Fowler C. E. / to which is added descriptive Notes of the Route / Distance from Ambukol to Shendy 176 miles.



London: Intelligence Branch, War Office, September 1884.

Lithograph, printed in black and red on linen (Good but quite stained, more pronounced in upper left quadrant), 68 x 100 cm (27 x 39.5 inches).

4.

INTELLIGENCE BRANCH, WAR OFFICE.

Sketch Map of Country between Suakin and Berber with notes on the Principal Routes.

London: Intelligence Branch, War Office, June 1884.

Lithograph, printed in black and red on silk (Good, some light staining along old folds and more pronounced stains on side margins and upper and lower centre), 48 x 72 cm (19 x 28.5 inches).

Historical Context: The Mahdist War and the ‘Gordon Relief Expedition’

the Egypt gained control over Sudan in 1820, but its rule over this vast and tumultuous land was always tenuous at best. In 1881, the Mahdist War (1881-98) broke out in Sudan, being a rebellion against Egyptian rule led by Muhammad Ahmad bin Abd Allah (1844-85), who proclaimed himself the ‘Mahdi’ (the ‘Guided One’) of Islam. He led the Mahdist Islamist moment which included hundreds of thousands of loyal followers.

In 1882, Britain assumed military control over Egypt, making the country a British Protectorate. The British soon realized that they would have to assert control over Sudan, lest the Mahdists expand their ambitions to strike Egypt. Already by this time, the Egyptian Army had lost control of most of the Sudanese countryside, although they managed to hold Khartoum, as well as maintaining a tenuous lifeline from there down the Nile to Egypt.

As the Mahdist Revolt spread, the relatively new Intelligence Branch of the War Office (established 1873) was charged with gathering information and cartography on Sudan for urgent use in theatre.

To save the Anglo-Egyptian cause in Sudan, early in 1884, the British dispatched Major General Sir Charles George Gordon (1833 - 1885) to Khartoum. Gordon was a military engineer and one of the era’s most storied battle leaders, popularly known as ‘Chinese Gordon’ for his phenomenal command of the ‘Ever Victorious Army’ while suppressing the Taiping Rebellion in China.

Gordon possessed the perfect resume for such an assignment, as he had recently served as the Governor-General of the Sudan, Darfour, the Equatorial Provinces and the Red Sea Littoral (1873-80), in the Egyptian Khedive’s service. Gordon arrived in Khartoum on February 18, 1884, only to find that his authority barely extended beyond the gates of the city. Ominously, in short order, his relatively small garrison found itself surrounded, leading to the Siege of Khartoum (March 13, 1884 to January 26, 1885), one of the most widely followed events of the late 19th century.

While British Prime Minister William Gladstone was reluctant get further entangled in the slow-motion train wreck that was Sudan, as Gordon was a national hero, he was compelled by domestic pressure to sponsor a ‘relief expedition’ to save Khartoum before it fell to the Mahdists.

General Garnet Wolseley (1833 - 1913), one of the most the most legendary of all Victorian commanders, was charged to lead what was technically billed as the ‘Nile Expedition’ but was more popularly known as the ‘Gordon Relief Expedition’. Arriving in Egypt in October 1884, Wolseley assembled a massive Anglo-Egyptian force, supported by steamboats, giant canoes and camels to carry his men over 2,000 km up the Nile to Khartoum. Wolseley’s ‘race’ to save the Gordon was extensively covered in almost real time (via telegraph) by the major European newspapers, ensuring that was one of the earliest world-wide media spectacles.

By October 26, 1884, Wolseley’s forces made Wadi Halfa, located on the Nile in the far north of Sudan, their ‘base camp’. As they proceeded up the Nile, by mid-November they received word from Gordon that his garrison could hold Khartoum for only another 40 days or so. Progress up the Nile by boat was arduous and time consuming, as one had to portage several great cataracts, while travel overland was dangerous, as the Mahdists and their allies patrolled the desert, while sources of water were scarce, the topography rugged and the climate forbidding, yet it was generally much faster than travelling by water.

Wolseley realized that there was no possibility that he could reach Khartoum in time by travelling up the Nile. He thus decided to divide his forces into the ‘River Column’ (which would continue up the Nile by boat) and the ‘Desert Column’ which would travel a shorter distance overland, hopefully reaching Khartoum as an advance force that could take Mahdist pressure off Gordon until Wolseley’s main force could arrive.

The Desert Column, led by Major General Sir Herbert Stewart (1843-1885), was to cut inland to avoid the ‘Bend of the Nile’, traversing the inhospitable Bayuda Desert. Specifically, the plan called for the force to depart Korti, a small village on the Nile, and then head inland in a roughly southwesterly direction to return to the Nile at the river port of Metemeh (today El Matamma), where they would hopefully be met by armoured steamers sent from Khartoum by Gordon. While this approximately 176 mile (283 km) long-route was much shorter than following the Nile along its great loop, it traversed brutal, rugged and barren land, that hosted only a very limited number of wells. Moreover, Stewart’s force would be constantly vulnerable to ambush by the Mahdists and their allies, who had a far better working knowledge of the terrain.

On December 30, 1884, Stewart’s Desert Column, consisting of 1,400 men, mostly mounted on camels, set out from Korti, on the Nile, while traveling in a traditional Saharan square-shaped battle formation. Much of the trip, while grueling, proceeded without major incident. Indeed, it seemed for a while like they would arrive in the Khartoum area ahead of schedule, in good time to save Gordon.

However, on January 16, 1885, when the Desert Column had made about 80% of their progress between Korti and Metemeh, they encountered a massive Mahdist force of

14,000 warriors at Abu Klea. During the Battle of Abu Klea (January 16-18, 1885), the Mahdists managed to 'break the square' of the British formation and to mortally wound Stewart. However, aided by their superior weaponry, notably their Gardiner Machine Guns, the British managed to regroup and prevail, continuing towards Metemneh. They were again attacked at the Battle of Abu Kru (January 19, 1885), near Metemneh, but managed to triumph and make camp on the Nile, near their planned destination. However, the actions at Abu Klea and Abu Kru had significantly delayed their progress such that the Desert Column missed its window, arriving near Khartoum just a little too late to provide significant relief to Gordon's garrison, which was in extremis. Yet, their mission was widely hailed as heroic in and of itself, nearly achieving the impossible.

Khartoum fell to the Mahdists on January 26, 1885, whereupon Gordon and almost all his 7,000 troops, as well as 4,000 civilians, were slaughtered, so marking one of the greatest military defeats in British history. Yet, Gordon was lionized as a martyr of the British Empire. Wolseley's main force arrived in Khartoum on January 28, 1885, having made remarkably expeditious progress - but not fast enough.

For a brief time in the wake of the siege, the British attempted to pacify and conquer Sudan, commencing such projects as building a railway from Suakin, at the Red Sea, to Berber, on the Nile. However, Westminster soon changed its policy and by the end of the spring of 1885, almost all British forces left the country. This allowed Sudan to fall completely under Mahdist control.

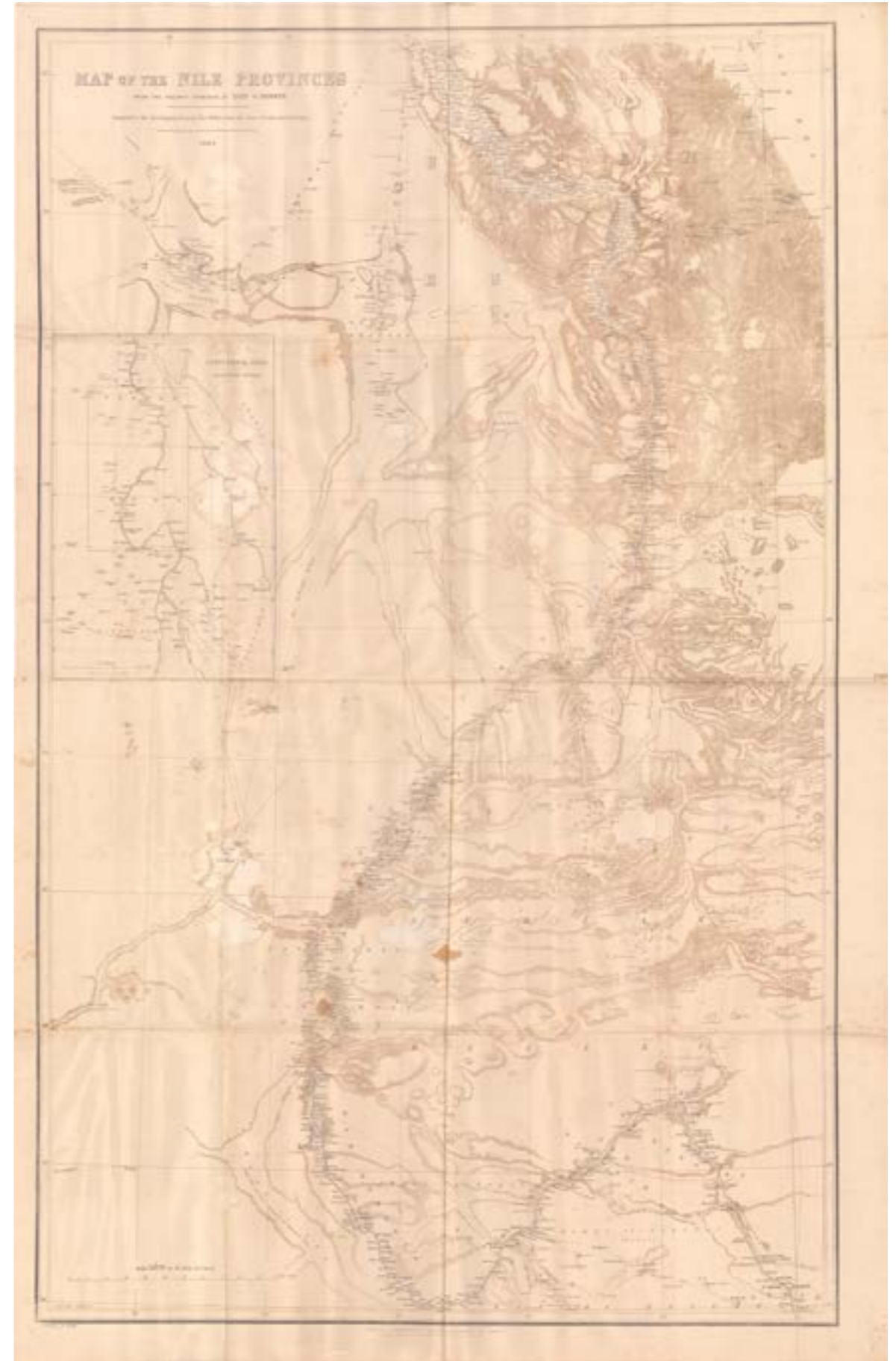
Over a decade later, a more hawkish government in Westminster resolved to retake the country and, from 1896 to 1898, General Herbert Kitchener led a massive Anglo-Egyptian force that like a juggernaut mowed down the Mahdists, conquering Sudan. Britain and Egypt then proceeded to rule Sudan in a de jure condominium for the next two generations.

THE MAPS IN FOCUS

MAP 1: *Map of the Nile Provinces from the Railway Terminus at Siût to Berber... (1884).*

This fascinating map depicts the great run of the Nile from Siût (Asyut), the southern terminus the Egyptian Railway in central Egypt, located about 320 km south of Cairo, all the way up the Nile to the key market town of Berber, Sudan, located 315 km north of Khartoum. The 'Sketch Map of Egypt Proper, Nubia and the Egyptian Sûdan', on the lefthand side, showcases the area covered within the greater context of the Nile Valley from Cairo to Khartoum.

The mighty Nile is show to snake though the vast expanses of Sudan's Nubian Desert and Egypt's Western and Eastern Deserts. All cities, towns and villages along the Nile are marked, while caravan routes are traced through the desert, heading past marked wells and oases. Highlands are expressed by fine graduated shading, bisected by numerous wadis.



The map was compiled by the draftsman J.G. Kelly, at the Intelligence Branch of the War Office, in 1884, and was issued especially to serve as strategic guide for the Gordon Relief Expedition's entry into Sudan, whereupon the further one ventured, the more difficult, dangerous and uncertain was the progress of travel.

Unlike most surviving examples of the map, the present example is printed on silk, for the use of mounted officers in the field.

The present map was issued in editions in 1884, 1887, 1890 and 1896, which are all very rare. We can trace 5 institutional examples of 1884 issue, held by the British Library, National Archives U.K. (2 examples), Royal Geographical Society and the Bibliothèque nationale de France.

MAP 2:

Sketch Map of Nile from Wady Halfa to Khartum with notes on Caravan Routes... Revised in accordance with Commander Hammill's Report 27.6.84. ([Summer] 1884).

This is an extremely rare, special variant of what is still otherwise a very rare and intriguing map. Its perspective embraces the great run of the Nile from Wadi Halfa, the forward operating base for the Gordon Relief Expedition, just below the Sudan-Egyptian border, all the way to their ultimate objective, Khartoum. The first edition of the map was issued in May 1884 by the Intelligence Branch of the War Office as a strategic aid for planning the route of the mission. However, the present example of the map is a special variant, as it includes important updates on the nature and navigability of the Nile between its Second and Third Cataracts from the field reconnaissance mission of the seasoned Admiralty hydrographer Commander Tynne Ford Hammill, R.N., who submitted his report on the subject in June 1884.

The map, printed in black, with exhaustive notes overprinted in red is by far and away the most detailed and accurate general travel guide into the heart of Sudan to date. This present example of the map is printed on linen, for more convenient for use by mounted officers in the field, and includes (as a rare survivor), pinned on to the map, a small, printed distance chart that includes all the major places between Siût (Asyut) and Khartoum, published by the Intelligence Branch in October 1884.

The map showcases the Nile as it snakes through the Nubian Desert, around its Great Bend and then towards Wadi Halfa, down impassible cataracts. The copious red printed notes provide a vast wealth of information based upon direct firsthand investigations by British officers. This intelligence, much of which is dated, includes the distances between main points; the navigability, levels and currents of the river at regular intervals; major topographical features, ruins and geological formations for orientation; descriptions and populations of key towns; the climate; notes for the possible future construction of railways; locations of natural resources, springs and wells; descriptions of caravan routes; as well as other intriguing details. Encouragingly, the map notes that the average temperature in the shade in the region was 112° (44.5° C)!

The present map was issued in editions in 1884 and 1886, which are both very rare. We can trace 5 institutional examples of 1884 issue, held by the British Library (2 examples), National Archives U.K., Royal Geographical Society, and the Bibliothèque nationale de France.

MAP 3:

Sketch of the Country between Ambukol and Shendy... (September 1884).

This is an amazing map of the vital travel corridor across Sudan's forbidding Bayuda Desert followed in December 1884-January 1885 by Major General Sir Herbert Stewart's famed 'Desert Column' during their heroic but ill-fated bid to rescue Gordon's garrison during the Siege of Khartoum. The map, published in September 1884 by the War Office's Intelligence Branch, revived the legendary engineer John Fowler's first scientific mapping of the corridor made in 1871-2 for the unrealized Egypt-Khartoum railway project. It includes copious notes on the nature of the terrain and the locations of life-saving wells. The present example is exceptional, as it is published on linen especially to be carried by Stewart's camel-mounted officers.

In the late 1860s, Isma'il Pasha, the Khedive of Egypt (reigned 1863-79), who was famed for his infrastructure building (he presided over the completion of the Suez Canal, 1869), decided to build a railway from Egypt to Khartoum. He considered the project to be the only way that his regime could possibly continue to control Sudan.

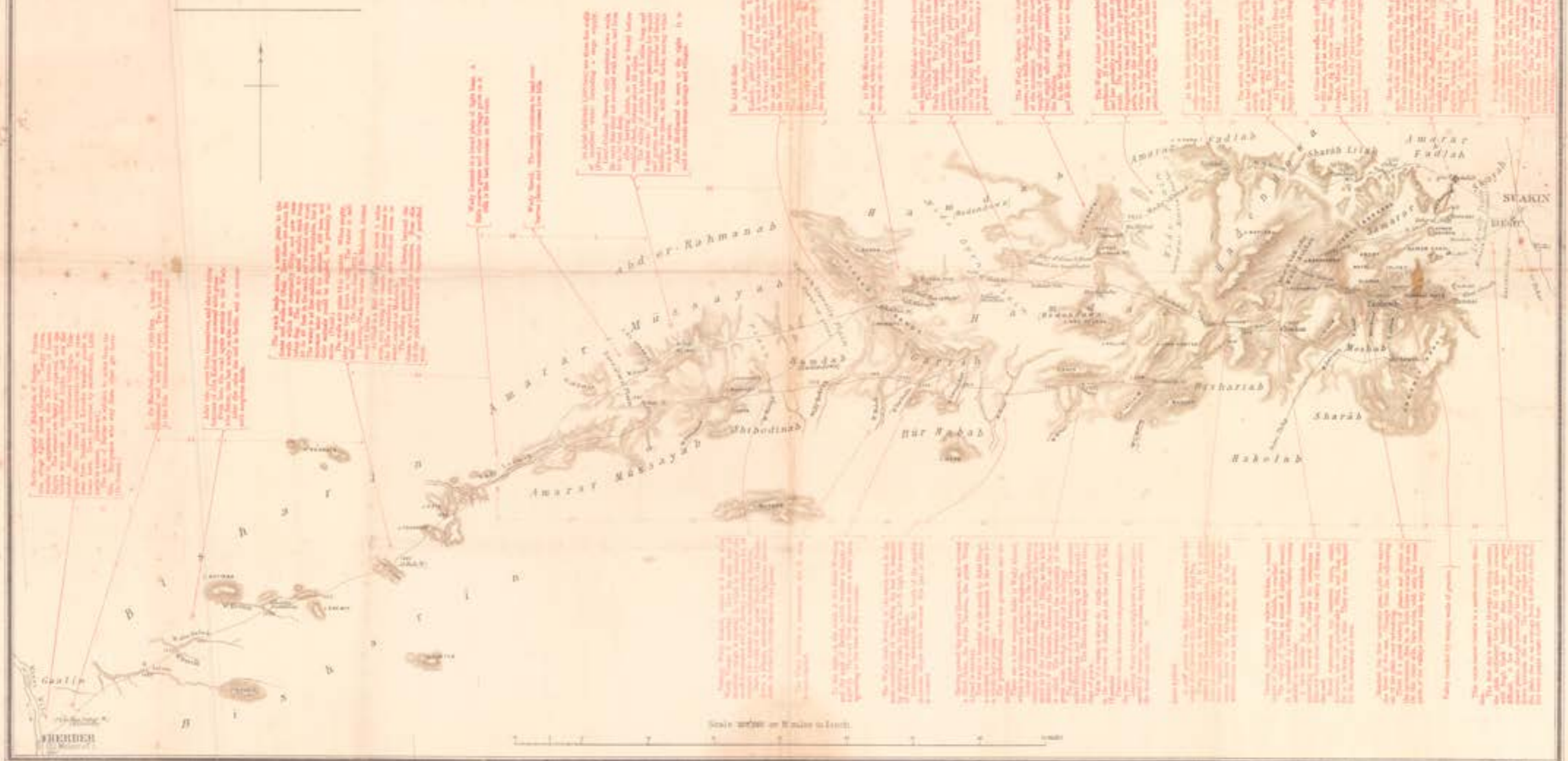
In 1869, the Khedive appointed the legendary English engineer Sir John Fowler (1817 – 1898) to conduct a detailed survey and feasibility study for an Egypt-Khartoum railway (paying him a stupendous sum). Fowler was globally renowned for designing London's Metropolitan Line (completed in 1863), the world's first subway system. A key element of Fowler's plan was to cut the distance of the Bend of the Nile by running a rail line from 'Ambukol' (Um Bakool), the neighbouring village to Korti, across the Bayuda Desert to Metnemmah, located just across the Nile from 'Shendy' (Shendi), a major steamboat station, located about 190 km downriver from Khartoum.

In 1871-2, Fowler oversaw a detailed survey of the Ambukol-Shendy corridor, roughly following a centuries-old, but as of late seldom used, camel caravan route. The survey, represented the first, and for some years only, scientifically accurate rendering of the corridor.

While Fowler's plans for the railway reached a mature stage, and the project was enthusiastically backed by Governor-General Charles Gordon, regrettably, by the late 1870s the entire project was mothballed due a meltdown in Egypt's public finances. The cancellation of the railway proved to be a history-altering missed opportunity, as had the line been built, it is likely that Anglo-Egyptian forces would have easily defeated the Mahdist rebellion, as they would have been able to quickly flood the country with troops (but then again, history is not based on 'what ifs'). As a result, Fowler's original maps for the Egypt-Khartoum railway, including for the vital Ambukol-Shendy corridor, remained in manuscript form for some time.

SKETCH MAP OF COUNTRY BETWEEN SUAKIN AND BERBER

with notes on the Principal Routes.



Amara-Berber N. 35 E.

Lithographed at the Intelligence Branch, War Office
under the direction of Major W. F. P. R. S. A. G. C. W. S.

In 1884, the Intelligence Branch resurrected Fowler's manuscript railway maps to guide the Gordon Relief Expedition en route to Khartoum.

In May 1884, the Intelligence Branch published as small-scale rendering of Fowler's map, Sketch of the Country between Ambukol and Shendy (scale - 1:506,880, measuring approx. 47 x 36 cm) that was fit for broad strategic consultation, but was not sufficiently detailed for operational use by troops in the field.

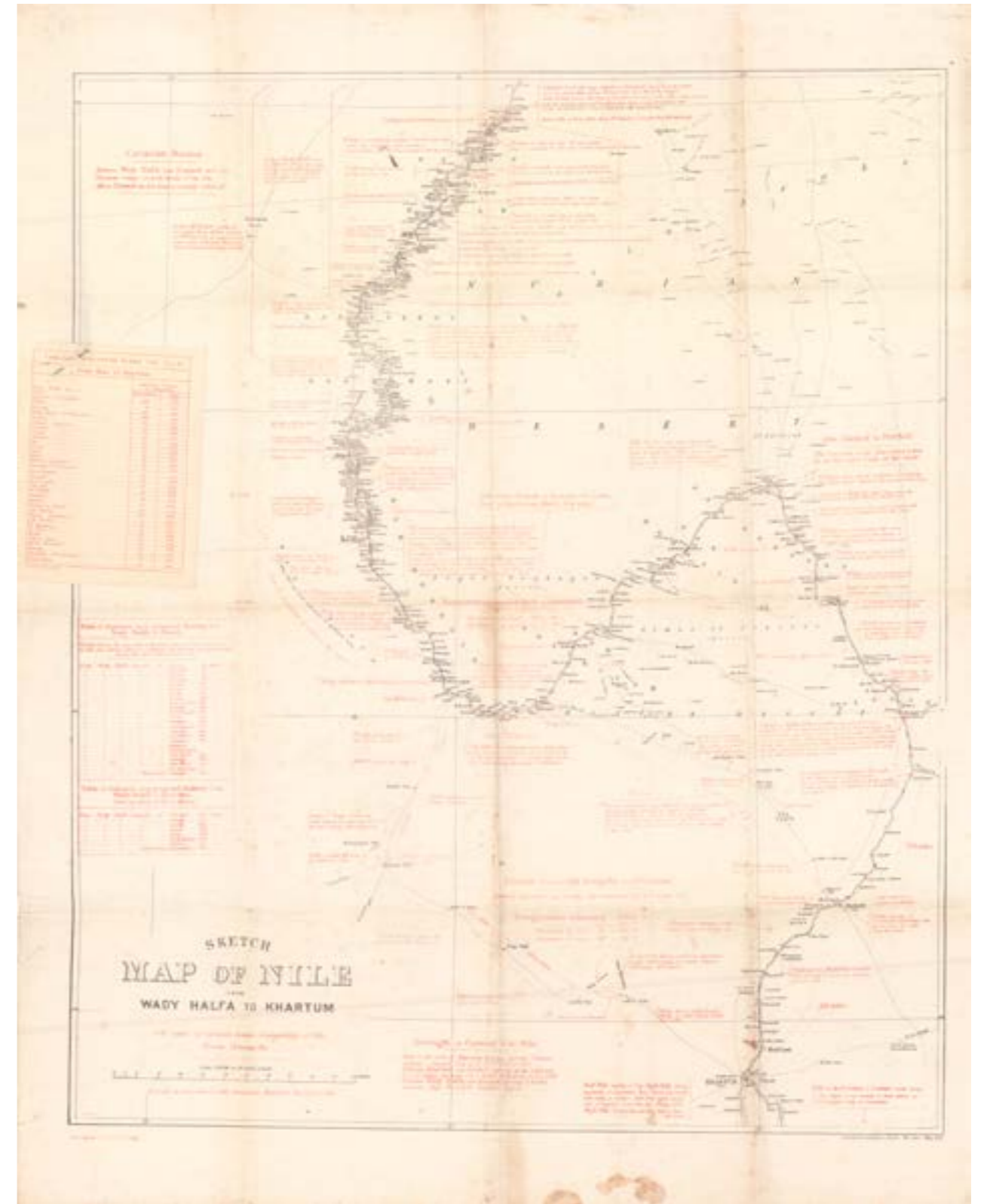
In September 1884, as Wolseley's expedition was making its way to Egypt, the Intelligence Branch created a dramatically improved version of Fowler's Sketch of the Country between Ambukol and Shendy, being the present map, executed to scale of 1:200,000. It included far more topographical detail with regards to Fowler's original mapping, printed in black, while importantly, it added copious and valuable notes on the route (i.e., the locations of wells, firewood, ruggedness, etc.), printed in red, written by "W. Whitworth", who was the Fowler's second-in-charge (although we cannot find any information about him), variously signed September 10th or 11th 1884.

Importantly, the present example of the map is printed on linen, such that it could be easily carried and unfurled by camel-mounted officers as they traversed the desert, a format much more convenient and durable than a paper map. We are aware of the existence of a single verifiable other example of the map printed on linen, making this an exceptional example.

Fowler's original mapping, printed in black, appears in two horizontal registers which, if connected, extend from 'Ambukol' and Korti, on the Nile, in the northwest, down across the Bayuda Desert to 'Metemmeh' and 'Shendy', in the southeast, located further up the river, past the Bend of the Nile. The map provides an extremely detailed and scientifically accurate rendering of the travel corridor, depicting and naming wadis, highlands, and noting the nature of the terrain and vegetation, while labeling the locations of wells. Critically, the 'Camel Route', the old caravan trail, is shown as a dashed line, and is shown departing the Nile from Korti, while the route of Fowler's envisaged railroad is shown as a tracked line departing across the desert from Ambukol (just above Korti). Much of the time, the camel caravan trail and the proposed railway line run close together. The future locations of the battles of Abu Klea ('Aboo Klea') and Abu Kru ('Aboo Krou') are noted on the righthand side of the map's lower register.

Below the map, are longitudinal profiles of the route that show the gradations in elevation to be mercifully moderate.

Throughout the map are Whitworth's detailed notes, in red, with the passage in the lower right reading "The Information given in red on this map is quite correct and is obtained from the studies of the Soudan Railway Survey of 1872 of which I was second in charge. W. Whitworth Sept. 10th 1884". Here he provides invaluable information on the nature of the villages, water supply, climate, state of trails, etc. that would have been vital for Sir Herbert Stewart's men as they traversed 176 km of hostile, otherwise unknown, terrain.



It is worth noting that Stewart's men took many observations while traversing the Bayuda Desert, which were incorporated into a subsequent edition of the map, published by the Intelligence Branch in December 1886, *Sketch of the Country between Ambukkol and Shendi / Taken from the Survey of Mr. John Fowler and revised from sketches and information, furnished by Officers during the Campaign of 1884-1885...* For comparison, please see a link to this edition, courtesy of the National Library of Australia:

<https://nla.gov.au/nla.obj-231799753/view>

Both editions of the map are very rare, and the present example is marquis for being published on linen (as opposed to paper), as we can verify only a single other example in this medium. We locate institutional examples of the 1884 issue of the map held by the British Library (2 examples), University of Manchester Library, Bibliothèque nationale de France (2 examples), and the University of Wisconsin-Milwaukee. Moreover, we note the sole known example of the December 1886 revised edition of the map held by the National Library of Australia. We can trace only a single other sales record for another other example of the map as appearing on the market during the last 30 years (being one which we handled in 2023).

MAP 4:

Sketch Map of Country between Suakin and Berber with notes on the Principal Routes (June 1884).

An alternative route for reaching Khartoum from Egypt, as opposed to charging up the Nile, was to cross overland from the port of Suakin, on the Red Sea, to the Berber, on the Nile. While this passage was grueling, it still technically viable and was much shorter than the All-Nile route. The only catch was that most of the territory was controlled by Mahdist forces led by the famed General Osman Digna, that posed a potentially lethal danger to the any British presence.

In February 1884, Major-General Sir Gerald Graham mounted the 'First Suakin Expedition', the aim of which was to subdue Osman Digna's forces. The British victory at the Battle of Tamal (March 13, 1884), while falling far short of taking Osman out of the game, nevertheless diminished his capabilities. The expedition also allowed Graham's men to extensively explore and map the Suakin-Berber corridor.

In good part predicated upon the findings of Graham's expedition, the Intelligence Branch of the War Office issued the present map, in June 1884. Printed on silk for use by mounted British officers in the field, the map embraces the entire Suakin-Berber corridor (about 300 miles wide). It meticulously charts the caravan routes which ran through the desert, with the highlands expressed by graduated shading. Elevations are noted in feet, at many points, while towns, villages and wells are marked. Importantly, the map is overprinted in red with copious notes describing the routes at frequent points (noting the locations of water, quality of the terrain, and the fauna, etc.), intelligence vital for an army on the move in one of the world's most inhospitable environments.

In the wake of the Siege of Khartoum, Britain (briefly) embarked upon a policy to pacify and conquer all Sudan. A lynchpin of this design was building of the Suakin-Berber Railway, which was projected to run for 280 miles. The present map was a vital aid for planning this ambitious project.

In March 1885, Major-General Graham led the 'Second Suakin Expedition', the objective of which was to sufficiently pacify Osman Digna's forces as to allow the construction of the Suakin-Berber Railway. Graham succeeded in pushing the Mahdists back into the hinterland (although, once again, they would survive to fight another day). However, in the meantime, the British government performed a volte-face regarding Sudan, deciding to abandon the country, as holding it was seen to cost too much in blood and treasure. Accordingly, Graham's force vacated the country in mid-May 1885, with only the first 20 miles of the railway completed (although a small British force retained in control of Suakin town until 1888).

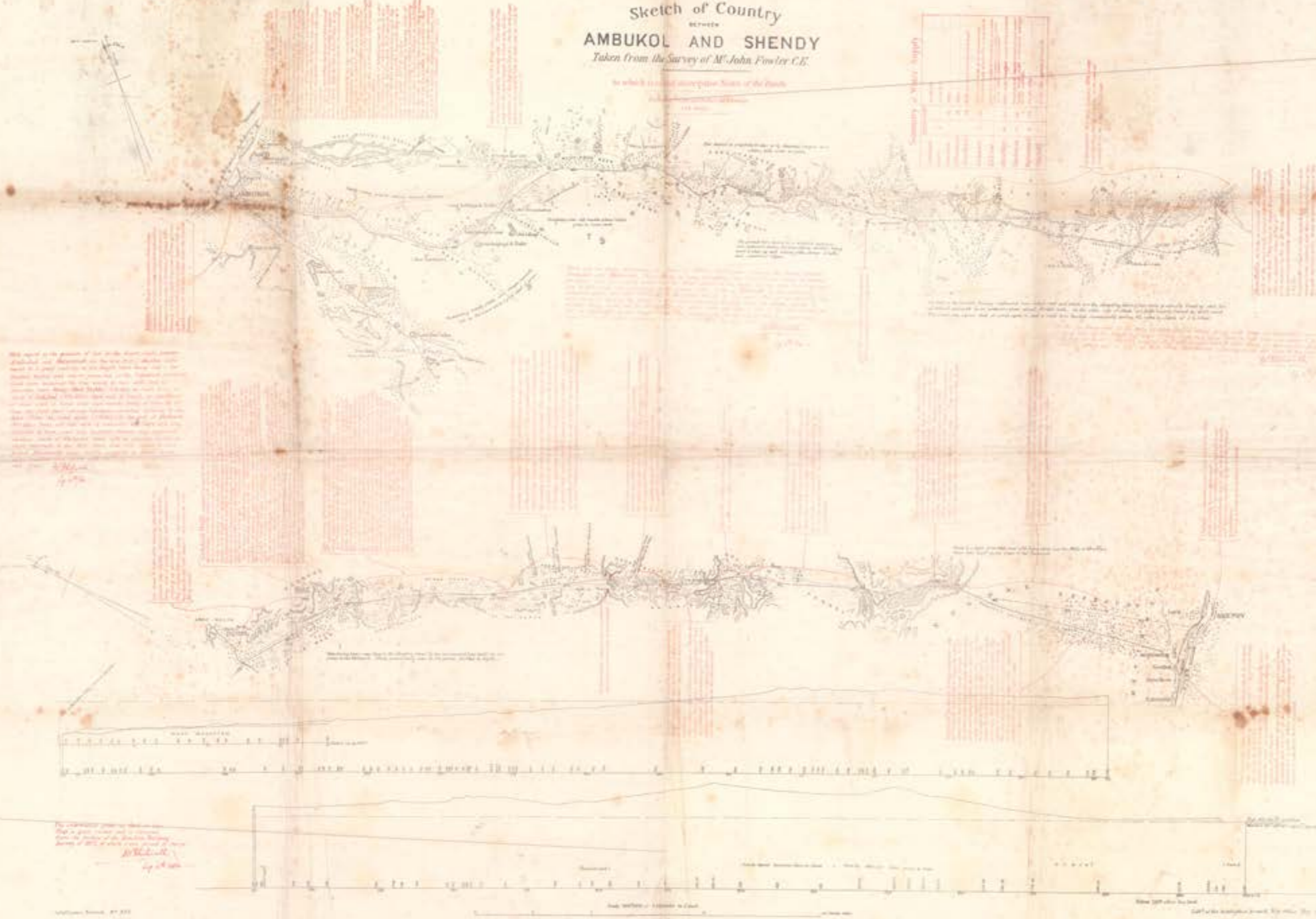
The present map was issued in editions in 1884 and 1886, which are both very rare. We can trace less than 10 or so institutional examples of 1884 issue, held by the likes of the British Library, National Archives U.K., Royal Geographical Society, and the Bibliothèque nationale de France, although we can verify only a single example as being printed on cloth (as here).

References: MAP 1: British Library: 64365.(7.); National Archives U.K. (2 examples): FO 925/2985 and FO 925/2986; Bibliothèque nationale de France: SG Y B-114; Royal Geographical Society: MR EGYPT DIV.20; OCLC: 658448303, 497559073; A. Crispin JEWITT, *Maps for Empire: The First 2000 numbered War Office Maps 1881-1905* (London, 1992), no. 354 (p. 57). MAP 2: British Library (2 examples): 64465.(15.) and Maps MOD IB 530; National Archives U.K.: FO 925/1118; Royal Geographical Society: mr Sudan Div.7; Bibliothèque nationale de France: SG Y B-111; OCLC: 658448192, 497559102; JEWITT, *Maps for Empire*, no. 362 (p. 59) [noting the present Hammill variant]. MAP 3: British Library (2 examples): Cartographic Items Maps 66838.(2.) and Cartographic Items Maps MOD IB 367; University of Manchester Library: E4:16 (1); Bibliothèque nationale de France (2 examples): GE C-20885 and SG Y B-110; University of Wisconsin-Milwaukee: Maps ; 317-c .A42 A-1884; OCLC: 608486055; 497559175; 642642739; JEWITT, *Maps for Empire*, no. 367 (p. 60); Alexander MACDONALD, *Too Late for Gordon and Khartoum: The Testimony of an Independent Eye-witness of the Heroic Efforts for Their Rescue and Relief* (1887), p. 186; *Petermanns Mitteilungen*, 31. band (1885), p. 197; *Proceedings of the Royal Geographical Society and Monthly Record of Geography*, vol. 7 (1885), p. 60. Cf [re: 1886 ed.:] National Library of Australia: MAP RM 2348/2. MAP 4: [example on cloth:] British Library: Maps Z.12.[369.]; OCLC: 497559205; JEWITT, *Maps for Empire*, no. 369 (p. 60) [noting a variant printed on cloth].

6.500 EUR

Sketch of Country
BETWEEN
AMBUKOL AND SHENDY
Taken from the Survey of Mr. John Fowler C.E.

to which is added an approximate Scale of the Road



The road is a good one, and the country is very fertile. The soil is a rich loam, and the climate is very healthy. The people are very industrious, and the country is very well cultivated. The road is a very important one, and it is very well maintained. The country is very beautiful, and it is a very pleasant place to live. The road is a very good one, and the country is very fertile. The soil is a rich loam, and the climate is very healthy. The people are very industrious, and the country is very well cultivated. The road is a very important one, and it is very well maintained. The country is very beautiful, and it is a very pleasant place to live.

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John Fowler C.E.

Scale of the Road

Scale of the Road

5. CALCUTTA – OFFICIAL CITY PLAN ASIAN URBANISM CALCUTTA IMPRINT

SURVEY OF INDIA.

City of Calcutta / Scale 3 Inches = 1 Mile or 1:21,120. / Provisional Issue. / Published under the direction of Colonel F.B. Longe, R.E., Surveyor General of India. February, 1910.

Calcutta: A.R. Coard, Chief Engraver, Survey of India Offices, February 1910.

Photozincograph with original hand colour, dissected into 20 sections and mounted upon original linen with marbled endpapers, contemporary manuscript additions, in neat blue pen, that seemingly mark places of personal significance to a newly arrived anonymous British resident of the city (Very Good, lovely original hand colouring, overall clean and bright just some light staining to upper left quadrant), 70.5 x 68.5 cm (28 x 27 inches).

Exceedingly rare – the stellar official city plan of Calcutta, capturing the vibrant metropolis during the twilight of its role as the capital of British India, when it was a global epicentre for the textile industry and logistics and the literary capital of the Subcontinent; issued by the Survey of India, predicated upon super-accurate scientific surveys, the map delineates every street (labelling the major thoroughfares), and outlines and names all key public buildings and monuments, as well as innumerable industrial and transportation facilities, forts, parks, gardens, plus, landmarks of the city's diverse heritage, including Hindu, Muslim, Armenian, Greek, British and Jewish, etc. places of worship; a valuable record of Calcutta during the early 20th century for academic researchers and the intellectually curious.

During the early 20th century, Calcutta was one of the most important and economically and culturally vibrant cities in the world. The capital of British India (until 1911, the year after the present map was issued), the fast-growing metropolis was the second largest city in the British Empire (after only London) with its population recorded in the 1911 census as being 1,043,307 (having grown from 847,796 in 1901, and 682,305 in 1891). Calcutta was a bustling port on the Hooghly River, a globally important hub of textile production, and the literary centre of India (the base of the future Nobel laureate Rabindranath Tagore). While primarily a Bengali city, it was home to people from across the Indian Subcontinent, as well as having long-standing Armenian, Jewish, Chinese, and various European communities.

The present map is the official city map of Calcutta, issued by the Survey of India, and predicated upon scientific, systematic surveys. It embraces the entire city and its suburbs on both sides of the Hooghly to an ample scale of 3 inches to 1 mile, with a high level of detail, recording the city at a crucial historical juncture, the year before it lost its status as the capital of India, in favour of Delhi (later New Delhi).



Grand Hotel



The photozincographed map is beautifully coloured in a palette influenced by the local textile industry. The map labels all the neighbourhoods and delineates every street and alleyway (marking the major thoroughfares), while outlining and labeling all major buildings (with public edifices shaded in black; others shaded in pink); as well as depicting rail lines and railway yards, parks, industrial facilities, 'tanks' (small reservoirs), etc., while numerous docks and 'Ghats' (jetties) line the river on both sides.

Calcutta proper, which occupies most of the east bank of the Hooghly, forms a semicircle, mainly enclosed in the interior by canals. The great citadel of Fort William and its spacious grounds take in the southwestern quadrant of the city, while the grand neo-classical and Victorian edifices of the Indian Government are depicted to its north (including Government House and the High Court, etc.), along with various institutions (ex. the Dalhousie Institute, Indian Museum, Theatre Royal, Asiatic Society, Govt. Central Printing Press, etc.).

A bit beyond the government quarter are various religious institutions, including many different types of British churches, the Armenian Church, the Greek Church, the Synagogue, Madrassa, etc. Throughout the city are many named schools and colleges, indicative of the fact that Calcutta was then one of Asia's leading education centres. Numerous parks are detailed, including the world-renowned 'Botanical' and 'Zoological' gardens.

While the streets in and around the government quarter generally follow a linear orderly plan, by sharp contrast, the northern and eastern parts of Calcutta, comprising the 'Native Town', are composed of dense warrens of irregular streets. Many bazars and markets are labelled, while the 'References', below the title, explains the symbols employed and the map, while labeling the several edifices that appear on the map as numbers (ex. 1. Customs House; 8. Chadney Bazar).

The premises and yards of innumerable businesses are depicted and labeled, with many concerning the textile and transportation industries. Howrah, located on opposite side of the river to Calcutta, was a great industrial zone, home to Asia's largest railway yards, providing seamless connections to places across the Subcontinent.

The Survey of India made the map available for public sale, with the prices noted in the lower margin: "Uncoloured 8 Annas", "Coloured One Rupee" (as here). The map would have been valued by civil servants, police, business concerns and tourists/residents alike.

Interestingly, the present example features contemporary manuscript additions, in neat blue pen, that seemingly mark places of personal significance to a newly arrived anonymous British resident of the city. These include, for example, in Howrah, "*Where I landed", "Grand Hotel", and near Fort William "Our Place", "Mr. Coates' House", "Briffy's Hosue", and just north of town, the "Bengal Vet.[erinary] College". As we sourced the map in England, it appears that the 'New Calcuttan' in question likely sent the map home to his family to illustrate his letters.

A Note on Rarity and Sources

The present map is exceedingly rare, we cannot find a reference to it (save that which appears within an imprint on a 1925 revised reissue of the map, please see below), let alone the location of another example. This is not so surprising, as while the printer's slug (in lower left margin) reveals that the Survey of India published it in 500 examples, the survival rate of such relatively large maps issued for practical use in India during the period is amazingly low (due to the tropical climate and wear and tear). Indeed, most such titles are today known to survive in a maximum of only a handful of examples, while many are 'ghosts', like the present map.

The present map has its origins in a series of continually updated 'masterplans' of Calcutta, variously titled Plan of the City of Calcutta, or simply City of Calcutta, executed to the large scale of 6 inches to 1 mile, that were first published in 1890, with succeeding editions issued in 1891, 1892, 1901, 1903, 1912 and 1919 (all of which are today extremely rare).

As best as we can tell, the present work is reduced (to half the scale) from the 1903 edition of the masterplan, with some details updated to 1910. Via the 1903 masterplan, the 'Note' below the title reveals some of the map's key source surveys:

The area within the town limits has been taken from the Survey of Calcutta of 1887 to 1894 on the Scale of 1 Inch = 50 Feet.

Dhi-Panchannogram from Captain W.J. Stewart's Survey of 1868 to 1870. Supplemented by Surveys under the superintendence of Colonel W.H. Wilkins, Assistant Surveyor General.

24-Parganas and Howrah portions have been taken from the Hooghly River Survey of 1881 to 1883 by Major S.H. Cowan brought it to date by Supplementary Surveys.

The Kidderpore Docks from plans supplied by the Port Commissioners Office.

The only other edition of the Survey of India's official plan of Calcutta, executed to the same scale of 3 inches = 1 mile, in a format like the present map, is a 1925 revised reissue, which is described as "Published under the direction of Colonel F.B. Longe. R.E. Surveyor General of India. February 1910. With additions and corrections to 1925" (today very rare).

References: N/A – No records traced. Cf. [re: 1925 revised reissue:] OCLC: 51772670; [re: 1903 larger format 'masterplan':] OCLC: 1353295637.

2,200 EUR

6. TAIWAN / SINO-JAPANESE CONFLICT 'DIPLOMATIC CHICANERY' CARTOGRAPHIC CURIOSITIES'

中村芳松 [Nakamura Yoshimatsu] (fl. c. 1883 - 1905), Publisher. / 清水常太郎 [Tsunetaro Shimizu], (fl. 1892-7), cartographer/editor.

實地踏測臺灣詳密地圖 [Jitchi tōsoku taiwan shōmitsu chizu / Detailed Land Survey of Taiwan].

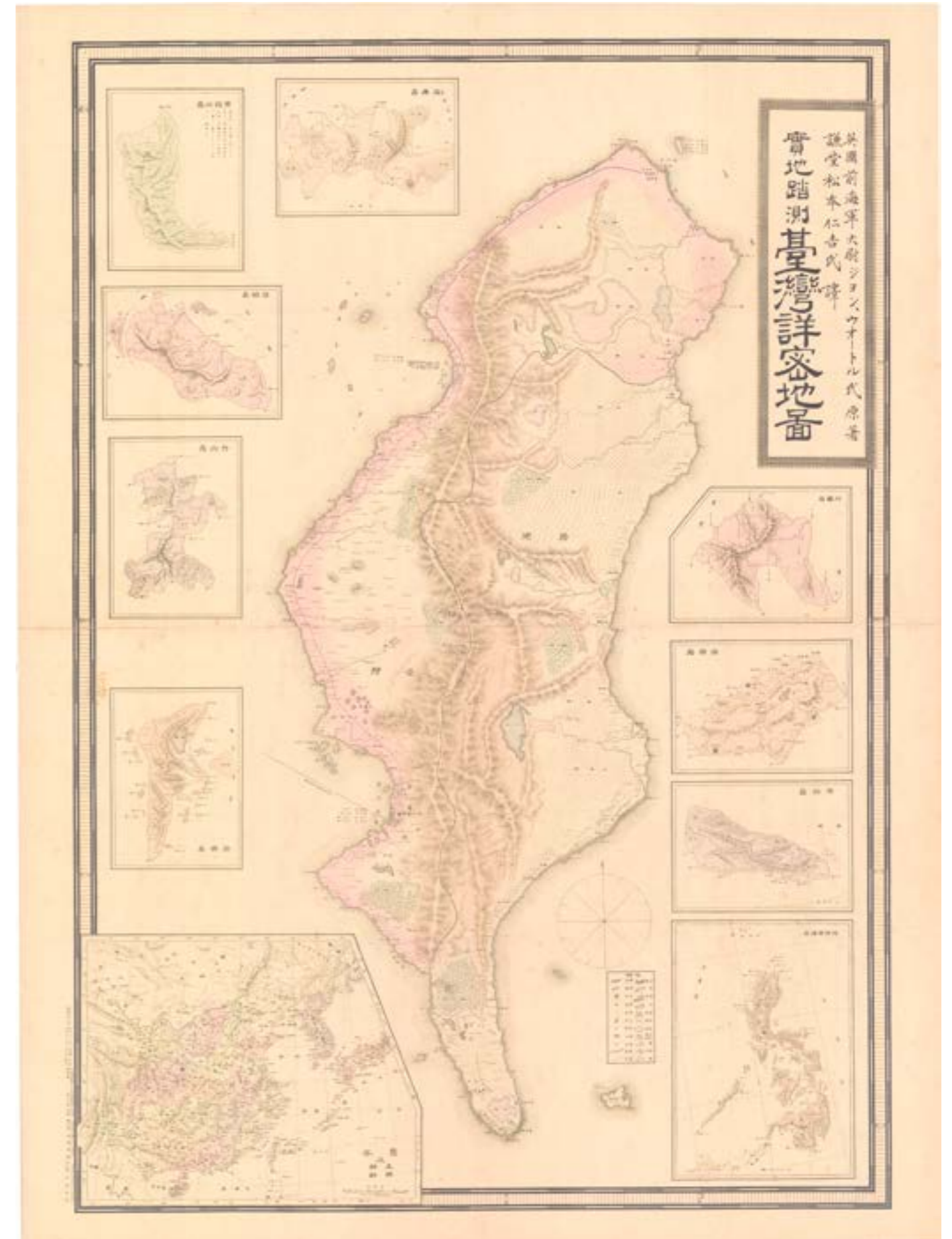
Osaka: 中村芳松 [Nakamura Yoshimatsu], February 1, Meiji 28 [1895].

Lithograph on thick paper with original outline hand colour (Very Good, gorgeous original hand colours, clean, bright and crisp, presumably lacking illustrated paper sleeve), 106.5 x 79 cm (43 x 31 inches).

Very Rare - a wonderfully bizarre and enigmatic map of Taiwan, issued in Osaka by the prominent publisher Nakamura Yoshimatsu, in February 1895, during the First Sino-Japanese War (1894-5); while the map is of very fine technical execution and colouring, it depicts the island in an absurdly distorted geographic form, incorrectly showing it to be an undeveloped, swampy backwater, with its Han Chinese residents beleaguered, at the mercy of savage indigenous peoples, who control the lion's share of the landmass; these gross inaccuracies were almost certainly intentional, perhaps being part of a wartime 'diplomatic ruse' to convince the Qing Court (which was notoriously ignorant about Taiwan) that the island wasn't all that valuable, and so not worth fighting for; as it turned out, at the Treaty of Shimonoseki (April 17, 1895), that ended the war in Japan's favour, China ceded Taiwan to Japan, even though Japanese troops had never even stepped foot on the island during the war (perhaps the carto-chicanery worked?!).

Taiwan (traditionally known in the West as 'Formosa'), is an ultra-strategically located island 180 kilometres off the south-eastern coast of China. With a land area of 35,808 square kilometres, its rugged interior rises to great heights, with its tallest peak being Yu Shan, at 3,952 m (12,966 ft).

The indigenous peoples of Taiwan were Austronesian tribes, and it was not until the 17th century that the island was dramatically altered by colonialism (by Spain and the Netherlands), followed the first of many waves of Han Chinese migration for the mainland. During the rule of the Qing Dynasty (1683 - 1895), the fertile plains that occupied the west coast and northern tip of the island became densely populated with Han Chinese residents and were heavily developed for agriculture. The indigenous Taiwanese were relegated to



living in the island's extremely mountainous and forested interior and along its rugged east coast, regions that collectively became known to outsiders as the 'Savage District'. Indeed, even throughout the 19th century very few Chinese or Europeans ventured into this zone, which was still essentially controlled by its indigenous peoples, while its immense natural wonders largely remained an enigma to science.

Japan had long coveted Taiwan, due to its incomparable location guarding the southern approaches to Japan and the entrance to the South China Sea, as well as its ability to grow tropical produce, and to potentially host Japanese immigrant colonies. During the early Tokugawa Shogunate, Japan mounted a few attempts to conquer Taiwan, but these endeavours were unsuccessful, placing Japan's ambitions 'on ice' for generations.

In 1874, Japan mounted a punitive expedition to Taiwan, in reaction to the 'Mudan Incident' (1871), whereby a group of native Taiwanese Paiwan people slaughtered a party of Ryukyuan sailors (whom the Japanese considered to be their subjects). While the Japanese did not conquer the island, they made a strong show of force which compelled China to renounce its claims to the disputed Ryukyu Islands, which became Japanese sovereign territory in 1879.

Up to the mid-1890s, only about 45% of Taiwan's landmass was effectively under Chinese control, home to around 2.3 million ethnic Han residents. The remainder of the island, the 'Savage District', was inhabited by about 200,000 aboriginal peoples. While some aspects of the northern and west coasts had been scientifically surveyed, most of Taiwan was only very poorly mapped, such that the island might be considered one of the least geographically understood regions of coastal Asia.

By the 1890s, Meiji Japan had completed its shockingly extreme and rapid socio-economic transformation into becoming Asia's leading industrial and military power. No longer content with merely reforming itself from within, Japan looked abroad to acquire an empire worthy of its newfound world-class status. The country decided to enact Prime Minister Prince Itō Hirobumi's 'Southern Strategy', whereby Japan would extend its control south to guard much of the maritime space of China, assuming dominance over the Pacific littoral of Asia from the Tropic of Cancer (and perhaps even further, down to the Philippines), all the way up to the southern tip of Kamchatka.

In this vein, Japan instigated the First Sino-Japanese War (July 25, 1894 – April 17, 1895), of which the acquisition of Taiwan was a salient objective, due to the island's ultra-strategic location and its ability to provide tropical commodities to fuel Japan's hyper-industrialized economy.

It was in this context, that out of the relative ignorance of Taiwan's geography, a blindspot which was notoriously shared by the Qing Court in Beijing, something of a 'knowledge vacuum' developed regarding the island. In the months before, during and after the First Sino-Japanese War, seeking to fill the vacuum, the geographic conception of Taiwan underwent a revolutionary transformation at the hands of Tokyo and Osaka publishers. As most of the island had never been properly surveyed prior to the arrival of the Japanese regime, many maps issued by the best Japanese publishers incorrectly showed Taiwan to

to assume one of many various permutations of a bulbous shape, with conjectural details occupying the 'Savage District'. However, in almost all cases, Japanese cartographers observed some limits, or 'guardrails', as their portrayals of Taiwan were not *radically* different from each other in a general sense.

The Present Map in Focus: Carto-Diplomatic Chicanery?

This map of Taiwan is sensationally weird and mysterious and is radically different from any other portrayal of the island ever made. Issued in Osaka by the prominent publisher [中村芳松] [Nakamura Yoshimatsu], the large format, attractively designed map describes itself as being based on a chart by the British Royal Navy officer "John Waters" or "Walters" [ジョン・ウォートル], and which had been translated by Jinkichi Matsumoto [松本仁吉], and edited by Tsunetaro Shimizu [清水常太郎] (fl. 1892-7), a respected, legitimate Osaka-based cartographer who was responsible for many fine works, such as 朝鮮輿地圖 [Korean Map] (1894); 日清韓三國全圖 [Japan, China, Korea and Japan] (1894); 京都市圖 [Kyoto City Map] (1895) and 長崎縣管内全圖 [Entire Area of Nagasaki Prefecture] (1897).

Here Nakamura Yoshimatsu and Tsunetaro Shimizu ignore all the 'guardrails', as the map showcases Taiwan in an extraordinary and totally unfamiliar form. The island is much narrower than as normal, with the 'Savage District' utterly dominating the landmass, leaving the developed Han Chinese zone as a thin line running up the west coast. Moreover, while the northern part of the island, where Taipei and Keelung should normally be located, is shown to be a sparsely inhabited morass.

While many cities and towns are meticulously labeled along the west coast, the placement of many settlements is, often grossly, incorrect, while many key cities are omitted, and some named places appear to be fabrications. The island's capital is erroneously marked as 'Governor of Taiwan' in the island's far southwest, instead of being at Taipei in the far north.

Taiwan's only railway was then the 100-km-long line between Keelung, Taipei and Hsinchu, but here, while a line of similar length is shown to run through the northwest and north of the island, it takes passengers from Hsinchu to an almost deserted swamp, instead of the vibrant cities of Taipei and Keelung.

The overall impression of Taiwan gained from the map is that it is an underdeveloped, often swampy, and presumably unpleasant 'rump colony', geographically overwhelmed by the 'Savage District', which was full of supposedly dangerous natives who could easily swoop in to attack the island's 'civilized residents' at any moment.

Additionally, the map features several cartographic insets of islands, and as while some, like that which features the Philippines, are accurate and coherent, some of the others either depict fictitious islands or contain severely misshapen impressions of existing places.

The map bills itself on being based upon a chart by a British Royal Navy officer "John Waters" or "Walters", to confer it legitimacy, as the Admiralty hydrographers were recog-

gnized throughout the Far East as being the ‘gold standard’ for surveying coasts and islands. However, it seems that Water/Walters and his source chart never existed. It also appears that the translator (of the non-existent chart), Jinkichi Matsumoto, also seems to be a fabricated figure.

At its essence, the map is radically inaccurate, even disorienting, taking the observer to an “alternate reality”.

The map was issued in February 1895, during the First Sino-Japanese War, after Japan had utterly throttled Chinese forces in Korea and Manchuria. It was by then universally accepted that China would have to very soon sue for peace, while making major territorial concessions to Japan. Although Japan never invaded Taiwan during the war, Tokyo was hell-bent on acquiring the island, as it was the lynchpin of their ‘Southern Strategy’.

As such, the present map’s gross distortions seem to be intentional. The reality was that the experienced publisher Nakamura Yoshimatsu and the accomplished cartographer Tsunetaro Shimizu were far too well-informed to believe that Taiwan looked anything like its impression on their map. Indicative of this, in the large inset map of China that graces the lower left corner of the present work, Taiwan is depicted in a relatively accurate, conventional manner.

While admittedly still a matter of conjecture, the only plausible explanation for the publication of the present map is for it to serve as a ‘diplomatic ruse’ to convince Chinese officials and the representatives at any peace treaty negotiations that Taiwan was not a nice or promising place, such that it was not worth the effort of bargaining hard to keep the island. It was reasoned that Chinese Mandarins, most of whom were known to be amazingly ignorant of Taiwan, could perhaps be convinced (at least in part) by the map’s rhetoric, so that they might ditch Taiwan in favour of retaining ‘valuable’ lands elsewhere.

In March 1895, China and Japan entered treaty negotiations, with China soon succumbing to very intense Japanese pressure to cede Taiwan.

Curiously, once Taiwan’s cession at the treaty negotiations was a fait accompli, Nakamura Yoshimatsu, the publisher of the present map, teamed up the cartographer Itotaro Goto to create the 臺灣詳密地圖 [Detailed Map of Taiwan] (Osaka, 1895), which was issued on April 11, 1895, featuring a highly accurate depiction of Taiwan that bears no resemblance to that of the present work (further evidence of Nakamura’s of carto-chicanery!). Please see a link to this map, courtesy of the Open Museum (Taiwan):

https://openmuseum.tw/muse/digi_object/0d363400a171ab7cbeed7ea82c1a55a2

At the Treaty of Shimonoseki (April 17, 1895) that formally ended the First Sino-Japanese War, China ceded Taiwan and the nearby Penghu Islands to Japan, so laying the cornerstone of Prince Itō Hirobumi’s ‘Southern Strategy’.

Control of Taiwan was officially transferred to Japan on June 2, 1895, although the Japanese had to invade the island (May 29 – October 21, 1895) to subdue its residents who

were dead-set against the transfer of sovereignty. The Japanese proceeded to implement a brutal regime of military suppression (1895–1915) of both the Han Chinese and the aboriginal peoples, crushing all dissent. The Japanese occupation of Taiwan became a major rallying cry for nationalists across China who longed for revenge and to regain their lost jewel.

The Japanese regime in Taiwan, immediately upon its installation, moved with alacrity to create highly accurate maps of the island, a desperate necessity, as the Japanese forces needed to plan where to deploy resources to suppress local dissent, in addition to overseeing civil governance. The Japanese gathered the best existing local survey maps from Taiwanese archives, while dispatching military engineers to make systematic scientific surveys of the island (a gruelling endeavour that would take some sears). This process led the Japanese to publish an everchanging succession of progressively more accurate general maps of Taiwan, produced until the complete scientific rendering of the island was accomplished in the 1910s.

A Note on Rarity

The present map is very rare, as it seems to have been made in only small print run for short-term episodic use. We can trace 3 institutional examples, held by the National Diet Library; Hiroshima University Central Library; and the National Museum of Taiwan History. Beyond that we are aware of 2 sales records from the last decade or so.

**We would like to thank Kevin Brown of Geographicus Rare Antique Maps (New York) for his invaluable assistance with cataloguing this map.*

References: National Diet Library: YG913-2251; Hiroshima University Central Library: 033:180100013771; National Museum of Taiwan History: 2003.014.0046; OCLC: 675441082.

4.500 EUR

7. KOREA JAPANESE OCCUPATION ERA INFRASTRUCTURE MASTERPLAN

[朝鮮總督 / GOVERNOR-GENERAL OF CHŌSEN (KOREA)].

圖域鮮朝 [Map of Chōsen [Korea]].

[Probably Gyeongseong (Seoul), circa Showa 12 (1939)].

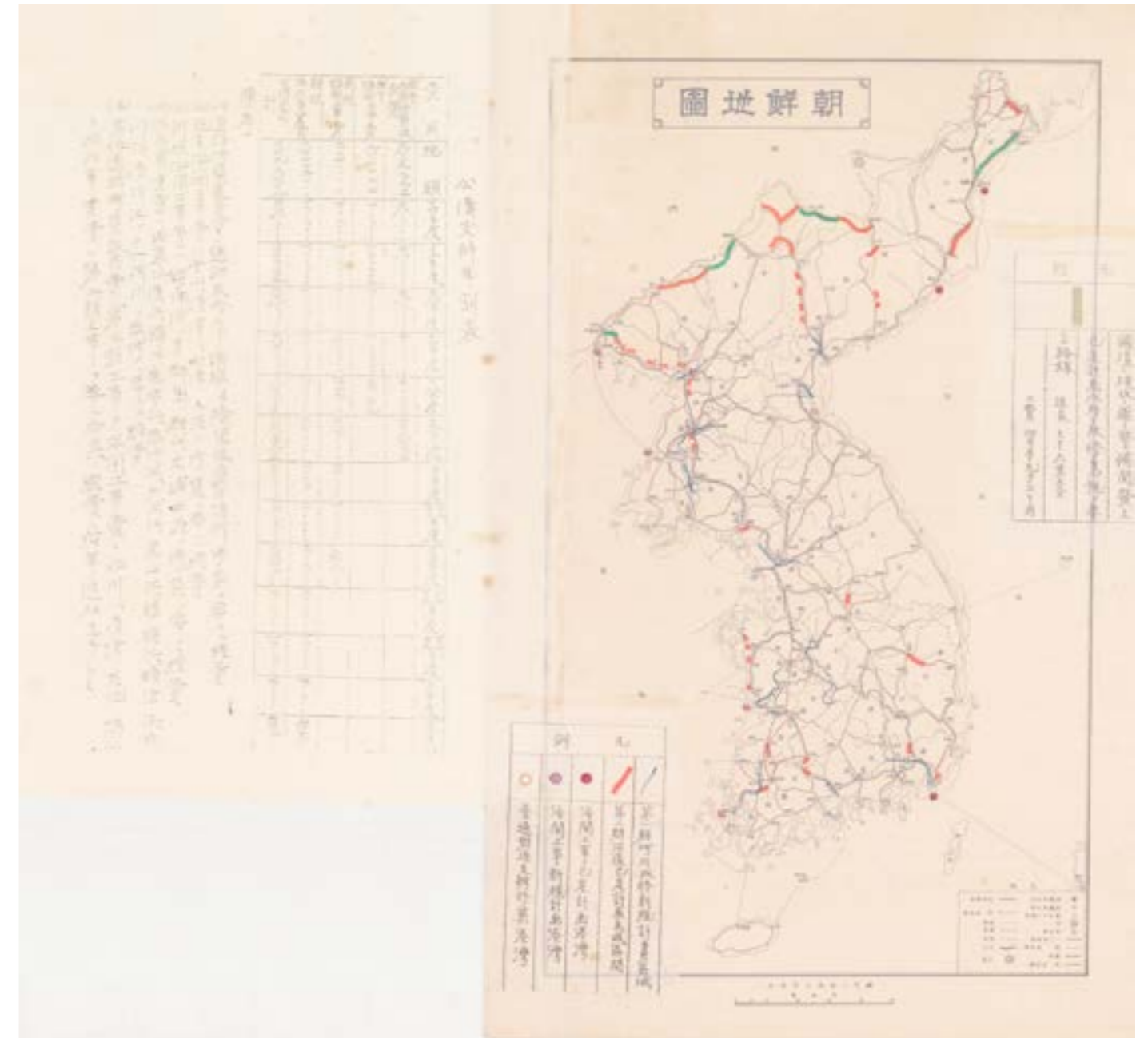
Lithograph with details in original hand colour, with 2 mimeographed rice paper overlay slips bearing legends affixed to map proper, plus, a mimeographed hectographed text slip (39.5 x 24 cm) on rice paper attached to righthand blank margin (Very Good, clean and bright, just some very minor stains), 51.5 x 32.5 cm (20.5 x inches).

An intriguing, seemingly unrecorded map of Korea made for the public works division of the Governor-General of Chōsen, the autocratic authority which ran Korea during the period of Japanese occupation; made in the early days of the Second Sino-Japanese War (1937-45) when Japan initiated a major infrastructure boom across Korea to increase industrial production and security to support the imperial war effort; the map employs colour coded lines and symbols to identify new projects and repairs to ports, customs facilities, river works, roads, as well as border infrastructure along the frontier with Manchukuo (Manchuria); made for internal use by government officials and contractors in an improvised ephemeral format with mimeographed rice paper overlays.

During the First Sino-Japanese War (1894-5), Japan invaded Korea, making it a client state; it would annex the country in 1910. While Japanese rule was incredibly oppressive towards the Korean people and their culture, it was good for the economy. Japanese entities rapidly industrialized Korea and gave it world class infrastructure.

During the early period of the Second Sino-Japanese War (1937-45), the public works division of the Governor-General of Chōsen (Korea) [朝鮮總督], the autocratic authority which ran Korea on behalf of Tokyo, accelerated its programme for building new infrastructure and maintain existing constructions. This was vital not only to aid military movement across the Korean Peninsula, but to bolster industrial production and revenue collection to sustain the imperial war effort. This imperative would become ever more pronounced in late 1941, when Japan entered World War II on the Axis side, against Britain and the United States.

The present map was made around 1939, during the height of the wartime construction boom, and shows the various key infrastructure projects (both proposed new endeavors and repairs to existing works), covering ports, customs collection, river management, road construction



nd the strengthening of the frontier with Manchuria (then the Japanese puppet state of Manchukuo). In the upper right, on the Manchukuo border, hachures mark the Paektu Mountain, a sacred site that is Korea's highest peak.

The map embraces all Korea, with an underlying template marking prefectural boundaries, as well as major cities, towns, rivers, roads and railways. However, the importance of the map lies in the colour/symbol-coding that identifies the locations and types of key infrastructure projects across the country, as listed in the legend (lower left) and the box (upper right), which both being in the form of mimeographed rice paper overlay slips.

To explain the symbols:

1. 第一期河川改修新規計画区域 [First phase river improvement of new planned areas] = Thin Blue Line
2. 第二期治道已定計画未成区間 [Second phase road construction of planned sections not yet completed] = Thick Orange Line
3. 海関工事已定計画港湾 [Ports planned for customs construction] = Bold Red Dots
4. 海関工事新規計画港湾 [New ports planned for customs construction] = Bold Purple Dots
5. 普通財源支辨修築港湾 [Ports repaired with ordinary financial resources] = Hollow Red Dots
6. 国境の現状に鑑み警備開発上已定計画以外に改修急施を要する路線・延長七十六里五分 [In light of the current state of the border, routes requiring urgent repairs in addition to the planned ones for security development, totaling 76 ri 5 min] = Thick Green Lines

The mimeographed sheet attached to the map features a table and text that discusses the projects' construction details, budgetary allocations and the bond disbursements that were to partly finance these endeavours.

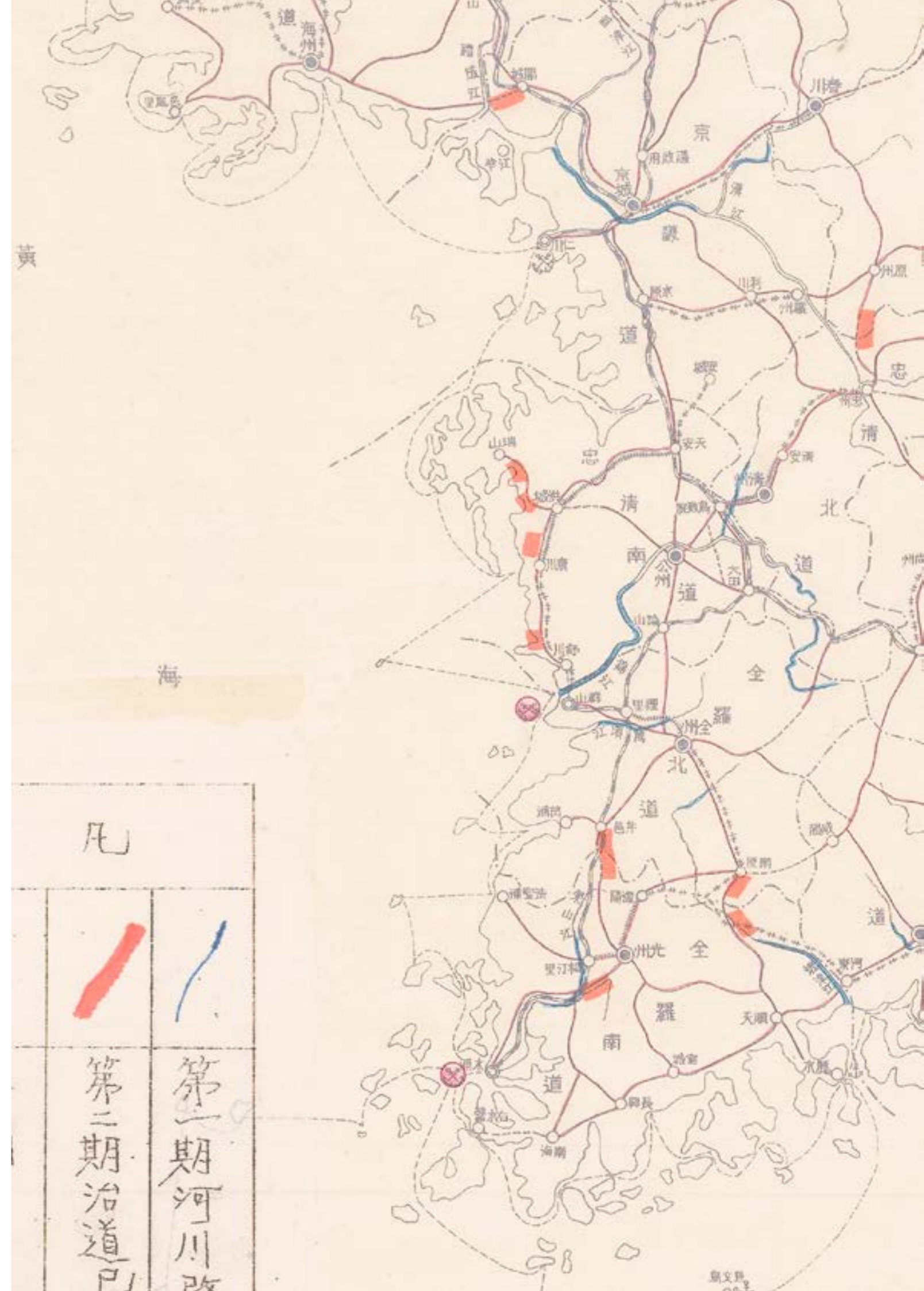
As can be seen, there is an understandable wartime emphasis upon improving infrastructure projects near Korea's coasts and borders. In part due to these developments, Korea's industrial production rose dramatically, which was tremendously helpful to the Japanese war effort.

Regrettably, much of the country's infrastructure would be destroyed or severely damaged during the Korean War (1950-3), although South Korea would masterfully rebuild itself.

The rather rustic format of the map and its lack of an imprint is due the fact that it would have been made exclusively for internal use by government officials and was not to be publicly disseminated. The map is clearly exceedingly rare, if not a unique survivor, as we cannot trace any records for it, let alone the location of another example.

References: N/A – Map seemingly unrecorded.

1.200 EUR



8. MALAYSIA (MAINLAND) SINGAPORE – GEOLOGICAL MAP KUALA LUMPUR IMPRINT

GEOLOGICAL SURVEY DEPARTMENT, FEDERATION OF MALAYA.

Geological Map of Malaya 1948 / Compiled by the Staff of the Geological Survey Department, Federation of Malaya. F.T. Ingham, Director.

Kuala Lumpur: Survey Department, Federation of Malaya, 1948.

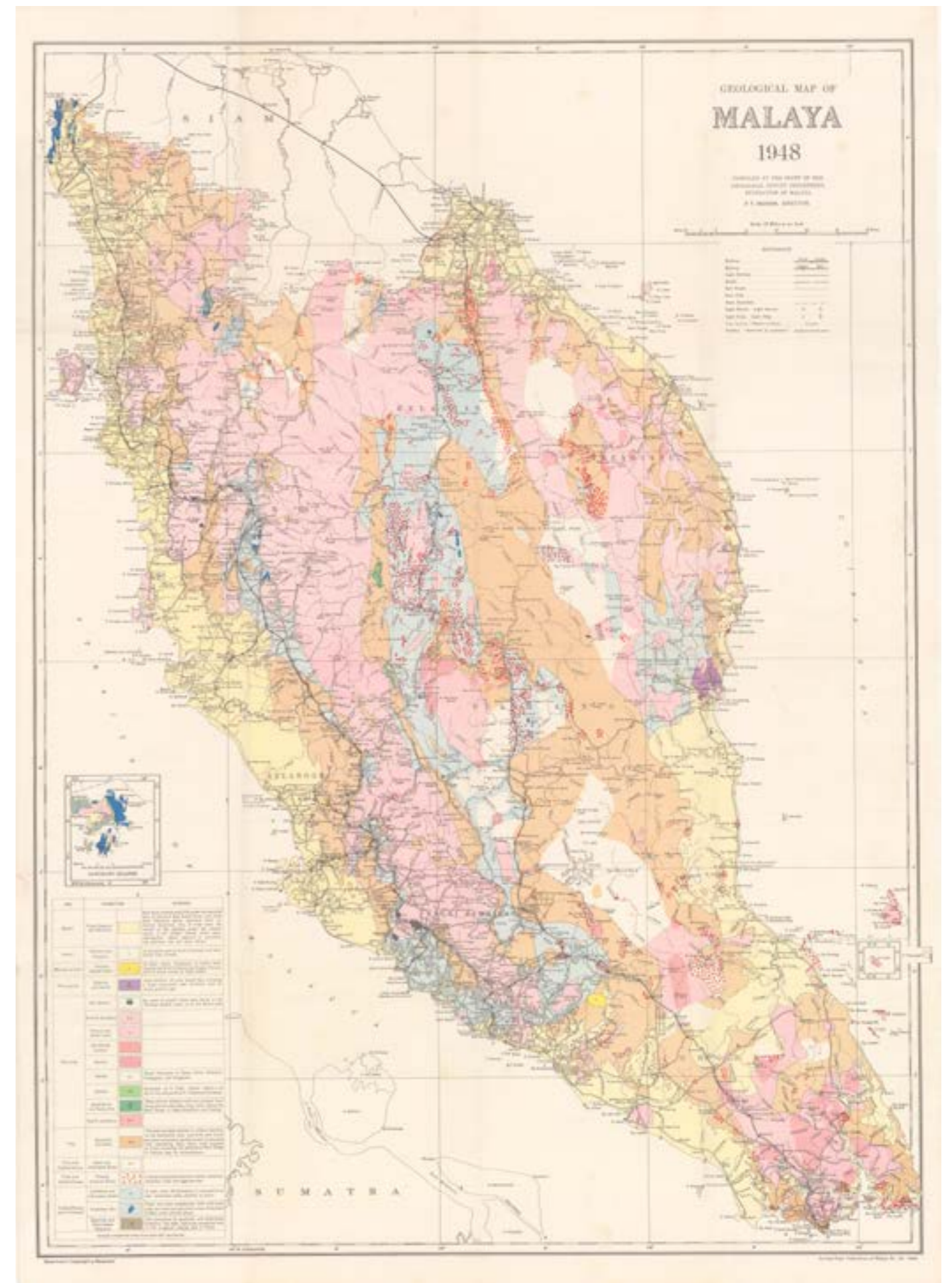
Colour lithograph with some discrete contemporary manuscript markings of a prospecting or mining sites in orange crayon to centre area (Very Good, clean and bright, just the odd tiny blemish), 89 x 64 cm (35 x 25 inches).

A highly sophisticated and vividly colourful geological map of the Malay Peninsula and Singapore, published in Kuala Lumpur by the Geological Survey Department, Federation of Malaya, predicated upon the latest scientific surveys, the map served as a vital tool for the ambitious and dazzlingly successful British colonial design to rapidly rebuild Malaya's world-famous tin industry in the wake of the carnage of WWII.

The Malay Peninsula has a very complex geological profile that had yielded significant mineral wealth, especially tin. In the 1820s, tin mines were opened in Perak and Selangor, mainly staffed by ethnic Chinese labourers. Eventually, massive deposits of tin were discovered, and fueled by the global demand of the Industrial Revolution, over the rest of the 19th century, Malaya became the world's leading producer of tin, accounting for over half of global production.

Malaya would, in time, produce less significant, but still viable amounts of gold (in Pahang), iron ore (Johor, Kedah, Kelantan, Malacca, Pahang, Perak and Terengganu) and bauxite (Pahang and Johor).

The brutal Japanese occupation of Malaya during World War II left the peninsula's two main industries, tin mining and rubber farming, in rough shape. Britain, which was the colonial overseer of Malaya and Singapore, was suffering from severe post-war economic problems, and was searching for solutions in its overseas domains. In Malaya, the British colonial regime and its private sector partners spent vast resources towards reinvigorating the tin and rubber industries. Such developments would aid both British domestic industrial production and its trade balance. These measures proved immensely successful, as in 1949 (the year after the present map was issued) Malaya's annual tin output reached 55,000 tons, a ten-fold increase over its 1945 number. Malaya thus returned to its familiar role of being responsible for over half of global tin production.



These economic reforms went in tandem with the modernization of Malay governance, as the Malayan Union was, on February 1, 1948, refashioned into the Federation of Malaya, a colonial entity which included nine Malay states, plus, the Straits Settlements of Penang and Malacca.

The present geological map was published in 1948, in Kuala Lumpur, by the Geological Survey Department, Federation of Malaya, which boasted a well-funded expert team led by the veteran mining engineer Dr. Tinley Ingham, CBE (1895 – 1967). Predicated upon the latest and best scientific surveys, the map's scope covers all of Malaya and Singapore, and was specifically designed as an aid for mining companies to exploit the peninsula's mineral wealth per the postwar British agenda.

Notably, the present example of the map features contemporary manuscript markings, in orange crayon, identifying what seem to be prospecting or mining sites, near Kuala Litin the interior of Pahang.

The present map, in its accuracy and level of detail, is lightyears ahead of the previous general geological map the peninsula, the Malaya Geological Survey's Geological Map of Malaya 1937 (Kuala Lumpur, 1937).

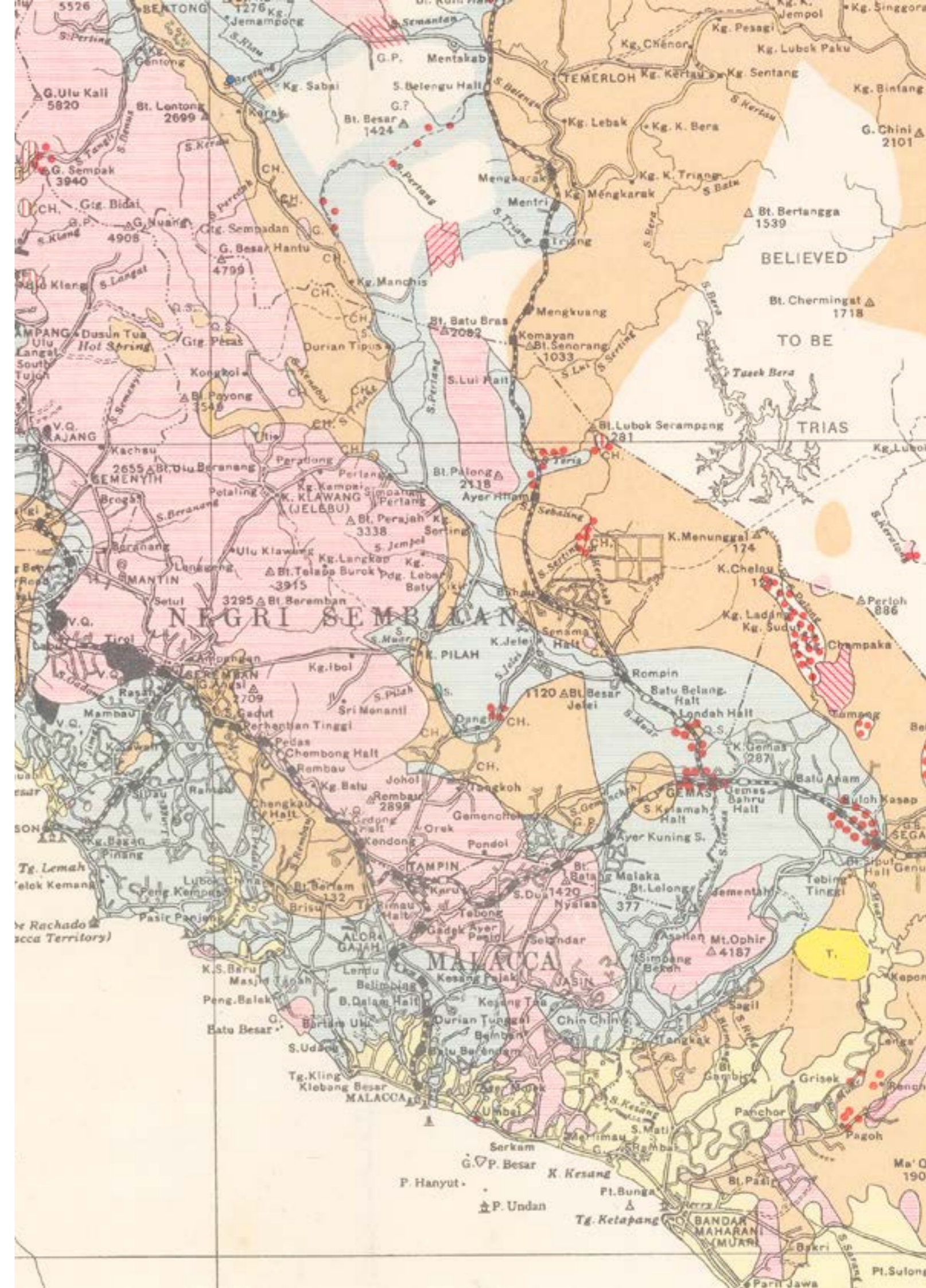
The large format and vibrant map, executed to scale of 1:760 320 (12 miles to an inch), is built upon an accurate topographical template that includes cities, rivers, roads, tracks, and railway lines (including those that were removed by the Japanese during WWII), as well as the spot heights of major peaks and trigonometric stations, etc.

The map employs the legend, in the lower-left corner, to identify the 19 depicted different colour/pattern-coded geological formations, which are grouped into the ages or Recent, Miocene or Later, Post-Granite, Post-Trias [Triassic], Trias [Triassic], Trias [Triassic] and Carboniferous, and Carboniferous (and Permian?), while it is remarked that 'Certain unexplored areas have been left uncoloured'.

Malaysia, which gained its independence from Britain in 1957, remained the world's largest tin producer until the 1980s, when depressed prices and foreign competition caused it to close 300 mines. However, in recent years, there has been something of revival of the Malay tin industry, as by 2023 the country was the 4th largest tin producer, with the Malaysia Smelting Corp. producing 21,800 tons of refined tin.

References: National Archives of Singapore: TM000398; Bibliothèque nationale de France: GE C-17333.

650 EUR



9. CHINA – DALIAN JAPANESE OCCUPATION ERA 'PLANNED CITIES'

関東州廳内務部土木課 [CIVIL ENGINEERING DIVISION, INTERNAL AFFAIRS DEPARTMENT, KWANTUNG LEASED TERRITORY].

大連市街地用途別現況圖 [Map of the Dalian Urban Area with Current Land Use].

[Dalian:] 旅順要塞司令部検査済 [Inspector of the Lüshun (Port Arthur) Fortress Headquarters], Showa 12 [1937].

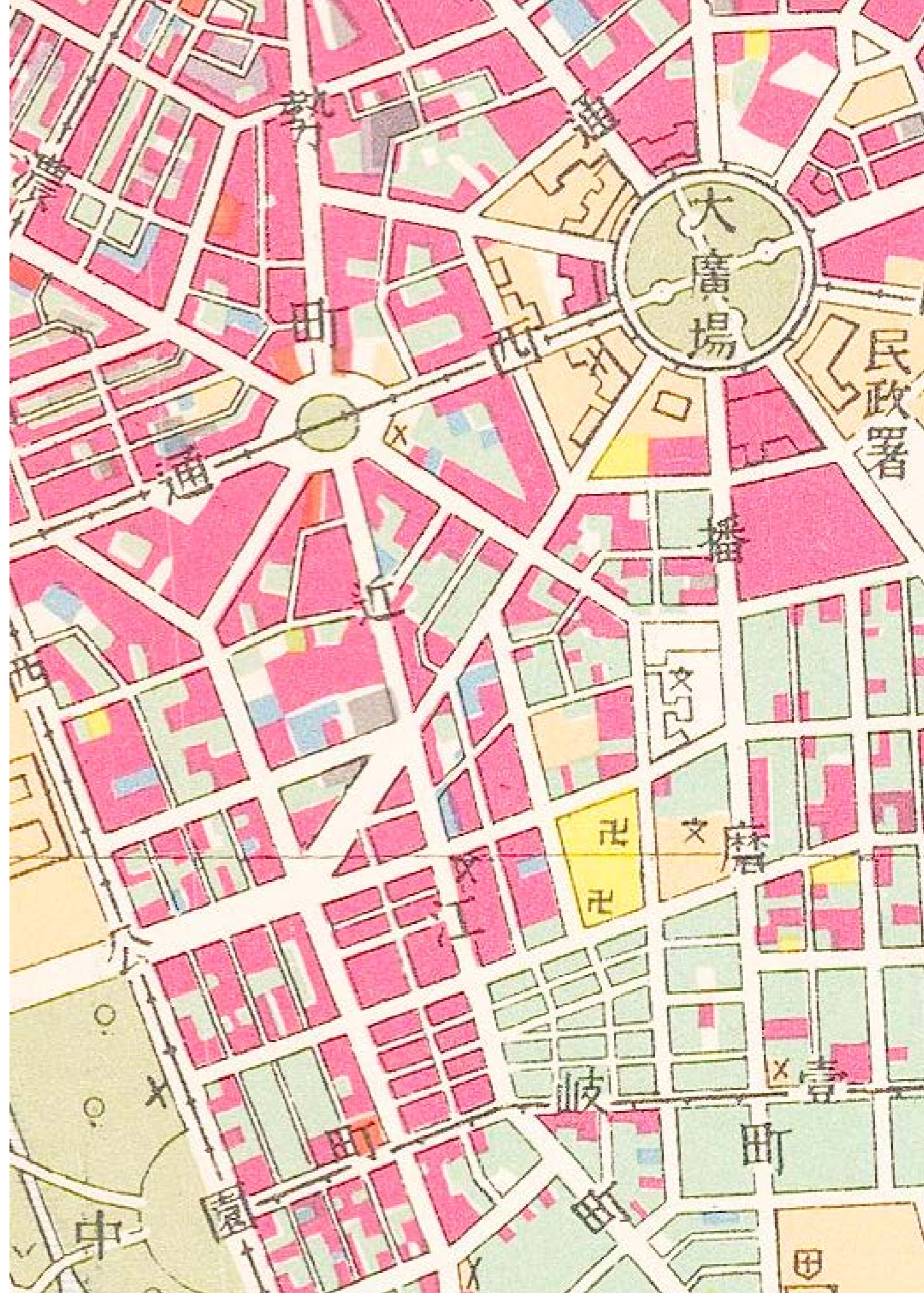
Colour lithograph, with contemporary red issue handstamp upon title, upper right (Very Good, clean and bright with attractive colours, just some light wear along old folds), 52 x 78.5 cm (20.5 x 31 inches).

An extremely rare and intriguing map of Dalian, the impressively well planned 'instant city' on Manchuria's Liaodong Peninsula that developed during the era of Japanese occupation (1905-45), being a major port that was the terminus of the South Manchuria Railway; made by the local civil engineering authorities near the beginning of the economic boom that accompanied the early period of the Second Sino-Japanese War, the map employs an elaborate system of colour coding to show 14 different types of land use all across the city, rendering it perhaps most sophisticated map of its kind of any city in China of its era; a valuable resource not only of the study of the history of Dalian but of modern planned cities and Asian urbanism in general.

Dalian is today a major Chinese city of over 7.5 million residents that occupies the southern part of the Liaodong Peninsula, in the Liaoning Province of Southern Manchuria. Historically, Dalniy (Dalian), was a small Chinese fortified town of little significance, overshadowed by the nearby stellar natural harbour of Lüshunkou (Port Arthur), which lay further to the southwest. The peninsula was conquered by Japan from China during the First Sino-Japanese War (1894.5), but in 1898, due to Western diplomatic pressure, the area was turned over to Russian control. The Russians concentrated their efforts on developing Port Arthur, comparatively neglecting Dalian.

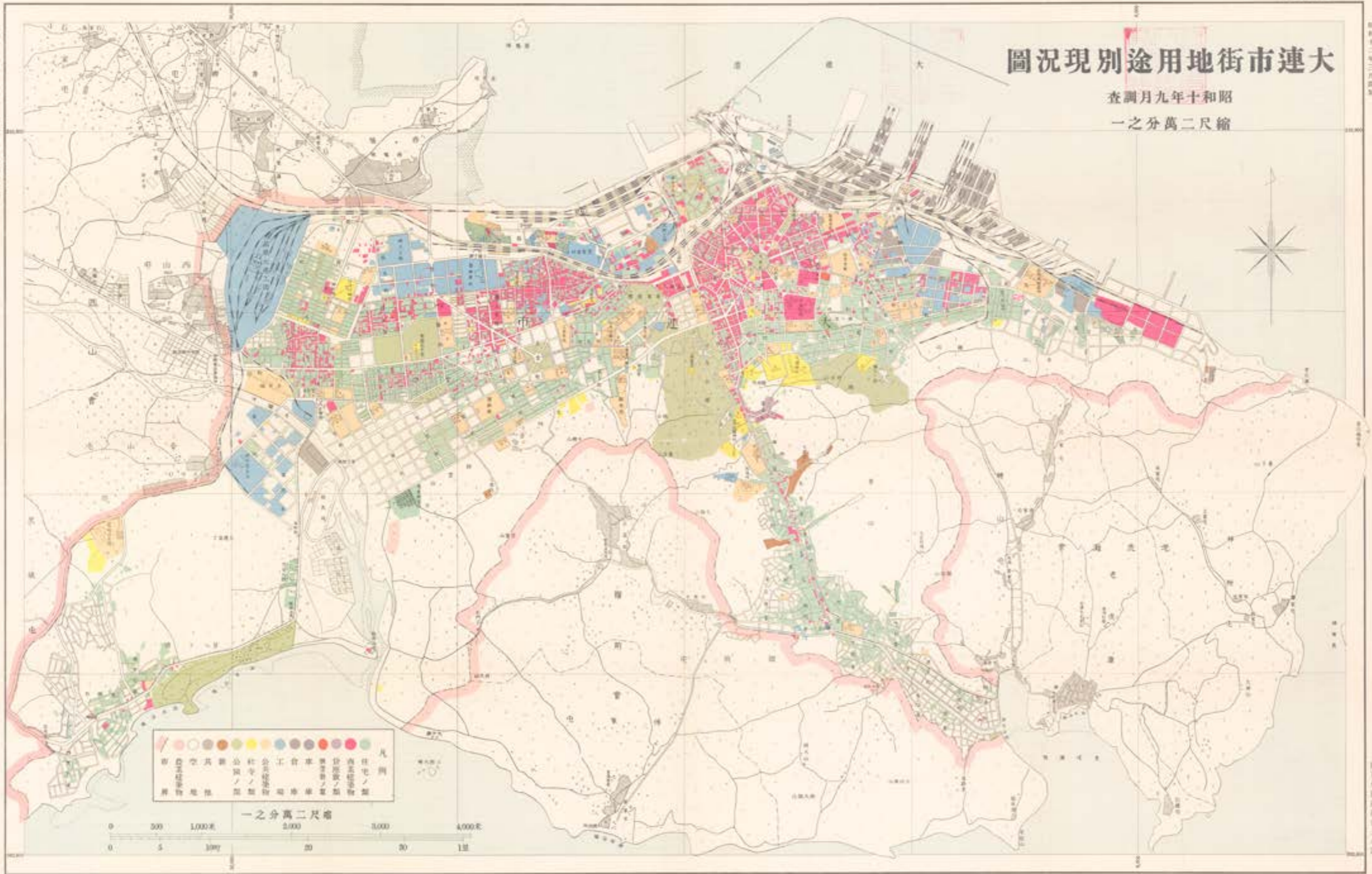
During the Russo-Japanese War (1904-5), Japan conquered Southern Manchuria and subsequently gained lease title to the southern Liaodong Peninsula, including Port Arthur and Dalian, creating an area known as the Kwantung Leased Territory.

The Japanese favoured Dalian over Port Arthur and developed it as the southern terminus and corporate headquarters of the South Manchuria Railway (SMR), the line that ran down from Harbin and was the lifeblood of Japanese ambitions in northeastern China.



大連市街地用途別現況圖

昭和十年九月調查
縮尺二萬分之一



- | | | | | |
|------|------|------|-----|------|
| 住宅 | 工業 | 公共 | 水 | 其他 |
| 住宅ノ別 | 工業ノ別 | 公共ノ別 | 水ノ別 | 其他ノ別 |

縮尺二萬分之一
0 500 1000 2000 3000 4000 米
0 5 10 20 30 40 1:20000

大連市街地用途別現況圖

昭和十年三月

大連市街地用途別現況圖

Upon the commencement of the Japanese occupation, Dalian so small and insignificant that Japan considered it to be a tabula rasa, upon which they could build an 'ideal' planned city. The Japanese authorities oversaw a radical plan to create a massive new port, as well as numerous factories and commercial spaces to encourage the migration of tens of thousands of Japanese 'colonists' and Chinese and Korean migrant workers. This led to a boom in urbanization that was unprecedented in its speed, such that Dalian was known as the 'instant city', with its population growing from 16,000 in 1906 to 200,000 by 1926 and to around 350,000 in 1933; it would reach 1 million by 1945!

However, while Dalian's growth was rapid, it was carefully and expensively managed, such that the new urban landscape's streets were wide and treelined, with ample squares and parks, as well as well-appointed services.

The nucleus of the city was the Ōhiroba (meaning 'Great Plaza', today Zhongshan Square), a grand, round greenspace that was the node for several avenues. The Ōhiroba was graced with several newly-built, impressive edifices, most of which survive to the present day, including the Japanese Bank of Korea (1920, today the Industrial and Commercial Bank of China); Police Station, (1908, today the Citibank offices), British Consulate (1914); City Hall (1919); Post Office (1917), and the Yokohama Specie Bank (1909, today the Bank of China).

Japan's investment in Dalian only increased from 1931, when Japan assumed full de facto control over all Manchuria, creating the puppet empire of Manchukuo.

Notably, the early period of the Second Sino-Japanese War (1937-45) was a major boon to Dalian's economy, as to support the imperial war effort, factories dramatically increased production and its port was busier than ever, developments aided by the fact that in 1937 (the year the present map was issued) the city was made a special trading zone (thus, low customs duties, low corporate tax).

Dalian, favoured as it was by the occupiers, was called as the 'most Japanese city in China', as around a third of its population were Japanese officials, colonists or soldiers. While the Japanese regime was harsh, unlike in many of other Manchurian cities, where the local peoples generally lived in poverty, some were allowed to prosper, leading to many successful Chinese-owned businesses, with their major stakeholders enjoying decent standards of living. As such, Dalian was one of the most prosperous, harmonious and economically balanced cities in a region of otherwise oppressive inequality.

The Present Map in Focus

The present map was issued in 1937 for official administrative use and was created from authoritative records and surveys by the Civil Engineering Division, Internal Affairs Department, Kwantung Leased Territory, and published in Dalian under the supervision of the local military authorities, the Inspector of the Lüshun (Port Arthur) Fortress Headquarters.

One of the most sophisticated maps of its kind of any city in China of its era, it details land use upon an accurate general mapping of the entire city of Dalian. The legend, lower left, explains the colour-coding employed to identify 14 different types of land use, being: Residential - single proprietor/houses (Light Green), Commercial (Red), Residential -apartments (Purple), Entertainment/Sporting (Orange), Transportation (Blue-Grey), Warehouses (Silver-Grey), Engineering/Manufacturing (Blue), Public Buildings (Tan), Shrines/Temples (Yellow), Parkland (Green), Miscellaneous (Brown), Sanitation (Silver), Undeveloped (Blank/White); Agricultural (Pink); while the dashed and dotted line heightened in bold pink demarcates Dalian's city limits.

As for basic development/zoning patterns, the orderly area of radial streets anchored by the Ōhiroba is the commercial and administrative centre of Dalian, with the seashore areas to the north host industrial sites and vast yards of the South Manchuria Railway, as well as great quays of the port. The areas to the south and southeast are largely given to residential neighbourhoods and parkland. As the city was then rapidly growing, some neighbourhoods of incipient development are shown, in the far south and southeast, featuring blank street grids, with lots that are either still empty, or with buildings under construction.

The map is an unparalleled resource, not only for the study of Dalian's history at a critical juncture, but for the understanding of the nature of modern Asian planned cities in general.

The map is exceptionally rare, as it seems that it was made in only a very small print run for official use. We cannot trace a reference to the map, let alone the location of another example. Nor are we aware of any other maps of Dalian with similar content.

As for the future of Dalian, the Japanese occupation concluded at the end of World War II. While the city's economy and vibrancy were greatly reduced under Mao Zedong's rule, Dalian fared much better than most Chinese cities as the Communist Party favoured it as a "new model metropolis". Dalian was one of the leading beneficiaries of Deng Xiaoping's economic reforms and is today it is one of China's wealthiest and most pleasant large cities.

References: N/A – No records located.

1.500 EUR

10. HEJAZ RAILWAY / WORLD WAR I GREAT ARAB REVOLT

HEJAZ RAILWAY ENGINEERING DEPARTMENT

سورویہ حجاز دمیرویوللرینی کویسترر خریطه و پروفیلدر

[Map of the Topography and Profile of the Syrian Hejaz Railway]

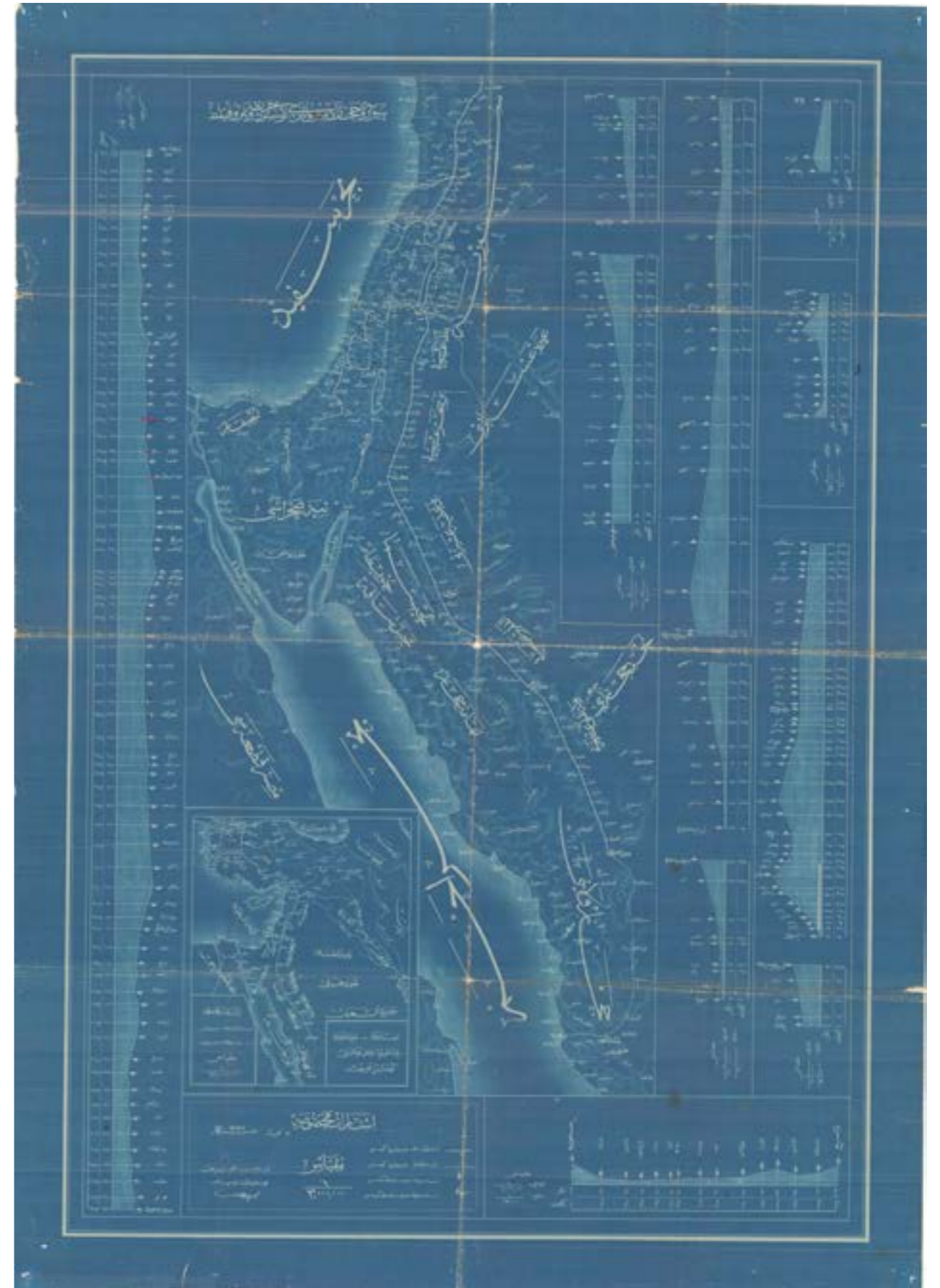
[Istanbul], 1332 (Rumi Calendar) [1916].

Cyanotype (Very Good, lovely, strong even print quality; some light wear and very faint stains along old folds; a couple of tiny holes at fold vertices and tack marks to corners), 78 x 55.5 cm (31 x 22 inches) (# 70939).

A remarkably attractive, separately issued large format cyanotype map of the route of the Hejaz Railway, the epic project funded by subscriptions from the global Islamic faithful that completed a rail link from Damascus to Medina by 1908 (and which was intended to continue to Mecca), which briefly allowed many thousands of pilgrims to make the Hajj in relative comfort; printed for the railway's engineering department in 1916, during the height of World War I, and only a matter of weeks before the railway was attacked by Lawrence of Arabia and his allies during the Great Arab Revolt.

The Hejaz Railway was built at the initiative of the Ottoman Sultan Abdul Hamid II and aimed to create a fixed link between Damascus and Mecca, the destination of the Hajj, the greatest pilgrimage of the Muslim faith. In building the railway, the Sultan hoped to solidly his claim to be the Caliph, the guardian of Islam, by assisting thousands of the faithful to safely make the Hajj, while providing the Ottoman Army with a rapid route to the Hejaz, a region that had long chafed under Turkish rule. The project was funded by subscriptions from Muslims worldwide, but was reliant upon German engineering and technology.

Construction of the Hejaz Railway commenced in 1901 and by 1908 reached Medina, 400 km short of Mecca. For a variety of political reasons, the project was terminated there, although what was achieved could be viewed as great success, as during the next five years or so it allowed hundreds of thousands of pilgrims to make the Hajj in safely and with relative ease. Moreover, branch lines provided a rapid link from Syria to Palestine for the first time. During World War I, the Hejaz Railway became the Ottoman Empire's only lifeline to its territories along the Red Sea, as well as the conduit towards its campaigns against the British-held Suez Canal.



The present cyanotype print is the most beautiful and sophisticated map of the Hejaz Railway we have even encountered. It was made during the height of World War I, likely in either Istanbul or Damascus, for the private use of the railway's engineering department, as well as senior Ottoman Army commanders. The main part of the work depicts the area extending from Aleppo, in northern Syria, all the way south down just past Mecca, in the Hejaz; in between the map covers most of Syria, all of Palestine, the Sinai Peninsula, the Suez Canal, and all the north-western Arabian Peninsula. It clearly delineates the entire route of the Hejaz Railway, from Damascus to Medina, labelling every station, and employs dotted lines to depict the possible future extensions to Mecca and Jeddah. Additionally, it depicts the branch lines extending into Palestine; the Beirut-Damascus Railway; as well as the route running north from Damascus through Aleppo that was intended to connect the Hejaz Railway with the Baghdad Railway, the unfinished mega-project that was to connect Istanbul with Iraq. The greater view is brought into context by the inset map in the lower-right, which depicts the entire Ottoman Railway system. Adding technical élan, the work is surrounded by a series of engineers' profiles depicting the gradient of the track along various sections of the route.

Importantly, the present map was issued in 1916, on the eve of the Arab Revolt (1916-8), when the Hejaz Railway was continually under attack by Lawrence of Arabia and his Arab Allies. These ambushes often rendered the line inoperable for days on end, while tying down vast numbers of Ottoman troops and quantities of resources. Moreover, the map depicts the newly extended branches of the railway into Palestine, which by late 1915 reached as far south as Beersheba; these lines were used to stage the large-scale Ottoman-German attacks upon the Suez Canal. While the map is preserved in remarkable fine condition for a work of its kind, it shows signs of having been once tacked up to a wall, where it would quite likely have been used by railway engineers or senior military officers to plan how to best allocate resources to defend or repair the railway.

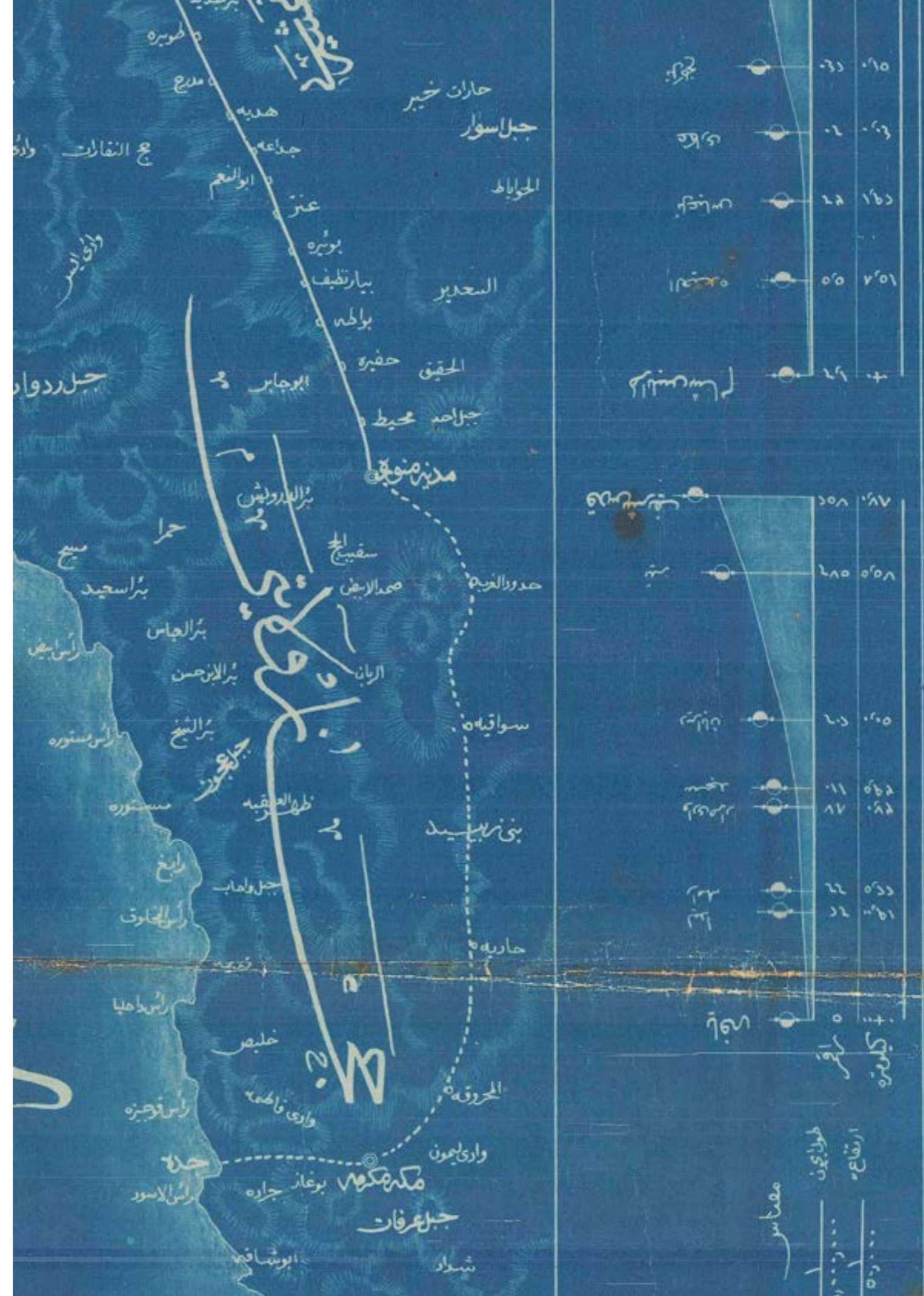
As such, the present map was witness to the fall of Ottoman hegemony and the rise of Arab rule in the Levant and the Arabian Peninsula. For political reasons, the Hejaz Railway ceased operation in 1920, although portions of the line remained in use in Syria and Jordan, while the branches in Palestine formed the basis of the region's modern railway network. Nevertheless, the Hejaz Railway impresses historical memory for having briefly revolutionized travel to the Hajj and well as well bringing a sliver of modernity to the Arabian Desert.

A Note on Rarity

We owned an example of the map in 2018, but otherwise we are not aware of any other listings of the map.

References: Cf. James Nicholson, *The Hejaz Railway* (London, 2005); Murat Özyüksel, *The Hejaz Railway and the Ottoman Empire: Modernity, Industrialisation and Ottoman Decline* (London, 2014).

8.500 EUR



11. SIEGE OF MEDINA WORLD WAR I HEJAZ RAILWAY / SAUDI ARABIA

مدینه منوره بر ماشی و بئر جلیجله جوارینی کوستر خریطه [Surveying Office Press] - Vermessung Abteilung 27 [German Field Survey 27]

مدینه منوره بر ماشی و بئر جلیجله جوارینی کوستر خریطه

[Topographic Map of the Medina's Neighbouring Places the Well Julayjilah and Bi'r al Mashi]

Medina u.Umgebung. 1 : 50 000 [Medina and Surroundings]

[S. I., but Middle East, probably Palestine or Syria:] مسافه رسمه [Surveying Office Press] - Vermessung Abteilung 27 [German Field Survey 27] 1924.

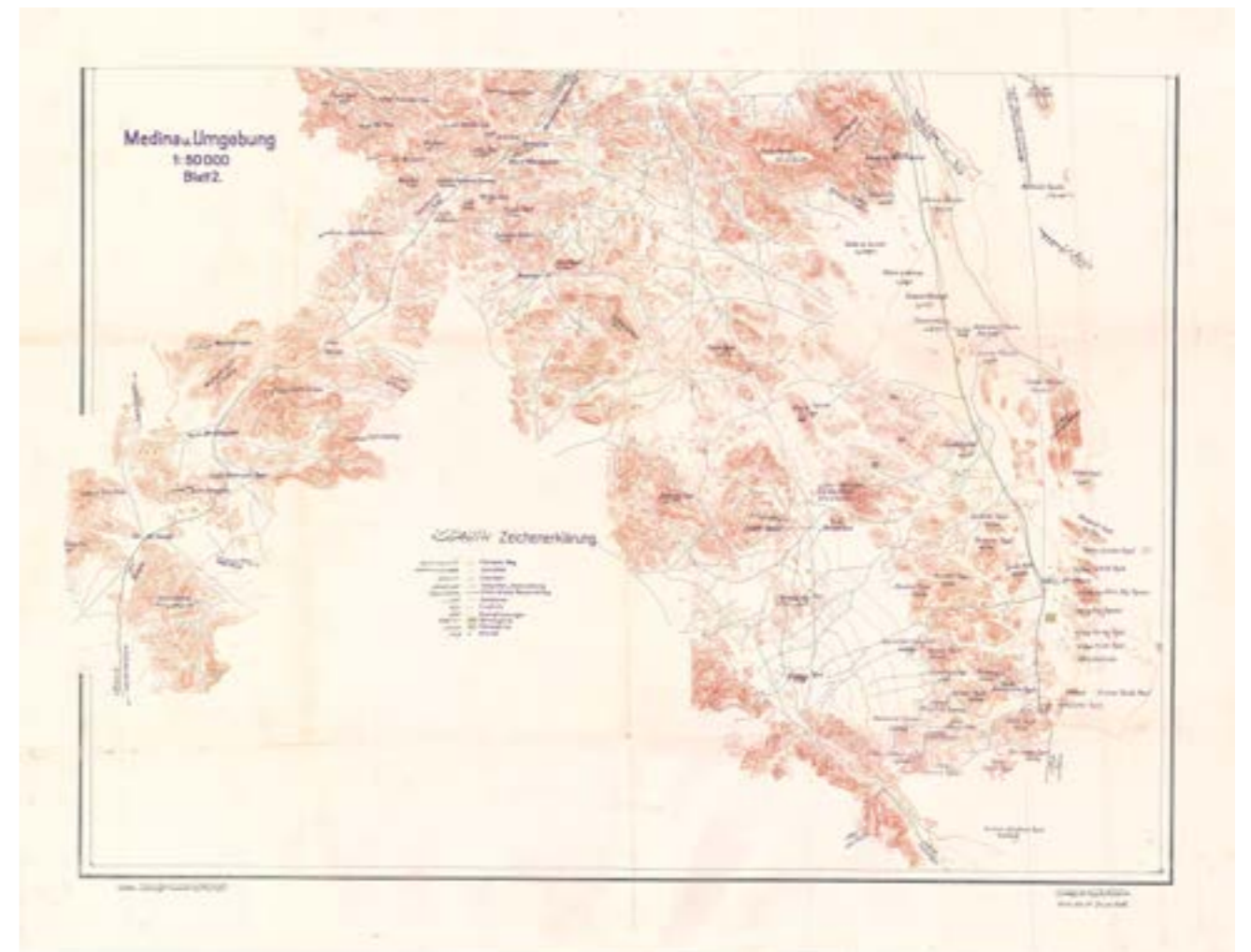
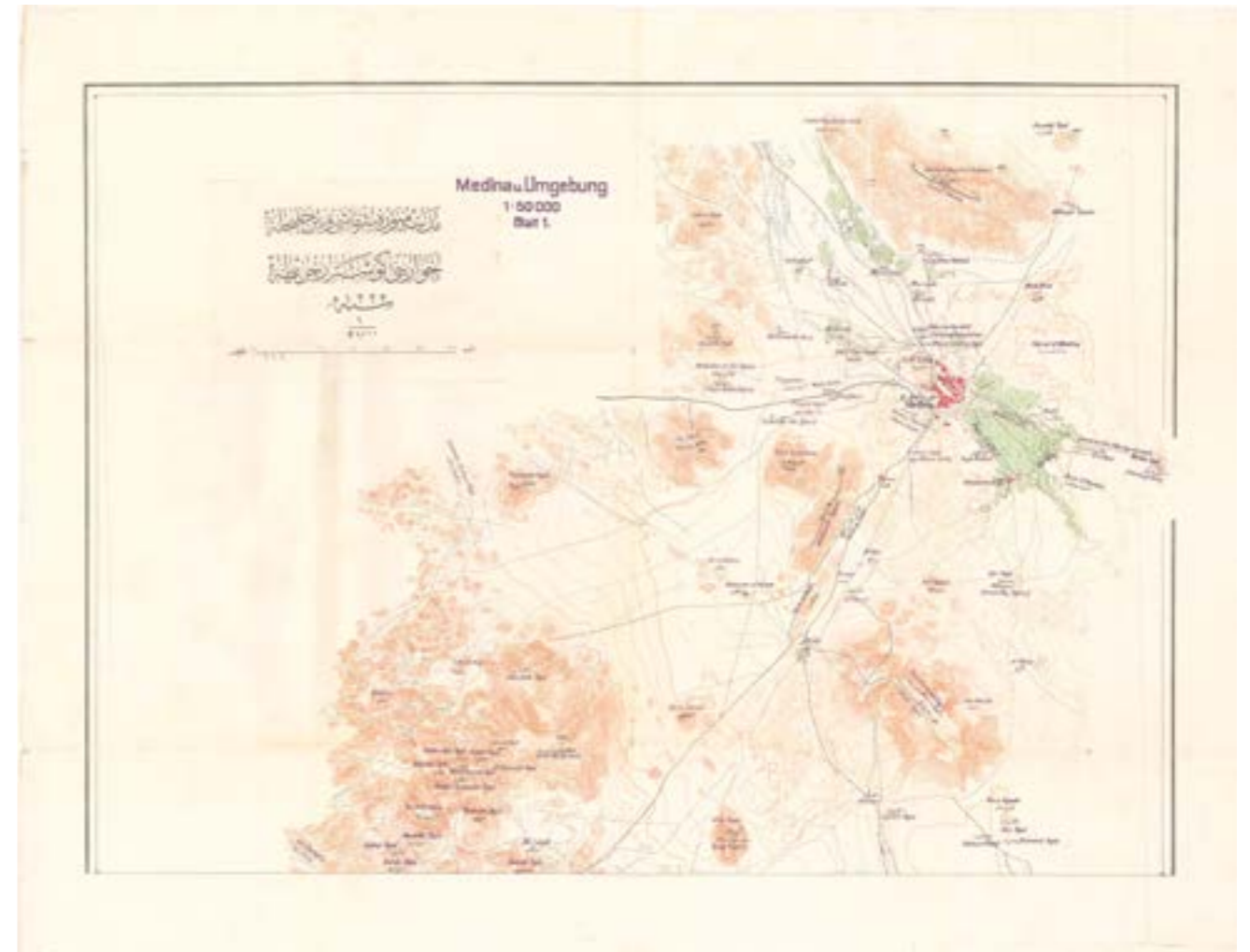
Colour lithography in two parts, each 57 x 73 cm (22.4 x 28.7 inches), printed in sepia and black with German titles printed in indigo over it, originally mounted Ottoman title in the upper part

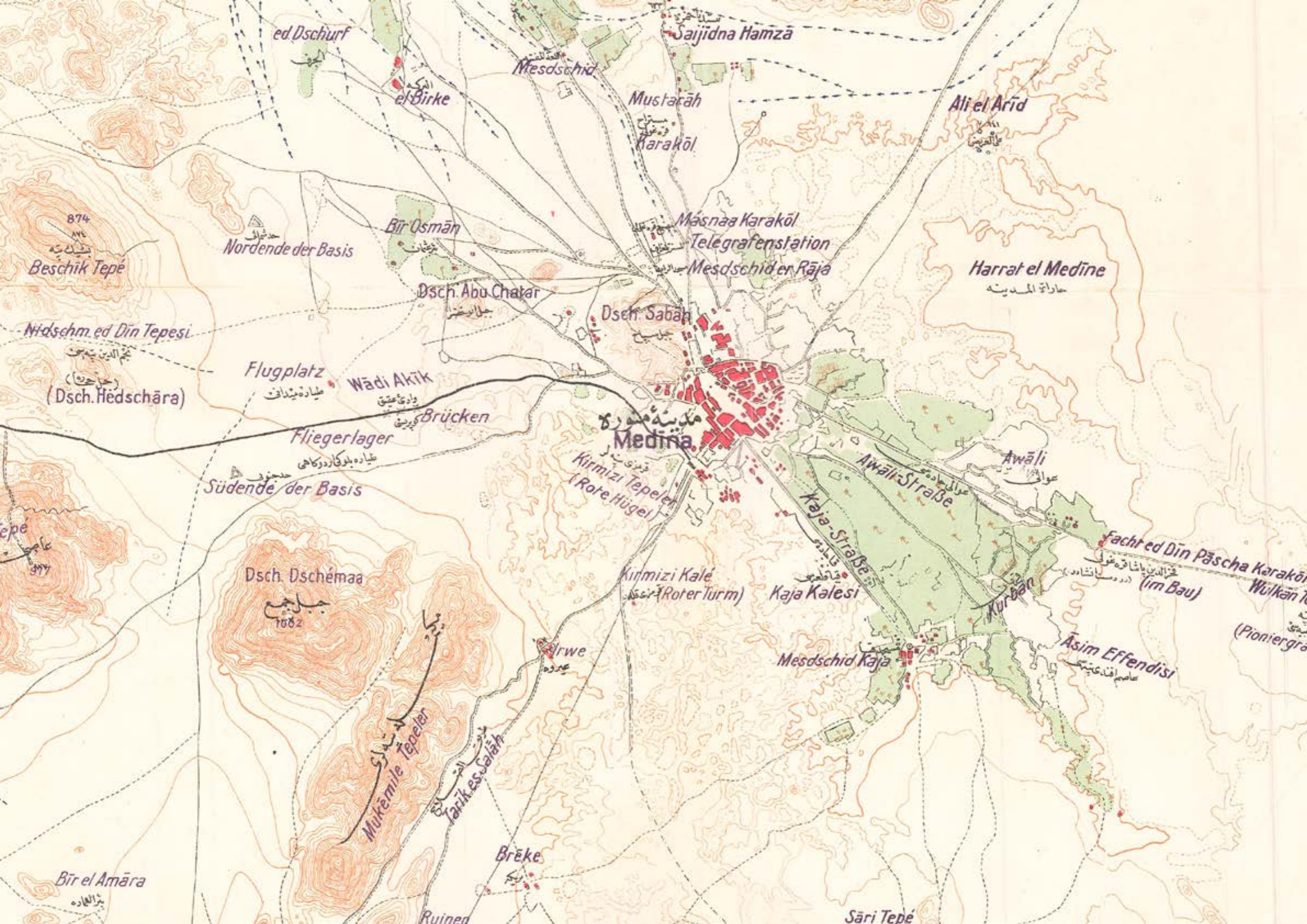
A stunning large Ottoman map in two parts, accompanied with German translations, was made for military purposes during the Siege of Medina in World War I and marks important locations and neighborhoods, especially significant during the siege in the spring of 1917.

This unique Ottoman military map features Medina and its surrounding areas, including Bi'r al Mashi and Julayjilah, in 1917 during the siege of the city in World War I. Medina was defended by the Ottoman army throughout the war under the leadership of Ömer Fahrettin Türkkan (1868-1948), also known as "The Defender of Medina" and "The Lion of the Desert", until its fall in 1919.

The map provided includes transcriptions and translations in German. It depicts the city of Medina in the upper right-hand corner, highlighting the Hejaz railway with its final station located to the south of the city. The map details the surrounding hills, settlements, roads suitable for transportation, mule tracks, telegraph and telephone lines, underground water pipes, sand dunes, cemeteries, trees, vegetable gardens, palm gardens, and wells. It also indicates the locations of the telegraph station, airport, and airport base, along with their northernmost and southernmost points.

The locations of Bi'r al Mashi and Julayjilah, mentioned in the title, were particularly important sites near Medina. The Ottomans used them as military bases, especially in the spring of 1917 when they retreated to the city during an attack by the Arabic troops.





ed Dschurf

Saijidna Hamza

Mesdschid

el Birke

Mustarāh

Ali el Arid

Karaköl

Masnaa Karaköl

Telegrafestation

Mesdschid er Rāja

Harrat el Medine

Nordende der Basis

Bir Osmān

Dsch. Abu Chatar

Dsch. Sabāh

Beschik Tepé

Nidschm ed Dîn Tepesi

Flugplatz

Wādī Akik

Brücken

Fliegerlager

Medina

Kirmizi Tepeler

(Rote Hügel)

Awāli-Strasse

Awāli

Südentende der Basis

Dsch. Dschémaa

Kirmizi Kalé

(Roter Turm)

Kaja Kalesi

Facht ed Dîn Päscha Karaköl

(im Bau)

Wulkan

(Pioniergr...

1082

Arwe

Mesdschid Kaja

Äsim Effendisi

Mukémile Tepeler

Tarik es-Salah

Bräke

Ruinen

Bir el Amāra

Sāri Tepé

The Vermessungsabteilung 27, signed in the lower right corner, was a special, highly trained cartographic corps consisting of German surveyors, draftsmen and printers, with their own mobile drafting workshops and printing presses, who followed the German-Ottoman high command throughout the campaign. They had the ability to make highly sophisticated maps to order, that could be quickly processed in the field for the use of senior officers. So that the command had access to the latest geographical intelligence, the Vermessungsabteilung 27 often made several updated editions of their maps, as new intelligence or surveys became available.

We could not trace any other examples of the map.

References: Cf.: Mona Qaid al Thabtah, The Siege of Al-Madina El-Monamurah, it's Internal Reflections and The Situation of Ottoman Protector (1334-1337 H/ 1916-1919 A.D.), حصار المدينة المنورة وانعكاساته الداخلية وموقف الحامية العثمانية ١٣٣٤ - ١٣٣٧ هـ / ١٩١٦ - ١٩١٩ م 1434 H. (on-line source: <https://ia600402.us.archive.org/27/items/BKIP2/BKIP2.pdf>)

8.200 EUR



12. LAW REPUBLIC OF TÜRKIYE DATA VISUALIZATION / STATISTICS

اوج يوز قرق سنه سي ظرفنده بالعموم دوانر عدليه دن ژاندارما قطعاته مودوع مذكرات عدليه دن انضاد ايديلن و ايدلمه
ين مقداري معشر غرافيكدر

[A Statistical Chart for the year 1340 [1924] given by the Ministry of Justice to Police Departments, Recording the [Number of People] Released and Not Released by the Courts]

[Ankara:] Türkiye Cumhuriyeti Dahiliye Vekaleti - Umum Jandarma [Republic of Turkey Ministry of Internal Affairs – Police Office] [1924].

Colour lithography, 70 x 53 cm (27.6 x 20.9 inches), folds with surface wear, small tears, and tiny holes, and loss of paper in margins.

In 1924, the Ministry of Justice and police departments created this unusual statistical broadside after the judicial reforms in the newly founded Turkish Republic and the establishment of a secular state. The broadside highlights the success of the new judicial system by comparing it to the old one.

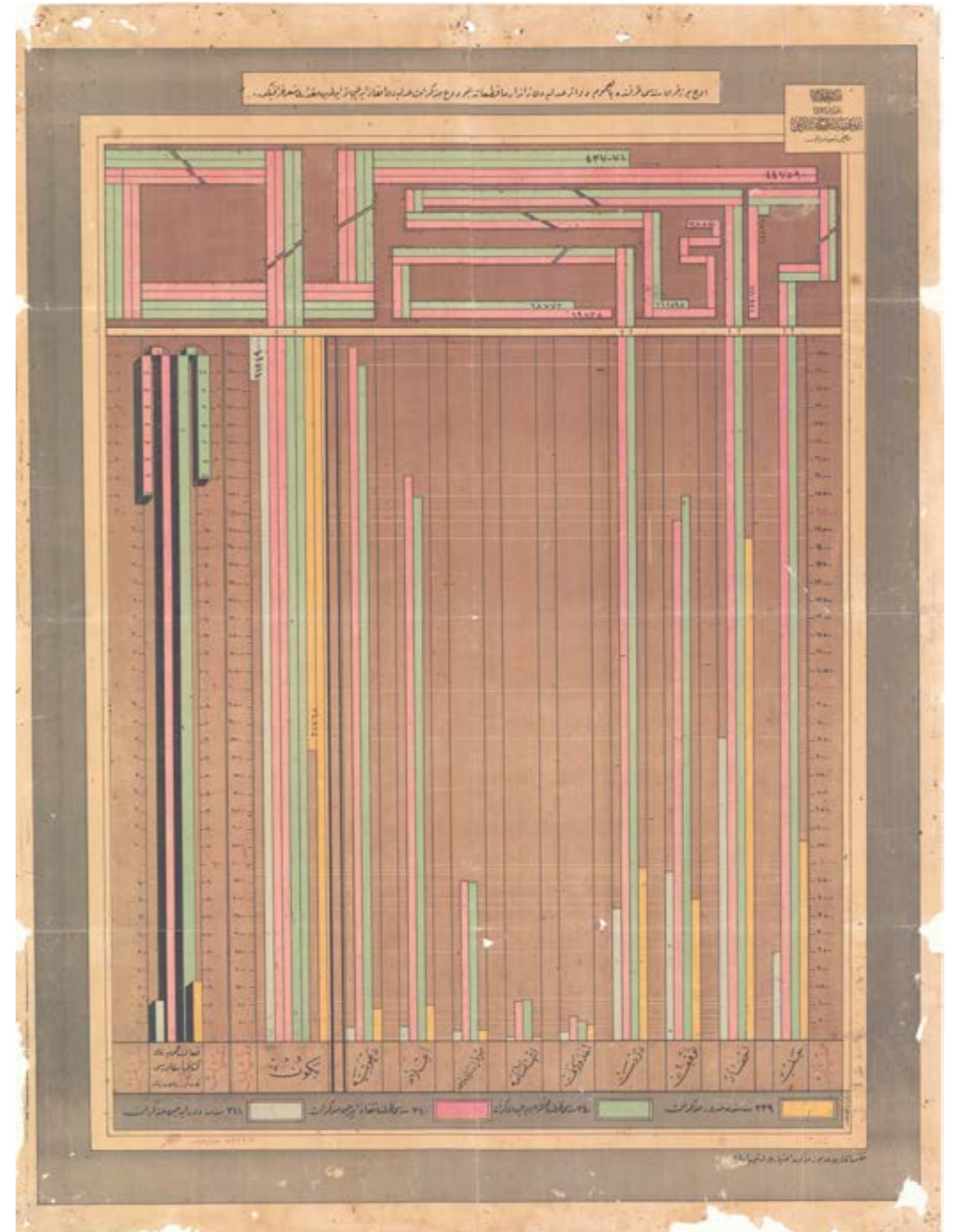
In 1924, the constitution assigned judicial work to independent courts and abolished religious courts. This chart illustrates the results of reorganizing the justice system in the newly established Republic of Türkiye and compares the results to the ones from the old system.

The text in the squares below provides a breakdown of different legal actions such as court processes, arrests, acquittals, and imprisonments. The vertical lines represent the number of these actions: The yellow lines indicate the year 1923 (1339 of the Rumi calendar) - the last year of the old system; the green, pink, and blue lines illustrate the results in the year 1924 (1340 and part of 1341 of the Rumi calendar). The statistics show a significant increase in court cases, as well as a corresponding increase in arrests, releases, imprisonments, and paperwork under the new system.

The broadside was created in Ankara by the new Turkish government contemporaneously with several other innovative visual data presentations, showcasing the positive results achieved in one year by the new regime.

We could not trace any other examples of the chart.

2.800 EUR



13. LAW REPUBLIC OF TÜRKIYE DATA VISUALIZATION

تورکیه جمهوریتی
۱۹۲۷ تشکیلاتنه کوره تقسیمات عدلیه خریطه سی

[The Republic of Turkey. 1927 Map of Formations, Districts and Subdivisions]

[Prob. Ankara:] Cumhuriyet matbaası [State Press] 1927.

Coloured lithograph, 70 x 100 cm (27.6 x 39.4 inches) (soft folds, slightly stained) (# 70947).

A poster-size map, representing the judicial network in Turkey in 1927.

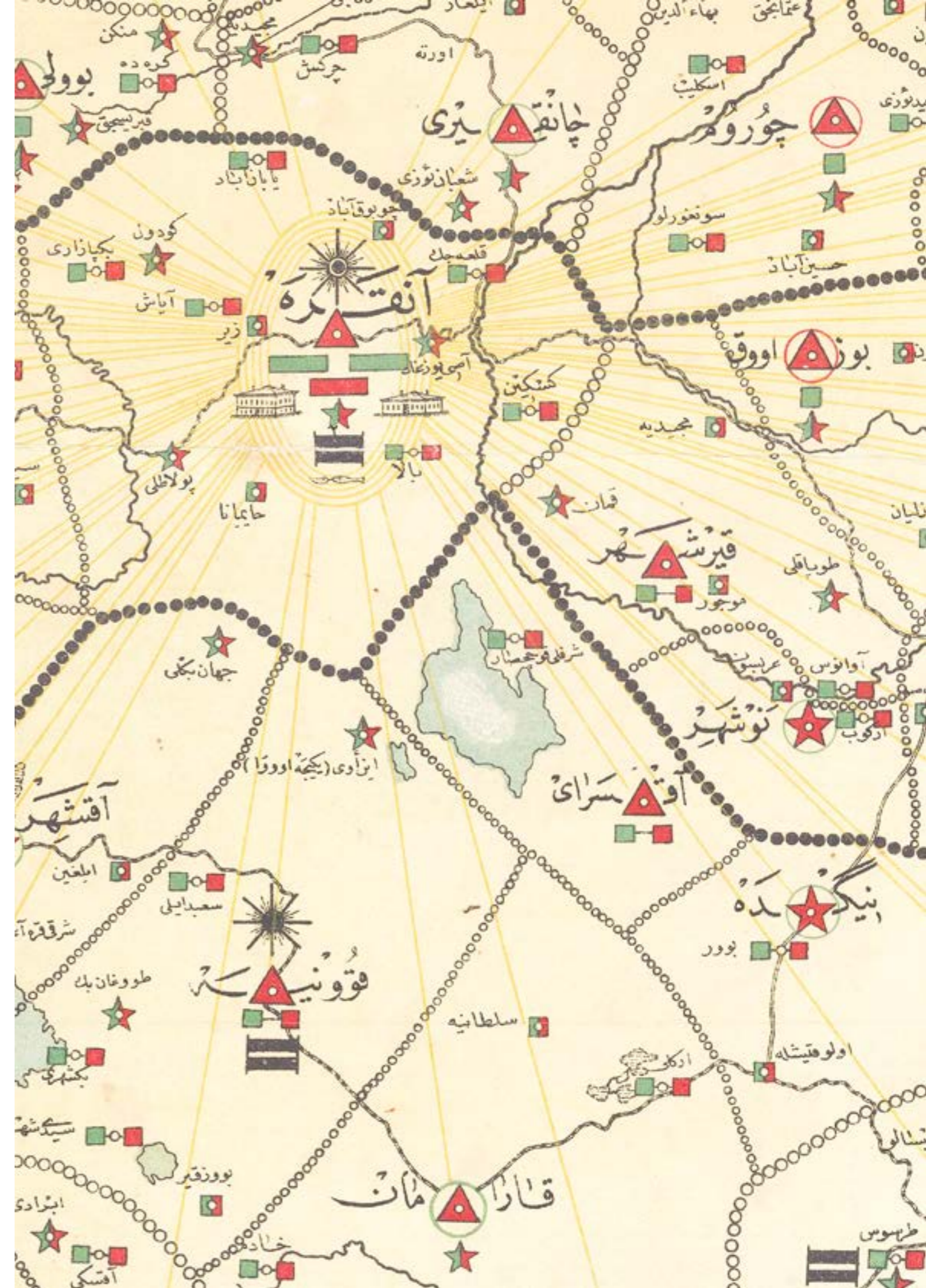
The map represents the judicial network in Turkey in 1927, three years after the constitution founded independent courts and abolished religious courts. This chart illustrates the success of the new system.

The map is a revised version of a similar map from 1925, which was printed by Zelich in Istanbul (featured in our December 2022 catalogue). Symbols and various lines showcase the modern judicial districts, different types of courts, law schools, various other institutions and inspectorates, with the system centered on the new capital, Ankara.

The print was published in the last year of the use of the Ottoman script, before it was replaced by the Latin alphabet. The square in the left-hand side of the image contains explanations of various new symbols of the Ottoman alphabet, introduced in that year as a last attempt to modernize the old script and make it more suitable for writing modern words.

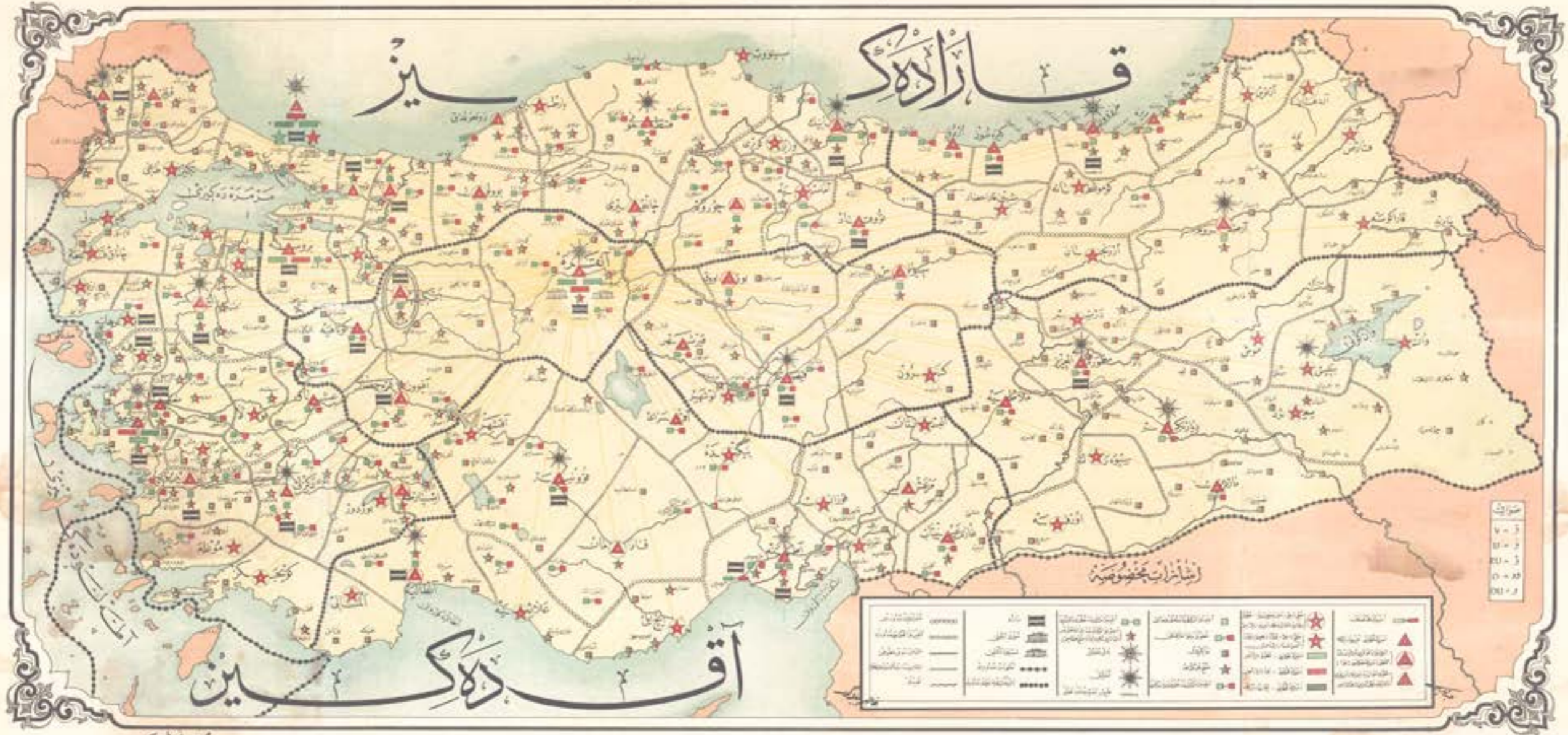
We are not aware of any other examples of the map

1.600 EUR





۱۹۲۷ تشکیلات کورہ تقسیمات عدلیہ ضریحہ سے



گورنمنٹ لائبریری

14. OTTOMAN CARTOGRAPHY RAILROADS

Heinrich KIEPERT (1818 - 1899) - ERKAN-I HARBIYE-I UMUMIYE MATBAASI [General Military Surveying Office]

اناطولی خاریطه سی
[Anadolu Haritası / Map of Anatolia]

Istanbul: Erkan-ı Harbiye-i Umumiye Matbaası [General Military Surveying Office] 1302 [1886] - [circa 1895].

Color lithograph, originally dissected in 36 segments and mounted on linen, 100 x 164 cm (39.8 x 64.6 inches) (slightly stained, tiny folds in the paper around sections, otherwise in good condition) (#70946).

A large Ottoman map of Anatolia and the Levant, based on Heinrich Kiepert's draft from 1883.

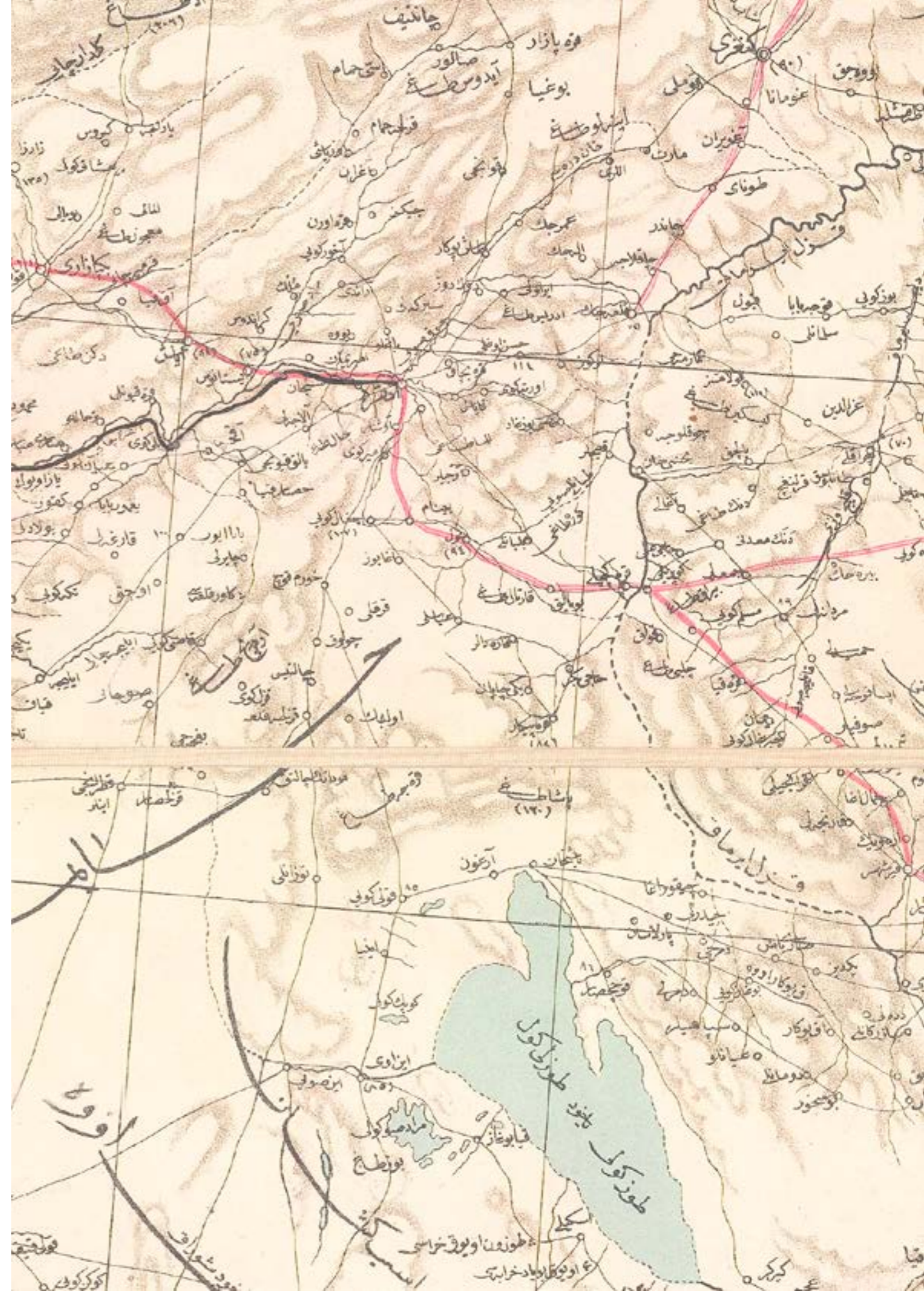
This large-format map in Ottoman language was based on a highly detailed and influential Heinrich Kiepert's map of Anatolia and Levant *Nouvelle carte generale des provinces asiatiques de L'empire Ottoman*, drafted in 1883 and published by Dietrich Reimer in Berlin in 1884. It was ultimately reprinted with updated information during World War I, in 1917 (see: [Nouvelle carte generale des provinces asiatiques de L'empire Ottoman - David Rumsey Historical Map Collection](#)).

The Ottoman version of the map was lithographed by the Military Surveying Office in Istanbul and was translated and published in 1886 (1302 Rumi calendar), just two years after Kiepert-Reimer's first German edition. The Ottoman government used the same template with the date in the cartouche for the next few decades, updating and correcting information about transportation and borders.

The black lines indicate completed railroads, broken black lines represent railroads under construction, red lines denote modern roads, and double red lines signify modern roads under construction.

The present example can be dated circa 1895, as it already showcases the Beirut-Damas-Muzayrib railroad, inaugurated the same year.

3.600 EUR





15. HISTORY OF IDEAS GEOGRAPHICAL PRIMER BROADSIDE EDUCATION IN THE OTTOMAN EMPIRE

MEHMED CEVDET Efendi.

مکتب ملکيه شاهانه جغرافيا خواجه سي معارف عموميه معاونلردن محمد جودت افنديک

[By the Assistant at the Ministry of Public Education the Teacher [Hoca] of the Imperial School for Civil Servants (Mekteb-i Mülkiye-i Şahane) Mehmed Cevdet Efendi]

[S.l., S. d., but Istanbul, circa 1860 or 1860s].

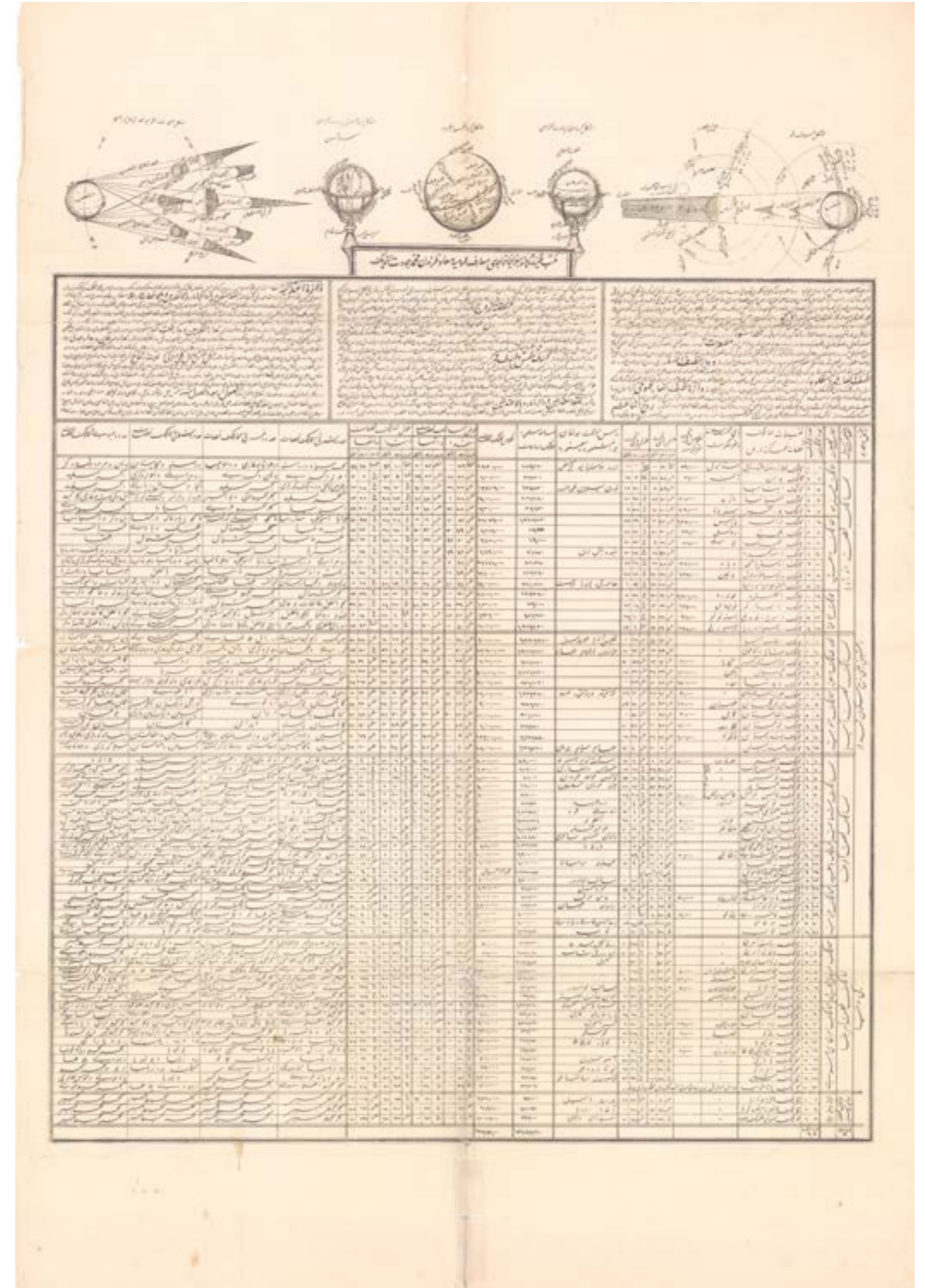
Lithography, 80 x 56 cm (31.5 x 22 inches), (folds with partly repaired tears and tiny holes, slightly stained) (#70948).

A stunning, rare, seemingly unrecorded and exceedingly early Ottoman geographical primer broadside, made by one of the pioneers of modern education in the time of the Tanzimat, Mehmed Cevdet.

Mehmed Cevdet Efendi, who signed the broadside in the upper part, was a pioneer of modern Ottoman education during the Tanzimat period in the second half of the 19th century. He received his education at the Imperial Military and Medical Schools and began his career at the latter institution from 1847 to 1849. Starting in 1857, he worked as an assistant at the Ministry of Public Education for 11 years. During this time, he also served as a geography teacher at the School of Public Administration (*Mekteb-i Mülkiye-i Şahane*) and later as a lecturer at *Darülfünun*, the first modern Ottoman university from 1863 onwards. The news about his new employment was published in the influential magazine *Servet-i Fünun* on September 5, 1863 (İbrahim Caner Türk, *Osmanlı Devleti süreli yayınlarında maârif (eğitim)*, 2014, pp. 69-70).

Mehmed Cevdet gained attention in modern Turkish literature for his Ottoman alphabet primer called "Feyz'ül amim fî esrari't-tâlim" (فيض العميم في اسرار التعليم), also known as "Feyz'ül-amîm fî esrâr ü'l-tâlim" or "Fez'ül-amîm fî Esrârü'l-tâlim (Özege et al.)". This primer is considered to be one of the pioneering publications of modern teaching and learning methods in Ottoman schools. In this work, Mehmed Cevdet aimed to create new methods for teaching children and adults, focusing on building connections between information rather than traditional rote memorization taught in madrasas. The book went through several editions and was republished until the early 20th century.

Mehmed Cevdet later served as a director and teacher at *Dâru'l Muallimîn-i Sıbyân* (Teacher Training School, founded in 1868) and as a headmaster of several other important educational institutions. He retired in 1886 and passed away three years later.



16. JAPAN-OTTOMAN RELATIONS

Dr. Daiji ICHIKAWA, author; Mübahât Bey, translator.

ژاپونیا تاریخ سیاسی

[Japonya Tarih-i Siyasisi / Political History of Japan]

Istanbul: Mesai Matbaası 1330 [1914].

8°. 47 pp., original illustrated wrappers, signed by the translator on the title page (wrappers slightly stained with small scratches, minor foxing a tiny loss of paper on the front wrapper and a loss of the lower white margin to the rear wrapper, bookseller's stamp on the title page) (# 70931).

This is an edited Ottoman translation of a German book *Die Kultur Japans* (The Culture of Japan), written by Daiji Ichikawa (市川大治) and published in German language in Berlin in 1907. Ichikawa came to Germany in 1900 to study at the Berlin University, where he, after finished studies, lectured Japanese from 1905-1908 at the Seminary for Oriental Languages. The Ottoman translation was made seven years as a part of the Ottoman fascination in Japan.

At first glance, it might seem that no two countries would have less to do with each other than the Ottoman Empire and Japan – Istanbul is almost 9,000 km for Tokyo, and until the late 19th century, the countries had almost no direct contact with each other. However, during the Russo-Japanese War, a form a 'Japanomania' developed in Istanbul, with the political and intellectual classes admiring Japanese achievements, while the literate public thirsted for the latest news from the battlefronts in the Far East.

The intense and peculiar interest in Japan had a strong impact upon print culture in Istanbul, as 47 books on Japan to be printed in the Ottoman capital during the period from 1891 to 1917, but with most of these directly relating the Russo-Japanese War. In addition, there were at least four Ottoman magazines (including the present work) dedicated to the war, not to mention ephemeral works such as separately issued maps, pamphlets and broadsides, etc., as well as innumerable stories on the war in daily newspapers.

There were three main reasons behind the development of 'Japanomania' in the Ottoman Empire, and they range from the conventional to the slightly eccentric.



First, the Russian Empire had been for centuries the Sublime Porte's arch-nemesis, and the Ottomans' fear of St. Petersburg at times bordered on paranoia. The two empires had fought over thousands of square kilometres of territory in south-eastern Europe and the Caucasus for centuries. In early times, the Ottomans had the upper hand, but since the 18th Century, Russia had succeeded in taking large swathes of territory from the Sultan's rule. In recent times, Russia had throttled the Ottomans during the Russo-Turkish War of 1877-8, and since then had been actively encouraging the various South Slavic powers and Greece to fight against the Ottoman presence in the Balkans, at great cost to the Sublime Porte. Russian agents also enjoyed spreading bad rumours about the Ottoman economy, sometimes causing Ottoman stocks and bonds to tank on the markets. Quite frankly, the Ottomans despised Russia, and any map that showed one of their great military bases being besieged would have been a source of considerable delight.

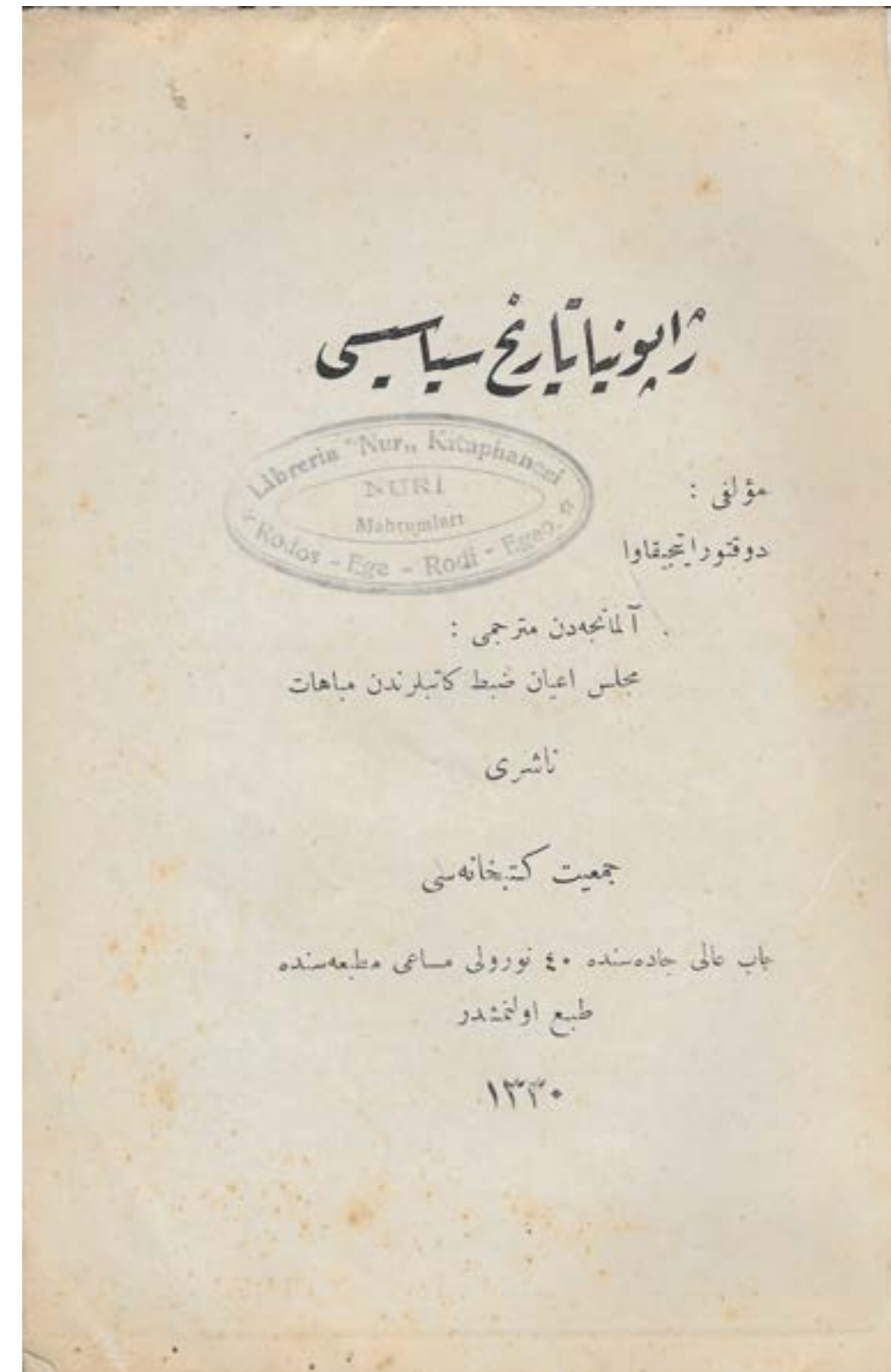
Second, the Ottomans held a certain fascination for Japan, even if the two empires had limited direct contact. Sultan Abdul Hamid II (reigned 1876-1909) was amazed by how Meiji Era Japan (1868-1912) had rapidly and successfully transitioned from being a pre-industrial society, initially 'pushed around' by Westerners, into a modern economic and military superpower capable of not only preserving its independence, but vanquishing its neighbours (ex. China and Korea), as well as thrashing a major European power (Russia). In this sense, Japan served as something of a role model for the Ottoman Empire, which was in the process of its own, albeit more gradual, industrial revolution, while enduring constant Western interference in its internal affairs.

Third, on a bizarre, but not unserious note, many intellectuals in Constantinople were fascinated by the theory of 'Turanism', the notion that certain Eurasian peoples, including Turks, Hungarians, Finns, Manchus and Japanese, amongst others, all originally hailed from a common ancestral homeland in the heart of Asia. While there were some ancient links between some of these disparate peoples, Turanism has since been largely proven to have exaggerated these ties; however, during the late 19th and early 20th Centuries the movement was all rage amongst wealthy-intellectual sets in various 'Turanian' capitals. Even Sultan Abdul Hamid II held a curiosity for the notion, having held several private meetings with Ármín Vámbéry, a leading Hungarian Turanian. In this regard, the Turkish Turanians would have enjoyed seeing their Japanese 'cousins' defeat the Russians!

We could find four institutional examples on Worldcat (Orient-Institut Istanbul, Princeton University Library, Library of Congress, Universiteitsbibliotheek Leiden).

References: OCLC 1030748714, 777251543. BDK - MİL - ÖZEĞE; 9764 Merthan DÜNDAR, 'Japan in the Turkish Press: An Essay on Books Written about Japan in Ottoman Script during the 19th and 20th Centuries', Asian Research Trends, New Series, no. 7 (2012), pp. 55-73, esp. p. 59; Renée WÖRRINGER, Ottomans Imagining Japan: East, Middle East, and Non-Western Modernity at the Turn of the Twentieth Century (2014), n.p.

380 EUR



17. ETHIOPIA–UNITED KINGDOM RELATIONS SECOND ITALO-ETHIOPIAN WAR

Kâzim KARABEKİR (1882-1948).

İngiltere İtalya ve habeş harbi uluslar birbirini sevmezler, çıkarları derecesinde sever görünürler

[England, Italy and the Abyssinian War. These Nations do not Like Each Other, They Seem to Like Each Other According To their Own Interests].

Istnabul: Tecelli Basimevi 1935.

Small 8°: 113 pp., [13 pp.], folding coloured chart, two folding maps with colour in outline, original wrappers with lettering mounted over later wrappers (slightly age-toned and with light water-staining in the upper white margins, soft folds, two paper stamps with annotations on the cover, old annotations in the corner of the front wrappers, tears with tiny loss of paper to maps and plates) (#70927).

A rare first edition of an analysis on the Ethiopia–United Kingdom relation during the the Second Italo-Ethiopian War by a prominent Turkish politician Kâzim Kara-

The aggression and colonial aspirations of Fascism led to the Second Italo-Ethiopian War, which took place between Fascist Italy and Ethiopia from October 1935 to February 1937. The world closely followed these events. On May 5th, 1936, Italian Marshal Pietro Badoglio led his troops into Addis Ababa, and Mussolini subsequently declared Ethiopia a province of the Italian Empire. On May 12th, Emperor Haile Selassie of Ethiopia delivered his famous anti-Fascist speech at the League of Nations.

A book examining Great Britain's role in the Abyssinia Crisis, written by the distinguished Turkish author Kâzim Karabekir, was published during Italy's invasion of Abyssinia. The author analyzes British involvement in the crisis from historical and economic perspectives. The text is accompanied by charts and a folding color-coded statistical map showing the population of countries around the world. Additionally, the book includes a map of the Mediterranean Basin and Northeast Africa, covering Egypt, Sudan, and Abyssinia, shedding light on the geographical context of the discussed territory.

Two examples of this book can be found on WorldCat, held by the Orient-Institut Istanbul and the Michigan State University Libraries.

References: OCLC 1030750249.

380 EUR



18. ALBANIA ITALIAN FASCISM / RESISTANCE ISTANBUL IMPRINT

Various Authors.

7. Prill (Avril) 1939-41.

Istanbul: Cesar Rigo Basimevi 1941.

8°, [10 pp.], wrappers with illustrated covers, stapled (little stained and dusty, small holes in the lower margin of the cover, soft folds) (#70926).

A rare pamphlet by the Albanian resistance against the Italian Fascism, printed in Istanbul.

On April 7, 1939, Fascist Italy, under the leadership of Benito Mussolini, invaded Albania, forcing King Zog I into exile in neighboring Greece.

This pamphlet, printed in Istanbul on the second anniversary of the invasion, features compelling articles from international magazines in French, English, and Albanian, highlighting the heroic resistance of the Albanian people against the Italian aggressors. The powerful cover illustration depicts the symbolic black double-headed eagle driving the Italian Fascist boot out of Albania.

We were unable to find any institutional examples of this pamphlet on WorldCat.

820 EUR



19. BULGARIAN PRINTING IN ISTANBUL

19. MODERN MARRIAGE

Какъ да сянаправи щдинъ домъ щастливъ
[How to Make One's Home Happy]

Istanbul: Agop Boyaciyan 1892.

12°: 13 pp. with illustrated cover, [3 pp.] blank, stapled (minor foxing to the wrappers, otherwise in a good condition) (#70930).

A rare pamphlet in the Bulgarian language, printed in Istanbul, contains a short moralistic story about a modern married couple who lost love and passion for each other. The story describes how the failing marriage was restored when the husband started trusting and respecting his wife.

These Christian works were commissioned by American Protestant missionaries in Istanbul. Many of them were published by Agop Boyaciyan (1837 – 1914), an ethnic Armenian who was one of the leading commercial publishers in the Ottoman Empire. He learned printing in the United States in the 1860s while under the sponsorship of the missionaries.

No institutional examples of this pamphlet have been found on Worldcat

420 EUR



20. BULGARIAN HISTORY / ORTHODOX CHURCH BULGARIAN PRINTING IN ISTANBUL

Наѳанаил СТОЯНОВ [Nathanail STOYANOV].

Краткое сказаніе. Преподобного Отца нашего Димитрія Басарбовскаго...
[Brief Report. Reverend Father Dimitar Basarbowski...]

Istanbul: D. Tsankov & B. Mirkov 1858.

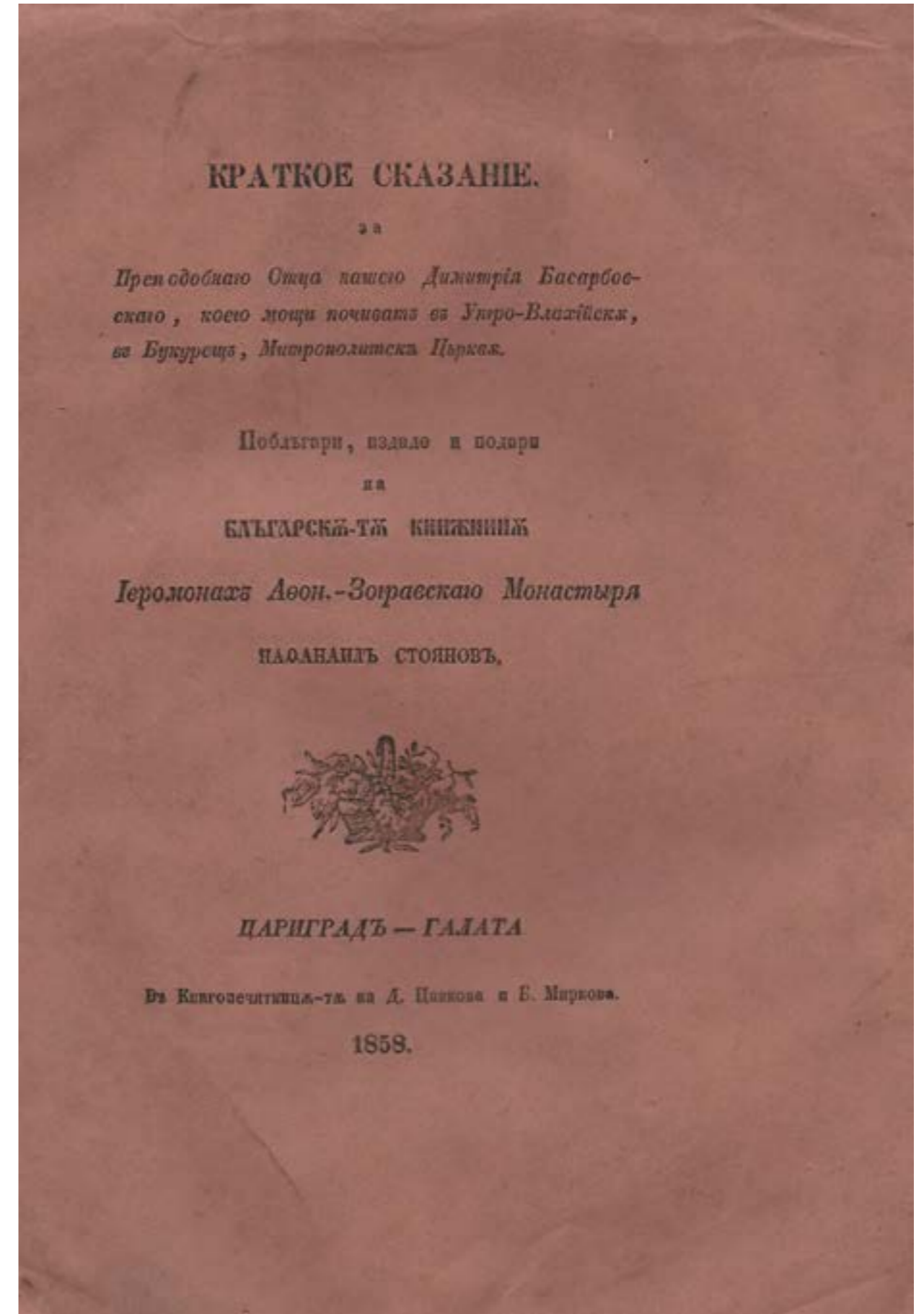
Small 4°: 12 pp, original wrappers, later spine (soft folds) (#70932).

The pamphlet, printed in Bulgarian in Istanbul, is a compelling report on the revered Saint Dimitar Basarbowski, who lived an ascetic life as a shepherd in the rocks of the monastery near Ruse, now known as Basarbovo Monastery. This historical figure is held in high esteem by the Bulgarian, Romanian, and Russian Orthodox Churches. During the Russo-Turkish War (1768-1774), his relics were transferred to Bucharest.

The text, penned by the Bulgarian monk Nathanail Stoyanov from the Zograf Monastery in Mount Athos, provides a captivating insight into the life and legacy of Saint Dimitar Basarbowski.

We could not trace any institutional examples on Worldcat.

820 EUR



21. FEMINISM IN LATE OTTOMAN EMPIRE

قادیئلر دنیاسی مصور تقویم

[Kadınlar dünyası musavvir takvim / Women's World Illustrated Calendar]

[Istanbul: Kadınlar Dünyası 1331 / 1915].

7 x 5,5 cm (2.8 x 2.2 inches), [64 pp.], calendar with blank pages verso, portraits of contemporary leaders and dignitaries, original illustrated covers mounted over blue linen covers, empty pencil holder, original patterned endpapers (hinge of the front endpapers broken, old annotations under last portrait and on the last blank page).

A rare miniature Ottoman calendar for women, published in 1916 during World War I by the first Ottoman Muslim feminist press, which also printed a newspaper under the same title Kadınlar Dünyası (Women's World).

The publication *Kadınlar Dünyası* was the first Ottoman feminist newspaper. It was entirely run, owned, written, and printed by women and was published from 1913 to 1921. The newspaper covered topics such as law, global news, health, and child-raising. Its content was heavily influenced by the Western feminist movement.

The magazine intentionally excluded any texts written by men as a form of protest against the unfair treatment of women in Ottoman society. The main goal of the articles was to advocate for more rights for Muslim women in everyday life, work, and the legal system. This included equal education and salary compared to men.

The newspaper was established in response to the modernization of Ottoman laws in previous years, which had largely neglected modern women's rights.

Later issues of *Kadınlar Dünyası* featured portraits of working women and it became the first magazine to publish a portrait of a Muslim woman without a veil, along with her name.

This small pocket calendar was published by *Kadınlar Dünyası* press and was intended for daily use of modern Ottoman women.

1.400 EUR



22. COOKBOOKS EDUCATION FOR WOMEN

RABIHA [inside: RABIA]

Alaturka ve Alafranga nefis yemekler
[Turkish and European Delicious Meals]

Istanbul: Milliyet Matbaası 1929.

8°, 48 pp., original tan wrappers with illustrated cover, stapled (wrappers with light staining and folds, internally with light staining and sporadic annotations, but overall in a good, used condition) (# 70933).

The first cookbook written in modern Turkish was aimed at educating women and whole families in the new official script.

On January 7, 1929, only seven days after the Latin letters became the official script of the republic, the first cookbook in modern Turkish language was penned.

The author, Rabiha, wrote the book not only to share Turkish recipes, but also to educate housewives and families in reading the modern script with greater enthusiasm, serving her country through this effort. The book is written in a simple language with large letters and contains ideas for 14 menus and around 80 Turkish (Alaturka) and European (Alafranga) dishes.

Two known institutional examples of the book can be found on Worldcat, held in Bayerische Staatsbibliothek and the University of California, Los Angeles.

References: OCLC 260041605.

780 EUR



23. COLORADO WESTERN PIONEER HISTORY / MINING

G. B. SANBORN (Verso stamp: G.B. SANBORN. Photographer. 529 EAST 5 ST. LEADVILLE COLO.)

Ibex Mine

Leadville, CO: G. B. SANBORN [s.d., ca 1900 or shortly after].

Albumen silver print 16,5 x 21,5 cm (6.5 x 8.5 inches), originally mounted on grey card 25,5 x 30,5 cm (10 x 12 inches), with stamp of the author verso (margins little scuffed and stained, but overall in a good condition).

A photograph of the Ibex Mine in Leadville, Colorado, by the local photographer G.B. Sanborn, made around 1900

The Ibex Mine, located on the outskirts of Leadville, Colorado, was established in the late 19th century and grew to become one of the largest gold and copper mines by 1900. In 1898, the Denver and Rio Grande Railroad constructed a line to Ibex. The mine was particularly notable for its superintendent James Joseph "J.J." Brown (1854–1922), who was an American mining engineer, inventor, and the husband of "Unsinkable Molly Brown".

The photograph of the mine, taken around 1900 or shortly after the railroad construction, was captured by G. B. Sanborn, a photographer based in Leadville. Sanborn was known for documenting local mines and miners and also producing postcards, including notable images of his ascent of local mountain summits and the iconic Mountain of the Holy Cross in 1905.

650 EUR



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