Recent Acquisitions in Maps

January, 2024

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EXCEPTIONALLY RARE FOLIO DOCUMENTING THE EFFECTS OF THE ATOMIC BOMB ON JAPAN

1. **9th Photo Tech Squadron, compiler.** *The Atomic Bomb. N.p. [Guam]; 947 Engineer Aviation Topographic Co., [ca. 1945].* Oblong folio (18” x 21”), pictorial paper covers, blue spiral binder at spine. [34] pp., 20 photographic illus. (from 7.25” x 8.25” to 18” x 21”), 2 maps of Japan including the front-cover map (18” x 21” and 9.25” x 20.75”). The name of the original owner, Benjamin M. Mott, Sgt. A.C., has been added by hand, perhaps by stencil, to the lower-right corner of the front cover. **CONDITION:** Very good, front cover lightly chipped and creased, rear cover with some dampstains, chipping to margins, creasing, and toning, light dampstains throughout, light creasing to upper-right corner of the first few leaves.

A visually striking, profoundly disturbing, and apparently unrecorded folio volume, with a dramatic cover map, comprising photographic illustrations and maps of Hiroshima and Nagasaki before and after an atomic bomb was dropped on each, powerfully communicating through graphics the sheer enormity of the event. While this publication does not seem to have been classified, its rarity and military provenance suggest that it was issued for limited internal circulation.

Dedicated to the servicemen of the Air Force who lost their lives in the war and “to all the men who helped to bring the conflict to a victorious close,” this horrifying U.S. military publication documents and commemorates this earthshaking event. The front cover features a map of Japan with the ominous shadows of two bombers superimposed on it and arrows pointing to Nagasaki and Hiroshima. The contents consist of photographic illustrations of each city pre- and post-bombing, as well as text by the U.S. Strategic Air Forces in the Pacific covering the details of the strikes. Complementing the aerial shots of the massive destruction are four ground views taken in Nagasaki, some of which show civilians walking amongst the rubble.

This volume was compiled and designed by the 9th Photo Tech Squadron of the 20th Air Force, the division responsible for the bombings. The 9th operated the largest photo processing center in the Pacific at Harmon Field in Guam (the U.S. having turned the island into a base for Allied operations after recapturing it from the Japanese in 1944). The photographs reproduced here were taken by the 3rd Photo Reconnaissance Squadron, V.H., of the 20th Air Force. These include some of the first images of the bombings, among them one of the infamous mushroom cloud, and images of the destruction of Hiroshima and Nagasaki 100 days after the bombings.

The publisher, the 947 Engineer Aviation Topographic Co., was part of the 20th Air Force and was based on Guam from at least 1945 to 1947. Other works they published include *The 331st Bombardment Group (VH) from Activation until V-J Day* (Guam, ca. 1945); *War Journal: Ninth Bombardment Group, United States Army Air Forces* (N.p., ca. 1945); *16th Bombardment Group History* (N.p., 1945); *330th Bomb Group Digest* (N.p., 1946), and *Island of Guam Road Map* (Guam, 1947).

The original owner of this volume, Sergeant Benjamin M. Mott (1918–1984), served in the Navy during World War II. He enlisted in June 1942 and was discharged in October 1945.

No copies of this publication are recorded in OCLC, nor have our google searches located any other examples.

An exceedingly scarce large-format survey documenting the catastrophic effects of the Atomic Bomb on Hiroshima and Nagasaki.

**REFERENCES:** Controvich, James T., comp. *United States Air Force And Its Antecedents Published And Printed Unit Histories A Bibliography, Expanded & Revised Edition* (2001); “20th Air Force” at Army Air Corps Museum online.

Item #8447

$2,250.00
A colorful pictorial map of Antarctica depicting the Second Byrd Antarctic Expedition (1933–35) and commemorating the pathbreaking radio broadcasts to and from Byrd’s expedition.

The expedition depicted here was led by the U.S. polar explorer, pioneer aviator, and naval officer Richard Evelyn Byrd (1888–1957), who is pictured at the upper right as the head of the cartouche. In addition to showing the entirety of Antarctica, the map embraces portions of the Pacific, Atlantic, and Indian Oceans, New Zealand, and a portion of South America. The various regions of Antarctica are identified as either explored, unexplored, or “most inaccessible.” Among the features identified are shelf ice, the Antarctic Archipelago, “tongues” (peninsulas), glaciers (“gl”), bays, ranges, the South Pole (with a scroll listing the years when Amundsen, Scott, and Byrd reached the Pole), etc.

The inset at the upper left shows the route of the Byrd’s expedition (via the U.S., Central America, and New Zealand), and also shows the “path of the broadcast.” Yellow electrical bolts represent the path and are seen stemming from New York, passing through South America to Buenos Aires, and ending in “Little America” (Byrd’s first established base, founded in 1928). Additional bolts span across the U.S., representing the long wave transmission. The inset at lower right shows the Bay of Whales and the Ross Ice Shelf, and includes a detail map of Little America (showing towers, stores, shops, and more).

As is common with pictorial maps of this era, the map and its cartouche are peppered with illustrations of animals (whales, dogs, penguins, etc.) and one evocative Antarctic scene. The following passage included in the cartouche celebrates the groundbreaking radio broadcasts to and from the Second Byrd Expedition:

Past polar expeditions have been swallowed up by a silence which was never broken until they returned—if they did return. But on the Byrd Expedition there is being attempted the most notable feat in radio history—a two-way broadcast of the Expedition as it is being lived—from the very lips of the men themselves. Hailed by leading authorities as an important contribution to radio science, this series is made possible by General Foods, makers of Grape-Nuts.

Richard Byrd is best known for his explorations of Antarctica by airplane and for planning the path of the first transatlantic flight in 1919. After the present expedition—which saw him successfully combine aerial flights with long sledge and tractor journeys to explore the interior of Marie Byrd Land—Byrd undertook the U.S. Antarctic Service Expedition (1939–41). Often referred to as Byrd’s Third Antarctic Expedition, it was jointly sponsored by the U.S. Navy, State Department, the Department of the Interior, and The Treasury, with the objective of establishing two Antarctic bases.

Born in Michigan, George Annand (1890–1980) was a mapmaker active during the mid 20th century. After moving to New York, Annand studied at the Art Students League and worked in the advertising industry, working with the National Biscuit Co. (NABISCO) and also designing illustrated book covers. After losing his job during the Depression, he refused WPA work out of pride and continued to work illustration jobs and also started creating pictorial maps. His work with maps led Chicago-based publisher Rand McNally to commission him to create two romance maps. During and after the Second World War, Annand created numerous pictorial maps. According to Stephen Hornsby, Annand was “a cartographer’s cartographer.” He continued producing pictorial maps until 1970, when he had cataract surgery. He died in 1980. Other maps Annand created include A Map of Sinclair Lewis’s United States... (New York, 1934); Map
of the Wonder Valley of Gold… (Connecticut, 1936); Romance Map of the Hudson River Valley (Chicago, 1937), and The Island of the Bahamas (Miami, 1951).

An attractive pictorial map of Antarctica celebrating the Second Byrd Antarctic Expedition.


Item #8030

RARE FIRST EDITION OF BARBER & WILLARD’S MAP OF THE UNITED STATES, 1833

3. Barber, B. B. and A[saph] Willard, engraver. Map of the United States of America. Hartford: Published by B. B. Barber & A. Willard, 1833. Hand-colored engraving on four joined sheets mounted on new linen, 45.5” x 41.75” plus margins, attached to original wooden rods. Clipping showing the populations of various Rhode island towns affixed to the lower left corner of the map by an early owner. CONDITION: Good, toned, usual creasing, a few small losses in margins expertly restored, several narrow losses affecting lettering in table below map, a few small losses in the Missouri River region filled in and with some reinstatement of lines and lettering, occasional light stains; stable and attractive.

The exceedingly rare first edition of Barber & Willard’s map of the United States, with a large and extensive table of counties, cities and towns across the bottom which is not present in subsequent editions. This is one of the most interesting and attractive east coast to west coast maps of the period.

The most compelling portion of this map is the Trans-Mississippi West, the treatment of which shows the influence of Humboldt, Arrowsmith, Pike, Long, and Tanner. The Missouri River watershed region, designated here as the “Mandan District” and the “Osage District,” shows the river system in great detail and is particularly rich in references to Native Americans, with the villages of various tribes located, including those of the Mandan, Ioway, and Pawnee, as well as tribal hunting grounds. A note between the James and Sioux Rivers reads “Here the bands of the Sioux Indians meet every spring to trade with each other and with the White Traders.” Another note, in the vicinity of the Big Horn River, states:

This district is a vast wilderness of immense plains and meadows interspersed with barren hills and almost destitute of wood except
in the neighborhood of streams. It is traversed by immense herds of Buffaloes and wild horses and by a few roving tribes of Indians. Occasional bands of white hunters and trappers range this country for furs.

On the upper Missouri, the wintering location of Lewis & Clark in 1814 is identified, as is Fort Mandan, and to the east of the river are notes reading “thousands of Buffalo in herds were seen here by Major Long” and “Maj. Long saw herds of Elk on these prairies.”

To the west, the depiction of the Rockies follows the more simplified, single cordillera, representation derived from Humboldt. In the easternmost region of the “Oregon District” a portion of Lewis and Clark’s route is shown running along the Flathead River, then crossing and extending to the Kooskooskee. A note along the lower border of the District observes:

Oregon District is but imperfectly known. The climate is represented to be milder than similar latitudes on the Atlantic. The banks of the Columbia River are said to be fertile covered with heavy forests. The country towards the Rocky mountains is described as mountainous and barren.

Lending additional visual interest to the map are an image of the U.S. Capitol in the title area and an inset illustration of the White House in the Gulf of Mexico just below Louisiana.

Of the 1835 edition of this map, Rumsey notes:

An unusual map…showing the continent coast to coast. Tanner’s influence from his North America map is evident in the west, and Long’s map has influenced the plains, but Tanner’s U.S. map is the primary source, in the Oregon District, the Plains, and the area east of the Mississippi. The Great Basin is filled with a table of distances and heights of mountains (which convention appears in several maps published in Hartford about this time by Thrall, Huntington, Olney’s Geography, etc.). Wheat mentions the 1849 and 1850 editions of this map published by Reed and Barber, but this much earlier and different edition was unknown to him.

Asaph Willard (1786–1880) worked as a banknote and portrait engraver with partner Ralph Rawdon in Albany, before moving to Hartford, Connecticut in 1819. Among the works to his credit are Plan of the City of Hartford (Hartford, c. 1824), Frederick Butler’s A Modern Atlas (Wethersfield, 1825), and Map of the United States (Hartford, 1826), with Eleazor Huntington. In 1833 Willard partnered with B. B. Barber to publish Map of the United States of America, which went through multiple editions and iterations.

Benoni Bissell Barber (1798–1885) was a printer, publisher and bookseller active in Hartford, Connecticut, mainly in the second quarter of the nineteenth century. From 1822 to 1833, Barber and partner David Franklin Robinson ran a bookshop and bindery under the name “Barber and Robinson.” In 1833, Barber formed the aforementioned partnership with Asaph Willard to publish the present map, which appeared again under their imprint in 1835. The partnership was terminated in the same year and Barber then partnered with William W. Reed and subsequent issues of the map were printed from the original and revised plates, appearing under the imprint of “Reed & Barber” from 1842 to 1855. (Our thanks to Kevin Brown of Geographicus Rare Maps and map scholar Ashley Baynton-Williams for the information on Barber)


Item #8856 $5,500.00
AMERICA—A NATION OF ONE PEOPLE FROM MANY COUNTRIES

With the exception of the Indian, all Americans or their forefathers came here from other countries. This map shows where they live, what they do, and what their religion is.

Issued by
The Council Against Intolerance
In America
37 East 11th Street
New York City
4. **Bourne, Emma.** *America—A Nation of One People From Many Countries.* New York: Council Against Intolerance in America; Davidson Printing Corporation, 1940. Color-printed map, 35” x 54.5”, CONDITION: Very good, recently reinforced on verso with Japanese tissue, old folds now flattened, a few discreet repairs to minor losses in upper black border and small bits of blue along inner edge of border.

*A large and lively pictorial map for the education of children, presenting the ethnic and religious diversity of America’s population, filled with illustrations of the inhabitants, products, etc. of the diverse regions of the United States, described by Stephen Hornsby as “one of the most striking maps of the era.”*

Between the late 1930s and the mid-1940s, the Council Against Intolerance published a wide array of materials, including books, manuals, and posters that sought to counteract bias and discrimination by advocating ideals of tolerance and unity, including this map by illustrator and painter Emma Cartwright Bourne (1906–1986). Founded by the Jewish author James Waterman Wise, the New York City-based organization included eminent figures such as the educational reformer and philosopher John Dewey; United States Secretary of the Interior for thirteen years Harold L. Ickes; eminent theologian and ethicist Reinhold Niebuhr; Governor of Massachusetts Leverett Saltonstall; and newspaper editor William Allen White, among others. A copy of this map was owned by poet Langston Hughes and it was lauded by Eleanor Roosevelt in her newspaper column, *My Day*.

The map noticeably disregards state boundaries and instead displays constellations of ethnicities populating each region of the U.S. Red banners course through the country identifying people from Great Britain, Ireland, Norway, Russia, Holland, Switzerland, Czechoslovakia, Latvia, Germany, Belgium, Puerto Rico, Palestine, Albania, Poland, Greece, Canada, etc. The illustrations in the south depict both African-Americans (“Negroes”) and Caucasians picking cotton together. According to Rebecca Onion, Langston Hughes drew a burning cross and “KKK” near the cotton workers on his copy. For the more densely settled northeast and the vicinity of Detroit, Bourne supplies pop-out keys that indicate the diversity of the citizens in these areas. People are shown at work in a wide variety of industries throughout the country, suggesting the contribution to American productivity made by all citizens.

While Native Americans are nowhere to be found on the land proper, in the bottom right corner, Bourne appends a note next to the head of a Native American off the coast of Florida: “With the exception of the Indian, all Americans or their forefathers came here from other countries. This map shows where they live, what they do, and what their religion is.” A large inset scroll, lower left, lists famous figures under the four headings “Literature,” “Science,” “Industry,” and “The Arts,” with their professions and ethnicities, including John Steinbeck (Germany), George Gershwin (Russia), Albert Einstein (Germany), et al. This same inset offers statistics on religious practices in America.

*A fabulous illustrated map of the U.S. revealing the diversity of its people and their sundry forms of work and religious practices.*

REFERENCES: Hornsby, Stephen J. *Picturing America: the Golden Age of Pictorial Maps*, p. 78 and Plate 19; Onion, Rebecca. “A Pretty 1940 Map of American Diversity, Annotated by Langston Hughes” at *Slate* online; Zoe Romanowsky, “The 1940 map that charted where each ethnic group settled in America” at *Aleteia* online.

Item #8681

5. **Clason Map Co.** *City and Harbor of Los Angeles* [panel title]. Los Angeles: Security Trust & Savings Bank, 1921. Brochure incorporating three maps, 7” x 3.75” folded; sheet size 28” x 21”, single map printed on one side (24” x 20.5”), text and two maps on verso, one map 18” x 13” and other 20.5” x 6.5”. CONDITION: Very good, a few small holes at folds, toning and two inch separation along one fold.

*A map brochure issued by the Security Trust and Savings Bank of Los Angeles, intended to promote the city, to advertise the bank, and to closely identify the growth of the city with the growth of the bank.*

Appearing on the recto is “The Map of the City of Los Angeles” extending from Griffith Park in the north to the beginning of the “Shoestring” strip in the south,
and west from Huntington Avenue to the (former) intersection of Sunset Boulevard and Holloway Drive. Four capitalized letters indicate “The Four Security Corners,” i.e., where the four branches of the Security Trust and Savings Bank can be found. One is located “in the heart of the Downtown Section,” another serves “the Ninth End of the Business District,” another is available near the “West End of the Shopping District,” and the fourth, the “Cahuenga Building,” is the “largest Banking Institution in Hollywood.” Numbers along the border mark the thoroughfares from Los Angeles to nearby towns and neighborhoods including Los Angeles’ Harbor, San Francisco, San Diego, Culver City, and Redondo Beach. All of these are identified in a key below the map. There is an additional inset map on the right edge (“Insert A”), an enlarged view of the neighborhoods around Huntington Avenue. On the verso is a map of the “Complete City of Los Angeles” showing the entirety of Los Angeles including the Shoestring addition of 1909, as well as un-annexed towns and additions in the greater L.A. region. Also included is a map of “the Shoestring” and Los Angeles Harbor accompanied by a note on its history. Other notes cover such matters as “Growth of the City and the Growth of the Bank,” the square mileage covered by the city, and its internal improvements, especially the construction of its aqueduct.

The Security Trust and Savings Bank was a prominent financial institution in late nineteenth and early twentieth century Los Angeles and served as “one of the principal banks used by Hollywood for financing films (including those of Cecil B. DeMille), and for maintaining personal fortunes (Howard Hughes, Charlie Chaplin, and W. C. Fields are said to have had accounts at this bank)” (“Security Trust”). Their Cahuenga building in Hollywood was the tallest building in Hollywood in 1921, serving as a popular filming location of the silent film era. In fact, Raymond Chandler gave his iconic private eye, Philip Marlowe, an office there “on the sixth floor, two small rooms at the back. One I left open for a patient client to sit in, if I had a patient client” (“Cahuenga Building”).

REFERENCES: “Cahuenga Building” at Atlas Obscura online; “Security Trust and Savings Bank, California,” at Center for Land Use and Interpretation online.
AN IMPORTANT EIGHTEENTH CENTURY
CHART OF THE CAROLINA COASTLINE
BY A COLONIAL AMERICAN

6. Dunbibin, Daniel, draftsman; [John Norman, publisher and possible engraver.]
Chart of the Coast of America From Cape Hateras to Cape Roman
From Actual Surveys by D. Dunbibin Esq. [Boston: John or William Norman, 1794, or William Norman, 1798]. Engraving, 32.625” x 21.375” plus margins.

Longitudinal numeral “80” added in manuscript in lower margin. CONDITION: Good, some spotting, possibly from a ship captain’s candle wax, moderate foxing, one sounding in the cluster of three in the lower-left corner nicked (all three of these are missing from all other examples we have examined and were obviously vulnerable to trimming), a few small paper pulp reinforcements at edges of verso.

A rare, important, and legendary chart of the coast of North Carolina and a portion of South Carolina, taken from a survey by a North Carolina colonist. Thought to have been first published in 1761 (based on an advertisement), it later appeared in the first edition of John Norman’s The American Pilot (1791), as well as subsequent editions. It is one of just two charts credited to American surveyors that Norman included in his famed nautical atlas.

Daniel Dunbibin (d. circa 1760) was a ship captain, a landowner in New Haven and a merchant in Newton (later Wilmington), North Carolina. The existing charts of the day being insufficient for safe navigation in the region, in the 1750s Dunbibin undertook an important survey of the Carolina coastline, which he intended to publish, as evidenced by the following appeal in The South Carolina Gazette, Sept. 23, 1756:

Capt. Dunbiben [has] proceeded in his Survey of the Coasts on North and South Carolina, as far as Winyah...but the Subscriptions are not sufficient to enable him to [continue] Those therefore that would not see so necessary an Undertaking dropped, or imperfectly executed, may promote it, by calling at the printer’s and subscribing to the Proposals in his hands.

According to Guthorn, Dunbibin also “petitioned the North Carolina Assembly on May 19, 1757 for support of his survey of a ‘great part of the Coast of North and South Carolina,’ the expenses of which had exceeded the amount raised by subscription.” Dunbibin’s chart was apparently published, possibly following his death, as it was advertised in the Boston Gazette in 1761:

The Navigation on the Coast of North and South Carolina being very dangerous on account of the many Bars, Shoals, Sandbanks, Rocks, etc. The late Daniel Dunbibin, Esq. of North Carolina, has, at very great Expence and Labour, draughted the Sea Coast of both the Provinces in a large whole Sheet Chart of 33 inches by 23; together with all the Rivers, Bays, Inlets, Islands, Brooks, Bars, Shoals, Rocks, Soundings, Currents, &c. with necessary Directions to render the Navigation both easy and safe, and are much esteemed by the most expert Pilots...

However, no copy of the 1761 chart has ever come to light. Wheat & Brun assume that the chart was indeed published, designating it state one. This, of course, also assumes that the plate survived, which Norman somehow obtained and used, making minor changes during the course of its publication in The American Pilot. While it is also possible that Norman simply re-engraved the chart from a then extant example, Guthorn notes that the “style of rendering and lettering is typical of the century preceding publication,” perhaps strengthening the argument that the Normans printed from the original plate. The example of Dunbibin’s chart offered here is Wheat & Brun’s state III, with the addition of “New Inlet” just north of Cape Fear, but without the lettering in “DL. Dunbibin” and “Coast of America” fully shaded, as found in state IV. Wheat and Brun note that the third state appeared in The American Pilot in 1794 (two editions, one published by John Norman and another by William Norman). The third state is also known to have appeared in William Norman’s edition of 1798. As observed by Guthorn, the “coastline charted exceeds the boundaries named in the title, actually extending from Charleston to north of Cape Hatteras.” Two sets of rhumb lines appear on the chart, one radiating from a principal rose at the bottom center, surrounded by the words “Part of the Great Western Ocean,” and the other centered on Cape Fear. Soundings are provided for a number of inlets and other critical areas. The chart’s decorative elements include three ships, two of which appear to be coastwise vessels, and a whale. A scale of English leagues appears below the title.

Following the Revolutionary War and the cessation in the publication of American maps by British publishers, American mapmakers began to fill the void. The first to address the pressing need for more charts of the U.S. coastline was mathematician and lecturer Bartholomew Burges of Boston, who began work in 1789 on a maritime atlas meant to consist of twelve charts, at least some of them engraved by John Norman. However, Burges was unable to obtain the endorsement of the Boston Marine Society and appears to have run into financial difficulties as well. Burges then turned for aid to Matthew Clark, who eventually terminated his business relationship with Burges and published his own Complete Set of Charts of the Coast of America in 1790, which contained eighteen charts, six more than originally proposed by Burges, most of them engraved by John Norman. Clark’s charts were essentially derivative of the charts of Des Barres and other British chart-makers and were printed on a relatively small scale. John Norman evidently sensed an opportunity in the inadequacy of Clark’s charts, as he soon began engraving charts of his own, which he would publish in The American Pilot. While most of Norman’s charts were, like Clark’s, based on British prototypes, many were on a larger scale, and more importantly, two were largely original works by American surveyors: the chart offered here and Paul Pinkham’s A Chart of Nantucket Shoals. John Norman and subse-
quently William Norman (thought to be John’s son) published eleven editions of *The American Pilot* from 1791 to 1816.  

An important and original chart of the coast of North and South Carolina by a colonial mapmaker.


Item #7455

<table>
<thead>
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<th>SCARCE EARLY MAP OF READING, PENNSYLVANIA</th>
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An exceedingly scarce and charming map of Reading and Berks County, depicted at a crucial juncture of their development in the early nineteenth century.

Occupying over half of this sheet is a plan of the town of Reading (est. 1748), featuring blocks comprising some 584 numbered lots, a court house, and streets, many of which bear names evoking British royalty and aristocracy (Earl, Lord, King, Queen, Prince, and Duke). A key and a scale appear in the lower-left corner, and on the far right a table of the breadth of “the public Streets Roads and Alleys in Reading.” In the upper-left corner is a rather folky southeast view of Reading, as seen on July 12th, 1825 from an elevated vantage point showing numerous buildings and the covered bridge (Harrisburg Turnpike) over the Schuylkill River. Contributing to the charm of this map is an image of two children dancing and another making bubbles that appears below the key. Traversing the lower edge of the town alongside the Schuylkill River is the Schuylkill Canal. This map was likely published in 1825 or shortly after, as the canal was opened in 1825, linking Reading with Philadelphia as well as the Delaware River. The Union Canal, which connected Reading to Harrisburg and opened in 1828, is not shown. Reading grew as a result of both canal and turnpike construction. The railroad reached the town by the 1830s, and by 1850 its population had grown to 16,000—over six times its population in 1800.

The inset map of Berks County at upper right includes churches, towns, residences, bodies of water, roads, turnpikes, a scale, and the boundaries with adjacent counties. It is noted as “Surveyed by H. M. Richards,” whose *Map of Berks County* was published in 1816. However, the inset differs considerably from the 1816 map and is almost certainly the work of another hand loosely based on Richards.

Carl Friederich Egelmann (1782–1860) was born in Germany to a titled family. After serving as secretary to a baron in his late teens, he immigrated to the United States in 1802. He spent several years apprenticed to a coach maker (during which time he made the body of a coach for the brother of Napoleon), and learned copperplate engraving in his spare time. With his wife Anna Maria Schert (m. 1808) Egelmann eventually moved to Pennsylvania, first to Chester, where he taught school in both English and German, and then to Reading, where he launched his career as an engraver, opening (as indicated in the credit of this map) an establishment in nearby Penns Mount. He is perhaps best known as “the world’s most productive almanac calculator. His calculations, articles, notes, illustrations and poems made a significant social and cultural impact on the life of the Pennsylvania Germans and people of surrounding areas during the 19th Century” (Winkler, p. 12).
Henry Muhlenberg Richards (1783–1822) served as a Deputy Surveyor General for the Commonwealth of Pennsylvania from as early as 1807 until his death in 1822, when his brother Mathias took over his position. Richards’s 1816 map of Berks County was used by mapmaker John Melish in assembling his official map of Pennsylvania of 1822. Richards also served as Berks County Auditor (1813–16), County Clerk of Quarter Sessions (1821–22), and County Surveyor (1823–34).

OCLC records only two copies, at the Library of Congress and Knoxville County Public Library.

A rare early 19th century map reflecting the recent growth of Reading, Pennsylvania.


Item #8037 $4,750.00

A rich and fascinating Korean War scrapbook with ample map and photographic content, compiled by a Princeton-educated Navy intelligence officer serving aboard the USS Philippine Sea, who after the war enjoyed a distinguished architectural practice in Pittsburgh. The volume also embraces a range of ephemera, including a poignant program for a pilot’s funeral aboard the aircraft carrier.

Born in Youngstown, Ohio, “Felix” Ralph Reinhold Drury (1928–2009) studied at Phillips Andover in Massachusetts and then at Princeton University, where he majored in architecture, served as art editor of the Nassau Lit, was an announcer on WPRU, and was a member of Cap and Gown. In 1952 Drury married Eleanore Whitla. From at least 1952 to 1953, he served as a Navy intelligence officer in the Korean War. Drury’s name appears in four places in this scrapbook: on two official communications (in one of these his name bears a red checkmark and in the other is underlined); in the inscription on a photo of the USS Philippine Sea, and on a note summoning both Drury and Ens. James S. Clare (“for trip to I Corps. Report to Protocol Office 5th AF HDQTRS at 0800 11 Mar with Proper Gehr. Rept to Lt Harmon[?]”). Drury’s rank is variously identified as “ENS.,” USNR Air Intelligence Officer, and Lieutenant Junior Grade. One official communication by Drury concerns “damage to enemy facilities in the Korean Theater,” from January 31st, 1953 to July 27th, 1953.

After his service, Drury returned to Princeton to earn a Master of Fine Arts in architecture with highest honors, and then established an architectural practice in Pittsburgh. He taught at Carnegie Mellon University before becoming associate dean of architecture at Yale. He also established a private practice in New Haven, concentrating on environments for children. He served on the alumni council of Phillips Andover, was a director of World Neighbors Inc., and served as a trustee of the Gesell Institute of Human Development and of the Forman School. Drury died in Hamden, Connecticut at the age of 81 in 2009, after suffering for years from Shy-Drager disease, a form of multiple-system atrophy.

Included in this scrapbook is a program for the funeral of pilot Lieutenant Junior Grade Hubert T. Evans which was held aboard the aircraft carrier USS Philippine Sea. Born in Jamestown, Ohio, Hubert T. Evans (1926–1953) graduated from the U.S. Naval Academy in 1950, was commissioned ensign, and completed flight training in May 1952. He started his Naval career in the V-12 program at Denison University in Granville, Ohio. After graduating from the U.S. Naval
Academy, he received his wings at Pensacola, Florida. A member of Fighter Squadron (VF) 93, on February 16th, 1953 Evans took off from the aircraft carrier USS Philippine Sea (CVA-47) piloting an F9F-2 Panther jet on a combat mission over enemy territory in Korea. After attacking bridges and interdicting railways, Evans died in service when his aircraft was struck by anti-aircraft fire and crashed into the water as it made its approach to return to the Philippine Sea. The jet quickly sank, and there was no indication that Evans escaped the aircraft before it went under. Search and rescue efforts failed to recover him, and he has not been associated with any remains returned to the U.S. after the war. Evans and the Philippine Sea had only been on station for just over two weeks.

After completing its first deployment in Korea in 1950, Philippine Sea arrived in San Francisco on June 9th, 1951 for repairs, patrol operations, etc. In December 1951, the ship left for Yokosuka for a second deployment to Korea, arriving January 20th, 1952 with Carrier Air Group 11. During this tour, the ship directed its aircraft against strategic targets. Philippine Sea returned to San Diego in August 1952 and in October her designation was changed to CVA, denoting an “attack aircraft carrier.” With five more Corsair squadrons of Carrier Air Group 9 embarked, she began a third cruise to Korea in December 1952 with about 100 aircraft. During this third tour Philippine Sea focused on attacks against North Korea’s rail and communication lines. This mission continued until an armistice was signed in the summer of 1953, resulting in the official end of the war. The ship arrived in Alameda, California on August 14th, 1953.

SCRAPBOOK CONTENTS

60 color-printed map sections of portions of the Korean mainland. 7.25” x 4.1” to 17.25” x 24.4”. Mounted on tissue paper or loose. Five maps are very thin (1.5” wide). Some with red and/or black dots affixed, apparently identifying targets, some with printed labels taped on reading “TOP KICK TADC” and “K-18 KANGNUNG 5600’ x 100’,” “7XX,” “MONTE CARLO,” “SHORTEST-3,” etc. CONDITION: Overall good, light wear to some of the maps.

40 Silver print aerial photographs of Korea taken by the U.S. Navy and Air Force. 3.4” x 3.75” to 15.5” x 8.75”. Mounted on tissue paper or loose. CONDITION: Good, strong tonality, moderate wear and abrasions to some of the images.

These images variously picture industrial plants, bridges, military compounds, roads, waterways, bays, mountains, and so forth. One photo, created June 10th, 1953 features overprinting indicating areas of military interest. Some of the images include numbers and text printed in the negative and some are composite photos. Two photos capture an explosion.

6 silver print photographs of the U.S. Navy’s operations in Korea (picturing the USS Philippine Sea, a piece of equipment, and a plane). 3.75” x 3” to 5.75” x 8”. CONDITION: Good, strong tonality, light wear.

1 silver print photo of anti-aircraft shell fragment removed from Plane #310 F9F-2…VF-93 Squad. 7.7” x 9.5”, plus margins. Manuscript caption on verso.
5 silver print photographs of Korean civilians and servicemen. Approx. 8” x 6”. CONDITION: Very good, strong tonality, light wear.

2 identical photomechanical images of Ralph Reinhold Drury in uniform. 8” x 5.25”. 2 pp.

Memorial Service. U.S.S. Philippine Sea (CVA-47) [for LTJG Hubert T. Evans, USN]. 32mo (5” x 4”). 4 pp.

2 identical, apparently original cartoons of a pair of Navy servicemen. 7.75” x 5.75”. Pen and ink on two sheets.


5 miscellaneous U.S. Navy papers. 4to–8vo. Typescript. 5 pp.

2 miscellaneous U.S. Navy papers. 32mo–8vo. Manuscript. 2 pp. 1 letter in code.


1 Illustrated broadside for USS Philippine Sea CVG-9 action report, 28 Jan.–7 Mar. 1953. 12.3” x 8.4”.

7 newspaper clippings relating to the Korean War.


1 illustrated, color North Korean P.O.W. camp marking. 4.5” x 7.75”.

1 printed menu. 4to. 1 p. of typescript. For a meal on December 13th, 1952.

1 piece of Korean paper currency.

An extensive and evocative archive documenting the service and missions of a Navy intelligence officer.

REFERENCES: “Ralph R. Drury ’51 *57” at Princeton Alumni Weekly online; Patterson, Michael Robert. “Hubert T. Evans – Lieutenant (jg), United States Navy” at Arlington Cemetery online; “Hubert T. Evans, LTJG, USN” at United States Name Memorial Hall online; “LTJG Hubert T. Evans” at Defense POW/MIA Accounting Agency online.

Item #7984 $3,500.00
9. Grant, C. B., compiler. [Compendium of plat maps in Seattle, Washington.] C. B. Grant [cover title]. [Seattle, Washington, ca. 1900]. 8vo (7.9” x 5.75”), full red leather, front cover blind-stamped with name of original owner, “C. B. Grant”; ownership inscription of L. W. Henderson on ffep. 195 manuscript plat maps (approx. 2.25” x 3” to 7.75” x 5.25”) organized alphabetically on 161 pp. Extensive manuscript annotations to maps in black, red, blue, and green ink and in pencil. CONDITION: Good, moderate wear, several losses to covers and spine, front cover detached; contents generally bright and clean, creasing and wear to a handful of pages, 4 contiguous leaves largely loose.

A comprehensive volume recording some 195 “additions to the city of Seattle” in the form of detailed manuscript plat maps reflecting an era of remarkable growth shortly before and around the time that the Northern Pacific Railroad reached Seattle. The volume was compiled by a Seattle-based real-estate man.

Most of these plat maps appear to have been created at the end of the nineteenth century (although some were first proposed as early as the 1870s), and many of the additions were approved by the city of Seattle in the 1890s and early 1900s. Some maps are divided into sections, spanning multiple pages of this volume, and many include individual lot and alley dimensions. Other features represented include bodies of water (bays, lakes, etc.), parks, schools, streets, compass roses,
college grounds, city gardens, tide lands, university plats, unplatted areas, Railroad Avenue, Seattle Water Works, totem poles, and more. Annotations on individual plat maps often reference other plats in the volume. Interestingly, according to notes on the plat of the Portage Addition, two thirds of the property was vacated for a Grand Army Cemetery. Established in 1895 on land donated by Huldah and David Kaufman, two of Seattle’s earliest Jewish settlers (who arrived in 1869), the cemetery eventually comprised over 500 graves and a monument.

Among the individuals and companies whose names are associated with additions represented here are Judge John J. McGilvra (who came to Olympia in 1861 after President Lincoln appointed him U.S. Attorney for Washington Territory), John H. Nagle, Bell & Denny, Rezin Pontius, Dr. Georg H. Randell, and Sarah B. Yesler (spouse of Henry L. Yesler). Some of these plats relate to the development of electric streetcars, cable lines, and other public utilities, as well as the Northern Pacific Railroad, which reached Seattle in 1883. The only railroad that appears in these pages is the Columbia & Puget Sound Railroad, which reached Seattle in 1884. One manuscript note, which appears on the map of John J. McGilvra’s Second Addition, appears to indicate the price of development ($20,000). One interesting inclusion is the Seattle Homestead, which was platted by Hugh McAleer in 1875. Many of these properties are located on the waterfront.

While C. B. Grant is an obscure figure, an article entitled “A Deficient Odd Fellow” in the Scio Weekly Press (of November 1890) provides an unflattering glimpse of him:

"C. B. Grant, Secretary of Seattle Lodge, No. 4, I. O. O. F., is reported to have fled the town, taking funds of the lodge with him and leaving his wife behind in destitute circumstances. He was formerly in the real-estate business, and was for a time Deputy City Clerk [resigning in 1890]. He was dissolute in habit, and left the town once before under similar circumstances. Officers of the lodge say they do not know the amount of money taken by Grant.

The outcome of this incident is unclear. Grant is known to have also worked as a traveling auditor for the Southern Pacific Railroad, and as a clerk for local elections in Seattle. His wife, Mrs. C. B. Grant, was a cornet player and, like her husband, belonged to the Odd Fellows.

A substantial document of Seattle real-estate development during the late 19th century.

REFERENCES: Scio Weekly Press (Scio, Oregon, November 29, 1890).

Item #8701 $2,750.00
10. Greenleaf, Moses. Atlas Accompanying Greenleaf’s Map and Statistical Survey of Maine. Portland: Shirley & Hyde, 1829. 4to, original half calf and marbled paper over boards, original paper title label affixed to upper cover. 6 folding hand-colored engraved maps, one folding diagram. Bookplate of “Gary Woolson” at top of front paste-down. CONDITION: Very good, covers rubbed, occasional separations along map folds expertly reinforced on verso with Japanese tissue, occasional minor stains, but generally clean throughout.

First and only edition of the first atlas of the state of Maine.

Moses Greenleaf (1777–1834) is renowned as Maine’s first map-maker. His maps appeared between 1815 and 1846, and neatly coincide with the period covering Maine’s achievement of statehood (1820) to the final resolution of its present day boundaries, and are thoroughly bound up with the formative stages of state’s identity. His atlas, published in conjunction with his second, expanded wall map of the state, as well as a valuable statistical survey, is important both as the first atlas of the state, and as the third published atlas of an individual state, being preceded only by Robert Mills’s Atlas of the State of South Carolina (1825) and David Burr’s Atlas of the State of New York (1829).

“Greenleaf’s atlas is especially important because it’s much more than just a compilation of geographical maps. Greenleaf was an ardent supporter of Maine’s claim in the Northeastern Boundary Controversy with Great Britain and the first four maps in the atlas relate to this issue. These are the only maps concerning the dispute to be published in Maine before John Deane’s maps of 1840 and 1842.”—Thompson.

The maps and diagrams included, in order of their appearance, are:

1. Map of the Principal Rivers, Mountains and Highland Ranges of the State of Maine

2. Sketch From Bouchette’s Maps of Upper and Lower Canada and the District of Gaspe Exhibiting the True Range of Highlands Dividing the Waters of the St. Lawrence & the Atlantic and the Imaginary Ranges claimed by the British for the Boundary of the State of Maine

3. Sketch of the Imaginary Ranges of Highlands Reported by the British Surveyors Under the Treaty of Ghent

4. Vertical Sections Exhibiting the Comparative Altitudes of the Principal Highlands and Rivers of the State of Maine

5. Map Exhibiting the Principal Original Grants & Sales of lands in the State of Maine

6. Map of the Inhabited part of the State of Maine, Exhibiting the Progress of its Settlement Since the Year 1778…


A very appealing example of this scarce and important state atlas.

REFERENCES: Williamson 3918; Thompson, Important Maine Maps, Books 118; Thompson, Printed Maps of the District and State of Maine 30; Smith 58-63; MacDougall 4.

Item #7874

$15,000.00
HOMANN’S HANDSOME MAP OF MALTA


A marvelously decorative map of Malta, Gozo and Comino, with two elaborate cartouches, an inset map of the fortifications of Malta’s capital-city, Valletta, and a view of the city.

First published in Homann’s *Großer Atlas über die ganze Welt* (1716), this map shows the principle land forms comprising the present-day Republic of Malta, with pink highlights indicating the cities and fortifications of Valletta, Borgo (present-day Floriana), the Red Tower in Mellieha, and significant forts on Gozo and Comino. The representation of Malta indicates the importance of the capital city of Valletta as a fortified port city, with the Castle of St. Elmo identified as a site of particular interest. The inset map of Valletta shows a city replete with garrison buildings and naval passages, emphasizing the strategic importance of the city to the then-governing Knights Hospitaller. The eastward-facing panoramic view of Valletta accentuates its impressive fortification as well as the the naval activity of the Knights Hospitaller. Along the borders of the inset map and view is an ornate portrayal of a Knight Hospitaller pointing towards Malta, together with an angel blowing a trumpet over the Hospitaller coat of arms. The elaborate cartouche, at the top right, consists of a lively cast of putti, two of whom hold up Jesus on the Cross, while St. John, the founder of the Knights Hospitaller, kneels in worship—the scene effectively consecrating this beautiful cartographic work.

Johann Baptist Homann (1664–1724) was a self-taught copper engraver from the town of Oberkammlach in the Duchy of Swabia (present-day southwestern Germany). Initially intending to become a Jesuit, Homann converted to Protestantism in 1687 and became a notary instead. Soon after arriving in Nuremberg, he founded a cartographic establishment in 1702 and by 1707 began publishing his own atlases. In 1715 he became the chief geographer of the Holy Roman Emperor and joined the Prussian Royal Academy of Sciences. Homann was a recipient of an imperial “Privilege,” an early form of copyright granted by the Holy Roman Emperor to a select few. His work remains highly regarded for its mixture of ornamentation and cartographic accuracy. He is best remembered for his *Großer Atlas über die ganze Welt*, which, alongside the present map of Malta, includes cartographic views of other major European nations and cities.

REFERENCES: Tooley 361; “The Knights of Malta (1530–1798)” at Malta History online.

Item #3410 $1,800.00

Second edition of this map first published in 1887 by the Southern Pacific Railroad, showing by use of color California’s different climatic zones, and evidently intended to promote both travel and settlement in the region.

The map extends from Mexico in the south to Oregon in the north, and from the Pacific Ocean in the west to Nevada in the east. The map key indicates the temperature ranges corresponding to the four colors defining the climatic zones (green, yellow, brown, and orange). Temperatures span from 30 degrees Fahrenheit to 72 degrees Fahrenheit. Shown are completed and projected lines of the Southern Pacific Railroad and other railroad companies (such as the North Coast Railroad, Vaca Valley & Clear Lake Railroad, and Visalia and Tulare Railroad). Numerous stops along these lines are identified.

Other details represented include forts, bodies of water, islands, ports, towns and cities, landings, valleys, forests, bays, and more. Relief is shown by hachure. The index lists sixteen mountains and their elevations, including Mt. Shasta, Mt. Hamilton, Mt. Diablo, and Cathedral Peak. Above the map are two distances on the Southern Pacific between Yuma and Crescent City (828 miles), and from Yuma to the boundary line of Oregon (1013 miles). A compass rose appears in the waters off Los Angeles, and a scale appears at the bottom. This map was prepared under the direction of Brig. Gen. Horatio G. Wright (1820–1899), Chief of Engineers of the U.S. Another state of the 1888 edition of this map features text at the top appealing to travelers: “If You Intend To Travel Take The ‘Sunset Route’ Of The Southern Pacific Company.”

After arriving in California in the 1850s, Henry S. Crocker founded a job printing company in Sacramento and in 1871 moved to San Francisco, where he entered the lithography business. After the company grew quickly, it suffered a fire in 1885 but was rebuilt shortly thereafter. Henry S. Crocker & Company produced labels, books, maps, book illustrations, trade cards, pamphlets and advertising posters. In 1899 it merged with Max Schmidt to form the Mutual Label and Lithographic Company. Crocker’s business continued to develop in the twentieth century, and in 1960 the company acquired the Strobridge Lithographing Company.

REFERENCES: Last, Jay. *The Color Explosion : Nineteenth-Century American Lithography* (Santa Ana, CA, 2005), pp. 177, 273; Rumsey 0941 (a different state of this 1888 map).
The Booklovers’ Map of America
Full size 22 x 28 inches. 6 colors. Price $2.50

In this map are located the most significant books of all periods of our literature. Famous literary places become fixed in our geography — Friendship Village, Main Street, Roaring Camp, The Enchanted Canyon, as well as trails and pathways of adventure such as The Oregon Trail, The Trail of The Sand Hill Stag, Way Down on The Swanie River, etc. Insets include New York City, Eastern Massachusetts, Chicago and environs, San Francisco, etc.

Designed by

PAUL M. PAINÉ

United States

of America. Prices (ranging from $2.00 to $2.50), dimensions, specifications, and a concise description are provided for each map. The catalog concludes with an order form for nine “Picture Maps” of history, literature and travel (“Maps for library or child’s room for public library and public school. A splendid gift”). The frigate on the cover and the phrase “Lands Away” are references to the well-known poem by Emily Dickinson that begins, “There is no frigate like a book to take us lands away.”

R. R. Bowker was founded in New York City in 1868 by the German-born bookseller Frederick Leypoldt, who recognized the need for reliable bibliographic information to make the book business more efficient. In 1868, he established the monthly Literary Bulletin, his first periodical, and in 1870 his Annual American Catalogue, the forerunner of Books in Print. In 1872 he published the first issue of Publishers Weekly and subsequently founded Publishers’ Uniform Trade-List Annual (1873), later known as Publishers Trade List Annual, and Library Journal (1876). Leypoldt’s company was acquired by Richard Rogers Bowker in 1878. Bowker founded two influential standard book-industry references: Literary Marketplace and Ulrich’s Periodicals Directory. R. R. Bowker published literary and historical maps during the 1920s and 30s. In 1967, the Xerox Corporation acquired the firm, which was sold to Reed International in 1985.

No copies are recorded in OCLC.

SATIRICAL MAP PORTRAIT
OF ALABAMA’S GEORGE WALLACE

14.  Lawrence, Vint [James Vinton]. [Map portrait of George Wallace.] Corley County State Park — no bussin’ allowed… [N.p.], 1975. Black & white offset lithograph[?] on wove paper (image size, 12.75” x 10”; sheet size, 17” x 11”) Signed by the artist in ink below the image at lower right; printed signature and date “‘75” in the image, lower right. CONDITION: Very good, slight mat tone.

A powerful topographical map in the form of a portrait of the notoriously racist politician George Wallace representing the entire state of Alabama as a satirical state park, created by a prominent caricaturist.

The portrait of Wallace fills out the nearly whole state as well as the panhandle of Florida, which constitutes much of his lower neck and bears the title “Corliss County State Park No bussin’ allowed,” the latter phrase of course a reference to his opposition to integrated schools. Numerous place-names and phrases satirize the policies and actions of Wallace and his supporters. “Never Overcome Town” plays off the Civil Rights Movement chant “We Shall Overcome.” The “Little Red School House Monument” refers to the 1963 incident (known as “Stand in the Schoolhouse Door”) that brought Wallace national notoriety for standing in front of the entrance to the University of Alabama in a vain attempt to block the path of Black students and prevent them from enrolling in schools. Also damning are “Supremacy Plateau” (on Wallace’s forehead); “Good Ole Boy Military Reservation” (his hair); “Cotton” (‘filling’ his left ear), and “Patronage Point” (on his nose—whose elevation reads, “1976”). Other colorful place-names include “Right Fork Mainstream,” “GOP Gorge,” “Folksey Springs” (located in his mouth), “Little Forin Policee River,” “Strange Bedfellow Falls,” “Bolting Donkey Rapids,” and “Postbellum Homes.” Wallace’s “Campaign Trail” leads from “Never Overcome Town” to “Dixie Trail.” Also included are a couple of nods to the University of Alabama football team: “Crimson Tide Creek” and “Bear Bryant Picnic Area.”

Born in Alabama, George Wallace (1919–1998) served four terms as the state’s 45th governor and made three unsuccessful bids for the presidency on the Democratic ticket. Endorsed by the KKK, he is mainly remembered for his segregationist and populist views. In a 1963 address, he declared that he stood for “segregation now, segregation tomorrow, segregation forever.” After an assassination attempt in 1972, Wallace was left paralyzed below the waist for the rest of his life, but nevertheless continued his career in politics.

Raised in New Jersey, Vint (James Vinton) Lawrence (1939–2016) left a career as a CIA paramilitary officer to become an acclaimed artist/caricaturist, producing drawings of politicians and celebrities for The Washington Post, The New Republic, and other publications. Lawrence’s father served in a WWII-era precursor to the CIA. Lawrence graduated from Princeton in 1960 and joined the CIA, serving in Laos from 1962 to 1966 (during which time he had a close relationship with the Hmong leader Vang Pao). Upon his return to the U.S. in 1966, he quit the CIA and pursued a career as an artist. In 1969, he sold his first caricature (of Philip Roth) to The Washington Post. During the Reagan, Bush, and Clinton administrations, Lawrence provided illustrations for The New Republic, where he was a contributing editor. The Washington Post’s art critic Paul Richard noted of Lawrence that “He does not burlesque his subjects. He shapes their face into symbolic objects that illuminate the news.” A New Republic editor praised Lawrence’s “wry sensibility” and “talent for intricacy.” After living in Russia for several years with his second wife, who was a foreign correspondent, Lawrence moved to Norfolk, CT, and retired from editorial cartooning in the early 2000s.

Rare. No copies recorded in Worldcat, nor does a google search yield any results.

REFERENCES: “Vint Lawrence” at Illustration History online; “George C. Wallace,” Encyclopædia Britannica online.

Item #7651  $950.00
MAP OF THE SIEGE OF PETERSBURG
PUBLISHED NINE DAYS
BEFORE ROBERT E. LEE SURRENDERED


A scarce Civil War news map showing the positions of Union and Confederate troops the day before the Third Battle of Petersburg, also known as the Fall of Petersburg.

After the Union victory at the Battle of Five Forks on April 1st, 1865, which saw Maj. Gen. Philip Sheridan’s forces defeat a rebel force under Maj. Gen. George Pickett, the Union Army under Ulysses S. Grant launched an assault on the Army of Northern Virginia’s trenches and fortifications at Petersburg. The Third Battle of Petersburg was fought on April 2nd, 1865 at the end of the 292-day Richmond-Petersburg Campaign and in the early stages of the Appomattox Campaign. The remaining Confederate supply lines were cut, the rebel army sustained losses of over 10,000 men, and the city fell to Union forces the following day.

This map shows the Confederate forces entrenched on the outskirts of the city, defended by two rows of chevaux-de-frise, and the Union positions opposite them, with an abattis along its front line. Union lines are shown in red, rebel lines are depicted in green, and the no-man’s-land between the two is left uncolored. Other details provided include picket lines, batteries, forts, a signal station, and railroads (City Point R.R., and Norfolk & Petersburg R.R., etc.). As the map was published by a northern publisher for a northern audience, the various units on the Union side are identified, while the information provided on the Confederate side is minimal. The key
at lower left identifies details such as “rebel chevaux de-frise,” “Union abattis,” and “covered ways.”

Over the course of the Civil War, numerous maps of the seat of war, battlefields, sieges, and fortifications, etc. were created by various commercial firms, often to illustrate important events and situations for a public hungry for the latest information. Maps relating to events and places in the news during the war, especially those revolving around Union victories, were reliable income streams for publishers. Such maps were often based on reliable eyewitness accounts, including participants in the conflicts, and narrative text was sometimes added.

Born in Germany, Edward Sachse (1804–1873) ran a small lithographic firm and publishing house in Germany before emigrating to Baltimore, Maryland in 1848, where, in 1850, he established his own firm. From the 1850s to the early 1870s, Sachse was the primary lithographer of views of the Maryland-Washington area. During the Civil War, the company printed a number of views of military camps and hospitals, some of which were published and sold by Charles Magnus, with whom Sachse had a close working relationship. The firm also produced labels, advertising posters, business cards, and book illustrations. Sachse’s brother Theodore and his sons operated the firm following Edward’s death in 1873. The company lasted until 1893.

Born in Scotland, Andrew McCallum (ca. 1841–1891) came to America in 1862 to fight for the Union and served in the 109th New York Infantry. Due to his education as an engineer he was detailed as aide-de-camp on the staff of Orlando B. Willcox and was also assigned map-making duties. During the Petersburg Campaign, he worked as a sketch artist (or “stringer”) for Frank Leslie’s Illustrated Magazine, covering the Siege of Petersburg in the summer of 1864 and for the rest of the war. Harper’s Weekly also published a number of woodcuts based on McCallum’s sketches. McCallum arrived at Petersburg in late July just in time to witness the explosion of a mine placed in a tunnel under rebel lines. The Union forces suffered terrible losses in their assault, and McCallum detailed the extent of the violence. McCallum made a series of drawings for Leslie’s on the imaginative structure of the chimneys that soldiers built for their winter quarters. McCallum also contributed to the chromolithograph The 109th New York State vols. planting their colors on the rebel works in front of Petersburg, Va. April 2nd 1865 (Baltimore: E. Sachse & Co., lith., ca. 1865). Following the war, McCallum became a patent lawyer. The credit to McCallum is incorporated into an orientation arrow in the lower left quarter of the map.

OCLC records only five copies.


Item #7650 $675.00
COLORADO DURING THE SILVER MINING BOOM

16. Nell, Louis. Nell’s Topographical & Township Map of the State of Colorado[,] Compiled from U.S. Government Surveys & other authentic Sources, Washington, D.C., Philadelphia: J. L. Smith, Map Publisher, 27 South St., 1885. Denver: Chain, Hardy & Co., General Agents. Chromolithograph, 37.5” x 27.25” plus margins. A few manuscript annotations in the lower-right corner in pencil and ink, delimiting two areas and noting towns and distances. CONDITION: Good, old folds, color light, a few tiny losses along folds, light toning along vertical folds, a few chips to margins; issued as a pocket map, but lacking covers, with remnant of mount on one panel of verso.

*The 1885 edition of this important map of Colorado, created during the height of the state’s silver boom. It features an almost dizzying wealth of geographical and topographical detail, and bears witness to the state’s rapid development.*
Nell’s Topographical & Township Map was first published in 1880 in Denver, just four years after Colorado became a state, and was continuously updated until 1907. The area covered by the map extends from Cheyenne, Wyoming in the north to northernmost New Mexico in the south, and from a section of Kansas in the east to Utah in the west. Details include variously colored counties, proposed and extant railroads (the Union Pacific Railroad, Denver and Rio Grande Railroad, etc.), roads, parks, bodies of water, trails, county seats, post offices, forts, villages, townships subdivided and surveyed, contour lines, military posts, a Ute reservation, Indian Agencies, private land grants, and so on. Relief is shown by hachure and spot heights. Included on the right are tables of Colorado counties, astronomical positions, and arable land. A key and scale appear below the title.

Born in Germany, Louis Nell (1842–1908) was a mapmaker, surveyor, and civil engineer who studied in Berlin before immigrating to the U.S. in 1865. After a stint in Washington D.C. with the Corps of Topographical Engineers, Nell traveled to Colorado to work as a topographical assistant to the noted cartographer Capt. George Wheeler (1842–1905), conducting surveys with him during the 1870s as part of the Wheeler Survey (1871–79). Nell ended up settling in Colorado and, partly through his work with Wheeler, amassed an impressive cartographic record, succeeding H. L. Thayer as the preeminent mapmaker in Colorado. In addition to the present map, he also published Nell’s Topographical Map of the State of Colorado, which first appeared in 1887 and also went through multiple editions, as well as Nell’s New Topographical & Township Map of Part of the State of Colorado Exhibiting the San Juan, Gunnison & California Mining Regions (1880), Nell’s Topographical & Township Map Prepared Expressly for Crofutt’s Grip-sack Guide of Colorado (1881), and Topographical Railroad & County Map of the States of California and Nevada (1880). Nell’s Colorado maps were the best of the state for the period and are closely associated with its remarkable growth.

Based in Philadelphia, J. L. Smith (1846–1921) was a stationer, map seller and map publisher whose career spanned from the 1860s to 1920. Among the maps to his credit are Plan of the Town of Ridgeley [Maryland] (Philadelphia 1870); [Simon J.] Martenet’s Map of Maryland and District of Columbia (Philadelphia, 1884), and W. J. Roberts & J. F. Fuller’s Atlas of Whitman County, Washington (1895).

An important large-format map of Colorado from the silver boom era.


Item #8767 $1,500.00
AN ELEGANT PLANISPHERE
BY PROMINENT BRITISH MAP PUBLISHERS PHILIP & SON


An early example of this handsome planisphere produced by the important London cartographic publishing firm George Philip & Son.

A portable device designed to aid the student or amateur astronomer in their study of stars and constellations visible in the night sky, this elegant planisphere was evidently imported and sold by the Boston School Supply Co. The inner disk, showing the stars linked by straight lines into labeled constellations, rotates inside a gold-stamped mount with an elliptical cutout. The “Explanation,” printed on blue paper mounted to the verso, instructs: “To find that part of the Heavens visible at any state time, revolve the movable disc till the day of the month, marked upon its edge, corresponds with the time of day or night figured upon the leather disc...In order to see the stars indicated on this Planisphere in their proper relation to the actual Horizon, hold the Planisphere above you, face downwards, so that the title comes on the side away from you. The Pole Star will then be seen at its proper altitude of 51 ½°, with the Eastern and Western Horizons respectively to the right and left.” A list, with prices, of “Philips’ Popular Astronomical & Geographical Aids” is printed below. The later version of Philips’ planisphere appeared in 1905, with the title stamped in five straight lines below the cutout, rather than, as here, in four curving lines above.

George Philip & Son was founded in Liverpool in 1834 by George Philip Sr. (1800–1882), after he had spent many years in the employ of William Grapel, a bookseller and printer. Working with cartographers John Bartholomew Sr., William Hughes, and August Petermann, the firm published educational materials, and became increasingly successful. It was renamed in 1848, when George Philip Jr. (1823–1902) joined the business. Upon George Philip Jr.’s death in 1902, the firm began manufacturing globes, and founded the London Geographical Institute—not an institute at all, but a related company—the same year, although it continued to publish as George Philip & Son, as well.

Item #8697 $575.00
This timetable map highlights the route of the Chicago, Burlington, and Quincy Railroad, extending from Chicago through Illinois and Iowa to connect with such western railroads as the Union Pacific, Burlington & Missouri, Atchison, Topeka & Santa Fe, and the Kansas Pacific. A multitude of other spurs and connections are depicted along the way. Also included is an inset map showing the Union Pacific Railroad traversing the Western States and Territories. Four timetables appear on the panels, including one for the “St. Louis, St. Paul and Omaha Express” line on the Chicago, Burlington, & Quincy Railroad and a “condensed timetable of Louisville, Cincinnati, Indianapolis, and Lafayette to Iowa, Minnesota, Kansas, and Nebraska.” Appearing on other panels are illustrations of the interiors of Pullman Sleeping Cars and Elegant Dining Cars and advertisements for lands available in Kansas and Nebraska, etc. Most notably, one panel advertises “Gold! Gold! Gold!” to be found in Montana’s Black Hills. This gold rush advertisement declares that prospectors taking the “St. Louis, Minneapolis & St. Paul Short Line” to the “Northern Pacific R.R.” and “Northwestern Express Stag” will arrive at the Black Hills in 83 hours, the “Quickest time yet!” Interestingly, the “Custer Route” is described as “the Only Route having United States Military Protection” (the Battle of Little Bighorn was less than two years previous). The closing text notes that “the Rich Gold Fields of the Big Horn Mountains” are accessible via the St. Louis & St. Paul Short Line.

The Chicago, Burlington, and Quincy Railroad, formerly known as the Aurora Branch Railroad, was built in 1849, enabling citizens from Aurora and Batavia to travel by rail to Chicago. By 1864, after lines were built connecting Quincy, Chicago, and Burlington, the Aurora Branch was renamed the Chicago, Burlington, & Quincy Railroad by John M. Forbes, who merged several smaller midwestern railroads. The railroad grew until it extended from the Great Lakes to the Rocky Mountains. In 1901, James J. Hill bought control and sought to combine the railroad with both his Great Northern Railway and J. P. Morgan’s Northern Pacific Railway. However, in 1904 the U.S. Supreme Court declared the scheme illegal under the Sherman Antitrust Act. In 1970, the railroad merged with the Northern Pacific Railway and the Great Northern Railway to form the Burlington Northern Railroad.

REFERENCES: “Chicago, Burlington and Quincy Railroad Company” at Britannica online; “Chicago, Burlington & Quincy Railroad” at History of Nebraska online.
PICTORIAL MAP OF THE ARCTIC CIRCLE

19. **Starr, R. B., artist.** [U.S. Naval Certificate of Passage Into The Arctic Circle.] [Arctic Circle]: 1943. Color printed map, 18.125” x 14.75” plus narrow margins, filled out in manuscript. CONDITION: Good, some toning, light foxing and other stains, light creases.

*A delightful WWII-era U.S. Naval certificate in the form of a pictorial map, commemorating the passage of the U.S.S. Ranger into the Arctic Circle, with lively illustrations.*

Designed as a scroll hung up on the riveted steel wall of a ship, this map serves to “certify that C. W. Bloomburg while serving on board the U.S.S. Ranger crossed the Arctic Circle on 8 November in the Year 1943 A.D. to enter the Northern Domain of the Polar Bear,” and is signed by commanding officer Andrew Rowe U.S.N. Iceland appears at the center of the map and features a volcano spewing smoke and fire, while Greenland appears at the upper left. A menacing polar bear looms large at the upper right, staring in the direction of the destroyer cruising between Greenland and Iceland. A spouting whale, a viking ship, and a seal poised on a sheet of ice are also depicted. Featured in the lower-right corner is an emblem of Great Britain, which is indicative of joint naval operations.

The U.S.S. Ranger (CV-4) was commissioned at Newport News, Virginia on June 4th, 1934 and served in the Atlantic and Pacific, taking part in Neutrality Patrols in the Atlantic before America’s entry into World War II in December, 1941. In early 1942, she transported aircraft to West African bases and then took part in Operation Torch that November. After undergoing overhauls at Norfolk, Virginia from December 1942 to February 1943, she again transported Army pursuit planes to Africa. Assigned to the British Home Fleet from August to November 1943, Ranger participated in Operation Leader on October 4th, 1943, during which her aircraft assaulted German shipping along the Norwegian coast. Ranger returned to Scotland on October 6th. In the company of the British 2nd Battle Squadron, Ranger patrolled Iceland’s waters for about a month and a half (the period during which this certificate was awarded), and then departed Hvalfjord, Iceland for Boston, arriving on December 4th. In early 1944, she was overhauled and sent to the Pacific, spending the rest of the war preparing air groups for combat operations. Decommissioned in October 1946, she was sold for scrap in January 1947.

Remarkably well-printed and very attractive, this map has the freshness of an original watercolor about it.

*A delightful pictorial map certificate issued to a member of the crew of the U.S.S. Ranger, featuring colorful illustrations of the marvels of the polar regions.*

REFERENCES: “USS Ranger (CV-4)” at Naval History and Heritage Command online; “USS Ranger (CV-4)” at National Museum of the U.S. Navy online.

Item #8219

$650.00

Until the publication of this atlas, all census reports appeared only as tables of figures. For the first time, through the use of varying shades of color, internal distinctions between a single category could be made visually apparent. Aware of this novelty, Walker notes that “the first faculty to be acquired, for the use of maps like most of those presented, is that of distinguishing readily BETWEEN THE SHADES OF COLOR which mark the comparative intensity of the prevalence of the map subject.” The result of the confluence of innovations in lithography and statistical accounting, these varying shades made it possible for Walker to depict distinctions between the “ABSOLUTE and the RELATIVE modes of representation” for a given population, “the first, the exhibition of an element of the population, by itself, leaving out of account the general population and showing merely the number of that special element to the square mile, within the field depicted; the second, the exhibition of that element, no longer by itself, but in its proportion to the general population.” As a result, it became possible to visualize never-before-seen statistics like the proportion of Black Americans to the total American population and the proportion of non-native (immigrant) residents in the United States to native residents.

Novel as these presentations are, as Walker concludes in his introduction, “the highest use of these Maps and Charts is when they are COMPARED WITH EACH OTHER, so far as their subjects are cognate in any degree, for the discovery of relations and proportions which cannot be made to appear on any one map.” Not only are Black Americans and immigrants accounted for by the census, this atlas makes it possible to correlate common causes of death, such as Malaria and Consumption, with not only Race and Nationality, but also geographic location, average wealth, and age. A landmark in American data collection and presentation, “this pioneering Atlas, making skillful use of colors and graphic presentations, took advantage of recent developments in color printing and photography, and was the forerunner of wider employment of charts in the future” (FitzPatrick).

Francis Amassa Walker (1840–97) has been ranked among the most significant American statisticians of the nineteenth century. Eventually becoming the third president of MIT, at only twenty-nine years old he was appointed Superintendent of the 1870 United States census and became “a pioneer in the use of colors in graphic presentations…much in favor of more frequent use of graphic presentation instead of relying exclusively on statistical tables, as was the customary policy of handling statistic.” His compilation of the Statistical Atlas of the United States attracted “the attention and admiration of statisticians, both national and international…An eminent critic in the New York World declared it was ‘the handsomest and most useful work of its kind ever issued from a government office’” (FitzPatrick). Indeed, Walker is best remembered today as “the first American to try to show the spatial dimension of social and economic facts, to relate social problems to their physical setting and thereby throw new light on them” (Jackson).

Julius Bien (1826–1909) is best known for his chromolithographic, elephant folio edition of Audubon’s Birds of America, printed between 1858 and 1862. Jay Last
notes “In the 1860’s Bien began to specialize in the production of lithographed maps and charts. For the rest of the century, he produced maps for nearly all the major American geographical and geological publications and for the decennial census reports. Bien developed new coloring and shading techniques, was an early user of photolithography, and was instrumental in establishing scientific standards for American cartography” (Last). Bien’s photolithography in this volume allows complex census data to be clearly visualized, becoming easily readable to the eye. Bien’s innovations in coloring and shading noted by Walker are used to great effect in this exemplar of “the chromo-cartographer’s art,” achieving a nuanced topography of diverse populations, geographic regions, and economic status.

EARLY OIL DRILLING ON CHEROKEE NATION LAND

21. Whaley, W. H., civil engineer. Cherokee Nation, Indian Territory. Recording District Number 3. Also Showing the Oil Fields. Bartlesville, Indian Territory [present-day Oklahoma]: Osage Mapping Company, November 1904. Blueprint map, 41” x 38”, recently backed with Japanese tissue. Annotations and shading in orange, red, and white pencil. CONDITION: Very good, date rubbed but still legible, a few expertly filled losses in the lower margin and along the central horizontal old fold, rubbing to a few areas, light fading to the map along the central horizontal fold.

An evocative, apparently unrecorded map created during the early years of the Oklahoma Oil Boom in the area around Bartlesville, Indian Territory, showing the activities of the oil and gas industry on the Cherokee Nation’s federally allotted land. The map bears a number of hand-drawn additions and annotations by an early user.

The discovery of oil in Bartlesville, Indian Territory (present-day Oklahoma) in 1897 led to the drilling of over a half a million oil and natural gas wells in the state by the close of the 20th century. Much of this drilling took place on land allotted to the Five Civilized Tribes by the U.S. government. From 1900 to 1935, Oklahoma ranked first among the mid-continent states in oil production. During that period, the state produced millions of barrels of oil worth several billion dollars.

This map shows the oil-rich area from Chelsea in the east to Bartlesville in the west, and from Tyro in the north to Talala in the south, with a grid superimposed on it. The key identifies the symbols for the oil wells, gas wells, dry wells, “locations,” and pipelines, which populate the map. Also detailed are boundary lines, creeks, towns, roads, and railroads (the Iron Mountain and Southern Railroad; Missouri, Kansas and Texas Railroad; and the Santa Fe Railroad). Along the left side of the map is a column listing the names of forty-eight oil companies operating in the region, including E. Jennings & Bros., Arkansas Valley Co., Colonial Oil Co., Boston Osage Oil Co., New York Osage Oil Co., National Oil and Gas Co., Asphalt Oil and Mining Co., A.P. McBride, and others, providing an ample sense of the activity in the region. Some of these names are accompanied by dots indicating the number of oil wells, gas wells, and dry wells a given company had on the land represented, and some of the same names appear on the map proper, indicating where they operated in Indian Territory. Hand-drawn red circles indicate new oil wells, while rectangular and shaded annotations appear to represent property leased by oil companies. The bulk of the oil activity shown on the map is in Bartlesville and west of the town of Chelsea. Three named drilling sites situated outside of the map proper (Caney, Tyron and Coffeyville) appear in the upper margin just below the title.

As noted by Alleen Brown, the passage of the Dawes Act was central to the rise of Oklahoma’s oil and gas industry on Native American land:
The Dawes Commission, created by an 1887 law, carried out an assimilationist policy that allowed communally managed reservation land to be chopped up into individual parcels and then leased or sold by tribal members in a process known as allotment. The Dawes Commission coerced the Cherokee, Seminole, Choctaw, Muscogee (Creek), and Chickasaw Nations...to agree to allotment, claiming that it would transform struggling tribal members into prosperous American farmers. The true aim, though, was to give white settlers the opportunity to grab land. Around the same time, prospectors discovered oil in Oklahoma. Landholding concerns were quickly formed to buy and lease plots from tribal residents. According to an amicus brief filed by historians as part of the McGirt case, “every member of the Dawes Commission and nearly every [Interior Department] official in Indian Territory held stock in one or more of these companies, and most were listed as officers and directors.” From there, an epidemic of fraudulent land transactions swept through the state, disposessing Native allotment owners of land.

Osage Mapping Co. was based in Bartlesville, Indian Territory and operated from at least 1904 to 1905. Civil engineer W. H. Whaley served as the company manager and had an office in the American National Bank Building. The company’s maps—ranging from pocket maps to large wall maps—embraced the Cherokee Nation, Osage Reservation, Creek Nation, Kansas, and Oklahoma. Here the company advertises “city, county, and oil maps.” The map company also had a branch office in Cleveland, Ohio and Tulsa, Indian Territory. The Weekly Examiner of Bartlesville included the following ad for the company’s maps on November 26th 1904:

The Osage Mapping Company’s Map of the Cherokee-Osage Field is absolutely reliable, because it is compiled from U.S. Government surveys and Engineer Whaley’s Field Notes. It gives the field by section, township and range, and shows every dry hole, producing well and location. It is accepted by Southwestern oil men as a trustworthy guide. The largest map of the Indian Territory Oil Fields, 9 x 6 feet. Sent anywhere in U.S. or Canada on receipt of price—$10.00.

Ferguson-Osage Mapping Co. published a map similar to the present one in 1904 entitled Cherokee Nation, Indian Territory.

No copies of this map are recorded in OCLC.

A scarce and revealing instrument of oil extraction on Cherokee lands early in the Oklahoma Oil Boom.


Item #8010 $4,750.00

*Stated sixth edition of this beautiful and immensely popular planisphere by a Philadelphia astronomer, inventor, and manufacturer.*

In 1856 Henry Whitall (ca. 1819–1887) began manufacturing planispheres that continued to be offered well into the later 19th century through school supply catalogs. Portable devices designed to aid the student or amateur astronomer in their study of stars and constellations visible in the night sky, Whitall’s planispheres were intended for use across a wide swath of North America, centered on the latitude of Philadelphia. They were explained as being “to Astronomy what a Map is to Geography,” and promoted as “a KEY to Unlock the Mysteries in the Changing Firmament.”

The device consists of an outer rotating card with cutouts set against an inner celestial map. Instructions are printed on the front: “Bring the given hour and minute [on the inner disk) opposite the given day of the month [on the outer disk]; Hold the Zenith overhead with the Meridian in a line north and south. All the principal Stars visible in the United States will then appear within the Horizon [of the cutout area].” A lengthier text on the back, titled “Directory of the Starry Heavens, by Henry Whitall,” offers a more general outline of the planisphere and enumerates “Problems which may be solved on this planisphere.”

An advertisement in an 1876 school trade catalog by McLees and Warren describes “two kinds” of Whitall’s planispheres: “one beautifully painted”—with the mythical figures of constellations—“the other as much like the sky as possible: Stars white on a deep blue-black ground. Both make a complete set.”

OCLC lists just one other example of this 1862 Philadelphia edition, at the Library of Congress.

Item #8698 $1,500.00
MAP SHOWING THE FIRST SUCCESSFUL AIRPLANE FLIGHT OVER THE ANTARCTIC

23. Wilkins-Hearst Antarctic Expedition 1928–1929. Map of the Antarctic. New York: The American Geographical Society, 1929. Chromolithograph and half-tone, 48.75" x 33.25", plus margins, mounted on linen and affixed original wooden rods. CONDITION: Very good, small areas of separation from rollers at top and bottom, but both still firmly affixed, one abrasion at the lower-right corner, a small puncture along upper-right margin, dampstaining and a few light stains to cartouche and below it, light creasing, cracking, and rippling throughout.

A fascinating map of the Antarctic depicting the scene of the Wilkins-Hearst Expedition of 1928–29, and featuring an inset map of the Antarctic Archipelago showing Wilkins’s historic flight of December 20th, 1928.
Centering on Antarctica, the main map also includes portions of South Africa and Australia in the lower corners, a portion of South America in the upper-right corner, and New Zealand at middle left. Three subdivisions of Antarctica and its oceans represent one French and two British possessions: Adélie Land, the Ross Dependency (including the Ross Sea), and the Falkland Islands Dependencies (including Weddell Sea and the Antarctic Archipelago). Among the features named (after British royalty, explorers, et al.) are islands, seas, mountains, lands, inlets, bluffs, channels, bays, “tongues” (or peninsulas), points, the south magnetic pole, and so forth. Identified in the lower left is a smaller, “restricted” Wilkes Land ("according to Mawson") and a larger (more approximate) Wilkes Land (“based on Wilkes’s recognition of existence of a continent”). Parentheses next to islands and land masses indicate ownership; a number of islands are Norwegian, French, and Brazilian possessions. The cartouche includes a scale, conversion graph, and a key for political boundaries. Also shown are relief (depths of soundings, contours of inland ice, spot elevations on land, and isobaths), and varieties of ice (glaciers, inland ice, shelf ice, and stretches of pack ice). The year of discovery appears beside each of the various ice fields and formations.

An inset map of the Antarctic Archipelago depicts in red Sir Hubert Wilkins’s flight on December 20th, 1928 from Hearst Land to Deception Island. The map extends from the South Shetlands in the north to Hearst Land in the south, and from Weddell Sea on the right to the Biscoe Islands on the left. Pack ice, bays, snow ridges, snow-covered islands, straits, mountains, islands, and more are identified. The following note appears alongside Wilkins’s route:

The position of the coast discovered by Wilkins is not based on astronomical observations. During the flight the coast was sketched in relation to recognizable features on the printed chart and checked by dead reckoning. Nevertheless the features even at the southerly end of the flight are not likely to be more than 5 or 10 miles out of position in latitude, it is believed. The location in longitude of the features along the southern half of the flight may be subject to greater error.

Below the inset are photo-illustrations of ten areas within the Archipelago including Deception Island, De Gerlache Strait, Snow Island, the southern rim of the Detroit Aviation Society Plateau, the long, ice-filled Hektoria Fiords, Mt. Napier Birks, and the mountains of Foyn Coast. The latitude and longitude of each pictured locale are provided as well. These images are copyrighted by the New York American and Universal News Service, Inc. Place names commemorate Antarctic explorers and other famous individuals: Nansen, Victor Hugo, Lindenberg, et al. Both maps feature question marks identifying unexplored regions.

Born in Australia, Sir George Hubert Wilkins (1888–1958) is noted for multiple ‘firsts,’ including flights across the Arctic and Antarctic, and venturing beneath the frozen surface of the Arctic Sea in a submarine in 1931. One of his greatest aerial feats was accomplished in 1928 when he completed the longest flight in a polar region with pilot Carl Ben Eielson, traveling 2200 miles from Point Barrow, Alaska to Spitsbergen, Norway in 20.5 hours. Wilkins first traveled to Antarctica in 1920, and in 1921 he joined the Shackleton-Rowett Quest Expedition as an ornithologist. The 1928 Wilkins-Hearst Antarctic Expedition saw Wilkins achieve the first Antarctic flight and uncover 1000 miles of uncharted territory. On December 20th 1928, he and Eielson flew some 600 miles south from Deception Island in the South Shetland Islands and across Graham Land. During the next decade, Wilkins revisited Antarctica several times, making additional contributions to knowledge of the region.

An important map of the Antarctic documenting a pivotal moment in its exploration.

REFERENCES: “Antarctic Aerial Exploration” at Centennial Of Flight online; “Sir Hubert Wilkins: The Unsung Hero of Antarctic Exploration” at Aurora Expeditions online; “Sir George Hubert Wilkins” at Britannica online.

Item #8319

$2,750.00
UNRECORDED CALIFORNIA SPORTSMEN’S MAP
FOR SPORTSWOMEN TOO

24. William H. Hoegee Company. Sportsmen’s and Automobile Road Map...San Francisco to Los Angeles Auto Map. Los Angeles: Phillips Printing Co.; Western Map and Publishing Co., Pasadena, California, 1915. Folding brochure on yellow paper (8.5” x 3.75” folded) with recto folding map, 23.5” x 14”; verso folding map, 20.5” x 18”. Full sheet size, 25.5” x 22”. CONDITION: Very good, a few tiny separations along old folds, light creasing, a few chips along margins, minimal wear overall.

An apparently unrecorded brochure featuring two California maps along with illustrations of female models promoting outdoor goods, with apparent Women’s Movement overtones.

Both maps are “Auto Road Maps” copyrighted by Albert G. Thurston and published by Western Map and Publishing Co. of Pasadena, California. The recto map covers an area extending from the Pacific Ocean in the west to the San Jacinto Mountains in the east, and from Murrieta in the south to Round Mountain in the north. Shown are mountain, wagon, and “good” roads, cities, towns, railroads, bodies of water, trails, El Camino Real, gas stations and garages, boundaries, locations of summer camps and resorts, and automobile roads in Los Angeles, Riverside, Orange, and San Bernardino Counties. In the margins are five inset illustrations of a female model variously posed with a tennis racket, knit goods, a gun-and-ammunition case, fishing rod and tackle box, and a camera.

The verso map spans from Santa Rosa Island in the south to Alameda in the north, and from the Pacific Ocean in the west to Santa Ana in the east. The map depicts both wagon and automobile roads as well as bodies of water, national parks, mountains, railroads, county boundaries, and more. Inset in the lower-left corner is an ad picturing a tent and advertising automobile tents, folding chairs, camping stoves, and more by William H. Hoegee Co. The column in the right margin includes distances from a wide range of California locales.
Founded in 1889, William H. Hoegee Co. of Los Angeles started out as a tent and awning enterprise serving the local mining community. In time, the business came to sell a wide array of quality goods such as fishing tackle, sporting equipment, outing clothes, guns, flags, banners, uniforms, caps, badges, buttons, lodge regalia, and a range of leather products. By 1907, the company occupied a four-story building in Los Angeles and employed 200 people. In 1908, its mail-order business extended across the southwest and as far as Chicago, Florida, Alaska, and Mexico. Hoegee himself was a noted California philanthropist, owned a large residence in Hollywood, and served as president of the Hollywood Improvement Association. He was deeply committed to west coast fishing and the company sponsored a number of fishing events. By 1912, the company billed itself as “the greatest sporting goods house on the Pacific Coast.” Hoegee’s tackle trade and sporting goods sales were so successful that in 1915 they were listed as among the largest retail sporting goods companies in the U.S. Hoegee passed away in 1919. After World War II, the company merged with Western Co. to form the Western-Hoegee Co.

Hoegee’s use of the image of an independent and active woman in its advertising here would seem to reflect the women’s movement of the day (California granted women the right to vote in 1911) and, in any case, represents an attempt by the company to encourage and capture the largest market possible.

No copies recorded in OCLC.

*An exceedingly scarce California map brochure geared toward the outdoorsman (and outdoorswoman), evoking the milieu in which it was published.*


Item #8774 $1,250.00
An engaging news map of the important rebel-held Charleston Harbor in South Carolina published as the Union blockade grew more effective in 1862.

The second-largest city in the Confederacy after New Orleans, Charleston played a crucial role for the Confederacy. Its political significance as the “cradle of secession” and the scene of the opening shots of the war made shutting down the port a primary objective for the U.S. Navy. Charleston was blockaded by Union warships beginning in July 1861, initially with minimal effect. As the first year of the war proceeded and the Navy amassed a larger fleet, rebel troops built up the defenses of Charleston Harbor with forts and heavy gun batteries. While the city and its surrounding fortifications were repeatedly targeted by the Union, Charleston did not fall to Union forces until the final months of the war.

Featuring distance circles emanating from Fort Sumter at the center, this map of Charleston Harbor shows rebel fortifications and batteries (shaded in red), Charleston and its streets hand-colored red at the upper left, beacons, Confederate ships (the Palmetto State and Chicora State, an ironclad), the South Carolina Railroad, torpedo placements, a few soundings and isolines, and more. The map extends from Folly Island at the bottom to Hog Island at the top, and from James Island at left to Long Island at right. Inset diagrams of the principal rebel forts, Castle Pinckney, Fort Sumpter [sic], and Fort Moultrie, appear in the lower left and right corners, each with a key identifying its main features. Provided for some of the rebel forts are the number of guns each had, such as Fort Sumter’s “104 guns.” There are at least two other issues of this map, both with considerably less detail than depicted here.

Over the course of the Civil War, numerous maps of the seat of war, battlefields, sieges, and fortifications, etc. were created by various commercial firms, often to
illustrate important events and situations for a public hungry for the latest information. Maps relating to events and places in the news during the war, especially those revolving around Union victories, were reliable income streams for publishers. Such maps were often based on reliable eyewitness accounts, including participants in the conflicts, and narrative text was sometimes added.

Louis Prang (1824–1909) was a major lithographer and publisher of prints, books, maps, greeting cards, paper toys and other ephemera in the late 19th century. Based in Boston, Prang enjoyed a career that spanned four decades. His first lithographs were Civil War maps, battle and naval scenes, and portraits of political and military leaders. In 1864, he visited Europe where he studied the latest color lithographic processes, afterwards bringing a group of adept artists back to Boston with him.

W. A. Williams was a civil engineer based in Boston. He also contributed to Sketch of Pensacola Navy Yard and Fort Pickens from U.S. Coast Surveys (Boston: L. Prang & Co., ca. 1862).


Item #8858

$650.00