

# James E. Arsenault & Company

PRINTED & MANUSCRIPT AMERICANA, MAPS, PRINTS, PHOTOGRAPHS, EPHEMERA,  
FINE & RARE BOOKS IN A VARIETY OF FIELDS.







### A MAMMOTH MISSIONARY WALL MAP

**1. Bidwell, O. B. Missionary Map of Western Asia, and Adjacent Countries, From the Best Authorities...** New York: Published by W. H. Bidwell, No. 120 Nassau street, 1846. Wall map, hand-colored lithograph on four joined sheets, 66.25" x 83.75" plus margins, mounted on renewed linen, renewed brown silk selvage at right and left edges, top edge affixed to wooden rod, lower rod lacking. CONDITION: Good, darkened, some damp-stains, occasional abrasions, small restored losses, cracks mainly at bottom edge; the whole stabilized on new linen backing.

*A large and boldly lettered map, centering on the Ottoman Empire and depicting various missionary outposts therein, constituting a powerful visual tool designed to promote the missionary cause.*

The map extends from the Caspian Sea in the northeast to southern Bulgaria in the northwest, and from the upper Persian Gulf in the southeast to Libya in the southwest, embracing not only the Ottoman Empire, here labeled the "TURKISH EMPIRE," but also Persia and an unconquered

portion of Arabia. The missions of several organizations are identified with red watercolor circles, squares, and sketches of churches, representing, according to the key, the American Board, the Episcopal Board, and the English Church Missionary Society. An upside-down cross represents the London Missionary Society for the Jews. Most of these symbols are concentrated within Anatolia (Anatolia), the relative scarcity of symbols elsewhere evidently suggesting the great extent of work yet to be done.

Reverend Oliver Beckwith Bidwell (1810–1881) compiled a number of missionary maps, including maps of the world, Africa, China, India, the Hawaiian Islands, and Micronesia, as well as the present map. All were advertised in *The American Congregational Yearbook for the Year 1855*, the promotional text revealing their purpose: "This well known series of maps prepared for Monthly Concerts, Bible classes, and Sabbath schools has been favorably received by the Christian public, and met with a rapid sale. They are full and complete, presenting the grand features of the earth's surface in land and water in bold and distinct outline, well suited to strike the eye and impress the mind in respect to geographical boundaries and limits, and so distinct as to be clearly seen by an audience over a large lecture room..." With bold black lettering and bright colors, this mammoth map is both impressive and comprehensible at a considerable distance, and it is not hard to imagine a sympathetic contemporary audience growing more informed and enthusiastic under its influence.

The publisher of this map, Walter Hilliard Bidwell (1798–1881), was the compiler's brother. The earliest Bidwell maps recorded in OCLC are dated 1846, although the present map, also dated 1846, is identified as the sixth edition, perhaps indicating that they began publishing somewhat earlier. In any case, their partnership lasted for at least two decades. Nevertheless, their maps are curiously scarce. OCLC does not record the map offered here, and records only one copy of an 1865 edition, as well as one copy each of the other Bidwell maps, only one of which is held by an American institution (Missionary Map of the Hawaiian or Sandwich Islands, at LC), the others being at the British Library.

REFERENCES: *The American Congregational Yearbook for the Year 1855*, p. iii of advertisements.

Item #3675

\$2,250.00



## PRE-FIRE CHICAGO POCKET MAP

**2. Blanchard, Rufus. Citizen's Guide for the City of Chicago. Companion to Blanchard's Map of Chicago. [including] Guide Map of Chicago.** Chicago: Rufus Blanchard, 1868. 24mo, original printed tan paper covers. 24 pp., hand-colored folding map, 18.625" x 11.25", plus margins. **CONDITION:** Good, covers toned with small stains, portion of letter G in word "Guide" on cover skinned off, a bit of separation along folds in map.

*A scarce pocket map of Chicago, depicting the Windy City before the Great Fire of October 1871.*

Showing the city between Egan Avenue in the south and Fullerton Avenue in the north, this map provides a detailed street-by-street layout. Bordering Lake Michigan to the east of the Chicago River are densely developed residential and commercial areas, while to the west of the river the Jeffers and Union Park areas are quite developed as well, while to the north and south are many blocks apparently as yet undeveloped. Dissecting and connecting the disparate neighborhoods are numerous rail lines owned by the Pittsburgh Ft. Wayne & Chicago Railroad, the Michigan Southern Railroad, the Blue Island Railroad, the Chicago, South Burlington, and Quincy Railroad, and others. A line extending into Lake Michigan at the upper right represents the Chicago Lake Tunnel, one of the great engineering feats of the period, through which fresh water was brought into the city from a crib situated two miles out.

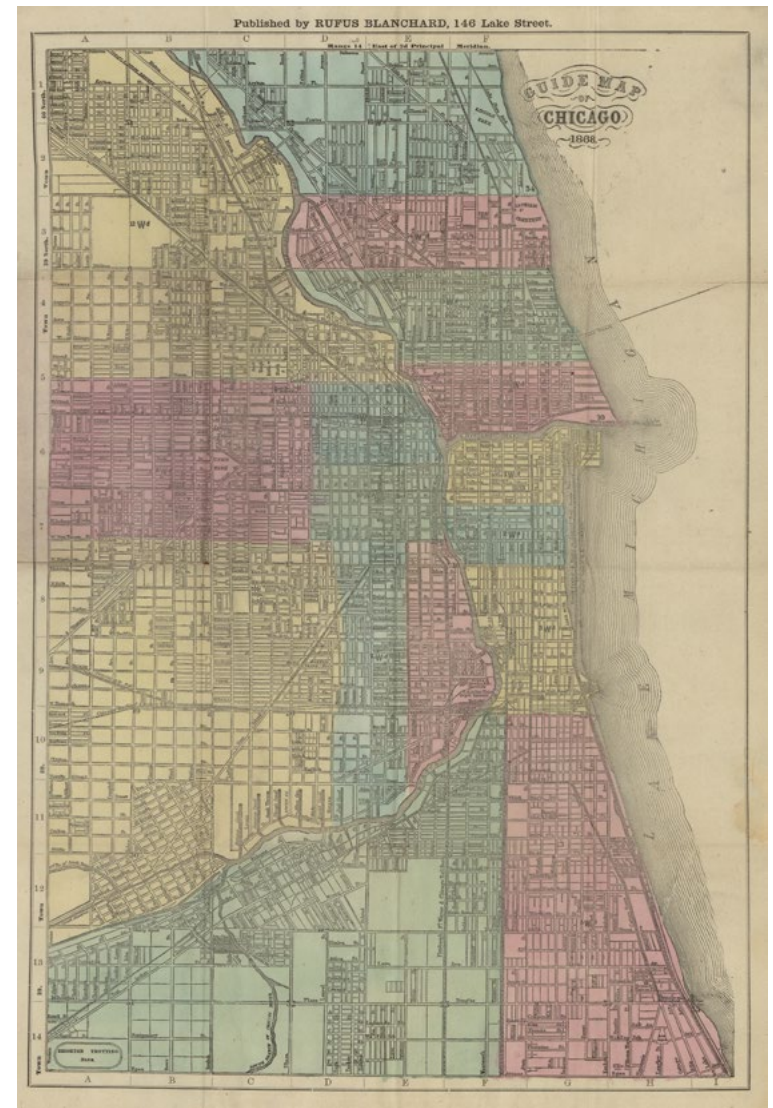
Rufus Blanchard (1822–1904) was a mapmaker, historian, painter, and occasional bookseller, and one of the best known citizens of Chicago in the nineteenth century. According to his obituary in *The Mattoon Commercial*, Blanchard held an international reputation as a cartographer by the end of his life and used the relatively new technique of cerography to print his maps. Hailing from the East Coast, where he worked for Harper & Brothers, during the early 1840s he operated several book stores in Lowell and in Cincinnati. By 1849, he moved to New York to study cartography, and by 1854 brought his expertise to Chicago where he began making and printing railroad maps from his Chicago Map Store. His business was partially destroyed in the Great Chicago Fire of 1871, but partially recovered after he moved his remaining tools etc. to his home in Wheaton. Unfortunately, in 1885, a major fire broke out on Wheaton's Front Street and spread to Blanchard's home and office, destroying his library, historical maps, drawings, notes, and tools. Nevertheless, Blanchard persevered and continued both making maps and writing, mostly about the early pioneers, until his death in 1904.

Blanchard was a giant among the Chicago-based mapmakers and sellers of the nineteenth century. Along with "booksellers David B. Cooke, the Burleys, and Keen & Lee," Blanchard "published maps in the mid-1850s, often in collaboration with...other Chicago lithographers...In the decade from 1861 to 1871, map publishers increased from four to six, and specialized services like map coloring and map finishing came to be separately advertised. The prolific Charles Shober joined the ranks of lithographers, and Warner and Higgins (later Warner and Beers) established their county atlas business in 1869" (Conzen and Karrow).

This particular edition of Blanchard's guide is not in the Rumsey Collection, which includes two other editions with distinctly different maps, both with surrounding vignette illustrations, published in 1867 and 1869.

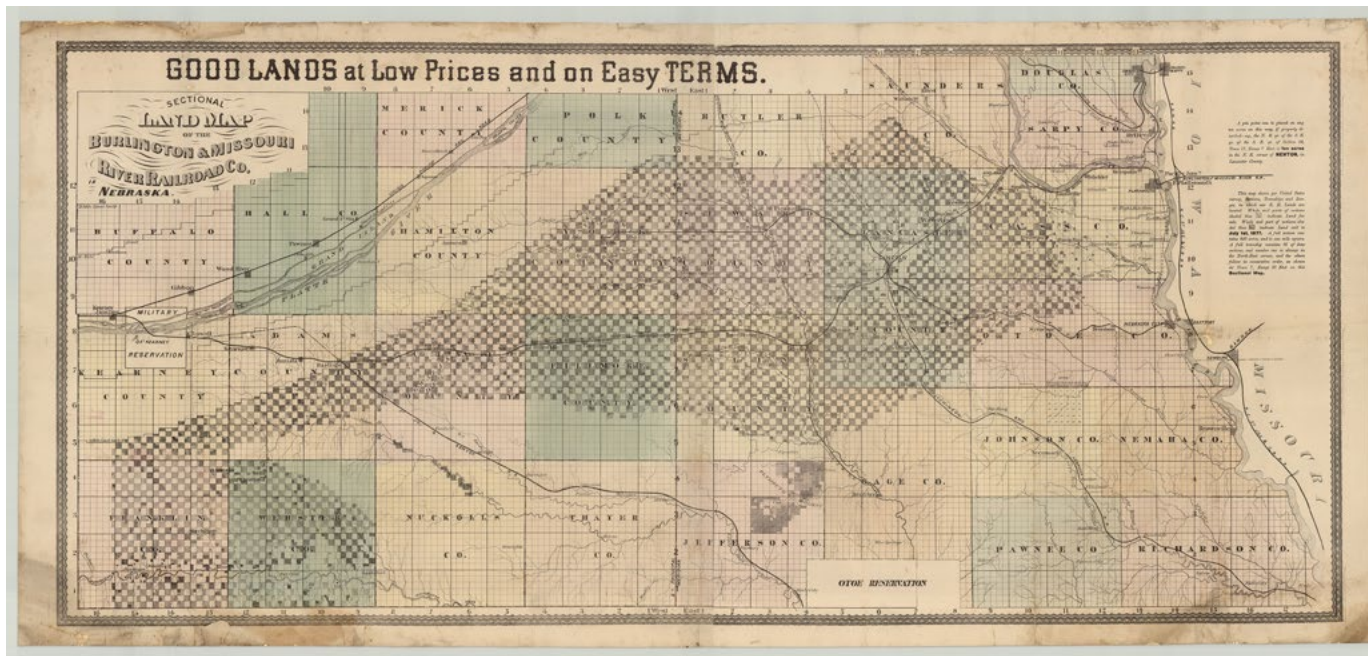
REFERENCES: "Had an International Reputation," *The Mattoon Commercial* (Mattoon, Illinois), January 7, 1904; "Fire Destroys Mapmaker's Work but not His Spirit," *Chicago Tribune*, October 18, 1998; Conzen, Michael and Robert W. Karrow, Jr., "Mapmaking and Map Publishing," at Encyclopedia of Chicago online.

Item #8972



\$1,250.00





The Burlington & Missouri River Railroad Company was founded in Burlington, Iowa in 1852 to construct a railroad across the state. In November of 1859 the Iowa section of the railroad was completed when it reached the Missouri River. A branch of the railroad was incorporated in Nebraska in 1869, and construction from Plattsmouth to Lincoln began in July of 1870. Congress granted the Railroad alternating sections (mile-square parcels) extending twenty miles north and south of the route, which the Railroad was then responsible for selling to settlers and investors. This was in keeping with the Federal strategy of providing western railroads with massive land grants: the sale thereof would fund construction and operations while engaging the railroads as the government's de facto agents in encouraging western settlement. The

### AN UNRECORDED NEBRASKA RAILROAD LANDS MAP, 1877

**3. Burlington and Missouri River Railroad Co. Good Lands at Low Prices and on Easy Terms. Sectional Land Map of the Burlington & Missouri River Railroad Co. in Nebraska.** [St. Louis, Missouri: August Gast & Co., lithographer, 1877]. Hand-colored lithograph, 23" x 51" plus margins. Recently backed with linen. CONDITION: Good, moderate staining to margins and a few small portions of the map, margins lightly chipped, red and orange coloring largely faded.

*An unrecorded map of southeastern Nebraska showing the Burlington and Missouri River Railroad and associated company lands both for sale and recently-sold.*

This map shows the section of railroad running from Plattsmouth in the east to Kearney Junction in the west and a number of connecting rail lines such as the Atchinson and Nebraska R.R. and Omaha & Southwestern. Lands for sale by the railroad company are concentrated in the center, with additional lands in the southwest corner. They are variously shaded according to their availability (some of the land had been sold as recently as July 1st, 1877). A full square of land contains 640 acres and is one square mile. Other details include towns and cities, variously colored Nebraska counties, roads, rivers, mountains, Fort Kearney (est. 1848) and its surrounding military reservation, railroad junctions, as well as railroads completed, under construction, and proposed.

Burlington & Missouri connected with the Union Pacific in 1872 and a vigorous advertising campaign was begun the same year, of which the present map was a part.

Although the map lacks a printer's credit, a slightly later version printed by August Gast (1819–1887) is known. August and his brother Leopold Gast were born in Germany and emigrated to the U.S. after learning the lithographic trade. Settling in St. Louis in 1849, the brothers established a lithography firm in 1852. During the early 1860s, Leopold ran the company while August worked at McKittrick & Co. In 1866, August bought out Leopold's share of the company and continued to run the firm with various partners, creating advertising posters, city views, labels, trade cards, and lithographs for the railroad. Following August's death in 1887, the company was reorganized as the Gast Bank Note & Lithographing Co., which specialized in printing for financial institutions and operated until 1975.

Not in OCLC, which records only a single example of the slightly later version showing lands for sale and lands sold January 1st, 1878.

REFERENCES: Last, Jay. *The Color Explosion: Nineteenth-Century American Lithography* (Santa Ana, CA, 2005), pp. 82–83; "Burlington and Missouri River Railroad. Railroad Structures" at History Nebraska online.

Item #7091

\$3,500.00



## PERSUASIVE PAINT MAP

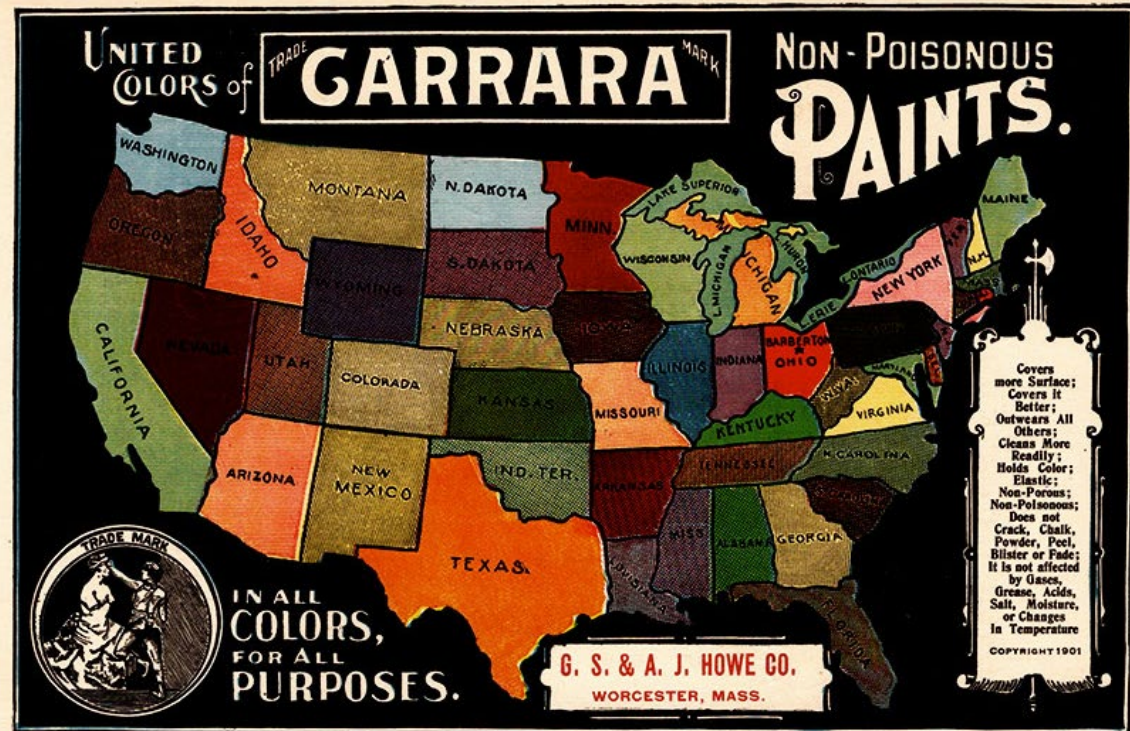
4. Carrara Paint Co.; G. S. & A. J. Howe Co.. United Colors of Carrara Non-Poisonous Paints. Worcester, Mass.: Carrara Paint Co.; G. S. & A. J. Howe Co., 1901. Color-printed letter-head, 11" x 8.5", with integral map, 5" x 7.5", and typescript. CONDITION: Very good, old folds, clean and bright.

A bold, colorful letterhead produced by the Carrara paint company featuring a map of America exhibiting the company's "united colors," with an advertising letter from distributor G.S. & A.J. Howe Co. Product information appears in an ornamental scroll to the right of the map, noting that Carrara paint "covers more surface," "covers it better," "outwears all others," "cleans more readily," and so forth. At bottom-left is a pictorial trademark consisting of two classical figures.

The letter—simply addressed to "Sir"—announces that the company has beat out over fifty competitors in being selected for use by the U.S. Postal Department: "The first order from that department has been sent to the factory. There is nothing in the paint world that will make your house look so well and keep it looking so well, as Carrara Paint. It is growing in popularity every year and this year promises to be the banner year." The letter ends with an offer to send color samples and literature regarding its paint.

Item #6398

\$250.00



Dear Sir:-

As the painting season is at hand, we again wish to call your attention to Carrara Paint. We have had some correspondence with you about this paint in the last year or two and now wish to try more earnestly than ever to tell you that Carrara Paint is the best, possible to be made.

Here is a fact worth knowing. Carrara Paint, after a most severe and rigid test, lasting over a period of a year and a half, in which a large number of paints, fifty or more, competed, won out over all competitors and has been adopted by the United States Government for use in the Postal Department. The first order from that department has been sent to the factory.

There is nothing in the paint world that will make your house look so well and keep it looking so well, as Carrara Paint. It is growing in popularity every year and this year promises to be the banner year. Let us send you samples of colors and some literature regarding it. Write us at once and we will reply promptly.

Yours respectfully,

G. S. & A. J. Howe Co.

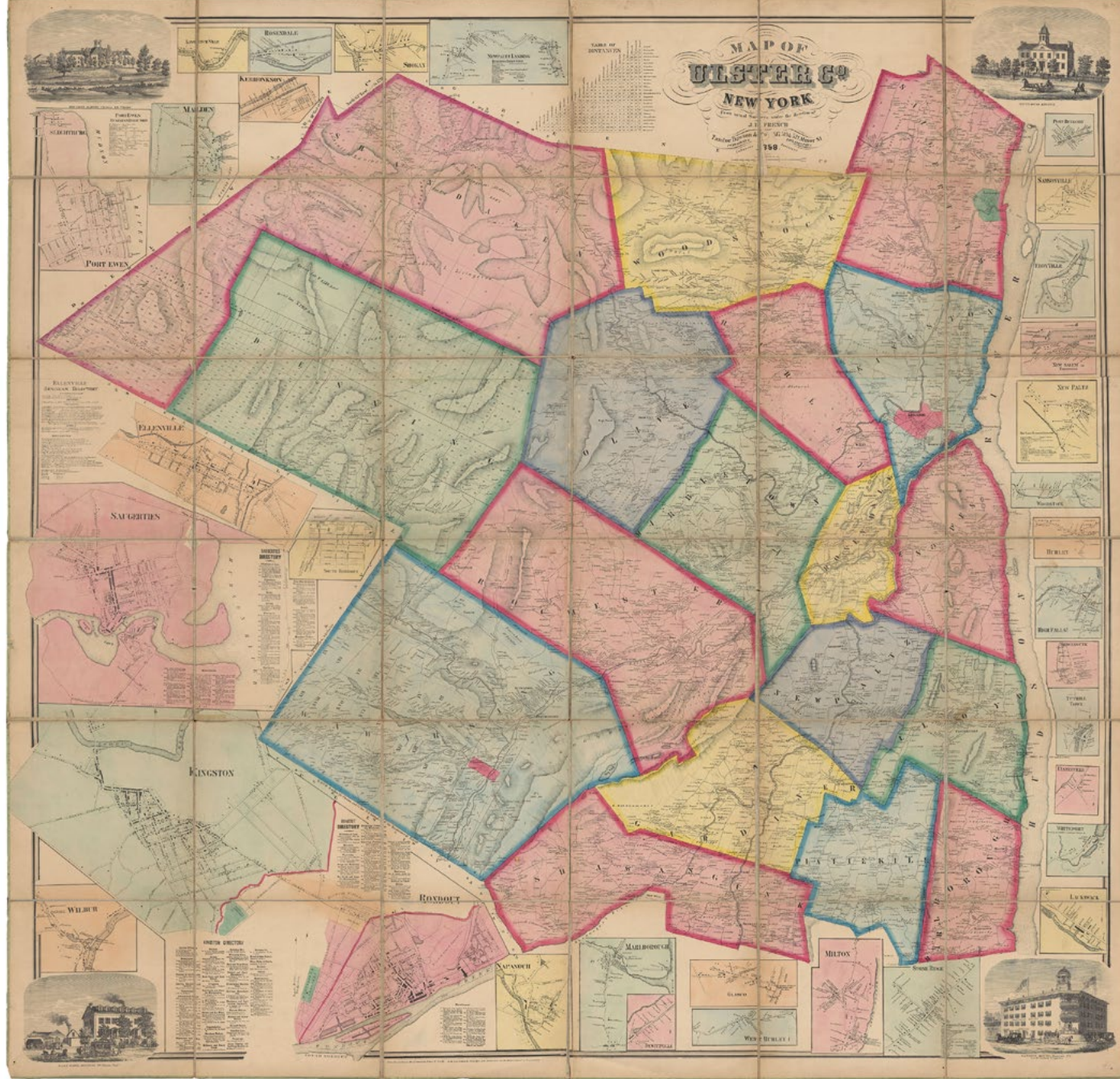


IMPRESSIVE MAP OF  
ULSTER COUNTY, NEW YORK  
BY AN IMPORTANT  
NEW YORK STATE CARTOGRAPHER

5. **French, John Homer, compiler; L. C. Dawson, assistant.** *Map of Ulster Co. New York.* Philadelphia: Taintor, Dawson & Co., publishers, 1858. Hand-colored lithograph, 61" x 60.5", dissected and mounted on linen, original marbled paper affixed to outer panels. **CONDITION:** Very good, a few small stains, light edge wear, a few small holds in linen at folds, a few small chips and creases at edges of segments.

*A brilliantly colored and richly detailed case map of Ulster County, New York by John Homer French, the compilation of which was part of the foreground to the publication of his landmark map, The State of New York from New and Original Surveys, which appeared a year later.*

The map shows the eighteen towns of Ulster County, the eastern edge of which is bounded by the Hudson River. Among the details included are the extensive network of roads, numerous tracts and parcels of land (including those belonging to members of the Livingston family, one of the most important landholders in the region), bodies of water, a multitude of homes and commercial buildings identified by property owner, ferry crossings and lighthouses on the Hudson, and so on. County boundaries are variously colored. Appearing in the margins are thirty-three insets of villages and business districts, including Kingston (the county seat), Port Ewen, Malden, Saugerties, and Ellenville. Eight of these include business directories, listing saloons, blacksmiths, bakeries, dentists, hotels, newspapers, physicians, etc. A single building appears in each of the four corners of the map, including Mansion House in Rondout, the Eagle Hotel in Kingston, New Paltz Academy in New Paltz, and the Court House in Kingston.



In 1853, Robert Pearsall Smith (1827–1898) began contracting with a range of local surveyors to construct maps of New York counties. A letter by Smith from 1853 addressed to two surveyors outlines his agreement with them: "As arranged in our interview today I hereby agree to furnish an engraving of your new map of Ulster County New York equal in style to my map of Orange County without charge or cost to you. In repayment you give me the full use of the said map of Ulster



County for use and reduction for a State map of New York." However, the earlier surveys of counties, including the map of Ulster County mentioned in this letter, were unacceptable for compiling the state map, so the county maps were resurveyed. In 1855 Smith hired John Homer French to oversee the project, resulting in part in the map offered here. As Ristow notes, while the individual county maps were of differing quality, they were far more consistent and comprehensive than the local surveys conducted for any other American state. French and Smith's *The State of New York from New and Original Surveys*, first published in 1859, superseded David Burr's *Atlas of the State of New York* (1829), as the most accurate reference for the topography of the state, until two decades later when the U.S. Geological Survey began publishing maps that incorporated original triangulation.

Born in Batavia, New York, John Homer French (1824–1888) was a surveyor, mathematician, and teacher who was serving as headmaster of Newtown Academy in Connecticut (1852–55) when he started publishing township plans in his free time. After resigning from his teaching job in 1855, French began working with Robert Pearsall Smith in Syracuse to undertake surveys for the New York State map. When assembling his team of surveyors, French employed some of his former students to conduct new surveys from 1857 to 1859. Their surveys resulted in the publication of *Gillette's Map of Oneida Co. New York* (Philadelphia, 1858), *Gazetteer of the State of New York...* (Syracuse: R. P. Smith, 1860), and *Historical and Statistical Gazetteer of New York State* (Syracuse: R. P. Smith, 1860).

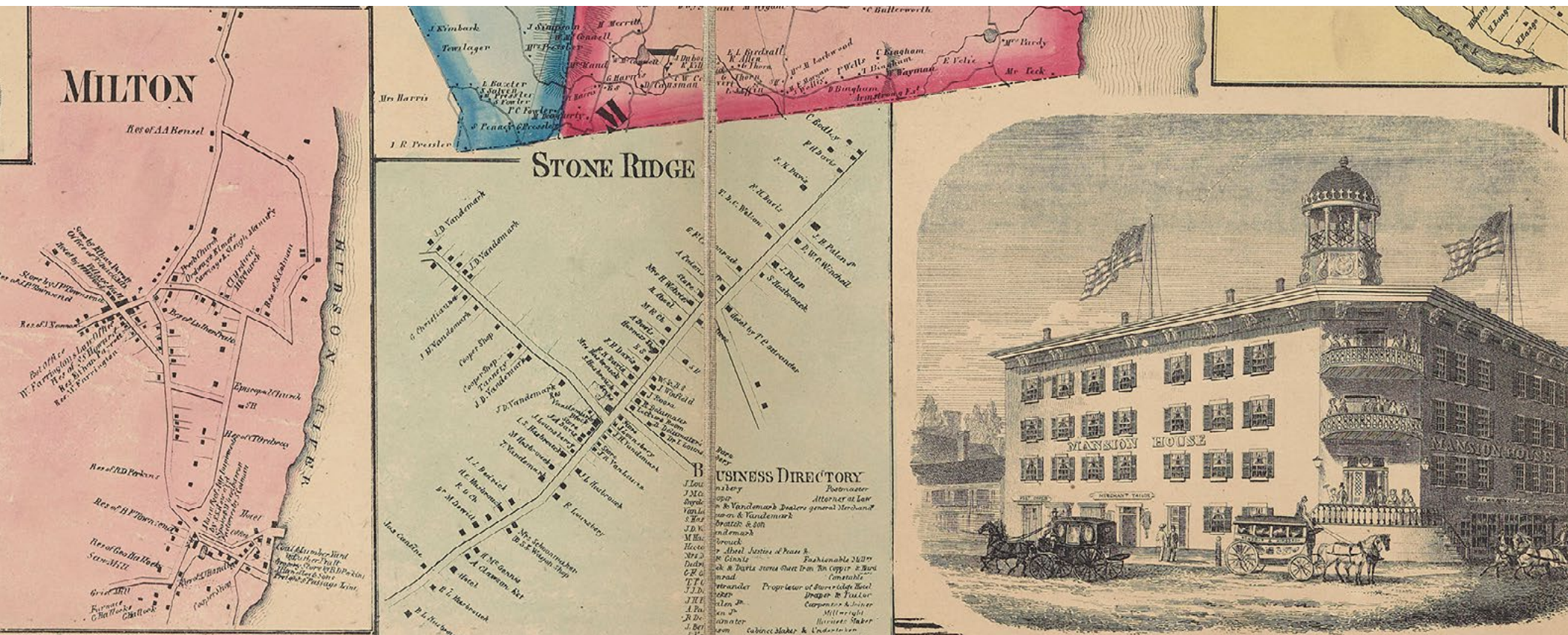
Based in Philadelphia, Taintor, Dawson & Co. also published *Map of Franklin County* (Philadelphia, 1858).

*A most attractive and engaging county map by a key figure in the mapping of the state.*

REFERENCES: Ristow, *American Maps & Mapmakers*, pp. 355–78; Rumsey 0934; Tooley's *Dictionary of Mapmakers* (Riverside, CT, 2004), Vol. E–J, p. 106; Vol. Q–Z p. 242; "John Homer French" at French Family Association online.

Item #7602

\$3,750.00





**SPLENDID CASE MAP OF NEW ENGLAND  
IN 1830**

**6. Hale, Nathan.** Map of the New England States Maine New Hampshire Vermont Massachusetts & Connecticut With the adjacent parts of New York & Lower Canada. Boston, 1830. Engraved by J.V.N. Throop. Hand-colored engraving, 44.25" x 38.375", dissected and mounted on linen, with original red silk selvage. A few manuscript notes. In original marbled paper slip case. CONDITION: Very good, colors well preserved.

*An unusually attractive case map example of this handsomely hand-colored map by New England polymath Nathan Hale.*

Hale's richly informative map, extending from Maine to the easternmost portion of New York, shows the towns, cities, counties, churches, rivers, mountains, etc. of all six New England States. Locating turnpikes, roads, canals, lead mines, arsenals, factories, and colleges, the map documents the immense industry and development of lower New England, alongside the less developed northern states. An inset map of Maine shows the sparsely populated northern portion of the state, identifying Indian Lands on the upper Penobscot River and showing the boundary line along the St. John River "as determined by the King of the Netherlands"—reflecting the ongoing Maine boundary controversy finally resolved by the Webster-Ashburton Treaty in 1842—but also outlining in yellow the more northerly boundary claimed by the United States. According to an advertisement Hale placed in *The Pittsfield Sun*, this issue, corrected from the first issue of 1826, was "compiled from a careful comparison of all the published maps and charts, and all the surveys, drawings, and other documents which could aid the undertaking, known to the compiler... And carefully engraved in the neatest and most







approved style, by a skilful artist." It was a hugely successful undertaking, going through six reissues in the first twenty-five years of its publication, with one issue (from 1849) amending the first to include new towns, railroads, and infrastructural changes.

A manuscript note below the edition statement reads: "the towns incorporated previous to 1774 are marked with a red line." Most of these are clustered in Massachusetts, with some towns, including Brunswick, Falmouth, and Biddeford, along the Maine coastline. Additionally, two towns in Massachusetts, Windsor and Wales, have their pre-Revolutionary War names ("Gageborough" and "Little Brimfield" respectively) written in manuscript above them. Occasionally some towns in eastern Massachusetts are accompanied by their dates of incorporation in manuscript. On the verso of this map is the ownership signature of one William Lincolns, presumably the author of the various manuscript and watercolor additions.

Born in Westhampton, Massachusetts, Nathan Hale (1784–1863) was the editor of the Boston Weekly Messenger, the first weekly periodical devoted to literature and politics in the United States, and the editor and proprietor of the Boston Daily Advertiser, the first daily in New England, which he edited until his death. Alongside his editorial projects, he was for some years a math teacher at Philips Exeter Academy, a Boston-based lawyer, a publisher, and a major proponent of railroads in New England, helping to found the Boston to Worcester Railroad in 1831. He was the nephew of Nathan Hale (1755–1776), the Revolutionary War martyr. In addition to his map of New England, he compiled and published *An Epitome of Universal Geography, or a Description of the Various Countries of the Globe*, in 1830.

REFERENCES: Philips, *List of Maps of America*, p. 472; Wilson, J. G. and John Fiske eds., "Hale, John," *Appletons' Cyclopædia of American Biography* (New York, 1892); "Death of Hon. Nathan Hale," *The Berkshire County Eagle* (Pittsfield), February 12, 1863; "Map of New England," *The Pittsfield Sun*, February 15, 1827.

Item #2624

\$2,500.00



## BIRD'S EYE VIEW OF NEW YORK IN 1912

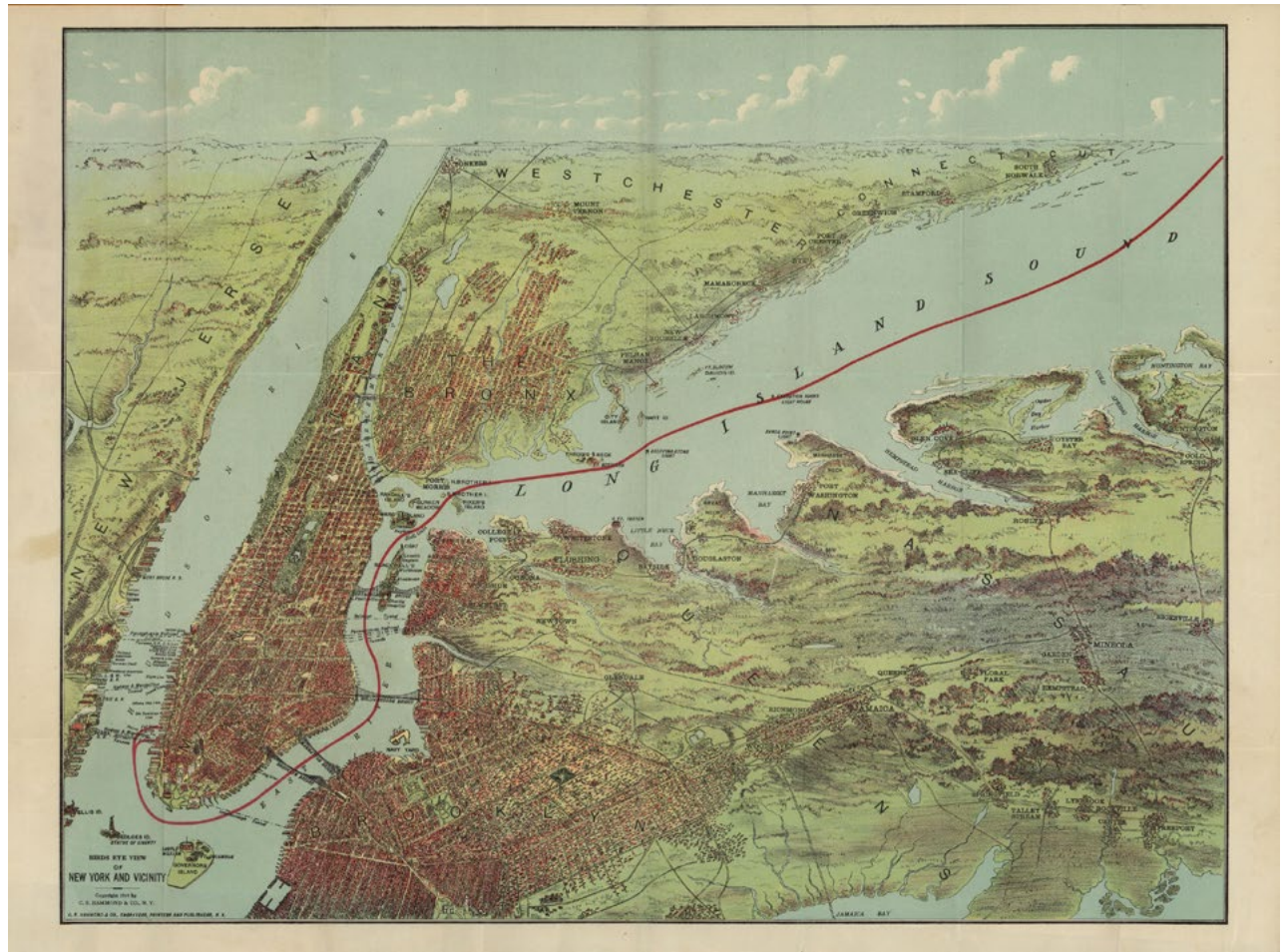
7. **Hammond, C.S. Birds Eye View Map Of New York And Vicinity.** New York: C. S. Hammond & Co., 1912. Chromolithographic map, 17" x 24" plus margins, folding into wrappers. CONDITION: Near fine, two 1 cm tears, one in lower and one in upper margin, with no effect on image.

*A scarce chromolithographic view of New York and its environs by premier American map and atlas publisher, C.S. Hammond & Co., also depicting the Fall River and Maine Steamship Company's route from New York City to New England.*

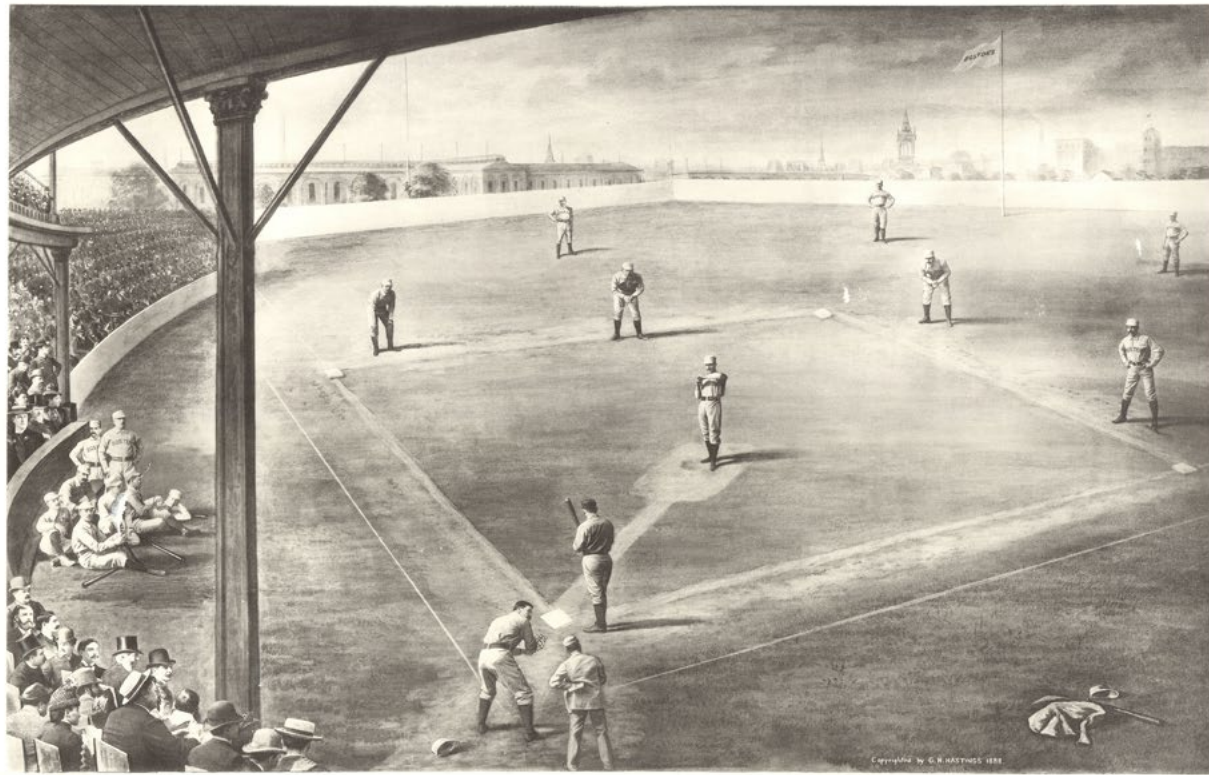
Extending from the easternmost portion of New Jersey to roughly halfway across Long Island, this bird's eye view of greater New York shows the four northern boroughs of the city, leaving Staten Island out of the picture. With the built environment tinted red to distinguish densely populated from less populated regions, the map highlights Brooklyn and Manhattan, with thick settlement in the Bronx as well, while outer Queens appears more rural. Identifying such notable buildings as Grand Central Station and Pennsylvania Station in Manhattan, the map also shows Central Park and three parks in Brooklyn. Additionally, several harbors, ports, and railroads are indicated along the border of New Jersey, eastern New York along Long Island, and north-bound to Connecticut. This is the second variant of Hammond's *Birds Eye View Map of New York*, the first of which was published in 1909, showing the transatlantic French Line departing from New York, and the third of which was published in monochrome in 1925, showing early airplanes dotting the sky over the region.

C.S. Hammond and Company was a commercial map publisher "founded by Caleb Stillson Hammond in 1900, and formally incorporated in 1901...Unlike most map publishing in the United States, which was centered in Chicago at the beginning of the 20th century, C.S. Hammond began work in New York City, and the company has continued to maintain its headquarters in that area. Hammond is well-known for its extensive line of world, historical, school and thematic atlases, but the company has issued a wide variety of other cartographic items, including maps, globes and transparencies during the last 100 years. It has also printed numerous other works, primarily for the educational market. In addition to its own imprints, Hammond's cartographic output has been included in the encyclopedias, almanacs, dictionaries, Bibles and textbooks of many other publishers" (LOC). During their heyday in the 1950s, C.S. Hammond and Co. was the second largest American producer of maps and atlases, following just behind Rand McNally Company, for which Caleb Stillson Hammond had worked until founding C.S. Hammond.

REFERENCES: Rumsey 5434.001 (1909 edition); Background on C.S. Hammond & Co. from Flatness, James. "Mapping the World: Library Receives Hammond Archives," at Library of Congress online.







BOSTON BASE BALL CLUB.  
1888.

PUBLISHED BY HASTINGS, THE PHOTOGRAPHER, 147 TREMONT STREET, BOSTON.

THE BOSTON BASE BALL CLUB  
AT SECOND SOUTH END GROUNDS, MAY, 1888

8. **Hastings, G. H. Boston Base Ball Club. 1888.** Boston: Published by Hastings the Photographer, 147 Tremont Street, 1888. Photolithograph, 10.75" x 16.25" plus margins. **CONDITION:** Good, small losses to image near second base and right field; area of surface loss to figures seated on the ground at far left.

*A rare photolithograph of a photomontage showing the "Boston Beaneaters" at their opening game of the 1888 season against the Philadelphians.*

Portraying the Boston Base Ball Club with their managers and other spectators watching from the grandstand, this photomontage provides a who's who of the team during their first home game at the newly erected Second South End Grounds on May 25th, 1888. In an effort to give the print a high degree of realism and specificity, photographer and publisher G. H. Hastings superimposed the photographed faces of management and players onto the figures in the composition, then had it printed in the form of this photolithograph. On the pitcher's mound is John Clarkson, who had recently been acquired for \$10,000 from the Chicago White Stockings,



while catcher Michael Joseph “King” Kelly, also acquired from the White Stockings for \$10,000 in 1888 (together they became known as the “\$20,000 Battery”), crouches at the ready. Covering first is the Beaneaters’s manager “Honest John” Morrill, while second is held by John “Black Jack” Burdock, and third baseman Ezra Sutton stands fast. Out at left field is Joseph Hornung (among the greatest fielders of the nineteenth century), while center is played by Dick Johnston, and right is held ably by Tom Brown. Shortstop Irv Ray rounds out the team. An article concerning this print in the *Boston Globe* reports that in the grandstand are “the faces of such well-known persons as George Wright, Mr. Rand of Rand, Avery, & Co, Nat Goodwin, George Floyd...[and] Mr. Ditson of Wright & Ditson.” George Wright (1847–1937) was a pioneering promoter of American baseball, having formed the first professional baseball league, “The National Association of Professional Base Ball Players,” in Boston in 1871; Mr. Rand was likely the son of George Curtis Rand, founder of the printing house Rand, Avery & Company, who had died a decade earlier; Nat Goodwin and George Floyd together had arranged for the Beaneaters’ acquisition of King Kelly, with Floyd serving as Kelly’s agent for most of his career; and Mr. Ditson was businessman Henry Ditson, who, along with baseball hall-of-famer George Wright, had co-founded the seminal sporting goods company, Wright and Ditson. According to statistics compiled by the Society for American Baseball Research, this was a spectacularly popular game, boasting some 15,000 spectators in attendance. Unfortunately for local supporters, the Beaneaters lost the game, scoring only one run against



the four scored by the Philadelphians.

The Boston Base Ball Club, officially known as the Boston Base Ball Association, and occasionally Boston Nationals, was founded around 1883. The team was known throughout the twentieth century by the nickname, the Boston Beaneaters, “which refers to Boston’s nickname of ‘Beantown,’ derived from the supposed culinary preferences of some of its immigrant inhabitants, [but] was never an official one...The 1883 season saw the newly dubbed Beaneaters win their seventh pennant, and third in the NL under the leadership of Jack Burdock and John Morrill...The team would not win another pennant the rest of the decade, but was in heavy close contention for the pennant in 1884, 1889 and early contention in 1887 and 1888” (Bullpen). They played on South End Grounds I from 1882 until it burned down in 1887, then on the high-capacity South End Grounds II, a double-deck park, from 1887 to 1894, and finally on the much smaller South End Parks III from 1894 to 1906.

Born in Massachusetts in 1850, photographer G. H. Hastings co-operated a studio, Ritz & Hastings, from the mid 1860s–1880s. Sometime in the 1880s, he founded his own photographic studio, based in Tremont Street in Boston, and later in 1891 opened a branch on Bath Road in Newport, Rhode Island. After splitting from Ritz, Hastings “immediately began building his business, securing Dartmouth College as a client in 1885. He also began group portraits of Boston baseball teams and players, the genre by which he is best known among...collectors of photographica. By 1891 he had been elected President of the Photographers’ Association of America, in 1897 the president of the Photographers’ Club of New England, and when this organization evolved into the Photographers’ Association of New England, he became perpetual secretary. In 1919 he assumed control of the Chickering Studio. Though active as a camera artist in the 1880s and ‘90s, his duties became largely administrative after the turn of the 20th century” (“Studio”). Attesting to the popularity of this image, an article appearing in the *Boston Globe* from



May 20, 1888, reports that "Mr. Hastings' large and artistic photograph of the base ball club in the window of J.W. Parker's, 515 Washington street, is attracting much attention and admiration." The "photograph" exhibited at Parker's was probably the original reproduced in the print offered here.

REFERENCES: Bullpen, Br. "Boston Beaneaters," "South End Grounds," and "1888 Boston Schedule" at Baseball Reference online; "Picturing of the Bostons," *The Boston Globe*, May 12, 1888; "Table Gossip," *The Boston Globe*, May 20, 1888; "Studio, Ritz and Hastings," at Broadway Photographs online.

Item #8267

\$2,750.00

## LUNAR TELLURIAN MANUAL

**9. Holbrook, Charles. Teachers Manual Explaining the Use of Charles W Holbrook's Lunar Tellurian.** Hartford CT: Printed for the author by the Case, Lockwood & Brainard Co., 1888. 12mo (7.5" x 5.25"), gilt brown cloth. 100 pp., 2 illus. "O.H. Anfineen, Teacher," ink-stamped on fep. CONDITION: Very good, light wear at extremities, paper split at inner front hinge but hinge holding firm, contents clean.

*The second, expanded edition of this manual for teachers using Connecticut inventor Charles W. Holbrook's lunar tellurian in their classrooms.*

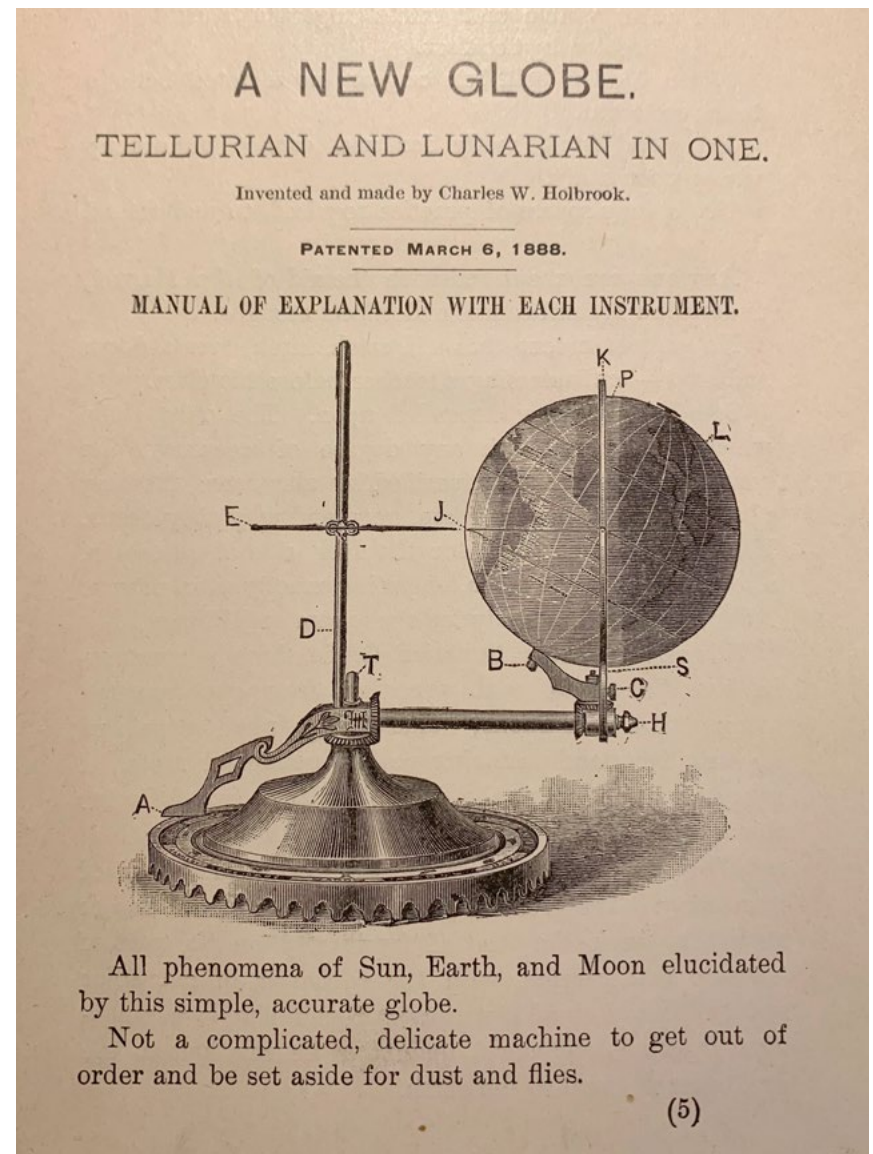
First published in 1886 and consisting of seventy-seven pages, this manual was expanded to 100 pages for this 1888 edition. It provides instructions for setting up and using the globe, as well as explanations of the motions of the earth and moon, changing seasons, etc. Appearing on page 5 is an illustration of the new "Tellurian and Lunarian in One...All phenomena of Sun, Earth, and Moon elucidated by this simple accurate globe. Not a complicated, delicate machine to get out of order and be set aside for dust and flies." An illustration on page 76 shows the Tellurian globe with the Lunarian in its orbit.

Charles W. Holbrook was the last scion of the influential Holbrook family of inventors and sellers of globes and scientific instruments. He announced his invention of a "lunar tellurian" in a patent advertised in the *Hartford Courant* in March 1888, and his invention was in use throughout Connecticut public schools by February of 1896. In the preface to this *Teacher's Manual*, he professes that he "should consider the mere inventing, patenting, making, and selling of" the "Tellurian an ignoble aim unless the desire of an income were...transfused by an attempt to lighten the burdens of teaching." Holbrook intended this invention to make "all facts of primary astronomy...instantly apparent," and thus there was "but one use for this mechanical instrument...to prove to the undeveloped imagination the invisible facts...through the visual process of mental insight."

REFERENCES: "Connecticut Patents," *Hartford Courant*, March 14, 1888; "Windsor Locks," *Hartford Courant*, February 24, 1896; "Charles Holbrook, 19th Century Massachusetts, Ohio and Connecticut," at George Glazer Guide to Globe Makers online.

Item #8942

\$475.00





UNUSUAL AND UNRECORDED  
BOSTON & MAINE RAILROAD ATLAS

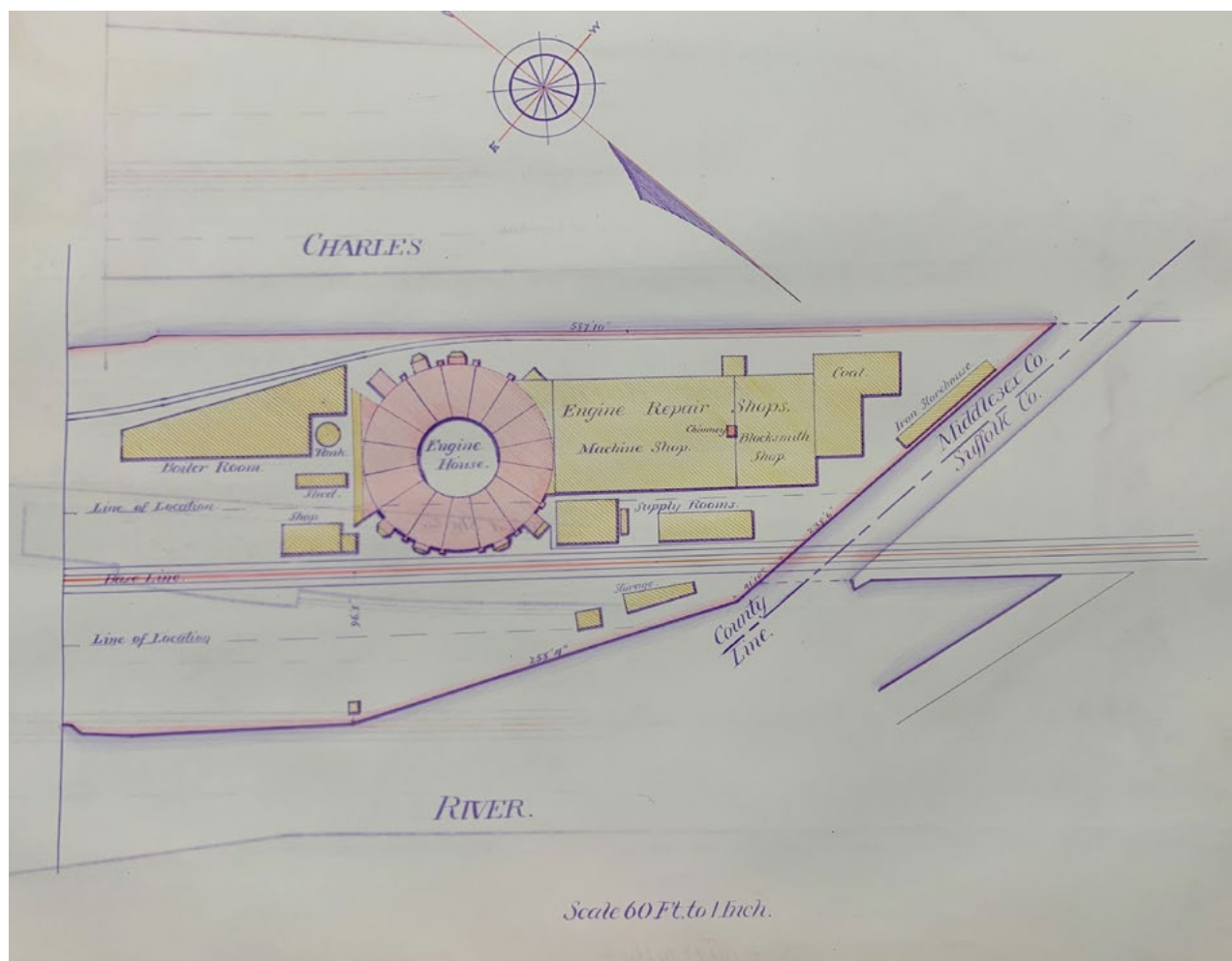
**10. Knapp, Henry C., compiler. Real Estate Manual. Designed Especially for Railroad Corporations.** [Cover title: Real Estate Boston & Maine R.R. Boston to Lawrence.] Boston: 34 School St., [ca. 1887]. Folio (18" x 15.65"), full recent brown calf, with original gilt title label inset into front cover, compiler's label affixed to front paste-down. 10 pp. manuscript table of contents on 7 leaves with alphabetical tabs, ornamental title page, 1 p. "Index to Key Plans," 61 ink and watercolor plans with printed tables for tax information filled out in manuscript, 1 additional folding plan on linen. 42 blank pp. Paper watermarked "Byron Weston's Linen Record 1887." CONDITION: One ding to gilt title label; dampstains affecting many of the plans, sometimes blurring ink or watercolor.

*An extensive, apparently unrecorded atlas comprising sixty-two plans of railroad company parcels on the line of the Boston & Maine Rail Road from Boston to Lawrence, Mass., serving as a valuable, detailed record of the line and associated infrastructure.*

Text on the title page of this unusual atlas covers both the contents and purpose of the work:

Being a complete and reliable ready reference to all parcels of real estate belonging to the road, showing the entire location of some, together with a correct plan from survey of each and every parcel of real estate, areas, buildings, stations, crossings, bridges, switches, town and county lines, assessors, valuations, xc. xc. These manuals are posted every year and plans of all new purchases entered therein, together with any additional information that may be obtained. This work will be found particularly useful to the President or Executive officer of any railroad, as showing at a glance an accurate plan of all parcels of real estate, in which the company is interested, more particularly terminal stations, and important points along the line of the road, as well as much other useful information. These manuals have been adopted by the Boston and Maine R.R. and Boston and Albany R.R. and have given complete and entire satisfaction in every particular.

Following the title page is an "Index to Key Plans" preceding nine plans of the sections of railroad from Boston to Lawrence, each typically broken into two or three parts per page. These sections are Haymarket Sq. to Mystic River, Somerville; Mystic River to Pleasant St., Melrose; Pleasant St., Melrose to Greenwood Station; Greenwood Station to Reading Station; Reading Station to Wilmington Station; Wilmington Station to Andover Town Line; Andover Town Line to Ballardvale Station;





Ballardvale Station to Frye Village Road, Andover; and Frye Village Road, Andover to Union St., Lawrence. These "key plans" depict a range of details including stations (represented by small yellow circles), bodies of water, town and city lines, named streets (and sometimes where they lead), bridges, and squares. Compass roses appear on each plan. Numerous page numbers on the key plans refer the user to one of the fifty-three more detailed corresponding plans later in the volume. These subsequent plans, drawn on a scale of either 30, 50 or 120 feet to an inch, are careful surveys meticulously recording distances along the various property lines and the square footage represented, showing and identifying buildings (both those associated with the railroad and others) as well as intersecting and adjacent streets, intersecting railroads, and other features.

Arising from the idea of building a continuous inland route between Boston and Portland, Maine, the Boston and Maine Railroad slowly gained control of other lines until the B&M system connected hundreds of cities, towns, and villages in New England and New York. The successor to the Andover and Wilmington Railroad, which opened in 1836, the B&M did much to enable the development of New England's manufacturing cities. Up until the turn of the century, the B&M assumed control of the following railroads: the Eastern, Boston and Lowell, Connecticut and Passumpsic Rivers, Concord & Montreal, Connecticut River, Fitchburg, Portland and Rochester, and Worcester and Nashua. At its apogee, B&M maintained over 2,300 route miles of track, 1,200 steam locomotives, and 28,000 employees.

Henry C. Knapp was also the compiler of *The Real Estate Manual* and *Tax Mortgage Record*, which were designed for the use railroad corporations, bank and insurance companies, trustees of estates, and real estate owners. In 1866 Knapp was working as an Assistant Engineer for the Shore Line Railroad in New Haven, Connecticut. In 1883, while he was employed as a clerk in the Registered Letter Department, he was discharged from the Post Office and was arrested and arraigned before a U.S. Commissioner on a charge of taking from an official packet a letter addressed to a national bank of Helena, Montana Territory.

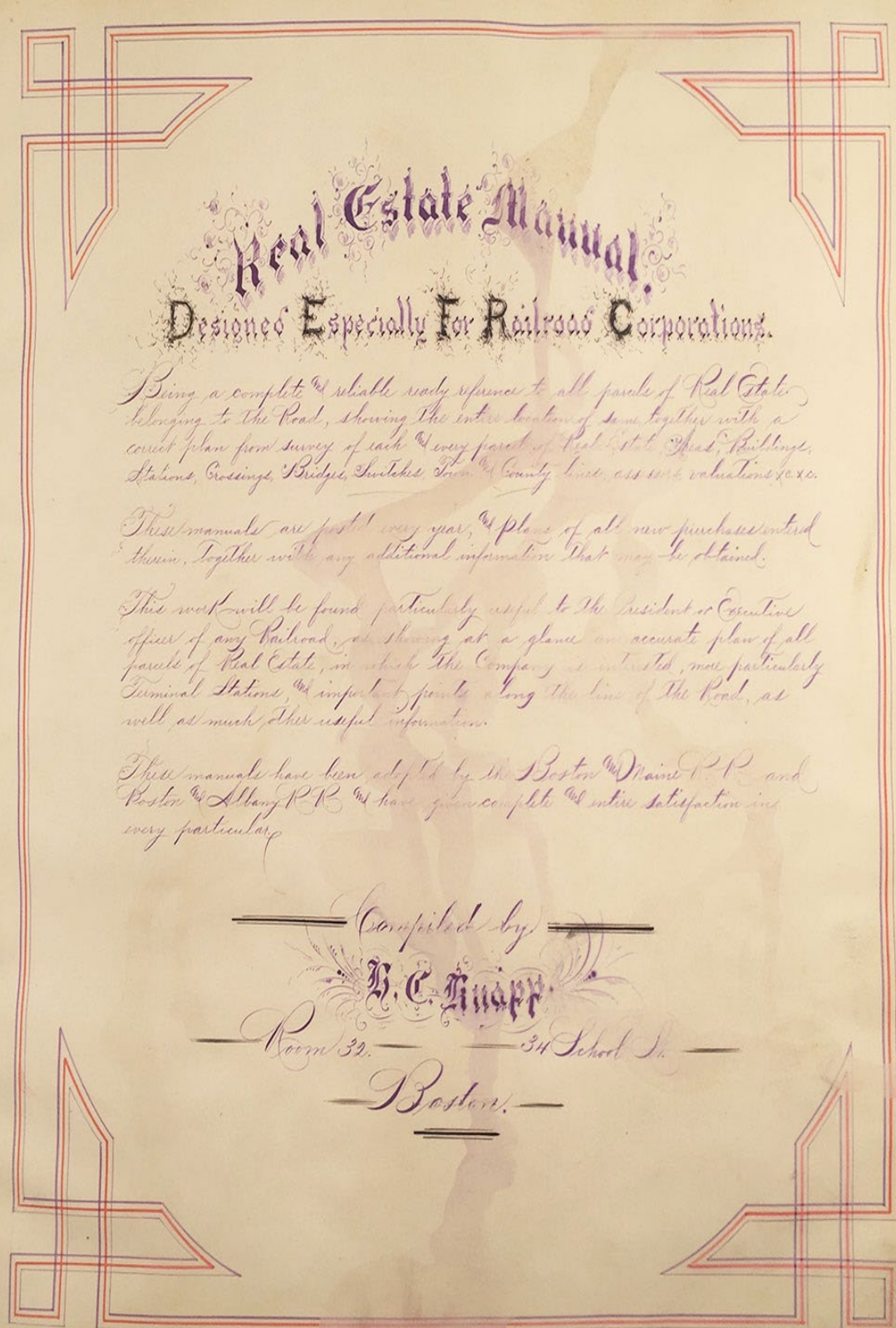
No copies of any works by this title are recorded in OCLC, nor do Google searches yield any.

*A rare and highly granular railroad atlas.*

REFERENCES: "A Brief History of the Boston and Maine Railroad" at Boston and Maine Railroad Historical Society online; *The New York Times*, August 18, 1883, p. 8.

Item #5221

\$2,500.00





HERMAN MOLL'S RUSSIA AND POLAND  
WITH MUCH OF INTEREST TO THE  
REVIVAL OF BRITISH TRADE  
IN THE REGION

**11. Moll, Herman.** To His Most Serene and August Majesty Peter Alexovitz Absolute Lord of Russia &c. This Map of Moscovy, Poland, Tartary and ye Black Sea &c. is most Humbly Dedicated. London: J. Bowles, P. Overton. T. Bowles & J. King, ca. 1720. Hand-colored engraving on three joined sheets, 36" x 24" plus margins. **CONDITION:** Very good, old paper repair on verso to 2.5 inch separation at fold along bottom edge, browning along folds at verso, light fraying to bottom edge.

*An intricately detailed map of Russia's vast territories and trading ports along the Baltic and Black Seas, by British commercial cartographer Herman Moll.*

Dedicated to Tsar Peter the Great, this map was made according to the "actual Surveys of Cornelius Cru[y]s, His Czarrish Majesty's Vice Admiral, John Thesing, [and] Captain Pamburg..." and has "all the improvements...of Capt. John Perry." The central representation of Russia constitutes an intersection of British economic interests with Russian westernization, indicating the locations of "ancient ruins," deserts, forests, rivers, and mountains along with text to show ways for European and British merchants and voyagers to enter Russian territory eastwards from the Baltic Sea and northwards from the Black Sea. Minimal attention is given to locating different ethnic groups, other than the "Tartars" and "Cossacks" north of "Turkey" and the "Bulgars" bordering China. One inset map shows the "North Part of Russia," presenting the empire's holdings in Scandinavia including Sweden and the White Sea, both of which are relatively close to Britain. An inset map of the "Sea of Asof" depicts the ports along the River Don. A third inset offers a view of "the River Volga from Peter Gorod" that starts at the Caspian Sea and runs north through Russia's Muscovy territory. Interestingly, along the Don River near a place that "is...bad...for ships to Pass at High Water" and where "the Czar's Magazins for the army are kept," there is a "Channel" that "remains unfinished at the time." When this map was first published, the "Channel" was under construction by "the English hydraulic engineer Captain John Perry," who was commissioned by Peter the Great in 1687 "to build a canal linking the Ilovlyz and the Kamyshin rivers, tributaries respectively of the Don and the Volga, which would enable a passage between the Caspian and Black seas. The effort soon fizzled...Perry later published *The State of Russia, under the Present Czar (1716)*" for which Moll furnished a folding map (Crowley). An elaborate cartouche portrays the magnificent Peter the Great, shown as a both glorious Christian leader and a forceful military commander.

First published separately in 1715 then subsequently included in every edition of Moll's *The World Described*, Moll's map of Russia appeared at a time when "British trade in the Baltic area was opening up again....Russia was heading towards...consolidation of its commercial power, while...Swedish control of Baltic shipping was eliminated...in 1720 the value of Britain's trade with the Baltic equalled that with the East Indies and exceeded...the Mediterranean. British imports from the Baltic region...iron ore, pitch, hemp, salt, grain and timber—were crucial to its naval power and to the nation's manufacturing industries and commercial



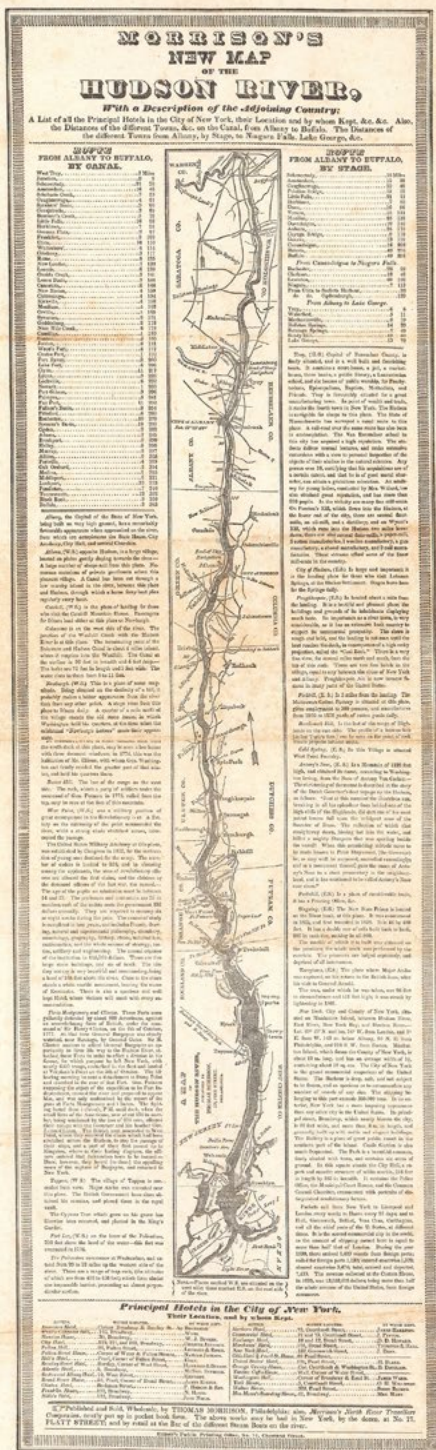


Herman Moll (1654–1732) was the most significant commercial cartographer in London from the mid-seventeenth through early eighteenth centuries. Arriving in England from Bremen in present-day Germany in the 1670s, he worked first as an engraver for such London mapmakers as Moses Pitt, then as an independent mapmaker, map publisher, and seller. Credited in particular as a shrewd businessman, “Moll was well aware that maps appealed to many sections of society for a number of reasons. The text on his maps was mostly in English rather than Latin, making them more accessible to a general audience. They were aesthetically pleasing, being decorated with illustrations and elaborate cartouches. They were cheap (Moll’s two-sheet maps cost one shilling sixpence each), making them affordable even to the skilled tradesman...Moll also tapped into the...English fashion for empirical knowledge by asserting that he based his maps ‘on the Newest and Most Exact Observations,’” (Koyoumijan), although that was far from always true, as Jonathan Swift humorously remarks in *Gulliver’s Travels*. Moll’s remarkable connections with notables of the day contributed to his success. He engraved “maps for scientific and literary works, including those by [the pirate-privateer William] Dampier and Daniel Defoe, and...[he] was part of an elite intellectual circle that included...Jonathan Swift, John Locke, Robert Hooke, the antiquarian William Stuckey, and the privateer Woodes Rogers, among others. They convened at Jonathan’s Coffee House, the famed meeting place on Exchange Alley that was also the site of financial speculation and stockbroking for the city’s moneyed investors. From his interlocutors, Moll gained prized information about natural history, navigation, and colonial trade, which he incorporated into his cartographic goods...his focus was...overly commercial, promoting the economic potential of British colonization and trade” (Nguyen). Among Moll’s other maps are his much-acclaimed “Beaver Map” of North America. In all of his maps including the present example, Moll used “extensive notes...to rail against his competitors, the French in general and French mapmakers in particular” (Worms and Williams).

Item #8787	\$1,500.00
------------	------------







# BROADSIDE STRIP MAP OF THE HUDSON RIVER, CIRCA 1830

**12. Morrison, Thomas.** Morrison's New Map of the Hudson River, With a Description of the Adjoining Country; A List of all the Principal Hotels in the City of New York, their Location and by whom Kept, &c. &c. Also, the Distances of the different Towns, &c. on the Canal, from Albany to Buffalo. The Distances of the different Towns from Albany, by Stage, to Niagara Falls, Lake George, &c. Philadelphia: Thomas Morrison, [circa 1830]. Elliot's Public Printing Office, No. 51, Chestnut Street. Broadside, 30" x 8" plus margins, title above strip map measuring 23" x 2.25" and flanked by columns of text, additional text across the bottom. CONDITION: Very good, old folds, piece of margin lacking at upper right corner, not affecting border or text.

A scarce broadside map of the Hudson River showing the cities along its banks, with bordering text advertising the cities and stage and canal routes from Albany to Buffalo and beyond.

Morrison's map charts the course of the Hudson River from Staten Island north to Jessup's Landing near Saratoga Springs. Advertising the many attractions to be found on the voyage, the map identifies towns, their elevations, and neighboring counties, while the adjacent text describes forts and historical points of interest along the river. The text at the upper left indicates the distance from Albany to Buffalo by canal, showing stops on that route, while the text at the upper right shows the distance, by stage, from Albany to Buffalo and to Lake George, and also from Canandaigua to Niagara Falls, all with intermittent stops. A list of the "Principal Hotels in the City of New York," appears at the bottom, with their addresses and the names of the proprietors. The publishing statement also advertises *Morrison's North River Travellers Companion*, a pocket-sized travel guide available "in New York, by the dozen, at No. 17 PLATT STREET; and by retail at the bar of...Steam Boats on the river."

Thomas Morrison was a Philadelphia publisher, whose offices were located along Chestnut Street, South Third Street, and Pine Street. According to an advertisement placed in the *Union Gazetteer*, Morrison also published several lithographs, as well as "*The Declaration of Independence, With Fac Similes of the Signers' Names, The Constitution of the United States*, and several other National and important Documents, which are all handsomely colored, varnished, and mounted on rollers, in map form, and which will be found both saleable and profitable."

REFERENCES: Background on Morrison drawn from: "Irishmen," *The Philadelphia Inquirer*, February 20, 1832; "Just Published- The Convent Gate," *The Philadelphia Inquirer*, April 5, 1832; "To Southern and Western Merchants," *The United States Gazette*, October 30, 1833.

Item #1695 \$1,250.00



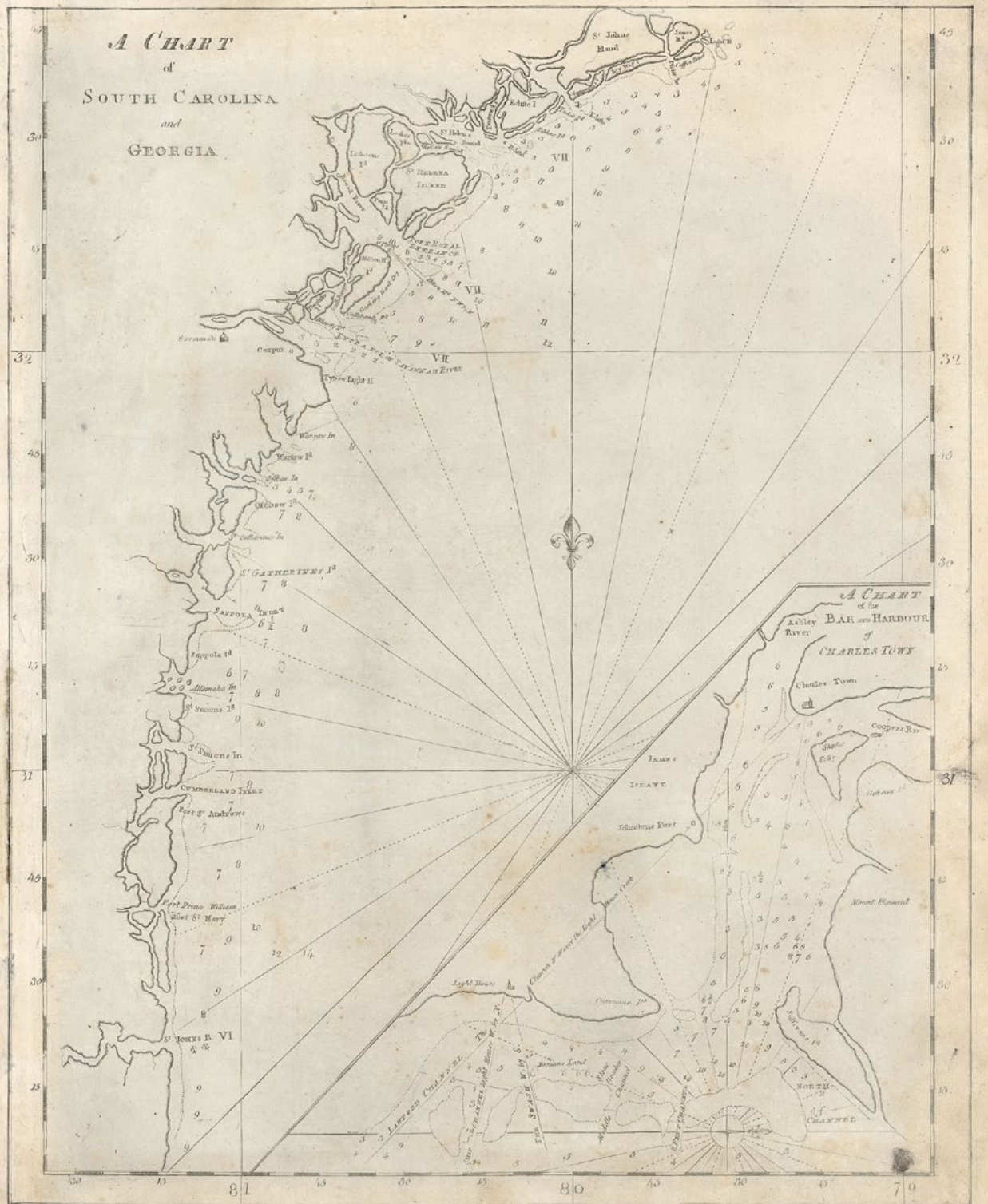


CHART OF THE COAST OF  
SOUTH CAROLINA AND GEORGIA  
BY JOHN NORMAN OF BOSTON, 1798

**13. Norman, John, engraver.** *A Chart of South Carolina and Georgia.* [Boston: William Norman, 1798]. Engraving, 20.5" x 17.65", on laid paper tinted blue. CONDITION: Good, light soiling and wear to margins, small ink stain in lower right corner, light foxing, some fading to blue tint.

*A rare 18th-century chart of the coast of South Carolina and Georgia, and just the second larger scale chart of the region published in America.*

This chart appeared in the first edition of John Norman's *American Pilot* in 1791, the second nautical atlas published in America, as well as various editions through 1816 published successively by John Norman, William Norman (John's son), John Norman again (following the death of William) and Andrew Allen. The example offered here is the second state of three described by Wheat & Brun, with "Shules Folly" in the inset corrected to "Shutes Folly," but without full shading to the islands in "Altamaha In."

The swath of coastline depicted extends from St. Johns River (in present-day Jacksonville, Florida) in the south to St. John Island in South Carolina in the north. An inset chart in the lower-right quadrant, entitled "A Chart of the Bar and Harbour of Charles Town," depicts Charleston Harbor in detail (which is not featured on the map proper) and shows a range of channels that were used for navigating the shoals at the harbor's entrance. The broader chart and the inset include many soundings and dotted lines indicating shoals. Other details include inlets, rivers, entrances to ports, the city of Savannah, forts (St. Andrews and Prince William—both in Georgia), an anchorage (represented by two anchors at the mouth of the St. Johns River), and lighthouses on various islands. Settlement at Savannah and Charleston is indicated in each case by a single building.

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: Daniel Dunbabin's *Chart of the Coast of America From Cape Hatteras to Cape Roman* and Paul Pinkham's *A Chart of Nantucket Shoals*. John Norman and subsequently William Norman (thought to be John's son) published eleven editions of *The American Pilot* from 1791 to 1816.

Engraver John Norman (1748–1817) immigrated from London to Philadelphia circa 1774, working there until about 1780, then moved to Boston. In addition to engraving maps, portraits, buildings and landscapes, he was one of the publishers of the *Boston Magazine* (1783–84) and also published Boston's first directory in 1789. His output of maps and charts included small format maps for the American edition of the Reverend Murray's *Impartial History of the War in America*, the Clark charts, the *American Pilot* charts, and Osgood Carleton's *Accurate Map of the Commonwealth of Massachusetts* of 1798.

An important early chart of the coast of South Carolina and Georgia by a Federal-era mapmaker.

REFERENCES: Phillips, *Maps of America*, p. 821; Wheat & Brun 600 & 607 (state II of III).

Item #7454

\$22,500.00

## PATHS TO PERDITION OR SALVATION AS PUBLISHED IN PENNSYLVANIA

**14. Peters, Gustav S. Die Wege zum Ewigen Leben oder dem Ewigen Verderben. Das Neue Jerusalem.** [The paths to eternal life or eternal damnation. The new Jerusalem.] Harrisburg, Pa.: G[ustav]. S. Peters, [ca. 1830]. Colored-printed wood engraving in red, green, blue, and yellow, 10.25" x 13.5" plus margins. Ownership inscription in ink at center: "Jungfer Elisabetha Geyer" [Miss Elisabetha Geyer]. CONDITION: Good, some stains and toning, two holes in upper margin.

An exceedingly scarce Pennsylvania Dutch broadside illustrating the divergent paths to heaven and hell and featuring a vivid depiction of a sharp-toothed, pitchfork-wielding devil in hell and a Black man ascending to God's Kingdom.

Consisting of three paths proceeding from left to right, this vividly color-printed map depicts the routes to "eternal life" (in the splendid city of "New Jerusalem" above, with angels, sunshine, and the tree of life) and to "eternal perdition" (in the flaming pit of hell below, populated by the devil and his entourage of monsters). Brief lines of text elucidate the thoughts of those along the various paths: a little boy in the lower-left corner tugs his mother and two young siblings towards the large gate to hell—"Everybody's going this way"—while a young man next to them thinks: "I want to go to Zion." The higher path soon diverges, leading on the left through a narrow gate topped with the figure





of Christ crucified (and the letters “INRI,” that is, “Iesus Nazarenus, Rex Iudaeorum”). Beyond it, “the path of Zion” is steep, rocky, and “overgrown with thorns.” Its few travelers bear crosses and one figure—who, notably, is Black—proclaims: “Our fruits are on the tree of life.” (Though moderately-sized, Harrisburg in the 1830s had a rapidly increasing Black population, and was a frequent stop on anti-slavery lecture circuits.) To the right of Christ’s gate, a middle path rises close to—but just bypasses—the heavenly gates. Its adherents realize with dismay that they had taken their virtuous neighbors “for fools and knaves and as a mocking example, indeed as ludicrous; now they enter the joy of their Lord and we fools and knaves have missed the right way.” This path curves steeply downward, and the figure of death waits to cast them into the flames of hell with his scythe. A couplet, which rhymes in German, reminds readers: “Death is without mercy, taking to itself rich and poor alike.” Two longer texts elaborate on the map’s two gates: one that, though “cramped and small,” opens onto “heaven’s hall,” and the other, through which the happy hordes dance to perdition:

Here is the entrance great and wide, open to all from each side. Pass on ye with sack and pack, be unconcerned, be not exact; walk gently ahead, not a word will be said; If you seek honour and gain, hastily appear and record thy name; thousands with a similar design, have traveled this road in proper line; ye that lust after splendor, luxury and pride, pass on, the path is fully wide; the frolicksome in great numbers with music full of sound, are marching to the place to which they are bound; the rich, poor, the tall and small, in Abraham’s lap hope to be taken up, yea withal.

While the original prototypes for “Paths to Heaven and Hell” maps were printed in Europe, a version was published in Baltimore in about 1795, likely by Samuel Saur. The genre was popularized, however, by two German American printers in Pennsylvania—the present publisher Gustav S. Peters of Harrisburg, who also printed an English version, and Herman William Villee of Lancaster. Another such map, though with a markedly different design, was published by John Hailer in Bath, Pennsylvania, and titled *The Way of Good & Evil*. Peters seems to be unique in his depiction of an African American.

Born in Germany, Gustav Sigismund Peters (1793–1847) immigrated to America in 1820. After printing and stereotyping with Johann B. Moser in Carlisle, Pennsylvania (producing both German and English material), Peters set up his own operation in Harrisburg in 1827. He “excelled at the use of multiblock color wood engravings” and is regarded as the first color printer in Pennsylvania (“The History”).

*An imaginative map of moral instruction, and a pioneering example of American color printing.*

OCLC records one example at Princeton. Several variants are known.

REFERENCES: Earnest, Russell and Corinne. *Flying Leaves and One-Sheets: Pennsylvania German Broadsides, Fraktur and Their Printers* (New Castle, Delaware, 2005), pp. 258–59; Garven, Beatrice B. *The Pennsylvania German Collection* (Philadelphia Museum of Art, 1982), p. 346 (for several of the English translations here); “G. S. Peters, Harrisburg, Pennsylvania” at 19th Century Juvenile Series online; “The History of the House that Jack Built,” *Radiant With Color* at the American Antiquarian Society online.

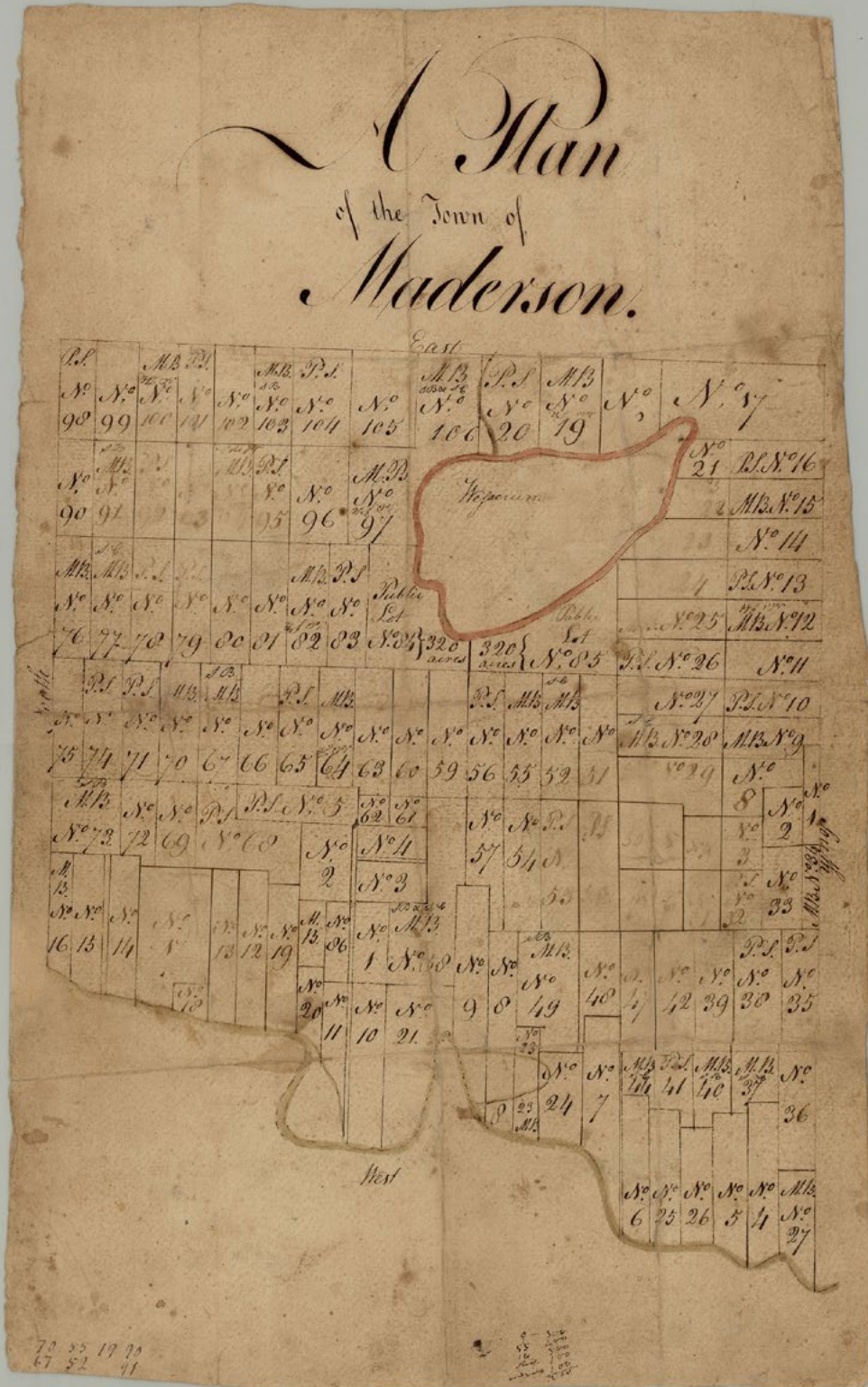
Item #7592

\$1,500.00





EARLY 19TH CENTURY MANUSCRIPT  
MAP OF MADISON, MAINE



15. A Plan of the Town of Maderson [Madison, Maine]. [Madison, Maine, ca. 1810?] Hand-colored manuscript map, 18" x 11.15", in ink and watercolor. A few contemporary numerical notes in ink in the lower portion of the sheet. CONDITION: Very good, a few tiny punctures along old folds, a few dampstains, fading to some lot numbers, moderate soiling, thin areas reinforced on verso with paper pulp.

A manuscript plat map of the town of Madison, Maine on the Kennebec River showing the town during its earliest period of development.

The map is subdivided into more than 100 numbered lots, including two large public tracts—both comprising 320 acres—on the western and northern shores of Wesserunett Lake, which is located in the eastern part of the town. In the west, the town is bounded by the Kennebec River. Lots are numbered and are variously labeled "M.B.," "P.S.," "H.L.," and "S.B." (some lots include a few of these initials, evidently indicating ownership. Six lots are labeled as "Sold SH," suggesting that the map was actively used in connection with land sales. In place of a compass rose, the boundaries are marked North, South, East and West.

Madison—here irregularly spelled "Maderson"—is located on the eastern bank of Kennebec River in Somerset County, and was once home to the Norridgewock people, a band of the Abenaki. The town is perhaps best known as the site of the French mission established by Father Sébastien Râle, who was killed there during a raid and massacre carried out by English colonists in August of 1794 known as the Battle of Norridgewock. The town was subsequently settled by colonists and initially named Norridgewock Falls, then Bernardstown, for the Bernards, a large landholding family. Surveyed in 1791 and incorporated in 1804, it was renamed Madison for President James Madison. Due to the area's extensive forests, lumbering developed as an industry in Madison and multiple mills operated by water power on the Kennebec. In the 19th century, industry expanded further to include "four saw-mills, a sash, blind and door, coffin and casket factory, a grist mill, a starch and excelsior-factory, two carriage factories, [and] a horse-rake factory" (Varney). When the railroad reached Madison in 1875, the town's industrial footprint increased again when larger mills were constructed.

REFERENCES: Varney, George J. *Gazetteer of the State of Maine* (Boston: B.B. Russell, 1881), pp. 349–50; "Madison" at *Maine: An Encyclopedia* online.

Item #7095

\$1,250.00



**A MATCH FACTORY BY THE SEA  
IN PORTLAND, MAINE**

**16. Portland Star Match Factory. Portland, Me.** Boston, ca. 1880. Geo. H. Walker & Co., lith. Lithograph, 14" x 19.75" plus margins. **CONDITION:** Very good, old paper tape repair to tear in left margin just into image with associated light stain.

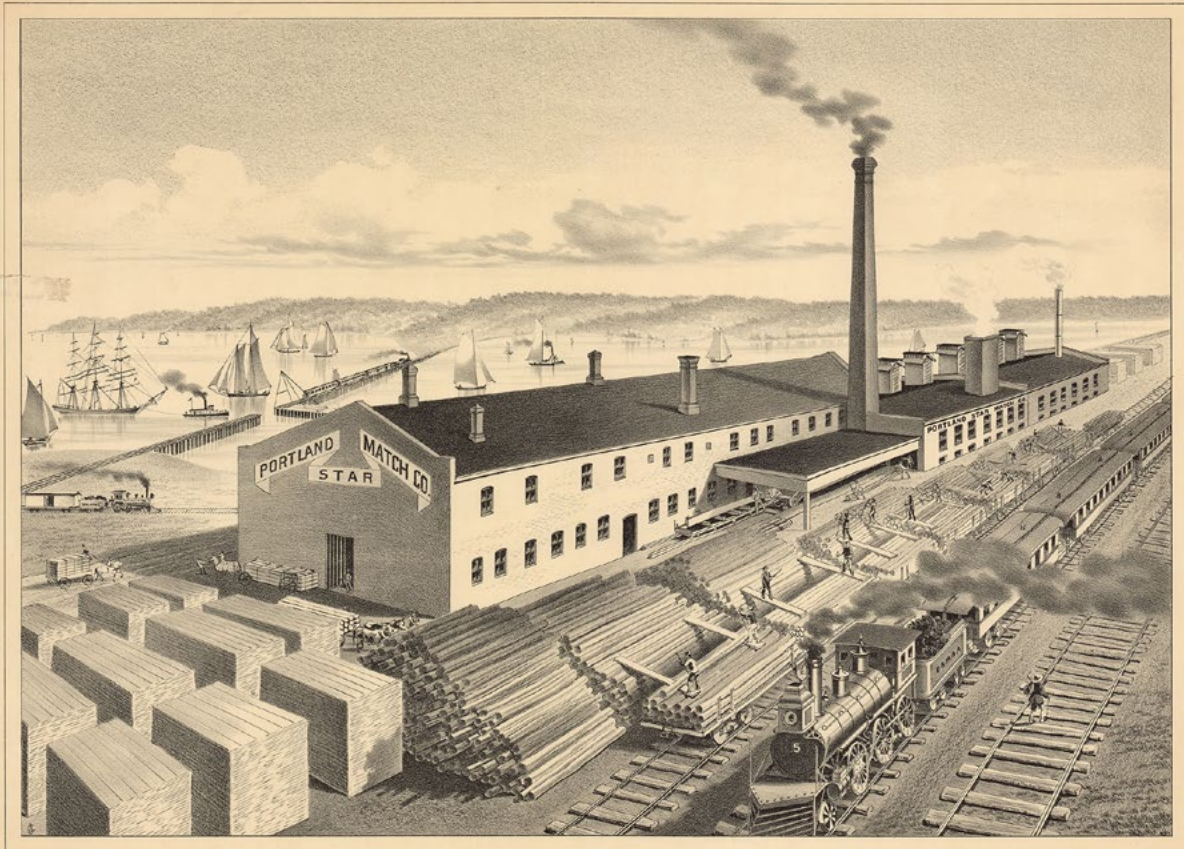
*A scarce advertising lithograph depicting the Portland Star Match Factory in Portland, Maine, with much detail regarding the exterior operations.*

This interesting industrial view shows the factory building situated at the edge of Portland Harbor, enlivened by a busy surrounding scene. Railroad tracks, a Boston & Maine Rail Road locomotive, and a well-stocked lumber yard are visible in the foreground. Men work at removing logs from loaded rail cars and several men are involved in a saw mill operation attached to the building. Numerous vessels can be seen plying the waters of the harbor and South Portland is visible in the background.

The Portland Star Match Company was founded around 1870. By 1888, thirty-nine women and girls worked in the factory as match bunchers, earning five dollars a week packaging finished matches for market. The work was hazardous, as matches could easily ignite. Moreover, workers ran the risk of phosphorous poisoning, which could result in the destruction of the jawbone known as "phossy jaw." The Portland Star Match Company was sold to the Diamond Match Company circa 1908, which eventually moved the operation out of the city. The building, however, is extant and now repurposed, located on Commercial Street.

Lithographer George H. Walker (1848–1927) was born in Springfield, Vermont and by 1879 was in business in Boston as a map publisher, producing wall maps of cities. Initially subcontracting the printing, he entered into partnership with his brother, Oscar Walker, in 1880 and the firm soon established a printing operation, issuing lithographs, engravings, and photolithographs. Walker & Co. was the last of the great Boston lithographic houses established in the nineteenth century. Their output included maps, sheet music covers, portraits, book illustrations, and views of cities, residences, and factories.

**REFERENCES:** "Working Women of the Old Port," #8, at Maine History Online; "Portland Star Match Factory" at Portland Women's History Trail online; Pierce, Sally and Catharina Slautterback. *Boston Lithography, 1825–1880* (Boston, 1991), p. 159.



· PORTLAND · STAR · MATCH · FACTORY ·  
PORTLAND, ME.



## DAKOTA AND THE BLACK HILLS IN 1876

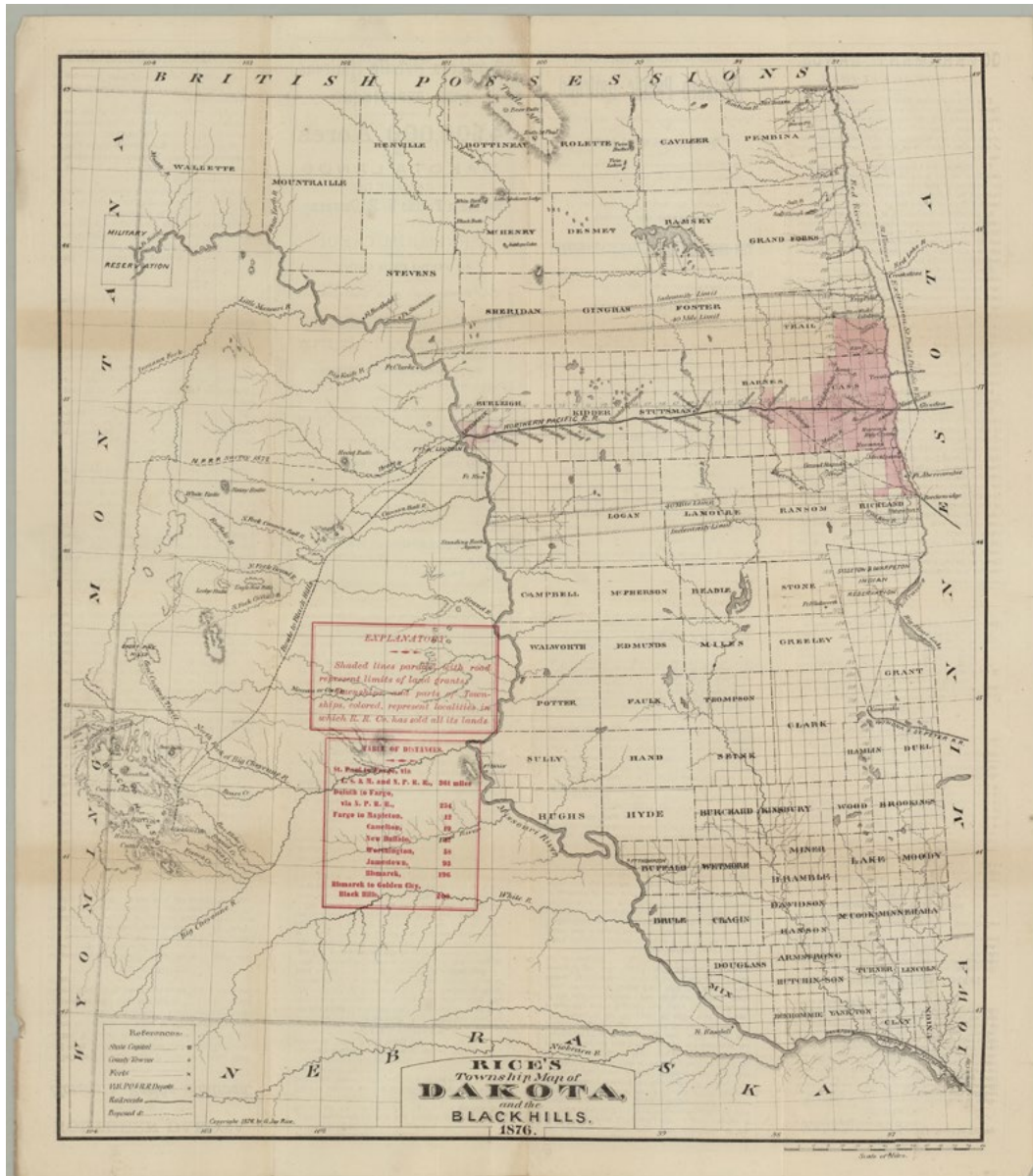
17. **Rice, G. Jay. Rice's Township Map of Dakota and the Black Hills.** Brainerd, MN: Office Land Department, N.P.R. R., 1876. Folding lithographic brochure map printed in black and red with partial hand-coloring in pink, 15.75" x 13.5" plus margins, with text in eight panels on verso. CONDITION: Very good, minor wear and toning at folds and edges, two-inch separation at end of one fold.

*A scarce map of Dakota Territory published by the Northern Pacific Railroad Land Department in the eventful year of 1876, which saw the height of the Black Hills Gold Rush, the illegal founding of the infamous town of Deadwood, and the Battle of the Little Bighorn—all precipitated by Custer's Black Hills Expedition, which discovered gold in the region.*

Until 1876, the Black Hills remained largely unknown territory for non-native people, being part of the Lakota Sioux reservation afforded by the 1868 Fort Laramie Treaty. However, in 1874 Colonel George Armstrong Custer would lead a famed expedition into the region, whose primary intent was searching for gold, which the party discovered on French Creek near present-day Custer, South Dakota. The discovery sparked the Black Hills Gold Rush and brought about the founding (on native American land) of the town of Deadwood in 1876 (located some 55 miles north of Custer City), which—within little time—grew to a population of about 5,000.

The map offered here, apparently published just prior to the founding of Deadwood, shows Dakota Territory divided roughly in half by the diagonal course of the Missouri River, running from the northwest to the southeast. Also included are narrow portions of western Minnesota in the east and Montana and Wyoming territories in the west, as well as northern Nebraska in the south and a narrow band of "British Possessions" in the north. The land east of the Missouri is divided into counties, whereas west of the river it is entirely unorganized. The Northern Pacific Railroad extends from Fargo, on the Red River, to its terminus at Bismarck, located on the Missouri River—a distance of some 195 miles. Shaded in pink to the north and south of the Railroad are lands already sold, in the counties of Cass, Richland, Trail, Barnes, and Burleigh. Running parallel to the Northern Pacific R.R., to the north and south, are lines defining the Indemnity Limits and 40 Mile Limits of railroad lands. Appearing near the center right, along the border between Minnesota and Dakota Territory, is the Sisseton & Warpeton Indian Reservation of the Santee Dakota, forming a triangle.

Of particular interest, extending from Bismarck, is “Gen.l Custer’s Trail” wending south-west through Short Pine Hills, then proceeding southward towards the mining camp of Golden City—the route of Custer’s Black Hills expedition. Also extending from Bismarck is a more direct 200-mile route to the Black Hills leading South-west to Golden City (present-day Sheridan), converging with Custer’s Trail





for the final 20 miles. This more efficient trail was established following Custer's expedition. The Black Hills region appears in the lower left, mainly in Dakota Territory, but also extending into Wyoming Territory. Golden City, Custer City (shown near the head of French Creek), and Hill City are identified, along with Harney's Peak, Custer's Peak, Crow Peak, and Bear Butte, as well as numerous creeks and rivers. Deadwood does not appear on the map, suggesting a publication date early in 1876. A key appears in the lower left quadrant, along with an explanation and table of distances over-printed in red.

Text appearing on the verso of the map promotes 4,500,000 acres of "choice tracts of prairie land" in Dakota Territory, and is signed by James B. Power, General Agent of the Northern Pacific R.R. Land Department, Brainerd, MN. It appeals to "settlers wishing to secure Government lands," which are "yet open for occupancy along the line of the Road," and offers special terms to settlers, granting them reduced fares and discounted rates on transportation, household goods, stock, and farming implements. Much text is devoted to descriptions of the territories where land is being sold. As regards Cass County, it is noted that this territory was not organized until October 1873, "the Indian title not having been extinguished until August, 1873. Until the Indians relinquished their title to the lands, of course there was but little improvement made, but since that time the county has made a most astounding growth." Other matters covered include fuel, lumber, water, and climate.

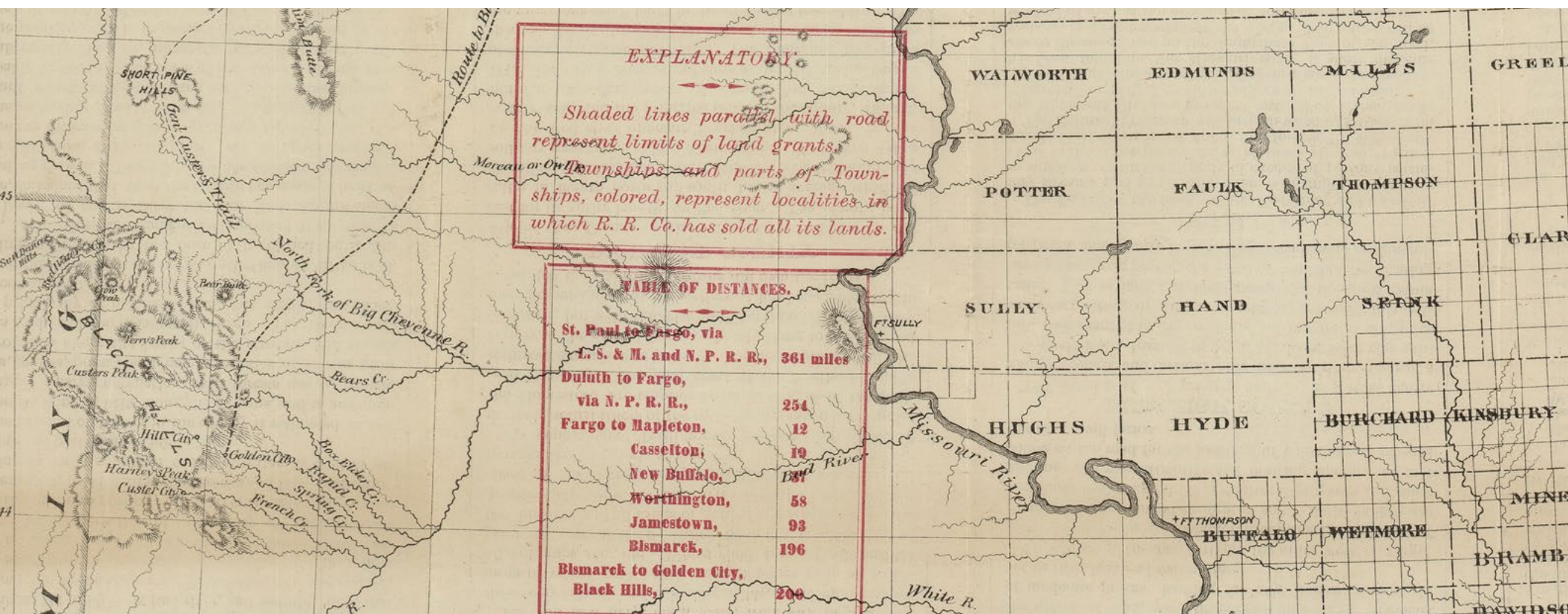
G. Jay Rice was a lithographer and map publisher in St. Paul, Minnesota. Most of Rice's maps relate to either Minnesota or the Dakotas, among them such titles as *Rice's Township & Rail Road Map of Minnesota* (1872), *Rice's Sectional Map of Dakota Territory* (1872), *Map of Hennepin County, Minnesota* (1874), and *Rice's Map of the City of St. Paul* (1877).

OCLC records 3 copies, at the Library of Congress, Yale University, and Wisconsin Historical Society.

*A scarce map of Dakota Territory, promoting lands in the region, tracing Custer's pivotal Black Hills Expedition, and reflecting the ensuing gold rush.*

Item #3213

\$1,250.00





THE MAXWELL LAND GRANT CO.  
DEFENDS THE VALIDITY OF  
ITS NEW MEXICO GRANT, 1889

**18. Rollandet, Edward, compiler and del. Sectional Map of Colfax and Mora Counties, New Mexico.** Denver, Colorado: Maxwell Land Grant Company, 1889. Hand-colored lithograph, 26.5" x 37.125" plus margins. CONDITION: Very good, light edge wear, one crease in upper-left corner.

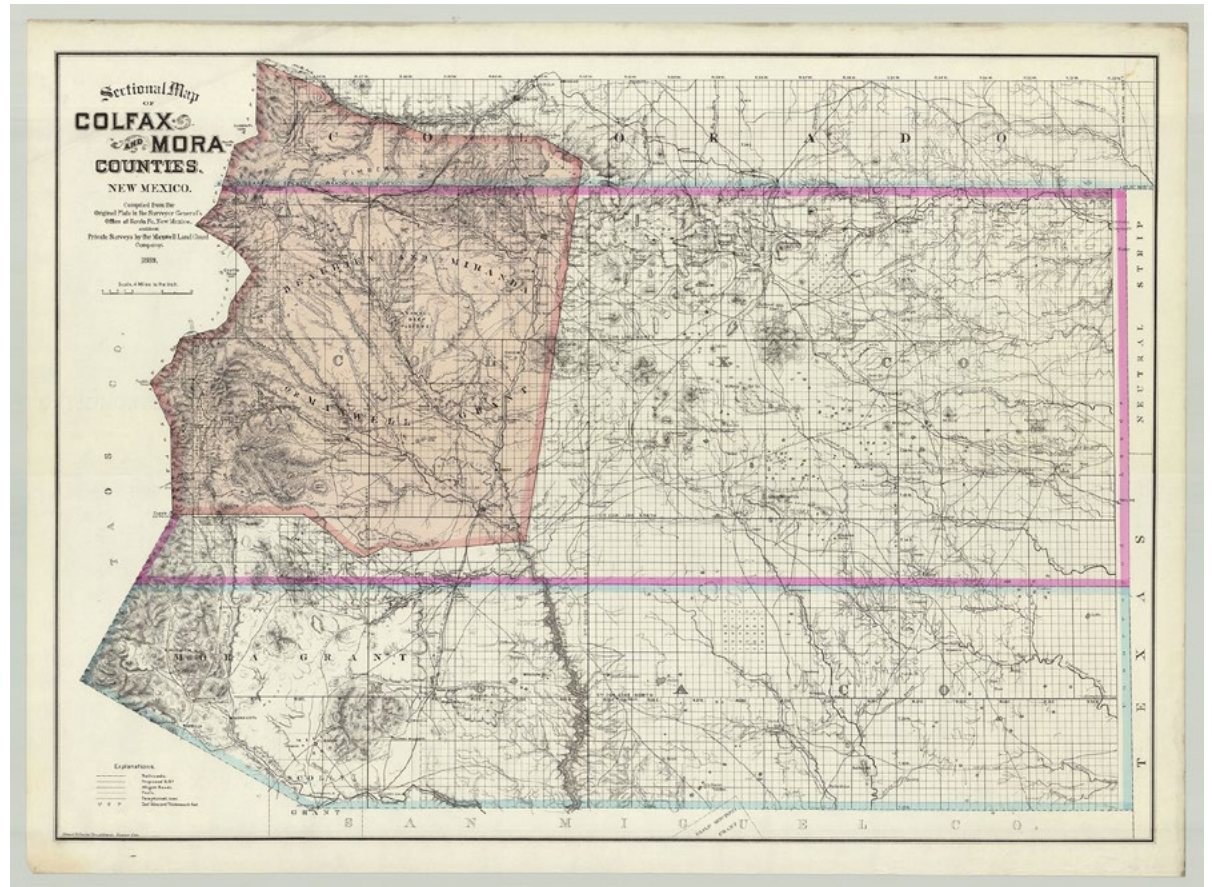
*An appealing map of Colfax and Mora Counties in northeastern New Mexico and part of southern Colorado, highlighting the famous and controversial Maxwell Land Grant. This map was produced by the Maxwell Land Grant Co. amid its legal battle to have the validity of its grant recognized.*

The Maxwell Land Grant at upper-left is tinted pink, counties are outlined in color, and the map includes a small section of southern Colorado at the top—as far as the Maxwell Grant extends. The map is bounded by Taos County in the west, San Miguel County in the south, and Texas and a "neutral strip" in the east. Details include railroads (built and proposed), wagon roads and trails (including the Old Santa Fe Trail), coal veins, the Maxwell beef pasture, telephone lines, ranches and companies, the U.S. Land Office at Folsom, Fort Union, mountains, mines, monuments, towns and cities, and bodies of water. Some of the railroads include the Denver, Texas & Fort Worth R.R. and the Denver and the Rio Grande R.R. Relief is shown by hachure and a scale indicating four miles to the inch appears below the title.

The Maxwell Land Grant was the largest privately-owned contiguous tract of land in the U.S., comprising 1.7 million acres in New Mexico and Colorado, land originally occupied by the Jicarilla Apache Indians. The Grant's origins lie in the 1841 Beaubien-Miranda Land Grant that Governor Manuel Armijo made to Charles Beaubien and Guadalupe Miranda. After Beaubien's death in 1864, his son-in-law Lucien Maxwell and daughter María de la Luz gained control of the grant, the former becoming one of the richest, most powerful men in New Mexico. In 1870 the Maxwells sold the land to an English company. Disputes between settlers and the grant owners dominated northeastern New Mexico in the late-19th century and led to the Colfax County War (1873–88).

After the English company bankrupted in 1874, a new group of Dutch owners formed the Maxwell Land Grant Co. In 1885, the new owners convinced the Territorial Governor Lionel Allen Sheldon to use the National Guard to suppress the squatters. In the early 1880s, the U.S. had sued the company for making claims to lands in the Public Domain in Colorado and in 1887 the case reached the U.S. Supreme Court. The court decision upheld the company's ownership of the land, prompting many settlers and squatters to vacate. By 1899, the Maxwell Co. had secured uncontested ownership of almost all the land in the Grant.

Born in Holland, Edward Rollandet (1852–1914) served for four years in the Dutch army before emigrating to America in 1873. He eventually ventured out west and worked for the Maxwell Land Co. for two years. The present map was compiled from the original plats in the Surveyor General's Office at Santa Fe, New Mexico and also from private surveys by the Maxwell Land Grant Co. Rollandet later moved to Colorado and went into business and eventually became chief draughtsman in the Surveyor General's office. Rollandet helped draw maps of Colorado for H. L. Thayer during the silver mining boom including *Thayer's New Map Of The State of Colorado* (1878). He also published *Rollandet's map of the city of Denver, Colorado* (ca. 1889).





REFERENCES: Rumsey 3526; "Marking NM's Historic Women: María de la Luz Beaubien Maxwell" at New Mexico History Museum Blog.

Item #7613

\$450.00



**POCKET DRIVING MAPS  
OF LONG ISLAND, NEW YORK, 1904**

**19. The Automobile Club of America. Automobile Map Long Island West. Automobile Map Long Island East.** Boston: George H. Walker & Co., lithog., 1904. Two chromolithographic maps, each 31.5" x 12.875" plus margins, mounted on linen, in original printed paper-board case, 5" x 7.25", with a printed map on one panel, "Key Map of Long Island, New York", 2.65" x 6.5". **CONDITION:** Very good, minor wear; slip case lightly worn.

*A scarce and early automobile pocket map of Long Island in two sections, produced by the first automobile club in the U.S.*

The section showing west Long Island extends from Staten Island to Brookhaven, while the section

depicting east Long Island spans from Brookhaven to Montauk Point. Contiguous red lines indicate roads, dotted red lines represent "poor roads," and numbers in red provide distances in miles. Town divisions are outlined in orange, and details include ferry routes, reservoirs, stations, meeting areas, beaches, clubs, bodies of water, parks, centers, railroads (South Shore R.R., Long Railroad R.R., etc.), and turnpikes. Scales and compass roses appear on both maps. Text on one panel by Cortlandt F. Bishop, Chairman of the Map Committee of the Automobile Club of America, notes that the map is based on the U.S. Geological Survey. Members are invited to report to the Club's Secretary any changes or alterations experienced in their driving experience, "so that the next edition may be more perfect."

The Automobile Club of America was established in 1899 by a group of gentlemen auto racers. The first such organization in the U.S., its stated mission was to "maintain a social club devoted to the sport of automobilism and to its development throughout the country." Despite its name, the club was really a local New York organization. In 1902 it became a founding member of the American Automobile Association (AAA), which was more truly national in scope. In 1907 the organization built its clubhouse, which was essentially a garage at 247 West 54th St. in Manhattan. The club was dissolved in 1932 following the Great Depression and dwindling membership.

George Hiram Walker (1848–1927) of Boston was a lithographer and printer active from 1880 to the 1940s. A publisher of atlases of Massachusetts, Maine, and Pennsylvania cities and towns, Walker also published maps, city views, labels, trade cards, sheet music covers, and more. Pierce and Slautterback write that Walker's company "was the last important lithographic firm to be established in Boston in the nineteenth century...Walker maintained a consistently high quality of workman-like draftsmanship by employing experienced artists. Joseph L. Jones, C.E. Jorgensen, Richard P. Mallory, F. Pond, and Albert F. Poole drew for the firm" (Pierce and Slautterback, p. 159). Walker & Co. acquired the Armstrong-Moore Co. in 1901 and changed its name to Walker Lithograph and Publishing Co., which operated until the 1940s.

A single record for "Automobile map of Long Island, New York, west," appears in OCLC, listing three copies, at Brooklyn Public Library, New York Public Library, and the State Historical Society of Missouri.

REFERENCES: Pierce, Sally and Catharina Slautterback. *Boston Lithography, 1825–1880* (Boston, 1991).

Item #8962

\$975.00



## MARDI GRAS FLOATS INSPIRED BY LAFCADIO HEARN

**20. Walle & Co. Carnival Edition Pageant of Knights of Momus New Orleans, February 22nd, 1906. Subject: Leaves From Oriental Literature.** New Orleans: Lithographed & Published by Walle & Co., Ltd., 1906. Chromolithograph, 26.75" x 41" plus margins. **CONDITION:** Very good, old folds, a few separations at folds repaired on verso with document tape, a few light stains, a few small holes along folds.

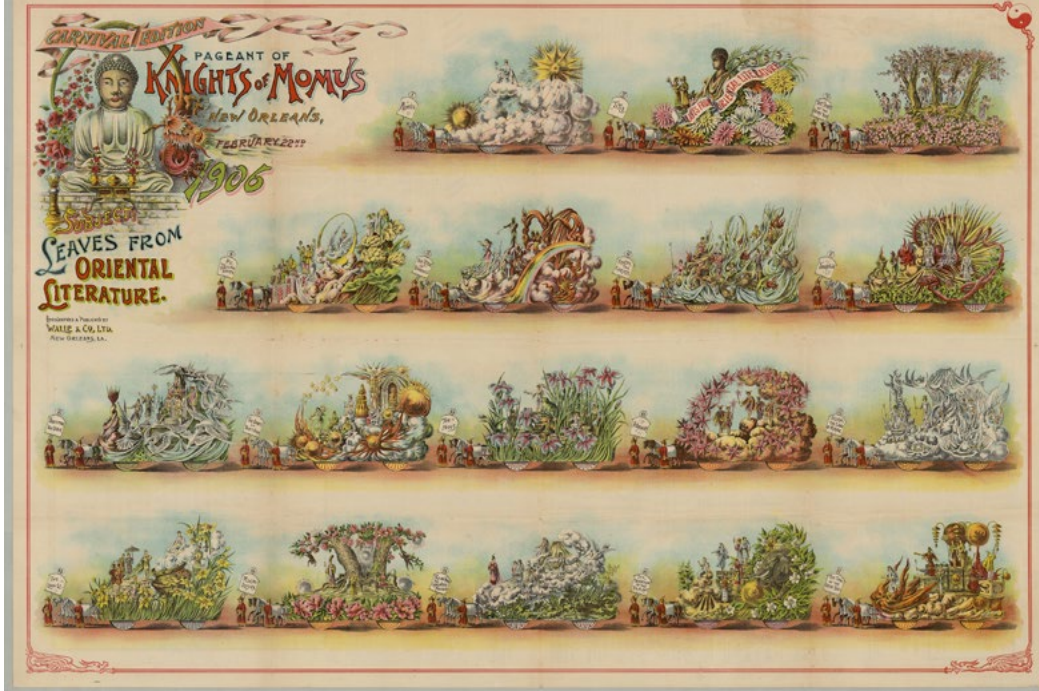
*An elaborate Mardi Gras poster documenting the Knights of Momus's 1906 pageant, depicting characters, themes, and objects from Chinese, Japanese, and Indian folktales and mythology as popularized by Lafcadio Hearn.*

This poster shows the sixteen Knights of Momus carnival floats paying tribute to the much-beloved Lafcadio Hearn who, while editing the *Times-Democrat* of New Orleans brought South and East Asian languages and literature to the Big Easy. The "Title" float shows a bronze Buddha leading paper lanterns, echoing Hearn's belief that Buddhism was the greatest treasure of all "Oriental" cultures. Four floats—"The Rose of Bakawali," "Pundari," the "Dance of Tilottama," and "Yamaraja"—display Hindu and Buddhist myths from India found in Hearn's *Strange Leaves from Strange Literature* (1884), with "Boutimar the Dove" being one of the four "Stories of Moslem Lands" from that anthology. Five floats—"Fuji-no-Yama, the Luminous Maiden," "Horai, The Land of the Mirage," "Hoicihi, the Earless," the "Spirit of Cherry Trees," and "Moon-Desire"—depict Japanese folktales and ghost stories collected in *Glimpses of Unfamiliar Japan* (1894), *Exotics and Retrospectives* (1898), *In Ghostly Japan* (1899), and *Kwaidan: Stories and Strange Tales* (1904). Four floats—"Frogs," "The Soul of the Great Bell," "The Tradition of the Tea Plant," and "Lady Li"—illustrate Chinese tales and legends peppered throughout Hearn's anthologies of East Asian literatures. Additionally, a float of "Momus" illustrates the "god of wit and ridicule" astride many clouds, out of which emerges the rising Sun. All together, this poster attests to an attentive and imaginative performance of Hearn's lifework, "scintillating with the poetry of the mystic East...no greater compliment could have been paid that beloved author than to have his native city turn to him for an inspiration," according to a review of the parade in the *Times-Democrat*. According to the same review, this parade was a spectacular event, boasting an "immense crowd...along the parade's route" with "attractive displays on streets" adding to the splendor of the scenes. Later in the evening, the Knights of Momus held a "Pageant at City Hall" that was "witnessed by a large number of city officials and their invited guests, ladies and gentlemen."

Among the five oldest and most prestigious of New Orleans's "old-line" krewes, the Knights of Momus was founded in 1872 and continues to parade to this day. Like the other krewes, the Knights of Momus consisted primarily of "younger men from...the elite, white Protestants who had taken control of New Orleans in the 1840s...As self-proclaimed kings—gods even—the old elite constructed a world for themselves where they still reigned, their ideals were championed by chivalry, and all the women were lovely maidens" (Atkins 54). Sometimes, the kings of "old line krewes" would take prominent society ladies for their consorts, and, as an article from *The Times-Democrat* recounts, "at the ball following the parade" of the 1906 carnival, "Miss Daisy Charles, a debutante of the season, reigned as queen, and was attended by four maids... The queen's gown was of white, her mantle was a rich shimmering garment...heavily embroidered in silver, and she carried an armful of white roses." The Knights of Momus's performances throughout the latter years of the nineteenth and early years of the twentieth centuries regularly drew the ire of Louisiana Republicans (Atkins 55).

Walle & Co. was originally known as the New Orleans Lithographing Company, formed in 1883 by Peter Davis, George Kerth, and Gustave Koeckert, as a successor to the New Orleans Lithographing & Engraving Company, a company formed two years earlier. In 1885 it was dissolved and consolidated into the Southern Lithographic Company, and Gustave Koeckert went on to start Koeckert & Co. In 1889 John Walle became a partner in the renamed Koeckert & Walle. In 1897, after Koeckert's death, the firm became Walle & Co. and is still in business as the Walle Corporation. They were known for their chromolithographically illustrated Mardi Gras posters, as well as labels and stock certificates.

**REFERENCES:** "Momus first to appear in Carnival Pageants," *The Times-Democrat* (New Orleans), February 23, 1906; "Society Notes," *The Times-Democrat* (New Orleans), February 25, 1906; Atkins, Jennifer. "Setting the stage: Dance and gender in old-line New Orleans carnival balls, 1870–1920," PhD Diss., 2008; Last, Jay. *The Color Explosion*, p. 216.







# James E. Arsenault & Company

10 Old Stage Road, Arrowsic, Maine, 04530

Tel. (207) 443-1510    [info@jamesarsenault.com](mailto:info@jamesarsenault.com)    [jamesarsenault.com](http://jamesarsenault.com)

All items are guaranteed to be as described and are returnable within ten days of purchase with prior notice. All items are subject to prior sale. Remittance with order. Libraries invoiced upon request. Residents of Maine must pay sales tax.

Shipping and insurance (if desired) are extra. For items shipped within the United States we use either USPS, FedEx or UPS. If you have a preference, please let us know. Foreign orders are generally shipped via DHL, unless the buyer requests otherwise.



Member ABAA, ILAB