

neatline  
ANTIQUE MAPS

March 2024  
27 new maps,  
photographs,  
and views



# neatline

## ANTIQUÉ MAPS



## About Neatline Antique Maps

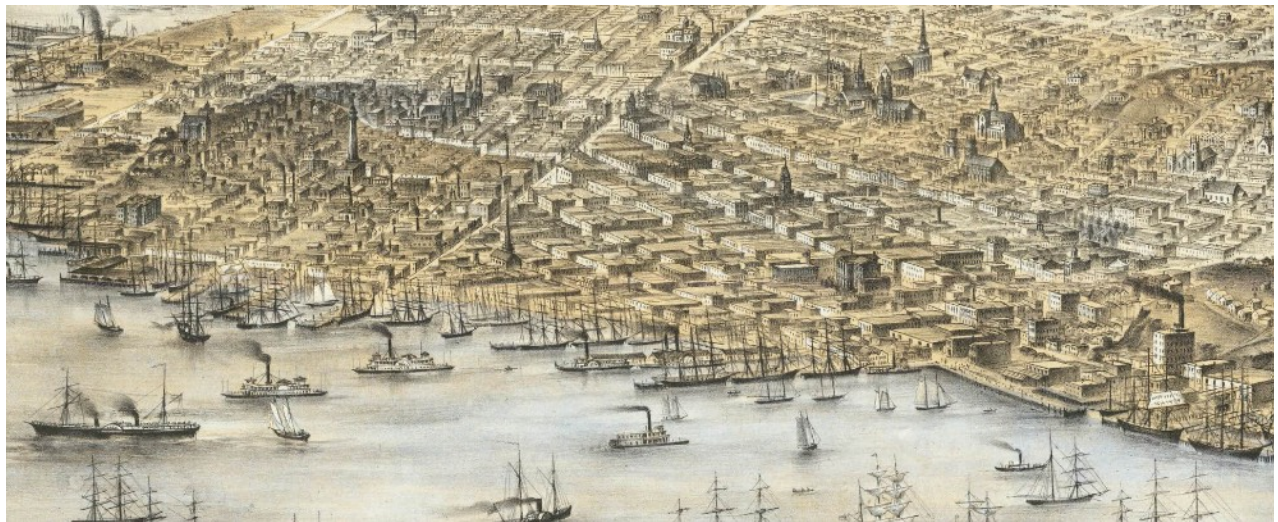
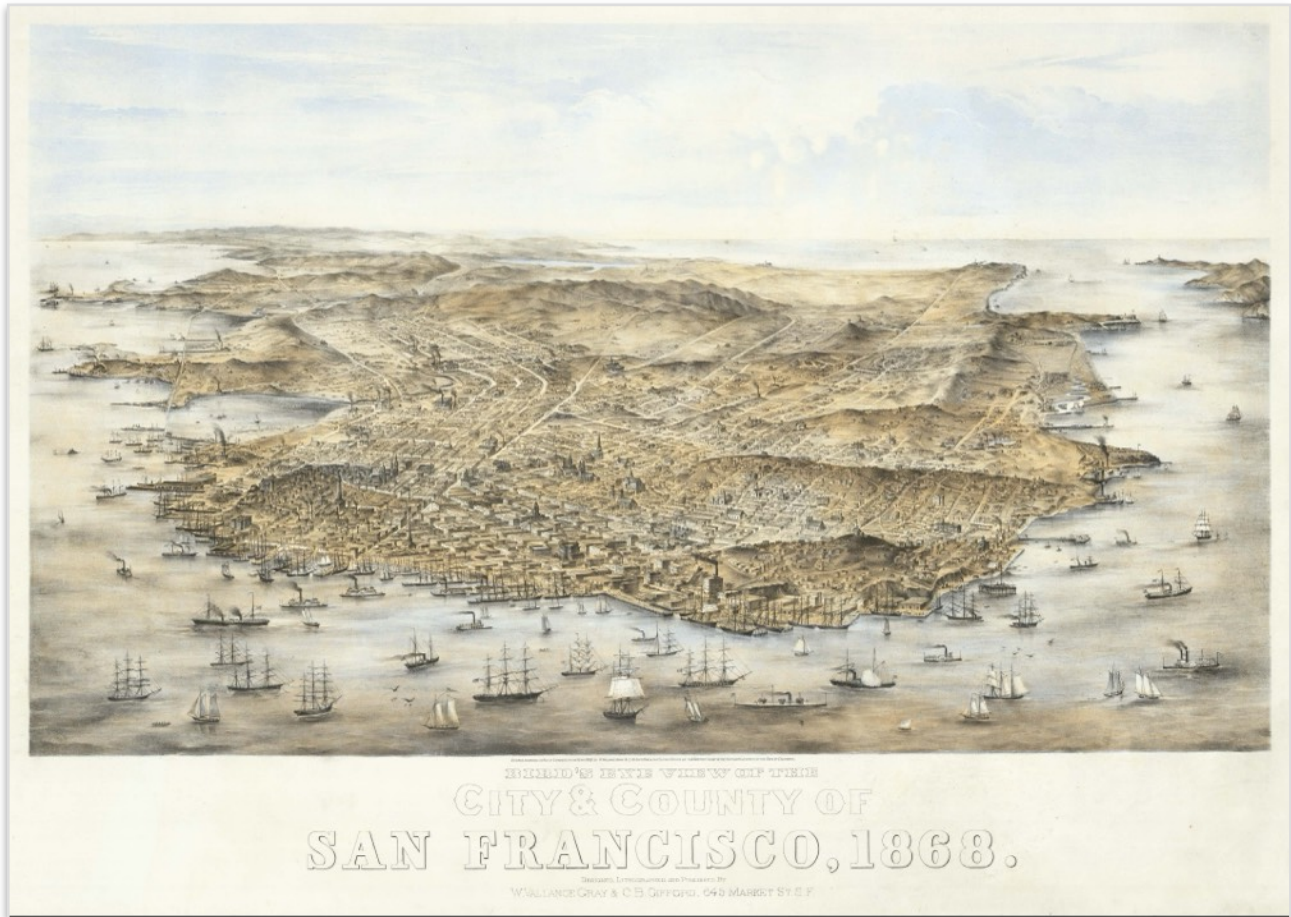
Neatline Antique Maps was founded in 2016 by a group of archaeologists looking to escape from academia and find a new way to connect with the past. While based in San Francisco, Neatline does not have a retail storefront, and at any given time team members may be found in Italy, Portugal, or Denmark.

### Answers to the most common questions

- Neatline guarantees that items are as described. All items offered are genuine antiquarian maps published at or around the date specified.
- As former academics ourselves, we especially enjoy working with institutions, and have made more institutional connections in 2023.
- For educators who are interested in incorporating maps and cartography into their teaching, or who wish to learn more about how maps can be integrated as great educational tools, please feel free to reach out to us. We are always open to new and inspiring collaborations.
- All items are subject to prior sale and are at the discretion of the vendor.

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Michael Jennings, Cecilia Malaguti, Kristoffer Damgaard

**Interactive catalogue: one click on the main image or title will take you to the corresponding page on our website.**



# 1. A spectacular and rare First Edition of the most iconic late 19th-century view of San Francisco.

\$24,500

[\*Bird's Eye View of the City & County of San Francisco, 1868.\*](#)

Cartographer(s): Charles Braddock Gifford, William Vallance Gray

Date: [First edition] 1868

Place: San Francisco

Dimensions: 27.5 x 19.5 inches (including text)

Condition Rating: VG+

SKU: NL-01404

This depiction of San Francisco as the commercial hub of Pacific America is the most desirable and influential view of the city available on the market. Applying a perspective that overlooks the urban promontory from an imaginary vantage point to its northeast, the scope of the view is quite comprehensive. It stretches from the peninsular hills and lakes south of the city to encompass the entire urban sprawl down to the city's new waterfront. The Golden Gate appears in the upper right of the view, whereas Telegraph Hill dominates the bottom center.

In the foreground, we have the bustling life of San Francisco's iconic harbor front. This area was the heart of the city in the late 1860s. Following a massive influx of people during the Gold Rush (1849-52), San Francisco had grown at an incredible pace in the ensuing years, and by the late 1860s, the city had developed into the largest and most important commercial port on the Pacific seaboard.

By the time Charles Braddock Gifford compiled this view, San Francisco had begun to feature the hallmarks of both high society and urban industrial production. More importantly, the city had become America's gateway to the Pacific, opening lucrative trade routes to South America and the Far East. Consequently, it is no surprise that the harbor front is teeming with ships of all kinds, including enormous three- and four-masted vessels waiting for entry, docked merchantmen, modern steam-driven oceanliners, and local paddle-wheel vessels transporting goods and people.

Moving inland from the clamor of the harbor, many elements of the city remain recognizable even today, including the city's main structuring thoroughfare, Market Street, cutting diagonally through downtown. Individual buildings are easy to identify throughout, underscoring the printmaker's intimate knowledge of the city and his keen mastery of detail. Despite San Francisco's rapid growth, the urban sprawl still does not extend much beyond Van Ness, and it is striking how much of the topography is comprised of rolling sand dunes, especially on the west side. With features like Mountain Lake, Washerwoman's Lagoon, and the extensive wetlands in the area of today's Crissy Field, the view constitutes a vital historical record of a disappearing natural landscape.

In Mission Bay, we note the inclusion of Long Bridge: a critical but often overlooked San Francisco landmark that played a crucial role in shaping the city as we know it today. Commenced only three years before the publication of this view, the construction of Long Bridge anticipated the arrival of the Transcontinental Railroad, which would open up San Francisco in entirely new ways and stimulate another growth boom for the city. The bridge stretched across the marshlands of Mission Bay, culminating at Hunter's Point and the ornate Bayview Racetrack. This crucial piece of 19th-century

infrastructure followed the same line as today's Third St. and soon enclosed the wetland area of Mission Bay, which was subsequently in-filled and incorporated into the cityscape.

On the southern side of Mission Bay, we see the Tubbs Cordage Company, founded during the Gold Rush and produced the first commercially-manufactured rope west of the Mississippi. Nearby, on a small promontory jutting out into the Bay, is evidence of San Francisco's important iron manufacturing industry: Potrero Hill's Pacific Rolling Mill Company, the first iron-producing factory in the West. Moving to the right across Mission Bay, at what is now 8th and Brennan Streets, we see the quays and processing halls of the Spreckels California Sugar Refinery, where the ships filled with Hawaiian sugar cane would pull right up to the company dock.

Overall, Gifford and Gray's iconic view is not only a manifestation of San Francisco's history as a commercial hub but speaks to the development of a modern and competitive America in the late 19th century. A country abounding in self-confidence and a population with their eyes set firmly on the future. It is a one-of-a-kind snapshot of the city and its setting in a dynamic era.

### **Publication History and Census**

This scarce view was based on an original painting by Charles B. Gifford and subsequently converted to a chromolithograph for commercial purposes. It was initially copyrighted and published in 1868, and the first edition of this print continues to draw an enormous amount of collectors' interest. A second state or edition was printed the same year, and there are three further recorded states of the view from 1869, 1872, and 1873 (Reps 1984: 308 identifies five distinct states).

The states can be identified as follows:

- State 1 (1868): Gray & Gifford publisher
- State 2 (1868): A.L Bancroft & Company, publisher
- State 3 (1869): Date changed / Gray & Gifford publisher
- State 4 (1872): Date changed / A.L Bancroft & Company, publisher
- State 5 (1873): Date changed / A.L Bancroft & Company, publisher

Despite the reissuing, very few copies of this view have survived. While a few may still exist in private ownership, there are only thirteen examples (in various editions) in institutional collections. These include the Library of Congress, Yale, Cornell, University of Chicago, and the California Historical Society.

It is few and far between that any state of this view appears on the open market.

We note only 1 other example of on the market in published auction or dealer catalogs in the past 100+ years (O'Shaughnessy Catalog, 1915 and 1918). OCLC 30970112.

### **References**

Reps, John. (1984) Views and Viewmakers of Urban America. University of Missouri Press: Columbia (p.308).



## 2. A wholly unique pre-Depression Chicago real estate promotional map.

\$7,500

[\[Chicago Suburbs -- Palos Hills\] All Roads Center on Palos Vista.](#)

Cartographer(s): A.G. Briggs

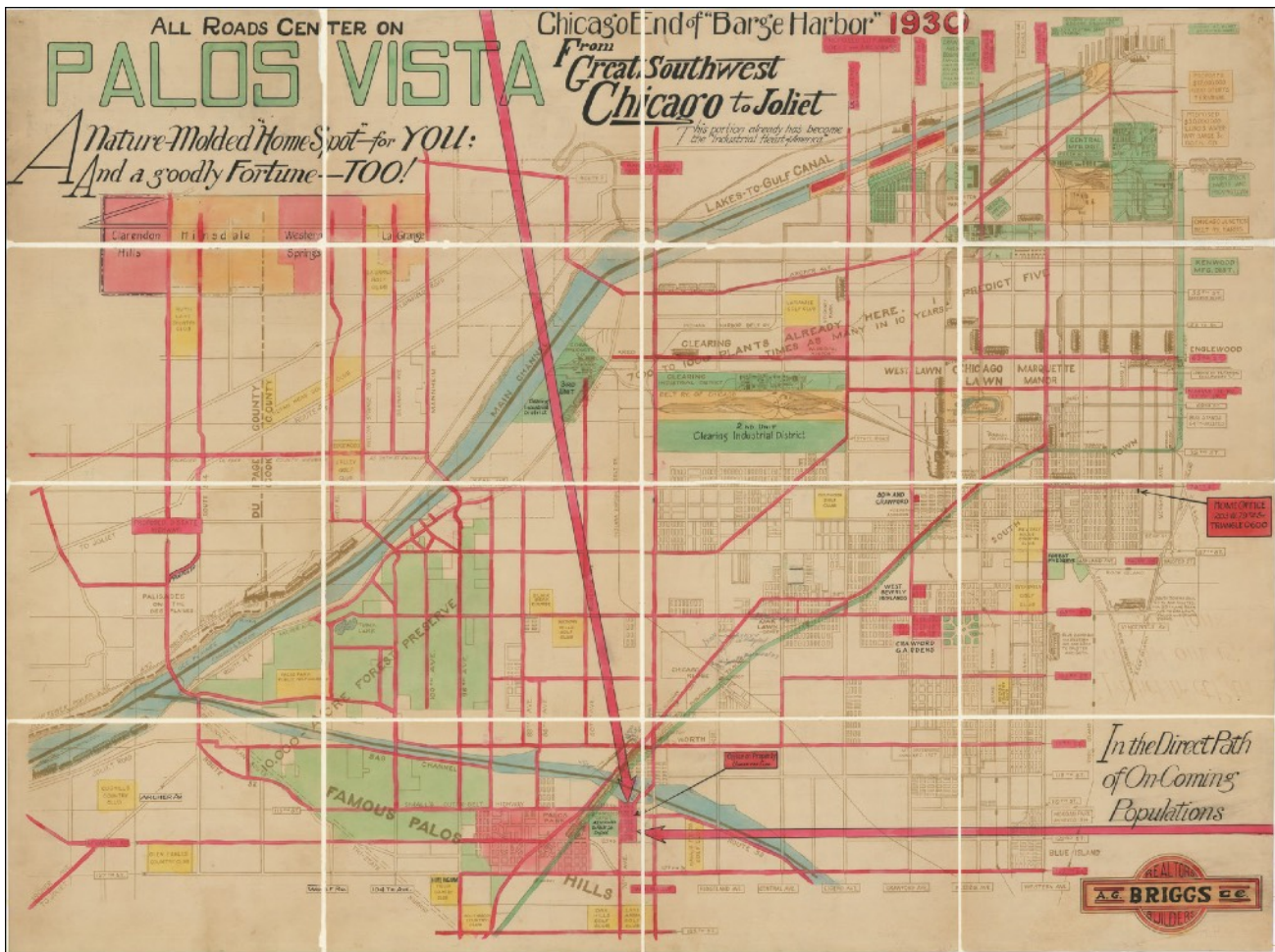
Date: circa 1928

Place: Chicago?

Dimensions: 48.75 x 36.5 inches

Condition Rating: VG. Partially hand drawn, partially printed. Segmented and laid on linen.

SKU: NL-01594



A fascinating partially hand-drawn promotional map of an area of Chicago and its suburbs, south of the Des Plaines River, which would come to be known as Palos Heights. It is an extraordinary vestige of the development of suburban Chicago and the urbanism that shaped modern America.

Created shortly before the Great Depression decimated the American real estate market, Briggs' map offers a grand overview of the area, including a grandiose statement just south of the "Municipal Airport," noting "700 to 1000 [Manufacturing] Already Here. I Predict Five Times As Many In 10 Years." Utilizing splashy colors and liberal use of train vignettes, Briggs converts an area that was still largely underdeveloped into a prospective industrial and residential development mecca, anchored by the Chicago Belt Railway's Clearing Yard, which had been significantly expanded between 1913 and 1915.

In dating the map, the municipal airport (now Midway Airport) offers a strong data point. Originally built in 1923 as a private venture named "Chicago Air Park" with a single cinder runway used primarily for airmail flights, in 1926, the city of Chicago leased the airport and named it Chicago Municipal Airport on December 12, 1927. By 1928, the airport had 12 hangars and four runways. The airport likely took over the Laramie Golf Club and Strickland Park, shown on the map in 1928.

### *Palos Vista (Palos Heights)*

Palos Heights as we know it today was only developed from around 1937 onwards. The present promotional map seemingly predates that by at least seven years and is likely an ambitious development plan for this wooded area southwest of Chicago.

Compiled by A.G. Briggs, a realtor and property developer active in Cook County during the 1920s and 1930s, the map captures Briggs' vision for the largely undeveloped area north of the famous Palos Hills and Cook Country Forest Preserve (a.k.a. Burr Oak Woods). As indicated in bold lettering in the lower right corner, the idea for this development came in response to Chicago's ever-growing population and the increased demand for housing from its wealthier inhabitants. Many Chicagoans were ready to escape the hustle and bustle of the inner city in favor of more suburban surroundings.

From an article in the *Suburbanite Economist* (June 7, 1927), we learn that Briggs' development plan encompassed 100 acres at the corner of 119th Street and 76th Avenue, a spot emphasized by two large red arrows on the map. From the article, we also gauge that Briggs' new subdivision was explicitly designed for residential buildings and that large lot sizes for the development of stately homes were available at reasonable prices.

The Briggs firm committed to opening dedicated on-site offices to promote this development project. These complimented the company's home office located at 1203 West 79th Street (shown on the right side of the map and indicated by a large red banner). The new office was undoubtedly meant to assuage potential investors and convince them of its viability. For the same reason, the title to the property was held in trust by the South Side Trust and Savings Bank. Chicago history buffs may also find it noteworthy that the land being developed by Briggs previously had been owned by Captain J.J. McMahon, a notable figure in the Chicago Police Department.

### *Map Details*

This cadastral map was designed to promote Briggs' development plans. Part of that promotion was to situate the new neighborhood not just within Cook County but also in relation to Chicago itself. We know that Briggs' vision, as expressed on this map, never came to fruition, but it still offers an important early capture of a Chicago suburb amid explosive growth. A number of landmarks on the map still play a critical role in Chicago life today. One visually prominent feature is a green and yellow belt roughly in the middle of the map. While the flanking green belts are labeled the 1st and 2nd Clearing Industrial





Districts, the central yellow belt constitutes the iconic Belt Railway of Chicago. Built in 1882 and stretching more than five miles, this remains the largest intermediate switching terminal in the United States. In addition to being the country's biggest, it had the capacity to interchange with every railroad serving Chicago, making it a decisive contributor to the city's economic success.

Immediately to the north of the Belt Railway is another crucial transportation hub. Squeezed between the 1st Clearing Industrial District and what was then the Laramie Golf Club, a red quadrant indicates the presence of a small municipal airport. Even though this was of minor significance when our map was compiled, this diminutive airfield would develop into Midway International Airport over the coming decades. Other prominent landscape features still exist include Marquette Park and Lagoon, Evergreen Park (Evergreen Cemetery today), the Central Manufacturing District on Pershing Road, and the forested preserves now known as Pulaski and McMahan Woods.

The vision delineated in this evocative plan was never realized, in large part due to the devastating effects that The Great Depression had on Chicago's economy. It was not until late in the 1930s that a degree of optimism returned following the decisive government efforts known collectively as Roosevelt's New Deal. In its wake came countless new building projects, which included the massive development of Cook County. While Briggs' initial plan may not have been realized, eventually, the area of Palos Hills and Park was developed into the upscale residential area that Briggs envisioned. Known today as Palos Heights, this is considered one of the best places to live in Illinois, as it offers residents a suburban lifestyle with lots of activities and proximity to nature, yet remains only a short distance from downtown Chicago.

**A.G. Briggs** was an American realtor and property developer who operated in and around Chicago (especially Cook County) in the 1920s and 1930s.

### **Rarity**

The map is a unique survival.

We find no other evidence of Briggs' promotional efforts in conjunction with Palos Vista.



### 3. Heightened in Gold! Jaillot's famous double-hemisphere in original color.

\$5,000

[Mappe-Monde Geo-Hydrographique, ou Description Generale du Globe Terrestre et Aquatique en Deux Plans-Hemispheres ou Sont Exactement Remarquées en General Toutes Les Parties De La Terre et de L'Eau, Suivant les Relations Les Plus Nouvelles.](#)

Cartographer(s): Alexis Hubert Jaillot, Pierre Mortier the Elder

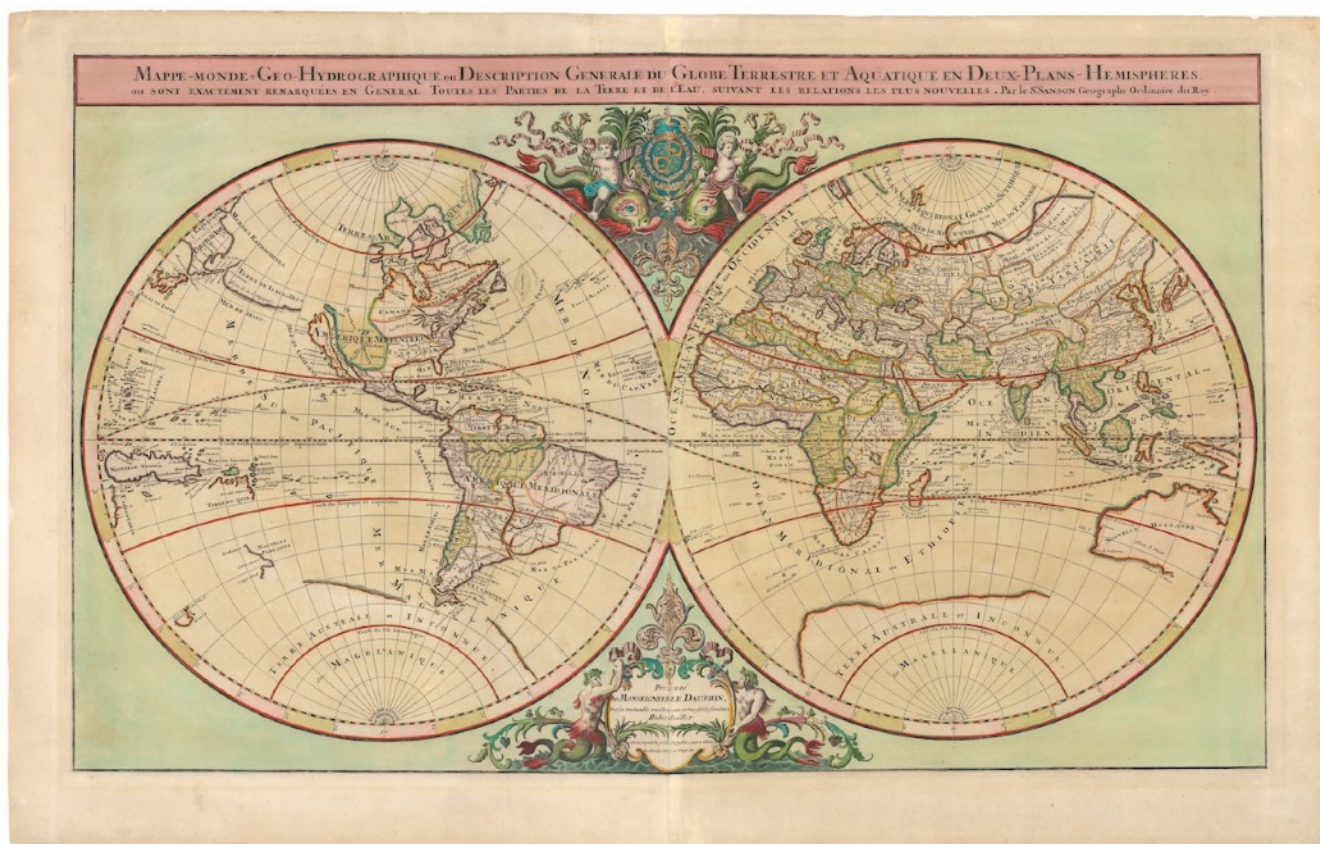
Date: circa 1696

Place: Amsterdam

Dimensions: 99 x 61 cm (39 x 24 in)

Condition Rating: VG+

SKU: NL-01980



This gorgeous double-hemisphere is one of the most famous and seminal world maps to be produced in the late 17th century and a cornerstone in the repertoire of French cartography from this decisive period. The map is in extraordinary condition, with magnificent and vivacious old color and highlights in gold leaf. Among the many features that reveal this as a product of the late 17th century, we find California depicted as an island and the east coast of Australia entirely unexplored.

## *Complicated origins*

We have characterized this map as a cornerstone in the repertoire of 17th-century French cartography. It is also an excellent example of how charts were conceived and produced during this formative stage of professional mapmaking. Like much of the best cartographic output from the 17th century, this map results from a long lineage of great maps that were copied, adapted, and expanded as geographic knowledge increased. Below, we have tried to sketch out the conceptual journey that this map has undergone before appearing in the exact configuration shown here.

Neatline's example of this map was published by Pierre Mortier, who worked out of Amsterdam in the final years of the 17th century. Here, Mortier was competing with other renowned Dutch mapmakers, such as Gerald Valck, Pieter Schenk, and others, but he had one advantage that elevated him above his peers in many ways. Coming from Paris, Mortier was endowed with a royal privilege to sell French maps in the Netherlands. He had consequently brought the latest maps by the stellar French mapmaker Alexis-Hubert Jaillot. These maps were highly sought-after throughout Europe and would form the basis for launching his workshop in Amsterdam. He has often been accused of secretly copying Jaillot's maps and issuing them in his name, but the fact of the matter was that this was part of a broader strategy of dissemination by the French.

By the 1690s, Alexis-Hubert Jaillot had been in business for several decades, much of it with the sons and heirs of Nicolas Sanson. Sanson is considered the father of French cartography, and his maps were, and are still, renowned as some of the finest of the age. Just as Jaillot used Sanson's plates to build templates for his maps, Mortier and his partner Marc Huguetaan reissued Jaillot's maps in Amsterdam.

Jaillot's essential work at this time was the updated edition of his *Atlas Nouveau* (1691), and Mortier drew heavily from this work while producing his own *Atlas Nouveau*, which hit the streets in 1696. The world map included in Jaillot's 1691 atlas was a revision of a crucial double hemisphere chart that Jaillot first issued as a separate sheet in the 1670s and later figured in the first edition of his *Atlas Nouveau* from 1681. The original double-hemisphere map (Shirley 462) drew heavily on Sanson and was re-carved multiple times before being replaced. The implemented changes were nevertheless so subtle that distinguishing the states remains extremely difficult. The fourth and final plate of the original Jaillot map (Shirley 462) constitutes the same printing and state as the first edition of the revised world map for Jaillot's new *Atlas Nouveau* from 1691 (Shirley 550).

Shirley notes several dated and undated states for both maps, but he underscores that undated versions of Plate IV (i.e. Shirley 550) were only issued after the dated 1696 state. Our example is undated, so we know it belongs to this late printing. Mireille Pastoureau, the great authority on French atlases, records no other editions of Jaillot's atlas being issued in Paris after 1691, which allows us to attribute this particular state to the workshop of Pierre Mortier in Amsterdam.

Nevertheless, Mortier issued his edition of Jaillot's *Atlas Nouveau* in 1696 (Shirley 581), in which he makes a number of noticeable changes that are not present in our example of this map. This allows us to attribute our specific sheet to Mortier's workshop and to date it either to, or very close to, 1696.

## **Context is Everything**

Pierre Mortier is well-known for replicating maps from Jaillot and other French cartographers as the basis of his business in the Netherlands. Still, it is unclear to what degree Jaillot was involved in this commercial venture.



While some people present Mortier's very direct emulations of Jaillot's work as a form of plagiarism, others believe that Mortier and Jaillot were working together and that Jaillot specifically provided Mortier with his latest maps for them to be copied and sold in Amsterdam. Reproducing earlier maps and reissuing them with only minute changes was a common and accepted practice. Mortier's approach was quite extreme in his emulation, in that he copied almost every detail of Jaillot's plate – including Jaillot's name and Paris address, as can be seen in our example – but this is likely an indication that it happened with Jaillot's consent.

The importance of Mortier's shift from Paris to Amsterdam and his seemingly shameless copying of Jaillot's maps is of considerable import for the development of cartography over the next century. In the late 17th century, French maps differed from their Dutch counterparts. They were less concerned with a map's overall aesthetic and completeness and more interested in showing the latest developments and insights.

Beginning with Sanson, French mapmakers were more interested in pushing cartography's boundaries and chaining its nature to an observation-based craft. By bringing this new French approach into direct competition with the established traditions of Dutch cartography, Mortier became a disruptor. But what was initially perceived as a disturbance would soon help push the discipline forward.

### Cartographer(s):

**Alexis-Hubert Jaillot** (1632 -November 3, 1712) was a French Paris geographer, cartographer, and publisher. He was active from the last quarter of the 17th century and into the beginning of the 18th century, working closely with the sons and heirs of Nicolas Sanson and serving King Louis XIV as a royal cartographer for many years.

**Pierre Mortier the Elder** (1661-1711) was a French cartographer and publisher who, in 1690, obtained the French king's privilege to distribute the works of French geographers – particularly Hubert Jaillot – in the Netherlands. He subsequently settled in Amsterdam and built an extensive business on reissuing French maps. His son would take over his father's business and become the latter half of the mapmaking duo Covens & Mortier.



## 4. A cornerstone map for the cartography of the Great Lakes.

\$3,200

[Carte des Lacs du Canada Dresse sur les Manuscrits du Depot des Cartes, Plans et Journaux de la Marine et sur le Journal de RP. De Charlevoix.](#)

Cartographer(s): Jacques Nicolas Bellin, Pierre François-Xavier de Charlevoix

Date: 1744

Place: Paris

Dimensions: 18 x 12 inches

Condition Rating: VG+

SKU: NL-02110



The 1744 Bellin-Charlevoix map of the Great Lakes was a significant cartographic achievement. It constituted one of the most pioneering and trendsetting depictions of this region on the market. The map stands out in the cartographic history of Canada/New France because it, on one hand, offered unparalleled accuracy and detail, but on the other, instigated a cartographic myth that would resound for generations. The apocryphal elements introduced by this map did not just affect geographic conceptions of this region but also directly impacted the confrontations between British Canada and an emergent American republic.

Measuring 18 by 11 inches, Bellin's map presents a meticulously detailed view of the Great Lakes region. All five lakes are fully delineated, including the complex systems of tributaries that feed into them. Other anchoring points, such as fortifications, Native American villages, and missions, are generously intermixed with a speculative topography. Among the most notable features are four spurious islands in Lake Superior labeled *Philippeux*, *Pontchartrain*, *Maurepas*, and *St. Anne*. Despite not reflecting any observed reality, these islands would play a significant role in delineating the United States' border with Canada (see context section).

In addition to introducing non-existent islands in Lake Superior, the map includes early mentions of important American toponyms, such as Detroit and Chicago. While these would develop into iconic American cities over the coming centuries, at this stage, they were little more than landing sites for riverine trade. Their inclusion underscores Bellin's cartographic expertise, but for us, their presence also echoes a greatness still to come.

## Context is Everything

The map was prepared by Jacques-Nicolas Bellin for inclusion in Pierre Francois Xavier de Charlevoix's seminal work from 1744: *Histoire et description generale de la Nouvelle France*. Charlevoix was a Jesuit missionary and traveler whom the French Crown had commissioned to undertake an exploratory mission to the French territories in North America. Charlevoix traveled extensively throughout New France, but we know from his writings that he never visited Lake Superior. Even so, he ingeniously invented the four fictitious islands as a tribute to his main patron, the Count of Maurepas.

When Bellin was provided with Charlevoix's extensive notes to compile this map, he faithfully incorporated the four islands – partly because Charlevoix claimed them to be extremely rich in minerals. Being one of France's foremost cartographers, Bellin's reliability was considered unimpeachable – especially in New France. The non-existent islands were adopted by other great 18th-century mapmakers, including John Mitchell, in his seminal 1755 *Map of the British and French Dominions in North America*.

This map was a guiding document behind the Treaty of Paris (1783), formally ending the Revolutionary War. The treaty delineated a new border between the United States and British Canada and used the fictitious Philippeaux Islands as a marker for that border. While this eventually would lead to renewed strife over territorial boundaries, one cannot attribute carelessness to Mitchell for using Bellin's map as a template. Indeed, Charlevoix's descriptions of New France continued to be among the best descriptions of North America for generations.

**Jacques Nicolas Bellin** (1703 – 1772) was a French hydrographer, geographer, and intellectual who worked for the *Ministère de la Marine* from age 18. Born in Paris, Bellin was appointed to the hydrographic office of the French Navy in 1741, rising quickly through the ranks to become its chief mapmaker. He was appointed to the *Académie de Marine* and the Royal Society of London.

**Pierre François Xavier de Charlevoix** (1682-1761): Born in Picardy, France, Charlevoix was a significant figure in the exploration and documentation of New France. After completing his Jesuit training in Paris, he embarked on a journey to the French colony of Canada, where he taught and immersed himself in the local culture. His extensive travels throughout North America, including expeditions to Saint-Domingue and along the Mississippi River, provided him with firsthand knowledge of the continent's geography and inhabitants. Charlevoix's seminal work, *Journal d'un voyage fait par l'ordre du Roi dans l'Amérique Septentrionale de la Nouvelle France* (1722), chronicled his experiences and contributed valuable insights to the geographical understanding of North America. Despite never reaching the Pacific Ocean, Charlevoix's observations laid the foundation for continued explorations.

# 5. Henry Firks' iconic bird's-eye-view of San Francisco at the height of the Gold Rush.

\$4,800

[San Francisco \[June\] 1849.](#)

Cartographer(s): Henry Firks, Schmidt Label & Litho. Co.

Date: 1886

Place: San Francisco

Dimensions: 81 x 41 cm (32 x 16 in)

Condition Rating: VG

SKU: NL-01939



Henry Firks' stunning tint stone lithograph of San Francisco as it appeared in 1849 has become one of the most iconic views of Gold Rush San Francisco available to collectors. Indeed, in his seminal book on American prints and printmakers, Harry T. Peters refers to Firks' view as among 'the best-known early San Francisco views' (1935: 120-21).

The view was drawn from personal observation and portrays San Francisco as it appeared just as news of gold at Sutter's Mill had begun spreading, creating a subsequent boom in population. With the explosive rise in the number of inhabitants, the face of San Francisco changed rapidly during those years. Visitors to the city in 1849 would hardly have recognized it two to three years later, as it had undergone massive development due to the dramatic increase in wealth and population. It was partly due to the nostalgia that often follows in the wake of rapid growth that Firks' view continued to appeal to buyers long after its initial publication in 1849. Its romantic retrospective made the view so popular that it was published in no less than eight states, the last of which was issued in 1886.

Firks' panorama provides a full vista of the town as it appeared in 1849, stretching from the Golden Gate (44) on the left to Yerba Buena Island (62) on the right. Viewers are given a full view of the budding township between these two important landmarks. Fiks identifies many of the town's prominent buildings and features by numbering linked to a legend below the image. The list was gradually expanded with each ensuing state until it was removed altogether in the seventh, only to be reintroduced in an even more expanded version in this, the eighth state.

At the forefront of the image, we find the waterfront storehouses of some early trading companies, such as the French F. Vassault & Co.; S.H. Williams & Co.; and Starkey, Janion & Co. Lying immediately behind these, we see the intersection of two of Gold-Rush San Francisco's main thoroughfares: California Street and Montgomery Street. While the waterfront landscape and this central built-up area have been subject to monumental changes since this view was composed, this particular intersection still exists today. In the distance, beyond Russian Hill, we note the Star-spangled Banner waving above the U.S. Customs House (43) and the diminutive presence of the long-gone City Hotel (52). The military installations at the Presidio remain hidden from this vantage point.

Firks' view captures the city before much of the massive development and growth brought on by the Gold Rush, which began the same year that this view was first issued. Even so, the view delineates a range of critical urban features, many of which have become places embedded with historical significance. When the Gold Rush hit, most of the town had only recently been laid out and built up, but San Francisco soon began to take on the semblance of an international trade hub, as is clearly evident from this print. The Bay is full of ships waiting to load or unload their goods. The Gold Rush attracted an array of prospectors and other soldiers of fortune, but the real boom in trade came in their wake. It was supplying the new San Franciscans with the tools, materials, and supplies they needed that created the first real fortunes.

Darting back and forth to the larger ships, we find smaller skiffs and other coastal vessels that were used to load and unload. This process was a difficult one driven by sheer necessity; most of the east side of the peninsula was unapproachable due to the shallow sand flats there. These flats would soon be built over to form the city's new commercial waterfront, which in addition to creating valuable new land, made the city even more accessible for larger ships and passenger-bearing ocean liners. The problematic access shown in this view reveals just what a primordial state San Francisco was in at this stage. From this point onwards, she would rapidly develop into America's most important financial and mercantile center on the West Coast.

The ships in the Bay provide some clue as to the early stage of the city's development as a commercial hub, as they consist almost entirely of sailing vessels. On the left side of the Bay, we see the American steamer *Oregon*, but it is evident that the main propellant at the time remained the wind. The first steamship had crossed the Atlantic in 1818, but it was not until the middle of the century that steam-driven Ocean Liners carrying passengers and cargo began plowing the high seas. Just like New York, San Francisco would become one of America's iconic destinations for immigrants and fortune-seekers, but it would still be another decade or so before this new vessel type dominated views of the Bay.

This magnificent view of early San Francisco captures many of the most seductive features of this soon-to-be metropolis on the West Coast. It delineates the newly laid-out town in a way that highlights its favorable location out to a wide, shielded bay. In this sense, Firks includes the natural landscape as a factor in San Francisco's success. Having quickly achieved iconic status, Firks' rendition of Gold Rush San Francisco would soon inspire other view makers to emulate his print. Consequently, the Firks original has become increasingly rare on the market.





## Census

Within a few years of its original publication in 1849, demand for this lithograph led to the publication of additional states, some of which contained subtle differences that allow the state to be identified. In their comprehensive overview, *Historic Lithographs of San Francisco*, Baird and Evans (1972) record at least eight distinct issues, and more recently Reps (1984) confirms this chronology. Our example is the popular eighth and last state, which includes no less than 62 localities in the numbered legend and contains all the imprint information missing from the seventh state (no. 344/color plate 13 in Reps 1984; 8h in Baird and Evans 1972).

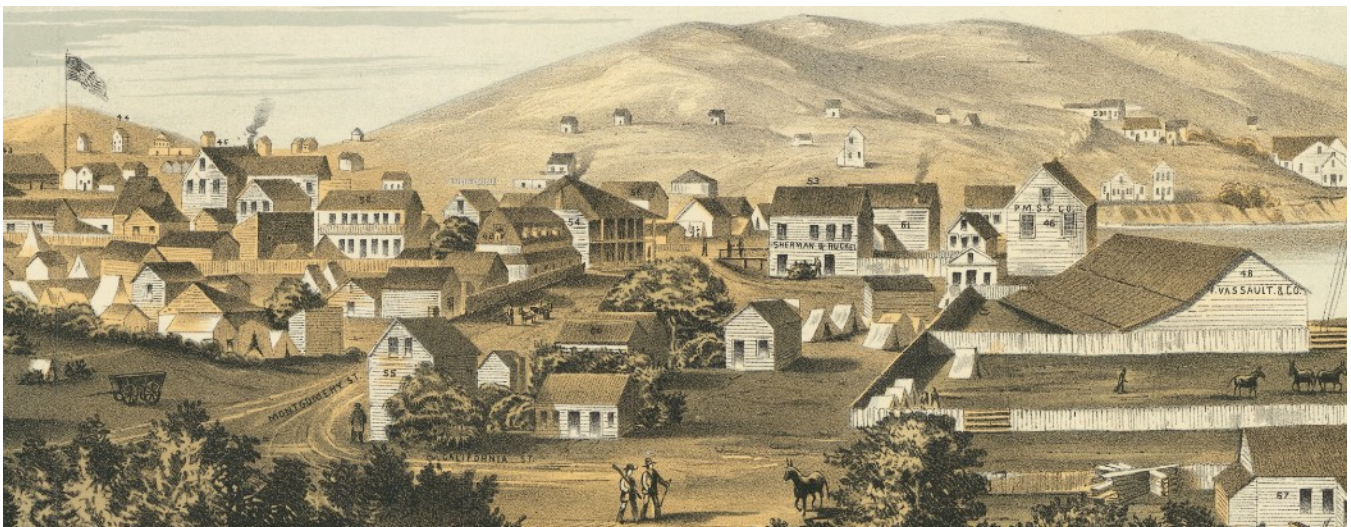
The imprint information confirms that our example is this view's eighth and final state. It informs us that it was printed in 1886 by the *Schmidt Label & Lithograph Company* in San Francisco. Max Burchardt is noted as the publisher who held copyright over this state. Earlier states had been printed by a range of other local publishers, while W.H. Jones was the publisher holding the rights to the editions immediately before this state.

Being an iconic view of an early American success story, Firks' print is naturally held by a number of major institutions throughout the United States. As regards the eighth and final state presented here (OCLC no. 51163449), institutional examples can be found at The Library of Congress, the Chicago Historical Society, California State Library, the Society of California Pioneers, Stanford University, and the M.H. de Young Memorial Museum (Reps 1984: 255).

**Henry Firks** was a painter and lithographer known for his images of California and San Francisco during the Gold Rush era of the mid-nineteenth century. His works are held by institutional libraries across America and in California in particular.

## Condition Description

Three-stone color lithograph on 19th-century wove paper. The imprint lines, in three places directly under the image, have been effaced from this example. This example with some early manuscript amendments to the title and five of the key points.



## 6. Russian Orientalist Nikolai Khanykov's map of Greater Azerbaijan.

\$2,400

[\[Great Game\] Map of Aderbeijan compiled principally from personal observations and surveys made in the years 1851-55 by N. Khanikof...](#)

Cartographer(s): Heinrich Kiepert, Nikolai Khanykov

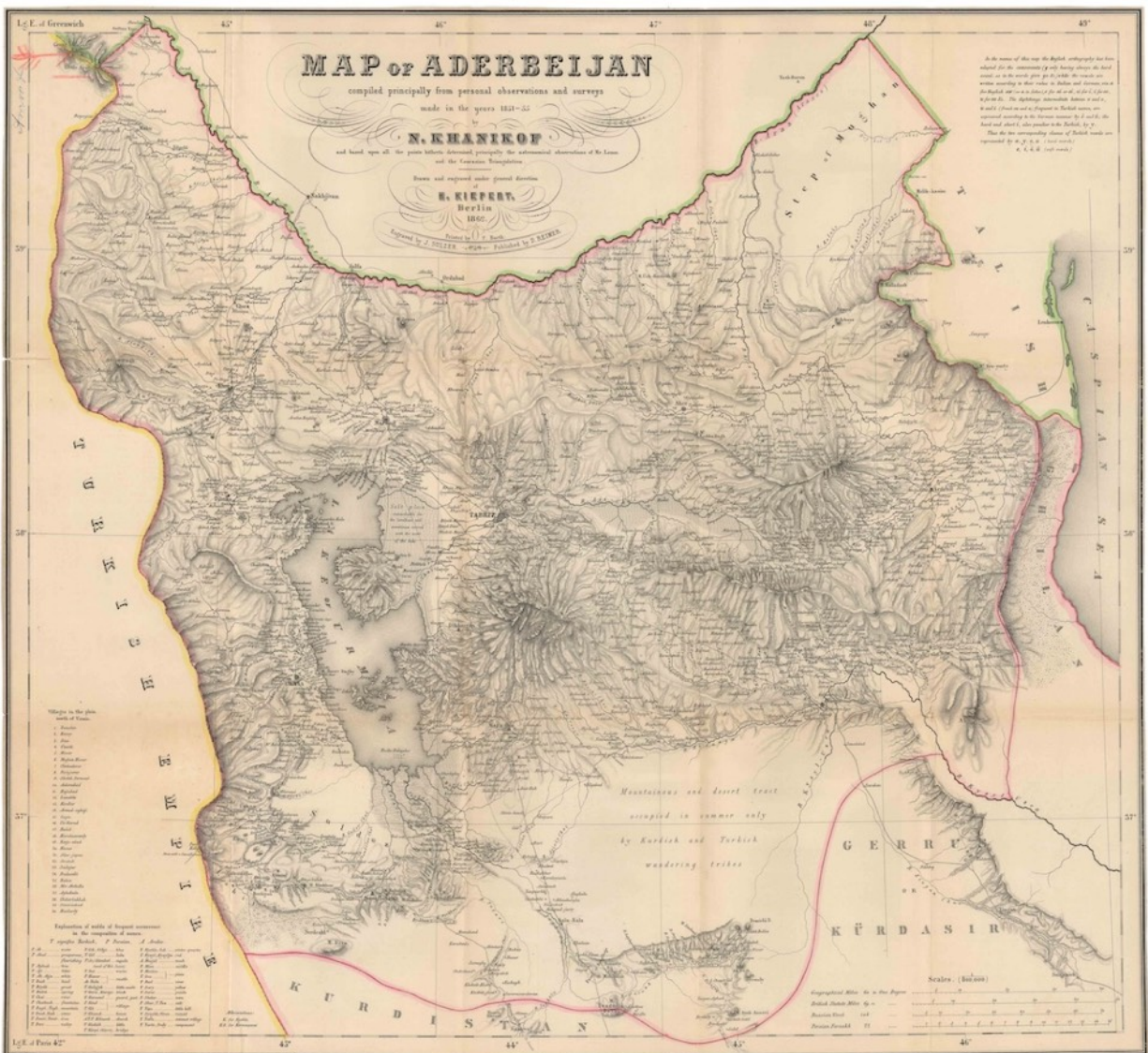
Date: 1862

Place: Berlin

Dimensions: 55 x 50 cm (21.7 x 19.7 in)

Condition Rating: VG+

SKU: NL-01994



## ***A Russian map of Greater Azerbaijan, produced by one of the great Russian orientalists and contributing to the regional struggle for power known as 'The Great Game.'***

Russian orientalist Nikolai Khanykov compiled this striking topographical map following his exploratory travels to the region of Greater Azerbaijan in the 1850s. The scope of the map, in modern terms, constitutes the unitary republic of Azerbaijan, as well as three provinces in northwestern Iran (Ardabil, East Azerbaijan, and West Azerbaijan).

The map is highly detailed, with a dense place names and relief in excellent hachure. Famous Persian cities like Ardabil and Tabriz are labeled in thick black lettering and stand out as large urban areas. Similarly, the careful rendering of topography means that the region's significant summits constitute visual focal points on the map. Outside the area of focus, there is less detail. This includes the sparse stretch of the Caspian coast shown. For example, the map does not include the current Azerbaijani capital of Baku.

Despite the density of labeling on the map, additional information is found along the edges and inside bordering territories. This includes lists of villages and a glossary of common Persian words used in the place names. The scales in the lower right corner show distances in Geographical and English miles and Russian verst and Persian *farsakh*.

### **Context is Everything**

During the late 19th century, the Russian Empire's geopolitical interests in Central Asia and the Middle East were intricately woven into a complex web of international power struggles, territorial expansion, and strategic rivalries known as the Great Game. This period was marked by intense competition between the Russian Empire and the British Empire for influence and control over vast swathes of territory stretching from the Caucasus to the Indian subcontinent.

In Central Asia, the Russian Empire sought to expand its imperial borders and consolidate control over the region's valuable resources, including cotton, silk, and strategic trade routes. Military conquests, diplomatic maneuvers, and economic interests drove Russian expansion into Central Asia. The conquest of Central Asian khanates such as Bukhara (1868) and Khiva (1873) allowed Russia to establish a firm foothold in the region and extend its influence along the legendary Silk Road.

The Russian Empire's advance into Central Asia was resisted by local rulers and tribal leaders, sparking numerous conflicts and uprisings. The conquest of Tashkent in 1865 and the subsequent annexation of Samarkand and Bukhara brought the Russian Empire closer to its ultimate goal of reaching the borders of British India. However, British concerns over Russian expansionism led to the Anglo-Russian Agreement of 1873, which established spheres of influence in Central Asia and sought to maintain a delicate balance of power in the region.

Meanwhile, the Russian Empire pursued strategic interests in the Middle East to gain access to warm-water ports and expand its influence in the Eastern Mediterranean. The Crimean War (1853-1856) highlighted Russia's desire to challenge Ottoman control over the Black Sea straits and gain access to the Mediterranean. Despite facing setbacks during the war, Russia continued to exert influence in the region through diplomatic maneuvering and alliances with local powers.

The Russo-Turkish War of 1877-1878 resulted in the Treaty of San Stefano, which granted Russia significant territorial gains in the Balkans and heightened tensions with Britain, which feared Russian dominance in the Eastern Mediterranean. The subsequent Congress of Berlin in 1878 saw the revision of the Treaty of San Stefano and the imposition of new boundaries in the Balkans, limiting Russian expansion in the region.

Overall, the late 19th century witnessed a complex interplay of geopolitical interests and rivalries as the Russian Empire and the British Empire vied for supremacy in Central Asia and the Middle East. Scholarship was no small part of this competition. The Great Game shaped the geopolitical landscape of Eurasia and laid the groundwork for future conflicts and alliances in the region.

## Census

Following its compilation by Nikolai Khanykov, the map was engraved by J. Sulzer under the direction of H. Kiepert, printed by F. Barth, and published by D. Reimer in Berlin in 1862.

Neatline's example is from 1862, but an edition from 1861 also exists. The 1862 edition is scarce in institutional collections, with OCLC listing only four occurrences at the libraries of Princeton, Harvard, the University of Chicago, and Staats- und Universitätsbibliothek Göttingen (no. 69933937).

## Cartographer(s):

**Heinrich Kiepert (July 31, 1818 – April 21, 1899)** was a German geographer. Kiepert taught geography at the University of Humboldt-Berlin starting in 1854. He taught at the university until his death in Berlin on April 21, 1899. His son, cartographer Richard Kiepert, continued publishing his works.

**Nikolai Khanykov** (b. 24 October 1819, d. 15 November 1878) was a prominent figure in 19th-century Russian Oriental studies, a field of inquiry deeply linked to the Russian Empire's geo-political interests in Central Asia. Despite spending his later years in France and publishing most of his scholarly works in French, Khanykov remained influential in European academic circles while maintaining close ties with the Russian government. Engaging in diplomatic missions across Central Asia, the Caucasus, Persia, and Afghanistan, Khanykov showcased his expertise as a negotiator and adviser to Russian tsars and ministers on Oriental affairs.

A fusion of scholarly pursuits and diplomatic endeavors marked Khanykov's career. His notable achievements included his groundbreaking monograph on the Bukhara Khanate, which provided comprehensive insights into the region's culture, politics, and geography. Despite facing political scrutiny and accusations of espionage, Khanykov contributed significantly to Oriental studies. Though sometimes ending in diplomatic failure, his expeditions and missions yielded rich scholarly outcomes and earned him respect among European and Russian scholars. The detailed maps he compiled on his surveys were essential to his enduring legacy.

Retreating to France in his later years, Khanykov continued his scholarly pursuits while maintaining ties with the Russian government. Despite his critical views of Russia, he remained financially supported by Russian ministries and continued to advise on foreign policy matters. Khanykov's legacy extends beyond academia, encompassing his diplomatic engagements and strategic alliances that shaped Russian interests in the Orient.

## Condition Description

Excellent. Folding map on original linen with minor discoloration in the bottom left panel.

## 7. A magnificent High Renaissance plan of Jerusalem in the Second Temple Period.

\$3,300

[Ierusalem, et suburbia eius, sicut tempore Christi floruit...](#)

Cartographer(s): Georg Braun & Franz Hogenberg

Date: circa 1588

Place: Cologne

Dimensions: 49 x 72 cm (19 x 28.5 in)

Condition Rating: VG+

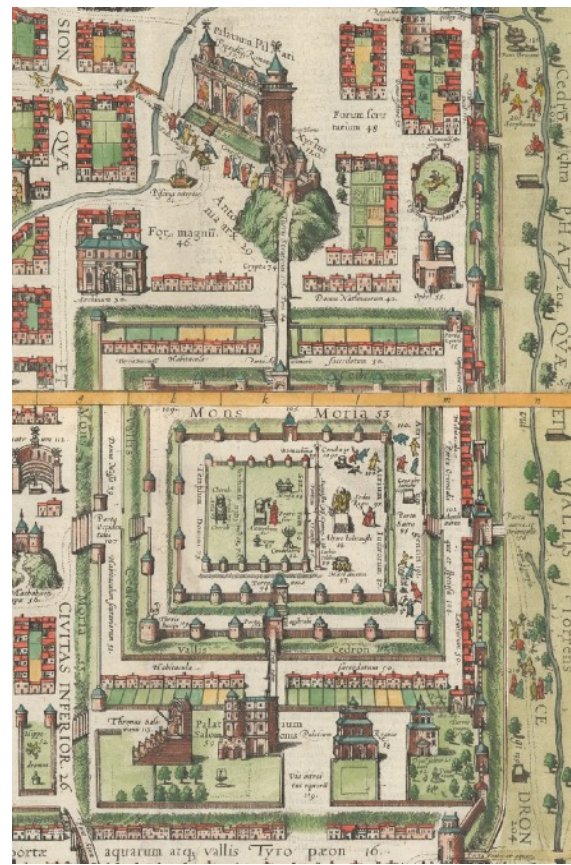
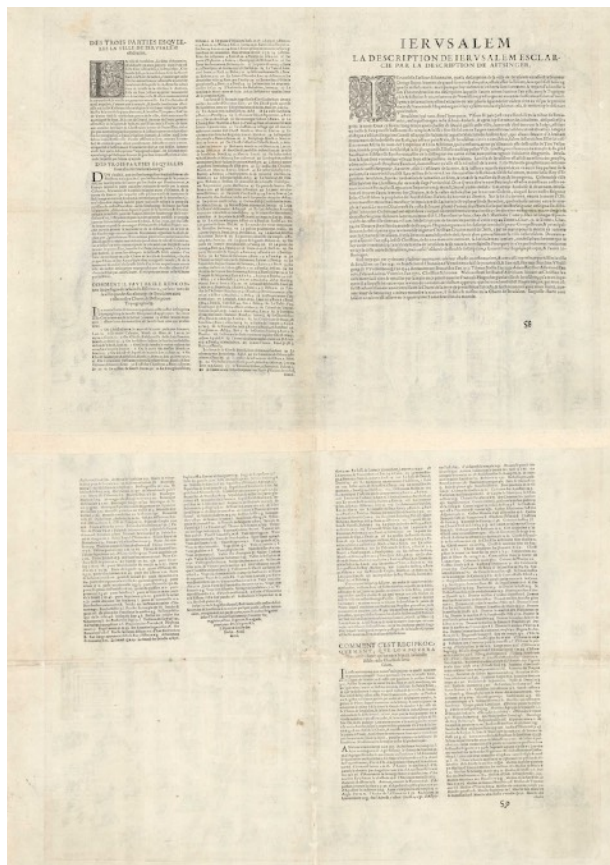
SKU: NL-02112



A beautiful example, with rich full color, of one of the most minutely-detailed, graphic reconstructions of early Jerusalem. It is an expansion of Christian Van Adrichom's 1584 plan of ancient Jerusalem, which was the first to record the ancient city in detail. Adrichom, a Catholic priest and theologian working in Cologne, published his map as part of his book on the antiquities and history of the Holy Land. Braun and Hogenberg have shifted the layout of their map, creating a dramatic vertical view of the city on two sheets (it is only one of three double-sheet plans that appeared in the *Civitates orbis terrarum*).

The first thing to keep in mind is that at the time this map was published, Jerusalem was part of the Ottoman Empire and had been under Muslim rule for centuries. This fact helps to explain why the mapmakers have imbued it with nostalgic themes of biblical history and geography. More than a city plan, what we have here is the idea of Jerusalem, a delightful mix of historical eras, scenes, and architecture. Camped around the city are various conquering armies – Assyrian, Chaldean, and Roman – out of the main focus of the map, but looming as a reminder that Jerusalem has been a prized urban center for millennia.

Above all, the view illustrates the final days of the life of Jesus Christ, the events that played out in Jerusalem. These include: Jesus entering Jerusalem on a donkey; The Last Supper (6), the final meal that Jesus shared with his apostles in Jerusalem, during which he predicted his betrayal by one them; Jesus being tried on accusations of claiming to be the King of the Jews at Antonia Fortress and Pontius Pilate's praetorium; Pilate declares: "Crucifige!"; Part of the Via Dolorosa, the processional route in the Old City of Jerusalem, believed to be the path that Jesus walked on the way to his crucifixion; and Jesus's crucifixion and resurrection.



## 8. World War I propaganda map of German submarine attacks.

\$1,900

[\[Persuasive Cartography\] Ubootswirkung im Mittelmeer.](#)

Cartographer(s): Admiralstab der Kaiserliche Marine

Date: 1918

Place: Berlin

Dimensions: 81.5 x 61 cm (32 x 24 in)

Condition Rating: See description.

SKU: NL-01997



This evocative propaganda poster map was produced by the German Admiralty, or *Admiralstab*, as the end of World War I was slowly coming into sight. The map is designed with a simple yet effective impact on its viewer. The subject matter is the Mediterranean Sea, which is in a uniform blue, while the surrounding landmasses are kept in a mustard yellow. All the massaging on the poster is done in bold and bloody red.

Despite Germany's inevitable defeat just nine months after this propaganda map was published, the imagery defiantly boasts about the number of ships that the German Imperial Navy's U-boats have sunk over the last 12 months. Each of the confrontations ending in such sinking is depicted as a small sinking-ship pictogram placed near the location of their demise. Even though the Mediterranean is in focus, many ships are also shown as having been sunk in the Bay of Biscay.

On the landmasses, texts in bold red stress that none of the depicted vessels were sunk before February 1st of 1917, and none were dropped by mines. At the bottom of the map a quote from the New York Times (4th November 1917) reads in German: "*Die wichtigste unmittelbare militärische Ursache der italienischen Niederlage wird unwidersprochen in dem Mangel an Munition und schweren Kanonen erblickt: denn die Unterseeboote haben die Erz- und Kohlenzufuhr unterbunden*" (The most important immediate military cause of the Italian defeat is undisputedly seen in the lack of ammunition and heavy cannons: the submarines have cut off the supply of ore and coal).

This poster map doesn't just speak to collectors of World War I memorabilia but is part of a broader trend in which pictorial cartography was used for political or military propaganda.

## Census

The *Admiralstab der Kaiserliche Marine* produced the map in March of 1918. Two editions were made, with an earlier edition noting only the results from 11 months of U-boat warfare rather than the 12 months included here. This reflects how quickly the war was progressing at this stage.

This poster is scarce in institutional collections. The OCLC lists five institutional holdings in Germany (Staatsbibliothek zu Berlin, Universität Leipzig, Universitäts- und Landesbibliothek Darmstadt, Bayerische Staatsbibliothek, and the Deutsche Nationalbibliothek Leipzig) and one copy at the Dutch University of Utrecht. We have also found examples in the Imperial War Museum in London (IWM PST 7633) and the Hoover Institution at Stanford (Poster GE 298; Record no. XX343.6846).

Examples of the earlier "11-month" state can be found in the Landesarchiv Baden-Württemberg in Stuttgart (ID no. J 151 Nr 2260) and a rare uncolored version in the Imperial War Museum (IWM PST 7645).

The origins of the **Admiralstab der Kaiserliche Marine** trace back to the Allerhöchste Kabinettsordre of December 14, 1875, which called for establishing an Admiralty as an operational leadership organ of the Naval High Command. Despite initial directives, when Kaiser Wilhelm II assumed direct command over the navy in 1899 and dissolved the Naval High Command, only the Admiralstab department remained. It was then reorganized and placed directly under the authority of Wilhelm II. The *Admiralstab's* tasks included continuing previous duties and the military-political oversight of ships stationed abroad. However, Admiral Alfred von Tirpitz intentionally kept its significance minimal, aimed to avoid competition with the *Reichsmarineamt*, ensuring that the *Admiralstab* remained primarily a "war study authority" rather than a rival to the army's *Generalstab*.

## Condition Description

Tape restorations visible on the verso and various blemishes and chips visible on recto. Image intact and nice.



## 9. A pioneering road atlas covering the Bay Area and Monterey.

\$2,800

[Auto Roads of San Francisco and Oakland to Monterey and Santa Cruz.](#)

Cartographer(s): C.J. Gray & Co.

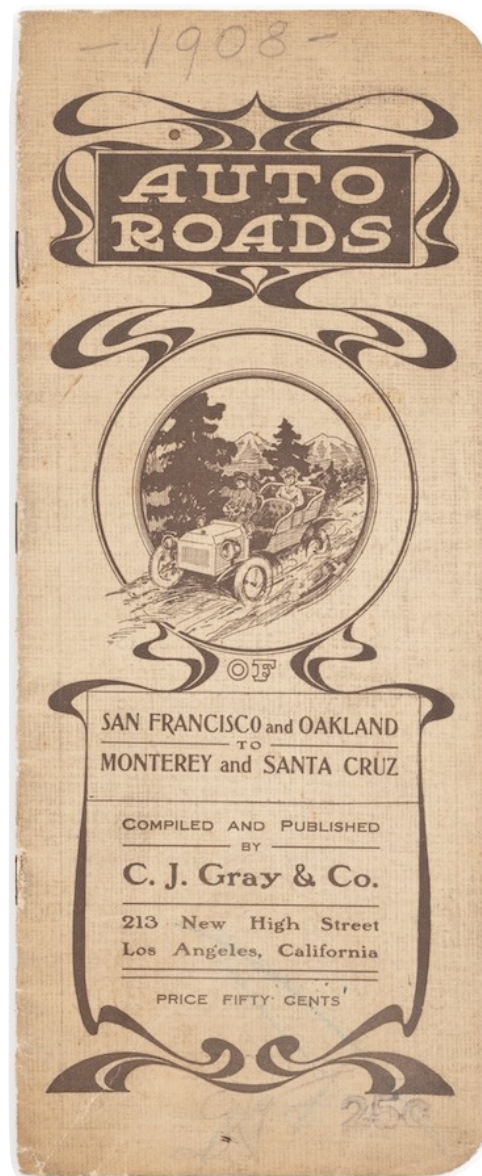
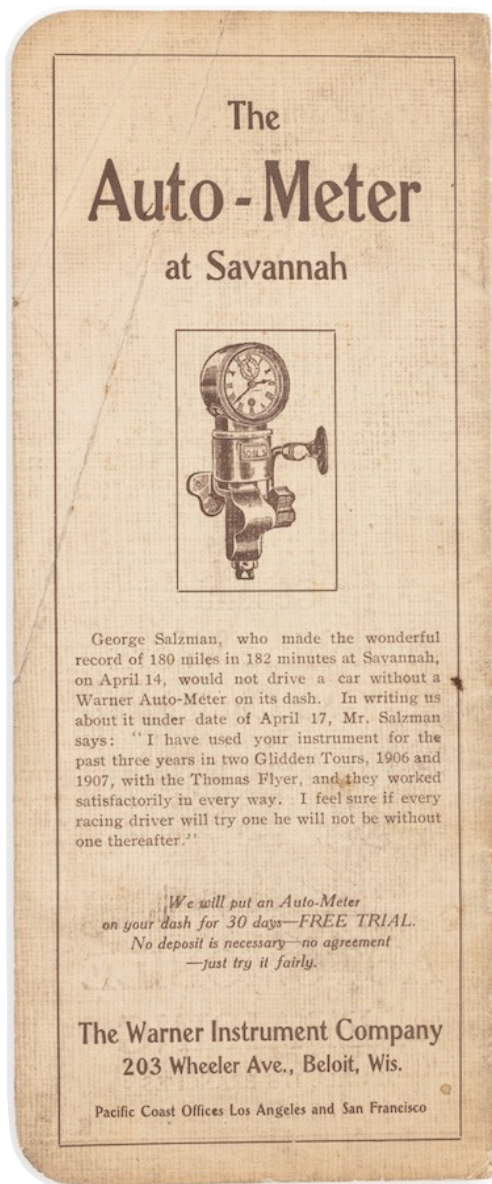
Date: 1908

Place: Los Angeles

Dimensions: Size of book: 4 x 9.75 inches.

Condition Rating: VG

SKU: NL-01940



The early 20th century saw the emergence of automobile travel in California. The first road atlas to cover Northern California, especially the Bay Area, was produced in 1907 and is extremely rare. The atlas offered here was issued only a year later and is of similar scarcity.

This historical document sheds light on the infancy of American car culture on the West Coast, meticulously outlining routes from major urban centers like San Francisco and Oakland to coastal destinations including Monterey and Santa Cruz. It contains eight maps that denote landmarks and the optimal roads to take and inform motorists of more subtle aspects, such as slope gradients or the intersection of different routes. It served as an indispensable guide for those first pioneering motorists.

### *A new way to move*

The emergence of the first gasoline-powered vehicle in the West began in 1897 and was soon followed by the establishment of Southern California's first Automobile Club in 1900. The club heralded a new era of mobility. Despite the increasing popularity of automobiles, intercity travel posed significant challenges due to unmarked and poorly maintained roads. To mitigate these issues, institutions like the Automobile Club delineated the best routes and installed signage, thus laying the groundwork for smoother motorcar journeys.

By 1908, the popularization of car ownership loomed large, notably with Henry Ford's introduction of the Model T. This early atlas, which predates the watershed California Highway Act of 1910, captures a pivotal moment in this transition towards independent automobile ownership. At the time of this atlas' publication, which predated the dominance of industry giants like Ford, smaller car manufacturers flourished, as evidenced by the advertisements interspersed within the pages of our atlas. With the infrastructure for automobile travel still at its formative stages, the *Auto Roads of San Francisco and Oakland to Monterey and Santa Cruz* represents the enthusiasts' dedication to opening up California's scenic beauty to motorized exploration.

### *Content and sister publications*

The atlas contains a total of eight maps. Even though the numbering of these appears inconsistent, the introduction text confirms the inclusion of all eight maps as initially intended. The most likely explanation for the irregular numbering is that the maps originated from a more extensive collection with its internal numbering system, presumably the internal collection of maps featured in other publications by C.J. Gray & Co.

The eight maps included cover the following stretches:

1. San Francisco to Redwood
2. Redwood to San Jose
3. Oakland to Alvarado or Decoto
4. Alvarado or Decoto to San Jose
5. Gilroy to San Jose
6. San Juan to Monterey
7. Santa Cruz to San Juan [Bautista]
8. Watsonville to Salinas

In light of the rapidly expanding motorist in California, it is interesting to note that the introduction to our atlas also references three other road atlases published by Gray & Co. that year, stressing just how early they were on this market:



1. *Central California*, priced at \$2.50, showcasing roads in Marin, Sonoma, Lake, Mendocino, Alameda, Contra Costa, Santa Clara, and Santa Cruz Counties, as well as the Coastal Route to Los Angeles.
2. *Southern California*, priced at \$2.50, and illustrating the road from San Francisco to Los Angeles and encompassing all of Southern California.
3. *Northern California*, priced at \$2.50, and depicting routes to Redding and Yosemite Valley, as well as through Fresno and Bakersfield to Los Angeles.

Indeed, preceding the *California Highway Act of 1910* and the first strip maps issued by the Automobile Club of Southern California (1912), the early road atlases from Gray & Co are a tribute to the adventurous spirit of early automotive pioneers and the evolving landscape of American mobility.

**C. J. Gray & Co.** was a California-based maps and road atlases publisher in the early 20th century. They created some of the pioneering road maps of California in the 1900s.

**Condition Description**

Very minor wear and creasing. Price reduction "25c" stamp in the lower right corner.



# 10. A marvelous commercial edition of Stanford's Map of Central and South Africa.

\$1,800

[Map of Central and South Africa.](#)

Cartographer(s): Edward Stanford

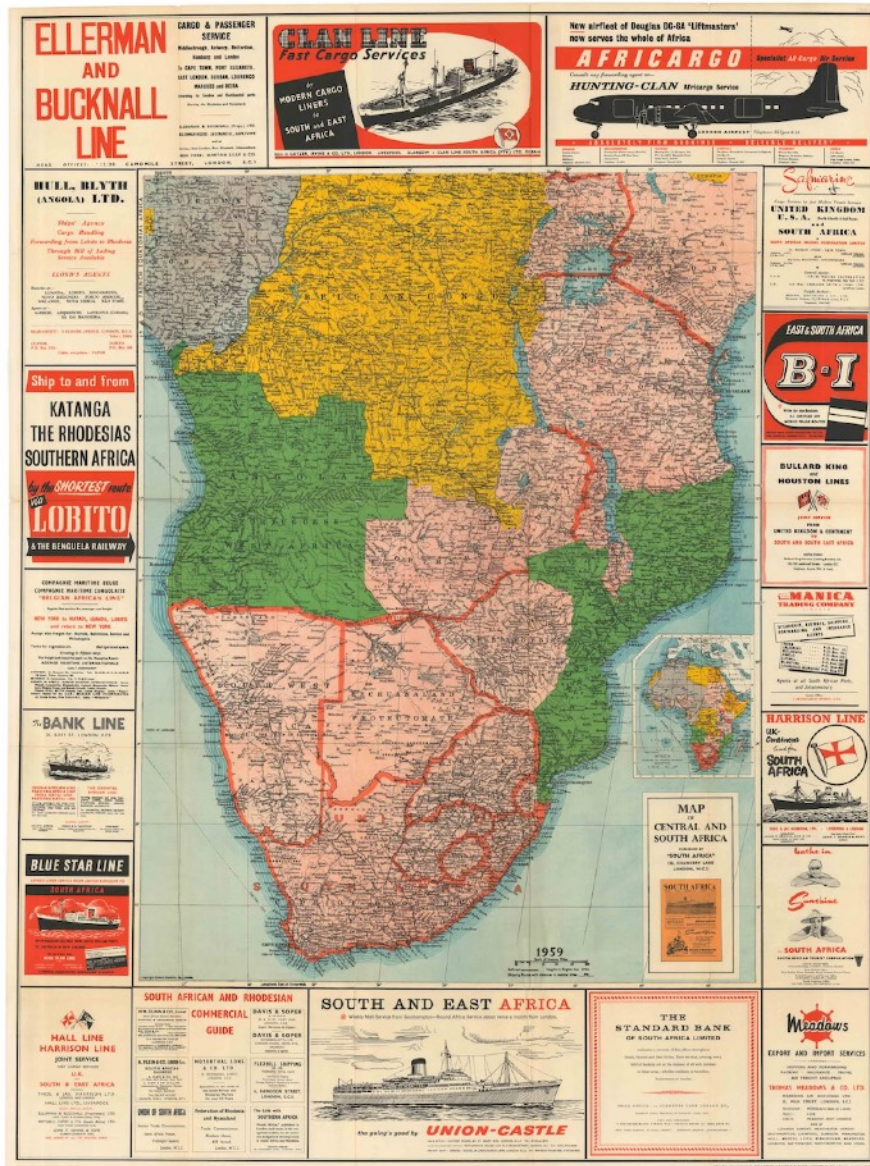
Date: 1959

Place: London

Dimensions: 102 x 136 cm (40 x 53.5 in)

Condition Rating: VG

SKU: NL-02007



This gorgeous map of colonial Central and South Africa was licensed by the British mapmaking company Stanford to be used for commercial reproduction in the London-based publication *South Africa* (an image of the magazine is shown in the lower right corner). The company's founder, Edward Stanford, originally compiled the map but it had since been updated by the firm to correspond to contemporary reality.

The map depicts the southern half of the African continent, spanning from Uganda and the Congo River in the north to Cape Town and Port Elisabeth at the continent's southern tip. The map is a product of the final years of European colonialism in Africa and is subdivided into nationalized colonies. Their respective affiliation is seen in the bright coloration: pink for British holdings, green for Portuguese holdings, and yellow for Belgian Congo. Red lines further subdivide the British territories into various colonial states and protectorates. From north to south, these are Uganda, Kenya, Tanganyika, Northern Rhodesia, Nyasaland, Southern Rhodesia, Bechuanaland, South-West Africa, Transvaal, Swaziland, Orange Free State, Basutoland, (KwaZulu-) Natal, and the Cape of Good Hope. Portuguese holdings consist of Mozambique and Angola (Portuguese West Africa).

The map is highly detailed, with toponymy and cartographic keys and symbols printed densely throughout the map. In addition to showing and naming countless rivers, regions, and settlements, the map includes all the operating railroad stretches. Within a decade of its publication, the political geography of Central and Southern Africa would change entirely and irrevocably following the end of colonialism. Our map is a cartographic snapshot of the time just before that critical upheaval.

A final note should be made on the commercial framing. Having been reproduced to aid people contemplating travel to Africa, Stanford's map is surrounded on all four sides by era-specific advertisements pertaining to such a grand adventure. The companies include travel and tourism agencies, ocean liners, and cargo freight businesses. In unison, they provide an atmospheric addition to an already splendid map.

### Cartographer(s):

**Edward Stanford** (1827-1904) was a prominent British cartographer and entrepreneur who founded Stanford's, a map-selling business that became one of the most significant map publishing companies in the 19th and 20th centuries. Established in 1853, his London-based shop was renowned for its extensive range of topographic and thematic maps.

Stanford's attention to detail and dedication to producing accurate, up-to-date maps made his firm the official map supplier to the British government during several notable expeditions. In addition to supplying explorers, the general public, and various institutions with reliable maps, Stanford's legacy also includes the notable "Stanford's Library Map of London and its Suburbs," which was acclaimed for its precision. The brand he founded remains respected in the cartographic world and has also expanded into travel books and accessories.

### Condition Description

Minor wear and soft folds.

# 11. Maurice Neumont's dramatic World War I map of a Europe subject to Prussian aggression.

SOLD

[\[Prussian Octopus\] En 1788 Mirabeau disait déjà: La Guerre est l'industrie Nationale de la Prusse.](#)

Cartographer(s): Maurice Neumont

Date: 1917

Place: Paris

Dimensions: 80 x 59 cm (31.5 x 23 in)

Condition Rating: VG

SKU: NL-01998



Neatline is excited to present this early pictorial map from the First World War, warning against the aggressive German Reich. The map is titled *En 1788 MIRABEAU disait deja : LA GUERRE est l'industrie Nationale de la PRUSSE* (Already in 1788 Mirabeau was saying: War is the national industry of Prussia) and was compiled by Maurice Neumont in 1917. It is a striking piece of anti-German propaganda issued at the height of World War I.

The map depicts Germany as a monstrous octopus, its tentacles extending menacingly across Europe as a visual representation of Prussia's expansionist ambitions. Germany is colored red, indicating its gradual territorial annexations since 1740. The scope of Prussian incursions included the seizure of Alsace-Lorraine in 1871 during the Franco-Prussian War, revealing its French outlook on the political landscape. To add an element of satire, the giant octopus is adorned with the Prussian *Pickelhaube*, or spiked helmet that Hollywood has helped eternalize as a symbol of German military aggression.

A graph at the top right illustrates the historical growth of the Prussian Army, evolving from its 18th-century form to the menacing force of World War I. Textual elements reinforce the visual argument, incorporating quotes such as the Chamber of Deputies' declaration regarding Alsace-Lorraine's invasion and statements from the pan-Germanist *All-Deutscher Verband*, advocating German superiority over other European nations. General Petain's message in the lower margin emphasizes France's defensive stance for liberty and preserving a free and independent Europe.

Neumont's map, with its intimidating imagery and poignant text, is a rare and impactful piece of propaganda that uses compelling visual and textual elements to convey the threat of Prussian militarism during World War I.

## Context is Everything

The map emerged amidst the fervor of World War I. It was crafted as part of a propaganda campaign by Maurice Neumont under the initiative of *La Conference au Village contre la Propagande ennemie en France*. Established in 1917, this organization aimed to bolster patriotic sentiments across rural France through effective counter-propaganda against German efforts.

The octopus motif had previously appeared in propaganda maps to depict aggressive imperialism. Examples are seen in [Fred Rose's Serio-Comic War Map for the Year 1877](#), representing Russia as the aggressor. Neumont's map reinvigorated this imagery to portray the Prussian aggression of World War I.

## Cartographer(s):

**Maurice Neumont** (1868-1930) was a Parisian artist who became renowned for his impactful propaganda posters during World War I. Notably, his poster *On Ne Passe Pas! 1914-1918* [None Shall Pass], featuring a resolute French soldier on the battlefield, gained significant acclaim. Neumont's career as a painter and commercial poster artist lasted until he died in 1930. His contributions to propaganda work earned him widespread recognition, including the high French order *Légion d'honneur*. Neumont collaborated with organizations like *La Conference au Village* to create the necessary propaganda to bolster France's patriotic spirit and counter enemy propaganda.



# 12. An early map of Stalin's horrific Gulag system by one of the most ardent critics of Communism in the United States.

\$875

## Carte de l'Esclavage en U.R.S.S.

Cartographe(s): Isaac Don Levine

Date: 1951

Place: Paris

Dimensions: 56 x 44 cm (22 x 17.3 in)

Condition Rating: VG. Wear along folds and pin holes in corners.

SKU: NL-02003





The *Carte de l'Esclavage en U.R.S.S.* is a French edition of a crucial piece of anti-Communist literature showcasing the Soviet Gulag system. The map's expansive reach stretches from Berlin to the Bering Strait and the Pacific Ocean, situating the Soviet Union across Europe and Asia. Red dots and symbols denote the extensive camps, supplemented by descriptive French text detailing the horrors of the Gulag and its role in Soviet governance.

The map served as a compelling visual tool for depicting the widespread reach of the Soviet Gulag system. Displaying a thematic distribution of these camps across the Soviet Union, the map exaggerated the country's extent, thereby implying the vastness of the Gulag infrastructure. Marked by red dots and symbols indicating local or centralized control, the camps spanned the nation. The map is accompanied by descriptive columns outlining the brutality of Gulag life and the significant role the threat of Gulag imprisonment played in the Soviet regime.

The map's origins can be traced to a Polish-language expose, *Sprawiedliwość Sowiecka*, published by Sylvester Mora and Pierre Zwierniak in Rome in 1945. The purpose of the publication was to describe the Soviet Gulag system using prisoner testimonies. Isaac Don Levine, editor of the anti-Communist magazine *Plain Talk*, introduced an English version of the map to his magazine in 1947. The map's wide circulation prompted the American Federation of Labor (AFL) to advocate for a UNESCO investigation into forced labor, culminating in an updated version in 1951, forming the basis of our example.

The map became a tool for psychological warfare during the Cold War era, underscoring the need for NATO (founded in 1949) to contain the aggressive Soviet Union.

## Context is Everything

During the Cold War, the Soviet Union's Gulag system, a network of forced labor camps established post-Russian Revolution, housed millions of prisoners, including political dissidents, criminals, and prisoners of war. Following World War II, the severity of the Gulag system became a focus of anti-Communist propaganda efforts, offering ammunition to Cold Warriors both in America and globally.

## Census

Produced in 1951, this edition was based on the original by Isaac Don Levine but edited by the *Centre d'Archives et de Documentation* in Paris. Only a few institutional copies exist (OCLC nos. 494888470 & 255289731), making this a rare and significant find for Cold War collections.

**Isaac Don Levine** (1892-1981) was a Russian-born journalist, writer, and visualizer (i.e., mapmaker) who immigrated to the United States in 1911. He began his journalism career with *The Kansas City Star*. He later worked for *The New York Herald Tribune*, covering significant events like the Russian Revolution and the ensuing Civil War in Russia. Later in life he collaborated with defector Walter Krivitsky on articles detailing Stalinist Russia, contributing to anti-Communist discourse. Levine also served as the editor of *Plain Talk*, fostering anti-Communist sentiments, and played a role in the Alger Hiss case. His involvement in the creation of the Gulag map aligned with his anti-Communist stance, utilizing maps as tools for psychological warfare during the Cold War.

13. A noteworthy and era-specific snapshot of North American geography and exploration during the early 19th century.

\$1,600

[Charte Von Nord America Entworfen und gezeichnet von C.G. Reichard...Erganztr und nach den neuern Entdeckungen desr Hrn. Lewis, Clarke n. Pike...1817.](#)

Cartographer(s): Christian Gottlieb Reichard

Date: 1817

Place: Weimar

Dimensions: 52 x 59 cm (20.5 x 23.25 in)

Condition Rating: VG+

SKU: NL-02111



Christian Gottlieb Reichard's 1817 *Charte von Nordamerika* is a rare medium-format cartographic representation of the continent and its colonial and national subdivisions in the early 19th century. It was issued shortly after the publication of Scottish mapmaker John Melish's influential map of North America (1816), which in turn was among the first charts to draw on Nicholas King's cartographic compilations from the notes and reports of Lewis and Clark. In this sense, our mapping conveys cutting-edge information that has only recently become available to European mapmakers. On the Pacific Coast, San Francisco is clearly shown on the map despite the early date.

In addition to depicting the new and independent republic of the United States, the map also shows the colonial holdings of a number of European states, including some of the more obscure colonizers like Holland, Sweden, Denmark, and Russia. The varying spheres of geo-political interest and control are demarcated using vivacious hand-coloring, with pink representing England, yellow for the United States, blue for Spain, and green for French domains. In this way, Reichard's map provides a detailed view of North America's latest political configuration.

Particular emphasis is on the west and northwest regions, and the map showcases some of the latest discoveries of the interior and includes a range of notable features and geographic elements that hitherto had yet to be part of the cartographic repertoire. One striking aspect is the inclusion of the northwest and west of the Mississippi River Valley. These were regions only sporadically explored at the time, and this map offers modern viewers a poignant insight into the state of geographical understanding. The Missouri River is also rendered in considerable detail, with the Jefferson, Madison, and Gallatin branches being fully delineated. An inset map, *Nordwestlichster Theil von Nord America*, provides further detail on the Pacific Northwest.

The California and Oregon interior remains relatively void of detailed and reliable information. An interesting case study is seen in the delineation of two incongruous mountain ranges. One is enormous, running from western Canada down to southern California. Labeled the Rocky Mountains, this feature confounds the American range and the smaller, more coastal Sierra Nevadas. The confusion is not strange, as much of California's interior remained relatively unexplored. It would be another three decades before the Gold Rush would spur a more detailed mapping.

A second range is even more out of place. Extending from Southern California, a secondary cordillera entitled *Berge des Platten Flusses* (Mountains of the Platte River, about the southern branch of this significant tributary to the Missouri) runs northeast across the Mojave Desert and Great Basin.

In the Pacific Northwest, near the Canadian border, we note that the Columbia River is depicted as turning due north. Further south, Spanish provincial governments in the Louisiana Territory are identified, including New Orleans, Mississippi, and Louisiana. Even within the borders of the United States, we find boundary configurations that were not to last. The state of Georgia, for example, stretches from the Atlantic to the Mississippi River Valley, including New Orleans.

Many of the features on this map – especially as they pertain to 'The West' – drew on the latest explorations and discoveries. Indeed, the title acknowledges not only Lewis & Clark but also the explorations of American Brigadier General Zebulon Pike, who in 1805/6 reconnoitered the northern reaches of the Mississippi River. The following year, he crossed the Rocky Mountains into southern Colorado. Nicholas King's contributions to the cartography of North America, in particular his map drawn for the War Department based on the notes of Lewis and Clark, are acknowledged in the associated text.

**Census:** The OCLC lists only two institutional holdings of Reichard's 1817 map, both in Germany (OCLC no. 214320875). We have also identified an example of the map in the Beinecke Library of Yale University (Object ID. 15535340).



14. A rare and updated world map from a pioneer in commerce- and industry-oriented cartography.

\$1,250

[Neueste Karte Der Erde Mit Rücksicht auf das Beurnfniß des Handelstandes sowie für den Unterricht An Lehr-Anstalten...](#)

Cartographer(s): C.F. Baur  
Date: ca. 1870  
Place: Stuttgart  
Dimensions: 117 x 89 cm (46 x 35 in)  
Condition Rating: VG+  
SKU: NL-02113



This remarkable nineteenth-century German wall map of the world stands out for its intricate detail and rich historical contextualization. The map is a fascinating tool intended to educate and inform, encapsulating numerous facets of world geography in a single densely packed chart.

### *A new 'Newest Map of the World'*

Baur's chart centers on the vast expanse of the Pacific Ocean and applies a standardized Mercator Projection. The well-known warping this creates around the polar caps is palpably evident in this map, which depicts the Spitsbergen (Svalbard) roughly the same size as Indonesia.

The map is comprehensive in its coverage. Not only does it include all the landmasses of the world, but it is also brimming with intricate features such as lines denoting prevailing currents, renowned explorers' routes, and crucial shipping lanes and transportation routes. It is consequently a vivid portrayal of the modern world in motion and effectively illustrates the interconnectedness of a globalized world. On land, the map offers an even greater wealth of information, with dense place names identifying mountains, rivers, cities, and even major railroads. Floating above the landmasses, we find smaller insets of polar projections depicting a North and South Pole that humans have yet to reach.

### **Census**

Neatline's example of Baur's map was published by Julius Maier in Stuttgart sometime in the 1880s. As the map is undated, a more precise date cannot be ascertained. The OCLC lists three examples of Neatline's state of this map (no. 56794952) held at UC Berkeley, the University of Texas at Arlington Library, and the Bayerische Staatsbibliothek. A fourth and possibly independent example is listed with the British Library (no. 558025467) and tentatively dated 1887.

While an independent production, the map is based on an earlier state from 1869 originally compiled by German emigré Traugott Bromme, a man renowned for his immigrant guides to America. This original edition was subsequently refined for independent commercial publication by Stuttgart-based map publisher Carl Friedrich Baur.

### **Cartographer(s):**

**Carl Friedrich Baur** was a German map publisher based in Stuttgart who flourished in the latter half of the nineteenth century. His work focused on maps and atlases, most with thematic or historical content. His *Atlas für Handel und Industrie für Kaufleute, Fabrikanten und Gewerbetreibende* (1857) was a pioneering industrial and commercial atlas.

### **Condition Description**

Very good. Folding map on original linen with original case.

## 15. A pair of plans of Istanbul for Ottoman Sultan Abdul Aziz.

\$1,200

[Plan der Stadt Constantinopel nebst deren nächsten Angrenzungen.](#)

Cartographer(s): Carl Stolpe

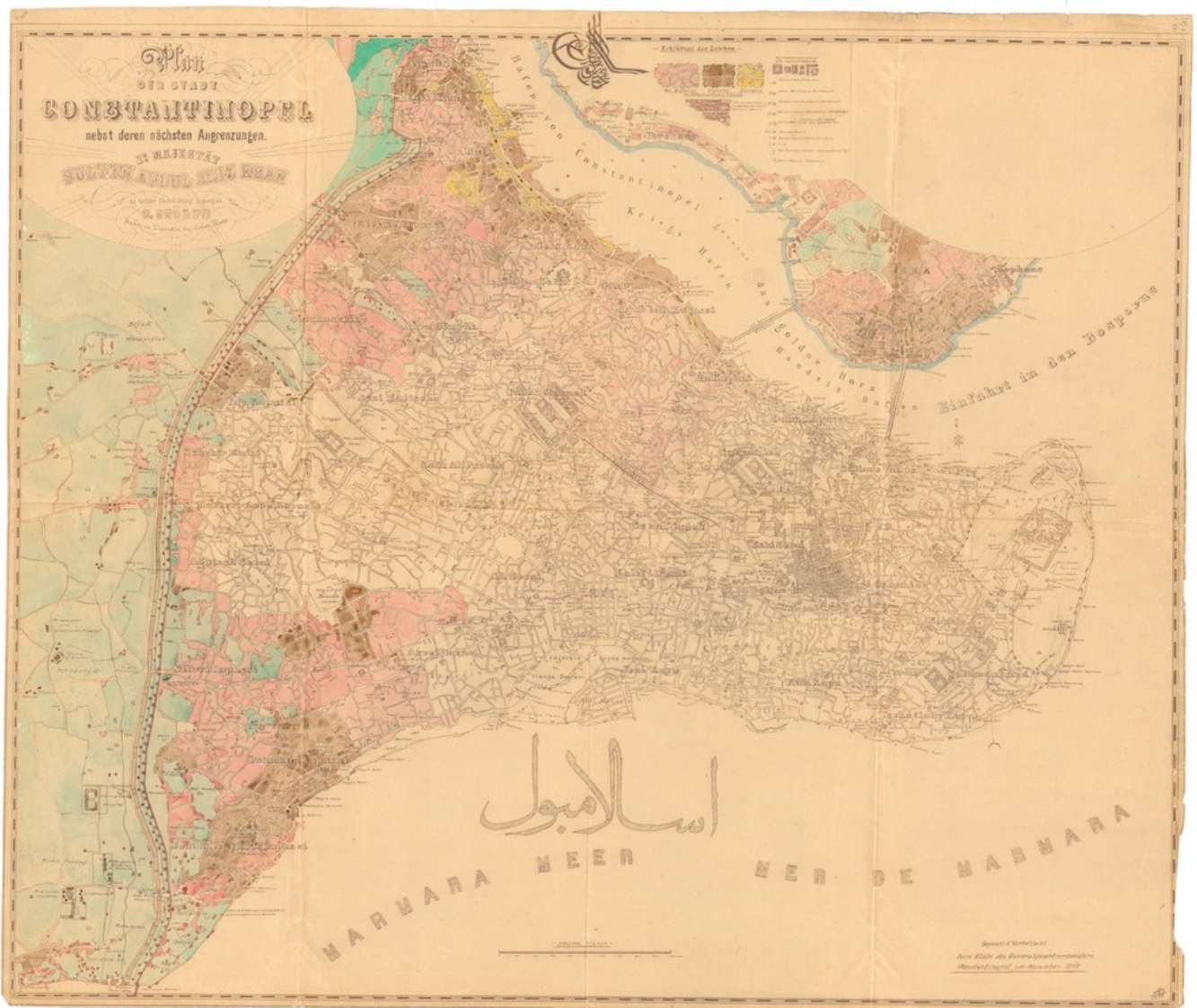
Date: 1917

Place: Carl Stolpe

Dimensions: 68.5 x 58.5 cm (27 x 23 in)

Condition Rating: VG

SKU: NL-01983





A rare German plan of Constantinople/Istanbul in two identical yet highly distinct editions. One is a black and white printing on wax paper, whereas the other is a chromolithograph on paper. The plan was compiled by a Prussian officer, Carl Stolpe, who traveled to the Ottoman capital after leaving the German Army's Engineering Corps to the Ottoman capital, where he gained employment as a surveyor and mapmaker under Sultan Abdul Aziz (r. 1861-1876).

The map shows the confluence of the Golden Horn, Bosphorus, and Sea of Marmara. In the center of the composition is the heart of old Constantinople, generally referred to as Sultanahmet, and across the Golden Horn, we see the old Genoese colony area known as Galata. The highly detailed map offers many historical sites and a meticulous rendition of the organic flurry of streets that zig-zag through the old city.

The tri-lingual city plan has toponymic labels in Ottoman Turkish, German, and French. In the upper right corner, just beyond the Tershane district, we find a symbolic legend denoting the different denominational neighborhoods of the city (red for Muslim, black for Christian, and yellow for Jewish). Next to the legend is an elaborate Islamic calligraphy, the *tugra* or ceremonial signature of the Ottoman Sultan.

While this map was compiled in the mid to late 1860s, Neatline's examples were reprinted during the Great War in 1917, as indicated at the bottom right corner. The original came from the General Quartermaster's office within the still autonomous Ottoman capital. In other words, it is both a wartime printing and a manifestation of the unholy alliance between the Ottomans and the German Reich. The First World War would be the final contributing factor to the collapse of the Ottoman Empire, and this map has thus been seen as one of its last cartographic creations.

Even though it is unclear what the exact purpose of the black and white wax paper edition is, wax paper was a common method of replicating a print without much need for printing equipment. Another common use of wax paper was to transfer an image to a hard surface such as plywood.

## Context is Everything

In the latter half of the 19th century, printed maps of Istanbul became increasingly popular. Many maps were designed to be travel guides for the growing number of European tourists visiting the Ottoman capital. During the 1860s, Carl Stolpe was one of several non-Turkish mapmakers operating from Istanbul to respond to this demand. Most of Stolpe's maps were published locally by Lorentz & Otto Keil, and they often featured explanatory texts providing information about the historical sites within the city in both French and German.

Stolpe's maps enjoyed considerable success, seeing multiple editions published until the close of the 19th century. The later editions included blue lines to indicate the railway networks, but these do not feature on the examples offered by Neatline, suggesting that the original state was reprinted in this case.

The German Reich cultivated close diplomatic and military ties with the Ottoman Empire during the final decades of the 19th century and up until World War I. This plan can be seen as a symptom or reflection of that relationship in many ways.

## Cartographer(s):

**Carl Stolpe** was a Prussian army engineer who, during the 1860s, found employment under the Ottoman Sultan Abdul Aziz in Istanbul. He produced several city plans, which were published in Istanbul.

## Condition Description

Some minor spotting and wear along margins. Soft folds.



## 16. One of the earliest maps of Oregon Territory.

\$550

### [Map of Oregon Territory.](#)

Cartographer(s): Samuel Parker

Date: 1838

Place: Utica, NY

Dimensions: 60 x 37 cm (23.5 x 15 in)

Condition Rating: VG. Very good. Professionally restored. Small stain in upper left.

SKU: NL-01896



A fine example of one of the landmark maps of the American West, this is Presbyterian minister Samuel Parker's 1838 map of the Oregon Territory and nearby regions, including all or portions of modern Oregon, Washington, California, Idaho, Wyoming, Montana, Nevada, Utah, Colorado, North and South Dakota, Nebraska, British Columbia, Alberta, Saskatchewan, and Manitoba.

Although it contains a small number of errors, omissions, and cartographic myths, Parker's map was a significant improvement on earlier maps of the interior of the Oregon Territory. Mountains, rivers, lakes, forts (including Vancouver, Walla Walla as W. W., and Hall), and other features are recorded in great detail. Native American groups are named throughout, a special interest of Parker's given his missionary endeavors. Some of the spellings employed here are no longer standard but still recognizable (Mt. Shasty, Spokein). A previous owner has added a small annotation at bottom noting the location of San Carlos (?) near Denver.

## 17. French government map of the economic resources and activities in a newly independent Middle East.

SOLD

[\[Data Visualization\] Moyen Orient. Essai de Carte économique.](#)

Cartographer(s): Institut Geographique national

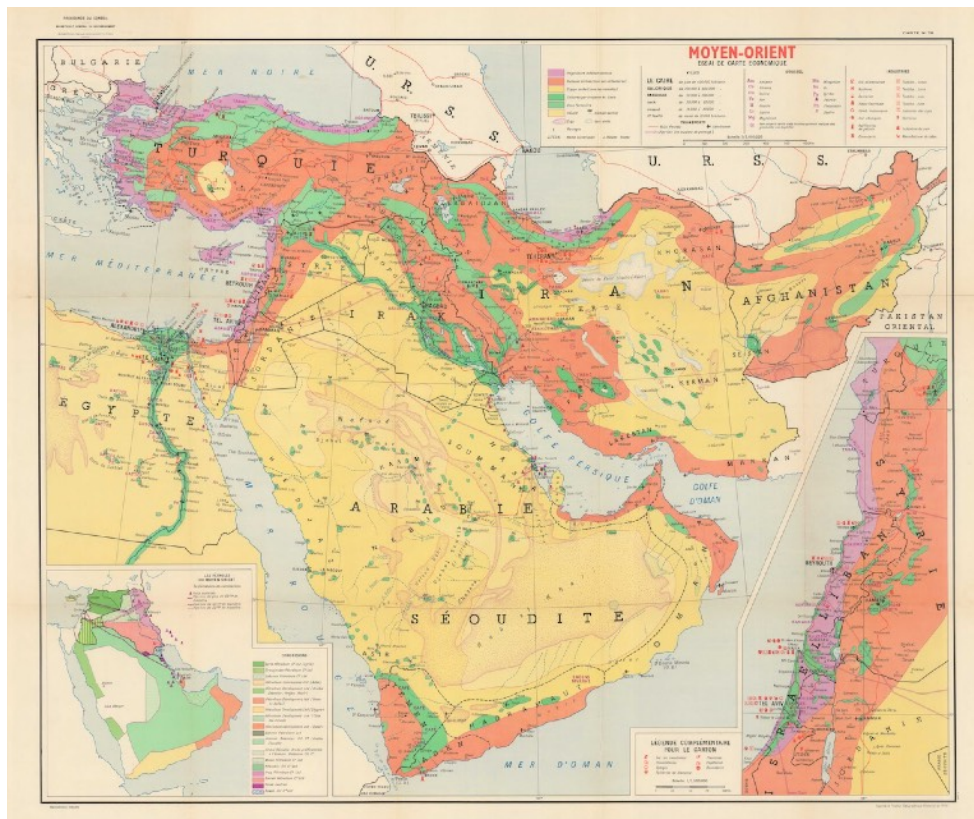
Date: 1958

Place: Paris

Dimensions: 100 x 82 cm (39 x 32 in)

Condition Rating: VG+. Beautiful. Professionally backed.

SKU: NL-01985



This French government map of the Middle East from 1958 was produced by the *Secretariat Général du Gouvernement* and printed by the *Institut Geographique national* in Paris. It is sheet map number 77 (corrected by hand from the printed number 79 on the verso) in a series of such maps produced by the French government following the global collapse of colonial rule in the wake of World War II. The map shows the entire Middle East and beyond, stretching in scope from Egypt in the west to Afghanistan in the east and including the entire Arabian Peninsula.

The map presents the new way European economies understood the Middle East following the end of colonial rule. It is quite clear what drives French interests at this stage, just as the map makes it palpable that European nations – now in greater competition with one another than ever before – would not let the waning of their political influence impact new economic opportunities.

## 18. The earliest acquirable map of the Bay of Monterey.

\$675

### [Plan De La Baie De Monterey Situee Dans La Californie Septentrionale...](#)

Cartographer(s): Jean François de Galaup de La Pérouse

Date: 1797

Place: Paris

Dimensions: 20 x 14 inches

Condition Rating: VG+. Excellent. Nice, wide margins.

SKU: NL-02116



This gorgeous late 18th-century rendition of the Bay of Monterey by Le Perouse is the earliest obtainable map of this region. The map is oriented north to the left and covers an area that stretches from Carmelo Cove and the Presidio to New Year's Point (modern Santa Cruz) across the bay. As such, the map includes the full sweeping curve of the coastline and the bay in its entirety.

Waterways, trees, and sand dunes have all been drawn meticulously onto the map, whereas the hinterland's topographic relief is shown in finely graded hachure. The coastal mountains, labeled after the Spanish name 'Montagnes Ste Lucie' (after the catholic saint whose martyrdom is celebrated each year on December 13th), form the bay's dramatic backdrop. In the bay's southern end, several additional places have been labeled. The chart maker plots the Mission of St. Charles, Cypress Point, and the anchorage fronting the Presidio onto the map.

## Context is Everything

The map represents the published result of an expedition captained by the great French explorer Jean-Francois de Galoup, Comte de La Perouse. Between 1785 and 1788, he commanded an expedition to the still largely unknown Pacific. The goal was to complete the exploration and mapping of the Western Pacific, which had been set and almost accomplished by the illustrious Captain James Cook on this third voyage. La Perouse was recognized as one of France's best naval commanders and was consequently selected for the job by King Louis XVI himself.

La Perouse first explored the coasts of Alaska and the Pacific Northwest, partly searching for the fabled Northwest Passage. Among his briefs was also the determination of correct longitudes, and the British Admiralty had supplied the French expedition with their data and instruments to solve this lingering problem.

After leaving the Bay of Monterey, the expeditionary force crossed the Pacific to reach the Philippines. From here, they continued to the Asian mainland, where the entire coastal stretch from Macao to Kamchatka was investigated. Returning south, La Perouse sailed on the remote Solomon Islands. The last time anyone heard of the expedition was in Australia's Botany Bay, where a British ship was provided copies of their records and packaged materials to be returned to Paris. This was in the spring of 1788, a year and a half after the anchorage at Monterey Bay. After that, the expedition was never heard from again.

La Perouse's voyage is still considered one of history's most remarkable feats of exploration. Part of the reason it is so celebrated is that despite the expedition's disappearance, much of the information they had accumulated over the course of their journey was saved through a meticulous practice of copying records and sending these copies back to France whenever the opportunity presented itself. This was the only reason this excellent early Monterey Bay map survived.

**Jean François de Galaup, comte de Lapérouse (23 August 1741 – 1788 ca.)** was a French Naval officer and explorer whose famous expedition vanished in Oceania. His naval career began when he entered the French Navy college in Brest at the age of fifteen. Over the years, he participated in various naval campaigns, among other things, earning the esteemed rank of Commodore for his victory over the English frigate ARIEL in the West Indies. He also played a significant role in the Battle of the Saintes and gained recognition by capturing two English forts along the coast of Hudson Bay.

In 1785, La Perouse was appointed to lead an expedition around the world by Louis XVI and his Secretary of the Navy, the Marquis de Castries. The aims of the expedition were quite ambitious, intending to sail and map regions such as Chile, Hawaii, Alaska, California, East Asia, Japan, Russia, Australia, and the South Pacific. The entire expedition vanished mysteriously after leaving New South Wales in March 1788. They were en route to New Caledonia, the Solomons, and the western and southern coasts of Australia. No member of the expedition was ever heard from again.

# 19. [Thematic maps] An American map of oil and petroleum resources in Columbia.

\$500

[World Petroleum Oil Map of Columbia.](#)

Cartographer(s): A. Hoen & Co., International Map Co., Inc.

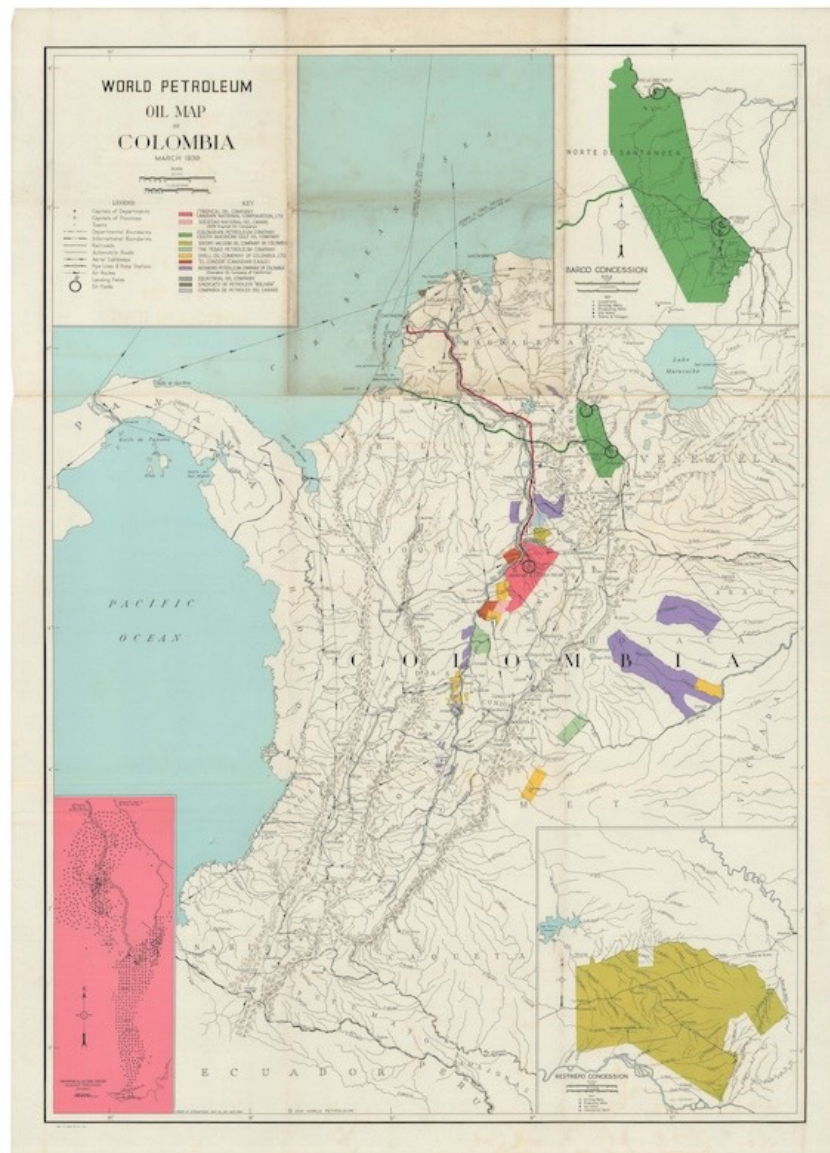
Date: 1939

Place: New York

Dimensions: 68.5 x 96 cm (27 x 38 in)

Condition Rating: VG

SKU: NL-02119



This is an American-made map of Columbia's oil and petroleum fields as they appeared in March of 1939. The map shows Columbia, from the Arauca district bordering Venezuela in the east to the Pacific Ocean in the west and extending south until the border of Ecuador.

The main map offers a detailed view of Columbia, including towns and cities, railroads, topography, and other common cartographic features. What distinguishes this map is the fields of color coding, which indicate the presence of oil and petroleum extraction initiatives throughout the country. From the oil-producing regions in the heart of the country, pipelines, roads, and railroads extend northwest towards the Pacific coast. We see one major pipeline marked in red, which culminates just south of the metropolis of Cartagena. A second pipeline (in green) follows it out of the jungle but culminates further south in the town of Coveñas. An interesting detail is the inclusion of passenger ferries from Coveñas to New York (1925 miles) and Le Havre, France (4351 miles). Larger towns such as Barranquilla in the north also show the flight connections into the interior (Bogota and Cali, for example) and out of the map and abroad. This is, in other words, not simply a testament to the early Columbian oil and petroleum industry but also a relic of early national and international travel.

An inset in the upper right corner establishes the physical relationship with Columbia's neighbor to the east while simultaneously showing the so-called Barco Concession. From this, it is clear that most of the petroleum-producing fields in this area lie in a band relatively close to the Venezuelan border. A second inset is found in the lower right corner of the map, which depicts the Restrepo Concession west of the La Salinas Fault. The map shows that this is still an area under development. Despite having a small number of drilling and production wells, most of the extraction features listed here result from prospection (including a new deep test location). A third and final inset is found in the lower right corner, which shows the Infantas and La Cira Fields. These were part of the Demares Concession and extended northwards from the Colorado River and Infantas towards Barranca Bermeja, following an established pipeline and railroad.

The map was lithographed in early 1939 by Baltimore-based A. Hoen & Co. for the International Map Company in New York.

## Context is Everything

Colombia is Latin America's fourth largest oil and petroleum producer and among the top twenty producers globally. In 1918, crude oil was first discovered in the La Cira-Infantas field in Barrancabermeja. When production started, the well produced around 40 barrels a day. A 100 years on the La Cira-Infantas field now produces 46,000 barrels daily. In total, Colombia has about 860 thousand barrels per day.

For a more detailed history of oil production in Columbia, we refer to Juan Carlos Echeverry's essay on the subject, published online by the *Asociación Civil Instituto de Estudios Superiores de Administración* (IESA) ([click here](#)).

**A. Hoen & Co.** was a lithographic printing company established in the 1840s by Edward Weber (as E. Weber & Co). Headquartered in Baltimore, the company rose to prominence under the leadership of August Hoen. After Weber's death, Hoen assumed company control and rebranded the firm as A. Hoen & Co. His dedication to excellence and innovation propelled the company to become a driver of the American lithography and printing industry in the mid-19th century.

## Condition Description

Average to good. Wear along fold lines. Toning at top.

## 20. Dufour's Map of British and Portuguese Colonies on the Indian Subcontinent.

\$500

[INDES, Colonies Anglaises.](#)

Cartographer(s): Adolphe Hypolite Dufour

Date: 1858

Place: Paris

Dimensions: 79 x 61 cm (31 x 24 in)

Condition Rating: VG+

SKU: NL-01981



This large format map of the British and Portuguese colonies in India was produced by the French mapmaker A. H. Dufour and issued in 1858. It is a folding case map comprising 20 panels mounted on fine canvas. The map is a remarkable and detailed representation of Southeast Asia, India, and the region's English and Portuguese colonies. It offers a comprehensive view, spanning from Afghanistan in the northwest to the Gulf of Manaar in the south and from the vast Chinese Empire to the east (including the regions of Malacca and Borneo) to the vast Indian Ocean in the west.

### *Key Features of the Map*

- 1. Geographical Coverage:** The map extensively covers Southeast Asia, with a primary focus on India and the English colonies. It encompasses an impressive expanse, from the rugged terrain of Afghanistan through the mystical lands of Tibet and China and south through India to Sri Lanka.
- 2. Topographical Details:** The map is rich in topographical detail. It highlights prominent features of the landscape, including rivers, islands, and mountains. This topographical information adds depth and context to the map, making it a valuable resource for understanding the region's geography.
- 3. Territorial Boundaries:** The map accurately delineates the regional boundaries throughout the depicted area. It meticulously demarcates the borders of most counties and territories of India, as well as both English (outlined in blue) and Portuguese (outlined in yellow) colonies. In doing so, the map precisely represents political divisions at the time.
- 4. Towns and Infrastructure:** The map features an intricate network of major roads and towns, granting viewers a fundamental understanding of the infrastructure and distribution of urban centers in the 19th century.
- 5. Hand-Coloring:** The map is adorned with original hand coloring, which enhances the visual appeal and adds vibrancy and clarity to the map, making it aesthetically pleasing and easy to interpret.
- 6. Large Format:** The map is presented in a large format, which provides a comprehensive view of the region. It consists of 20 panels that are expertly mounted on fine canvas, ensuring its durability and longevity.

In sum, this large, beautifully hand-colored map is a remarkable cartographic representation of Southeast Asia, India, and the English colonies of the Victorian Age. It offers a wealth of geographical and political information and a detailed topography, making it a valuable resource for historians, geographers, and collectors interested in the 19th-century depiction of this region.

### **Census**

The map was prepared by Auguste-Henri Dufour and engraved by Charles Dyonette. It was published as plate 34 of the 1858 edition of the *Universal Atlas, Physics, History, and Politics of Ancient and Modern Geography* by Armand Le Chevalier.

### **Condition Description**

Very good. Folding map on original linen with original marbled case.



## 21. The Scenic Route through the Rockies.

\$400

### [Panoramic Views Along the Line of the Denver & Rio Grande Railroad. The Scenic Line of the World.](#)

Cartographer(s): Poole Bros.

Date: circa 1894

Place: Chicago

Dimensions: 131 x 21 cm (51 x 7.5 in)

Condition Rating: VG

SKU: NL-01804



A stunning foldout set of scenic views of Colorado and Utah, published ca. 1894 by Poole Bros. as a promotional piece for the Denver & Rio Grande Railroad.

The brochure folds out to display a series of views of towns and natural features traversed by the railroad, progressing from east to west, including: Manitou, the Garden of the Gods, Royal Gorge, Marshall Pass, Cañon of the Grand River, Glenwood Springs (displaying the beautiful Hotel Colorado, opened 1893), Toltec Gorge, Cathedral Spire, and Castle Gate. The verso includes promotional, descriptive text with a general overview of the entire line as well as the locations highlighted on the recto. A map on the verso provides an overview of the entire Denver & Rio Grande network as it existed at the time. Today's Amtrak California Zephyr service follows the route of the Denver & Rio Grande from Glenwood Spring through Salt Lake City.

This brochure was published by Poole Bros of Chicago, with some of the recto views signed by Knight, Leonard & Co., also of Chicago, for the Denver & Rio Grande Railroad around the year 1894. A work with this title or a highly similar title was produced for the Denver & Rio Grande from the 1890s into the 1920s, sometimes with great variations in the size and content of the fold out graphics. The present edition is quite early, likely the first, and consequently much rarer than later editions. Nine institutions in the OCLC note this edition among their holdings.

# 22. An evocative and passenger-oriented overview of Northern California's railroad infrastructure in the 1880s.

\$600

[Map Showing the Summer Resorts on the Pacific Coast, adjacent to the lines of the Central and Southern Pacific Railroads.](#)

Cartographer(s): Southern Pacific Railroad

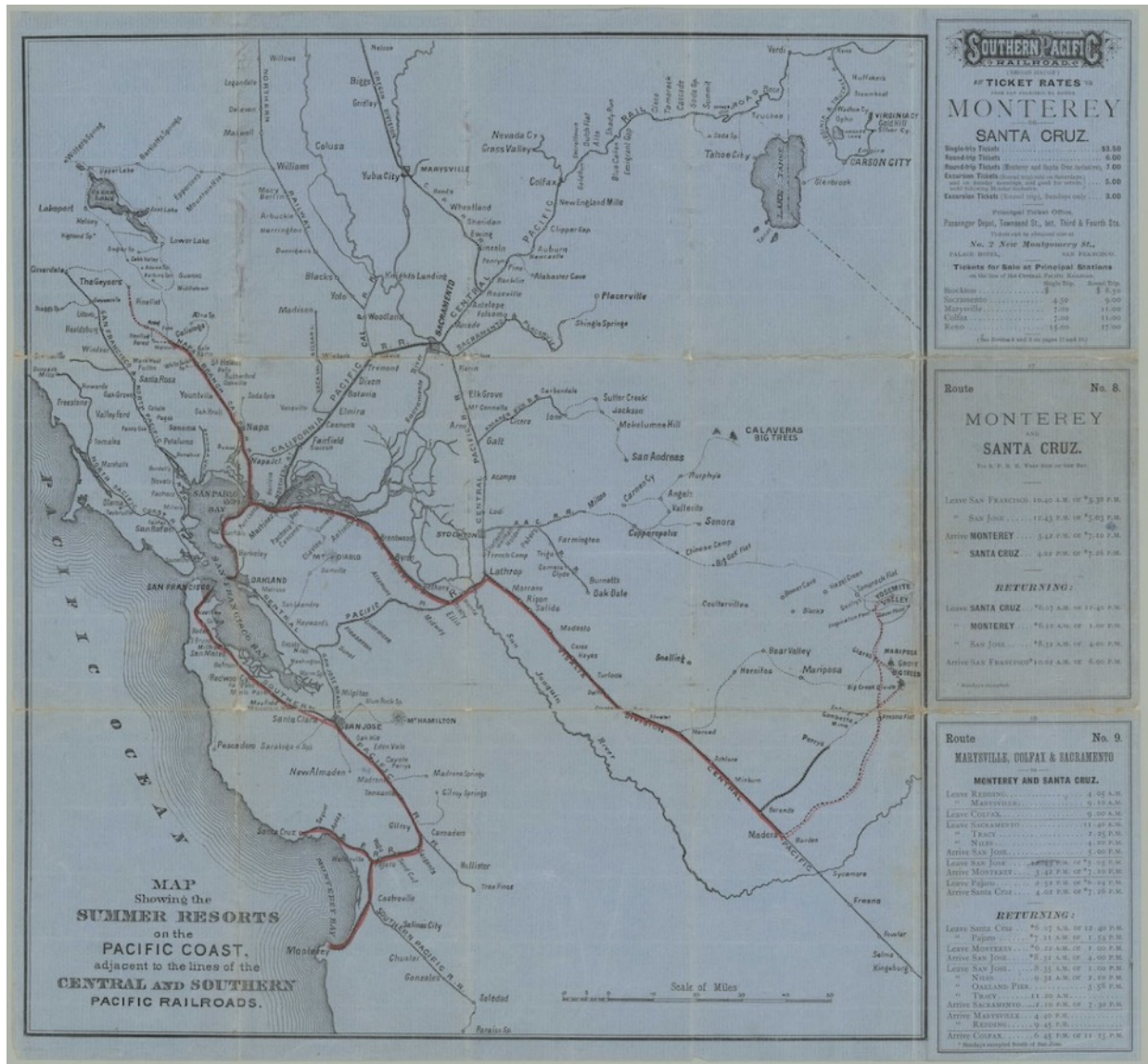
Date: 1883

Place: Not listed

Dimensions: 42.5 x 40 cm (16.75 x 15.75 in)

Condition Rating: VG

SKU: NL-02114



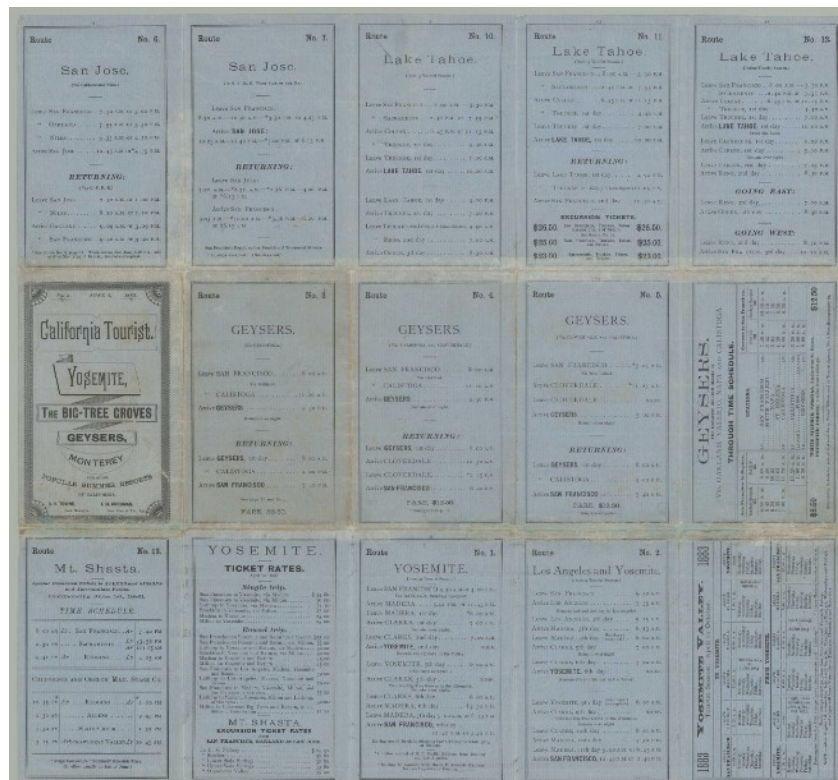
This antique railroad map for northern California is a compelling survival from the early age of travel. Published by the Southern Pacific Railroad in 1883, this folding passenger map shows the railroad systems surrounding the Bay Area. The map extends as far west as Lake Tahoe, Carson City, and the Yosemite Valley, north as beyond Yuba, and south as Fresno and Monterey. Among the iconic places depicted are San Francisco, San Jose, Madera, and San Andreas. It also shows well-known nature getaways such as Mariposa Grove, Calaveras, and The Geysers.

The map's primary purpose is to depict the railroad lines that traverse this region and allow the many places to be visited by a growing number of ordinary people. Being dubbed a 'map of summer resorts,' the target audience is the increasing number of people traveling for leisure and holidays. Idyllic locations and known natural wonders feature prominently among the map's many destinations.

Among the significant players governing travel by rail, we have the Central Pacific, Southern Pacific, and California Pacific (to Napa) Railroads, whose lines are highlighted in red on this map. In addition to these, a number of smaller lines have also been included to supplement and display the complete railroad infrastructure available. Minor railroads include the Amador & Ch. Railroad, the Sacramento & Placerville Railroad, the San Francisco & North Pacific Railroad, and the Virginia City & Truckee Railroad.

Along the right edge of the map, we see three tables from the publisher. The first shows ticket rates for a trip from San Francisco to either Monterey or Santa Cruz. Other priced destinations include Stockton, Sacramento, Marysville, Colfax, and Reno. Below the ticket rates is a table indicating travel time between San Francisco and Monterey or Santa Cruz. Finally, the lower table shows the timetable for trains from Marysville, Colfax, and Sacramento to Monterey and Santa Cruz.

The flanking tables are just a taste of what can be found on the verso of the map. Here are fifteen tables, one of which is the cover of the map when folded, informing passengers of additional routes, prices, and timetables. Despite being a Southern Pacific Railroad publication, two tables represent independent lines (i.e. Yosemite Valley and Geysers).



## 23. Mapping Meiji Japan's industrial production of silk for export.

\$475

[Map of Japan with statistical report of raw silk production.](#)

Cartographer(s): Tokyo Tsukiji Type Foundry

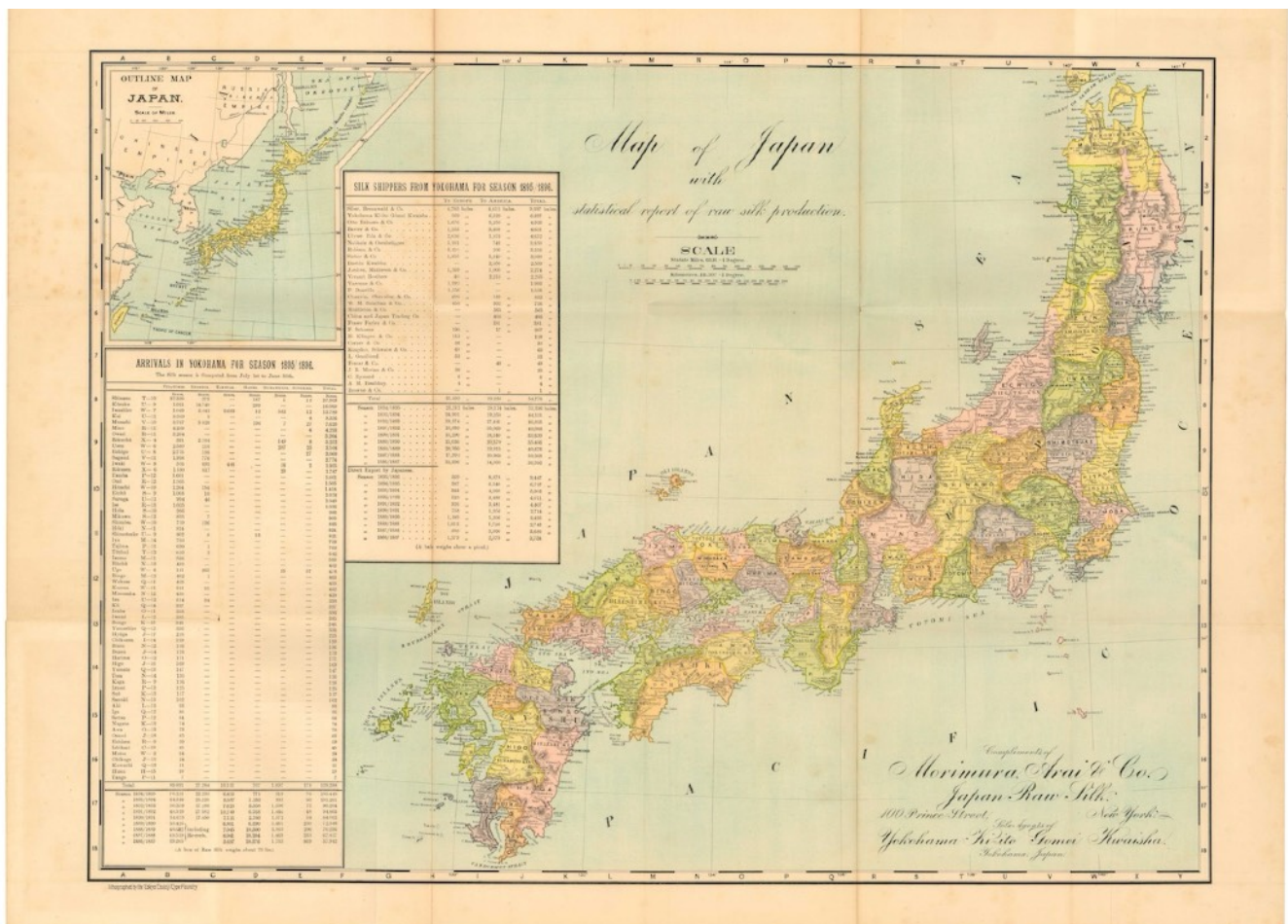
Date: 1896

Place: Tokyo

Dimensions: 75 x 55 cm (29.5 x 21.7 in)

Condition Rating: VG

SKU: NL-02005



This rare promotional map presents exports of raw silk from Japan in the 1895/96 season. The map was commissioned by the Morimuri Aria company, dealers in Japanese raw silk, and was subsequently lithographed by one of Japan's most famous printing houses: the Tokyo Tsukiji Type Foundry. While it is undated, its explicit reference to a specific annual season allows us to pinpoint its production year.

The purpose of the map is promotional, presumably to build connections with clients in America. No printer was better suited for this task than the Tokyo Tsukiji Type Foundry (see bio).

An important part of the map is the statistical information it provides in two large tables along the left side. These show the raw silk coming into Yokohama from producers around the country and the exports leaving Yokohama to Europe and America. While the first group is subdivided by region, the second is subdivided by export company. The information pertains solely to the 1895-1896 season.

## Context is Everything

Japanese silk production, also known as sericulture, has a long and rich history dating back to ancient times, with archaeological evidence dating back to the early Bronze Age (ca. 300 BCE to 300 CE). Historically, silk from East Asia saw a decline in significance following the smuggling of silkworms from China to the Byzantine Empire in the 14th century. However, in 1845, an outbreak of disease among European silkworms severely impacted the European industry, sparking a renewed demand for silks from China and Japan. Throughout the nineteenth and early twentieth centuries, Japanese exports competed directly with Chinese silk in the global market, particularly in labor-intensive products like raw silk.

Between 1850 and 1930, raw silk emerged as a primary export for both Japan and China, constituting a significant portion of their total exports. Notably, Japanese silk exports experienced a remarkable quadrupling between the 1890s and the 1930s, propelling Japan to become the world's largest silk exporter. This surge in exports was largely attributed to economic reforms during the Meiji period and the decline of the Qing dynasty in China, fostering rapid industrialization in Japan while Chinese industries stagnated.

With the onset of World War II, embargoes against Japan prompted the adoption of synthetic alternatives such as nylon. This shift, coupled with wartime challenges, contributed to the decline of the Japanese silk industry and its position as the world's leading exporter of raw silk.

**Tokyo Tsukiji Type Foundry:** Founded in the late 1860s by **Motoki Shozo**, often referred to as the "Gutenberg of Japan," the Tsukiji Type Foundry had its beginnings in Nagasaki. In 1872, the company relocated to Tokyo's Tsukiji district. After changing its name to Tokyo Tsukiji Type Foundry, the business thrived under the leadership of Tomiji Hirano. The firm boasted a wide array of services, including printing techniques such as lithography, collotype, and halftone, alongside typesetting. Its influence permeated the Japanese printing industry, leaving its mark on newspapers, magazines, maps, and books up until the 1930s. The firm also ventured into producing postage stamps, showcasing its adaptability and innovation.

The Tsukiji Type Foundry played a pioneering role in introducing movable English language type to the Japanese printing scene and, from that, became instrumental in advancing movable Japanese language type technology as well. Gradually, its dominance faced challenges as other typeset printing enterprises emerged. Competitors like the Ministry of Finance Printing Office and Shueisha, which later evolved into the present-day Dai Nippon Printing Co. (established 1876), and Toppan Printing Co. (established 1900), gradually eroded the influence of the Tokyo Tsukiji Type Foundry.

In addition to its printing ventures, the company collaborated with Takejiro Hasegawa, producing color woodblock prints for some of his books. Noteworthy printers engaged in this endeavor included Nomura Sojiro and Takagi Rintaro, further showcasing the Tsukiji Type Foundry's diverse capabilities and contributions to Japanese print culture.

## Condition Description

Folding case map. Very good. Some wear along fold lines.

## 24. Roberto Lagos' map of Missions in Chile.

\$425

[\[Chile\] Mapa de las Misiones antiguas y modernas de los PP. de S. Francisco...](#)

Cartographer(s): P. Roberto Lago

Date: 1908

Place: Barcelona

Dimensions: 38 x 92 cm (15 x 36 in)

Condition Rating: VG

SKU: NL-02001



This vivacious and decorative lithographed map of Chile was produced by Roberto Lagos and issued in Barcelona in 1908 as part of his history of the Chilean missions. It shows the country divided into its three main provinces (Aramuco, Valdivia, and Chiloe), each of which are colored distinctly and labeled in thick red lettering. The primary purpose of the map is, as indicated in the title, to represent both the historic and extant missions of especially the Franciscans in Chile.

Dubbed *el territorio Araucano* on the map, this was the term given by Spanish conquistadors to the area controlled by the Mapuche peoples (corresponding more or less to modern Chile and western parts of Argentina). A secondary aim of the map is to delineate the gubernatorial systems that were established by the missions during the 18th century in order to establish a functioning bureaucracy.

A legend in the lower right corner of the map specifies some of the features that have been included. The primary element is the missions themselves, and these have been subdivided into historical and extant missions. The secondary node of territorial control by the missions was maintained through the presence of chapels (*Capillas*) – here too noted as both historic and actively functioning. Major cities and provincial centers also have symbols on the map.

Many of the missions are to be found on or near the coast. The distribution of missions reveals something about the historical development of their presence in Chile. We note, for example, the abundance of missionary sites on the archipelago of Chiloe. By the time this map was produced, however, most of these had been abandoned. Instead, focus had shifted north to the territories of Valdivia and Arauco and also inland. A note at the bottom of the legend underlines that the missionary work and infrastructure of the Valdivia region was passed from the Franciscans to the Capuchin Order in 1839.

## Census

The map was prepared by P. Roberto Carlos and published in his history of Chilean mission (*Historia de las Misiones del Colegio Chillan* Vol. 1, 1908).

## Cartographer(s):

**Roberto Lagos** was a Chilean historian who specialized in the episcopal and missionary history of his country.

## Condition Description

Wear along margins. Folding map.

## 25. Merian's Bird's Eye View of Hangzhou, China

\$325

[Xuntien alias Quinzay.](#)

Cartographer(s): Matthäus Merian

Date: 1638

Place: Frankfurt

Dimensions: 40 x 32 cm (14.75 x 12.5 in)

Condition Rating: VG

SKU: NL-01979





***In the 1630s, European audiences had seen depictions of exotic cities like Tenochtitlan or Cusco, but Merian's Quinzay was the first detailed view of a Chinese metropolis.***

This is Matthäus Merian's extraordinary bird's eye view of the ancient Chinese city of Hangzhou (杭州市), the Ming emperors' capital of the Zhejiang Province. Hangzhou was one of the major Chinese cities that Marco Polo described in great detail. It was a coastal trade hub that connected the markets of southern China with the rest of the world. This role is clearly reflected in Merian's composition of the city, which is surrounded by a natural harbor and equipped with countless features to accommodate the maritime trade. Large ocean-going vessels are approaching the city via a narrow opening to the sea at the bottom of the image. This natural gateway to the city is protected by extensive fortifications, between which a thick chain prevented ships from entering or exiting the city without proper permissions.

Hangzhou was one of China's eight historic capitals, serving as the principal city of the southern provinces during the Ming Dynasty (1368-1644). Unlike Beijing, Hangzhou is an ancient city. It was founded over 2,200 years ago by the Qin Dynasty Emperors who united China and initiated the "Imperial Age" in Chinese history. Hangzhou was also one of the first South Chinese cities seen by a European when Marco Polo visited in the late 13th century. His description of the city shows that Polo was deeply impressed by its size and breathtaking beauty. Polo recounts how the city was built on a large lake, roughly 30 miles in diameter. At the lake's center are islands with pavilions and palaces forming the city's nucleus. Among the many features Polo tries to describe is the intricate network of paved roads and navigable canals within the city. The latter undoubtedly reminded him of home, although with more than 12,000 urban bridges, Hangzhou probably even outshone his native Venice (Polo is infamous for exaggerating, though).

***The first European map of a Chinese capital***

Like most European cartographers working on Asia in the 17th century, Merian was fascinated by Marco Polo's accounts and incorporated many of the features described by Polo into his bird's eye view. Merian was the first to seriously attempt a comprehensive and realistic view of a great Chinese city. Inspired by some of the great collators of the 16th century (e.g. Theodor de Bry or Braun & Hogenberg), Merian published this view in 1638 as part of his *Archontologia Cosmica*. It was the first cartographic city view dedicated to a Chinese city at the time.

By 1653, Jan Janssonius also published a map of Hangzhou in his city atlas, *Theatrum Urbium Celebriorum* (part VIII). The map was larger than Merian's view and, in many ways, more embellished. Janssonius had acquired the original Braun & Hogenberg *Civitates* plates and used these as the foundation for his atlas. The view of Hangzhou did not originate from this source but was built on a combination of Merian's view and Janssonius' reading of Polo's travelogue.

***European Corruption of Hangzhou***

A note should be made on the odd title that Merian gave his iconic view: *Xuntien alias Quinzay*. Until the 20th century, the city of Hangzhou was known as Quinzay among Europe's intelligentsia. The term is essentially a linguistic corruption of the Chinese toponym *King-sze*, which roughly translates to "capital" or "Big City." The term *Quinzay* can be traced back to the accounts of Marco Polo, who visited Hangzhou in the late thirteenth century and was spellbound by it. While *Quinzay* is a direct reference to Hangzhou, the preceding term – *Xuntien* – constitutes a similar corruption of the regional name Shuntian Prefecture (顺天府), of which Hangzhou was the capital.



### *Martino Martini and the Jesuit Connection*

While Merian undoubtedly drew heavily on the Polo account, his compilation may also have been inspired by another European presence in the city, namely the Jesuit Order. The Jesuits were among the first Europeans to settle in the Far East. In 1549, the Spanish Jesuit Francis Xavier landed in western Japan. A few decades later, in the early 1580s, Matteo Ricci (1552-1610) arrived in the Guangdong province of China, settling first in Nanchang (1595), then in Nanjing, and by 1601, in Beijing. Initially, their presence was sporadic and careful, with Jesuits often dressing up as Buddhist monks to avoid confrontations. However, the torture and violence that Jesuit missionaries were experiencing in Japan was not replicated in China, and by the 1630s, the Jesuits had become a permanent fixture of the city. It is entirely possible that Merian used Jesuit reports alongside the Polo account to get some of the details in his view just right.

In 1648, Martino Martini became head of the Jesuits in Hangzhou. Martini dabbled in cartography alongside his missionary work, and soon, he led an initiative to construct a new church in Hangzhou. The complex was directly inspired by the Gesù Church in Rome, and Hangzhou soon became the Jesuit headquarters in China. Martini died in Hangzhou in 1661 and was interred in the city. Even though his tomb and church were destroyed during the Cultural Revolution, they have since been rebuilt and are now part of the city's cultural heritage.

### Cartographer(s):

**Matthäus Merian** (September 1593 – 19 June 1650) was a Swiss-born engraver who worked in Frankfurt for most of his career, where he also ran a publishing house. He was a member of the patrician Basel Merian family.

Early in his life, he had created detailed town plans in his own unique style, for example plans of both Basel and Paris (1615). With Martin Zeiler (1589 – 1661), a German geographer, and later (circa 1640) with his own son, Matthäus Merian produced a collection of topographic maps. The 21-volume set was collectively known as the *Topographia Germaniae* and included numerous town-plans and views, as well as maps of most countries and a world map. The work was so popular that it was re-issued in many editions. He also took over and completed the later parts and editions of the *Grand Voyages* and *Petits Voyages*, originally started by Theodor de Bry in 1590. Merian's work inspired the Swedish royal cartographer, Erik Dahlberg, to produce his *Suecia Antiqua et Hodierna*, which became a cornerstone in European mapping.

After his death, his sons Matthäus Jr. and Caspar took over the publishing house. They continued publishing the *Topographia Germaniae* and the *Theatrum Europaeum* under the name 'Merian Erben' (i.e. Heirs of Merian). Today, the German travel magazine Merian is named after him.

### Condition Description

Even mild toning.

## 26. A rare Italian mapping of World War II's global battlefield.

\$275

### [Le Chiavi Strategiche Della Guerra.](#)

Cartographer(s): Editorial Ultra

Date: circa 1942

Place: Milan

Dimensions: 100 x 67 cm (39 x 26.75 in)

Condition Rating: VG

SKU: NL-02123



This rare Italian poster map from World War II is one of the countless attempts by Mussolini's fascist government to win the propaganda war. The poster consists of five larger and six smaller maps, each depicting worldwide strategic locations. Each of the five larger maps has a short explanatory caption to contextualize their inclusion. Moving clockwise from the upper left corner, we have maps showing.

- Greater Southeast Asia, with a caption in Italian reading: "*Burma and India, pearls of the threatened English Empire.*"
- The Libyan coastline, with a caption in Italian reading: "*Our glorious Fourth Shore and the central Mediterranean.*"
- Central Russia or USSR, with a caption in Italian reading: "*The heart of Russia, which Axis weapons are striking to death.*"
- The Indonesian Archipelago, with a caption in Italian reading: "*Insulindia, Australia's extreme defensive barrier.*"
- The Middle East, with a caption in Italian reading: "*The Caucasus, land of petroleum and the seething Muslim world.*"

Juxtaposing the five regional maps, we find six smaller maps taking up the central lower register. The smaller insets show more specific locations, including Gibraltar, Malta, Singapore, Alexandria, Pearl Harbor, and St Petersburg. In unison, these eleven maps represent what Mussolini's government believed to be the war's most crucial theaters and hubs of geo-political dominance. The striking and dramatic title banner across the top further confirms this. Interspersed with the vehicles of war (a tank, warplane, and battleship), it reads *The Strategic Keys to the War*.

## Census

The map is undated but appears to be a product from an early stage of the War, during which the Italian-German Alliance still considered themselves dominant. This is suggested by the focus on British foreign territories and by including Pearl Harbor as a strategic point of interest. Consequently, we believe that this map predates the Japanese bombing of the US Naval hub in December of 1941.

The map was printed by the Milanese publisher Editoriale Ultra and is rare today. The OCLC does not list a single institutional holding, and we have not been able to identify any other examples on the market.

## Cartographer(s):

**Editoriale Ultra** was an Italian publisher based in Milan. Founded as a public limited company on 24 January 1934, they were significant producers of printed matter during the 1930s and into the Second World War. Their output included the novels of Maria Cecchi Betrone and popular series such as "Oliva, Storia e leggenda e l'Enciclopedia storica Ultra" and "Il flauto di Pan," but also printed matter for Mussolini's fascist government.

Editoriale Ultra had only existed for a few years when the first bankruptcy proceedings against them began in 1936. Still, the company managed to survive through the war, in part due to their government contracts. After the war, it continued in a reduced capacity into the 1950s.

## Condition Description

Good. Some wear along fold lines, loss at intersections.

## 27. Official map of French Equatorial Africa, with annotations for an early automobile trip across the continent.

\$175

[Afrique Equatoriale Francaise – Feuille V \(w/ annotations\).](#)

Cartographer(s): Service Geogrphique de l'A.E.F.

Date: 1913

Place: Paris

Dimensions: 106 x 75 cm (42 x 29.5 in)

Condition Rating: VG

SKU: NL-02121



This map offers a detailed view of the eastern reaches of France's colonial holdings in Central Africa. It was compiled and engraved in 1912 and printed in 1913 for the newly established *Service Géographique de l'Afrique Équatoriale Française*.

The map is the fifth sheet in the five-sheet edition that covered the entire federation of French colonial territories in the region (note the small inset map of the coverage in the upper right corner). In scope, it covers from N'Délé and Grimari in the east (today the Central African Republic) to the border of Anglo-Egyptian Sudan in the west and south to the borders of Belgian Congo.

Borders and the Cato River's course have been highlighted in red. Certain quadrants in the west have also been colored bright red. This coloration forms part of a series of annotations made by the original owner of this map. In addition to the red highlighting, routes have been marked between cities in black dashed lines. A hand-written legend at the bottom confirms that these indicate routes for automobile travel. Additional handwritten notes along the edge of the map show where the suggested routes culminate (outside the map). Along the bottom, a pencil annotation notes the year 1913, the same year this map was first printed.

## Context is Everything

French Equatorial Africa, known as *Afrique équatoriale française* (AEF) in French, was a federation of French colonial territories in Central Africa comprising Gabon, French Congo, Ubangi-Shari, and Chad. Its establishment in 1910 marked the consolidation of four colonial possessions under one administration, with Brazzaville serving as its administrative center and the Governor-General overseeing affairs with deputies in each territory.

In 1911, a portion of the territory was ceded to German Cameroun due to the Agadir Crisis, but it was later returned after Germany's defeat in World War I. Notably, while most Cameroun proper became a French League of Nations mandate, it remained separate from AEF.

Within French Equatorial Africa, Ubangi-Shari operated under a concession system akin to the Congo Free State, where reports of atrocities surfaced, documented by writer André Gide in his 1927 publication *Travels in the Congo*, which strongly criticized the concession companies' practices. The book significantly influenced France's anti-colonialist movement. However, the exact toll of victims under the French concession system in Ubangi-Shari and other parts of French Equatorial Africa remains uncertain.

## Census

The map was compiled by Sous-Lieutenant G. Delineate for the *Service Géographique de l'Afrique Équatoriale Française* under Georges Bruel. It was engraved by R. Hausermann in Paris and printed by Augustin Challamel, also in Paris.

The OCLC has no listings of this map. The map should not be confused with the map of French Equatorial Africa by Emmanuel Barralier from the same year.

## Cartographer(s):

The **Service Géographique de l'Afrique Équatoriale Française** was the French colonial administration's survey and mapping unit. It was founded and directed by mapmaker and colonial administrator **Georges Bruel** (1871-1944) in 1909. After graduating from the recently established Colonial School in 1891, Bruel embarked on his administrative career in Equatorial Africa in 1893. He undertook five missions between 1895 and 1911, including Oubangui (1897) and Chari (1899-1901). Between 1902 and 1904, he commanded the Haut-Chari base and later conducted boundary delineations for major concession companies in Oubangui (1906-08). Through his explorations, he produced highly valuable reconnaissance maps.

## Condition Description

Good. Some wear along fold lines.

