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ITEM 23.

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THE DISCOVERY OF SPITZBERGEN AND A FIRST ARCTIC WINTERING

1. VEER (Gerrit de). *Tre Navigazioni fatte dagli Olandesi, e Zelandesi Al Settentrione nella Norvegia, Moscovia, e Tartaria verso il Catai, e Regno de Sini, doue scopersero il Mare di Veygatz, La Nuova Zembla, Et un Paese nell'Ottantesimo grado creduto la Groenlandia...*

First Italian edition. Engraved vignette on the title-page, engraved full page compass rose, and 31 half page plates (including 4 maps one of which is repeated) the prints good dark impressions. 4to. Old calf, rubbed. Marginal worming to ll.53-58 affecting c.4mm loss to 3 plates. Old paper repair to margin of v.55. Bookplate to front pastedown, Henry J. Barber. [iv], 79ll. Venice, Jeronimo Porro, 1599.

£6,000

This is one of two issues of Giunio Pariso's Italian translation printed in Venice in italic characters in 1599, the other by publisher Gioan Battista Ciotti. A French and a Latin edition were published in 1598. Both follow the original Dutch text, (as does this version), which was an oblong quarto issued by Claesz without a date; yet it is assumed in November or December of 1597, as the third expedition did not return to Amsterdam until the 1st November of that year. In this edition, the plates are re-engraved in a smaller format and as a consequence, it being their first use, the impressions are extremely fine and dark.

Gerrit de Veer's account of Willem Barents' three voyages in search of northern trade routes to the Orient in 1594, 1595, and 1596. The idea for these voyages was enthusiastically promoted by Oliver Brunel who had made a land journey through the Samoyed territory to Siberia, before making a coasting voyage as far as the river Ob. De Veer served as mate and chronicler on the second and third voyages.

As Boies Penrose remarks: "Brunel's travels led to the fitting out of a fleet in 1594, headed by Willem Barents, who ranks in history as one



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of the greatest Arctic navigators. With Barents went Jan Huyghen van Linschoten, the celebrated traveller to the East. Their first venture took the Dutch the whole length of Novaya Zemlya, to its northern tip, after which Barents retraced his course to Vaigatz, and passed through the Kara Sea as far as the latitude of the Ob.

The relative success of this voyage led to another the following year (1595), like the first commanded by Barents with Linschoten as supercargo. The high hopes placed in this undertaking were not realized, for the ships could not fight their way through the straits between Vaigatz and the mainland, and were obliged to return to Holland, victims of the unusual severity of a season which had kept the straits packed with ice through the summer.

Barents' third and last was his greatest, ranking among the hardest achievements of all Polar Exploration. Sailing in 1596, he set his course neither by the Northeast nor the Northwest Passage, but boldly across the Pole. In this wise he discovered Spitzbergen, but as he could not penetrate the pack-ice beyond, he abandoned his original idea, and steered once more for Nova Zemlya. After passing the farthest point of his 1594 voyage, Barents rounded the northern tip of the island, where his ship was crushed in the ice and he and his men were forced to spend the winter in great misery. The following spring the survivors set out on open boats and after incredible difficulties reached Russian territory. Barents perished during the passage, and with him the driving force of Dutch exploration in this quarter, but his indomitable spirit had enabled a party of men for the first time to winter far within the Arctic Circle, suffering from all the hardships inseparable from such a first experience" (*Travel and Discovery in the Renaissance* p174).

The engraved plates are a chief attraction of this edition, their iconic and at times brutal scenes setting the tone for the hardships awaiting future centuries of Arctic explorers. They include depictions of a parhelion, lethal encounters with polar bears, men being killed by the

stink of rotting whales, ships colliding in open water, and gridlocked in the ice. One particularly gruesome plate shows the punishment meted out to two sailors who stole hides from the Indigenous community they encountered. The thieves were keelhauled three times: one resurfaced as only half a body, and the other was marooned in his wet clothing, doomed to freeze (*see illustration below*). The conditions of their overwintering are also illustrated – one plate shows the hut in which the crew sheltered during the winter of 1596, made from the wood of their trapped ship and named *Het Hehouden Huys*: 'The Saved House'. In 1871 this hut was rediscovered by a Norwegian whaler and many remarkable artefacts were recovered then, and on subsequent expeditions. None, however, have located the site of Barents' grave.

Tiele Mémoire, 95; *Alden*, 598/113; *Brunet V*, 1127.



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A MAJOR WORK PROMOTING NOVA SCOTIA,
WITH A SIDELIGHT ON MARYLAND

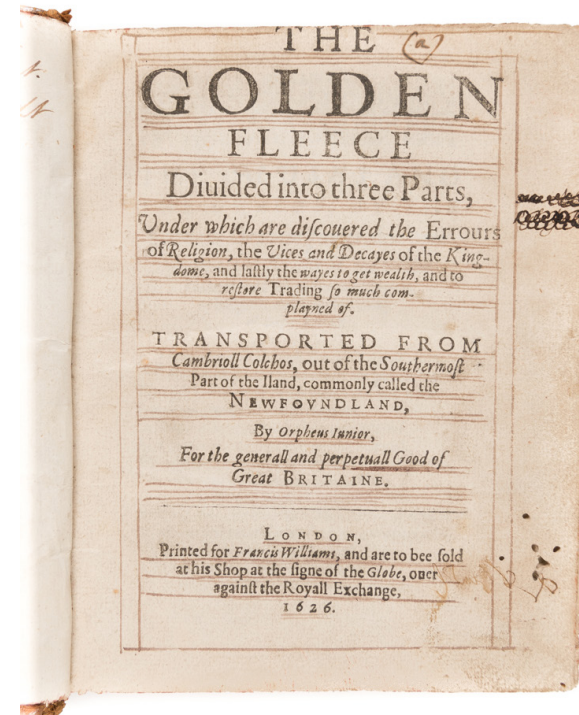
2. VAUGHAN (William). *The Golden Fleece*. Divided into three parts, under which are discovered the errors of Religion, the Vices and Decayes of the Kingdome and lastly the wayes to get Wealth and top restore Trading so much complained of, transported from Cambrioll Colchos, out of the Southernmost part of the Iland commonly called Newfoundland.

First edition. Folding map in facsimile. Small quarto. Contemporary speckled calf, stamped and ruled in blind, gilt morocco spine label, raised bands. Bookplate on front pastedown, some ink notes on front endpapers. Wormhole in lower outer margin throughout, most pronounced in first twenty-five leaves. Early manuscript marginalia (in English and Latin) and underlining. [xxviii], 149, [1], 105, [1], 96pp. London, Printed for Francis Williams, 1626. £7,000

This copy with the bookplate of Thomas Hay (1710-87), eighth Earl of Kinnoull. Hay was a classical scholar, a member of Parliament, and in 1746 was made a lord of trade and plantations. "He took a prominent part in the efforts to improve the condition of Nova Scotia" (DNB).

The anonymous author, William Vaughan (1575 or 1577-1641), was a Welsh poet and colonial promoter who saw Newfoundland, with its rich fisheries, as a source of revenue for England and of employment for its people. This work, in the form of a literary fantasy, is meant to extol the riches and gains to be had in Newfoundland. "Cambrioll," mentioned in the title here, was the name Vaughan gave to his settlement on the island.

Vaughan actually spent time in Newfoundland from 1622 to 1624, an experience which greatly adds to the accuracy of this promotional work, and despite the fantastical nature of the text much early information on Newfoundland is to be gleaned here. "This work is one of



the earliest contributions to English literature from America, and was intended to advertise Vaughan's colony. It is a queer fantasy in prose and verse, in which a succession of historical characters present complaints against the evils of the age in the Court of Apollo, and finally find the Golden Fleece in Newfoundland" (Baer). The text contains brief references to Lord Baltimore (a partner in Vaughan's Newfoundland enterprise) and Captain Wynne, hence the Maryland interest. Vaughan also criticizes the social use of tobacco, bringing his work to the attention of Arents.

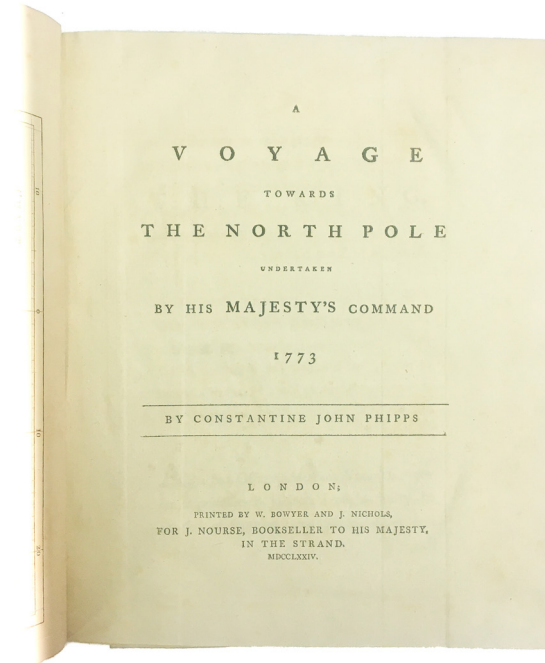
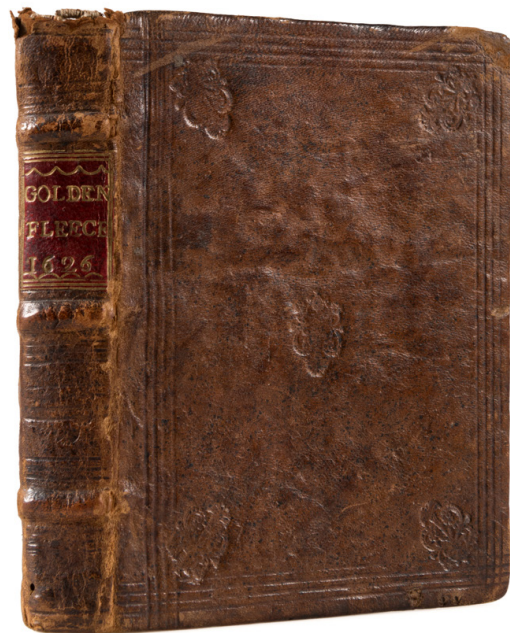
The map of Newfoundland, here present in expert facsimile, was drawn by John Mason for Vaughan's exceedingly rare *Cambrensiūm Caroleia*, published in 1625. According to the Church catalogue,

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quoting Rich, the Mason map is not always found with *The Golden Fleece* - as in the Toronto Public Library copy, which is in a similar contemporary binding but lacks the map.

A significant early and interesting New World promotional, with a Maryland association.

Arents, 161A; *Baer*, 12; *Bell*, V36; *Church*, 409; *European Americana*, 626/143; *JCB* (3)II:204; *Lande*, S2269; *Sabin*, 98693; *STC*, 24609; *TPL*, 6302. For the Mason map: *Burden*, 216; *Kershaw*, p.86; *World Encompassed*, 216.



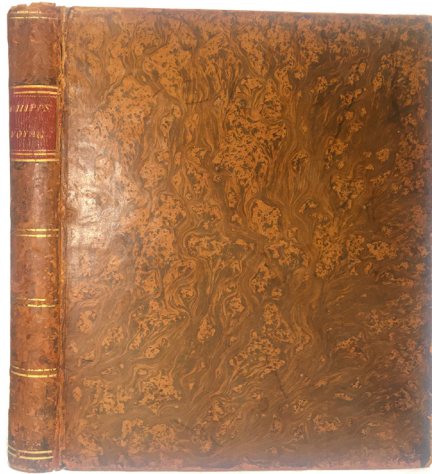
THE FIRST SCIENTIFIC VOYAGE TO THE ARCTIC

3. PHIPPS (Constantine John). *A Voyage towards the North Pole, Undertaken by his Majesty's Command, 1773.*

First edition. 3 folding maps & 12 engraved folding plates (including views and diagrammatic plates). With tables (some folding). 4to. Fine contemporary marbled calf. Red label and gilt to spine. Edges, corners, joints and headcaps rubbed, spine a little worn. Binding sound. A little offsetting to endpapers and from a bound in green silk book-mark, one browned plate. viii, 253, [binders directions]pp. London, W. Bowyer and J. Nichols, 1774. **£3,000**

Departing in 1773, Constantine John Phipps, 2nd Baron Mulgrave, led the reinforced bomb sloops *Racehorse* and *Carcass* in search of a route to the East Indies via the Arctic. It was the first expedition to specifically set out for the North Pole since 1615, and they reached as far as

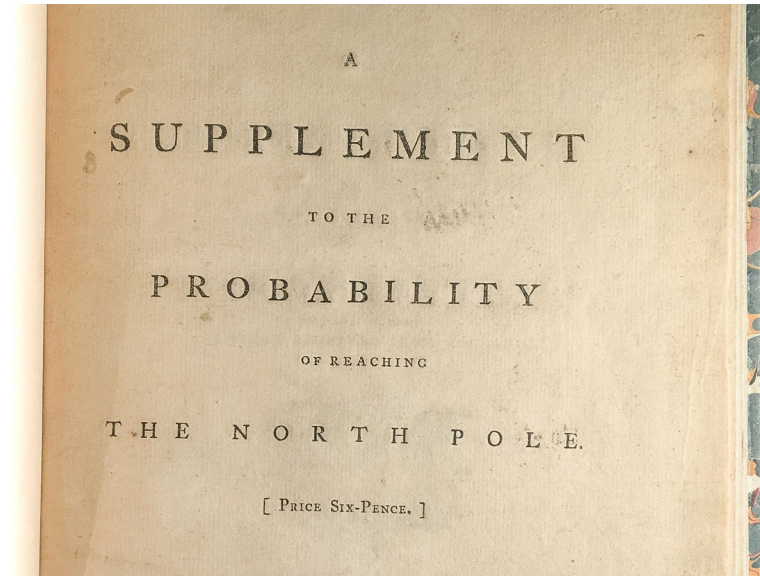
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80°48' before being blocked by the ice north of Spitzbergen, where they were forced to turn back.

The long appendix contains valuable tabulated observations and results obtained on the voyage, for which it is considered to be the first purely scientific expedition to the Arctic. In the zoological observations, Phipps is the first to give a scientific binomial and description to the species polar bear (*Thalarctos maritimus* Phipps). The specially appointed astronomer Israel Lyons, conducted important research for the Board of Longitude, including the trialling of timekeepers, and a Dr. Charles Irving accompanied the ship in the capacity of Surgeon, though first and foremost to oversee the testing of his own invented device to distil sea water into drinking water. His assistant, Olaudah Equiano, also describes the voyage in his 1789 autobiography *The Interesting Narrative of the Life of Olaudah Equiano, Or Gustavus Vassa, The African*. Though not mentioned in Phipps' official account, the voyage is also renowned for a close encounter which occurred between a polar bear and a fourteen-year-old midshipman, by the name of Horatio Nelson (see item 5).

Hill, 1351; Sabin, 62572.



ADDING CONTEMPORARY ANECDOTAL EVIDENCE

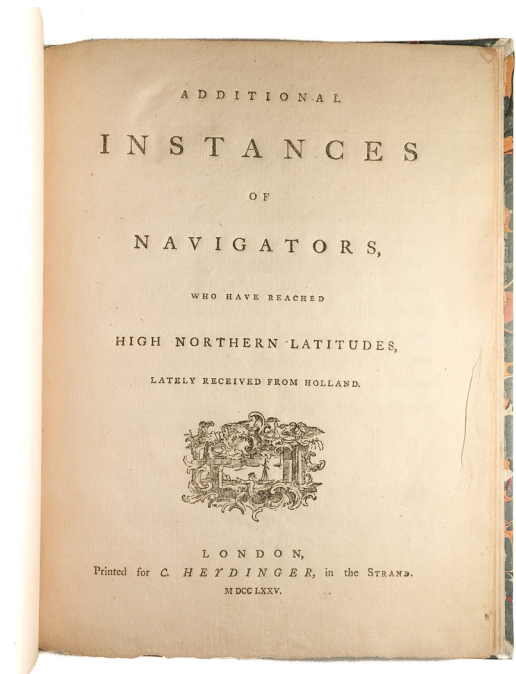
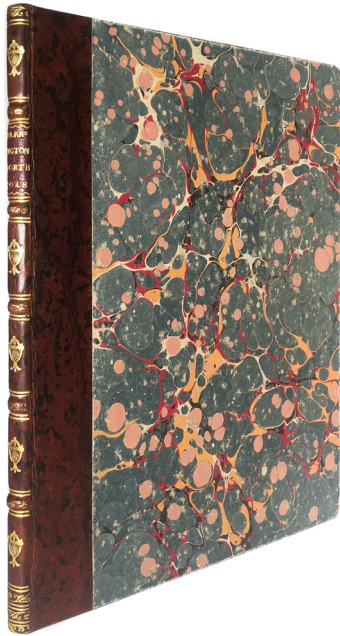
4. BARRINGTON (Daines). A Supplement to the Probability of Reaching the North Pole: Additional Instances of Navigators, who have reached High Northern Latitudes, Lately Received from Holland.

First edition. 4to. Recently bound in quarter calf over marbled paper covered boards, gilt spine. Half-title and final leaf soiled, internally clean. [4], 93-112pp. London, C. Heydinger, 1775. £3,750

The second of Barrington's rare *Tracts on the Possibility of approaching the North Pole*.

Though the pagination is contiguous, the price of "Six-Pence" included on the half-title indicates that the parts were sold separately, and they are often found individually bound. The introduction on p.93 confirms: "I expected some additional Instances of Dutch ships, which had been in high Northern latitudes; and which, though I delayed the

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publication for some weeks, did not arrive time enough to appear with the others.” The other two tracts are titled *The Probability of Reaching the North Pole Discussed* and *A Second Supplement to the Probability of Reaching the North Pole: Observations on the Floating Ice*.

Daines Barrington (1727-1800) was Vice President of the Royal Society in 1772, and alongside First Lord of the Admiralty Lord Sandwich, was largely responsible for instigating the 1773 expedition towards the North Pole, captained by Constantine John Phipps.

This supplement gathers anecdotal evidence from Dutch whaling captains, all supporting Barrington’s hypothesis, that the Arctic ice was thickest around coastal regions, and that it opened out into a milder navigable sea surrounding the Pole. The information was gathered for Barrington by Professor Allamand of Leyden, and delivered care of Mr. Valltravers, both Fellows of the Royal Society. The interviews in the Netherlands were conducted by a Captain William May, who consults several “old masters” including John Walig, Klaas Keuken and J. Klaas

Castricum. They provide various anecdotes of whalers who had found themselves further than 80 degrees north, and give the conditions of the sea, and the time of year they travelled.

Finally, the pamphlet contains an addendum dated December 14th, 1775 from the Astronomer Royal, Neville Maskelyne. This memorandum is described as a “well authenticated instance of a Navigator’s having reached 84 degrees and a half of Northern Latitude.” The account, of a sailor named Mr. Stephens, is given added credence by Maskelyne’s position of high public standing. He ends the memo with a reminder of the parliamentary reward of 5000l. offered to the first to “penetrate beyond the 89th degree of Northern Latitude.” (p.112)

The North Pole pamphlets are reprinted in Barrington’s 1785 *Miscellanies*, but the first editions are very rare. Rare Book Hub finds no listing of a volume including this tract since Eberstadt, 1964.

cf. Sabin, 3632; cf. ESTC, T44486. Not in Arctic Bib.

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COMMANDER ON THE PHIPPS EXPEDITION

5. [JEAN (Philip)]. **Admiral Skeffington Lutwidge (1735-1814).** Watercolour and body colour portrait in an oval gilt frame. Measuring 69 by 56mm. Backed with finely latticed hair, monogrammed in tiny seed pearls surmounting a fouled anchor in gold foil. Both sides glazed, straight pin fastening across the verso, suspension loop at top. c.1795
£19,750 (+VAT IN EU & UK)

This fine portrait is one of three known miniatures of esteemed Royal Navy officer Admiral Charles Skeffington Lutwidge (1737-1814). Cumbrian born, Lutwidge saw active service during the American War of Independence, the French Revolutionary Wars and the Napoleonic Wars. However, he is mostly remembered for his association with a young Horatio Nelson.

In 1773 during his third spell as First Lord of the Admiralty, John Montagu, the 4th Earl of Sandwich, after being petitioned by the Royal Society, proposed to King William IV a voyage with the stated aim of

ascertaining the most northerly passable point.

Overall command of the expedition was given to Constantine Phipps, who had previously accompanied prominent Royal Society member Sir Joseph Banks on a voyage to Newfoundland and Labrador. Phipps was to command HMS *Racehorse*, while Lutwidge was in charge of HMS *Carcass*. The young and supremely eager Nelson had approached his uncle, Captain Maurice Suckling, with a view to building upon his voyage to the West Indies the previous year. Suckling was to be engaged on defensive duty in the North Sea, an occupation deemed too pedestrian for the keen young seaman and so Suckling turned to his friend Lutwidge who was able to appoint Nelson as midshipman aboard HMS *Carcass*.

That this should have been deemed a suitable voyage for a boy of fifteen is something of a mystery. It is well known that a particularly hardy and experienced crew had been sought for the physically draining and mentally fatiguing voyage to the Arctic.

However Nelson was thought to have acquitted himself well and Lutwidge held him in high regard. Indeed, Lutwidge would later come to lay one of the foundational stones of Nelson mythology, recalling - with obvious approval - how Nelson and a fellow seaman had stolen onto the ice in the dead of night in order to hunt a bear. Nelson is said to have fearlessly approached the enormous and evidently angry animal, holding his musket aloft with the aim of delivering a fatal blow with its butt. Returning empty-handed Lutwidge reprimanded Nelson for this frivolous and irresponsible sport. On being asked to explain himself Nelson replied "Sir, I wished to kill the bear, that I might carry its skin to my father."

Lutwidge went on to take commands in North America and the Mediterranean, most notably at the fall of Fort Ticonderoga and in the Saint Lawrence River.

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The present miniature is very similar to one in the collection of the National Maritime Museum, and though neither are signed, they look to be by the same hand. The Museum has also attributed theirs to lauded Jersey miniaturist Philip Jean (1755-1802). In the accompanying paperwork is included a memoranda from a Sotheby's valuation in the 1980s, in which Jean's authorship of this miniature was questioned, and their expert attributed it to the perhaps grander Jeremiah Meyer. Another version of this miniature is known, the distinction between the three being Lutwidge's uniform, which suggests perhaps a new portrait was commissioned to mark each change of rank within the Royal Navy.

Provenance: This portrait is accompanied by a small 18mo family bible (lacking title page) with two Charles Lutwidge signatures dated 1732 and 1737, and a 3pp. late nineteenth-century manuscript note on Lutwidge family history. It was consigned to auction by a member of the family.

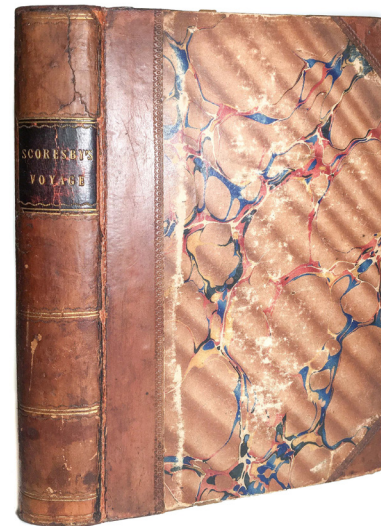
RUDMOSE-BROWN'S COPY

6. SCORESBY (William, Jnr.) *Journal of a Voyage to the Northern Whale-Fishery; including Researches and Discoveries on the eastern Coast of west Greenland, made in the summer of 1822, in the ship Baffin of Liverpool.* First edition. One large & one other folding map, & 6 engraved plates (2 folding), with further illustrations in the text. 8vo. Contemporary half calf over marbled boards, upper joint repaired, occasional very light browning (as usual), with the distinctive library stamp of Rudmose-Brown on the front paste-down, also the ex-libris of his father, Robert Brown of Campster. xlv, 472pp. Edinburgh, Archibald Constable, 1823. £850

An important whaling account, from an intergenerational polar library. Scoresby set out for the fishing grounds in the *Baffin*, a ship of some 321 tons ordered by him specifically for whaling, with the object of surveying the coast in addition to harpooning. The resultant new charts he hoped would enable ships to pursue the whales all the more successfully.

Dr Robert Brown (1842-1895) made several expeditions to the Arctic and was an expert in glaciers. Cape Brown in Spitsbergen is named for him, as is Brown Island north of Novaya Zemlya. This book also bears the ex-libris of his son, Robert Rudmose-Brown (1879-1957) who accompanied William Spiers Bruce as botanist aboard the *Scotia* on the 1902-1904 Scottish National Antarctic Expedition. In 1909 Rudmose-Brown and Bruce were reunited for the Scottish Arctic Expedition to Spitsbergen, on which he acted as naturalist and surveyor.

Sabin, 78171.



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A CLASSIC ARCTIC RARITY

7. RAE (John). Narrative of an Expedition to the Shores of the Arctic Sea in 1846 and 1847.

First edition. Two large folding hand-coloured maps. 8vo. Original green publisher's cloth, stamped in blind and gilt, neatly rebacked with original spine laid down. Light wear to spine ends and corners. Bookplate of the Royal United Service Institution on front paste down with "disposed of" over-stamp, neat blind stamp of the same on title-page and corner of one map. Very good. viii, 247, [1], 4, 9-12 ads. pp. London, T & W Boone, 1850. £11,000

Fresh from medical training, Rae shipped as surgeon in 1833 on the Hudson's Bay Company ship *Prince of Wales*, sailing to Moose Factory on James Bay in the same year. He stayed on as post surgeon and within a few years became chief trader and then chief factor. Notwithstanding his medical and commercial pursuits, his true interest was in exploration of new territory, its wildlife, and Indigenous populations. During the 1840s and '50s he undertook four expeditions, charting a remarkable two thousand miles of northern coastline.

In 1854, he visited Inuit at Repulse Bay who supplied valuable information and sold him articles which provided the first clues to the fate of Franklin and his men. His account is interspersed with valuable descriptions of Inuit life, and the struggles and triumphs of living in the Arctic, including the hunting tactics used by the Arctic natives. Rae's report created a sensation, and he was the recipient of the £10,000 reward for discovering Franklin's fate.

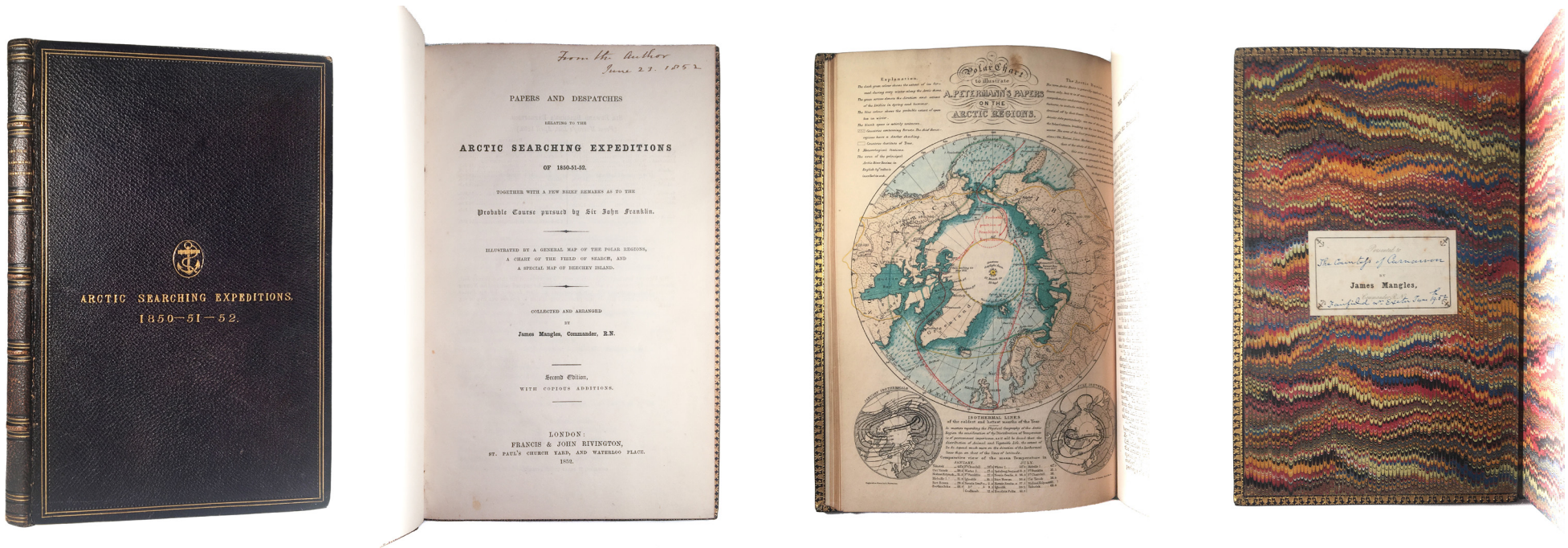
The impressive large folding map of the Arctic regions is titled "Discoveries of the Honble. Hudson's Bay Cos. Arctic Expedition to the

North of Repulse Bay...." Another folding map, with new coastline discoveries marked in red, shows the Arctic west from Hudson Bay to Sitka in the Pacific, and north to the edge of the Polar Sea. The appendix includes information on the flora and fauna observed, as well as magnetic observations and other meteorological data.

Field, 1253; Graff, 3415; Lande, 1405; Ricks, p.178; Sabin, 67428; Wagner-Camp, 87.



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8. PRESENTATION COPY IN A SPECIAL MOROCCO BINDING [FRANKLIN SEARCH EXPEDITIONS.] MANGLES (James). Papers and Despatches Relating to the Arctic Searching Expeditions of 1850-51-52. Together with a few brief Remarks as to the Probable Course Pursued by Sir John Franklin. Second edition. Three partially coloured maps. Original presentation binding of full calf, gilt. Light sunning to spine. Two leaves of the Appendix (pp.47-50) though never present supplied in facsimile. A fine copy. [2], 46, [51]-94pp. London, Francis & John Rivington, 1852. £7,500

A specially bound presentation copy of the much-preferred second edition of Mangles' excellent work on the Arctic searching parties for the lost Franklin expedition. Mangles has written "From the Author

June 23, 1852" on the title-page and has affixed a presentation bookplate to the front paste down, designating this copy for the Countess of Carnarvon.

The first edition contained only seventeen brief articles on the Franklin search expeditions. This second edition was greatly expanded and includes forty-six articles and excerpts from newspapers, letters, official reports and despatches, and narratives of expeditions, with discussion of the Northwest Passage, the north polar sea, flora, fauna, and more. The maps include a general map of the polar regions, a chart of the field of search, and a special map of Beechey Island, all engraved on stone by Augustus Petermann.

Sabin, 44251.

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PROOF BEFORE LETTERS

9. INGLEFIELD (Edward Augustus), Lieutenant R.N. [HMS *Phoenix* and the *Breadalbane* at the moment when the latter was crushed and sunk. The field of ice, easing off from the *Phoenix* passed astern to the *Breadalbane*, and entering her bow, she filled and sank in less than 15 minutes, in 30 fathoms of water.]

Proof before letters. Image size: 430 by 700mm. Framed and glazed in mid-nineteenth century maple frame. N.p., n.d. but c.1855.

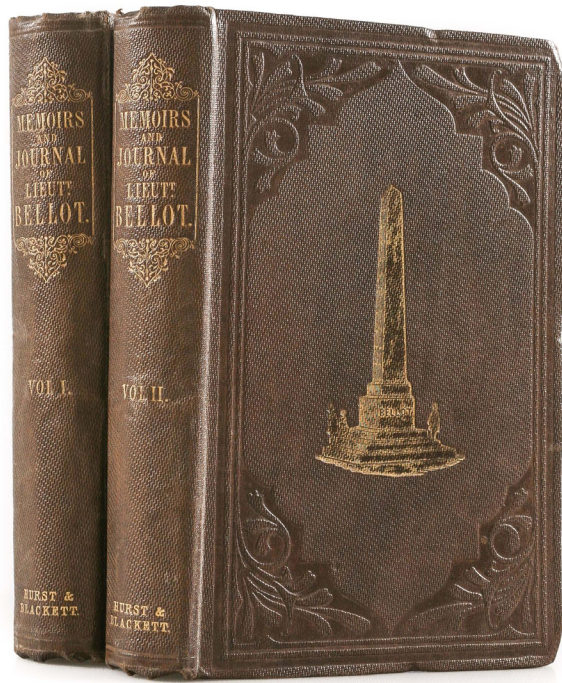
£5,500 (+VAT IN EU & UK)

No. 4 of a very scarce set of four large format chromolithograph prints after Lieut. (later Admiral) Inglefield depicting the exploits of this Franklin relief expedition of 1853, during which the *Breadalbane* was lost. Here the vessel is depicted in its death throes with equipment being salvaged from the wreck. The ship was found in August 1980, very well preserved, and is one of, if not the most, northerly shipwrecks.

An eye witness account by William H. Fawcner was published in the *Illustrated London News* and reads in part: "About ten minutes past four a.m., the ice passing the ship awoke me, and the door of my cabin from the pressure opened: I immediately hurriedly put on my clothes, and on getting up found some hands on the ice, endeavouring to save the boats, but they were instantly crushed to pieces; they little thought, when using their efforts to save the boats, that the *Breadalbane* was in so perilous a situation. I went forward to hail the *Phoenix*, for men to save the

boats, and whilst doing so, the ropes by which we were secured parted, and a heavy nip took the ship making every timber in her creak, and the ship tremble all over. I looked in the main hold, and saw the beams given away; I hailed those on the ice and told them of our critical situation, they not for one moment suspecting it. I then rushed to my cabin, hauled out my portmanteau on the deck, and roared like a bull to those in their beds to jump out and save their lives. The startling effects on them might be more easily imagined than described. On reaching the deck those on the ice called out to me to jump over the side, that the ship was going over."

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A BEAUTIFUL COPY

10. BELLOT (Joseph Rene). **Memoirs of Lieutenant Joseph Rene Bellot... With his Journal of a Voyage in the Polar Seas, in search of Sir John Franklin.**

First English edition. 2 vols. Frontispiece portrait. 8vo. Original brown publisher's cloth, stamped in blind and gilt, light shelf wear, book society label on rear pastedown of first volume, light toning and soiling in text but a very good copy. vii, 391, [5]; [2], 403, [24]pp. London, Hurst & Blackett, 1855. **£6,500**

Translated from the French edition of the previous year (both published posthumously). The journal of Joseph Bellot (1826-53), detailing his time with an expedition in search of Sir John Franklin, serving

as second in command under Capt. William Kennedy on the *Prince Albert*. The expedition, which extended through 1851 and 1852, included a substantial overland sledging journey. Though they failed to find Franklin's lost ships, they did make significant discoveries in the Canadian Arctic, returning to England with the entirety of the crew safely intact. Bellot was not as lucky on his next Franklin search expedition the following year: he fell through the ice while crossing Wellington Channel and disappeared from sight. His crew mates erected a memorial on Beechey Island, next to three graves from the lost Franklin Expedition.

Arctic Bibliography, 1305; *Sabin*, 4566.

A GREAT ARCTIC RARITY IN ORIGINAL WRAPPERS

11. PETERSEN (Carl). **Erindringer fra Polarlandene.**

First edition. Frontispiece map. 8vo. Near fine in original printed wrappers, some minor wear to wrappers and spine. [4], 162, [2]pp. Copenhagen, P.G. Philipsen, 1857. **£2750**

Carl Petersen's rare record of his experiences as the interpreter for William Penny's Franklin search expedition, and later on Elisha Kent Kane's Second Grinnell Expedition from 1853 to 1855. One of the primary accounts of the Kane fiasco, from which the crew barely escaped with their lives.

Johan Carl Christian Petersen (1813-80) was a member of the Danish administration based at Upernavik. His fluency in Inuktitut, Danish and English made him a valuable asset to any Arctic expedition, and as such he was sought out by William Penny, Elisha Kent Kane and Leopold Francis McClintock.

This narrative chiefly concerns his time with Kane aboard the *Advance*. Petersen does not hold back in his criticisms of Kane's decision

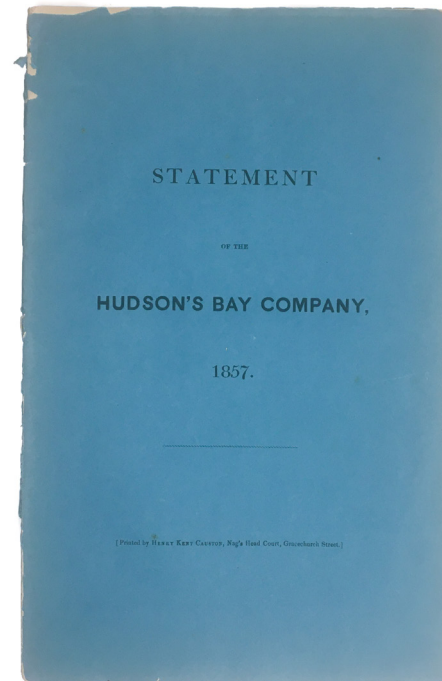
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making and leadership, and in actions which verged on mutinous, the Dane undermined his captain's authority several times on the expedition. Notably, Petersen along with other officers were strongly averse to Kane's decision to winter the *Advance* in Smith Sound, believing (correctly) that it was a harbour from which the ship would never be released.

His accounts are supplemented with the diary of Dr Augustus Sonntag, the astronomer on Kane's expedition.

Rare on the market. Just a single copy appears in auction records.

Arctic bibliography, 13386; *Howgego*, P15; *Sabin*, 61223.



A SCARCE CHRONOLOGY

12. [HUDSON'S BAY COMPANY.] Statement of the Hudson's Bay Company, 1857.

First edition. 4to. Original blue paper wrappers, chipped and separating at spine, lower corner of bottom wrapper repaired. Housed in a purpose-built cloth covered folder. 13, [3]pp. London, Henry Kent Causton, [1857]. **£650**

A historical chronology of the Hudson's Bay Company, beginning with the 1670 charter granted by King Charles II, and ending with the 1853 Company-funded expedition of Dr. Rae in search of Sir John Franklin. There is a good deal of coverage on the Company's role in the search for the Northwest Passage, as well as the disputes with rival trading companies, and relations with First Nations peoples in the surrounding lands. Other expeditions included are Dease and Simpson, Hearne,

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and Smith and Mitchell. This pamphlet was clearly issued by the Hudson's Bay Company, perhaps as an attempt to assert and retain its original rights, which were largely revoked by the 1857 reorganisation of the government of Canada.

With this item are 5 excised leaves from issues of *The Illustrated London News*, all relating to the Select Committee on the Hudson's Bay Company between Feb 7, 1857 and Feb 27, 1858. They give interesting context for the public discussions surrounding the publication of this pamphlet, and makes sense of why it would be in the Company's interest to promote its storied history of exploration and conquest.

This item is scarce. OCLC finds copies at U. Alberta, UBC, Library & Archives Canada, Toronto PL, National Library of Scotland and the National Maritime Museum. The British Library appear only to hold in microfiche.

Not in Sabin or Church, Harmsworth (24:7710) only in Rare Book Hub, 1950.

This series of volumes of collected Greenlandic folktales, printed on the first permanent press to operate there, and illustrated with remarkable woodcuts prepared by an Inuit artist, must rank among the rarest and most extraordinary of exotic imprints.

Although ephemeral pieces had been printed on a small hand press in Greenland as early as 1793, the first real press was brought there by the enthusiastic Danish Crown Inspector for Southern Greenland, Hinrich Rink, in 1857. He began his career as an administrator based at the Moravian mission at Godthaab, on the southwest coast of Greenland, and used the press to produce both official notices and literary works. Rink was determined to collect legends and folktales of the Greenland Inuit and publish them, an ambition achieved in these four volumes produced over a five-year span. All of the letterpress was printed in a small, unheated workshop next to Rink's house, mostly executed by Lars Moller.

Rink collected oral tales from throughout Greenland, although mainly in the southern area he administered. The remarkable oral tradition

A CLASSIC GREENLAND IMPRINT WITH EXTRAORDINARY WOODCUTS BY A GREENLANDER

13. RINK (Hinrich) ed. *Kaladlit Okalluktualliait...* [Legends from Greenland].

First edition. 4 vols. V1: Coloured woodcut vignette on the title, 12 wood cuts and 8 lithographed plates of music. V2: Woodcut vignette on the title and 18 woodcuts (all but 6 of these coloured, either by hand or printed) & two folding maps; V3: Woodcut vignette and 12 [of 14] lithographs (2 of these coloured and loose possibly from a slightly shorter copy); V4: Woodcut vignette 3 woodcut plates & eight woodcuts in text. Original printed boards, one volume rebaked. Housed in a blue morocco box. [8], 136, [2]; [8], 111; [6], 136, [1]; [6], 123pp. Nounqme [Godthaab, Greenland, Printed at the Inspectorate Press by L. Moller], 1859-1863. **£25,000**



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of these communities, corrupted by few outside influences, stretched back to the early Middle Ages. Many of the stories, especially in the first volume, describe the clashes between the Norse and the Inuit. Rink recognised that some of the tales existed in the realm of pure myth, but that others represented recollections, passed from one generation to the other, of events of many centuries earlier. In the preface to the third volume, Rink sets out his theories on the tales, laying the foundation for scholarship on the Greenland Inuit. All of the text is given in both Greenlandic and Danish.

Perhaps the chief attraction of these books is the illustration. In the first two volumes these were supplied by an Inuk named Aron of Kangeq, a sealer and walrus hunter who lived at the Moravian mission

at the small trading station of Kangeq. Aron was stricken with tuberculosis (which was epidemic in Greenland in this era), and confined to bed. Having heard of his raw artistic talent, Rink supplied him with “paper, coloured pencils, and the necessary tools for woodcutting.” Thirty of his woodcuts, about half of them hand-coloured, appear in the first two volumes. Aron illustrated the myths. As Oldendow says, “With his fertile imagination Aron drew men in violent motion... he depicts the legendary world of the Greenlanders with insight and ability... He makes us understand the vastness, loneliness, and weirdness of the majestic Greenland landscape and evokes the soul of the country as the ancient Eskimos have known it...” Indeed, Aron created pictures of remarkable power, all the more extraordinary for the circumstances of their production. In the third volume Lars Moller, the printer, supplied



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a series of illustrations of Greenland life created on the first lithographic press in Greenland.

This set is notable for containing two folding maps not regularly issued with the set, but published to be distributed separately. Both were prepared by S. Kleinschmidt, and are lithographic maps showing the fjords around Godthaab, with accompanying letterpress text. These maps are extremely rare in their own right.

Needless to say, Rink's volumes were produced in small edi-

tions, and the attrition of the Greenland climate could not have aided their survival. They are today of the greatest rarity. An imprint, and ethnographic document, of stellar importance.

cf. Knud Oldendow *The Spread of Printing... Greenland*, Amsterdam, 1969, pp39-44.



WITH BEAUTIFUL HAND-COLOURED PLATES

14. CHIMMO (William). *Euryalus; tales of the sea; a few leaves from the diary of a midshipman.* First edition. 14 lithograph plates (12 hand-coloured). 8vo. Original navy decorated cloth, spine gilt, a little dull, slightly shaken but very good. [viii], iv, 332pp. London, J.D. Potter, 1860. £6,000

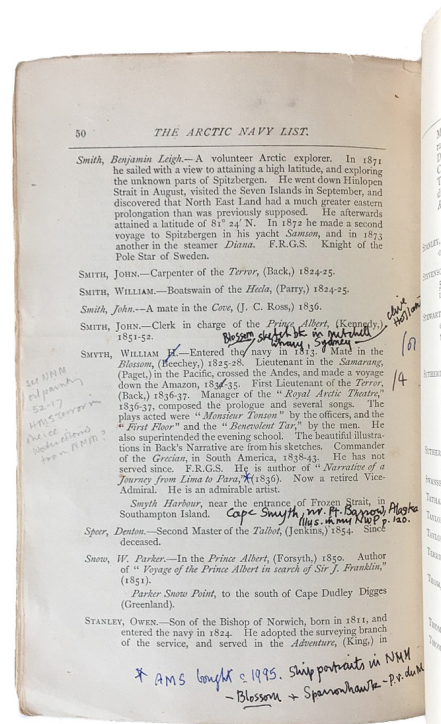
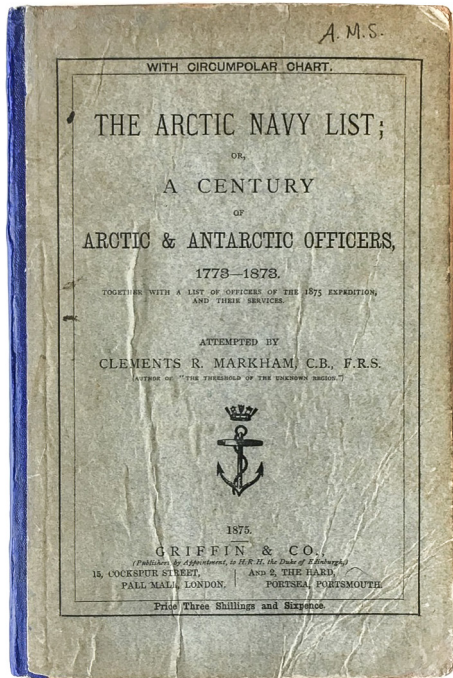
A scarce and under-rated work with much material on Alaska, the Pacific Northwest and California.

William Chimmo served as a midshipman on several surveying voyages to the Pacific, including stops at Hawaii and China. In 1848, he joined the HMS *Herald* under Henry Kellett, which was engaged in the search for Sir John Franklin. Entering the Arctic via the Bering Strait, they sailed across the Chukchi Sea and got within sight of Wrangel Island, which was not officially discovered until 1867.

The work is considerably enhanced by the 14 plates, most of which are after Chimmo's own drawings.

Not in Hill; not in Sabin; Forbes, 2359; Lada-Mocarski, 147.

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and south), she was on the staff at the Scott Polar Research Institute and later at the National Maritime Museum as assistant keeper of manuscripts. Her list of publications on the subject runs to 125 entries, and includes three books. This volume would have been of specific value for her *The Search for the Northwest Passage* (London, 1999).

The Arctic Navy List was evidently an important reference tool for her. Here she has added a wealth of extra information to the text on 42 of the 62 pages plus the front paste down and final blank contain her notes.

Published to celebrate the centenary of exploration in the Arctic and Antarctic. The text is divided into three sections, the first being a list of officers including the likes of George Back, James Cook, Constantine Phipps, Edward Parry, Allen Young, John and James Clarke Ross, and James Weddell. Entries include some brief biographical information along with notes on their voyages and publications. The second notes Ships Engaged in the Expeditions, such as the *Discovery*, *Resolution*, *Erebus* (“ship abandoned April 22nd 1848 when 105 souls landed on King William Island”) and *Terror*, *Investigator*, and *Plover*. The final section lists the Arctic Officers of Expedition of 1875, which Markham refers to as the fourth generation of Arctic officers.

The folding map is titled: “Western Half of the Circumpolar Chart showing the region discovered by English Arctic Expeditions.”

It’s very unusual for a work such as this to appear on the market. Most academics would either use a cheap reprint, or the work would not have survived. However, Anne Savours was also a dedicated collector of polar books as well as a researcher. A brief biography, and a list of her publications, can be found here: <https://annsavors.com/about/>

Rosove, 1202; Spence, 752.

A POLAR HISTORIAN’S COPY

15. MARKHAM (Clement R.) *The Arctic Navy List; or a Century of Arctic and Antarctic Officers, 1773-1873.*

First edition. Folding map (measuring 360 by 755mm). 8vo. Original cloth-back printed boards, (expertly rebacked) toned and soiled, text bright, ownership inscription to upper board and front pastedown, heavily annotated throughout. [iv], iii-iv, [ii], 62, [2ads]pp. London, Griffith & Co., 1875. **£3,750**

Anne Savours’ copy, extensively annotated throughout in her distinctive hand. A professional researcher of polar exploration (both north

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AN EXTRAORDINARY SURVIVAL

16. [BRITISH ARCTIC EXPEDITION, 1875-76], [FULFORD (Reginald Baldwin).] Sledge flag used by Lieutenant Reginald B. Fulford R.N. H.M.S. Discovery Nares Arctic Expedition 1875-76 [inscription on plaque].

Blue silk swallowtail flag with applique embroidered muzzled bear's head and banner in brown, grey and white wool, with flat-worm silver thread and small red silk embellishment. Measuring: 1000 by 580mm. The banner with the legend "Bear Up." Old folds, slightly creased, small loss to tail tips, a few small tears beneath legend, three old holes at head. Affixed to a silk backing cloth, plaque beneath, framed and glazed. N.p. [c.1875].

£40,000 (+VAT IN UK & EU)

A rare heraldic sledge flag bearing the arms and motto of Lieut. Reginald Baldwin Fulford, used on the British Arctic Expedition 1875-76. This flag was flown from the dog-sledge *Faith*, manned by Fulford, Dr. Richard Coppinger, and Inuuk Arctic veteran Hans Christian Hendrik.

The expedition, the British Admiralty's last hurrah at Arctic exploration, left Portsmouth on 29th May 1875 with two ship, *Discovery* and *Alert*, and was waved off by 200,000 people. Under the captaincy of George Strong Nares, the ships proceeded "up the west coast of Greenland via Smith Sound and the Kennedy Channel where it was believed that an open polar sea would allow a clear route to the Pole. At the far north west of Greenland, *Discovery*, captained by Henry Stephenson, set up winter quarters at Lady Franklin Bay off Hall Basin. Nares in the *Alert* pushed northwards around the tip of Grant Land (part of modern day Ellesmere Island) before finding a bay to shelter on August 31st. It was the farthest north reached by any ship" (SPRI). Sledging proceeded from the *Alert* that Autumn to lay supply depots for the spring polar push. After the long dark winter in their respective quarters, the spring return of daylight saw the sledging efforts commence. However, inadequate supplies and equipment meant that these expeditions were beset by scurvy and exhaustion, and the polar party turned back four hundred miles shy of the Pole. They still achieved a new farthest north of



SLUDGE FLAG used by
Lieutenant REGINALD B. FULFORD, R.N.
H.M.S. DISCOVERY
NARES ARCTIC EXPEDITION - 1875-1876.

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83° 20' 26" N. The *Discovery* spring sledging efforts were also blighted with misfortune, however they charted a significant portions of the northern coast of Greenland and explored Ellesmere Island, collecting important scientific data in the process.

It's hard to imagine an artefact that more fully encapsulates the distinctly British exploring tradition in the Polar regions than the sledge flag. Their mix of playful chivalric camaraderie with emblems of true grit and endurance contribute to the lasting public perception of Polar exploration. This notion of knightly heroism associated with the Arctic explorers of the nineteenth century did a lot to mould the Antarctic expeditions which were to follow. The idea that the time of Scott and Shackleton would become known as "The Heroic Age" owes a debt, really, to their standard bearing predecessors.

Especially when travelling over frozen sea-ice, the practical demands of sledge-hauling were gruelling. Captain Horatio Austin understood this when outfitting his 1850-51 search expedition for the lost *Erebus* and *Terror* and in order "to retain esprit du corps and a naval atmosphere each sledge had a name, a motto and flag" (Carr). The young Clements Markham was a member of Austin's crew, and clearly became somewhat of a torch bearer for this newly minted tradition. He consulted on the flag designs for the 1875 Nares expedition, and again for Robert Falcon Scott's 1901 *Discovery* expedition to the Antarctic.

The flags were highly decorative works of embroidery on silk, and in many instances, were prepared for individual sledge captains in advance of the expedition by female relatives or friends. As such they were precious tokens of home, and when not flying on the sledges themselves, they were sometimes used for special celebrations. In Clements Markham's *The Life of Sir Leopold McClintock* he recalls the role they played in an Arctic Christmas aboard the 1857-9 *Fox* expedition: "The crew decorated the lower deck with flags and made an

immense display of food. Our silken sledge-banners had been borrowed for the occasion, and were regarded with deference and peculiar pride." Likewise, in the photograph taken by Herbert Ponting of Captain Scott's final birthday dinner aboard the *Terra Nova* on 6th June 1911, the expedition's flags can be seen behind the seated party, cheerily festooning the ward room.

It seems that the sledge flags for the British Arctic Expedition served a similarly ceremonial purpose. Albert Hastings Markham recalls in his own account of the expedition *The Great Frozen Sea* the following scene of the sledges preparing to leave HMS *Alert*: "From each sledge flew the bright colours of its commander's standard: a swallow-tailed flag bearing the armorial colours, and emblazoned with the crest of its owner, each charged with the red cross of St. George. In addition, the two boats displayed from their mast-heads Captain Nares's Union Jack and a white ensign. Worked by the fair hands of some loved and cherished one at home, these standards, as they fluttered out bravely before a gentle breeze, kindled our enthusiasm, whilst they materially added to the spirit and gaiety of the scene" (pp.258-259).

Reginald Baldwin Fulford (1851-1886) entered the Royal Navy in 1864, serving off of Africa, North America, the West Indies and in the Mediterranean. He was appointed in 1875 fourth Lieutenant of the *Discovery* on the British Arctic Expedition 1875-76, and was the commander of that ship's only dog-sled, *Faith*, for the 1876 Spring travelling. On May 12th Fulford and sledge crew members Dr. Richard Copping and Hans Hendrik crossed the frozen Kennedy Channel from their winter quarters at Discovery Harbour, Ellesmere Island to Polaris Bay (Hall Basin) off the coast of Greenland. From here they explored the Petermann Fjord. When they returned to Polaris Bay on June 7th however, they discovered Lieutenant Beaumont's party who had been exploring the north coast of Greenland, and who were badly affected by scurvy. Hans Hendrik, an Inuuk hunter who had previously

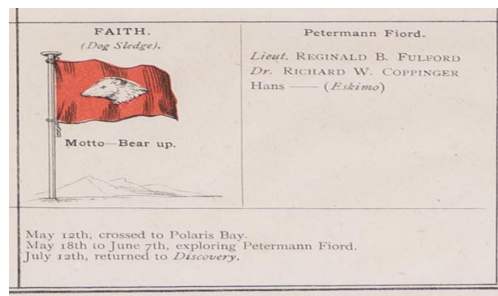
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accompanied the Kane, Hayes and Hall expeditions, was able to provide them with vital fresh seal meat, and alongside the medical care of Dr. Coppinger, this saved the lives of several of Beaumont's party.

The Fulford lineage and heraldry has ancient origins, with a residence at the family seat in Devon, Great Fulford, recorded as early as the twelfth century. The bear motif was introduced to the Fulford coat of arms with the fourteenth century marriage of John Fulford and Alicia FitzUrse. The FitzUrse name (literally son of a bear) is most notably associated with Reginald FitzUrse, who in 1170 was amongst the knights to murder Thomas Beckett. Reginald Baldwin Fulford's father, Admiral John Fulford R.N., was the third son of Colonel Baldwin Fulford of the Devon Militia. As such Reginald grew up in Wiltshire rather than at the family manor house, but his choice of the muzzled bear and motto "Bear Up" for his Arctic standard nods both to his family lineage, and the resilience and fortitude so necessary to survive the harsh Polar conditions.

Fulford's flag is illustrated alongside the expedition's other sledge flags on the lithographed broadside *The five flags hoisted at 80° 20' 26' N. on May 12th, 1876* printed by Pettitt and Co., London, in 1876 (see item 19 below). It is interesting to note that it is one of very few flags which do not follow the model incorporating the cross of St George. The broadside also ascribes the flag the incorrect colour, depicting it in red rather than blue.

H. G. Carr, *Sledge-Flags: Their Origin and Development, The Mariner's Mirror*, 27:1 (1941) pp.5-13.



DETAIL ITEM 19.



A REMARKABLE ALBUM OF PHOTOGRAPHS

17. [BRITISH ARCTIC EXPEDITION 1875-76], [NARES (George Strong)], [FULFORD (Reginald Baldwin) compiler], [MITCHELL (Thomas) photographer]. [Photograph album of the British Arctic Expedition, under the command of George Nares].

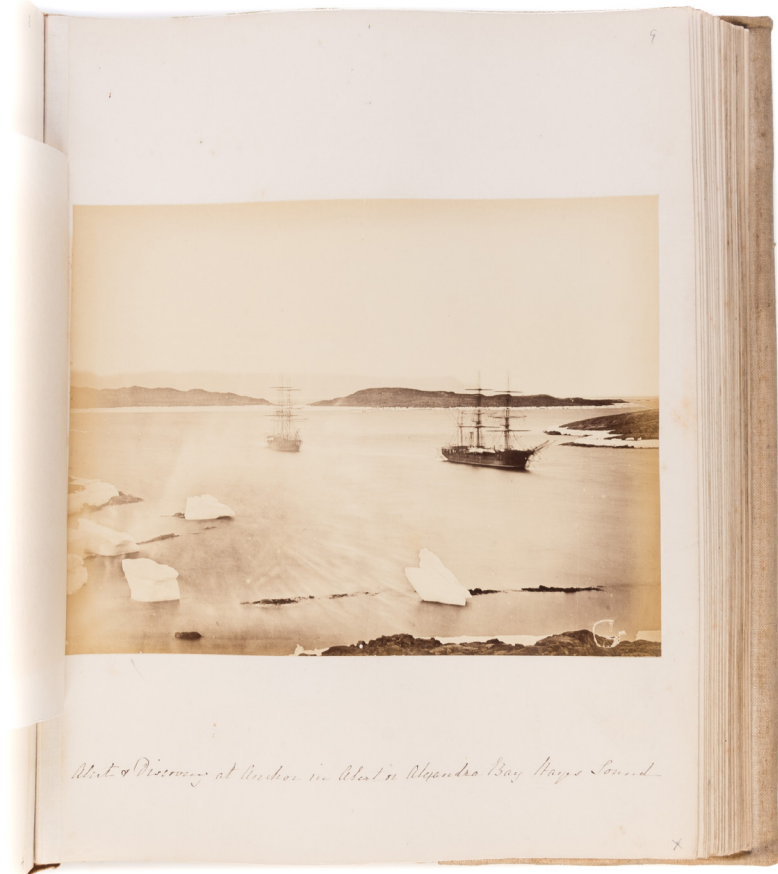
60 albumen prints (each 147 by 195mm) laid down in an album, 4to., original blind-stamped diced leather, stitched sailcloth dust-wrapper, a.e.g., tissue guards, ink captions in ms beneath each photograph, heraldic bookplate of Reginald Baldwin Fulford to front pastedown. Photographs slightly faded, sailcloth worn through at corners, else very good. [Ellesmere Island and elsewhere], 1875-76. £95,000

A spectacular album of photographs from the 1875-76 British Arctic Expedition, from the collection of fourth lieutenant of the *Discovery* Reginald Baldwin Fulford, with over twice as many images as the album passed by descent through Nares' own family.

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The 1875-76 British Arctic Expedition was a lavish show of strength on the part of the British Navy, and to that end, no expense was spared on outfitting the two ships *Discovery* and *Alert* with state of the art equipment and technology. Ahead of the expedition, George White, assistant engineer on the *Alert*, and Thomas Mitchell, Paymaster for the *Discovery*, were sent to the Army School of Photography in Chatham to give them a rudimentary training. In light of this, the quality of the pictures these two amateur photographers were able to produce is quite remarkable. Expedition photography was still in its infancy at this point, with the first properly documented mission being the Royal Engineer Corps Abyssinian expedition of 1868. Though a few previous Arctic explorers had made use of the technology, with the notable exception of William Bradford's purely aesthetic voyage of 1869, these pictures represented the fullest photographic record for a scientific expedition to the Arctic at that date. Their success could be seen to have paved the way for the professional photographers, like Herbert Ponting and Frank Hurley, who were routinely recruited for Polar expeditions in the decades that followed. Many of the present images are signed Thomas Mitchell or TM in the negative.

Led by George Strong Nares, the expedition was ostensibly intended to support an attempt on the North Pole by a small polar party, with other surveying and scientific objectives to keep the remaining men busy through up to three full years in the high Arctic. A less tangible intention of the expedition was articulated by the Prime Minister: "to encourage that spirit of enterprise which had ever distinguished the British people". His government provided funding for the expedition to the tune of £150,000. The *Discovery* set a new record for most northerly Winter Quarters at 82°27'N, and the polar party reached 83°10.5'N which was at that time a record breaking latitude. Ultimately however, Nares took the decision to turn the party around due to many members showing signs of scurvy. For the same reason he foreshortened the expedition by a whole year, suspecting the antiscorbutic supplies procured in London were of inadequate quality to risk continuing.



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Sledging Season On Ship's Deck



The public interest in the expedition made the photographic record all the more important. The pictures present in this album document the duties and activities of the two ships' crews: there are fascinating shots of scientific measurements being taken, of the tide gauge instrument, the pendulum, thermometer and declinometer houses; the sledging parties, dogs and hunting activities are documented, as well as many stirring images of the two ships starkly contrasting various icebound vistas. Amongst the early shots are scenes of the Greenlandic Inuit (referred to in the ms. captions as "Arctic Highlanders") who were encountered on the voyage north, as well as a candid image of expedition recruit Hans Christian Hendrik, showing his son and daughter visiting the ship. Hendrik was a veteran of such work, having also accompanied the Kane, Hale and Hall expeditions as a hired hunter.

Upon the expedition's return these pictures were exhibited at the Photographic Society of Great Britain, and three are reproduced photographically in Nares' own official account *Narrative of a Voyage to the Polar Sea* (1877), with many more forming the basis of the numerous other engraved illustrations.

Commemorative albums were clearly made up by various crew members, this one bearing the bookplate of Reginald Baldwin Fulford, fourth lieutenant of the *Discovery*. Each of these albums were subtly different, with the captions completed in different hands, often with slightly variant information recorded, making the comparison between such albums of significant research value. Remarkably, this album contains over twice as many images as the one which passed by direct descent through the Nares family, which only contained 28 photographs. Another album was presented by Nares to Queen Victoria, and now resides in the Royal Collections Trust.

A full list of the captioned photographs can be supplied on request.

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A LOVELY SOUVENIR FROM THE WARDROOM OF THE ALERT

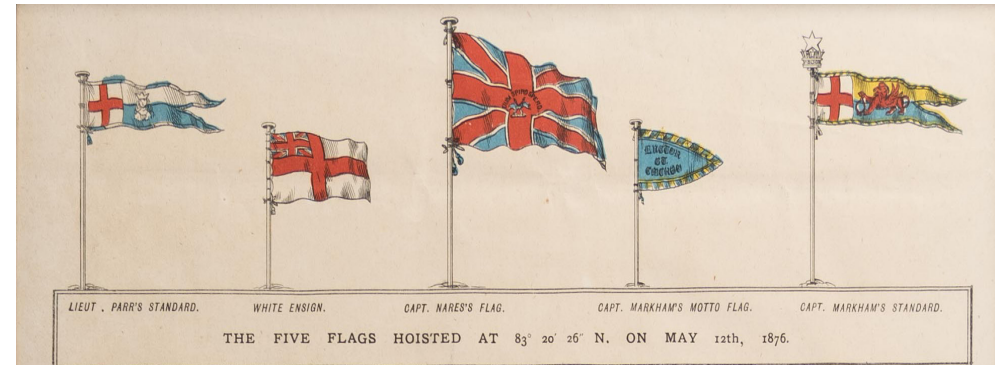
18. [BRITISH ARCTIC EXPEDITION, 1875-76], [NARES (Capt.

George S.)] Copeland Dinner Bowl.

Measuring 225mm diameter. Bone china, glazed and decorated. Blue transfer-printed rope border with expedition badge (polar bear within a garter) in the centre, stamped with Copeland mark on verso, as well as "Alert" transfer-printed in blue, and three fouled anchor devices around lip, incorporating Copeland and expedition details in text banner. Stoke-on-Trent, W. T. Copeland & Sons, 1875. £2,250 +VAT

IN UK & EU

A fine, large piece of the expedition's crockery. Copeland produced full services for both of Nares' ships, *Alert* and *Discovery*, adorned by their special process of transfer-printing with the expedition insignia. The sets came in blue, black and sepia, this being a bright example of the blue.



HERALDRY FOR POLAR EXPLORERS

19. [BRITISH ARCTIC EXPEDITION, 1875-76.] The five flags hoisted at 80° 20' 26' N. on May 12th, 1876.

Lithographed broadside, flags printed in colour. 310 by 635mm. Framed and glazed with plexiglass. London, Pettitt and Co., Lithographers, n.d. but [1876]. £3,250 (+VAT IN UK & EU)

This unusual lithographic broadside commemorates that achievements of the British Arctic Expedition, 1875-76, and showcases the individual flags specific to each sledging team, providing detailed information about the individual parties' members, movements and ailments or fatalities.

The table is surmounted with the five flags hoisted on May 12th 1876 at the new northernmost point of 83° 20' 26". These comprise the motto flag and standard of Captain Albert H. Markham (the commander of the sledging party), the standard of Lieutenant A. A. Chase Parr, the flag of Captain Nares (not present for this part of the expedition), and the white ensign, bearing the Union Jack at the hoist of a St George's Cross. The rest of the table gives the individual achievements of each

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sledging party, with the ailments suffered by crew members in italics beside their names. For example, Captain Markham's sledge *Marco Polo's* team included a "Jas. Self (A.B.), suffered amputation" and a "W. Malley (A.B.), disabled by frostbite." These notes highlight not only the harsh reality of the physical toll which man-hauling sledges had on men in the high Arctic, but also underlines two of the major setbacks of the expedition overall, specifically – and despite the otherwise lavish expenditure – the inadequate clothing for the freezing temperatures, and poor quality canned foods purchased by the Navy which contained insufficient vitamin C to ward off scurvy. Lieut. Lewis A. Beaumont in particular had a harrowing journey across the wastes of northwestern Greenland with the *Discovery* Spring Travelling parties of 1876, losing several members of his team.

The introduction of personalised flags for Arctic expeditions dated back to the silk boat ensigns on Parry's 1827 attempt at the North Pole, though the tradition was honed through the mid-nineteenth century with the dozens of ships sent in search of Sir John Franklin's lost 1845 expedition. In particular, Clements Markham had taken a keen interest in them whilst on Captain Horatio Austin's search party in HMS *Resolute*. His personal enthusiasm for genealogy and heraldry meant that as the Honorary Secretary of the Royal Geographical Society and an experienced consultant in the planning of the British Arctic Expedition 1875-76, he had the freedom to redesign the sledging flags after his preferred model of medieval standards. The majority of the flags on this broadside therefore follow his design - the cross of St George at the hoist to affirm that each bearer was first and foremost an Englishman, then the swallow-tailed fly showing the colours and heraldic arms or crest of the bearer's family. The broadside also records the motto for each flag.

Cf. *Howgego III N6*; Barbara Tomlinson, *Chivalry at the Poles: British Sledging Flags*.



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BEAUTIFUL IMAGES ON GLASS

20. [BRITISH ARCTIC EXPEDITION, 1875-76.] Magic Lantern Slides.

The “Indcol” Coloured Optical Lantern Slides. 12 numbered chromolithographed lantern slides, each bordered with black paper and measuring 82mm square. One slide (no. 12) cracked with lower right corner missing. Box somewhat ragged and split along hinges, but holding together; “Arctic Expedition” in ms. on label. London?, c. 1900.

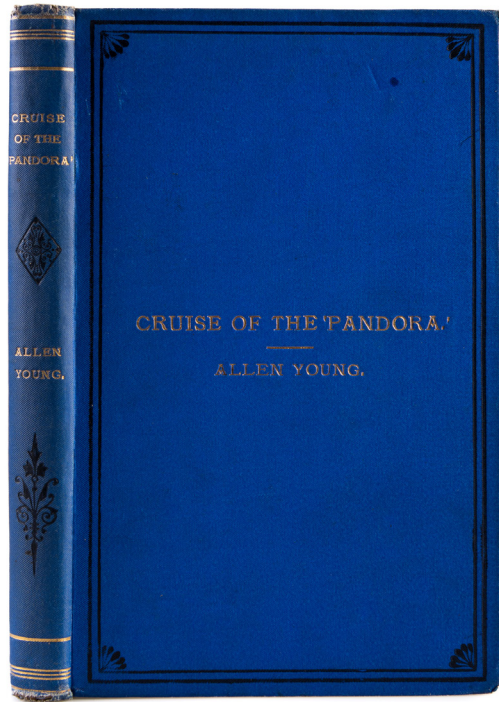
£2,000 (+ VAT IN UK & EU)

Lantern slides were invented in 1849, just a decade after the advent of the photograph. The ability to project an image onto a wall or a screen, enabled these images to be shared with large audiences.

Companies such as Indcol, produced many different 12 slide sets. This set illustrates the 1875 British Arctic Expedition, led by Capt. Sir G. S. Nares. It captures the drama of that endeavour and includes the iconic image of HMS *Alert* run aground on the ice.



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AUTHOR'S PRESENTATION COPY

21. YOUNG (Captain Allen). *Cruise of the Pandora*. "Extracts" from the Private Journal.

Privately issued. Folding map and 12 photographs. 8vo. A fine copy in original royal blue cloth, lettered in gilt on the upper cover, some very minor rubbing to tips. viii, 90pp. London, William Clowes & Sons, 1876. £9,250

Inscribed: "With A.Y.'s kind regards." The first printed account of *Pandora's* first voyage, this work includes some of the earliest Arctic photographs, and is of considerable rarity - especially in this condition.

Captain Allen Young, a merchant marine officer who had served previously under McClintock on the *Fox*, came from a wealthy brewing family. He financed the two *Pandora* voyages entirely from his own resources, "his intention being to become the first to navigate the Northwest Passage. His ambition was not only to complete the voyage in a single season, but also to recover more information about the fate of the expedition of John Franklin" (Howgego). In this quest he was foiled, stopped by ice in the Franklin Channel. Nevertheless he was able to take despatches to Nares who comments "the officers and men of the *Alert* and *Discovery* can scarcely feel sufficiently grateful to Sir Allen Young and his companions for their determined and persevering efforts..."

As often, proprietor of the *New York Herald*, James Gordon Bennett sponsored the expedition. He was the same man who funded Henry Stanley's search for Livingstone and, more pertinently here, George De Long's *Jeannette* expedition a couple of years later in the same ship, under a new name (See items 22 & 23 below.)

Howgego III, Y2.



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- A PREPARATORY STUDY FOR "MIDNIGHT SUN, THE ARCTIC."
22. BRADFORD (William). Last Glean of the Midnight Sun.
Watercolour on card measuring 182 by 120 mm. Signed and captioned by the
artist. Framed and glazed. Np, nd, c.1869 - 1878. £12,500 (+VAT IN UK & EU)

N O R T H

A wonderful survival with excellent provenance. This watercolour is a preparatory study for Bradford's famous oil painting, *Midnight Sun, The Arctic*.

Born in Fairhaven, Mass., at the peak of the American whaling industry, William Bradford (1823-1892) started as a predominantly maritime painter and achieved considerable success. In 1861, "inspired by the exploits of Arctic explorers such as Sir John Franklin and Elisha Kent Kane and, most likely, by the phenomenal success of Frederic Church's painting *The Icebergs* (1861), which had been unveiled to the New York public that spring, Bradford charted a ship to chase icebergs off the coast of Labrador. This was the first of the artist's six or seven Arctic voyages, and from that time on he made Arctic scenes his specialty. He painted silver icebergs riding on glassy water, ice flows lit by lurid sunset skies, and sailing ships breaking their way through frozen seas under the eyes of inquisitive polar bears. His Arctic is a stunningly beautiful yet treacherous place, where the human presence is always marginal and often threatened. Bradford's Arctic paintings include *Ice Dwellers Watching the Invaders* (c. 1870; New Bedford Whaling Museum, New Bedford, Mass.), *Arctic Scene* (1870; Indiana University Art Museum, Bloomington), *Arctic Scene* (1876; University of La Verne, La Verne, Calif.), and *Caught in the Ice Flows* (Addison Gallery of American Art, Andover, Mass.)" (ANB).

In 1869, he made his final voyage to the Arctic in the company of Isaac Hayes and the Boston-based photographers, John Dunmore and George Critcherson. They sailed to Baffin Bay, lived with the Inuit, and explored the geography of northern Greenland. The result was the landmark work, *The Arctic Regions* (London, 1873). "The photographs, sketches, and memories from this and the earlier polar expeditions became the bases of Bradford's work for the rest of his career. He also drew on these sources for his many illustrated lectures on the Arctic, which he delivered to appreciative audiences in both the United States and England" (ibid). Bradford exhibited frequently at the National

Academy of Design in New York, the Boston Athenaeum, and in 1875 the Royal Academy of Arts in London.

The bones of the finished image, *Midnight Sun, The Arctic*, are clearly evident in this study. The major difference between the two is the mountain in the centre background. However, Bradford has added a note beside the title, stating "Mountain to be left out" and thus we see the artist at work, and his method of composition. The midnight sun in the Arctic was a recurring image in his polar works, for example, *Summer in the Land of the Midnight Sun* (nd); *The Panther off the coast of Greenland under the Midnight Sun* (1873); and the untitled [*Arctic Scene*] held at Laverne University all feature it.

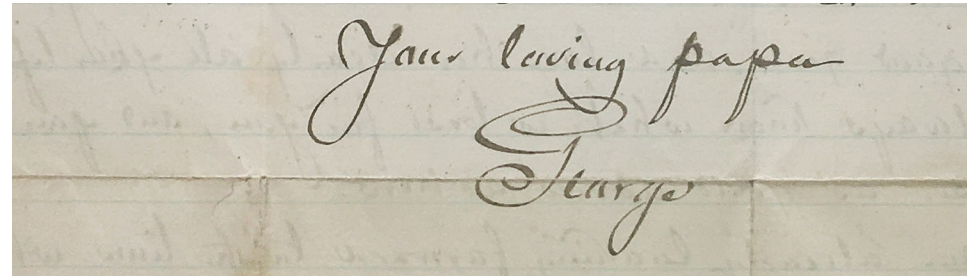


NORTH

In 1879, Bradford was living in San Francisco, where he met George Washington De Long and his wife, Emma. Bradford introduced De Long to local whaling captains, and he drew on their experiences in the planning of his own voyage. Emma De Long remained in close touch with the Bradfords after her husband set sail, and for the rest of her life. This study might have been given to them, or her, at any time.

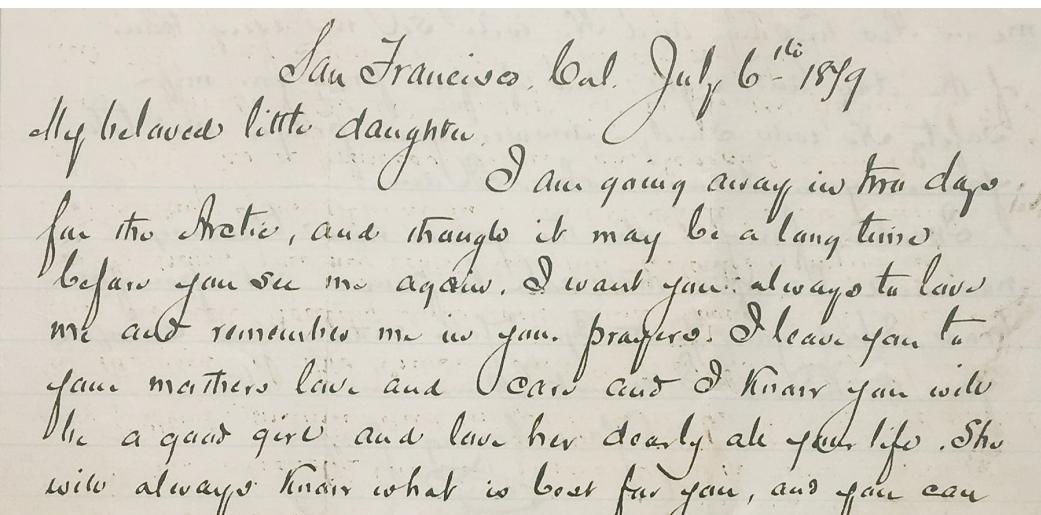
George De Long (1844-81) graduated from the US Navy Naval Academy in 1865. His first voyage to the Arctic was on Capt. D.L. Braine's relief ship, *Juniata*, to rescue survivors on Charles F. Hall's *Polaris* expedition in 1873. Having developed a taste for Arctic waters, by 1877 he had successfully lobbied the newspaper proprietor James Gordon Bennett (of Henry Stanley fame) to sponsor an expedition to the North Pole. Bennett purchased the *Pandora* from Allen Young, which they rechristened *Jeannette*. The expedition departed San Francisco on 8 July 1879 and sailed north into the Bering Strait. Concerns about the seaworthiness of the *Jeannette* proved well-founded and the leak she sprang in January 1880 was a portent of things to come; she was crushed in the ice in June of the next year. De Long and most of his party perished on an island in the Lena Delta in October 1881.

Midnight Sun, The Arctic sold at Christie's in May 2015 and achieved the record price for a Bradford of USD\$1,445,000.



- PREVIOUSLY UNKNOWN LETTER FROM A DOOMED CAPTAIN
23. DE LONG (George Washington). [A farewell letter to his daughter, and Arctic souvenirs from the *Jeannette*'s final port of call]. ALS to "my beloved little daughter." 2pp. 4to. Ruled paper, old folds. San Francisco, July 6th 1879. [With:] Black velvet fur lined slippers with American eagle motif in red, white, blue and pink beadwork. 235 by 25mm each [And:] Carved fork and two knives, marine ivory, crosshatched embellishments 138 by 17mm each [Plus:] US Navy 'fouled anchor' cap badge, textured brass with pinback fastening, "MSC" incised to verso. 45 by 28mm. [Also:] Two cartes de visites, one a copy print of George W. De Long in his naval uniform, [NY], Fredericks' Knickerbocker Family Portrait Gallery, [c.1881], the other Sylvie De Long, Håvre, A. Caccia, [c.1878]. San Francisco and Alaska, 1879. £9,500 (+VAT IN UK & EU)

An emotive, and entirely unpublished letter from Captain George Washington De Long to his seven-year-old daughter Sylvie, written two days before the departure of his ill-fated ship *Jeannette* to the Arctic. Accompanying the letter are a pair of fur lined black velvet moccasin-style slippers, with a beadwork design of the American eagle, three pieces of Inuit carved cutlery, two photographs and a US Navy cap badge. The slippers and cutlery were likely sent as souvenirs from the *Jeannette*'s final supply stop at St. Michael, Alaska, in August of 1879. Two typed exhibition cards by a De Long descendant corroborate the origins of the moccasins and utensils.



N O R T H

The letter reads in part:

“My beloved little daughter

I am going away in two days for the Arctic, and though it may be a long time before you see me again, I want you always to love me and remember me in your prayers. I leave you to your mothers love and care and I know you will be a good girl and love her dearly all your life. [...] I am already looking forward to the time when you, your mama and myself will be happily re-united at the end of this cruise [...] When your lessons seem long and difficult say to yourself “it is for my papa’s sake”, and they may seem easier. But do not forget that next to God your mama is everything to you, and so love her that she may be happy in you whatever comes to pass.

Do not let her worry for me for God will hold me in his keeping, and He will see me every hour of the day and night; and if you pray for my safety He will surely answer your prayer and tell you in your dreams where I am. [...]

Your loving papa
George”

Privately funded by the impulsive and extravagant newspaperman James Gordon Bennett Jr., the U.S. Arctic Expedition (1879-81) was a highly publicised attempt to reach the North Pole via the Bering Strait. In the days before the *Jeannette*’s departure, Captain De Long and his wife Emma were posted in a suite at the opulent Palace Hotel in San Francisco, no doubt from where this letter was written. Their daughter Sylvie was no stranger to her father’s ship. She had accompanied her parents on the one hundred and sixty six day preparatory cruise of the *Jeannette* from Le Havre to California, via the Magellan Strait. A little over a month after the family arrived in San Francisco however, they returned to the east coast, this time by train to Washington DC. When George and Emma returned to San Francisco in May of 1879 for the final stages of expedition planning and provisioning, Sylvie was temporarily sent to stay with Emma’s sister in Iowa so as not to further

disrupt her education. Sylvie’s voyage must have been a grand adventure to the young girl, and the chance to spend such an extended period with her father, seeing him in his domain as Captain of the ship, can only have heightened the pain of separation.

The days before departure saw the De Longs thrust to the forefront of American society. Bennett’s extensive and calculated press coverage, plus the legitimacy bestowed by the President’s endorsement of it as an official (though privately funded) US Naval expedition, made the *Jeannette* front page news, and the De Longs toast of San Francisco. It is estimated that ten thousand people waved them off from the Embarcadero and the slopes of Telegraph Hill, and the US Army marked their departure with an eleven-gun salute from the ramparts of the Presidio.

The *Jeannette* sailed north to St Michael, Alaska, where De Long and his crew spent a fortnight before heading on in search of the Open Polar Sea. St Michael was major trading hub for fur trappers and Indigenous traders from the surrounding areas, and whilst the *Jeannette* awaited the arrival of their supply ship the *Francis Hyde* to refuel them with coal, De Long “commissioned the native Inuits to sew fur suits and sealskin blankets” (Sides, 147). This was also one of the last opportunities for the ship’s crew to send letters and packages home aboard the returning *Francis Hyde* or the revenue cutter *St. Paul* (De Long, 88). The slippers and cutlery which accompany the letter were likely purchased by De Long as gifts for Sylvie during this final stop in Alaska. Both are clearly made using traditional Indigenous methods and materials, but it is interesting to note that the cutlery is fashioned as a miniature imitation of Anglo-European utensils, complete with textured differences between hilt and blade, as if made with steel components. The slippers, rather wonderfully, are emblazoned with an eagle motif drawn from the coat of arms of the United States complete with stars and stripes escutcheon, but rendered in fine Native beadwork. Whether commissioned especially by De Long as a patriotic gift for his daughter, or created by an Indigenous craftsman in

NORTH

acknowledgement of the 1867 finalisation of the Alaska Purchase by the United States from Russia, they are a striking example of cultural exchange, and evidence of a distinctly American presence in the nineteenth-century Arctic.

After the *Francis Hyde* turned back from St. Michael, the *Jeannette* was fully provisioned and ready to pursue her course northwards. However, a meddling directive from Bennett required that De Long expend precious Arctic summertime seeking out the Swedish explorer Adolf Nordenskiöld and his ship the *Vega*, who were expected in the Bering Strait at the end of their own navigation of the Northeast Passage. Unbeknownst to either captain, the *Vega* and *Jeannette* had passed one another some weeks prior. It was not until August 31st when a frustrated De Long had found evidence of the Scandinavian camp at Kolyuchin Bay that he was finally free to press on in the direction of Wrangle Island.

However, progress was halted after just a few days sailing when the *Jeannette* became locked in immovable pack ice off the coast of Herald Island. She remained, drifting in this state for a terrible sixteen months, with the summer of 1880 offering no release. The ship finally sank in June of 1881, and the crew evacuated to march with dogs, sledges and small boats across the ice, in hope of reaching a settlement in Siberia from where they could communicate their plight. Further horrors followed, and of the thirty-three men who left San Francisco in 1867, only thirteen returned. De Long died of starvation in October 1881 near the Lena Delta, from where his diary was later recovered. His grieving widow Emma de Long would edit these with his other papers into *The Voyage of the Jeannette*, the official published narrative of the expedition.

Sylvie De Long grew up to serve as a Red Cross nurse in WWI, married and had two children. Her mother never remarried, and in 1938 she published her own memoir *Explorer's Wife*. Sylvie died in 1925, and Emma outlived her by another fifteen years, passing away at the age of

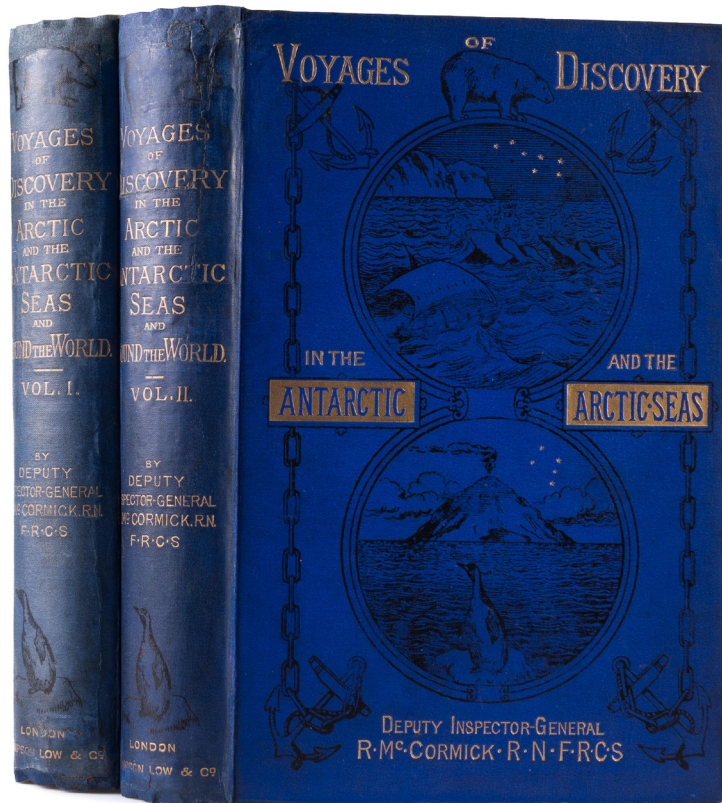


ninety-one in 1940. These items came down through Sylvie's family by descent, and then into the trade.

Historian Hampton Sides' bestselling 2014 book *In the Kingdom of Ice...* quotes extensively from the papers of Emma De Long, loaned to him by a relative. These precious relics from Sylvie's collection add to this powerful story, showing one of the very final communications from a loving father about to alight into the unknown.

cf. Hampton Sides, *In the Kingdom of Ice: The Grand and Terrible Polar Voyage of the USS Jeannette*. New York, Anchor Books, 2014; George W. De Long & Emma Wotton De Long (ed.), *The Voyage of the Jeannette*, Boston, Houghton Mifflin & Co., 1884.

NORTH



A HANDSOME COPY IN ORIGINAL CLOTH

24. McCORMICK (Robert). *Voyages of Discovery in the Arctic and Antarctic Seas, and Round the World: Being Personal Narratives of Attempts to Reach the North and South Poles.*

First edition. 2 vols. 2 folding maps, frontispieces & 61 plates.

8vo. Publisher's pictorial blue cloth, gilt, hinges cracked, headcaps chipped, spines a little sunned, but very good. London, Longmans et al, 1884.

£4,500

Trained as a surgeon and also a keen naturalist, the author had “the good fortune to be engaged in three of the most memorable expeditions of the present century: with Parry, in his attempt to reach the North Pole, in the year 1827; with Ross, in his Antarctic voyage during the years 1839-43; and having had command of a boat expedition in search of Franklin in 1852-53...” The Ross expedition occupies most of the first volume, with only the final 50 or so pages, concerned with the Parry 1827 voyage. Volume two includes material on the 1852 expedition to search for Franklin where McCormick made a distinguished boat journey (the narrative of this adventure was actually published separately at the time).

Rosove mentions that this work was published in an edition of 750 copies, in the autumn of the author's life; he gives a total of 7 variants, the last three of which contain “Memorandums and Opinions of the Press” (16pp). This copy is the variant “e”. the first issue to contain the “Memorandums” etc. McCormick was eighty-four when he published these memoirs; they are handsomely bound volumes and very well illustrated, but five years after publication less than 375 copies had sold. We know from the variations in the bindings recorded by Rosove, that the binding work was done in batches, and one may reasonably assume that many remaining copies were never bound. Had there been a “remainder” of perfect copies, one would expect to see a high proportion of fine copies, whereas the reverse is true.

Rosove, 221; Spence, 747; Taurus, 10.

NORTH

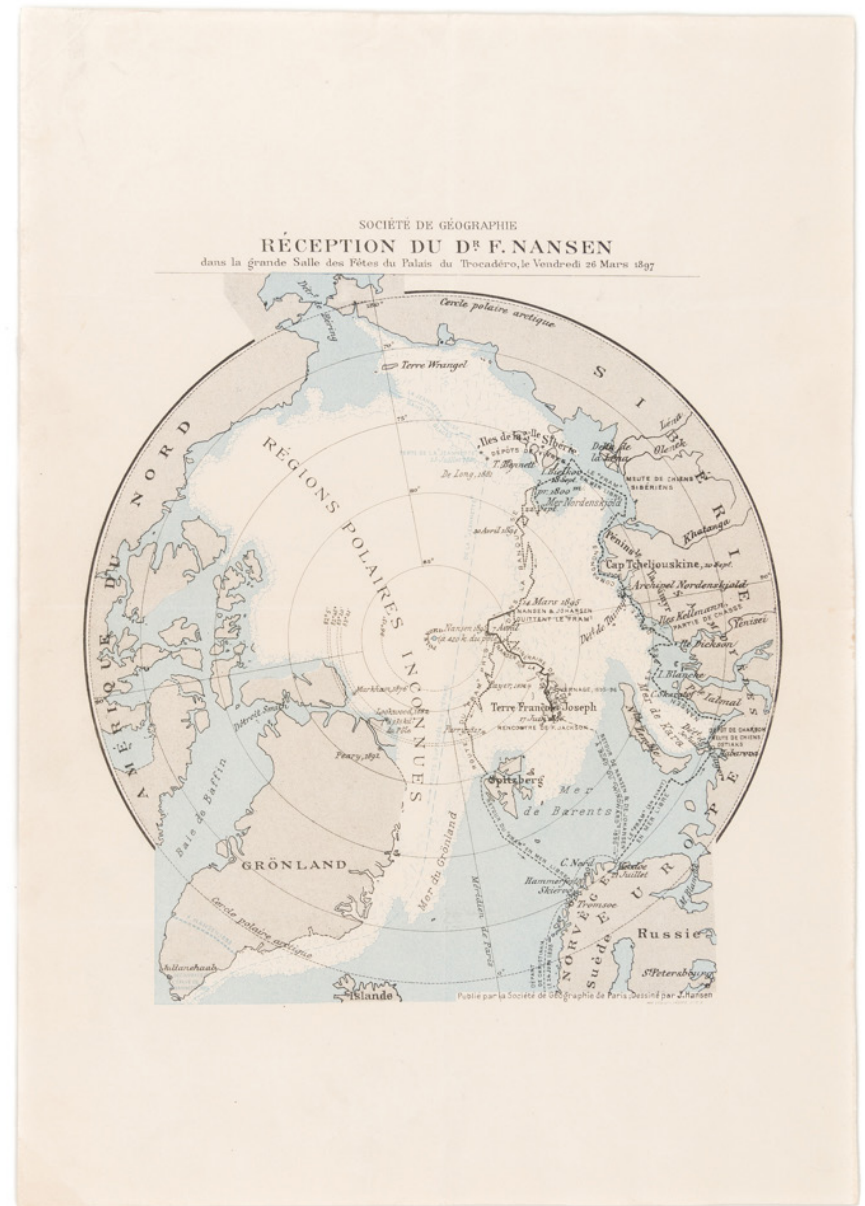
CELEBRATING NANSEN'S FARTHEST NORTH

25. [NANSEN (Fridtjof)], HANSEN (J.) Réception du Dr. F. Nansen dans la Grande Salle des Fêtes du Trocadéro, le Vendredi 26 Mars 1897.

Broadside map printed halftone in blue and black. Printed area measuring 295 by 265mm plus generous margins. Old folds, with a bit of soiling and creasing, largely confined to margins. Paris, Société de Géographie, 1897. £3,000

A beautiful map of the Arctic printed to commemorate a reception held at the Société de Géographie for Fridtjof Nansen, who had just returned from setting a furthest north of 86° 13'. Nansen was received as a hero, and this reception in Paris was just one of many held for him in several European capital cities.

In 1889, Nansen “began work on the idea that if a ship were launched into the Arctic ice at the correct position, the natural drift of the pack could take the vessel across the pole and eventually release it into open water at a remote location on the other side of the world” (Howgego). This was prompted by the discovery of driftwood in Greenland from the *Jeannette* which had sunk off Siberia (see item 23 above). Nansen departed Oslo in June 1893, setting a course for Novaya Zemlya before skirting the Siberian coast and the Siberian Islands in the Nordenfjeld Sea. At this point the *Fram* began to drift with the ice, but at a painstaking pace of a mile per day with little for the men to do other than take observations. In the spring of 1895, Nansen and Hjalmer Johansen set out for the North Pole with three sledges hauled by twenty-seven dogs. They easily exceeded the previous record north, though on 8 April 1895, decided to turn back. The return journey toward Franz Joseph Land was made largely without the aid of their chronometer which they’d neglected to wind. They took refuge on Jackson Island and spent the long winter surviving off game (bear and walrus) which they shot and cooked. After much further hardship, in



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June 1896, they came across Frederick George Jackson then engaged in a survey of Franz Joseph Land as part of the Jackson-Harmsworth expedition. They returned to Norway on the relief ship *Windward*, and eventually rejoined the crew of the *Fram* at Tromso.

Set within the Arctic circle, the map includes the route (with relevant dates) of Nansen's 1893-6 expedition, the path of the drifting wreck of the *Jeannette*, and even the route of his 1888 crossing of Greenland. As an additional testament to Nansen's achievement, the map also marks the previous farthest norths of Parry, Markham, Peary, Lookwood, Payer and others. Another version of this map was included in a special issue of the Société de Géographie's *Comptes Rendus des Seances* (no 8, 1897) to mark the occasion which spanned the week of March 25 to April 1, 1897.

Rare: OCLC locates copies at the BNF only. *Howgego III, N3.*

VERY RARE NARES EXPEDITION NARRATIVE WITH IMPORTANT EPHEMERA

26. **MAY** (William Henry). **Memoirs written by Admiral of the Fleet Sir William Henry May, G.C.B., G.C.V.O. 1863-1930. The illustrations are reproduced from miniatures by Harold Wyllie. Epilogue written by Alexa Bourne-May.**

First edition. 27 photographic illustrations pasted into text. Original blue morocco, gilt stamped title and device to upper board. A.e.g. Marbled endpapers. Boards slightly bowed, very light foxing to first few pages, very good. [6], 100pp. London and Beccles, printed for private circulation by William Clowes and Sons, n.d. [c.1930].

[WITH:] 'Certificate for Wounds and Hurts'. Printed blank document completed in ink, parchment, 240 by 250mm. Signed by Captain G. S. Nares, Commander A. H. Markham and Fleet Surgeon Thomas Colan. Old folds. Dated 7th September 1876.

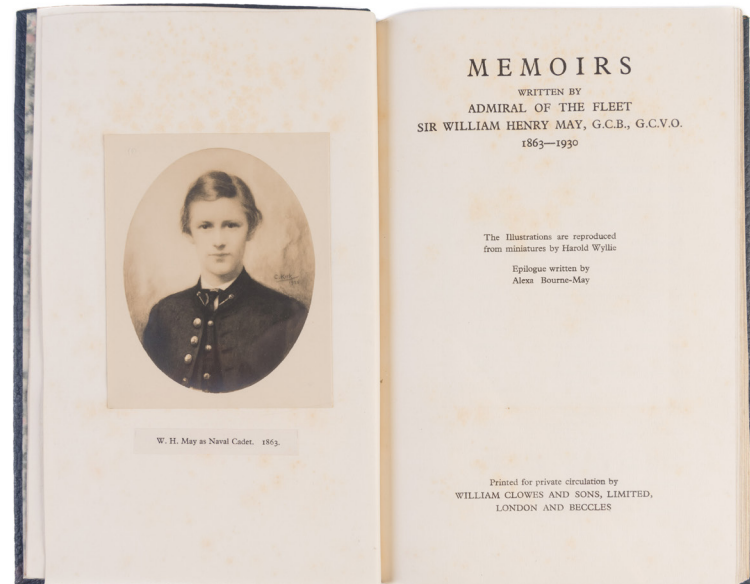
The document certifies that Lieutenant W. H. May: "was injured on board her Majesty's ship 'Alert' by being frostbitten in the left great toe (which necessitated amputation of the last and part of the first phalanx on the 11th of November) while away sledging and belonging to the command of the sledge 'Hercules' [...] between latitudes 82° & 83° N."

[AND:] 12 cartes des visites photographs of William Henry May from boyhood to middle age. Plus 3 additional cartes des visites photographs of unidentified persons, and 1 bearing a photographically reproduced newspaper marriage notice.

[PLUS:] Typed letter on Department of the Interior Canada Natural Resources Intelligence Service letterhead. Addressed to Admiral May, on behalf of F.C.C. Lynch. 1pp. Ottawa, Feb, 1925. Concerning (and with a silver gelatine print photograph of) a leather case with Queen Victoria's monogram in gold, recovered in the Arctic, believed to be a relic from the Nares expedition.

[c.1860 - 1930].

£4,500



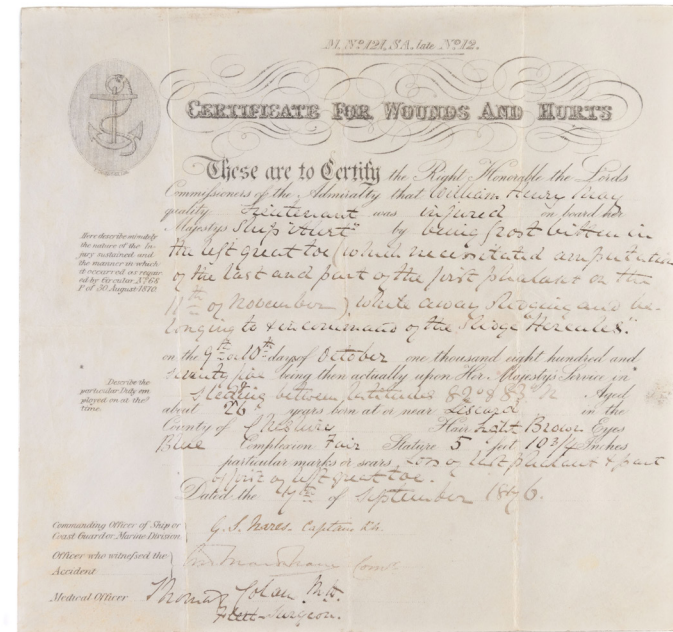
NORTH

Very rare privately printed autobiography of Sir William Henry May, with a small archive of ephemera.

The truly fulsome Royal Naval career of Sir William Henry May (1849-1930) spanned half a century and saw him ascend from midshipman to Admiral of the Fleet, with many commendable stops upon the way.

He embarked in 1863 upon the *Victoria*, flagship of the Mediterranean fleet, and then served upon frigate *Liffey* between 1867-70. He did a stint aboard the Royal Yacht *Victoria & Albert*, and in 1875 volunteered for Captain George Strong Nares' British Arctic Expedition. He served as navigating officer on the *Alert* and participated in sledging expeditions in Autumn 1875 and Spring 1876. The first of these forays travelled a total distance of 165.5 miles between September 25th and October 15th 1875, with May leading the sledge *Hercules* under the command of Albert Hastings Markham. May speaks frankly of the cold, thirst and hardship of this trip, with inclement weather slowing them down to the extent that they had to drop to half rations. The mission's object, to establish supply depots for the spring polar push was achieved, but at a cost: May was amongst several of the crew members who suffered frostbite. Thus follows his eye-watering account of the procedure: "After a few days the left toe had to be amputated below the first joint. I don't know why, the doctors would not give me anaesthetic; so I suffered a great deal, as it is a most painful operation. The doctors had to have two nips at it and I cursed them pretty freely" (pp.29-30). May was laid up recovering in his quarters inside the ship for five months - the entirety of the Arctic winter. He passed the time working on navigation, charts and astronomical observations. Included with this book is the Royal Naval hurt certificate for this injury, received by May upon the expedition's return.

By the following spring he was well enough to set out again. He led the relief sledge named *Clements Markham* in the Auxiliary Dog Sledge



Party, sent out to relieve Markham and Parr's polar party. These disheartened men were severely affected by scurvy, forced to turn back just shy of four-hundred miles short of the North Pole. They did however achieve a new Furthest North of 83° 20'25" and made "many interesting and valuable surveys, meteorological and astronomical observations" (p.35).

After his return from the Arctic, May joined the torpedo-school ship *Vernon*, where he worked on the development of the Whitehead torpedo and underwater discharge apparatus. He achieved the rank of Commander, after only nine and a half years as a Lieutenant. In 1888, age 38, he was promoted to Captain. In that same year whilst captaining the *Imperieuse* en route to China, he acted on secret orders and took possession of Christmas Island. In 1890, he was appointed Naval attaché to the European states, the following year he was given the role of Third Sea Lord and controller of the Navy. He served in this

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post until 1905, when he was promoted to Commander in Chief of the Atlantic Fleet. He made Admiral in 1908, and Admiral of the Fleet in 1913. He came out of retirement to serve on the Dardanelles commission during World War Two. (ODNB)

May's papers reside at the National Maritime Museum in London, who also hold a copy of this book. The only other copy traced through OCLC is at Princeton.

NOT FOR SALE

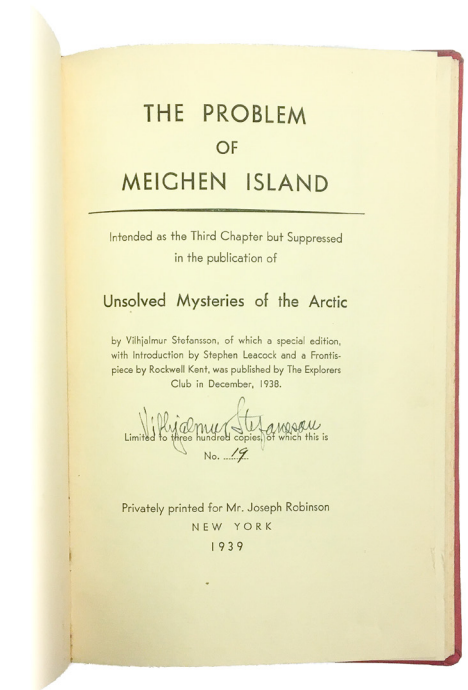
27. STEFANSSON (Vilhjalmur). *The Problem of Meighen Island; Intended as the Third Chapter but Suppressed in the publication of Unsolved Mysteries of the Arctic...*

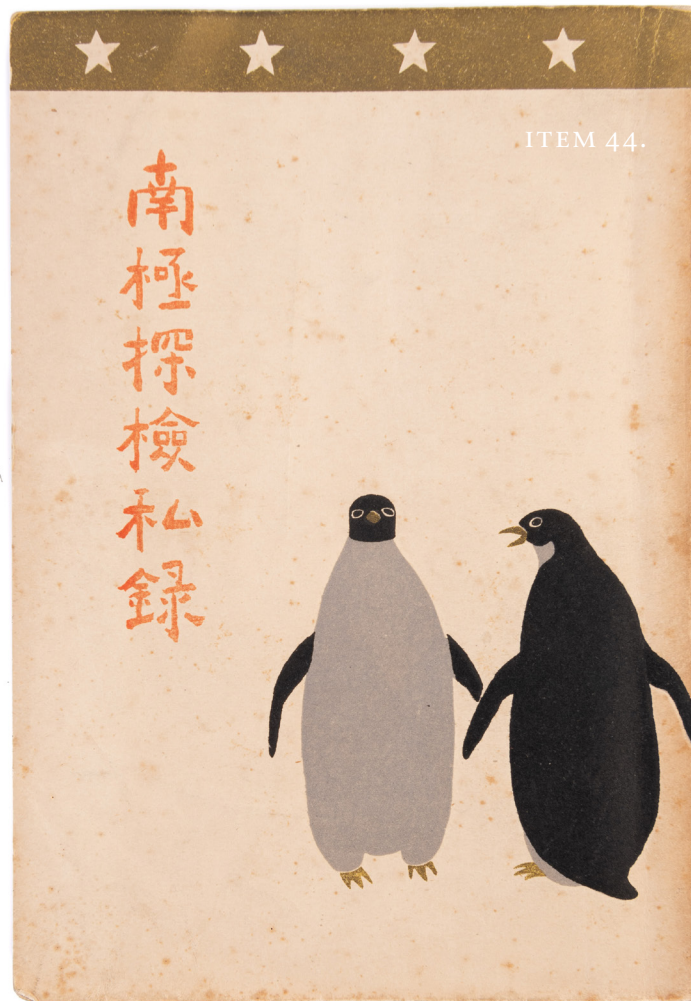
First edition. 2 maps. 8vo. Contemporary red cloth, stamped in gilt. Cloth lightly soiled, internally very clean. Very good. Inscribed by the author on the title-page, numbered 19 of 300. iii, [1], 257-328pp. New York, Privately printed for Mr. Joseph Robinson, 1939. £950

An unpublished chapter from Stefansson's *Unsolved Mysteries of the Arctic*, suppressed because of the fear of libel action by Frederick Cook. This privately printed edition of 300 copies was made in collaboration with Joseph Robinson, the Secretary of the Explorers Club (also the publisher of *Unsolved Mysteries ...*). Stefansson and Robinson split the copies between themselves and distributed them to friends, presumably in the hope it would never fall into Cook, or his lawyer's, hands. It was never for sale. The odd numbers were dispersed by Robinson and the even by Stefansson. The book was issued as five quires of leaves without wrappers or a binding, the title-page mentions a frontispiece by Rockwell Kent, though this is in fact in reference to the 1938 special edition of *Unsolved Mysteries ...* Though this has caused some confusion in library holding records, no frontispiece was issued with this publication.

"The author states the mystifying facts concerning this island which he discovered and named, but which seemingly had appeared on a contemporary map showing Cook's journey, and which Cook denied having seen" (Arctic Bib). Very scarce.

Arctic Bibliography, 16850.





SOUTH

THE FIRST SEPARATELY ISSUED PORTRAIT

28. DANCE (N). Captain James Cook.

First edition, first issue. Framed and glazed. Very good, trimmed to the plate with an old crease. Image measuring 295 by 240mm. London, J.K. Sherwin, 20th April 1779. £5,000 (+VAT IN UK & EU)

Unbeknownst to anyone at the time, this first separately issued portrait of Cook was published just two months after his death at Kealeka-kua Bay. This is the first published edition, following two proofs before and after letters.

Commissioned by Joseph Banks, Dance painted this portrait in 1776, only a month or so before Cook set out on his third and final voyage. It was reproduced hundreds of times (Beddie lists 284 different entries) and has become the standard portrait of Cook, in full captain's dress. He sits with a map of the southern hemisphere, his hand pointing to the east coast of Australia, which is clearly marked New Holland.

It was on his second voyage, on 17 January 1773, that Cook made the first recorded crossing of the Antarctic Circle. His account, *A Voyage towards the South Pole ...* (see item 29 below) is the only one he had complete editorial control over, and it the only one listed in *PMM*.

In his 1786 account of the death of Cook, David Samwell described him thus: "His person was above six feet high, and though a good looking man, he was plain both in address and appearance. His head was small, his hair, which was dark brown, he wore tied behind. His face was full of expression, his nose exceedingly well shaped, his eyes which were of a brown cast, were quick and piercing: his eyebrows prominent, which gave his countenance altogether an air of austerity." Dance has clearly captured this in his portrait, which Samwell himself described as "a most excellent likeness." *Beddie*, 3380.

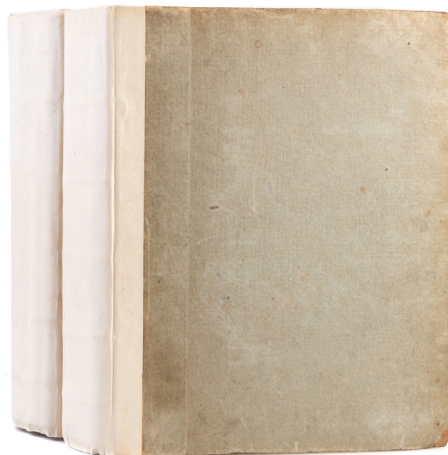
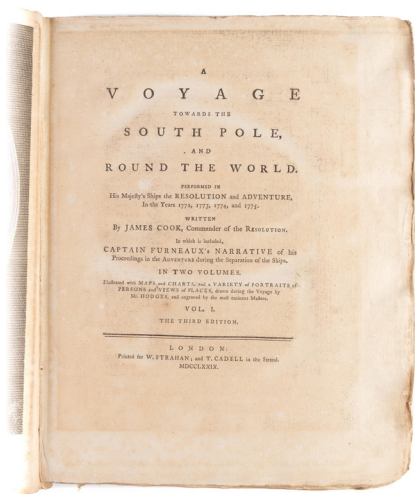


THE FIRST CROSSING OF THE ANTARCTIC CIRCLE

29. [COOK'S SECOND VOYAGE.] A Voyage towards the South Pole, and Round the World. Performed in His Majesty's Ships the Resolution and Adventure, In the years 1772, 1773, 1774, and 1775. In which is included Captain Furneaux's Narrative of his Proceedings in the Adventure during the Separation of the Ships.

Third edition. 2 vols. Portrait frontispiece of Cook & 62 other plates. 4to. contemporary paper-backed boards, spines rebaked with recent white sturdy paper. Pages untrimmed, vol 2 partially unopened. One plate misbound in second volume. Some offsetting from plates, browning to titlepage. xl,378; [8],396pp. London, Strahan & Cadell, 1779. £4,500

In July 1772 Cook, now promoted to the rank of Commander, set out once more for the southern Pacific in the *Resolution*, with the *Adventure* alongside. This voyage was particularly important since Cook made the first crossing of the Antarctic Circle and finally determined once and for all that the Southern Continent did not exist. In addition, Cook



secured the medal of the Royal Society by successfully eradicating scurvy through diet and better hygiene. Only three shipboard deaths (all resulting from accidents) were recorded on this voyage - a dramatic reduction from the previous voyage when one third of the crew were lost.

Rosove, 77.A3; Holmes, 24; Hill, 358; PMM, 223; Sabin, 16245.

AUTHOR'S PRESENTATION COPY

30. [ROSS (James Clark).] SABINE (Edward). Report on the variations of the magnetic intensity observed at different points of the Earth's surface.

Offprint from the 7th Report of the British Association for the Advancement of Science. 2 engraved plates, 3 folding maps, and many tables in the text. 8vo. A fine copy in original green pebble-grain cloth, paper label to spine, secretarial inscription on the front free endpaper. [ii], 85, [1]pp. London, Printed by Richard and John E. Taylor, 1838.

£650

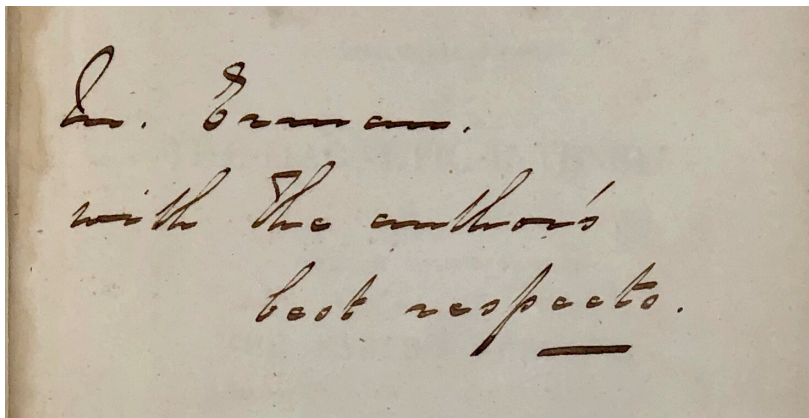
The presentation reads "To Dr Gramm with the author's best respects."

This offprint is the culmination of the first phase of Sabine's research in geomagnetism, which he commenced in the early 1830s. At the time, it was understood that the Earth's magnetic field was constantly in flux over time, a situation that affected compass readings and navigation. In addition to data compiled on his own travels to North and South America, the Caribbean and the Arctic, Sabine administered and promoted a world-wide effort to gather terrestrial magnetism observations; this report records his conclusions based on data from the Arctic, South and North America, and elsewhere, supplied by various explorers, including Humboldt, Ross, King, Lütke, FitzRoy, and others.

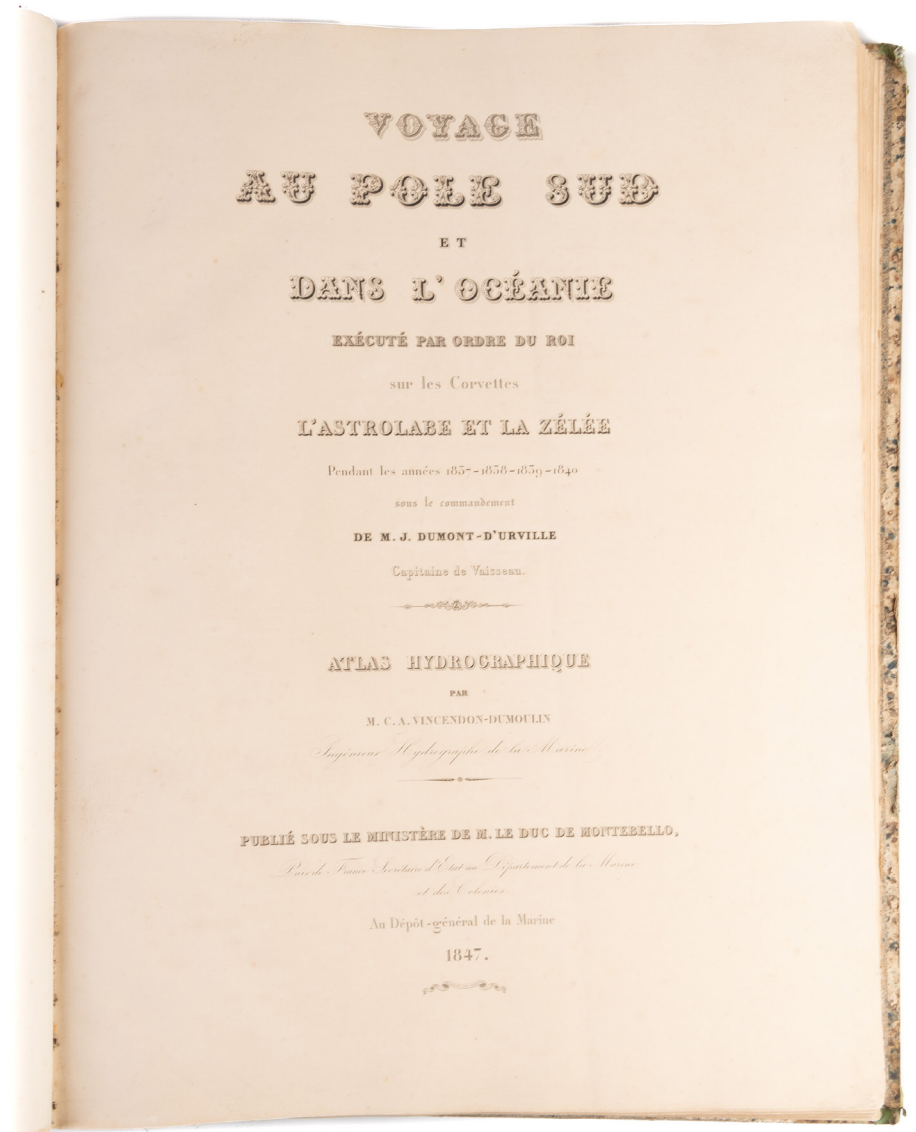
S O U T H

The work was continued on the *Erebus*, under the command of James Clark Ross, which in addition to its stated goal of locating the south magnetic pole, took regular magnetic observations and constructed observatories for such at St Helena, Van Diemen's Land, the Cape of Good Hope. Indeed, Joseph Dalton Hooker had a copy of this work onboard.

Born in Dublin in 1788, General Sir Edward Sabine distinguished himself as an explorer, astronomer, geophysicist and ornithologist. He entered the army in 1803 as a second lieutenant and was posted to Gibraltar and several English stations before serving at Quebec during the War of 1812. As he grew older, he developed an interest in science and exploration. He was aided in this by his brother, Joseph, who was a founding member of the Linnean Society. In 1818, he served as astronomer on John Ross's first Arctic expedition. "He was to determine latitude and longitude, to measure the direction and intensity of the earth's magnetism and the force of gravity, to observe atmospheric refraction and aurorae... This voyage strongly affected the rest of Sabine's career" (ODNB). He returned to Arctic in 1819 with William Parry where he continued to make magnetic observations and, in 1821, received the Royal Society's Copley medal for his publications from the voyage.



Dr. Brannan.
with the author's
best respects.



EARLY MAPS OF THE ANTARCTIC
31. DUMONT D'URVILLE (Jules Sébastien César). Voyage au Pole Sud: atlas hydrographique.

S O U T H

First edition. Engraved title and list of 57 numbered engraved maps (39 of them double-page, some with vignettes). Elephant folio (690 by 520mm). Contemporary quarter calf and marbled papered boards, lettered in gilt on the spine; corners worn, both joints partially cracked, spine dulled and a little stained, with minor loss to the head and foot; light stains to the blank bottom margin of one map, and slight loss to the blank bottom corner of two consecutive maps, with these minor blemishes well clear of the printed surfaces; overall, the contents are in fine condition. Paris, 1847.

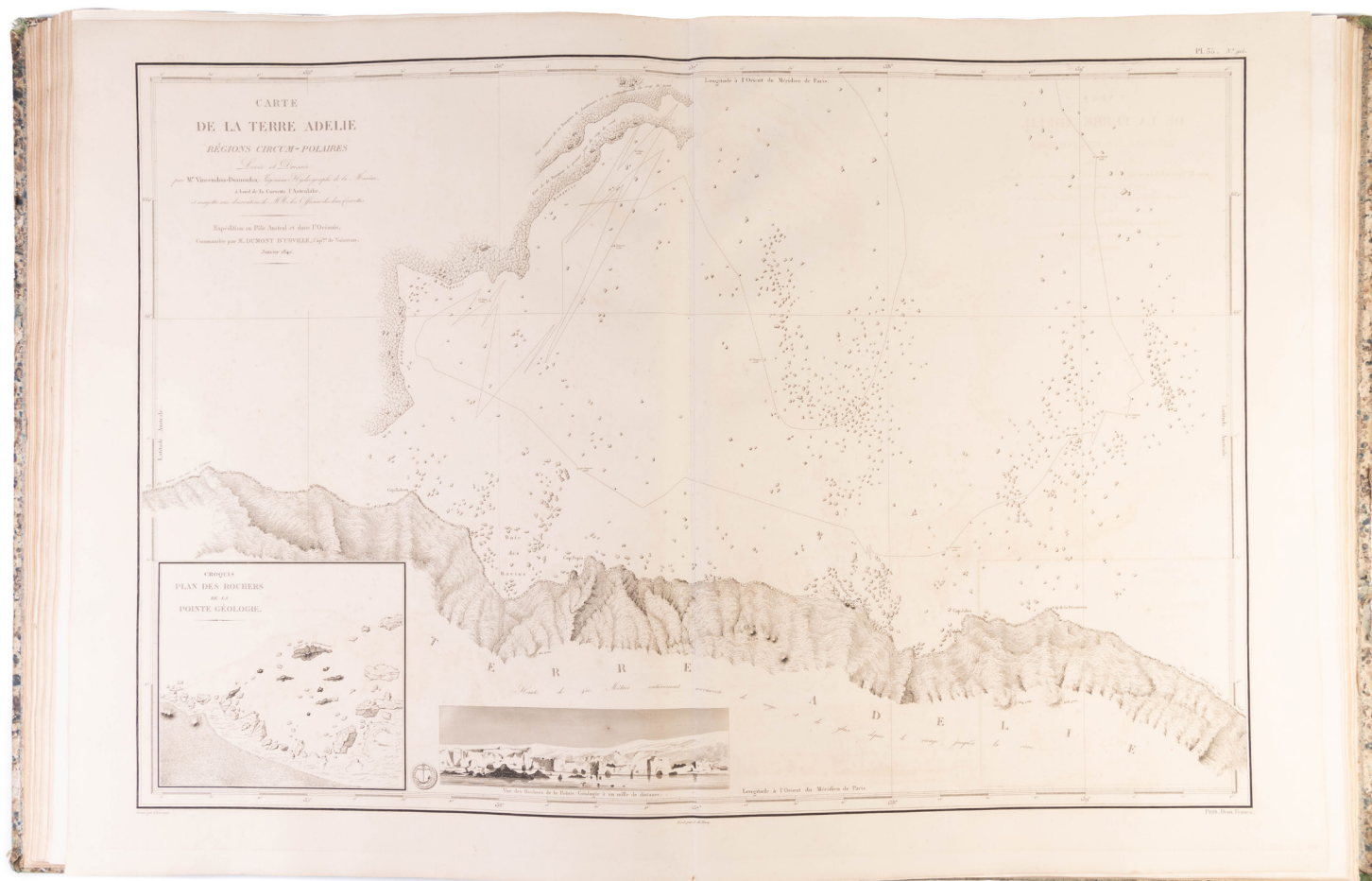
£12,500

A beautiful atlas documenting Dumont d'Urville's second command of a *grand voyage*.

Dumont d'Urville was a veteran of several Pacific explorations. He served under Duperrey aboard the *Coquille* and later commanded the *Astrolabe* on its first mission in the South Seas. Mindful of Weddell's success, the instructions for his second expedition required an investigation inside the Antarctic Circle and the Captain was asked to establish as far as possible the extent,

if any, of land within. It was a busy time in the Antarctic, with Charles Wilkes' United States Exploring Expedition and James Clark Ross also attempting to reach the south magnetic pole.

Departing Toulon on 7 September 1837, the *Astrolabe* and the *Zelée* made two attempts to reach the Antarctic: first in 1838, where they reach 64° South but could not break the ice pack, and then again in



S O U T H

early 1840. Howgego narrates the adventure: by January 14, “in monstrous seas and heavy snowfall, the ships had reached 58 S. Four days later they crossed the 64th parallel, and in the evening were surrounded by fifty-nine great icebergs. Vincendon Dumoulin went aloft and reported what he thought was land straight ahead, but it was not until 21.1.40 that the ships entered a vast basin formed by snow-covered land on one side and floating ice on the other. To confirm that what they could see was land and not just an ice shelf, the French sailed west until bare rock became visible ... The tricolor was raised over the islet and the coast christened terre Adélie after D’Urville’s wife Adèle. The cape they had first seen was named Cap de la Découverte, and the point where rock sample had been collected was Pointe Géologie.”

In between, Dumont d’Urville continued to explore the Pacific, visiting the Marquesas, Tahiti, Samoa, Tonga, Guam, Fiji, New Guinea, Borneo, New Zealand, Tasmania and the Northern Territory. The ships returned to Toulon on 6 November 1840.

Preceded only by an exceedingly rare advance report on the voyage,

Expedition au Pole Austral et dans l’Océanie... (Paris, 1840), these are the earliest maps of the Antarctic mainland. The official account was published in twenty-three text volumes and five atlases. The hydrographical atlases to the *Grands Voyages* are scarcer than the Historical and Natural equivalent volumes.

Howgego II, D35; Rosove, 107-4-A1 “Rare”.



S O U T H

PLANNING AN ANTARCTIC EXPEDITION 11 YEARS BEFORE

MARKHAM

32. RICHARDS (Admiral George Henry). Memorandum to the Royal Society.

Printed broadside measuring 370 by 245mm. Text in double-column. Some old folds, the centre being professionally strengthened. London, [Royal Society?] 1887. £5,750

An exceedingly rare proposal for a government-funded Antarctic expedition. Forty years after the return of James Clark Ross' expedition on the *Erebus* and *Terror*, Richards' *Memorandum* ... appeared – eleven years before Sir Clements Markham's landmark *Antarctic Exploration: a plea for a National Expedition* (London, 1898). Markham's work is credited with initiating the Heroic Age of expeditions led by the likes of Nansen, Scott, Shackleton, and Mawson, making this proposal an extremely important antecedent.

George Richards (1820-1896) entered the navy at the age of twelve, his first appointment was as midshipman on HMS *Sulphur*, a Pacific surveying voyage commanded by Capt. Edward Belcher. He later served under John Lort Stokes in New Zealand waters, and was reunited with Belcher in his 1852 search for Franklin voyage. Richards rose steadily through the ranks and was appointed hydrographer to the Royal Navy. A fellow of the Royal Society, this was not the first time he acted in such matters. ODNB remarks that in 1866 he arranged “for scientists to accompany hydrographic cruises from the Faro Channel to the Strait of Gibraltar, and for the *Challenger*, with scientists chosen by the Royal Society on board, to set out in 1872 on a scientific voyage of three years.”

From the first sentence, Richards makes it clear that his vision is to collaborate with Australia. “While the subject of renewed exploration in the Antarctic regions is occupying the attention of our fellow-countrymen in Australia with a view to taking further action upon it ...”

MEMORANDUM TO THE ROYAL SOCIETY

By ADMIRAL SIR G. RICHARDS, K.C.B., F.R.S.

While the subject of renewed exploration in the Antarctic region is occupying the attention of our fellow-countrymen in Australia, with a view to taking action upon it, and is being addressed in this country by acknowledged competent authorities, it may not be out of place to offer a few remarks which may tend to instruct the many who take an interest in the question, but who from lack of practical experience, cannot be expected to possess a special acquaintance with it.

It may be well in the first place, to take a brief retrospect of what has been already achieved, and to sum up our present knowledge of the region it is proposed to explore; and although there is not very much in common between Arctic and Antarctic research, and the results which have been obtained, or may be looked for, yet as regards the objects for which either has been undertaken, and the same risks and dangers incident to ice navigation exist in both, and the experience gained in the long and persistent efforts to penetrate the North Polar regions ought not to be lost sight of, for they cannot fail to have some important bearing on the question of exploration in the South, now under consideration.

It will, perhaps, be convenient in the first instance to review very briefly the objects, and the results of Arctic discovery during the present century.

The first object was the discovery of the North-west Passage for practical purposes. Darry may be said to have been the first to attempt the solution of this question in earnest, and to have settled it in the negative. At the same time, with our then existing knowledge, his discoveries made it as certain as anything could be, which was not positively proved, that a frozen water channel did exist, which answered to a North-west Passage.

Then came the Franklin Expedition in 1845, the leaders of which were no doubt sanguine, that with the improved means at their command, including auxiliary steam power, they would carry their ships from ocean to ocean. This hope was not realized; but out of the search for this lost Expedition, which continued for ten years, resulted, incidentally, our present knowledge of the Arctic regions.

Again, when the efforts of the Royal Geographical Society raised in the public mind a strong desire for the renewal of maritime enterprise and discovery in these regions, the Expedition of 1875-6 was sent to endeavour, among other objects, to reach the North Pole, and failed in its main purpose, only because no navigable sea was found for ships, and no land discovered in a direction which would enable sledges to travel beyond a certain limit to the North.

The total dissimilarity in the physical conditions of the two Polar circles may now be properly adverted to.

In the North, by far the greater portion of the region within the Arctic circle which has been navigated, is cut up into narrow straits and channels, by numerous archipelagos of islands, which afford shelter and comparative safety to ships wintering, and admit of navigation and travel by boat and sledge, should accident occur to the ships and retreat become necessary. It is to be observed also that each of the objects before-named, which led to Arctic research, rendered it imperative to pass one or more winters in the ice; that all the expeditions which so wintered, were frozen up from ten to eleven months of the year, and that nearly the whole of the search and the discoveries which were made, were accomplished by sledges, drawn by men or dogs, almost in all cases by the former.

When we turn to the Antarctic regions, we find all these conditions reversed; no navigator, not excepting Sir James Ross, who commanded the great modern expedition which traversed these regions during the whole of three summers, 1839-43, has ever discovered so much as an anchorage for a ship within the Antarctic circle.

So far as we know, it is not improbable that the South Pole may be surrounded by a great glacial continent, from which those enormous masses of flat-topped ice frequently met with in the Southern Ocean, some 200 feet high and often a mile or more in extent, are lashed, and drifted by winds and currents to the North, where they dissolve on reaching the parallels of from 50° to 45°.

Rarely have any portions but the summits of this land and the ice barrier which fringes it been seen; at the points where it has been discovered and approached, it is some 1,400 or 1,500 miles distant from the Southern Coast of Australia or New Zealand, and speaking roughly it may be described as extending possibly from the Pole to certain known positions on the 70th, or 65th parallel. Ross traced its coast to the South of New Zealand, from the 70th to the 79th parallel, a distance more than 500 miles; and, in the meridians of Cape Horn and the Falkland Isles, it is found extending as far North as the 92nd parallel of latitude, distant only about 600 miles from these lands.

It is scarcely possible to conceive that the ocean surrounding this Polar Continent, from the almost entire absence of shelter, can ever be entirely frozen over, as we find it in the North; though on more than one occasion Ross' ships were in danger of

being frozen in by the young ice, while in the neighbourhood of the land, or of the icy barrier during the autumn.

Such is the region it is proposed to explore. The objects of course are, maritime enterprise and discovery, in the interests of knowledge and science, and possibly of commerce.

It is not to be surprised at, that the people of our great Australian Colonies, now that navigation can be so much more easily accomplished by the aid of steam, should desire to know all that can be ascertained about a region so comparatively near to their own shores. Some knowledge will doubtless be acquired even if no land is reached; more recent and extended observations on the changing elements of the earth's magnetism will be obtained after the lapse of 40 years since the investigations made by Sir James Ross' Expedition; probably a rich harvest in other branches of science will be gleaned through the sounding line and the dredge; whaling and sealing grounds may be discovered which will be profitable in a commercial sense, and additions of various kinds can scarcely fail to be made to our existing store of information in other departments of natural knowledge.

If it is decided, then, to carry out a scheme of Antarctic exploration in some form the question to be settled is—What form shall it assume? and this requires a very mature consideration of all possible contingencies, for an error or want of foresight in organising a programme will probably be discovered when it is too late, and may well lead to complications similar to those for which the country has had to pay so dearly in the North. No expedition should, at any rate, leave Australia until towards the close of the year 1888, by which time due preparations may be made, and every consideration given to the subject; time does not press; we are not, as we were in the North, seeking for a lost expedition.

I cannot myself discover any advantage to be gained by wintering in the Antarctic regions, even if a wintering place should be found; the ships would perhaps be sealed up for ten or eleven months of the year in one spot, and thus their united efforts be wasted, or limited to a very confined area; for it can scarcely be conceived that sledging operations would be possible in such a region, and all that would accrue to science would probably be a continuous record of meteorological and nautical observations during their term of imprisonment.

The object, I am of opinion, should rather be during successive summers, to explore certain portions well defined beforehand, of these Antarctic seas returning to Australia for the winter.

After one such summer cruise it would be more easy to determine what should be undertaken during the next; and certainly after one or more such explorations, the Commander of the Expedition would be in a position to advise whether any aid what advantages might be expected from passing a winter in the ice, but unless an eligible position can actually be examined and decided upon such a course would be entirely unjustifiable.

I believe that it would be futile to look for any adequate results as far as science is concerned by the subsidising of a whaler or whalers to carry out this chance might enable them to effect in the ordinary exercise of their calling. We have learned from the voyage of the “Challenger” what careful and elaborate preparations were necessary to secure success in the various investigations connected with ocean temperature and deep sea bottoms, and it is pretty certain that it is in this direction that science must mainly look for results in an Antarctic voyage.

No attempt at Antarctic discovery can, I think, be regarded as satisfactory, or as likely to be attended with any fair degree of success, or as compatible with the rules and precautions which have always been observed by Government in similar cases, unless undertaken by an expedition consisting of two vessels strengthened and equipped for ice navigation—ships of two vessels strengthened 300 tons measurement, with steam power, capable of steaming seven knots, and carrying a large quantity of fuel, but provisioned only for eighteen months instead of three years, as was the practice in the North. This would amply provide for a winter's detention should it be forced upon the expedition, though the chances of such detention, especially with the aid of steam, would be infinitely less than in the Arctic regions.

Such vessels could probably be built or strengthened in Australia as well and economically as in England.

For any Government to contribute towards, or to lend its tonnage to, an Expedition fitted out with less regard to its efficiency and safety than is here indicated would be, I think, to incur a moral responsibility which it would be well not lightly to undertake. Far better would it be for the Imperial Government, which is possessed of all the experience, and has at its command the services of Naval officers and men of seamanship, to take into its own hands this new enterprise.

The Colonies would no doubt liberally contribute to the expenses, and find men who would be ready to take part in it, and thus gain experience necessary to conduct any future similar enterprise.

56, LEXHAM GARDENS, W.,
November 1, 1887.

GEO. HENRY RICHARDS,
Admiral.

SOUTH

As is common for such proposals, Richards commences with a brief overview of nineteenth-century Arctic and Antarctic exploration. He notes the efforts of Parry respecting the North-West Passage, the scientific gains of the search for Franklin voyages, and make a distinction between the physical geography of the two polar regions. He then states that “no navigator, not excepting Sir James Ross, who commanded the great modern expedition which traversed these regions during the whole of three summers, 1839-43, has ever discovered so much as an anchorage for a ship within the Antarctic Circle.”

The second column is altogether more interesting and important, where Richards outlines his own ideas for an expedition: “Such is the region it is proposed to explore. The objects of course are, maritime enterprise and discovery, in the interests of knowledge and science, and possibly of commerce.”

The specifics are as follows: “No expedition should leave until towards the close of the year 1888, by which time due preparations may be made, and every consideration given to the subject; time does not press; we are not, as we were in the North, seeking for a lost expedition.” He sees no advantage in over-wintering, preferring that “during successive summers, to explore certain portions, well defined beforehand, of these Antarctic seas, returning to Australia for the winter.”

Furthermore, he advocates that any expedition should draw on the lessons “learned from the voyage of the *Challenger* what careful and elaborate preparations were necessary to secure success in the various investigations connected with ocean temperature and deep sea bottoms, and it is pretty certain that it is in this direction that science must mainly look for results in an Antarctic voyage.”

Richards recommends “an expedition consisting of two vessels strengthened and equipped for ice navigation - ships of certainly not less than 300 tons measurement, with steam power, capable of

steaming seven knots, and carrying a large quantity of fuel, but provisioned for only eighteen months instead of three years as was the practice in the North.” He believes the ships could just as easily, and economically, be built in Australia as England. Finally, he suggests the expedition be funded entirely by the Imperial government and that the “Colonies would no doubt liberally contribute to the expenses and find men who would be ready to take part in it ...”

This document is a valuable resource, shedding much light on late nineteenth-century thought regarding the Antarctic.

Provenance: the broadside was previously owned by the noted polar researcher, Anne Shirley.

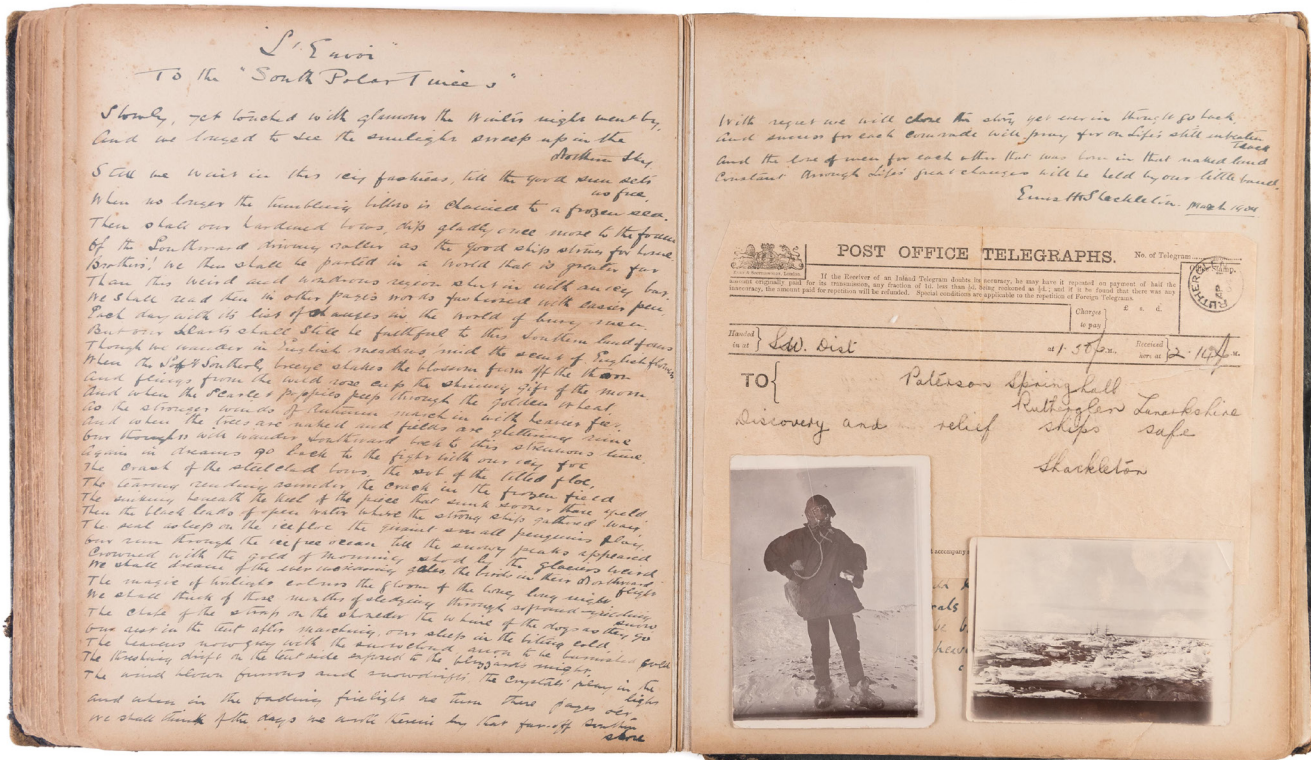
Not in OCLC. We locate a single copy at the Royal Geographical Society. *Not in Rosove; not in Ferguson.*

RARE SHACKLETON MANUSCRIPT

33. SHACKLETON (Sir Ernest). “L’Envoi to the South Polar Times.”

Autograph manuscript poem signed and dated March 1904, written out for the Paterson sisters and with significant differences from the published version, together with a telegram from Shackleton to the Paterson sisters, “Discovery and relief ships safe Shackleton”, April 1904 & a photograph of Shackleton in the Antarctic and another of the Discovery amongst ice. [within:] Album amicorum. 4to. Half leather, spine lacking. Other contents includes photographs from trips to South Africa and Scotland, Rudyard Kipling’s signature, cartoons, poems and a few antique prints. 30ll. [March, 1904.] £9,750

One of the key methods of surviving the long Antarctic winters was to keep the men occupied. Scott had the men of the *Discovery* Expedition write and produce *The South Polar Times* which appeared in monthly editions from April-August 1902 and then April, June and August



& Co. in 1907. However, it does not appear in the Folio Society facsimile of the actual typescript edition. Although it does appear on pp207-8 of the commentary volume written by Ann Shirley. She, however, does not clarify its publication history.

The two photographs are copy prints, likely taken by Shackleton and developed in South Africa. Although they are annotated on the back, we do not know in whose hand. Neither image appears in SPRI's collection, though the portrait of Shackleton looks very similar in background composition to one of Edward Wilson, which is attributed to Shackleton: <https://www.spri.cam.ac.uk/picture-library/catalogue/article/p83.6.1.4.168/> It is highly likely therefore that they were taken sequentially on Shackleton's camera.

1903. Shackleton served as the editor and many of the illustrations were provided by junior surgeon, Dr Edward Wilson. Upon being invalided home, Shackleton was replaced as editor by Louis Bernacchi.

Shackleton made several contributions to the newspaper, this being the last. Ann Shirley refers to it thus: “[a]nother longer and ambitious poem was printed at the end of the very last number (August, 1903) from the *Discovery* Expedition, also under the pseudonym of ‘Nemo’, though Shackleton had been invalided home earlier [in March] that year. It attempts to set out his feelings towards the Antarctic...” (Shirley). Here, it is written out by Shackleton with several differences from the published version. This is surely one of the earliest surviving iterations of the text.

It was printed as such in volume two of the facsimile by Smith, Elder

Shackleton met the Scottish Paterson family en route to England from Cape Town after he was invalided out of the *Discovery* Expedition in 1903. They obviously got on well as the subsequent telegram (included here) reporting the safe arrival of the *Discovery* establishes. Of the three sisters, Leezie, Jeanie and Hope, it is thought that Shackleton and Hope had a special bond. Some have speculated that there was a romantic connection between the pair, though when he returned to England, he married his fiancée, Emily Dorman. When, five years later, Shackleton ascended and subsequently named “Mount Hope” in Antarctica, he sent her a rock from the summit. This has led some to believe the mountain was named for her, though officially this was never confirmed. Aside from Shackleton's contribution, the rest of the scrap album gives a lively sense of these intrepid young women, with many photographs and souvenirs of their travels.

SOUTH

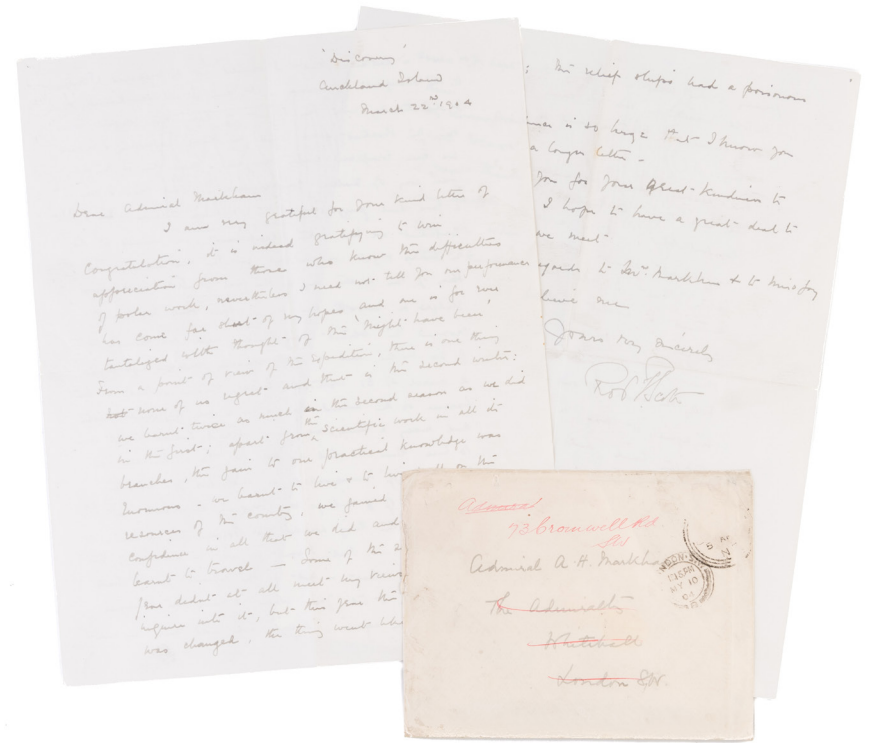
“TANTALISED WITH THE THOUGHT OF WHAT MIGHT HAVE BEEN”

34. SCOTT (Robert Falcon). ALS to Admiral Albert Hastings Markham.

Holograph ms. in ink. 4pp. 4to. Folded, but fine. Complete with addressed envelope with official British Antarctic Expedition seal affixed. On board *Discovery*, Auckland Island, 22 March, 1904. £10,000 (+VAT IN UK & EU)

Early news from the Heroic Age: this remarkable letter from Scott to Admiral Markham was written just a week after the *Discovery* sailed into Auckland Island, part of the archipelago directly south of New Zealand.

Mail must have been waiting for Scott and he thanks Markham for his congratulations, but “[o]ur performance has come far short of my hopes and one is for sure tantalised with thought of what ‘Might have Been.’” Scott then discusses the specifics of the expedition and what they’d learned. “From a point of view of the Expedition, there is one thing none of us regret and that is the second winter: we learned twice as much in the second season as we did in the first; apart from the scientific work in all its branches, the gain to our practical knowledge was enormous - we learned to live and live well on the resources of the country, we gained in indescribable confidence in all that we did and above all we learnt to travel ... We did it all scientifically & systematically with the object of doing the longest hours on the shortest food and in these respects, I believe we can compare with anyone ... Last year I was a good deal puzzled over the Northern records. I felt confident we had better equipment, we seemed to do the hours & yet we couldn’t get the distance. The key of the matter lay in the fact that I had never sledged on smooth sea ice.” He then relates crossing the strait (six times) as well as the barrier, the differences between inland ice and hummocked ice.



The warm relationship between Scott and Markham is evident as he writes “I shall much prefer to tell you when I have the pleasure of seeing you again, I will only add that my own journey to the west is a thing I wouldn’t repeat for untold wealth. We all came to the conclusion the summit of Victoria Land is no place for a human being.” Indeed he makes his apologies, “My correspondence is so huge that I will you will excuse a longer letter. I must thank you for your great kindness to my people.”

The *Discovery* expedition was the brainchild of Sir Clements Markham, as outlined in his 1898 pamphlet, *Antarctic Exploration: A*

plea for a new expedition. It was the first official British foray into the Antarctic since James Clark Ross's voyage in 1840, and featured two of the most important figures of the Heroic Age, Robert Falcon Scott and Ernest Shackleton. Other important members of this expedition were Edward Evans, William Colbeck, and Gerald Doorly.

Albert Hastings Markham was the cousin of Sir Clements. Like him, he was a naval officer and an Arctic explorer, commanding the *Alert* on George Nares' expedition. He was also an avid supporter of Antarctic exploration. Clements was not only a mentor to Albert, he was the key supporter of Scott as leader of the *Discovery* expedition. It's no surprise then that Albert and Scott would be on friendly terms. Albert served variously in China, the Mediterranean, the Australia Station, in the Pacific on the *Vernon*, and in 1896 was promoted to second in command of the Mediterranean squadron. At the time of Scott's writing, Markham was commander-in-chief at the Nore.

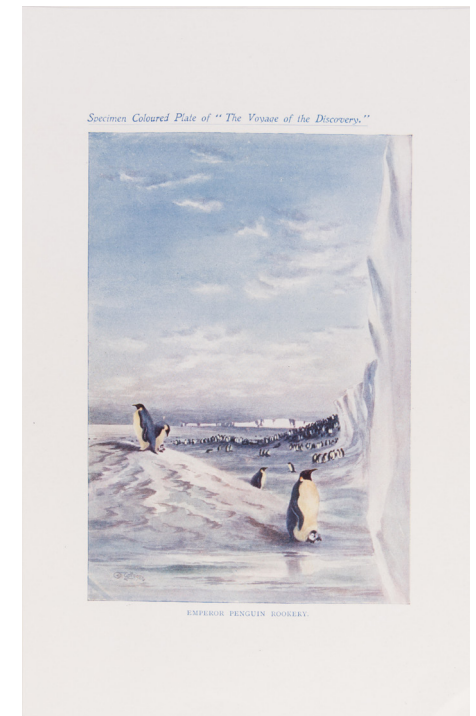
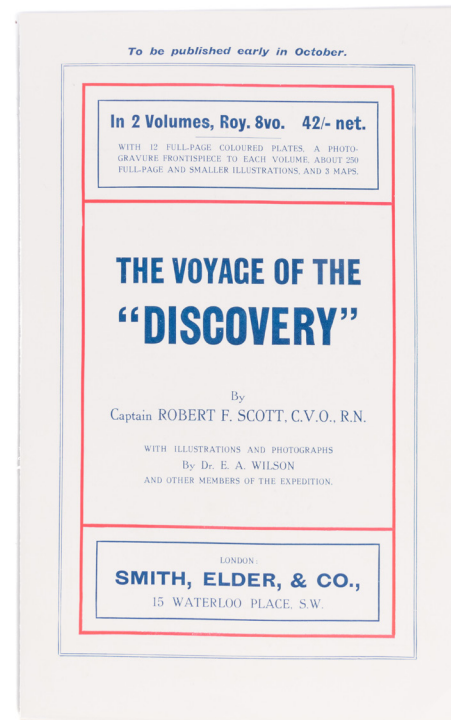
Scott's *Discovery* expedition marks the commencement of the Heroic Age of Antarctic Exploration. This letter provides an insight into much of what was to follow in the years ahead.

WITH AN INSERTED COLOUR PLATE

35. [SCOTT (Robert F.)] [Prospectus for *The Voyage of the Discovery*.]

Specimen colour plate loosely inserted plus 5 photographic illustrations to text. 8vo. Stitched as issued in blue and red self-wrappers. Small bump to lower right corner, clean and bright. 8pp. London, Smith, Elder, & Co., [1905].

£250



A crisp copy of this handsome prospectus for the official account of the first expedition of the Heroic Age. It advertises that the book would be published in early October, and it duly appeared on the twelfth of that month.

The sample plate is captioned "Emperor Penguin Rookery", and the illustrations in the text show "Granite Harbour", "The Camp at which we parted", "Erebus from the south", "Ship in the pack", and "Cape Wadworth, Coulman Island."

Rosove, 286.A1.

RETRIEVED FROM CAPE ROYDS

36. [SHACKLETON (Ernest).] Brand's Consolidated Pea Soup.
Unopened soup can measuring 96mm high, with a diameter of 65mm.
Printed paper label a little worn, but very good. London, Brand & Co.
Ltd, Purveyors to H.M. King, c. 1907. £1,500 (+VAT IN UK & EU)



A lovely souvenir from the 1907-1909 *Nimrod* Expedition, which saw Shackleton get within 90 miles of the South Pole, the closest he ever came to it.

Everyone who travelled during the Heroic age was fascinated with food. On the *Discovery* expedition, Shackleton famously hid a Christmas pudding in one of his socks and surprised his tent-mates with it. There is also a page in his diary from that time, simply titled “Desire”, and lists the following:

“Duck crisp fried bread with salt and pepper Thick bread soaked in golden syrup Porter House steak and onions with plenty gravy Huge salad of fruit. And also green stuff. Sirloin of beef with brown crisp fat. Soak bread in the gravy. Pastry 3 cornered tarts fresh hot crisp. Jam hot inside. A pile of these with a bowl of cream Jam sandwich crisp but heavy pastry and jam between. The end of a porridge pot providing there is plenty of milk?”

This soup is altogether more mundane fare. While the weight of the can, never mind the instructions, aren't particularly reassuring, the soup would have made a welcome change from, say, pemmican, which was a mixture of dried beef and beef fat and commonly combined with crushed biscuits and water to make “hoosh”.

The tin was recovered from Shackleton's Cape Royds site in 1957 by Earl Johnson, a Navy Seabee, who served on Operation Deep Freeze II. Among his other duties, he manned the post office at McMurdo Sound.

For the diary page, see: <https://www.spri.cam.ac.uk/archives/shackleton/articles/1537,3,12.html>

S O U T H

“WHAT DO YOU THINK OF THE PROSPECTS OF A GOVERNMENT GRANT?”

37. SHACKLETON (Sir Ernest). Autograph Letter Signed to Temple.

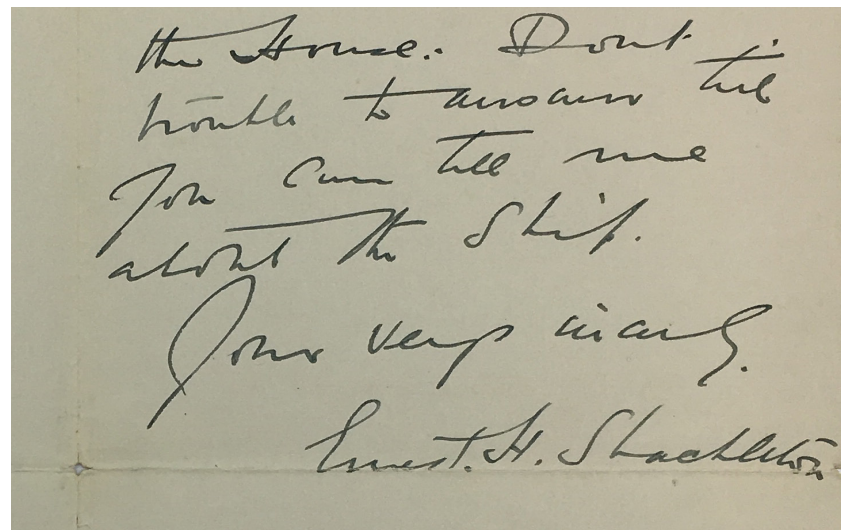
Written in ink in Shackleton's characteristic hand on a single 8vo folded sheet. 3pp. & 1 integral blank. 9 Lower Regent St. [but Somerset], [Aug.] 13th [1909]. £2,500 (+VAT IN UK & EU)

A warm letter, written just two months after Shackleton's return from the *Nimrod* expedition, 1907-1909. In July that year he was made Commander of the Royal Victorian Order and would be knighted in November.

“My dear Temple. A thousand thanks for all your kindness. I have done exactly as you said [...] What do you think of the prospects of a government grant? after the question in the House. Don't trouble to answer till you can tell me about the ship. Yours very sincerely. Ernest H. Shackleton”

This letter was written at an interesting moment in Shackleton's career, both as a professional explorer and a public figure. Despite giving the address of his London office, he mentions in the note that he is writing from Somerset. This was almost certainly a stop en route back to London after the 1909 Cowes week, at which the Shackletons were the guests of Sir Donald Currie, Chairman of the Union Castle Line, aboard his magnificent new ship the *Armada Castle*.

Ernest Shackleton had returned from his *Nimrod* expedition in a state of extreme financial precarity. He had borrowed heavily for the expedition against the future projected profits of his book and lecture circuit, though his figures were highly optimistic, and included a somewhat wrong-footed hope of raising £20,000 through the sale of “King Edward VII Land” stamps (see item 50). With this debt hanging over him, Shackleton attended the regatta and rubbed shoulders with the great



The House. Don't trouble to answer till you can tell me about the ship.
Yours very sincerely.
Ernest H. Shackleton

and the good - in particular the influential political journalist Sir Henry Lucy. At this time the public perception of Shackleton was that his wealth equalled his fame. However, through a calculated indiscretion by Emily Shackleton to Sir Henry's wife, the true state of the explorer's financial affairs were made known to the journalist. In his subsequent column covering the regatta, he scooped the story and began a media outcry in support government intervention to bail out Shackleton's *Nimrod* debts.

Roland Huntford fills in the next part of the story: “This sort of reaction left politicians in little doubt over Shackleton's place in the public's heart. On 11 August, within forty-eight hours of his revealing his predicament, a palpably arranged parliamentary question on help for Shackleton was tabled from the government benches for the Prime Minister, Herbert Asquith. A week later, in an answer to another “inspired” question by Robert Harcourt, member for Montrose, Asquith told the House that the government would make Shackleton a grant of £20,000.”

The present letter, clearly penned in Shackleton's characteristically

hasty hand, was written between these two questions, and contains an allusion to them. We have not been able to establish the identity of “Temple”, but the familiarity with which Shackleton writes, and the question of “the ship”, leaves scope for further interesting research.

Roland Huntford, *Shackleton*. London, Abacus, 1996. pp.312-314.

HANDSOME PROMOTIONAL EPHEMERA

38. [J.B. LIPPINCOTT] publishers. [SHACKLETON (Sir Ernest)]. “NOW FOR THE SOUTH POLE” Advertising mail shot, addressed to ‘James Douglas, Esq.,/Spuyten Duyvil,/New York City.’, with cancelled one cent stamp.
Printed on recto and verso in sepia ink with numerous halftone photographic illustrations. 260 by 500mm when unfolded, 4 concertina folds with flap and slit fastening. Gloss light card stock. Some separation to folds, nicks to edges and slight water damage to rear edge of one folded segment. [2]pp. [Philadelphia, J.B. Lippincott Company, c. 1909.] £400

A rare advertising mail-shot for the American edition of Shackleton’s *The Heart of the Antarctic*, being the official account of the British Antarctic Expedition 1907-09. This persuasive piece of ephemera distils the “striking features and results” of the expedition (for example: “Manchurian ponies were used instead of dogs. A motor-car helped move the supplies across smooth ice. An acetylene gas plant lighted their winter quarters.” &c.) as well as singing the praises of the authorial style: “Lieutenant Shackleton writes in an extremely picturesque manner, marked with the simplicity, but enthusiasm, of the real discoverer.”

The advertisement reproduces photographic illustrations from the book, including the iconic image of Adams, Wild and Shackleton with the Union Jack at their furthest south point of 88°23’, as well as a portrait photograph of the clean shaven young Shackleton on the rear flap,

and a reproduction of Stanley L. Wood’s illustration “The trek during the snowstorm” beside the address cover.

Mailed out in advance of publication by Lippincott of Philadelphia, this advertisement had a detachable blank for the recipient to remove and send to their local bookseller, requesting a copy.



S O U T H

A RELIC FROM THE HEROIC AGE

39. [SCOTT (Robert Falcon).] [OATES (Lawrence).] Pony shoe.
Cast iron measuring 130mm by 110mm (at its widest point). With six
holes for nails. Np, c. 1910. £2,250 (+VAT IN UK & EU)

Of all the relics from Scott's Last Expedition, this must be amongst the most poignant, and of all the men in Scott's Polar Party, none is more revered than Lawrence Oates. He was in charge of the expedition's ponies, and it was his self-sacrifice and famous last words that made him a true hero in a Heroic Age.

Lawrence "Titus" Oates (1880-1912) was born in London and spent two years at Eton before ill-health forced him to complete his education privately. He joined the army in 1900 and served with distinction in South Africa. He was subsequently posted to Ireland, Egypt and India, where he began to tire of army life. In 1910 he applied to join Scott's second Antarctic expedition. ODNB explains that while Oates "had offered to contribute £1000 to expedition funds ... it was for his expertise with horses that he was taken on, and he was put in charge of the nineteen ponies that were vital to the south pole attempt."

These poor animals seem to embody the misfortune of the entire expedition and the use of them was at the heart of questions regarding Scott's leadership. It wasn't just that they were competing against Amundsen's team of two hundred dogs, they were imperilled from the outset. Oates, who was not involved in their selection, was dismayed at their condition when he saw them at Quail Island. He remarked in a letter written to William King on 13 November 1910: "I took over the ponies the other day and am not impressed with them, they are very old for a job of this sort and four of them are unsound."

Once on the Antarctic mainland, Oates insisted that they were worked strenuously so as to improve their condition. However, Scott was unable to spare the men in order to do so. These problems were only



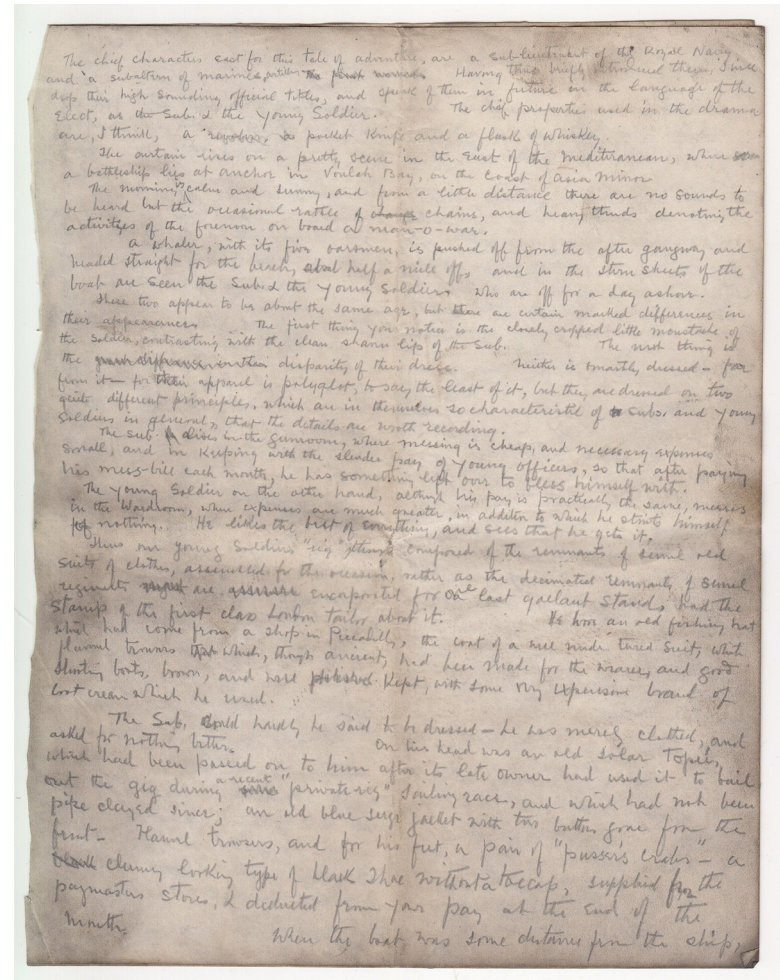
compounded on a depot laying expedition during their first winter in March 1911, which was cut short by a blizzard so fierce that the ponies were directed to return to Hut Point. Scott's order for Wilson to take a shorter route via Cape Armitage (which had a layer of thin, unstable ice), instead of the longer one he preferred via the Gap, resulted in the loss of three ponies and very nearly the lives of Bowers, Crean, and Cherry-Garrard. The subsequent rescue of the men and one pony was one of the most dramatic events of the expedition.

Despite concerns about his health, and doubts regarding his willingness, Oates was selected as part of the Polar Party. “After the main polar party set out across the ice barrier on 1 November, Scott began to appreciate better the true extent of the ponies’ failings and of Oates’s achievement in bringing them so far. The animals performed their task of transporting loads across the barrier and when the last was shot, at the foot of the Beardmore Glacier on 9 December, a load was lifted from Oates’s shoulders” (ibid). It wasn’t much of a reprieve. Shortly thereafter, they discovered Amundsen had beaten them to the Pole.

The importance of the ponies to the expedition, and the ramifications of the loss of those three at Cape Armitage, was on Scott’s mind in his last days. In his final Message to the Public, written in a tent eleven miles south of One Ton Depot, he notes that “The causes of the disaster are not due to faulty organisation, but to misfortune in all risks which had to be undertaken.” First and foremost, he notes “The loss of pony transport in March 1911 obliged me to start later than I had intended, and obliged the limits of stuff transported to be narrowed.” Of course, none of the Polar Party survived the journey home.

This pony shoe was recovered from Scott’s Cape Evans site in 1957 by Earl Johnson, a Navy Seabee, who served on Operation Deep Freeze II.

For Lawrence Oates’ letter, see Neil Silverman Sale, *Christie’s*, 25 September 2001, lot 150.



PLAN FOR A NOVEL —

WRITTEN DURING THE TERRA NOVA EXPEDITION

40. LEVICK (Staff Surgeon G. Murray). [Manuscript. Outline of a novel.]

Autograph manuscript in pencil. 4to. 3pp. Some slight soiling from fingerprints and old folds. In a custom-made blue solander box with silver title. Antarctica, 1912. £10,000 (+VAT IN UK & EU)

A remarkable survival. George Murray Levick (1876-1956) was appointed surgeon and zoologist on Scott's *Terra Nova* expedition. He served as second in command under Victor Campbell on the Northern Party. While the Polar Party made their journey south, the Northern Party was instructed to explore the King Edward VII Land. However, unable to find a suitable point to disembark, they made for the Victoria Land coast. Due to inclement weather and heavy pack ice, the *Terra Nova* was unable to collect them and so they were forced to winter over at Evans Cove with just four weeks rations, which they immediately supplemented with the penguins and seals they caught. They constructed an igloo on Inexpressible Island, which included a bathroom and a blubber stove. It remains one of the most remarkable feats of survival in the Heroic Age and Levick's skill as a doctor, diplomat and psychologist played a significant role in their survival.

Katherine Lambert's account of the Northern Party, recalls how winter evenings were spent and describes the manuscript we have here: "After the evening hoosh had been consumed and diarists' work was done, Levick read a chapter or two of a book aloud to the others, recumbent in their bags ... A picture is conjured up of the five men listening intently in the darkened cave pierced by pinpricks of light, the two cooks resting their poor sore eyes and Levick straining to make out the words in the fitful gloom ... Levick, whose literary bent was to find an outlet in his book on Adelie penguins, started to compose a 'tale of adventure' set 'in the East of the Mediterranean, where a battleship lies at anchor in Voulah Bay, on the coast of Asia Minor'. The two heroes are an impoverished submariner (representing the ratings) and a moustachioed soldier (the officers); a fig tree provides scenery and a beetle rolling a piece of wood uphill an Aesop element. The story owes its setting to Levick's experiences aboard HMS *Bulwark*, flagship of the Mediterranean Fleet, and their current expedition also puts in an appearance."

Ever busy, it was during this time (1910-12) that Levick gathered the information required to complete his work on the Adelie penguin *Antarctic Penguins* (1914). Having survived the winter, the Northern Party made their way back overland on September 30. They reached Cape Evans on November 7 where they learned the sad fate of Scott and the Polar Party.

Katherine Lambert, *Hell with a Capital H*. London, 2002.

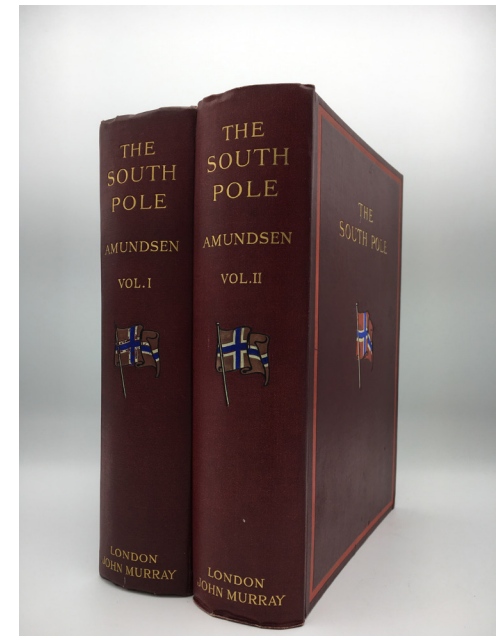
THE FIRST MAN TO THE SOUTH POLE

41. AMUNDSEN (R.) *The South Pole. An Account of the Norwegian Antarctic Expedition in the "Fram", 1910-1912.*

First English edition. 2 vols. 21 maps and charts, 136 illustrations. 8vo. Original red cloth, gilt, with the Norwegian flag on the backs and upper covers, a fine copy. xxxv, 392; x, 449pp. London, John Murray 1912. £3,750

An uncommonly fine copy. "Amundsen's modest account of his extraordinary South Pole exploit is a classic in the exploration literature" (Rosove).

Rosove, 9.A1; Spence, 16.



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42. HURLEY (Frank). **A Cavern beneath the Coastal Ice Cliffs.** Blue-carbon print. 585 by 440mm. Mounted on board with the original Fine Art Society label on the verso, titled in manuscript and numbered “95”. A very fine copy with deep tones, minor areas of retouching done at time of printing. London, Fine Art Society, [c.1914].
£42,500 (+VAT IN UK & EU)

One of the finest images from the Heroic Age, demonstrating Hurley’s complete command of the medium. This example was previously in the collection of expedition leader, Douglas Mawson.

Frank Hurley (1885-1962) started life as a photographer at the age of seventeen, and held his first exhibition in 1910. “He was particularly interested in pictorialism – the notion that photographs could express ideas, tell stories and excite emotions in much the same way as paintings” (Howgego). As soon as the position of photographer was advertised, Hurley applied immediately to join Mawson’s expedition. Of course, hundreds had applied. However, over the course of an impromptu train journey, he managed to convince him. It was on “the basis of his work with Mawson [that] he was recommended to Shackleton’s expedition of 1914, during which he took the famous photographs of the sinking of the *Endurance*. He was renowned for going to any length to obtain precisely the image he wanted” (ibid).

A depiction of surgeon Leslie Whetter on the Australasian Antarctic Expedition, 1911-1914. This photograph is reproduced in Mawson’s official account *Home of the Blizzard* (London, 1915), with the caption “On the frozen sea in a cavern eaten out by the waves under the coastal ice-cliffs.”

The New Zealand born Whetter (1888-1955) studied medicine at the University of Otago and was one of eighteen men chosen by Mawson to stay with him on the Main Base, while another seven formed Frank Wild’s Western Party. Whetter distinguished himself on the expedition by performing dental surgery on Chief Medical Officer, Archibald McLean, using chloroform as an anaesthetic. However, it wasn’t all smooth sailing. Mawson fell out with a number of men on the expedition, including Whetter. In his diary, Mawson complains of his laziness saying “Whetter is not fit for a polar expedition... Of late he complains of overwork, and only does an honest 2 hours per day” (Riffenburgh). Those words were perhaps written in the heat of the moment, as Whetter is one of two men captured trying to cut ice from a glacier in the dramatic photograph “In the blizzard”. They did this daily and used the ice for drinking water.

Mawson (1882-1958), a noted Australian geologist, first travelled to the Antarctic with Shackleton’s *Nimrod* expedition in 1907. When Scott later invited him to join his ill-fated *Terra Nova* expedition, Mawson declined, as he was organising his own to the Australasian Antarctic in 1911. This expedition was aimed at conducting scientific and geographical research in King George V Land and Adelie Land, and also to chase a chief prize of the Heroic Age: a visit to the South Magnetic Pole. Mawson has been somewhat overlooked in the assessment of the Heroic Age. However, his achievements are every bit as significant as those of Amundsen, Scott, and Shackleton.

Original Hurley vintage prints are increasingly scarce on the market, especially in fine condition, and with such distinguished provenance.

Howgego, M28, M29; Beau Riffenburgh, Racing With Death, London, 2009.



ITEM 43

ALSO FROM MAWSON'S COLLECTION

43. HURLEY (Frank). Lotus floe 'neath the Barrier Brink.

Blue-toned carbon print, mounted on board. 720 by 570mm. Original Fine Art Society label on verso with title in ink, numbered 53, notarised stamp of the Mawson estate on verso plus additional annotation. A few very slight rubs and light toning from a previous mounts, otherwise very good. London, the Fine Art Society, [c.1914].

£35,000 (+VAT IN UK & EU)

From the collection of the expedition leader, Douglas Mawson, a very fine large format print of a photograph taken on the Australasian Antarctic Expedition, 1911-14.

The photograph's title derives from a poem by Archibald McLean, reproduced in full in the official expedition account *Home of the Blizzard*. The further captioning on the verso reads "Portion of a Panorama at Lands End. Bickerton in the view / Pancake ice." From the contemporary exhibition catalogues however, there is no indication that the photograph was exhibited or sold in any format other than present.

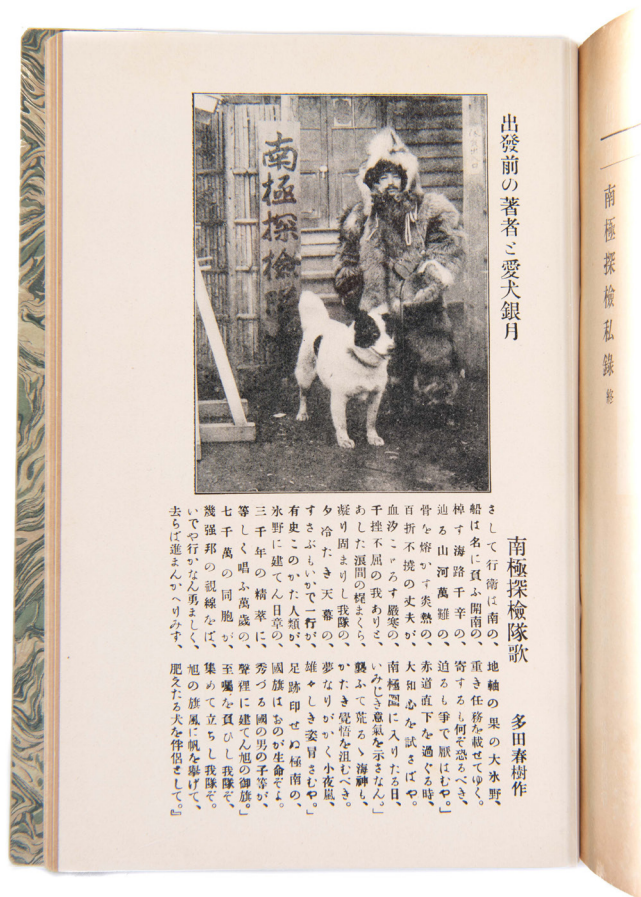
Francis Bickerton was trained as an aeronautical engineer, and was primarily employed to operate and maintain the expedition REP monoplane. Whilst in Antarctica, he volunteered for and was accepted into Shackleton's Trans Antarctic Expedition crew, although he did not take up the position, opting rather, at the outbreak of war, to enlist in the Royal Flying Corps.

THE FIRST UNAUTHORISED ACCOUNT

44. TADA (Keiichi). Nanyoku Tanken Hiroku.

First edition. 7 plates of photograph illustrations. 12mo. Original pictorial wrappers. Minor foxing throughout, ownership stamp to title-page. A few creases, but very good. [viii], 400pp. Tokyo, Keiseisha Meiji 45 [1912].

£2,500



Rare and important: this is the first published account of the Japanese Antarctic Expedition, 1910-1912, captained by Shirase Nobu (see 45 & 46 below).

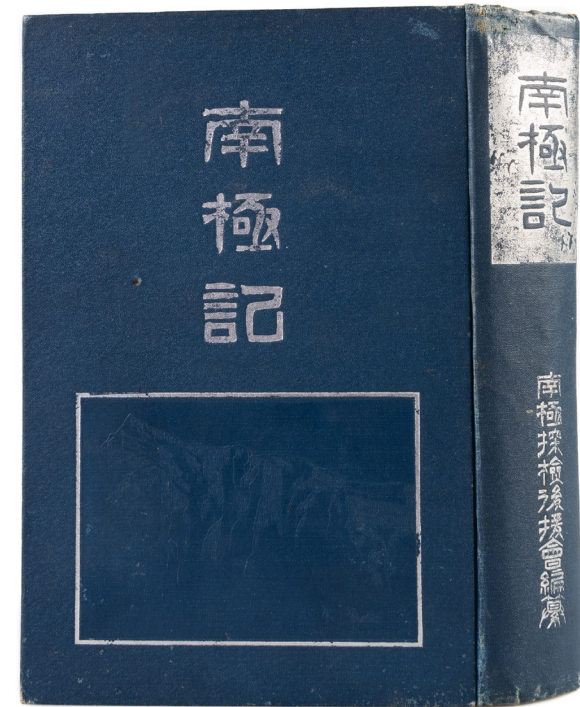
Tada Keiichi served as secretary on the expedition and published two books immediately after returning, having spent much time on the return voyage writing them. According to Ross, "both were considered un-authorized primary accounts."

Inevitably, there were disagreements, and Tada was demoted to assistant naturalist during the expedition and actually dismissed once they'd returned to Japan. Summerson remarks that the rift "may have had something to do with Tada writing an article for a magazine in Tokyo, without Shirase's knowledge when he returned there during the winter in Sydney. There is very little mention of him in *Nankyoku-ki*... Tada left the ship immediately it arrived in Yokohama and took no part in the return celebrations in Tokyo."

Some of this is inevitably evident in his text, which does not seek to romanticise the expedition. The sketches, photographs, and journey records are all contributed by Tada himself. **This is a vital complement to the official account which was published the following year.**

OCLC locates a single copy at the National Diet Library.

Ross, 1.2.1; not in Rosove ; R. Summerson, "Nankyoku no kyoku: The cultural life of the Shirase Antarctic Expedition 1910-12" in B. Hince,, et al eds, *Antarctica: Music, sounds and cultural connections* (Canberra, 2015), p.44.



THE OFFICIAL ACCOUNT OF THE
JAPANESE ANTARCTIC EXPEDITION, 1910-12

45. SHIRASE (Nobu). Nankyokuki. [Records of Antarctica.]
First edition. Folding map, 26 plates, many illustrations to text. 8vo.
Original blue silver printed boards, extremities slightly rubbed, text a little toned, front joint split but holding fine. 468pp. Tokyo, Nankyoku Tanken Koenkai, Taisho 2, [1913]. £3,750

Very rare. This little-known expedition to the Antarctic took place in the very heart of the Heroic Age and was contemporaneous with those of Amundsen and Scott.



With just a fraction of the resources of his European counterparts, the “low-powered and undermanned” (Ross) expedition departed Shira-baura on 29 November, 1910, on the *Kainanmaru* (Southern Pioneer) and sailed for Wellington. Their reception in New Zealand, and later Australia, was typical of the times and reflects poorly on both nations. Nonetheless, the expedition sailed for the Antarctic on 11 February, 1911 and first sighted land, near Cape Adare, on 6 March. Inclement weather made it impossible to land, even on Couldman Island and so they returned north, reaching Sydney Harbour in May 1911. The expedition eventually moored at Parsley Bay in Vacluse. So low on funds, some of the crew returned to Japan to raise more money, while those remaining were forced to beg.

Word reached former *Nimrod* expedition member Professor Edgeworth David, that the expedition was in Sydney and he paid them a visit, providing some vital information. “Shirase was made to realize that he was so far behind Amundsen and Scott that any assault on the pole would be pointless, and instead he should concentrate on the unknown coasts of King Edward VII Land, to the east of the Ross Sea” (Howgego). Having spent six months in Sydney, they sailed yet again, reaching the Ross Ice Barrier, then turned east toward the Bay of Whales where they met Amundsen’s ship, the *Fram*. On 20 January, 1912, Shirase’s five-man ‘Dash Patrol’ - including 28 dogs pulling two sledges - travelled 282 kilometres south, reaching a furthest latitude of 80° 5’ on 28 January, 1912. At the same time, a second shore party was landed at Biscoe Bay, where they climbed a 46 meter ice slope to reach the Alexandra Range.

The expedition sailed north on 3 February, 1912, stopping at Wellington, before returning to Yokohama on 20 June where they received a rapturous reception of a crowd 50,000-strong.

“Often called the ‘official account’ of the JAE, this narrative was composed by the Japanese Antarctic Expedition Support committee and

The story of the expedition and its leader is remarkable. Shirase (1861-1946) was the son of a Buddhist monk and initially followed his father’s footsteps by entering the school for priests at the Sonsoji Temple at Asakusa. He soon realised that becoming a monk would allow little scope for him to follow his other passion - exploration - and so swapped his robes for a uniform at an army training school for non-commissioned officers. An early primer in polar hardship came in the form of a fifteen-man expedition to the Chishima Islands in 1893-4 on which Shirase was one of two to survive.

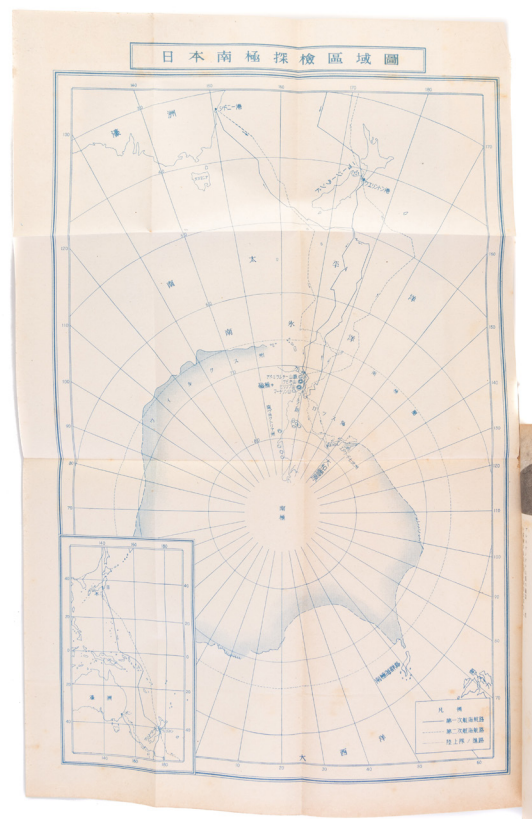
Upon learning of Peary’s attainment of the North Pole, Shirase petitioned the 26th Japanese Diet for funding for an expedition to reach the South Pole. Although initially granted 30,000 yen, the money never materialised and he was required to raise the funds himself.

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based on the journals of and logs of Shirase and expedition members. The scientific findings were published as appendices in this publication” (Ross). They didn’t appear in English until 1957.

OCLC locates seven copies: four in the UC system, then LOC, UNC Chapel Hill, and Columbia.

Howgego IV, S26; Rosove, 309.A1; Ross, 1.5.1; R. Summerson, “Nankyoku no kyoku: The cultural life of the Shirase Antarctic Expedition 1910-12” in B. Hince, et al eds, Antarctica: Music, sounds and cultural connections (Canberra, 2015), pp.37-50.



REVISED FOR CHILDREN

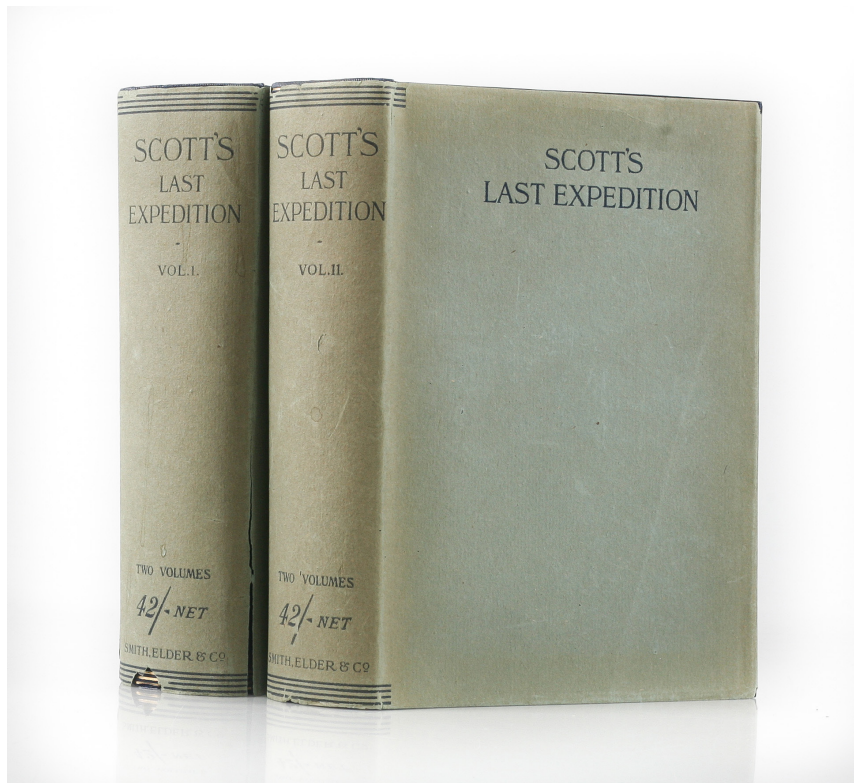
46. **SHIRASE (Nobu).** *Watakushi no Nankyoku Tankenki.* First edition. Folding map, folding table & 22 photographic illustrations on 9 plates. 12mo. Original pictorial wrappers, extremities slightly rubbed. Tokyo, Kokoku Seinen Kyoiku, Showa 17 [1942].
£750

Like those of his Irish colleague, Ernest Shackleton, Shirase’s expedition was privately funded, giving good reason why himself and members of his crew rushed into print as soon as feasible. While regarded by some as a second edition of Shirase’s official account, it was in fact revised by him with a younger audience in mind and bears a different title. Despite it being a war-time production, in addition to a full account of the expedition, it’s still handsomely illustrated and includes a folding map.

The colophon states 5000 copies were printed, however very few seem to have survived. OCLC locates just two copies at Waseda University and the University of Maryland.

Rosove, 309.B1; Ross, 1.4.2; Howgego IV, S26.

S O U T H



A BEAUTIFUL COPY IN THE DUST-JACKETS

47. SCOTT (Capt. R.F.). *Scott's Last Expedition. Vol. I. Being the Journals of Captain R.F. Scott, R.N., C.V.O. Vol. II. Being the Reports of the Journeys & the Scientific Work undertaken by Dr. E. A. Wilson and the Surviving Members of the Expedition.*

First edition. 2 vols. Numerous plates, including 8 photogravures & 18 coloured plates, with numerous maps, panoramas & illustrations in the text. 8vo. Very fine blue ribbed gilt cloth, original printed blue dustwrappers, very slightly chipped at corners and splitting at fold on first volume, otherwise very good. t.e.g. xxvi, 633, [2]ads.; xvi, 534pp. London, Smith, Elder & Co., 1913. £8,000

The best copy we've handled in the very scarce dust-jacket.

It "is sufficient to state that Scott's eloquent prose propelled him into the realm of greatness despite his flaws. What Scott wrote at the end of his life was an inspiration in meeting death with supreme dignity, and his words entreat reading again and again" (Rosove).

Arranged by Leon Huxley, and with a preface by Clements Markham, this work is an account of Scott's fatal Antarctic expedition on the *Terra Nova*. The first volume comprises Scott's journal and reprints the farewell letters found by his side. The second contains Wilson's account as well as the results of the scientific work completed by the surviving members of the crew. Huxley's accompanying notes are both sober and informative.

Rosove, 290.A1; Spence, 1056.

AN ENDURING IMAGE

48. PONTING (Herbert). *One of the Dog Teams.*

Silver gelatin print measuring 335 by 455mm. A couple of worm holes expertly restored, lightly toned and silvered around the mount, Ponting's debossed signature on bottom right corner. Framed & glazed, original Fine Art Society gold moulding beneath the glass, facsimile frame. Original high-acid backing board replaced, label retained. Glass replaced with UV resistant. Fine Arts Society label to verso captioned in pen, numbered 34. London, Fine Art Society, 1913. £5,500 (+VAT IN UK & EU)

An original print from one of Herbert Ponting's exhibitions at The Fine Arts Society, held in the years after his return from the ill-fated British Antarctic Expedition, 1910-13. Considered at the time of the expedition to be the finest outdoor cameraman in the world, Ponting's photographs from the Antarctic continent are an enduringly iconic record of the Heroic Age. The Fine Art Society exhibited the prints at their New Bond Street gallery, and in a touring exhibition around the country, where they could be purchased in sizes ranging from 15 to 29 inches.



This photograph shows Dr. Atkinson manning his dog team, landing stores from the *Terra Nova* in the Ross Dependency of Antarctica.

A particularly pertinent image: Dr. Atkinson took over from Cecil Meares as chief dog driver for the expedition in January 1912, and has come under criticism (especially from Apsley Cherry-Garrard) for not following Scott's parting instruction as he left for the pole. Scott's edict was that the dog team commence a third journey south in February of 1912 in order that they might restock the One Ton Depot and carry on to meet the returning polar party. Debate still continues as to whether the adherence to this instruction could have saved the lives of Captain Scott, Captain Oates, Lt. Bowers and PO Evans. As it was though, Atkinson opted to unload further fresh supplies from the returned *Terra Nova* in February of 1912 (as depicted in this photograph), rather than commencing south, a move which Cherry-Garrard in his *Worst Journey in the World* characterised as a "mistake". It wasn't until October of 1912 that Atkinson finally did launch a search party for the by then long absented polar party, ultimately finding the tent on November 11th. The party had perished on 29th March.

SPRI: P2005/5/856.; *Exhibition of the Photographic Pictures of Mr. Herbert G. Ponting F.R.G.S.* Fine Art Society, 1914. No. 34.

INSCRIBED BY LEONARD HUSSEY WITH A PIECE OF RARE EPHEMERA

49. SHACKLETON (Ernest Henry). South. *The Story of Shackleton's Last Expedition 1914-1917.*

First edition, fourth impression. Colour frontispiece, 87 plates, folding map (repaired). 8vo. Publisher's navy cloth, image of the *Endurance* stamped to the upper board in silver, a little rubbed, presentation inscription to front free endpaper, advertisement for Hussey's banjo loosely inserted. xxiv, 375, [1]pp. London, Heinemann, 1920. £4,250

A wonderful association copy. The long presentation inscription reads: "To Pip, In memory of the happiest trip I have ever spent and with sincerest good wishes for all that the future may hold, and hoping that I may at least be a real pal for all time -- in real friendship / Leonard D.A. Hussey ("Benjy") / Assist-surgeon, and meteorologist Shackleton-Rowett Expedition 1921-22 / Meteorologist, Shackleton Expedition 1914-16 / R.M.S.P. "Avon" May 1922."

Leonard Hussey (1891-1964) was born and raised in London and attended both University and Kings colleges. In addition to his exploits as an explorer, he was also a physician, a meteorologist, and served in both World Wars.

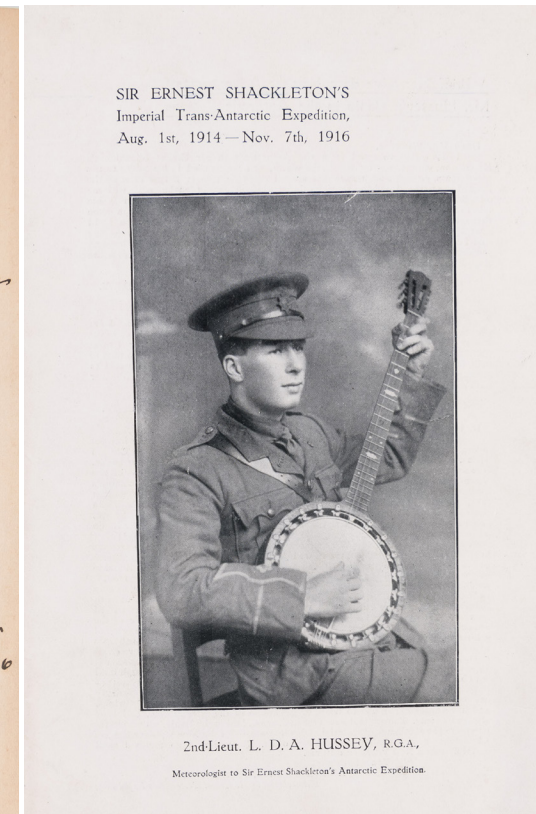
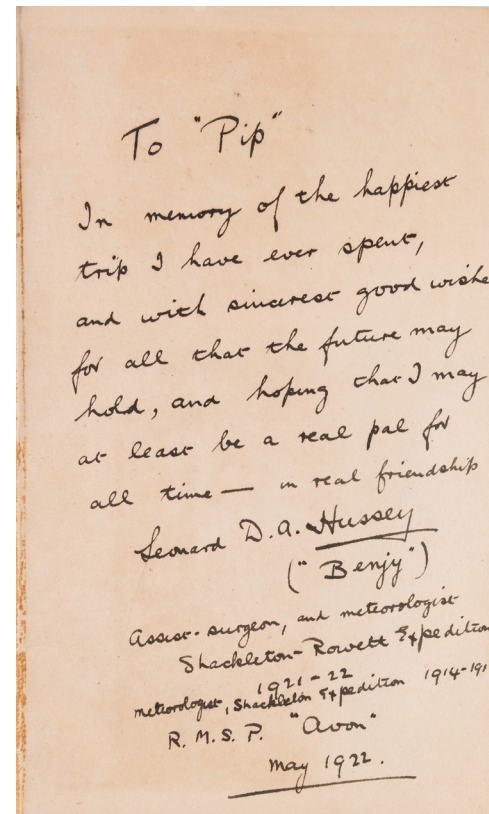
The most inspiring voyage of the Heroic Age, Shackleton's party had hoped to cross the continent via the South Pole. They ran into problems from the outset which culminated in the ship being trapped and then crushed in the ice. Not only did the party endure months in the ice, but also an open boat voyage to safety. Shackleton's incredible leadership ensured the crew survived.

Shackleton makes special mention of Hussey's contribution to morale toward the end of the book where he writes that "Hussey, with his cheeriness and his banjo, was another vital factor in chasing away any tendency to downheartedness." The banjo, which weighed twelve pounds, was rescued from the wreck of the *Endurance*. Shackleton recognised that this was "vital mental medicine" and so made an excep-

tion of his instructions that each person's personal belongings could weigh no more than two pounds. Hussey had every member of the *Endurance* expedition sign the banjo and kept it on display at his medical practice until it was donated to the National Maritime Museum.

In addition, there is a very rare piece of ephemera included: a printed advertisement for Windsor Banjos. It's illustrated with a portrait of Hussey playing the banjo and then "Mr. L.D.A. Hussey's Windsor Zither Banjo (No. 5 Popular Model) photographed immediately on his return from Sir Ernest Shackleton's Antarctic Expedition."

Rosove, 308.A4.





“THE 1ST POLAR STAMP EVER ISSUED”

50. SHACKLETON (Ernest). ALS to W.S. Bachmiller, plus Antarctic stamp.

Holograph manuscript in ink on printed “Marlborough Club” stationery. 2pp on a 12mo bifolium. Accompanied by an affixed postage stamp, signed and annotated on the connected selvage. London, 15th December, 1920. £3,750 (+VAT IN UK & EU)

Written not long after he’d completed the lecture circuit for the publication of *South*, his account of the *Endurance* expedition, the letter is an answer to a request for an autograph.

While we don’t know what W.S. Bachmiller wrote, Shackleton was evidently pleased. He replied: “The charming way in which you asked for it makes me wish to add to the autograph, which is of little value: one of the first Polar stamps issued for an expedition.” True to his word, he has enclosed and signed one of the penny stamps marked “King Edward VII Land”. “The 1st Polar stamp ever issued. EH Shackleton.”

The stamps would have been close to Shackleton’s heart. On the 1908 *Nimrod* expedition, he was appointed a New Zealand postmaster and given – incredibly – more than 23,000 New Zealand 1d. Penny Universal stamps overprinted in green ink with “King Edward VII Land.” The stamps were prepared in panes of 60 ahead of the expedition by Coulls, Culling & Co. The choice of Edward VII Land was based upon the expedition plans, however when the *Nimrod* approached the Antarctic continent, they were not able to find a suitable landing point along the peninsular, instead opting to land and set up base at McMurdo Sound in Victoria Land. In his capacity as postmaster, the New Zealand government issued Shackleton with a special date stamp, bearing the legend “Brit Antarctic Expedition” in a circle with ‘NZ’, time and date in four lines at the centre. A segment of this cancellation is visible on the present example.

Despite the official sounding name “British Antarctic Expedition”, Shackleton’s 1907-09 venture was entirely privately funded. To this end, these stamps represent one of Shackleton’s less successful entrepreneurial schemes: “[he] hoped to make a quick £20,000 or so from sales to collectors of special New Zealand stamps for the expedition, overprinted “King Edward VII Land”. Shackleton had persuaded the New Zealand authorities to constitute him a postmaster so that he could open the first Antarctic post office, complete with special cancellation stamp. Dealers however, were less than enthusiastic: the issue was arguably not genuine, since it too obviously had a philatelic aim, nor was it immediately clear that Shackleton was entitled to sell the unused sheets for his own benefit” (*Huntford*, 312).

AN UNUSED DUST WRAPPER DESIGN

51. [MAWSON (Douglas)]. **Home of the Blizzard.**

Gouache on board. Image size: 250 by 305mm; board size: 270 by 370mm. [London, c., 1930.] £700 (+ VAT IN UK & EU)

Hodder and Stoughton produced the first, abridged, popular edition of *Home of the Blizzard* in 1930. We can find no record to suggest this dust jacket design for Mawson's account of the Australasian Antarctic Expedition of 1911-1914 was ever used. The jacket which was produced in its stead was a design of monochrome stylised lettering, evocative of the subject matter, on a plane background of uniform mute tan paper.

Boldly colourful pictorial dust wrappers were still a relatively new innovation of the publishing world in the early twentieth century, and even though some publishers considered the wrapper to be essentially disposable and therefore not worth wasting resources in decorating, Hodder and Stoughton were an early house to embrace the full marketing potential of an eye-catching design. "Indeed, the growing use of pictorial dust jackets reflected the increasing commercialization of the industry during the interwar years, as publishers sought to find new ways to attract a burgeoning mass market for books" (Trott). The added expense of printing a wrapper with multiple colours, however, was surely a carefully considered factor when budgeting a new release. Clearly in the instance of Mawson's book, this mock-up, which would have required at least a three-colour process, was deemed an unnecessary expense and was left on the cutting room floor in favour of a simpler, and cheaper, though still dramatic design.

Cf. Spence, 776. Vincent Trott, *Publishers, Readers and the Great War: Literature and Memory since 1918*. Bloomsbury, 2017. p.19



SCARCE US PUBLICATION WITH LIMITED CIRCULATION

52. HOROWITZ (August) Editor. [HOWARD (August) AKA].

The Polar Times, Volume 1: 1935-1940.

Limited edition. Numerous illustrations. 4to. Offset printed in black on rectos only of thick paper. Original blue cloth with silver titles, spine a little faded with slight shelf-wear, else very good. [2], [1 TLS], 16; [1], 19; [1], 15; [1], 17; [1], 22; [1], 16; [1], 17; [1], 23; [1], 20; [1], 24; A-K; 3 ll. New York, American Polar Society, 1935-1940.

£950

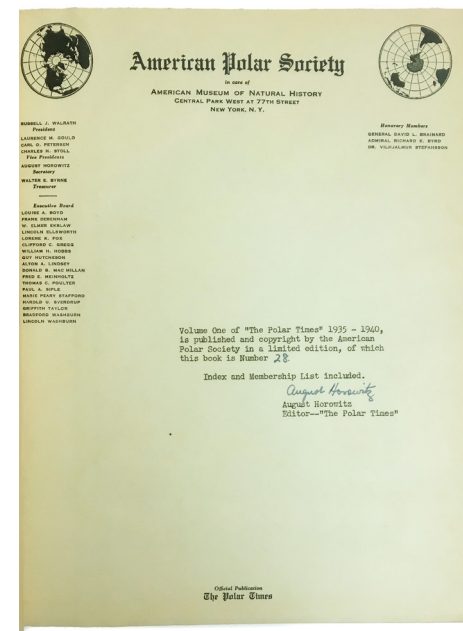
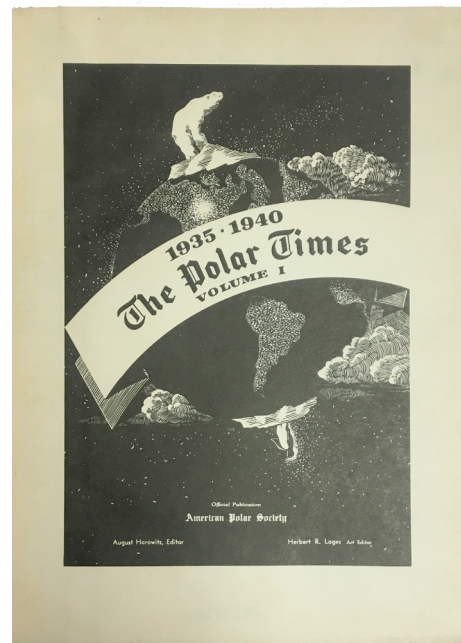
A scarce and unusual polar title. An information rich compendium of press coverage prepared for the benefit of the nascent American Polar Society, housed at the American Museum of Natural History. The editor had an agreement with the *New York Times* and the North American Newspaper Alliance to receive and reprint articles under the masthead of *The Polar Times*.

This volume represents the first series of 10 biannual issues, beginning June 1935 and ending March 1940. The publication is still in production today, though these early issues are uncommon. Inserted between the volume title and the first issue is a mimeographed TLS signed in ink by the editor indicating that this is number 28 of a limited edition. The limitation is not specified, but according to the American Polar Society's website, their membership in 1947 numbered 500, so it is unlikely that the edition would have exceeded this number.

Each issue was mailed to society members as an inclusive benefit of their \$2 per annum subs. In reality the cost of production far exceeded this, and supplementary funds were provided by the editor. Bound at the end of this volume are the mimeographed "Polar Times Index" and "Membership Roster". The roster includes the pleasing feature of an asterisk beside "Members who are or have been in the polar regions".

August Howard (1910-1988) was born Horowitz, though changed his

name at some point in the 1940s. He worked as the public affairs officer of the National Council of Boy Scouts of America, a career which lasted from his teens to retirement. In 1929 he was professionally engaged to assist and publicise Commodore Richard Byrd's search for a Boy Scout to accompany him on his first expedition to Antarctica. The search and subsequent mimeographed transcription of radio transmissions from the expedition *The Little America Times* was the start of another lifelong commitment, to the publication and distribution of contemporary information about polar exploration. Though Howard himself never travelled to either polar region, his enthusiasm and diligence on behalf of the community has been officially recognised in the naming in his honour of Cape Howard on the Weddell Sea.





A SUBSTANTIAL COLLECTION OF RARELY SEEN IMAGES

53. PONTING (Herbert). [Archive of Popperfoto images from the Terra Nova Expedition.]

131 silver gelatin contact prints measuring 90 by 125mm, pencil "A" numbers on verso. London, c. 1950. £12,500 (+VAT IN UK & EU)

An unusual selection of the images taken by official photographer Herbert Ponting on the British Antarctic Expedition, 1910-1913. This collection speaks of the commercial concerns of the expedition's photographic record, including a breadth of scenes from expedition life as well as much of the natural history of Antarctica, featuring a good number of Adelie and emperor penguin pictures (often with Ponting in frame), as well as whales and seals. There are two candid shots of Captain Scott on the deck of the *Terra Nova*, taken when it was stuck in the ice in December of 1910, alongside another particularly intimate moment from the same period of the crew at ease, sunbathing and reading, lying in a heap.

When he was employed by Scott, Herbert Ponting was already

considered to be the greatest outdoor cameraman in the world, so it's no surprise that his photographs would display both an exemplary technical skill (especially photographing the high contrast land and seascapes) as well as a professionalism indicative of the careful thought put into the multiple and important uses these images would need to serve. Repeated takes of posed portraits for example, here seen together, give the sort of meticulous 'contact sheet' approach Ponting clearly used in order not to miss a shot. Interestingly, two particular examples of William Lashley show that Ponting was also not averse to a bit of post-production when it was called for, as in one version of the image, the motorised sleigh behind Lashley had been expurgated from the negative, presumably to give a clearer solo portrait. Other crew members posing in a similar way include Edgar Evans, Fred Hooper, Wilfred Bruce, Charles Wright, Patrick Kehoe and Apsley Cherry-Garrard. There are a decent number of self-portraits of Ponting, both in relaxed poses, and behind another camera photographing the ship. There are additional portraits of Drs Simpson and Wilson at work recording scientific observations, and the preparations of loading sledges for the



Southern Party. The expedition's animal helpers are well documented too - there are a series of charming portraits of the dogs and several shots of the ill-fated ponies.

The voyages of the Heroic Age relied heavily on advertising and media exposure to stimulate sponsorship in order to cover their significant expenses. As such, Ponting's photographs were not only composed with an eye to future publications, but also for press coverage and to fulfil 'product placement' agreements with expedition suppliers. Two of these brands are represented in this set: a happy explorer sits on clearly labelled packing cases in the ice, enjoying a can of Heinz baked beans with a spoon, and a curious penguin investigates two tins of Tate and Lyle Golden Syrup.

Herbert Ponting left the Antarctic continent in February 1912, and



although other crew members had their own cameras to record the rest of the expedition, all of the present images come from the period when Ponting was on the ice. In spite of the exceptional quality of the photographs and the public interest in the Antarctic at the time, the tragic fate that befell the Polar Party curtailed the planned lecture circuit with magic lantern slideshow, which would have generated much needed revenue for the photographer. As it stood, Ponting had agreed with Scott to only collect royalties on the images once the expedition debt had been paid, and following Scott's death Ponting became embroiled in a long standing legal battle with Scott's widow over her inherited rights to these royalties. Many of the photographs were published however, both in the official expedition narrative *Scott's Last Expedition* and Ponting's own account *The Great White South*. During Ponting's lifetime, his artistic prints were offered for sale by his gallery, the Fine Arts Society (*see item 48*). Upon his death in 1935, the negatives and image rights were sold to cover his medical debts.

S O U T H

The purchaser was Paul Popper, Czech born photojournalist, magazine writer and editor, and the expedition archive served as a foundation collection for his new image library, established in the previous year under the name Popperfoto. The Scott Polar Research Institute in Cambridge acquired the rights and negatives for the Ponting collection in 2005 for £533,000, and a press release from 2007 announced the merge of Popperfoto with Getty Images. These prints we believe to have been struck from the negatives sometime in the 1950s.



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