

Ballen's  
Feb 1839

March 1841  
1841

March 1842

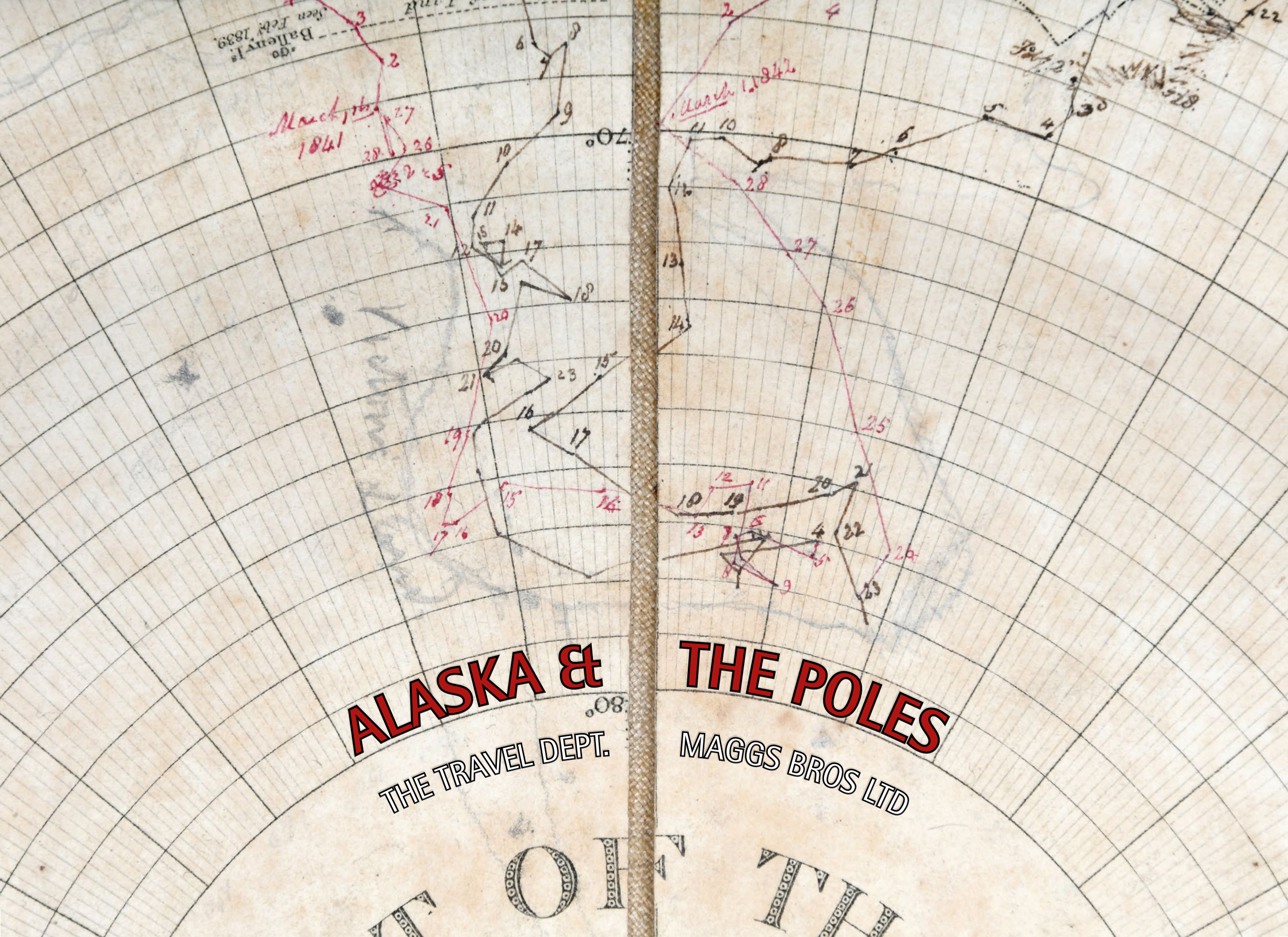
**ALASKA &**

THE TRAVEL DEPT.

**THE POLES**

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TO THE





Above: item10, [FRANKLIN SEARCH]; A Set of 12 hand-painted glass magic lantern slides ...

Cover: item 4, HOOKER. ... HYDROGRAPHIC OFFICE; Chart of the South Polar Sea

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# ALASKA & THE POLES

THE TRAVEL DEPARTMENT

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BY APPOINTMENT TO  
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PURVEYORS OF RARE BOOKS  
& MANUSCRIPTS  
MAGGS BROS. LTD., LONDON

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In Holland's Exhibition Rooms may be seen the largest Collection in Europe of Humorous Prints - Admittance, one Shilling.



London Pub'd by William H. Gillard, N° 50, Oxford Street, May 8, 1790.

Contest between England and Spain for the Dominion of the Seas, 1790.

## Bloodied at Nootka

### 1 [NOOTKA SOUND] HOLLAND (William). Contest between England and Spain for the Dominion of the Seas, 1790.

Hand-coloured etching measuring 240 by 330mm. A very good copy with bright original colour, framed with perspex. London, William Holland, May 8, 1790. £4,500\*

A lovely copy of this satire on Anglo-Spanish relations at the end of the eighteenth century, in the immediate aftermath of the Nootka Crisis.

The controversy over Nootka began with John Meares's Bengal Fur Company which was established in 1786. Seeking to expand the company, he sailed to Nootka the next year to evaluate it as a base, and he returned in 1788 when "he acquired some land, erected a building and constructed the schooner North West America ... In 1789, after his return to India, he joined forces with the trader Richard Cadman Etches, with the intention of establishing a permanent post at Nootka Sound under James Colnett" (Howgego). Russian ships were also in the region at this time and concern over this activity led Spain to assert its sovereignty on the north-west coast. When Colnett arrived on the *Argonaut* with supplies for the post, Esteban Jose Martinez seized Colnett's ship and had him and his crew transported to San Blas in Mexico. They were released shortly thereafter, though complaints from the British government followed. These culminated in the Nootka convention which would be settled by George Vancouver and Juan Bodega y Quadra.

News of the treaty settling the Nootka crisis had reached England in April of 1790 and within weeks, William Holland produced this image.

The British Museum describes the image thus: "A pugilistic contest between George III (left) and Charles IV of Spain (right), standing waist-deep in the sea. Each wears a crown, but that of Charles falls from his head. George III says, "Another thump in the bread basket will do your business, Whiskerando!" Each has a backer: behind George is Neptune, holding his trident and crowned with sea-weed; he extends his left arm, saying, "Bravo! my Son, make him feel the dominion of the Seas is thine and shall be so for ever." That of Spain is the Pope wearing his robes and triple crown, and holding his crozier to which two keys are attached. Fame emerges from clouds above Neptune, blowing her trumpet and holding a laurel wreath above George III's head. The two kings and Neptune are nude."

It proved the first of several reversals for Spain, which struggled to "sustain its position in North America. On the contrary, Spain yielded a sizeable part of its North American claims in three major diplomatic setbacks, as it sought to appease England in 1790, the United States in 1795, and France in 1800" (Weber).

William Holland was one of the leading publishers of satirical prints in London during the golden age of caricatures, publishing works by the likes of James Gillray, Thomas Rowlandson, John Nixon, Frederick George Byron and George Woodward.

OCLC locates a single copy at Yale.

*BM Satires*, 7645; *Howgego I*, B114-5, C153, M86; Weber, D.J., *The Spanish Frontier* (Yale, 2009) p.210.

## Parry's Failed Attempt at the Pole

### 2 HEATH (William). The North Pole Discovered — or better luck than Capt. Parry.

Hand-coloured etching measuring 237 by 355mm. Laid down onto card, with some edgewear, a small closed tear to bottom left, a little toned. London, T. McLean, c. 1829. £2,250\*

In 1827, Sir William Edward Parry made an early attempt to reach the North Pole. Departing in late 1826, he set a new farthest north of 82°45'N the following year, which remained so for the next half century. The print here makes fun of Parry's near miss.

The man seated reading a letter says: "Be aisey now, and I'll tell ye all about it. he writes — Dear mother — our ship has been castaway but we are all well and coming home with the North Pole."

To which a delighted woman replies: "The North Pole — be der powers pats fortins made anney how — och murdther he's found der North Pole and der boy's bringing it home with him — what'll Capt Parry be sayin to that."

OCLC locates a single copy at the University of Manchester. We find another at Trinity College, Dublin and the BM.



UNDER THE ESPECIAL PATRONAGE OF HIS MAJESTY,  
**ROYAL GARDENS, VAUXHALL.**

The Gardens open on FRIDAY, the 30<sup>th</sup> of MAY, 1834,  
 WHEN THE KING'S BIRTH-DAY WILL BE CELEBRATED,  
 And, in addition to the whole Routine of Amusements, a GRAND SCENIC REPRESENTATION of  
**CAPTAIN ROSS'S EXPEDITION TO THE  
 NORTH POLE,**  
 Will be shown upon a Space of upwards of 60,000 Square Feet of Ground!

CAPTAIN ROSS, anxious that so favorable a spot as Vauxhall Gardens, which from their vast space are so exclusively adapted for such a Representation, should be appropriated to give the British Public the best possible idea of THE POLAR EXPEDITION, suggested the possibility of giving a Representation of the Polar Scenery, and most generously tendered his invaluable services to personally superintend the execution of it; and Captain Ross permits the Proprietors to state, that whether considered as a Work of Art, or what is perhaps of much greater interest at the present moment, as giving a most faithful delineation of the Frozen Regions, he declares that the various Artists have surpassed his most sanguine expectations, by copying his Drawings so closely, and giving by scenic effect, under his direction, so correct an idea of the scenery of the Polar Regions.

The following are the Particulars of the Exhibition, from drawings taken on the Spot by Captain Ross, and constructed at Vauxhall Gardens under the immediate superintendence of Captain Ross himself.

Part I. represents a Valley of Icebergs in Felix Harbor, at the extremity of which is seen a Mountain on the Continent of Boothia. The greater part of the Sea is already frozen, and the Winter setting in; the masses of Ice are floating in every direction. Captain Ross's Steam Vessel, the *Victory*, approaches, steering amongst the small pieces of Floating Ice; but the Crew finding it impossible to make further progress, and the Vessel being completely hemmed in by Ice, lower the sails and prepare to go on shore, with the idea of abandoning the Vessel, which, however, being very little damaged, serve them as an excellent Dwelling during the ensuing Winter. Groups of Polar Bears, &c. &c. are seen.

Part II. represents the same spot as before; but the waves, which were before in motion, present to the view an immovable Sea of Ice. (Here the Crew passed the Winter of 1830.) The *Victory*, in the same spot as before, is fitted up as the Winter Dwelling, stripped of all her rigging, and her Flags hoisted. Near the *Victory*, the Crew erected magnetic observatories during their sojourn, which gave the barren spot some signs of civilization, whilst the huts of a tribe of native Esquimaux, (built entirely of Snow,) who had settled themselves under one of the Icebergs on the left of the Vessel, add to the wildness and barbarous appearance of the Scene. The Crew are discovered working, and some taking their morning's exercise, making observations, as was their custom, in order to pass away the many tedious hours. The reflection of the Sun on the Sky, which, during the Winter, never rises above the horizon, will be beautifully and faithfully represented. This part finishes with an exact Representation of the Ceremony and Procession of the Crew and Natives to the summit of the rock on the Continent of Boothia, where Commander J. Ross planted the British Flag on the spot under which the North Pole is supposed to be situate.

The concluding Part is about the APPROACH OF SUMMER, when the severity of the frost rapidly decreasing, the

**IMMENSE ICEBERGS,**  
 Which are as large as reality, many being  
**UPWARDS OF SEVENTY FEET HIGH!** are seen floating among the waves; in fact, the whole  
 Area of Ground appears as **ONE ENTIRE MOVING MASS OF ICE.**—The Crew are now discovered in three  
 Boats, in search of one of the Vessels which frequent the North Seas for the purpose of taking whales. A Boat,  
 belonging to the *Isabella*, of Hull, recognizes the Crew of the *Victory*, who are received on board with every  
 demonstration of joy, and the Scene closes with

**A GRAND ALLEGORICAL DISPLAY, COMPLIMENTARY TO  
 BRITISH ENTERPRISE.**

In this Scene an Imitation will be given of one of those awful THUNDER STORMS which visit the Northern Regions;  
 and at the close, a gigantic Image of Captain Ross will appear in his Polar Costume, rising from amidst the Icebergs.

A SUPERB  
**EXHIBITION of FIRE WORKS**  
 WILL CONCLUDE THE ENTERTAINMENTS.  
 DOORS OPEN AT NINE O'CLOCK.—ADMISSION, 4s.

### *Celebrating Ross's Expedition*

**3** [ROSS (Sir John)], BURFORD (Robert) proprietor. A Grand Scenic Representation of Captain Ross's Expedition to the North Pole ...

Letterpress broadside measuring 230 by 170mm. Mounted on later card stock, a little toned & creased but very good. London, 1834. £3,250

Very rare: an unrecorded broadside advertising a dramatic representation of John Ross's second Arctic voyage.

“Early in 1834 the return of Sir John Ross and his men after three years' captivity in the ice at the Magnetic North Pole called forth one of Burford's superior

efforts” (Allnick). It was a three-part show including wooden icebergs, a seventy-foot canvas, and the figure of Ross himself dressed in “Polar Costume.” The spectacle was reported on in the *Times*: “It is almost impossible by verbal description to convey an accurate idea of the effect of this exhibition, which is in every respect the most interesting both in general arrangement and detailed execution that has been submitted to the visitors to these gardens.”

After the embarrassment John Ross suffered over his 1819 sighting of the Croker Hills in what proved to be Lancaster Sound, he was eager to return to the Arctic and re-establish his reputation. He proposed using a shallow-draft steamship to better navigate the ice than traditional sail. The Admiralty declined to get involved, but gin magnate, Felix Booth, agreed to fund the expedition and purchased the small steamer *Victory*. Ross contributed £3,000 of his own money toward it and appointed his nephew, James Clark Ross, second-in-command.

They departed the Thames on 23 May, 1829 and headed first to Greenland, then into Lancaster Sound and Prince Regent Inlet. They anchored at Fury Beach on Somerset Island, where they were able to make use of most of the stores abandoned by Parry four years prior.

The first winter was spent at Felix Harbour, the next also on the Boothia Peninsula. During the following summer — with the *Victory* still stuck on the ice — that they located the North Magnetic Pole on a sledging expedition. Yet by April 1832, with little hope of freeing *Victory* and stores depleted, Ross decided to abandon the ship and they sledged back to Fury Beach where they were able to reinforce one of Parry's remaining ships. Attempts to sail home proved futile, and the remaining crew spent their fourth Arctic winter — on half rations — on Fury beach.

“In April 1833 Ross managed to find and provision the two boats they had abandoned in the autumn, but it was not until July that the ice was thought to have cleared sufficiently for the crew to make their way to the boats, and it was not until 15.8.33 that they could be launched. On 25.8.33, after rowing and sailing through Lancaster Sound, the expedition arrived on the northern shore of Bylot Island, overlooking Baffin Bay. After attempting unsuccessfully to attract the attention of several passing whalers, they were rescued by extraordinary coincidence by the *Isabella*, Ross' ship of his previous voyage which had returned to its role as a Hull whaler. When Ross announced himself, the chief mate of the *Isabella* refused to believe him — Ross having been believed lost for two years” (Howgego).

They returned to England to great fanfare: double-pay for the crew, a promotion to post-captain for James Clark Ross, and a knighthood for Ross himself.

The adulation was such that Robert Burford decided to calitalise on it and produced this spectacle. Ross was heavily involved, directing and supervising where appropriate, and supplied his original artwork. It states here that Ross “declares that the various Artists have surpassed his most sanguine expectations, by copying his Drawings so closely, and giving by scenic effect, under his direction, so correct an idea of the scenery of the Polar Regions.”

**Not on OCLC, not in Libraryhub.**

Allnick, R., *The Shows of London* (Harvard, 1978), p.177; *Howgego II*, R29.



*Annotated by Captain Davis on  
James Clark Ross's Antarctic Voyage*

**4** HOOKER (Joseph Dalton), his copy. DAVIS (Captain John Edward), annotator. HYDROGRAPHIC OFFICE. Chart of the South Polar Sea.

First issue, trimmed to engraved area. 622mm diameter. Separated into four quadrants and laid down on linen, a little browned and soiled, ms. annotations in pencil and red and black ink. London, Hydrographic Office, published according to the Act of Parliament, and sold by R.B. Bate [price] 2s.6d, June, 1839. £50,000

An important copy of this rare map, prepared for Joseph Dalton Hooker, assistant surgeon aboard HMS *Erebus* on James Clark Ross's Antarctic expedition of 1839–43. Meticulously marked up with the daily progress of sister ship HMS *Terror* by John Edward Davis, second master, it documents the Farthest South reading of 78°09'30"S, a record that went unchallenged for nearly six decades.

This map is illustrated in Mea Allan's biography of the Hooker family (plate opposite p. 112), and she notes that it was "the chart kept by young Dr Joseph Hooker on his Antarctic voyage with Ross." On 9 April 1843 Hooker wrote to his mother from *Erebus* while anchored at Simon's Bay, Cape of Good Hope: "The other day I sent a very large letter to my Father giving him a tolerably full account of our last cruize [*sic*] to the Ice, which I believe has gone home with Capt[ain] Ross' despatches. I sent it along with a beautiful track put by Davis into the circumpolar chart" (Hooker correspondence, Kew).

Trimmed, segmented, and laid down on linen, the map folds easily in four, in order to be kept close at hand for ready reference. Davis's daily waypoints — in dotted brown, solid brown, and red inks — coincide with the tracks in the "South Polar Chart shewing the discoveries and track of H.M.S. *Erebus* and *Terror* during the Years 1840.1.2.3" which is found in the second volume of Ross's *A Voyage of Discovery ...* (1847). Furthermore, the pencil annotations, presumably in Hooker's hand, especially those sketching in the coast of Victoria Land, mirror those on the "South Polar Chart." So this is almost certainly the source for both Ross's published map and the "Chart of the South Circumpolar Regions" used by Hooker in his *Botany of the Antarctic Voyage* (1844).

In February 1842, *Erebus* and *Terror* approached the Ross Ice Shelf, known simply at the time by the forbidding name of "The Barrier." Then, on 23 February, a new Farthest South was reached, at 78°09'30"S. This is marked on the map with a short trailing line. Of this new achievement in polar exploration, Ross remarks but plainly. Hooker, however, records the occasion with more of a flourish: "the day being fine, the voyagers approached within a mile and a half of the Barrier ... having made six miles farther than the preceding year, the highest latitude hitherto attained. Under all circumstances, this was more than had been expected; for after the long detention, the rapidly closing season rendered any progress very difficult; but it was a great object to verify the magnetic and other observations, and to ascertain still more positively the position of the pole. Unable to proceed eastward, the retreat was commenced, tracing the pack edge" (*Botany of the Antarctic Voyage*, p.viii). Davis too gives a description of the moment in his privately published memoir of the expedition: "on the 23rd, at half past seven in the evening, we reached the highest southern latitude ... It was a lovely evening, and the last ten or twelve miles we were sailing through pancake ice — that is, ice of this year's growth."

Published in June 1839 by the Hydrographic Office, the map was prepared especially for James Clark Ross, who was given his orders just two months prior. So



little was known of Antarctica at that time that they could afford to put the map's title and publication details across the very centre of it. The map does however include the printed tracks of the voyages of Bellingshausen, Cook, James Weddell, John Biscoe, and Peter Kemp, with sightings as recent as February 1839.

Hooker (1817–1911), a friend and supporter of Darwin and one of the century's leading scientists, was also the naturalist on *Erebus*. Writing in 1905, the distinguished geographer Hugh Robert Mill remarked: "The youngest officer on the expedition (he was only 21), Sir Joseph Hooker has outlived all his shipmates and risen to the first rank amongst British men of science, always cherishing the memory of those years of unprecedented interest passed on the great voyage of discovery and largely instrumental sixty years later in securing the renewal of Antarctic research." Further, he describes the annotator, John Edward Davis, as "a skilled draughtsman who prepared the charts of the expedition, took advantage of every opportunity presented to him, and in his letters home gave a very vivid account of the incidents of the cruise."

John Edward Davis (1815–77) entered the Navy in 1828, aged 13. He served as master's assistant on HMSs *Samarang* and *Blonde* on the South American station before joining HMS *Beagle* in 1835 during her surveying of Chile, Peru, and Bolivia. From May 1837 he served on the North America and West India Station, first as second master on HMS *Cornwallis*, then as acting master on HMS *Comus*.



ALASKA & THE POLES



In 1839, he was appointed second master on HMS *Terror*, being chiefly responsible for surveying and chart production during the voyage. He was surveyor to the North Atlantic telegraph expedition of 1862 and naval assistant (curator of original documents) in the Hydrographic Department of the Admiralty, 1865–76. Ross notes in his official account that, in addition to the maps, "the drawings and vignettes contained in these volumes were principally furnished by Mr. Davis" (p. xlvii). Hooker knew him well and mentions him in *Botany of the Antarctic Voyage*, as one of the officers among whom he felt it "peculiarly imperative on him" to thank for his assistance with the collecting of plants (p. xii). Darwin clearly thought highly of the abilities of Davis, his old messmate from the *Beagle*, and wrote warmly to him in September 1843, remarking on the safe return of "your glorious expedition," discussing his acquisition of specimens from the Antarctic, and closing by asking him to "remember me most kindly to Hooker, whose letters have been interesting all naturalists" (Darwin Correspondence Project).

The history of Antarctic discovery commenced with James Cook's crossing of the Antarctic Circle on 17 January 1773. The next crossing of the Antarctic Circle,

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in 1820, was by the Russian Fabien Bellingshausen. On 27 January, he reached 69°21'28"S, 2°14'50"W and spotted the ice-fields of the Antarctic mainland in the distance. Knowledge of the region grew as sealers and whalers, such as James Weddell, ventured south, but it wasn't until the late 1830s that exploration of the region became more organized with the United States Exploring Expedition under Charles Wilkes, Jules Dumont d'Urville's second voyage on the *Astrolabe*, and James Clark Ross on *Erebus* and *Terror*. All three of these expeditions specifically sought the magnetic South Pole.

Ross departed on 5 October on what was to be a four-and-a-half-year voyage in the two rather inauspiciously named, and ultimately ill-fated, specially adapted naval bomb vessels, *Erebus* and *Terror*. He captained *Erebus*, while command of *Terror* was given to Captain Francis Crozier, at the time already a veteran of four polar voyages who was to be lost, along with the two ships, on Franklin's 1845 Northwest Passage expedition. During this time, they crossed the Antarctic circle three times, discovered Victoria Land, McMurdo Sound, Mount Erebus, the Ross ice barrier, and numerous other features. Ross was responsible for the most extensive mapping of the continental coastline to date, and on his return was awarded the Founder's Medal of the Royal Geographical Society and the Gold Medal of the Royal Geographical Society of Paris. A year later he was knighted, and the Ross Sea was subsequently named for him.

OCLC lists copies of the map at the British Library, National Library of Scotland, University of Wisconsin, and Bibliothèque nationale de France, with a further copy located at the Australian National Maritime Museum; while the official account of the voyage is relatively easy to obtain, the map itself is scarce, and very little contemporary material concerning the voyage has appeared on the market, particularly an item so centrally representative of the expedition and its aims.

**Provenance:** Joseph Dalton Hooker, thence by family descent.

Allan, Mea, *The Hookers of Kew, 1785-1911* (London, 1967); Hooker correspondence, Kew, finding number JDH/1/2f.155-161; Darwin Correspondence Project, letter no. DCP-LETT-695; Davis, J.E., *A Letter from the Antarctic*, 1901; Mill, H.R., *The Siege of the South Pole*, (London, 1905); Ross, J.C., *A Voyage of Discovery and Research in the Southern and Antarctic Regions, During the Years 1839-43* (London, 1847).



### *In Original Wrappers*

**5 DUMONT D'URVILLE (Jules).** *Voyage au Pole Sud et dans l'Océanie sur les corvettes l' Astrolabe et la Zelee, execute par ordre du roi pendant les années 1837-1838-1839-1840...*

Petite edition, being the fourth impression overall. 10 vols. 9 folding maps. 8vo. Original printed wrappers, spines darkened, some spotting throughout and minor soiling. Paris, Gide, 1841-1846, but 1847. £2,500

A very good set in the original wrappers. This 1847 issue follows the first edition which was published between 1841-46. The printer is the same, it has the same number of maps, and similar collation.

In 1837, Dumont d'Urville submitted a proposal to continue exploration in the Pacific, however, mindful of Weddell's success and Wilkes's U.S. Exploring Expedition, he was issued instructions to explore the Antarctic — with the ideal aim of claiming the South magnetic pole. The *Astrolabe* and the *Zelee* made two attempts: first in 1838, where they reached 64° South but could not break the ice pack, and then again in early 1840 where they discovered Adelie Land. In between the expedition continued to explore the Pacific, visiting the Marquesas, Tahiti, Samoa, Tonga, Guam, Fiji, New Guinea, Borneo, New Zealand and Tasmania.

**This set comprises the text volumes only, although includes some of the earliest maps of the Antarctic.** A complete set would include the twelve scientific volumes and nine atlases. Dumont d'Urville passed away in 1842 before the complete account was published. The final seven volumes of the text were edited by Charles Jacquinet, commander of the *Zelee*.

*Ferguson, 3184; Hill, 508; Howgego II, D35; Rosove, 105-1.A4.*



**CARTE**

Contenant les Routes et les Reconnaissances  
 des Corvettes

**L'ASTROLABE et LA ZÉLÉE**

DANS LES RÉGIONS AUSTRALES

Par M. VINCENTON DUMOULIN, Ingénieur Hydrographe de la Marine.

à bord de la Corvette L' Astrolabe

Janvier, Février et Mars 1858.

Longitude à l'Ouest du Méridien de Paris

DES PRINCIPALES POSITIONS  
 au-dessus du niveau de la mer.

Iles South Orkney.		Iles Shetland.	
St. Laurent, Mont C	516	St. Clarence	559
— F	720	Cap Lockhart	538
Cap Pringle	559	St. Elephant, Mont A	924
St. Sable, Petit Oiseau	448	— B	1063
— Grand Pigeon	500	— C	745
St. Corvina, Mont N	670	St. O'Brien	638
— B	1125	St. Legland	461
St. Laurent, Cap E	410	St. Barrow	298
— Mont D	920	St. Poulpouan	571
St. Corvina, Mont G	517	St. Smith, M. P. 1	632
St. Louis, Mont A	103	St. Livingston, M. B	920
Cap W	603	St. Bernard	1018
St. Merry	470	St. Anne, Riv. D	173



### Annotated by Rae with his Expeditions & Comments

#### 6 [RAE (John)], ADMIRALTY. Chart of North Polar Sea.

Coloured lithographed map measuring 860 by 690mm. Annotated in black and red ink. Edges a little ragged, some pale dampstaining not affecting legibility. London, published at the Admiralty, 24th December 1855, under the Superintendence of Capt'n Washington, Hydrographer, lithographed by Maltby & Sons, December, 1874. £25,000

An important copy of this map of the Arctic, annotated by veteran explorer — and discoverer of Sir John Franklin's fate — John Rae (1813–93).

Born in Orkney, Scotland, Rae studied medicine in Edinburgh. He qualified in 1833 and was immediately appointed surgeon to the Hudson's Bay Company's ship *Prince of Wales*. He spent the next decade at the Moose Factory, an HBC post on James Bay. It was during these years that he learned the basics of survival in the Arctic, such as sledge-hauling, walking in snow-shoes, hunting, fishing and camping.

"In 1844 Rae was chosen by the governor of the Hudson's Bay Company, Sir George Simpson, to lead an expedition to complete the survey of the northern coastline of North America, partly accomplished by the fur traders, Samuel Hearne, Sir Alexander Mackenzie, Peter Dease, and Thomas Simpson, and by naval parties led by Sir John Franklin" (ODNB). His party became the first Europeans to cross what we know as the Rae Isthmus and surveyed Committee Bay, Simpson Peninsula, Pelly Bay and the west coast of the Melville Peninsula. "The expedition was significant, not only for its geographical and meteorological results, but because the party was able to winter in the Arctic by eating local game and fish and building igloos" (*ibid*).

Rae published an account of the expedition, *Narrative of an Expedition to the Shores of the Arctic Sea in 1846 and 1847* in 1850. His interest in the exploration of new territory, its wildlife, and Indigenous populations are all evident in the book. He made further expeditions — including a search for Franklin with John Richardson in 1848 — charting a remarkable two thousand miles of northern coastline.

Importantly, in 1854 Rae visited the Inuit at Repulse Bay who supplied valuable information, and sold him crew members' possessions, that provided the first clues to the fate of Franklin and his men. His report of this meeting — which included evidence of cannibalism — created a sensation, and he was the recipient of the £10,000 reward for discovering Franklin's fate. Curiously, while Rae has marked his tracks through Repulse Bay, and the eponymous Rae Isthmus, on the map he hasn't made any additional mark there. Perhaps the enmity of Jane Franklin and Charles Dickens were still on his mind (Franklin search expeditions would continue until 1879). Dickens vilified Rae's character in his magazine *Household Words*, and co-wrote, directed and starred in a play — *The Frozen Deep* (1856) — satirising him.

Rae's years in the Arctic are evident for all to see: he has marked the map with his routes from his 1833, 1847, 1854, and 1861 expeditions. He has traced his discoveries in black ink and in red his tracks on previously explored land. He has added further notations such as "Rae's small boats" on the northwest coast of Hudson's Bay; in Hudson's Strait he's added "in 1833 5 weeks up in sheet ice"; off the coast of Frederikshaab (now Paamiut), Greenland, "violent storm." At the north end of Great Bear Lake, he's renamed Providence as Confidence.

Furthermore, Rae has annotated and signed the margin stating: "Here the hydrographer of the Admiralty took 10 or 15 miles from my discoveries so as to make Collinson's appear the farthest. I was at this place a year (in 1851) before Collinson. J Rae." The point marked is Gateshead Island just off Victoria Land.

These annotations — Rae's claim to the Arctic, as it were — demonstrate the scope of his travels and the breadth of his achievements. Not least, he did so on what would have been the latest Admiralty Map at the time (updating the original of 1855), giving valuable historical context. The map's own key notes that the "Seas first navigated by British expeditions are coloured Blue"; the "Coasts discovered by British explorers prior to the year 1800" are dark blue. The seas navigated between 1818 and 1876 are coloured brown and the "coasts explored in the late years (1859–74, by Americans, Germans, Swedes & Austrians)" are coloured red. Named explorers include James Cook (1728–1779), Ferdinand von Wrangel (1797–1870), and Pyotr Anjou (1796–1869).

Very rare. There are a handful of maps annotated by Rae in institutions, such as the one held by the University of Milwaukee, Wisconsin, but they very rarely appear on the market.

**Provenance:** by descent from the family of Albert Pell, MP (1820–1907). While family records do not tell of a meeting between Pell and Rae, both men worked with the Hudson Bay Company's Office in the 1870s.



↑ How the Hydrographer of the Admiralty took the 15 miles from my observations as to the thickness of the ice at the North Pole (1851) before collection. 1856

— How discovered  
 — How tracks on land the  
 — How discovered

The Seas first navigated by British expeditions, are coloured Blue.  
 The Coasts discovered by British explorers prior to the year 1800, are coloured Dark Blue.  
 The Coasts discovered after the year 1800, i.e. between 1800-1876, by Americans, Germans, Swedes & Austrians, are coloured Brown.  
 The Coasts discovered in late years (1859-74, by Americans, Germans, Swedes & Austrians) are coloured Red.



*Supplied by the Admiralty:  
A Telescope from the 1875 British Arctic Expedition*

**7** [BRITISH ARCTIC EXPEDITION 1875–1876], ROSS. London, maker. Telescoping brass spyglass engraved “Polar Exp. 1875.”

Two-draw instrument with 35mm diameter objective glass. 590 by 40mm fully extended, 260mm closed. Original brown morocco covering, worn at eyepiece end with small areas of loss and oxidation to brass beneath. Engraved to eyetube “Polar Exp. 1875.” beneath the broad arrow and a figure 1, to the other side the maker’s name “Ross. London.” With the original polished calf case and lid, worn, lacking straps and one end. This blind stamped “POLAR EXP. 1875” beneath the broad arrow and a figure 3. London, Ross, 1875. £6,500\*

An exceptional artifact of polar exploration. A telescoping spyglass by esteemed London instrument maker Ross, commissioned by the navy for the outfitting of George Nares’s 1875–1876 British Arctic Expedition.

The 1875–76 British Arctic Expedition was a lavish show of strength on the part of the navy, and to that end, no expense was spared on outfitting Sir George Nares’ (1831–1915) two ships *Discovery* and *Alert* with state of the art equipment. Indeed, the expedition was also furnished with cameras, and was the first of its kind to return from the high Arctic with images recorded through a photographic lens. The engraving of the broad arrow and the expedition name on the case and eyetube of this instrument indicates that it was commissioned especially for this voyage, and was provided as official naval equipment.

The use of telescopes and other instruments of navigation in the polar regions was understandably complicated by the extremity of the environmental conditions. The leather covering to the outer draw of this spyglass is no doubt intended to protect even a gloved hand from the conductive properties of cold metal. Indeed another example of a telescope used in the polar regions, that of Charles Royds taken to the Antarctic between 1901–1904, has an improvised chemise of wool blanket fabric roughly stitched around the outer draw to serve the same function (SPRI: Y: 2018/13).

In the expedition narrative, Nares attests to other unforeseen issues which arose once they arrived in the high Arctic: “Throughout the cold weather we were much troubled by the moisture which collected on the astronomical instruments from the condensation of our breath and from the warmth of the eye dulling the telescope glasses. To remove the moisture we found it best to apply a warm finger, which melted the film of ice and also dried the glasses; but as the temperature of the glass fell again a new film of ice would be collected. Anything is better than trying to remove it by rubbing, as that puts the instrument out of adjustment. In fact it was necessary to obtain the error of the sextants with each observation” (Nares, 184).

Led by Vice-Admiral Sir George 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 objective of the expedition was articulated by the Prime Minister Benjamin Disraeli: “to encourage that spirit of enterprise which had ever distinguished the British people” (Howgego). Using polar exploration as a familiar tool to maintain the health and morale of the navy in a time of peace, 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 the farthest north ever travelled by man. Ultimately however, Nares took the decision to turn the party around due to many members



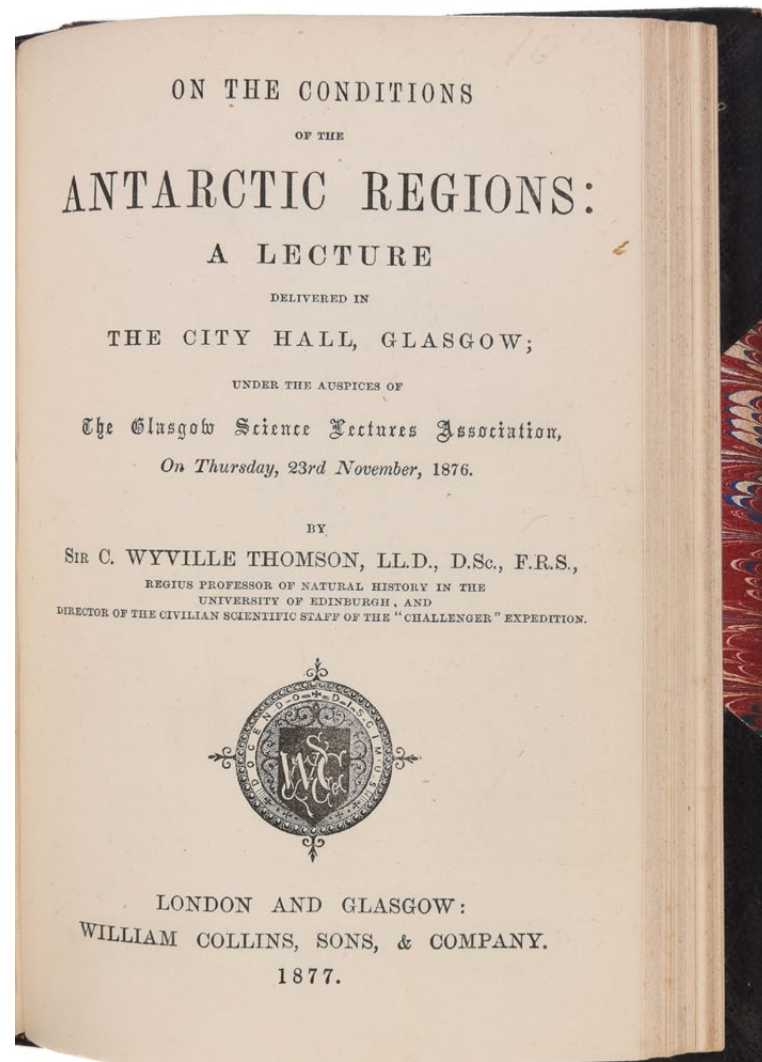


showing signs of scurvy. For the same reason he curtailed the expedition by a whole year, suspecting (correctly) the antiscorbutic supplies procured in London were of inadequate quality to risk continuing.

Another telescope of the same design from the 1875 British Arctic Expedition, also with its original leather case, is housed at the Scott Polar Research Institute, catalogue reference Y: 49/25a–b. Known as the *Discovery* Telescope, it is lauded as the collection's best travelled object. When aboard the 1875 *Discovery* it reached a furthest north of 83°20'26"N, was then presented to Captain Robert Scott who

took it with him on his RRS *Discovery* expedition to Antarctica between 1901 and 1904, and "in 1984 it was placed aboard the Space Shuttle *Discovery*, where it completed 96 low-earth orbits" (Connelly & Warrior).

Nares, G. *Narrative of a Voyage to the Polar Sea ...* (London, 1878), p.184; *Howgego III, N6*; Connelly, C. & C. Warrior. "Survey stories in the history of British polar exploration: museum, objects and people". in *Notes and Records the Royal Society Journal of the History of Science*. <<https://royalsocietypublishing.org/doi/10.1098/rsnr.2018.0038>> (Accessed 21 June 2024).



*A Rare Lecture on the Antarctic  
By the Scientist of the Challenger Expedition*

**8** THOMSON (Sir Charles Wyville). *On the Conditions of the Antarctic Regions: A Lecture* delivered in the City Hall, Glasgow; under the Auspices of The Glasgow Science Lectures Association, on Thursday, 23rd November, 1876.

First edition. Illustrations to text. 12mo. Contemporary half roan over marbled boards, "Glasgow Science Lectures ... 1875-77" lettered to spine, faint vertical crease but very good. 29, [1]pp. London & Glasgow, William Collins Sons & Company, 1877. £2,500

A very good copy of Charles Wyville Thomson's (1830-1882) important lecture on the Antarctic, here bound with 11 other Glasgow Science Lectures. Thomson's lecture was delivered twenty years before Carsten Borchgrevink's 1898 *Southern Cross* expedition and twenty-five before Scott's 1902-1904 *Discovery* expedition. The two are widely regarded as igniting the Heroic Age of Antarctic exploration.

So little was known of the Antarctic at that point — only the crews of Jules Dumont d'Urville and James Clark Ross voyages had stepped onto the Antarctic mainland — that Thomson took pains to distinguish the Antarctic from the better understood and much more widely-reported Arctic.

Thomson was chief scientist aboard the *Challenger* during its oceanographic expedition from 1872. His preliminary narrative of the expedition — *The Voyage of the Challenger* — also appeared in 1877. The present lecture, delivered in his native Scotland describes his experiences in the Antarctic during the expedition, with particular reference to physical conditions in the region. A concluding paragraph considers the attainment of the South Pole, concluding ominously "we can only anticipate disasters multiplied a hundred-fold should the South Pole ever become a goal of rivalry among the nations."

Sir William Thomson's "Navigation" (1876) and Archibald Geikie's "Mountain Architecture" (1877) are among the other lectures included in this volume. OCLC locates 11 copies but only 2 are recorded at auction: Sotheby's in 2000 (£3,525) and the same in 2015 (£3,750). Renard, 1594; Rosove 1324; Spence, 1196.





## “Frozen Fish Coming to Life Again”

### 9 RAE (John). [ALS to Norman Lockyer “The Editor of Nature”.]

Holograph ms. in ink. 3ll on a 12mo bifolium plus a single half sheet, written rectos only. Minor adhesive and paper residue to verso of single sheet where removed from an album. Very good. N.p., c.1888. £3,750\*

A lengthy and engaging letter from John Rae (1813–1893), Arctic explorer and doctor, to Norman Lockyer (1836–1920), the editor of *Nature*, which was the foremost scientific journal of the day.

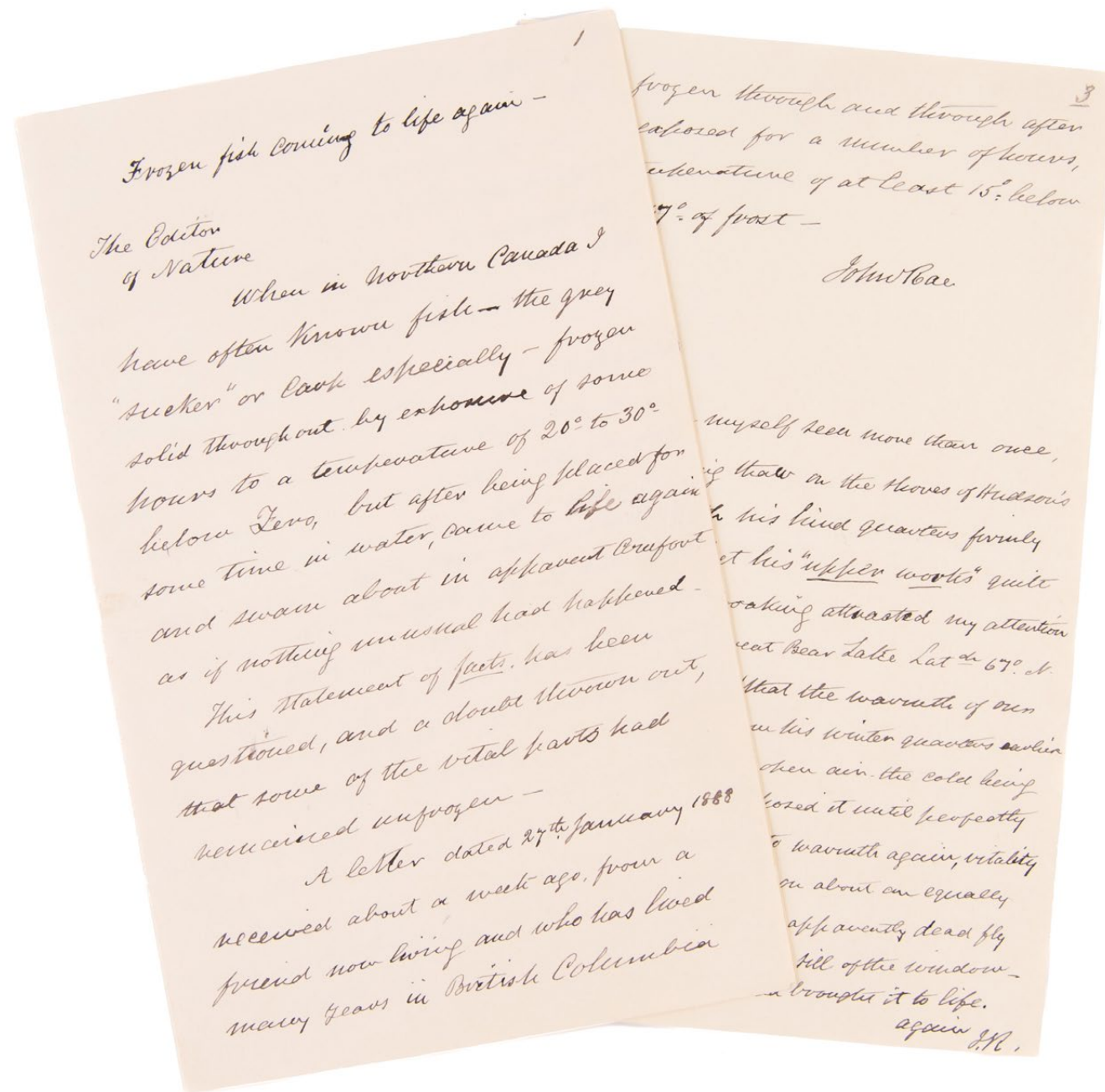
Born and raised in Orkney, Rae first travelled to the Arctic as a ship’s surgeon for the Hudson’s Bay Company in 1834. He spent the following decades living and working amongst the indigenous people of the region, and stood apart from many of his fellow explorers of the nineteenth century for his understanding of traditional hunting and survival practices. Of all of the expeditions sent to search for the lost Sir John Franklin and his men, Rae made the most significant discoveries towards an understanding of their fate. These findings, including evidence of cannibalism, had Rae pilloried by the outraged British press, most notably Charles Dickens in *Household Words*, and it was not until McClintock verified his claims several years later that his reputation was to some degree cleared.

The present letter shows Rae near the end of his life, contributing zoological observations from his time in the Arctic to a discussion in *Nature*:

“When in Northern Canada I have often known fish — the grey “sucker” or carp especially — frozen solid throughout. By exposure of some hours to a temperature of 20° to 30° below Zero, but after being placed for some time in water, came to life again and swam about in apparent comfort as if nothing unusual had happened.” He then goes on to quote a letter from an unnamed friend which recounts an anecdote from “Stuarts Lake (Lat<sup>d</sup>e 55°30’N. in British Columbia)” where after catching “20 to 50 bushels of small fish, something like sardines — these fish after being hard frozen, lying all day on the ice, then hauled (by sledge) home were as hard as rocks. I have time after seen the children take a lot of these fish and put them in cold water to thaw, when a number would come alive ...” After signing off, Rae concludes the letter with a lengthy initialled postscript relaying further anecdotes from his time in the Hudson’s Bay and Great Bear Lake, wherein he saw a live frog half frozen in the ice, and reanimated a frozen fly with the warmth of his hand.

From digitised holdings of *Nature*, we have not been able to locate a published version of this letter. There are other letters on the subject published regularly in February, March and April of 1891.

Amongst the appendices of his 1850 publication *Narrative of an expedition to the shores of the Arctic sea in 1846 and 1847*, Rae includes a list of fishes collected by J.E. Gray during the expedition. In that list the “Grey Sucker” is classified as “*Catostomus Hudsonius*. Richardson, Faun. Bor. Amer. iii. 112 River Near York



Factory.” This is the freshwater longnose sucker, now known as *Catostomus catostomus*. The debate over frozen fish continues in the pages of *Nature*, with the most recent article published on 13 March 2023. That article cites the only fish to be able to survive encasement in solid ice as the Amur sleeper (*Perccottus glenii*).



*“The Knights of the Frozen Seas”*

**10** [FRANKLIN SEARCH.] A set of 12 hand-painted glass magic lantern slides of Arctic scenes, mounted into a wooden concertina screen.

12 circular glass lantern slides (diameter 80mm) hand painted and coloured, mounted in wooden frames (100 by 170mm), these displayed in a custom wooden three-panelled concertina screen (510 by 655mm). Paper labels with ink captions to each frame. One frame blindstamped “Thompson Liverpool 24 Manchester Square.” [England, c. 1890]. £3,750\*

An attractively displayed set of hand painted lantern slides depicting scenes from nineteenth-century Arctic expeditions, with titles and page references corresponding to the 1866 publication *Knights of the Frozen Sea*.

Widely popularised in the nineteenth century as a medium for both education and entertainment, the magic lantern show was an important precursor to the moving picture. Glass slides such as the present set would be illuminated through a magnifying lamp, and accompanied by a lecture, songs or music. Exploration of the polar regions was a topic well suited to such presentations, with icy vistas making bold and eye-catching lantern slides, and fulfilling the public’s desire for stories of adventure. Whilst later examples of slides were often created using photographic techniques, the present set are entirely hand painted.

The page references given on the labels of these slides suggest that the show they were adapted for was accompanied by readings from *Knights of the Frozen Sea*. A popular publication aimed at a juvenile audience, the selected passages would have given an overview of British Arctic exploration, focussing on

the expeditions sent to search for the lost Sir John Franklin. These include the *Fox* under the captaincy of Leopold M’Clintock, and Horatio Austin’s sledging parties from the *Resolute*, showing their use of sails and kites. The slide captioned “the arrival of Scott” illustrates the Arctic funeral held for the engine driver of the *Fox* who fell to his death in an accident on the icebound ship.

Some of the images the slides are based on can be traced to printed sources, including: plate 2 “Aurora Borealis” from Josiah Wood Whympers’s 1846 *Natural Phenomena*; W.J. Palmer’s depiction of members of the Nares expedition cutting through the ice in *Illustrated London News* 29th May 1875, pp.508–509; George Baxter’s 1854 print “The Arctic Expedition in Search of Sir John Franklin”; sketches from Captain Austin’s Arctic Expedition in *Illustrated London News* 29th November 1851, p.636; and the plate facing p.74 in M’Clintock’s *The Voyage of the ‘Fox’ in the Arctic Seas* (London, 1859).

The captions are as follows:

- Sir Jn Franklin 23 Knights of the Frozen Seas 252
- In Winter Quarters 21 Knights of the Frozen Seas 129
- The Aurora 20 Knights of the Frozen Seas 212
- Eskimo Village 6 Knights of the Frozen Seas 155
- Cutting through the Ice 16 Readings 10 25 and Knights of the Frozen Seas 110
- The Fox in the Pack 29
- Icebergs 17 Knights of the Frozen Seas page 71
- McClintock in Baffin Bay 28 The Polar Bear No 7 Ice Lantern Readings No 10
- Eskimo Huts 5 see Knights of the Frozen Seas page 156
- Capt Austin 25
- Arrival of Scott No 30 Knights of the Frozen Seas 340





18  
The Bay of Whales



16  
Cruising through the sea



17  
The Bay of Whales



19  
The Bay of Whales



21  
The Bay of Whales

22  
The Bay of Whales



23  
The Bay of Whales



24  
The Bay of Whales



13

25  
The Bay of Whales



26  
The Bay of Whales

27  
The Bay of Whales



28  
The Bay of Whales



29  
The Bay of Whales



30  
The Bay of Whales



Exploiting the Klondike Goldrush

11 THE KLONDYKE & COLUMBIAN GOLDFIELDS LIMITED. [TRELOAR (William).] Prospectus and share certificates.

THE KLONDYKE & COLUMBIAN GOLDFIELDS LIMITED. Prospectus. Foolscap. Three old folds, toning to the last leaf. 4pp. London, August, 1897. THE KLONDYKE ELDORADO. Extracts from the Press. Foolscap. Old folds, some edgewear & a little toning. 4pp. Klondike, 1897. [And:] Another copy of the same. [With:] THE KLONDYKE & COLUMBIAN GOLDFIELDS LIMITED. Two Bankers Receipts measuring 140 by 215mm & 150 by 215mm. Old folds, ink date stamps, a one penny stamp affixed to the first, completed in ms. in ink. [And:] THE KLONDYKE & COLUMBIAN GOLDFIELDS LIMITED. Printed document noting availability of Share Certificates "in exchange for Allotment Letter and Bankers Receipts. [Klondike,] 6 December, 1897. [And:]

THE KLONDYKE & COLUMBIAN GOLDFIELDS LIMITED. Two applications for shares. Foolscap printed rectos only. Three old folds, perforated line through centre. London, 1897. [Plus:] (THE KLONDYKE & COLUMBIAN GOLDFIELDS). CONSOLIDATED GOLDFIELDS OF KLONDYKE, LIMITED. Form A. Single sheet measuring 255 by 205mm on pink paper, completed in ms in ink. Toned with old folds. London, c. 1899. £3,500

A very rare group of material concerning the controversial Klondike & Columbian Goldfields Ltd. The central piece is the prospectus which is seemingly unlocated elsewhere and includes the full articles of association.

The Klondike Gold Rush commenced in August 1896 with the discovery of gold in a tributary of the Klondike River, one hundred miles east of where the Yukon River crosses the Alaska-Canada border. Due to the

Special attention is directed to the names and position of the Board of Directors in British Columbia. The Hon. J. H. Turner is Premier of British Columbia, and the Hon. C. E. Pooley, Q.C., is President of the Executive Council. Mr. Boschwitz is one of the best known commercial men in the Colony.

The Lists will open on Thursday, the 5th August, and close on or before Monday, the 9th August, for both Town and Country.

THE Klondyke & Columbian GOLDFIELDS, LIMITED. (BRITISH COLUMBIA.)

Incorporated under the Companies Acts, 1862 to 1893, whereby the liability of the Shareholders is limited to the amount of their Shares.

Share Capital £100,000, Divided into 95,000 ORDINARY SHARES of £1 each, and 5,000 DEFERRED SHARES of £1 each.

The holders of the Ordinary Shares are entitled to a preferential dividend of 20 per cent. before the holders of the Deferred Shares receive anything, after the payment of which Shares.

Each Subscriber Share The wh

(KLONDYKE AND COLUMBIAN GOLDFIELDS.)

The Consolidated Goldfields of Klondyke, LIMITED. Form A.

BANKERS' RECEIPT FOR DEPOSIT OF

Received from Evan J. W. ... the sum of One Pounds being a deposit of 30 per Share on application Ordinary Shares of Ten Shillings each in the above Company. Shillings paid up thereon.

For BROWN, JAN

£ 1 : 5 :

NOTE.—The Certificates or Receipts for Shares in the Old Company, together with the amounts payable upon the Shares now applied for, will have to be handed over in exchange for Certificates in the New Company. Notice, however, will be sent when the Certificates in the New Company will be ready.

BANKERS' RECEIPT.

RECEIVED the 15 day of AUG 7-1897 1897, from Wm Treloar Esq for the Credit of THE KLONDYKE AND COLUMBIAN GOLDFIELDS, LIMITED, the sum of £ 6 - 5/- being a deposit of 2s. 6d. per share on application for forty Ordinary Shares of £1 each in the above-named Company. For BROWN, JANSON & CO.



Cashier

by order of the Board,

CHARLES FLACK,

Secretary

THE KLONDYKE EXTRAC

Financial News, July 20, 1897.

Among the people who have just returned from Klondyke gold mines are men who have been for years facing the dangers and hardships of the ... hope of making a rich find, and signally failed. ... back with fortunes spent in their gripes and ... The new Eldorado lies just across the Alaskan ... millions to be picked up in the country of which ... territory. It is of recent discovery, but already ... 3,000 people on the ground, and more are flocking ...

The strike was made in the Klondyke region in September, but the news did not get even to the world until December 15, when there was a great stampede of prospectors, and the greatest stampede ever ... The town of Circle City and Forty-Mile ... despatched a week after the news was received to the ... of large parties have been organised, and ... twenty-four hours. They included a number of ... residents of the city, lawyers, politicians, ... and mining operators, and many ... Columbia mining camps. They were ... leaving for the far north by sea ... Klondyke camp is small in area, extending ... river only nine miles west. There is a ... beyond which has not as yet been probed ... population will be trebled in a year. Of all the ... first struck it richest. Of all the ... and Eldorado creeks not one ... than 300 claims have been staked ... found was picked up on claim No. 6 ...

Next in size was one found ... all about 75 lucky miners have read ... but a portion of their clean-up ... mines they knew to be rich. ... of Los Angeles, who has ... investments of £100,000 and invested £10,000 ... who brought out about £10,000 ... sight, and thinks his mine is ... £22,000. All this gold is the of ...

The stories of the returned in good fortune. L. B. Hughes, a ... "I am located on claim No. ... 40,000 dollars, but brought only ... go to bedrock gravel, and t ... dust and nuggets. The res ... strake, caused it is suppose ... found a clay which was ... stratum of gravel 4 feet thi ... gold, particularly in the sur ... about 10 feet from the sur ... was made on October 23 ... everbody rushed to the ... and every other camp in ...

Klondike is the one ... seems to hundreds of ... the Jubilee. Nothing ... when a bishop meet ... criticizing the comp ... effective corroborati ... given to the special ... The bishop casually ... interesting problem ... that the region off ... that he supposed ... as to the antiquity ... Everywhere el ...

LONDON: GLASGOW DUBLIN: SWANSEA

SPE

No. \_\_\_\_\_  
Klondyke  
APPL  
To the Directors  
KLONDYKE  
GENTLEMEN,  
I request  
in the above-named  
of £ \_\_\_\_\_  
same or any sma  
Prospectus dated  
the Company; and  
to me, and I agree  
any contracts oth  
receiving no allot

No. \_\_\_\_\_  
The K  
This Form to be filled up and sent ENTIRE with cheque for payment in full to Messrs. Brown, Janson & Co., Abchurch Lane, London, E.C.

from \_\_\_\_\_  
Credit of \_\_\_\_\_  
the sum of \_\_\_\_\_  
being paid \_\_\_\_\_  
Shares of \_\_\_\_\_  
£ \_\_\_\_\_

lateness of the season, news of the find travelled slowly, reaching Seattle in dramatic fashion on 17 July 1897, when sixty-eight miners disembarked the S.S. *Portland* carrying sacks filled with gold. Immediately a mass migration of prospectors ensued.

Registered in London, but with an office in British Columbia, Klondyke & Columbian Goldfields Ltd was formed to “acquire, explore, sell, work, lease, promote, or otherwise deal in mines, minerals, and minding lands in the Klondyke Goldfields of British Columbia ...”

**The company was controversial in that the Premier of British Columbia, John Herbert Turner, was one of the company directors.** He was “criticized for using his political position and public profile for private gain. As with other public men of his time, it is difficult to distinguish his political activities from his business interests ... His most controversial move came in the autumn of 1897, when he and Charles Edward Pooley, a member of his cabinet, agreed to serve on the advisory boards of two British-based companies, the Dawson City (Klondyke) and Dominion Trading Corporation and the Klondyke and Columbian Goldfields Limited, both of which were highly speculative enterprises. Their participation provoked polite disapproval in Britain’s financial press and bitter denunciation from British Columbia’s opposition newspapers” (DCB).

**There is no suggestion in the prospectus that anything is awry. Far from it, Turner’s position as premier and Pooley’s as president of the Executive Council in B.C. is flaunted in bold text.** With an advertised 95,000 ordinary shares and 5,000 deferred shares (both for £1 each) the company opened a four-day window, 5–9 August 1897, for prospectors to purchase them.

**Importantly, it includes the company’s Memorandum of Association.** In addition to the objectives listed previously, the Memorandum commits the company to the construction of buildings, including homes, plus bridges, wells, and reservoirs as well as contributing to the maintenance of the existing infrastructure. Importantly, item 3, clause G, specifies that the company would “enter into arrangements with any Governments or authorities, supreme, municipal, local, or otherwise which may seem conducive to this Company’s objects of any of them and obtain from any such Government or authority any rights privileges, and concessions which the Company may think it desirable to obtain ...” The conflict of interest for the Canadian directors is obvious.

The share certificates are made out to William Treloar, who joined the Klondike gold rush in 1898. His journal is held in the Valdez Museum and Historical Archives in Alaska.

The traffic of migrating prospectors pulled Seattle out of an economic slump and, in Canada, Dawson City quickly became a boomtown. The Klondike gold rush continued until 1899 when news that another seam of gold was found near Nome, Alaska, drew prospectors away. These documents — indeed, the whole enterprise — is indicative of the lengths everyone from the impoverished prospector to the state premier went to capitalise on it.

Special attention is directed to the names and position of the Board of Directors in British Columbia. The Hon. J. H. Turner is Premier of British Columbia, and the Hon. C. E. Pooley, Q.C., is President of the Executive Council. Mr. Boscowitz is one of the best known commercial men in the Colony.

*The Lists will open on Thursday, the 5th August, and close on or before Monday, the 9th August, for both Town and Country.*

THE  
**Klondyke & Columbian**  
**GOLDFIELDS, LIMITED.**  
(BRITISH COLUMBIA.)

*Incorporated under the Companies Acts, 1862 to 1893, whereby the liability of the Shareholders is limited to the amount of their Shares.*

Share Capital . . . £100,000,  
Divided into 95,000 ORDINARY SHARES of £1 each, and 5,000 DEFERRED  
SHARES of £1 each.

The holders of the Ordinary Shares are entitled to a preferential dividend of 20 per cent. before the holders of the Deferred Shares receive anything, after the payment of which the surplus profit will be divided equally between the holders of the Ordinary and Deferred Shares.

Each Subscriber for Ordinary Shares of this issue is entitled to subscribe for one Deferred Share for each 100 Ordinary Shares subscribed, payable in full on Application.

The whole of the 95,000 Ordinary Shares will be devoted to Working Capital.

ISSUE OF 95,000 ORDINARY SHARES,

PAYABLE—

2s. 6d. per Share on Application ;  
7s. 6d. „ „ on Allotment ;  
and the balance as and when required.

Directors in British Columbia.

THE HON. J. H. TURNER, Premier of British Columbia.  
THE HON. C. E. POOLEY, Q.C., President of the Executive Council, British Columbia.  
JOSEPH BOSCOWITZ, Victoria, British Columbia.

Directors in London.

H. CHESTER-MASTER, Director Aladdin’s Lamp Gold Mining Co., Limited.  
J. DE LARA COHEN, Director Dunallan Gold Mines, Limited.  
ALFRED TIANO, Connaught Mansions, Victoria Street, S.W. and Paris.  
COLONEL A. BURTON-BROWN, R.A., F.G.S., Director Hannan’s Find Gold Reefs, Limited

\* The right is reserved to nominate a Director after Allotment.

Consulting Engineer.

E. G. TILTON, C.E., Victoria, British Columbia.

Bankers.

BROWN, JANSON & Co., 32, Abchurch Lane, E.C.

Brokers.

LONDON: GEORGE REAVELY & Co., 5, Throgmorton Avenue, and Stock Exchange, E.C.  
GLASGOW: DOUGLAS CAIRNEY, 45, West Nile Street, and Stock Exchange.  
DUBLIN: W. CRAIG MURRAY, 51, Dame Street & Stock Exchange.  
SWANSEA: STEPHEN P. WILLS, 30, Wind Street, Swansea.

Solicitors.

SPENCER, CRIDLAND & Co., 34, Victoria Street, S.W., & 215, Piccadilly, W.  
DAVIE, POOLEY & LUXTON, Victoria, British Columbia.

Auditors.

DELOITTE, DEVER, GRIFFITHS & Co., Lothbury, E.C.

Secretary and Offices.

A. THOMSON, 34, Victoria Street, S.W.



Vinterbostaden à Snow-Hill ön  
Febr. 1902 - November 1903  
Otto Nordenskjöld.

*Early Images from the Heroic Age*

**12** NORDENSKJÖLD (Otto) et al. [Four Photographs from the Swedish National Antarctic Expedition, 1901-03.]

Albumen prints measuring 280 by 350mm, mounts measuring 340 by 415mm. Ms. captions in ink on the mounts, one mount later with original ms. ink caption laid down. [Stockholm?], 1904. £5,000\*



Vinterhydden i Hoppets rik.  
12/3 - 29/9 1902.  
Joh. Gunnar Anderson.

Pre-dating both Herbert Ponting and Frank Hurley's time in the Antarctic, these are some of the earliest photographs from the Heroic Age of Exploration to appear on the market. The few nineteenth-century photographs we have handled were mere snapshots and nothing like these large format images. Most of them appear in the official account, *Antarctic: Tva ar bland Sydpolens Isar* (Stockholm, 1904).

1. "Toralf Grunden, J. Gunnar Andersson, Duse." This is the last plate in volume one of the official account, see facing p.484. The image is credited to expedition meteorologist, Gösta Bodman.
2. "Vinterhydden i Hoppets rik 12/3-29/9 1902. Joh. Gunnar Anderson." This image appears opposite page 260 in the second volume, it's credited to the surveyor Captain Samuel Auguste Duse.
3. "Vinterhuset pan àen Paulet 28/2-11/11 1902 C.A. Larsen." You can find this image in the second volume opposite page 456. It is also credited to Gösta Bodman.
4. "Vinterbostaden à Snow-Hill ön Febr. 1902 November 1903." We could not find this image in the official account.



Toralf Grunden

J. Gunnar  
Andersson.

Ouse



Led by Otto Nordenskjöld and Carl Larsen, the Swedish South Polar Expedition of 1901–1903, was part of the three-pronged advance on the Antarctic devised at the International Geographical Congress of 1895 (Scott and Drygalski led the other expeditions). The expedition was particularly successful, despite the loss of their ship the *Antarctic* to the ice (if there were ever a symbol of the early years of polar exploration, it's this). These images provide an early glimpse into the hardships endured in the earliest Heroic Age expeditions on the Antarctic Peninsula as well as Paulet and Snow Hill islands.

Nordenskjöld, O et al, *Antarctic: Tva ar bland Sydpolens Isar* (Stockholm, 1904).

### *A Rare Account of Nordenskjöld's Expedition*

#### **13** SOBRAL (José Maria). *Dos Años Entre los Hielos 1901–1903.*

First edition. 8vo. Frontispiece portrait and illustrated throughout with half-tone photographs. Later cloth with a red label to spine. Bound without original wrappers, bookplate to front pastedown and partially removed stamp to tp. Final leaf browned and chipped at margins with a tape repair to top corner with no loss of text. 364pp. Buenos Aires, Imprenta de J. Tragant, 1904. £2,000

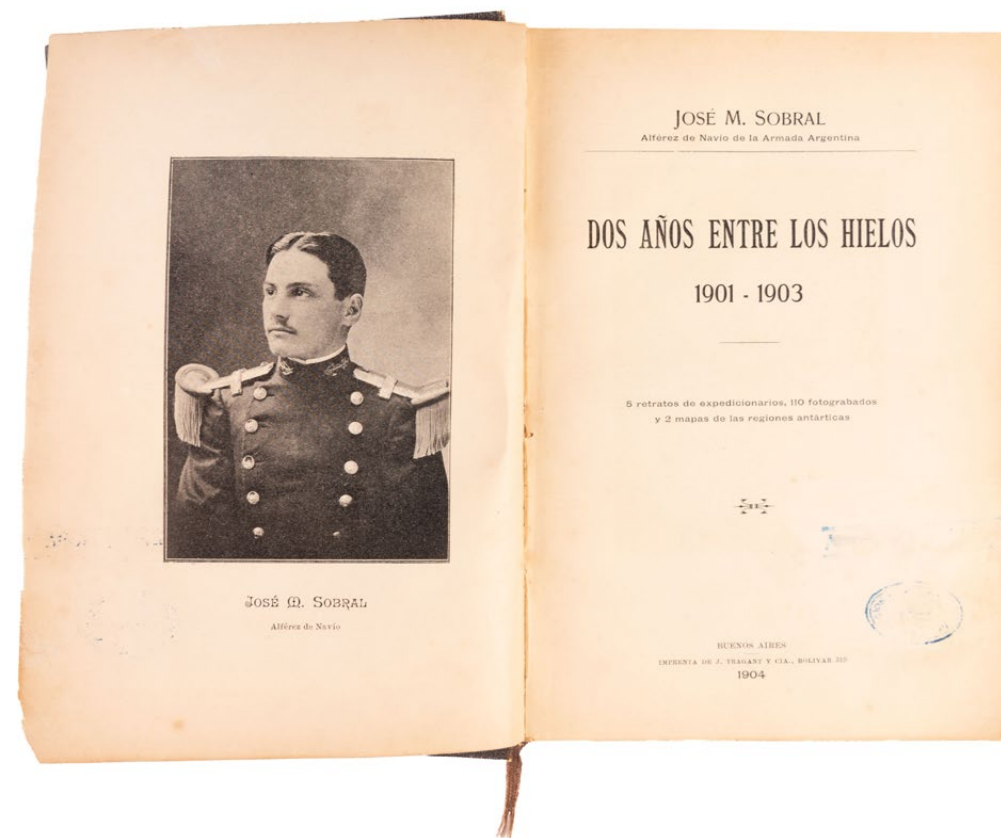
José Sobral (1880–1961) joined the navy as a teenager and qualified as a midshipman in 1898. He joined the expedition at Buenos Aires, along with the American artist, Frank Stokes. “In return for accepting Sobral as a member of the wintering party, the Argentinean government provided free fuel and food” (Howgego). The object of the expedition was to place Nordenskjöld and a wintering party on the mainland while the rest of the crew remained on the ship conducting scientific work.

Having reached Antarctic waters on the *Antarctic*, the expedition managed to resolve some of the geography of the Shetland Islands, confirming that Louis-Phillippe Land connected with Danco Land and that the Orlean and Gerlache Straits were also connected. They were unable to reach the mainland and so wintered on Snow Hill Island. Sobral accompanied him as did Gustaf Ackerland and Ole Jonassen, while the remaining crew sailed on to the Falklands. Weather conditions were unfavourable throughout and they ended up spending a second winter on Snow Hill Island. In October 1903, Nordenskjöld and Jonassen explored James Ross Island and established that it was in fact an island.

The crew of the *Antarctic* had their own adventures, getting stuck in the ice in November, 1902 and nearly colliding with an iceberg. Although they managed to break free, Larsen attempted to take the ship around the northern tip of Joinville Island and into the Erebus and Terror Strait. At this point, the ship once again became trapped and was eventually crushed by the ice. They sought refuge on a succession of ice floes before reaching Paulet Island where most would spend the next nine months. The entire crew would not reconvene in its entirety until October 1903.

Rosove writes: “Fitting it is that the Argentinean representative on Nordenskjöld's 1901–04 expedition should have written a narrative for his countrymen who lent so much support to the expedition.” This work contains images that don't appear elsewhere.

Scarce on the market with just three copies found in auction records. *Howgego IV, N32; Rosove, 314.A1; not in Spence.*





### *A Gift from Shackleton's Widow to Frank Worsley*

**14** [WORSLEY (Frank A.)], GORDON (W. J.) **Round About the North Pole.**

First edition. 12 maps and 60 plates. 8vo. Original blue cloth, soiled and rubbed, binding shaken but holding. Inscription to ffep, a few pencil notes within and to the rear endpapers. A good only copy of a book with distinguished provenance. xii, 294pp. London, John Murray, 1907. £2,750

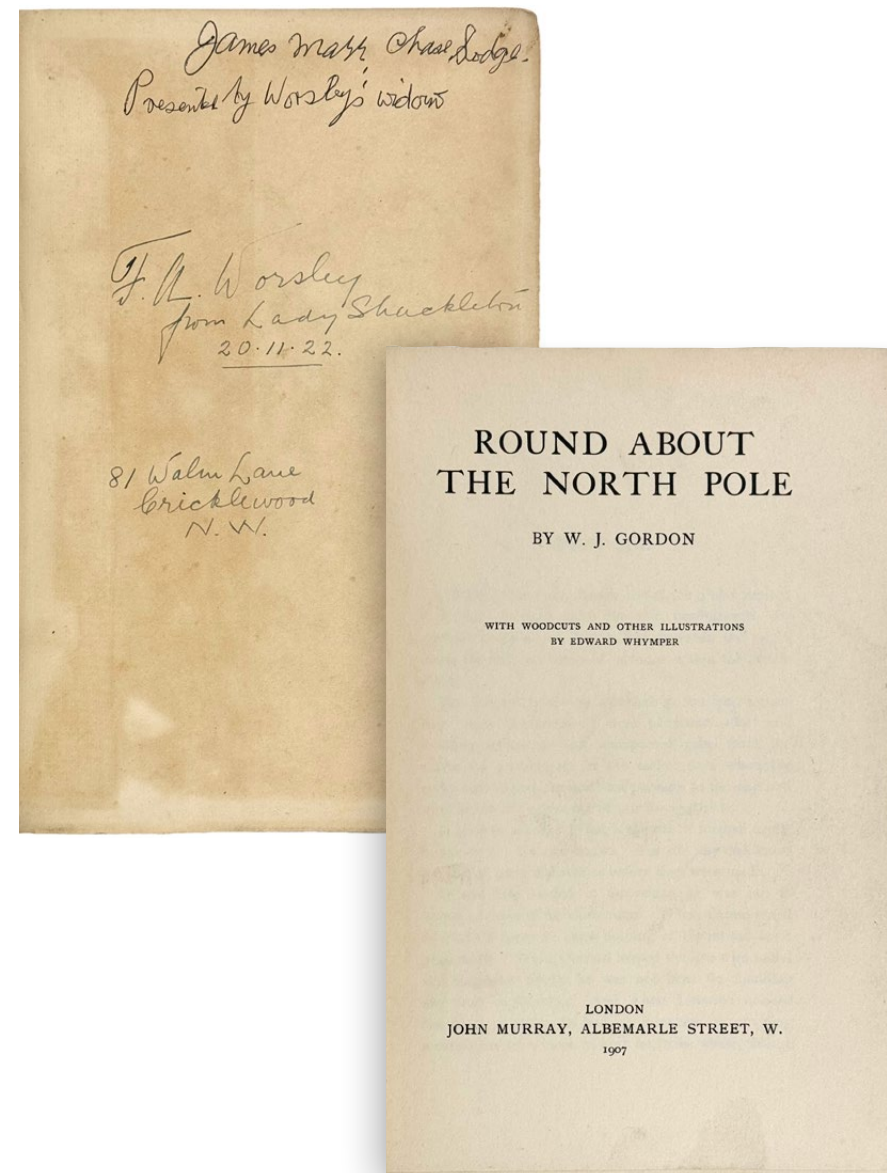
Inscribed by Frank Worsley on the front free endpaper, where he notes this a gift from Lady Shackleton, 20.11.22. This is, of course, the same year in which Sir Ernest Shackleton died unexpectedly in South Georgia, and as such is touching evidence of the continued relationship between Shackleton's widow and his captain of both *Endurance* and *Quest*.

New Zealander Frank Worsley (1872–1943) was a modest but accomplished explorer, and could be considered one of Shackleton's closest collaborators throughout the Heroic Age. He “**skipped the *Endurance*, miraculously navigated the James Caird to South Georgia by virtual dead reckoning with only occasional help from the sextant, crossed the South Georgia interior with Shackleton and Tom Crean, accompanied Shackleton on the several Elephant Island rescue attempts,** and went with Shackleton as far as New Zealand to assist in the recovery of the Ross Sea shore party” (Rosove).

Immediately after returning from the *Endurance* expedition, both Shackleton and Worsley enlisted in the First World War. They met again in Murmansk, deployed to the Arctic theatre where their polar experience was an asset to the British Expeditionary Force's efforts against the Bolsheviks. Worsley rejoined as captain of *Quest* for what would be Shackleton's final expedition of 1921–1922. After Shackleton suffered a fatal heart attack aboard the ship, Lady Shackleton requested by telegram that he be buried in South Georgia where his greatest exploits had been achieved. Worsley assisted in the construction of a memorial cairn on the island.

**In the period which followed Worsley's return to England, he set his sights on the Arctic.** Alongside Canadian Grettir Algarsson, a voyage to Spitzbergen followed by an aeroplane-assisted attempt on the North Pole was planned for 1925, and **it is reasonable to imagine that this gift from Lady Shackleton was selected with foreknowledge of these intentions.**

The book is an overview of north polar exploration, posing in the introduction the question “What is the use of further Arctic discovery?” Released in 1907, just in the lead up to the highly publicised race for the pole between Robert Peary and Frederick Cook, given the ongoing contention about the veracity of their rival claims, this question would have been equally pertinent to Worsley over a decade later. Worsley would go on to write a book about his own experiences in the Arctic, *Under Sail in the Frozen North* (1927).



There are traces of pencil marginalia noting latitude 66°32' on the map facing p.12, and calculations on the colophon leaf facing p.294 pertaining to the April dates in which Nansen, Cagni and Peary each reported their furthest norths. There are additional notes to the rear pastedown of even higher latitudes and what may be a rough sketch of a route map. These may be Worsley planning for his upcoming expedition whilst reading this book.

Furthermore, given the date of publication and the date the gift was given, there is a distinct possibility that this may have been one of Ernest Shackleton's own books, given by his widow to his friend.



*Cook vs. Peary*

**15** [COOK (Frederick) & PEARY (Robert).] [Complete set of postcards, either with a photo illustration or artist impression of episodes from the Cook and Peary accounts of their expeditions to the North Pole.]

50 postcards, printed in greyscale, combining photographic and hand drawn illustrations, 90 by 140mm. All but one unused, discreet inventory number written on the verso of each card in ink, a very good set. Chicago, 1909.

£1,250\*

An extensive set of postcards, each with a narrative caption on the verso, produced at the height of the Cook vs. Peary North Pole controversy. The public dispute over which explorer was first to reach the pole caused a media sensation, and many producers of popular print cashed in on the story with associated ephemera. The

images begin with photographs, but as the known narrative of the two expeditions veer out of the reach of photography and into Cook and Peary's own competing versions of events, this is replaced with cheerful pen and ink illustrations.

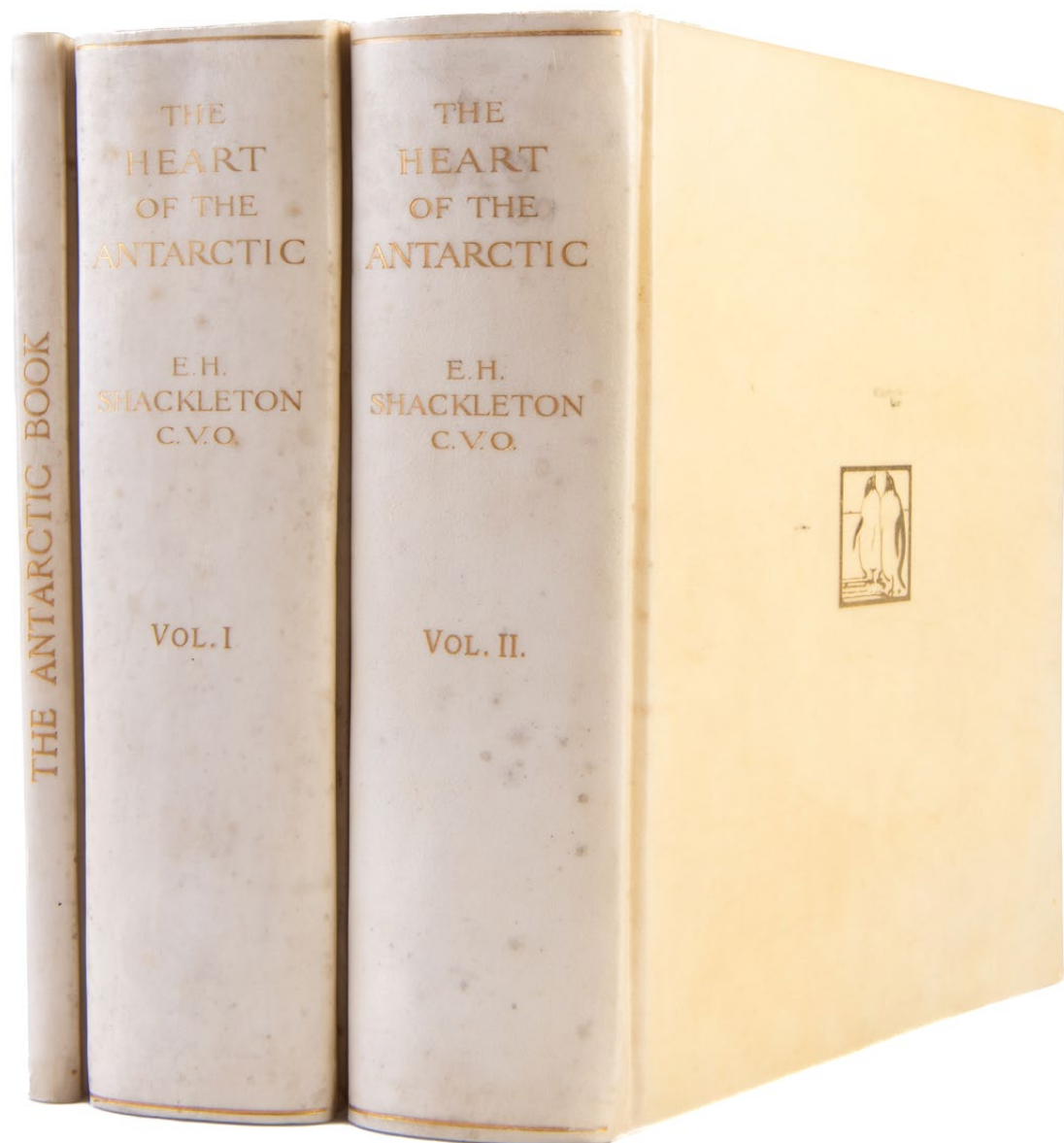
In a rare case of even-handedness, the publisher of this set has not chosen a side in the debate. Rather, the narrative ends with an imagined punch-up between Cook and Peary, with the anthropomorphised female 'North Pole' coyly looking down on them. The final card takes a patriotic but ambivalent stance — the individual raising the flag is unknown, but what matters is that it's the American flag. OCLC records one set only, at the National Library of Scotland.



Commander Peary in Arctic dress.



"Whose little Girlie are you?"



*Wordie's Copy of the Deluxe Edition*

**16** SHACKLETON (Sir Ernest H.) *The Heart of the Antarctic being the story of the British Antarctic Expedition, 1907–1909.*

Edition de luxe. No. 156 of 300. 3 vols. Vol 1: sepia photographic frontispiece, 6 colour plates mounted on brown paper, 3 double page black and white photographic plates, 102 black and white single page photographic plates. Vol 2: sepia frontispiece, 6 colour plates mounted on brown paper, 1 double page black and white photographic plate, 94 single page photographic plates, 3

folding maps and one panorama in pocket at rear. Vol. 3: 4 colour plates mounted on thick grey paper plus 6 plates after woodcuts by Marsden. **With the two leaves bearing ink signatures of 16 members of the crew.** Further illustrations in text of all vols. Vols 1 & 2 in full pictorial vellum, gilt, vol 3 quarter vellum over grey boards. Each with a brown ribbon bookmark. A few spots to spines and light scuffs to boards, some light spotting to fore-edge and first tissue guard, interior crisp & bright. With the rarely found original cloth covered card slipcase, with two scalloped finger holes at head and tail, this split at joints with cloth soiled and fraying. xlvi, 372; xv, 419; [vii], 54pp. London, Heinemann & Ballantyne & Co., 1909. £37,500

**A lovely copy of this magnificent book, with distinguished provenance: from the library of Sir James Wordie (1889–1962).**

Perhaps the most bibliographically ambitious expedition of the Heroic Age, this beautiful vellum bound set is the official narrative of Sir Ernest Shackleton's 1907–1909 British Antarctic Expedition in the ship *Nimrod*. Released in a limited run of 300 copies, the edition de luxe has the additional third volume, not present with the trade edition of the same year. This volume, separately titled *The Antarctic Book*, includes the signatures of Sir Ernest Shackleton and every member of the shore party as well as Aeneas MacKintosh, who was invalided out following a tragic accident shortly after arriving at McMurdo Sound, which cost him an eye. The two Australian members of the expedition, Douglas Mawson and Edgeworth David, have signed on a separate facing leaf, no doubt to simplify the process of collecting the signatures internationally. It also contains reproductions of colour portraits of members of the southern party, woodcuts made by Mawson, and a poem by Shackleton. As usual, this is the second corrected state of *The Antarctic Book*.

**Furthermore, this copy retains its fragile original slipcase, described by Rosove as "rare."** This card and cloth casing in which the set was distributed was only noted as present with one of the eleven copies he examined for his Antarctic bibliography. This is perhaps due to its relative unsuitability to contain such a weighty set, added to the propensity of vellum to shrink and expand in response to climatic fluctuations. The present slipcase is split at the joints, but has nevertheless served its purpose in preserving this copy in lovely condition.

In the field of Antarctic book collecting, this impressive publication is perhaps only surpassed by the expedition's other remarkable achievement, the *Aurora Australis*. Written, printed and bound in the hut at Cape Royds during the winter of 1908, it seems only fitting that an expedition which produced such a substantial milestone in book production would seek to commemorate the official narrative with a sumptuous deluxe set such as this. Indeed, when considering the meeting points of fine printing and expedition texts in the early twentieth century it's hard to imagine that T.E. Lawrence would not have held this book as a benchmark for his 1926 Cranwell edition of *Seven Pillars of Wisdom*. **Even the paper for *The***

THE BRITISH  
ANTARCTIC  
EXPEDITION  
1907-1909

Ernest Shackleton

Ray Priestley

Frank Wild

Ernest Joyce

Bernard C. Day

Philip L. Trochilum

W. Evans

Vic. P. Marshall

Alfred S. Mackintosh

B. Armitage

William C. Roberts

James Murray

Geo. E. Marston  
John Mearns

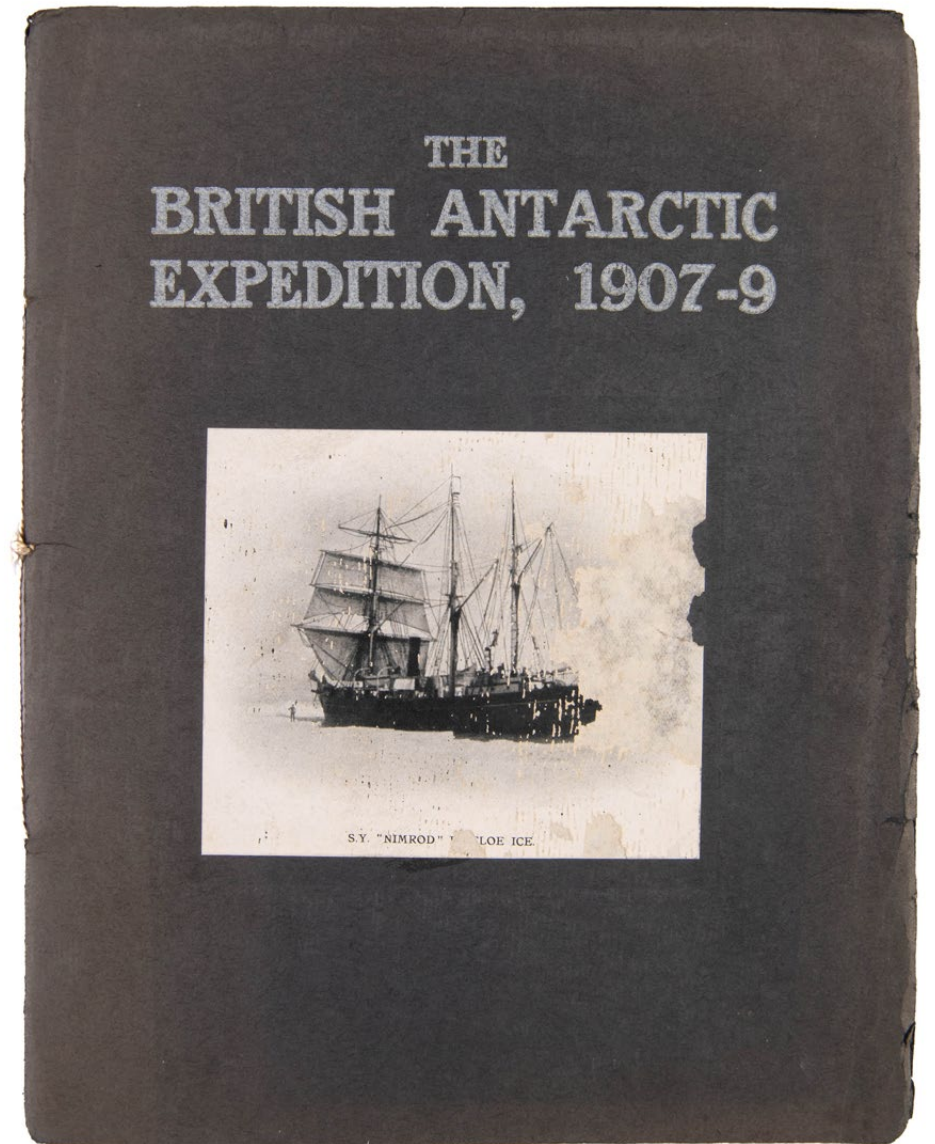
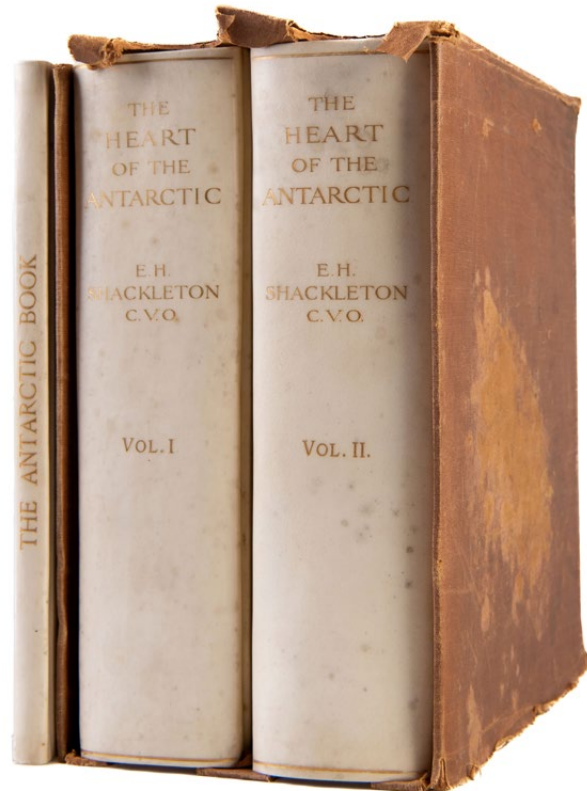
THE BRITISH  
ANTARCTIC  
EXPEDITION  
1907-1909

J. W. Edgeworth David  
Douglas Mawson

*Heart of the Antarctic* was carefully considered and commissioned from Van Gelder Zonen, incorporating the custom watermark "1907 BAE 1909."

*Nimrod* was Sir Ernest Shackleton's first foray into captaincy, following his participation in Scott's *Discovery* expedition of 1901-1904. Neither of these missions fulfilled their primary objectives of reaching the pole, though Shackleton, Marshall, Adams and Wild did achieve a new Farthest South of 88° 23' S in their attempt, a mere 97.5 nautical miles shy. They also ascended Mount Erebus for the first time, and Edgeworth David's party reached the estimated location of the South Magnetic Pole.

This copy comes from the collection of Sir James Mann Wordie, and thence by descent through his family. Wordie joined Shackleton's crew on his 1914-1917 Imperial Trans Antarctic Expedition aboard *Endurance*, serving as geologist and chief of scientific staff. After a storied career in the polar regions and in Naval Intelligence, Wordie held the position of chairman of the Committee of Management of the Scott Polar Research Institute in Cambridge, and as president of the Royal Geographical Society.  
*Rosove*, 305 A.2; *Spence*, 1096.



*Signed by Ernest Joyce*

**17** SHACKLETON (Sir Ernest). *The British Antarctic Expedition, 1907-9*. First edition. Half-tone frontispiece portrait and further illustrations within ads. Small 4to. Original black paper wrappers with titles in white, pasted half-tone illustration of SY *Nimrod* to upper wrapper, this worn with some loss. String bound and tied at spine. Wrappers slightly faded with scattered foxing within. Pencil signature of Ernest E. Joyce to verso of frontispiece. A very good copy. 24pp. London, Sir Joseph Causton & Sons Ltd., n.d. [1909]. £3,750



*Photograph by Beresford.*  
E. H. SHACKLETON, C.V.O., COMMANDER.

## *The British Antarctic Expedition, 1907-9.*



THE EXPEDITION left New Zealand, 1st January, 1908, and landed at Cape Royds, under the great volcano Mount Erebus. The "Nimrod," having landed the party and stores, returned to New Zealand.

Mount Erebus, 13,350 feet, was ascended for the first time in human history. The Southern Party left the Winter Quarters on 28th October, 1908, and on 9th January, 1909, hoisted the British Flag in Lat. 88° 23' S., Long. 162° E. The party travelled 1,728 miles; and, after having undergone many hardships, arrived at Winter Quarters 3rd March, 1909, having been away 126 days.

The Southern Magnetic Pole was reached by a party on the 16th January, 1909. This party travelled 1,260 miles in 122 days.

The "Nimrod" returned to the Antarctic in January, 1909, and, having picked up the shore party, reached New Zealand in April, and eventually returned to England on 28th August, 1909. The Expedition thus returned to England, after an absence of two years, without loss of life.

A very scarce ephemeral guide for an exhibition showcasing objects brought back from Ernest Shackleton's 1907-9 British Antarctic Expedition. Unmentioned in the brochure is the fact that the display was actually aboard the *Nimrod*, which was sailed up the Thames and on September 1st "reached East India Dock, where, under the direction of Joyce, she was prepared for an exhibition. Later in the month she was opened to the public at Temple Pier, and thousands paid to traipse through her and see sledges, tents, cooking equipment, polar clothes, stuffed seals and penguins and a vast array of other materials, including photographs" (Riffenburgh, 295). The exhibition was then toured to Liverpool, Manchester and Newcastle.

Following several illustrated advertisements, the guide begins with a brief overview of the expedition's objectives and achievements, most notably the Furthest South record of 88°23" set by Shackleton and his Southern Party on 9th January 1909. The items on display are listed including the sledging flags of six of the crew, mannequins outfitted in the Burberry and Jager clothing used by the Southern Party, and a copy of the *Aurora Australis*, the book printed and bound in Antarctica during the long winter months. Various zoological, biological and geological specimens were also on show, alongside a large number of photographs and a collection of George Marsdon's watercolours which were available to purchase.

The text advised that "a member of the ship's company will be in attendance during the Exhibition" (p.6), and a contemporary article announcing the opening adds that "Admission to the ship and exhibition [...] will be under the charge of Mr. Joyce" (*Morning Leader*, p.3). This copy is signed by Ernest Joyce (1875-2940), zoologist and head of dogs on the expedition. As exhibition docent, it makes sense that he would have been asked to sign this handsome souvenir of the show. All the profits were donated to charities.

No copy found in OCLC.

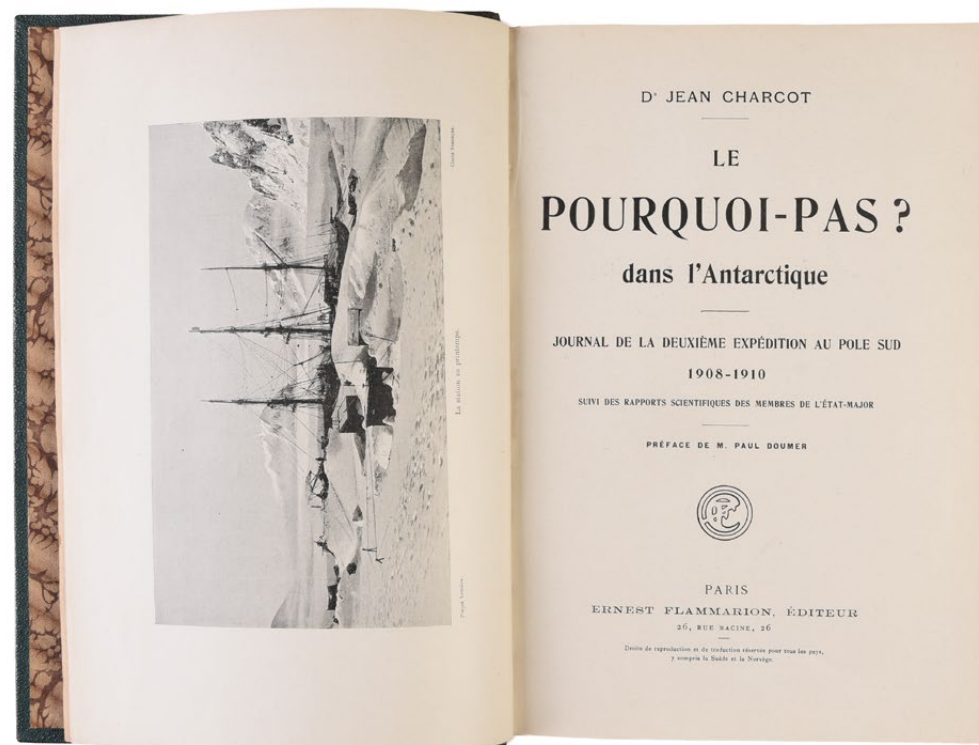
*Taurus* 62; not in *Rosove*. Riffenburgh, Beau, *Nimrod* (London, Bloomsbury, 2004); "South Pole Relics: Antarctic Expedition to be Opened on the *Nimrod*" in *The Morning Leader*, London, Wednesday 22 September 1909.

### Inscribed by Charcot

**18** CHARCOT (Jean-Baptiste). Le pourquoi Pas? dans l'Antarctique. Journal de la Deuxième Expédition au Pole Sud.

First edition. Two folding maps, one double-page panorama, illustrations to text. 4to. Quarter morocco over pebblegrained cloth, spine gilt. [viii], 428pp. Paris, Ernest Flammarion, 1910. £950

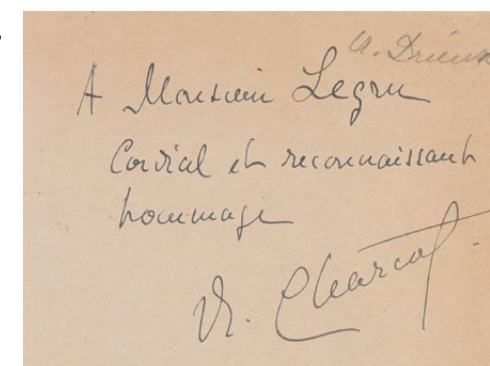
A very good copy, inscribed by Charcot on the half-title: "A monsieur Legru Cordial et reconnaissant hommage Dr. Charcot." The Legru in question is most likely Hector Legru, a wealthy Parisian industrialist and financier. Charcot also named a bay in the Antarctic "Legru Bay" during the expedition.



Departing Le Havre on 15 August, 1908, Charcot's second French Antarctic expedition was one of the most successful and high-yield Antarctic ventures of the Heroic Age. He discovered Marguerite Bay, Charcot Island & the Fallieres Coast, wintered at Petermann Island, and charted portions of the Palmer Peninsula. The maps, which were still being used by whalers 25 years later, chart nearly 2000 kilometres of the Antarctic coast. The scientific results filled 28 volumes, illustrated with nearly 3000 photographs.

Legru Bay (coordinates: 62°10'S 58°12'W) is a bay 2 nautical miles (4 km) wide, indenting the south coast of King George Island, South Shetland Islands, Antarctica, immediately northeast of Martins Head. The French Antarctic Expedition, 1908-10, under Jean-Baptiste Charcot applied the name "Cap Legru" to a feature which has now been identified as Martins Head. As the latter has priority, Charcot's name has been transferred to this bay in order to retain the name in the area in which it was originally given.

cf *Conrad* p.152; *Denuve*, 2398; *Rosove* 65 A1; *Spence*, 256; *Taurus*, 65.



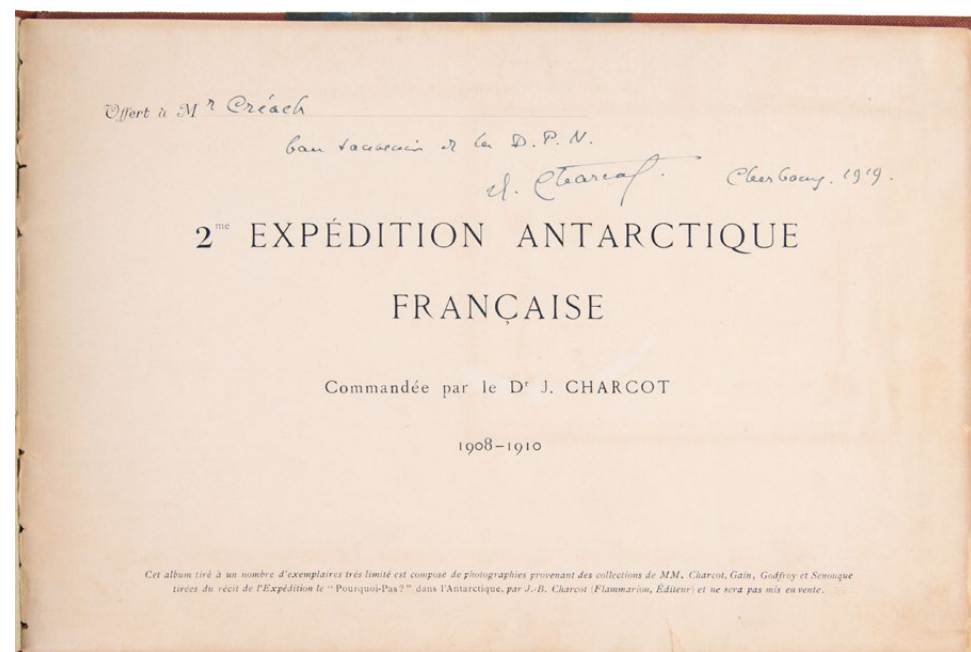
*Two Rarities, both Signed by Charcot*

**19** CHARCOT (Jean-Baptiste). Expédition Antarctique Française commandée par le Dr. J. Charcot 1903–1905. [*with:*] 2<sup>me</sup> Expédition Antarctique Française commandée par le Dr. J. Charcot 1908–1910.

First edition. Title-page, map, [2], 17 leaves of halftone photographic plates. Oblong 4to. Staplebound in publisher's printed mauve card wrappers. Corners a little wrinkled and slight offsetting to tp, inner two bifolia loose. In a later red card slipcase.

[*with:*] First edition. Sketch map, 85 halftone photographic illustrations all within pagination, printed in dark blue ink. Oblong 4to. Publisher's printed blue card wrappers, in a later binding of three quarter cloth over marbled paper boards, gilt title to spine. Central pages coming loose, a little offsetting and a small marginal tear title-page, restored. Else very good. 32pp. Paris, Flammarion, 1906 & 1910. £7,500

Two very rare printed brochures of photographs taken during the first and second French Antarctic expeditions under the captancy of Jean-Baptiste Charcot.



Pingouin Adélie et son petit.



Les iceblocs nous menacent.

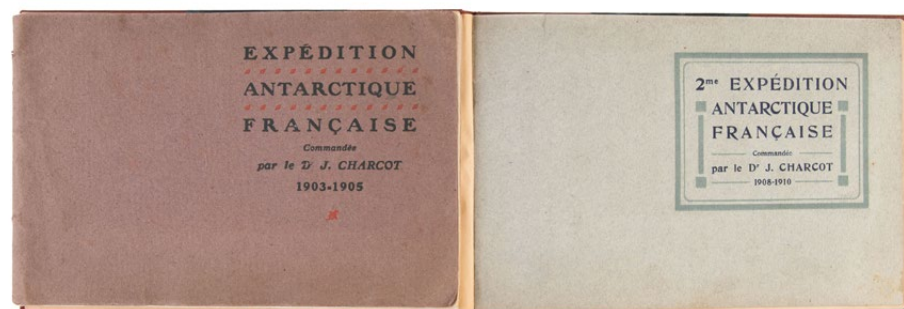
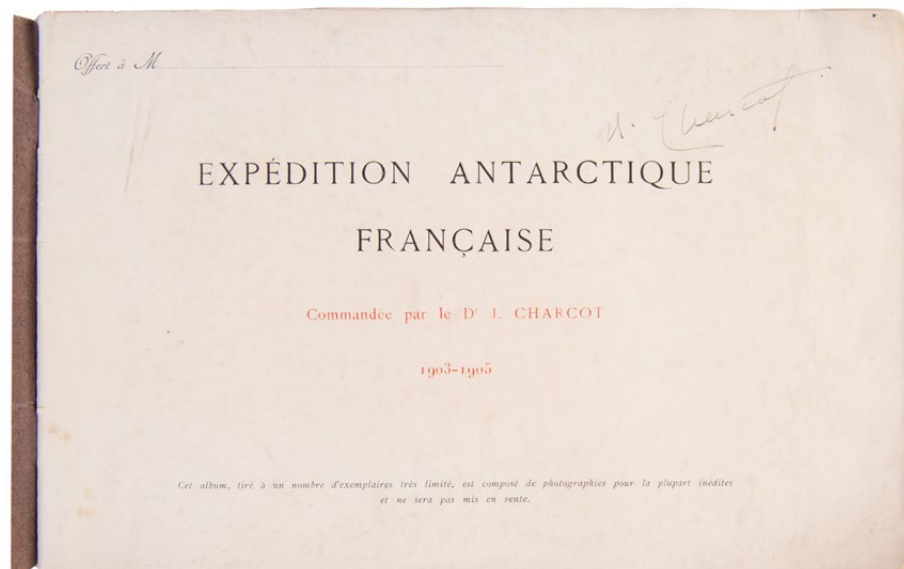


Both are signed by Charcot to the title-pages, one with an inscription to a Mr Créach.

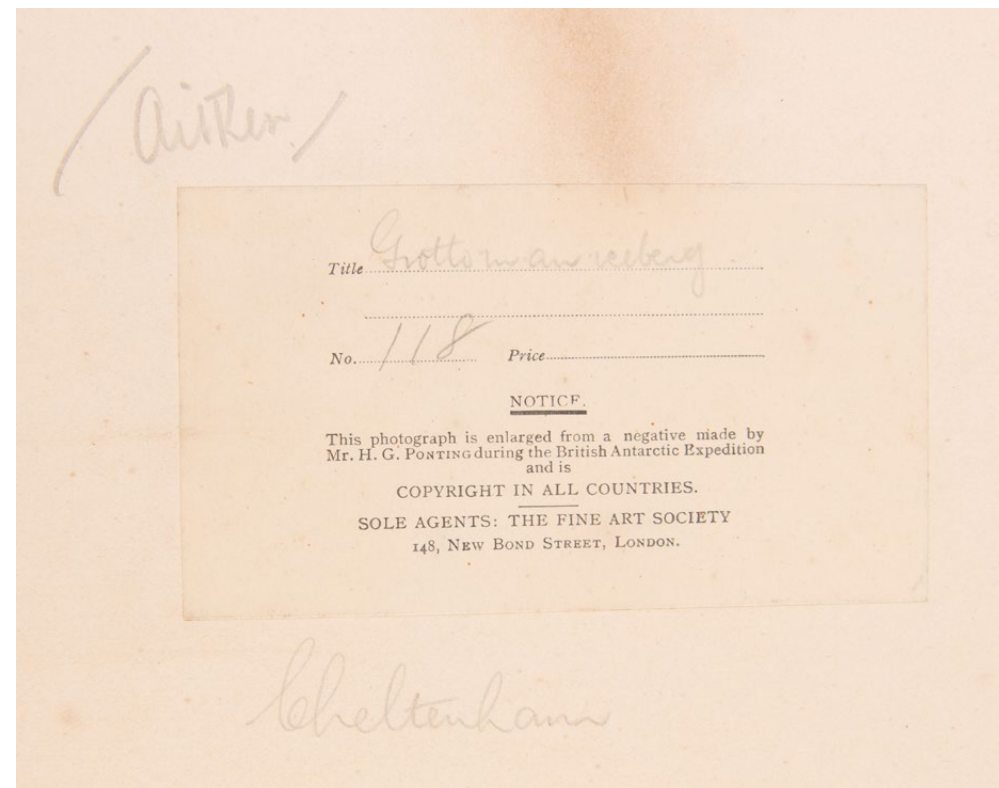
The booklets, which reproduce photographs taken by various crew members were published in small numbers as keepsakes, and unlike the official expedition narratives, were not offered for sale. As such, they offer a private view of these two expeditions. The title-pages bear the part-printed presentation: “Offert à M\_\_\_\_\_”, which further evidences the extent to which they were produced for individualised presentation.

French explorer and oceanographer Jean-Baptiste Charcot (1867–1936)’s first and second expeditions were aboard the ships *Français* and *Pourquoi-Pas? IV*. Focusing on coastal charting and oceanographic studies, they explored portions of Graham Land and the Palmer Archipelago, and mapped the coast of Alexander Island along with other features of the Bellingshausen Sea. As a testament to the success of this venture, the maps, which were still being used by whalers 25 years later, chart nearly 2000 kilometres of the Antarctic coast.

Rosove, 62.A1 (“Rare”), & not in Rosove.



ALASKA & THE POLES



One of the Supreme Images from the Heroic Age

**20** PONTING (Herbert). A Cavern in an Iceberg.

Green-tinted carbon print measuring 740 by 540mm. “H.G. Ponting Copyright” blind-stamp lower right, Fine Art Society printed label (with title caption and exhibition number “118” in pencil) on verso of thick card with pencil note “Aitkin, Cheltenham”, 2 very light abrasions. London, Fine Arts Society, 1913. £22,500\*

An original print from 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 enduring record of the Heroic Age. The Fine Art Society exhibited 146 prints at their New Bond Street gallery, and in a touring exhibition around the country, where they could be purchased in four different sizes — this example being the largest.

“A Cavern in an Iceberg”, here in a particularly nice example, is what Herbert Ponting believed was one of the best images he took during the expedition, and it’s hardly a surprise that he retained it for his own account of the expedition, *The Great White South* (London, 1921), rather than including it in the 1913 official

MAGGS BROS LTD



**account.** The picture was taken on 5 January, 1911, and Ponting described the moment thus: "A fringe of long icicles hung at the entrance of the grotto and passing under these I was in the most wonderful place imaginable. From the outside, the interior appeared quite white and colourless, but, once inside, it was a lovely symphony of blue and green."

Ponting wasn't alone in believing the image to be one of his finest. David Hempleman-Adams, writing in his celebratory volume on the work of Pointing and Frank Hurley noted: "This iconic photograph shows Ponting at his best. It is one of the best photographs from any polar expedition. The ship is in the bay and the picture is taken from inside of an ice grotto. The photograph is beautifully composed, opening in the shape of a wave curling around the surfer... The first time I saw this image I thought it was stunning. It is as significant an image as Neil Armstrong standing on the moon for the first time."

Hempleman-Adams, D., *The Heart of the Great Alone* (London, 2009) p.99; Ponting, H.G., *The Great White South* (London, 1921), p.67.

### *Early News from Scott's Last Expedition*

**21** [SCOTT (Capt. Robert Falcon).] Captain Scott's Trip to the South Pole, British Antarctic Expedition.

Printed broadside measuring 765 by 505mm. Browned and chipped with some tape repairs to verso. A very delicate production on poor quality paper. Bacup, Court Theatre, [1912]. £2,000

Extremely rare. Returning Antarctic explorers invariably ended up on the lecture circuit as a way of either repaying debts or raising much needed income. **This piece is particularly interesting as it not only pre-dates the awful conclusion of Scott's last expedition, but even Ponting's own return from the Antarctic.** He didn't leave the Antarctic until February, 1912.

One can only imagine the excitement and anticipation of the public on seeing Ponting's spectacular images. Not only would they have been amazed by the beauty of the photographs, but surely filled with optimism at the prospect of Scott and his men being the first to reach the South Pole.

Indeed, just five days before the date of this performance, Tuesday 9 January, 1912, Scott's Polar Party separated from the accompanying crew members and the five of them headed to the South Pole. The death of the entire Polar Party was one of the great tragedies of the Heroic Age. This broadside is a poignant reminder of the public's hope and fascination with the expedition.

Ephemeral material such as this is extremely rare, this example is not located on OCLC.

ALASKA & THE POLES

# THE "ART"

PICTURES!

COURT THEATRE, BACUP.

MONDAY, JANUARY 8TH, For Six Nights & Matinee,  
Tuesday, Jan. 9th, at 3.

THE BRILLIANT SPECTACULAR PICTURE:- THE

## DELHI DURBAR

Splendid Reproduction of the Crowning Ceremony of the King-Emperor and Queen-Empress of India at Delhi. One of the Finest Pictures ever been shown.

## CAPTAIN SCOTT'S TRIP TO THE SOUTH POLE,

British Antarctic Expedition.

THESE PICTURES WILL BE SHOWN ALL THE WEEK.

SPECIAL NOTICE!

## GRAND ILLUMINATED MATINEE

Tuesday, January 9th, at 3 o'clock,

DOORS OPEN AT 2-30.

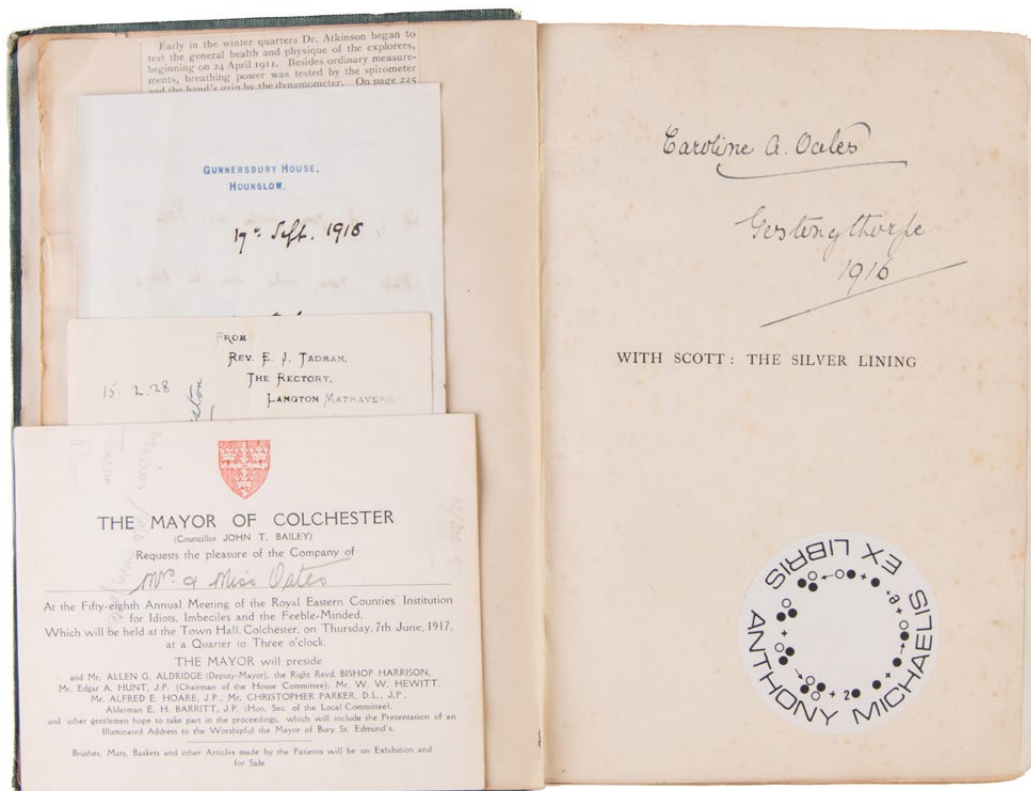
Special Engagement for this week,

## THE ST. SISTERS ST. ALBYNS,

Operatic Vocalists.

TIME AND PRICES AS USUAL.

M. OLT, Printer &c. Borough Printing Works. Bacup.



**Caroline Oates' Copy**

**22** [OATES (Capt. Lawrence)], TAYLOR (Griffith). With Scott: The Silver Lining.

First edition, first issue. 7 maps (2 folding) & numerous (mainly photographic) plates, with further illustrations & maps in the text. 8vo. Original pictorial cloth, a little rubbed, joints frayed, with ownership signature and separate book plate to half title, review of the book pasted to front endpapers, map & article on Byrd pasted to rear. xiv, [ii], 464pp. London, 1916.

[with:] PAYN (Howard). ALS to Mrs Oates 4pp. 8vo. Gunnersby House, Hounslow, 17 Sept., 1916. [and:] TADMAN (Rev. E.J.). ANS to anon. 1p. 12mo. 15 February, 1928. [plus:] Invitation from The Mayor Of Colchester to Mrs. & Miss Oates. Printed card in black and red measuring 115 by 140mm. Annotated in pencil to verso. 7th June, 1917. £2,250

A particularly fine association copy, given to the mother of Captain Lawrence Oates, whose famous last words were recorded in Scott's diary "I am just going outside and may be some time." Mrs. Oates has signed her name on the half title: "Caroline A. Oates / Gestingthorpe / 1916."

The letter addressed to Mrs. Oates from Howard Payn at Gunnersbury House on the Rothschild estate in west London is by way of a covering letter, which also raises some points in Taylor's book to do with the differences between the Magnetic South Pole and the true South Pole. As one would expect he also mentions Capt. Oates, whose suicide enabled the remaining members of the Pole team to move forward, unfortunately only to their own deaths: "I was very glad to see his references to poor Laurie, they all speak so well of him after being so long together which is an awful test, even in a monastery..."

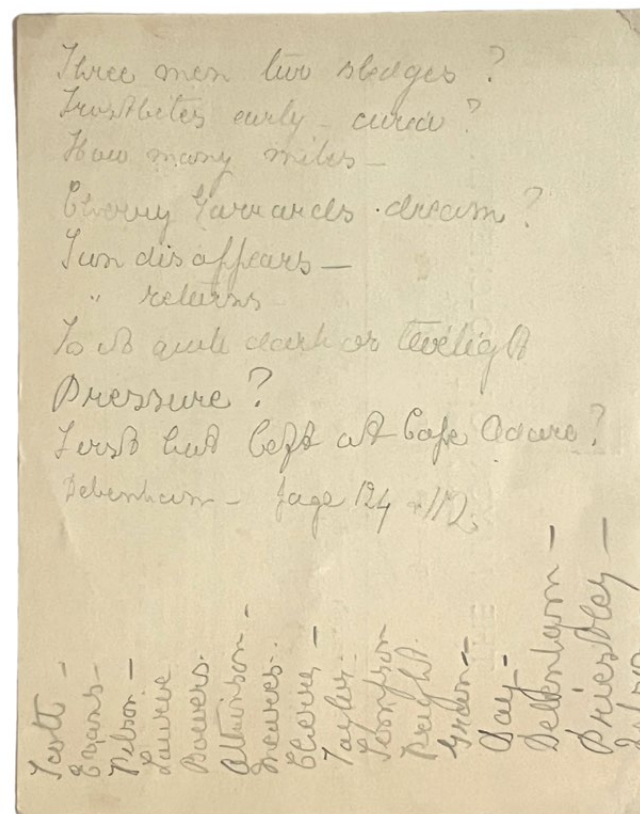
The first issue of Taylor's book is scarce. Published during the middle of the Great War it provided a fresh look at Scott's last expedition, concentrating on the day to day routine and lives of the expedition members at Ross Island, profusely illustrated with photographic plates and original sketches in the text.

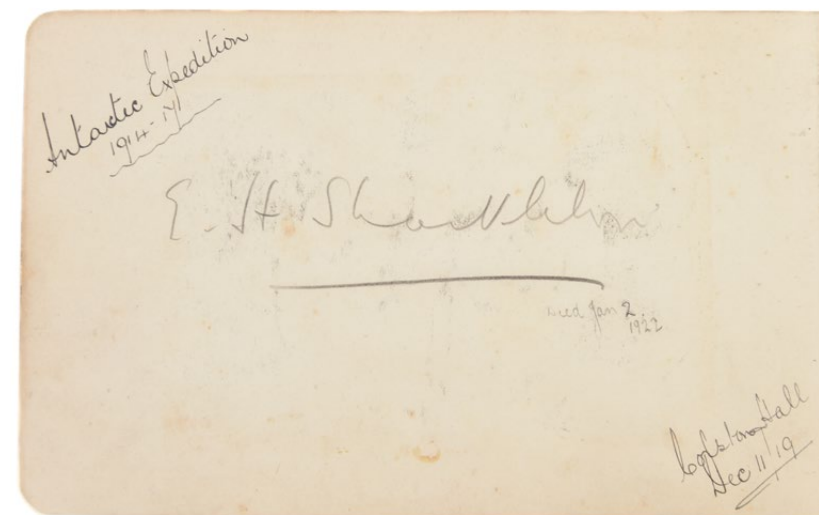
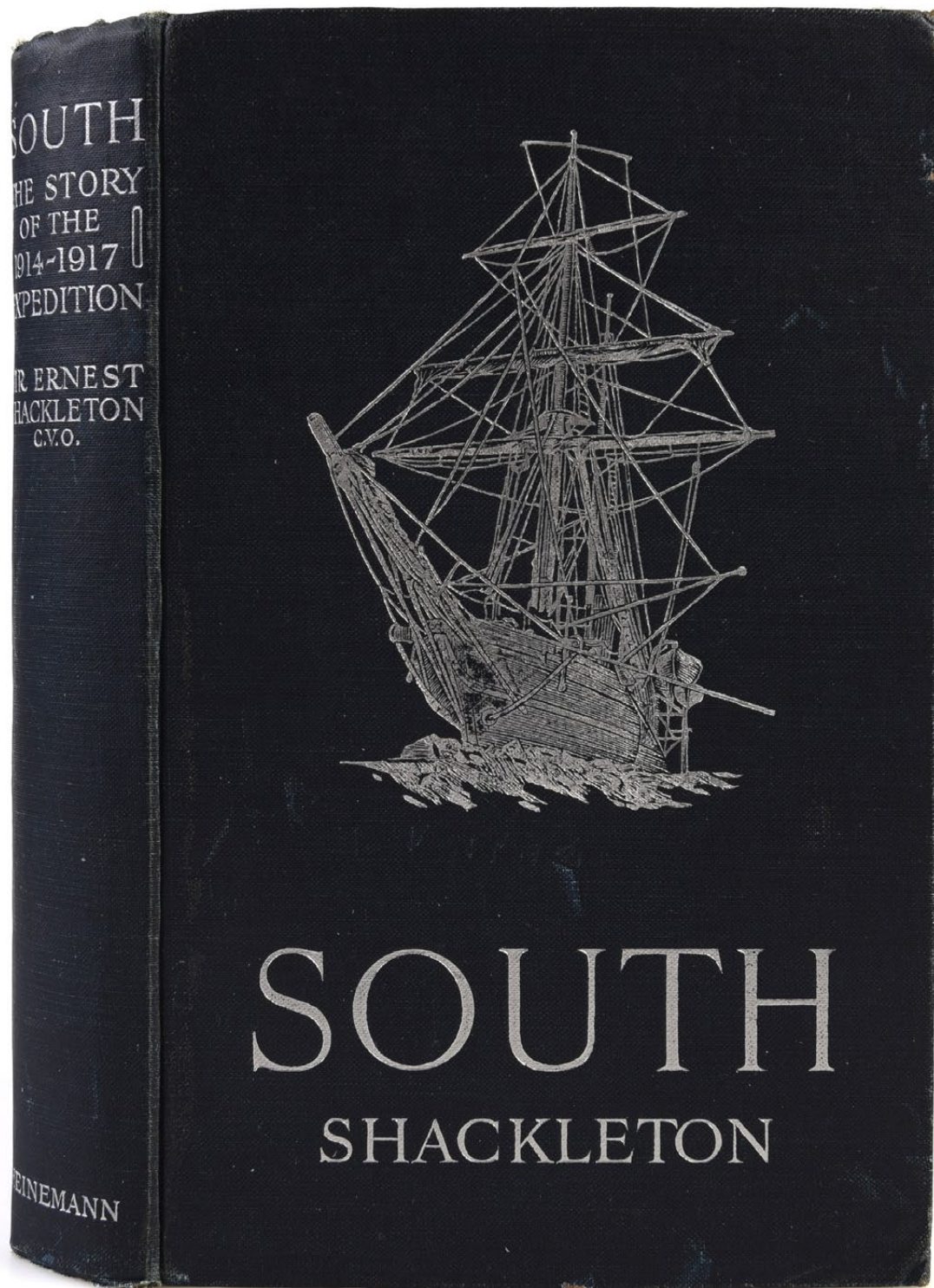
An annotator, likely Caroline Oates, has marked in pencil most of the passages which mention her son. Loosely inserted between the pages is a printed invitation from the Mayor of Colchester to the annual meeting of "the Royal Eastern Counties Institution for Idiots, Imbeciles and the Feeble-Minded" made out to Mrs & Miss Oates. In Caroline Oates's hand there are ten lines of notes to the back of this posing a series of questions about the fatal polar journey. They include: "Three men two sledges? [...] How many miles — Cherry Garrards dream? Sun disappears — returns. So was quite dark at twilight. Pressure? [...]"

There is also a list of the principal expedition members, most with check marks next to them. All bar Oates are described by their surnames, he is denoted simply "Laurie".

Caroline Oates was devastated by the death of her son, and alongside her daughter Violet with whom she lived at Gestingthorpe, did much to preserve his memory and honour his legacy.

Rosove, 324.A1.





*First Edition, with a Signature Loosely Inserted*

**23 SHACKLETON (Sir Ernest).** South. The Story of Shackleton's last Expedition 1914-1917.

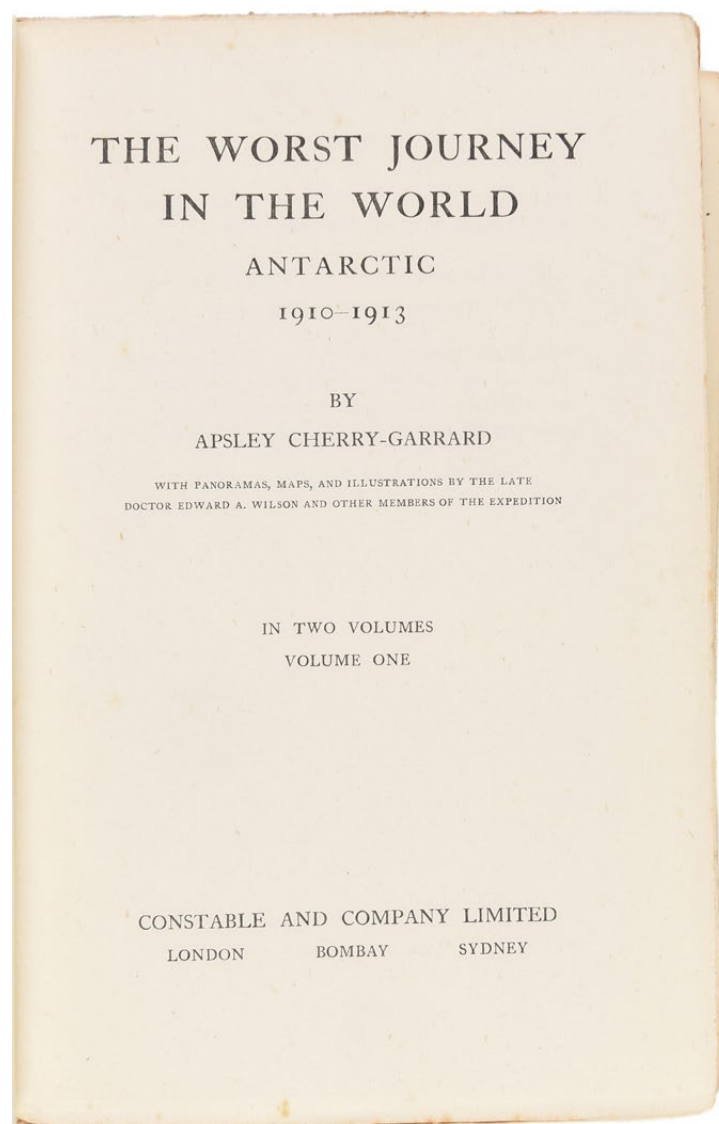
First edition, first impression. Large folding coloured map & numerous illustrations. Tall 8vo. Fine, bright original pictorial blue cloth, blocked in silver, slightly rubbed with one corner worn through, slight bowing to back board. Loss to the ffeps where a taped-down cover has been removed. Internally browned, as usual, with a little foxing and discolouration to some plates. Ownership inscription and ex libris to ffep. Signed leaf from an autograph book loosely inserted. With the errata slip. xxii, 376pp. London, William Heinemann, 1919. £5,500

**A desirable copy, with Shackleton's signature loosely inserted.** The signed leaf is dated "Colston Hall, Dec 11/19", taken at a lecture given by Shackleton in Bristol. The expedition returned two years prior in 1917, but the then state of war saw the captain immediately deployed to the Russian arctic front. His lecture tour, and the publication of this book, commenced after the war's end.

The most inspiring voyage of the Heroic period of Antarctic exploration, Shackleton's party had hoped to cross the continent via the South Pole. They ran into problems from the outset which culminated in their 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.

Due to paper shortages at the end of the First World War, the first impression was printed on inferior paper stock which invariably browned with age. A second impression on better paper was produced the following month.

*Rosove 308. A1; Spence, 1107.*



*“A War is Like the Antarctic ... there is No Getting Out of it with Honour as Long as You can Put One Foot Before the Other.”*

**24** CHERRY-GARRARD (Apsley). *The Worst Journey in the World Antarctic 1910–1913.*

First edition. 2 vols. 5 maps (4 folding) & 6 colour plates, with numerous other illustrations including several panoramas. 8vo. Fine original linen-backed pale blue boards, with printed paper labels, these very slightly soiled, bookplate to front pastedowns. lxiv, 300, [4]; viii, 310–585pp. London, Constable, 1922.

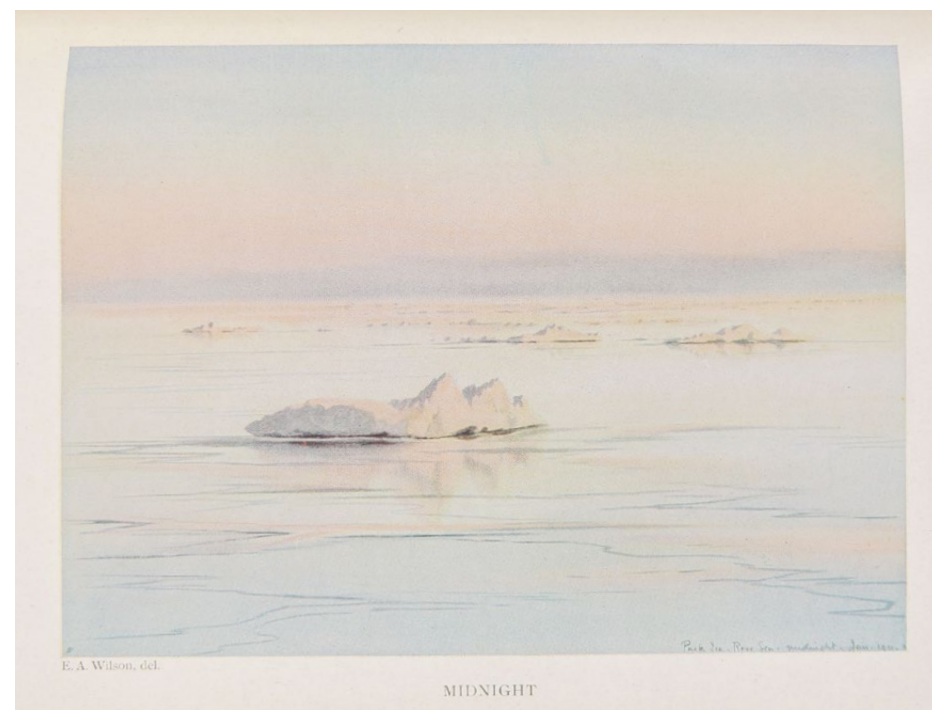
£7,500

ALASKA & THE POLES

“The best written and most enduring account of exploits in the Antarctic” (Taurus). This is an excellent copy of Cherry-Garrard’s (1886–1959) renowned narrative of Scott’s Last Expedition, from the departure from England in 1910 until its return in 1913, in the preferred polar binding of linen-backed blue boards.

Educated at Winchester College and Christ Church, Oxford, Cherry-Garrard was made assistant zoologist of the *Terra Nova* expedition. He’s best-known for accompanying Henry Bowers and Edward Wilson on a 105-kilometre journey to collect Emperor Penguin eggs at Cape Crozier, at the eastern end of Ross Island. “No previous Antarctic expedition had attempted a major excursion during the depth of the Antarctic winter” (Howgego). They departed on 27 June, 1911, pulling two sledges with six-weeks’ rations. They passed Hut Point and Cape Armitage before ascending to the Ross Ice Shelf. Conditions were so miserable and dangerous, the dark relentless, and the weather so cold (as low as  $-61^{\circ}\text{C}$ ) that Cherry-Garrard famously shattered his teeth. Of the six eggs they gathered from the rookery, three broke on the return to their makeshift igloo. Inclement weather was a constant and gale-force winds blew their igloo’s canvas roof away, exposing the men to the worst of the weather. Cherry-Garrard’s sleeping bag weighed more than twelve kilograms from all the frozen sweat. They returned to Cape Evans on 1 August, the remaining three eggs miraculously intact.

Of course, there was the march to the pole, too. He accompanied Scott’s polar party as far as Beardmore Glacier, and was a member of the second-supporting party to be sent back. On 26 February, along with the dog handler, Dmitri Gerov,



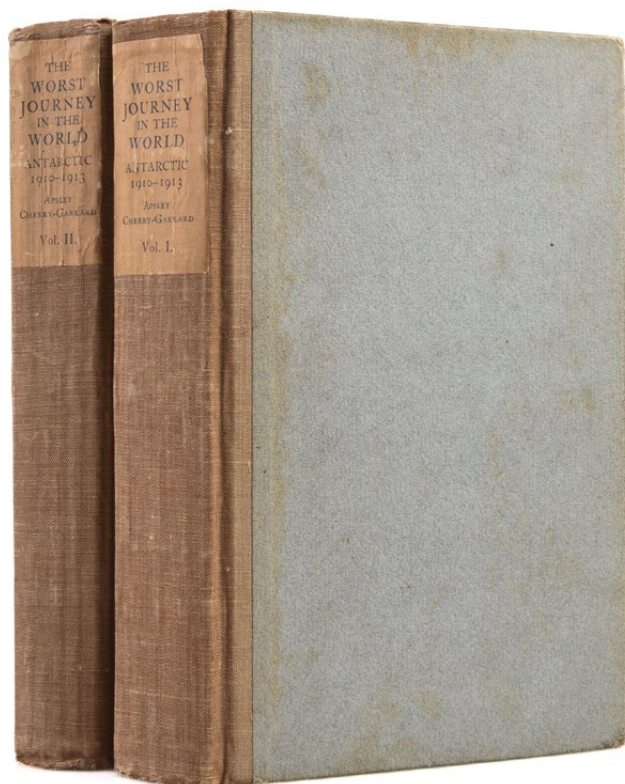
MAGGS BROS LTD

he set off for One Ton Depot arriving on 3 March, looking to meet and support the polar party on their return. They waited a week to no avail, and again inclement weather made travelling further south impossible. On 10 March, they deposited additional supplies and turned back. Finally, Cherry-Garrard was a member of the search party for Scott's body which was found alongside those of Wilson and Bowers.

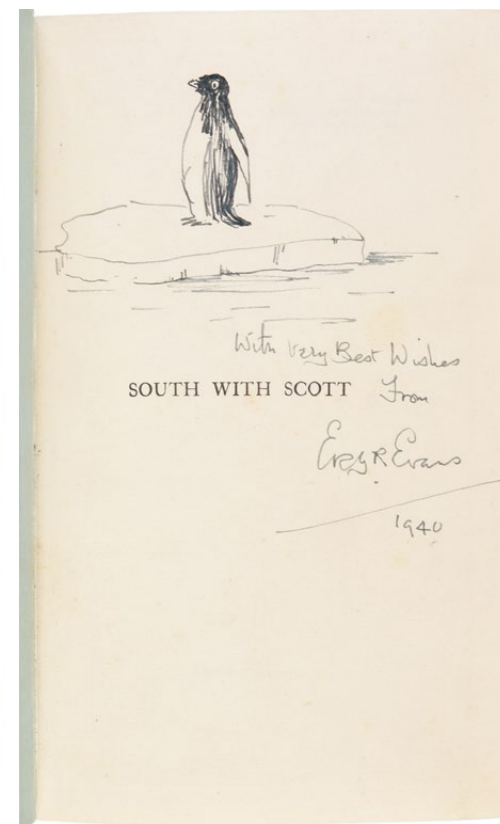
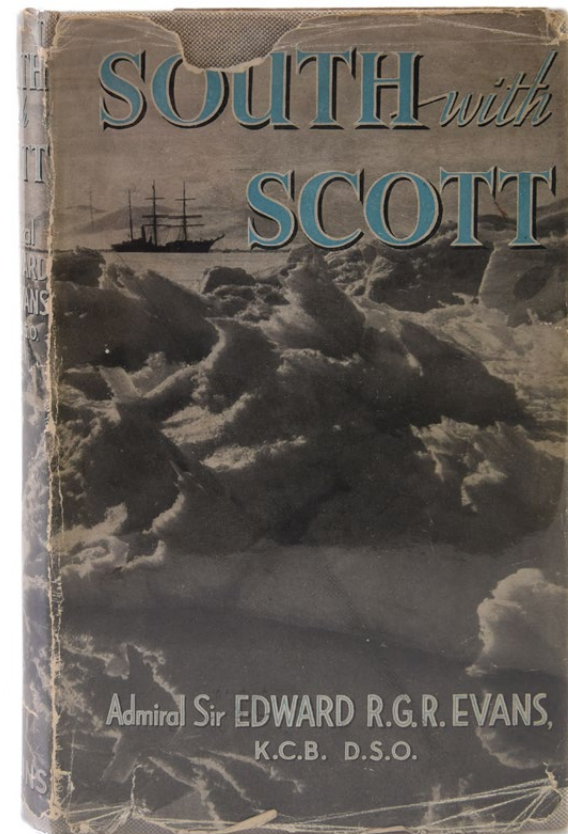
Like so many other Antarctic explorers, Cherry-Garrard returned home only to face fighting in World War One. He served in Belgium before being invalided out in 1916 and used his long convalescence to write *The Worst Journey in the World*. The intervening years meant that he was able to consult widely, drawing not only from his own experiences but also from Scott's diaries, Thomas Griffith Taylor's *With Scott, The Silver Lining* (London, 1916), George Levick's *Antarctic Penguins* (London, 1914), Raymond Priestley's *Antarctic Adventure* (London, 1915), William Lashley's diary (his account in its first appearance), C.J. Wright's otherwise unpublished diary, the meteorological logs kept by Bowers, and even, perhaps inevitably, Amundsen's *The South Pole* (London, 1912).

**It's not only the best account of Scott's Last Expedition, it is the most considered and the most satisfying of any Heroic Age narrative. Edward Wilson's sketches supplement the photographic illustrations.**

*Howgego III, S13; Rosove, 71.A1; Spence, 277; Taurus, 84.*



ALASKA & THE POLES



*Inscribed With A Drawing*

**25 EVANS (Admiral Sir E.R.G.R.) South with Scott.**

Later edition. Folding map & 31 photographs by Ponting. 8vo. A very good copy in publisher's cloth, pictorial dustjacket worn & chipped, ms. inscription & illustration to front free endpaper. xii, 284pp. London, Collins, nd but before 1940. £2,000

A very good copy with a charming illustration of a penguin on an ice floe. While books inscribed by Evans appear on the market from time to time, those with illustrations are much rarer.

Evans served on the 1901-04 *Discovery* expedition with both Scott and Shackleton. He was Scott's second-in-command and captain of the *Terra Nova*. More poignantly, he was originally a member of Scott's polar party, though suffering from scurvy Scott had him turn back 150 miles from the pole. Thus, he was the last living member of the expedition to see Scott alive.

Evans owed his life to the devotion of the two men to whom this book is dedicated: Chief Stoker Lashly and Petty Officer Crean.

*Rosove, 117.14(a).*