

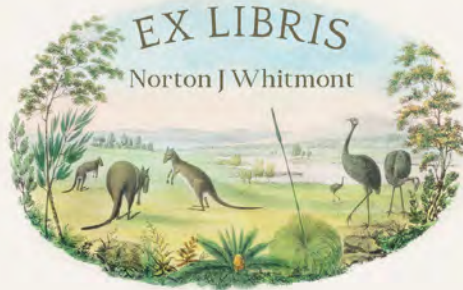
An Answer to Queries proposed by
The Hon^{ble} Committee of
Trade.

(1) Y^d Honors were pleased to propose 2 Queries. The first is
How much of Country in or near the gth Land of America
is possessed by Y^d White Indians independent of Y^d Spaniards.
Our Answer to this is that on Y^d North Sea Coast of Spain there is
no Settlement (where we were there then) from Y^d Port Antonio
to Y^d Cape of Patache till you come about 10 Leas Eastward
of Y^d R. of S. Antonio. All by Coast of Land of Continent being
under possession by Y^d Indian Nations who were under no subjection
to Y^d Spaniards but some of them had a Commerce with the Spaniards
without of Y^d now was at war with Y^d Indians & Privateers to Y^d
against Y^d. In Y^d Islands are no Y^d Indian inhabitants of any
sort but Y^d are frequently visited as well by Y^d Indians from Y^d Con-
tinent as by Y^d Privateers.

(2) Y^d South Sea Coast of Y^d Indians have a much larger tract
of ground for from Y^d R. of S. Antonio to about half a degree South
of Y^d Equator making in a straight line without winding the
bottom of Y^d Cape Italian miles of Y^d Coast 9 or 10 leagues
of Land & near upon 600 Italian miles. Y^d are no Spanish settle-
ments, except 2 or 3 very small ones, one about Y^d River of
S. Maria and Y^d Gulf of S. Michael another
in Y^d R. of S. John the English & French against Y^d Indians of
Gorgona & Y^d which is at some distance by Y^d River of S. Antonio
which favor Y^d Gallies. The Y^d Indians near these settlements
have some Commerce with Y^d neighboring Spaniards as some
of these on Y^d North Sea Coast have but these who live at
any distance were inimical to Y^d at those between Y^d R. of
Cape & Y^d Gulf of S. Michael, those on each side of Y^d Port
Antonio Y^d Cape Y^d Antonio, Y^d R. of S. John & Y^d it is very seldom
that any Spanish vessels touch at these places, Y^d Gallies at Y^d
being Y^d only place frequented by Y^d Privateers.

This Coast from Y^d Cape Y^d Antonio to Y^d Cape Y^d Antonio is a good Coast
with high Land to Y^d Sea covered with wood raising a
few small Rivers but fewers a good Ports, Y^d Cape Y^d Antonio &
it is also far from extraordinary. From Y^d Cape Y^d Antonio to
Y^d Cape Y^d Antonio it is all very low Land to Y^d Sea & floods
water of good anchoring in 10 or 12 fathoms. The Coast
of Land is full of large Rivers but not deep. These Rivers
are very rich in Gold falling from high mountains & are
continued in a Ridge of 16, 18 or 20 leagues longish distant
from Y^d Sea (at visible from them) as far as 20 or 30 from
them along Y^d main Body of Y^d South America. The Y^d

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Alternatively the 7-digit reference number shown for any specific item can be searched at hordern.com.



Please note that all prices are in Australian dollars

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Front Cover:

William Dampier, *An Answer to Queries Proposed by the Hon. Committee of Trade*. London, 1698 (Item 17)

Frontispiece detail:

Thomas Watling, *The Banksian Cockatoo* (Item 38)



HORDERN HOUSE

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THE WHITMONT COLLECTION

A collection 80 years in the making

Hordern House is honoured to issue this first catalogue of rare and important items from a private Sydney library. A treasure trove of original Australian material, much of its contents have not been seen in decades, and several important pieces are here offered publicly for the first time.

The collection, meticulously assembled by a prominent Sydney family over three generations, represents very considerable connoisseurship and an impressive history in its own right: it has been built over some eighty years, allowing the assembly of such a rich and significant collection, tracing the early European history of our country and the entire region.

The result is a collection of materials of such historical and cultural significance that they present a unique opportunity for collectors, historians, and institutions to acquire materials of immense importance.

It is a privilege to see a very rare example of a signed masterwork by the convict artist Thomas Watling, depicting the Yellow-tailed Black Cockatoo, one of the most iconic and striking of Australian birds (no. 38), and extraordinary manuscripts by our most important historical figures, including Banks, Bligh, Cook, Dampier, Freycinet, and Tuckey, including handwritten letters dated from the deck of the *Beagle*, the *Sirius*, even the *Endeavour*.

There are too beautiful hand-coloured works of voyage and natural history, major engravings and maps, and jewel-like relics. Everything in the collection has been fastidiously preserved and protected.

Writing this catalogue has been a lesson in how a curated family collection can become a repository of national significance. A lesson, too, in the fulfilment such a collection can bring, whether in the realisation of a particularly beautiful hand-coloured artwork, the immediacy of a handwritten document dashed off by an explorer or scientist, or even the beauty of a binding, ranging from a stunning Parisian crimson morocco binding on the first Australian atlas (no. 5) through a fore-edge seascape painting completing a presentation volume (no. 28) to another with an intriguing provenance (no. 16).

The major manuscripts include the exceptional survival of an important letter by Captain Cook (no. 13), written just as the *Endeavour* completed her extraordinary voyage. The catalogue particularly features the finest Dampier manuscript in private hands, a major South Seas memorial written by the “pyrate and hydrographer” after his first voyage to Australia – when he spent ten weeks on the WA coast – and just a year before he returned to Australia on HMS *Roebuck* (no. 17).

There is besides, a major manuscript by James Hingston Tuckey, not only recording his voyage to Port Phillip and Van Diemens Land on the *Calcutta* – often called Tasmania’s First Fleet – but also describing his own role in crushing the Vinegar Hill rebellion in Castle Hill in 1804 (no. 37).

Other standouts include the only known letters by any seafarer (rather than officer or naturalist) to have sailed with Darwin, providing an important new insight into the *Beagle* voyage (no. 9); one of the first letters Newton Fowell wrote on board HMS *Sirius* as the First Fleet readied to sail, worried about being paid just three days before they weighed anchor (no. 20); or an ageing Governor Hunter, anxious about the future of his beloved nieces (no. 25).

The richness of the artworks and manuscripts does not overshadow the printed material, including as it does such exceptional rarities as:

- a superlative copy – surely the best of the few remaining in private hands – of the most important work of Australian botany, Ferdinand Bauer’s book on the plants gathered on the *Investigator* with Matthew Flinders (no. 7);
- a gleaming copy of John Gould’s *Mammals*, full of animals so strange the famous natural historian saw them as if from “another planet” (no. 24);
- one of the very rare copies of John Lewin’s work on Australian insects known to have been offered for sale by his widow as she struggled to re-establish herself in London (no. 32);
- or even an almost untouched copy of the most fabulous of any Cook-era publications, Alexander Shaw’s book on the exquisite tapa cloth of the Pacific islands (no. 15).

This is the first of three catalogues we have planned. The second catalogue will be issued later this year with a third in the first half of 2026.

Hordern House,
Sydney

BASS, FLINDERS AND KING IN BASS STRAIT

1. ARROWSMITH, Aaron.

Chart of Van Diemen's Land and Bass' Strait...

Large engraved handcoloured map, 820 x 655 mm., dissected and backed on linen, framed.

London, A. Arrowsmith, 2 March 1822.

A wonderfully preserved copy of Arrowsmith's 1822 map of Van Diemen's Land and the islands of Bass Strait, derived from the explorations of George Bass and Matthew Flinders and updated with the most up-to-date coastal and inland discoveries.

This fine map is closely based on the first chart of Tasmania issued by the eminent London cartographer in June 1800, which had been based upon the arduous journeys of Bass and Flinders in 1798 and 1799 respectively and which was the centrepiece of Flinder's published *Observations* (1801). A French version of the map had been carried by Baudin when he made his explorations of the 'Terre Napoléon.'


Any version of this map is testament most of all to the arduous journeys of Bass and Flinders: the printed note in the lower right discusses the early discoveries of Tasman and Furneaux, continuing: 'Mr. G. Bass visited the North Side of the Strait, called after him, in an open whale-boat from Port Jackson in January 1797, but though suspected of being separated from New Holland, Van Diemen's Land was not known to be a distinct Island, until its circumnavigation was accomplished in a small sloop called the Norfolk commanded by Lieut. M. Flinders, in the years 1798-9.'

Crucially, there are some nautical adjustments and notes for this 1822 issue — Macquarie Harbour, for example, is marked on the west coast of Tasmania, after the visit of Phillip Parker King and John Oxley — but in fact the major additions to this map relate chiefly to the inland mapping of Tasmania in the wide belt of land between Launceston and Hobart.

Aaron Arrowsmith (1750-1823) held a position as Royal hydrographer for many years and was widely respected as a cartographer par-excellence. His firm Arrowsmiths were the leading British map makers of the early nineteenth century. Arrowsmith himself had the confidence of the great figures such as Flinders, Bass and Colnett, and worked closely with Alexander Dalrymple, then forging ahead with the Admiralty Hydrographic Office.

Arrowsmith's large format major charts from all over the world are among the most desirable of all early-modern maps. All of Arrowsmith's Tasmanian maps after Flinders are famously rare, beginning of course with the signature *Observations*, one of the greatest desiderata of any voyage collection. Indeed, this 1822 issue seems unexpectedly rare, with only a handful of confirmed copies in Australian collections (SLNSW, NLA, Tasmania). There was a later 1833 edition which is also sometimes seen. Records of this map being sold are scant: the only other example that we have handled was the copy that had belonged to Louis de Freycinet — a fascinating reflection in its own right of the esteem in which Arrowsmith was held.

\$32,000

 5001002 at hordern.com

Tooley 'Printed Maps of Tasmania', 90.



BANKS AND BLIGH'S SECOND BREADFRUIT VOYAGE

2. BANKS, Sir Joseph.

Autograph letter signed, to Sir Evan Nepean.

Autograph letter signed, 2pp. on one quarto bifolium leaf; in fine condition, preserved in a handsome quarter morocco slipcase.

Soho Square, London, 1 April, 1794.

A good early letter from Banks relating specifically to the second breadfruit voyage of Bligh on HMS *Providence*.

This fine original letter from the “Father of Australia” was sent from Soho Square to Under-Secretary of the Admiralty, Sir Evan Nepean, enclosing an account (not present) of salary due to James Wiles, the head gardener who accompanied Bligh.

Testament to the interest Banks took in the outfitting of both of Bligh’s voyages, Banks personally appointed Wiles (1768-1851) to the position of gardener on the *Providence* in June 1791, giving him instructions that were very similar to those that he had earlier provided to David Nelson on the *Bounty* – Nelson’s tragic death in Kupang after the open boat voyage had been a blow to Banks’s ambitions, given Nelson’s expertise as a veteran of Cook’s third voyage and the fact that he worked at Kew for many years before sailing with Bligh.


Banks was anxious to replace Nelson with a well-credentialled gardener, and soon settled on Wiles, who had trained at Chapel Allerton, the property of R.A. Salisbury, one of the first places to grow Australian exotics in the eighteenth century, the ideal training for returning to the Pacific with Bligh. A number of important letters from Wiles are recorded, chiefly in the Banks Papers of the SLNSW.

In the present letter Banks seeks to clarify Wiles’s standing, given that he had remained in Jamaica in June 1793, describing him here as “the head Gardener who accompanied Capt. Bligh in the *Providence* & was discharged at Jamaica where he is now employed by the assembly in the care of the bread fruit trees which he brought from Otaheite.”

Banks also notes in the same letter that he hoped to tidy up any payments due to Wiles’s fellow gardener Christopher Smith (d.1807), at the same time. This was a matter of some urgency because Smith had come home to England on the *Providence* with the voyage plants destined for Kew but was on the brink of being sent – again by Banks – out to the Calcutta botanic gardens. One of Smith’s assistants in Calcutta was Peter Good, who later sailed with Flinders.

Nicely written and signed, albeit in Banks’s usual hasty scrawl, the letter amply demonstrates the central position he held in respect to most voyages of exploration into the Pacific in the late eighteenth century. It connects Bligh, the voyage of the *Providence*, the breadfruit saga and the Admiralty and is a fine example of Banks as the “dealmaker” both in the appointment of officers and their welfare whilst on duty.

\$15,000

 5001005 at hordern.com

ANBG (online); Carter, Sir Joseph Banks (1988); Chambers, The Indian and Pacific Correspondence of Sir Joseph Banks, vol. IV (2011); Dawson, The Banks Letters (1958); SLNSW (Banks Papers).

Shrewsbury
April 11 1794.

Dear Sir

Enclosed I send you on account
of the salary due to William Wiles the head Gardener
who accompanied Capt Bligh in the Providence
& was discharged at Jamaica where he is now
employed by the assembly in the care of the bread
fruit trees which he brought from Otaheite

He was discharged June 12 1793
at which time consequently his salary ceases but
it was not till a few days ago that he empowered
me to receive ~~his~~ it & to apply it & his
benefit

if you will be pleased to order it
into Course of Payment I shall be obliged to you

and as Smiths salary the account of which
was delivered to you on the 10th of December is
not yet paid both may be received by me at the
same time

Yours Sir
Yours Obedient
& faithful Servant
Jas. Beatty

RESPLENDENT WITH HIS PACIFIC CLOAK AND ARTEFACTS

3. [BANKS] WEST, Sir Benjamin, engraved by John Raphael SMITH.

Sir Joseph Banks Bt.

**Mezzotint, 573 x 380 mm. (plate size); a clear fine impression,
beautifully mounted in an attractive pedestal frame of Hawaiian Koa.**

London, Molteno, Colnaghi & Co., 1 May 1788.

Splendid mezzotint portrait of Joseph Banks after the famous original by Benjamin West.

In December 1771, only four months after his triumphant return to England from Cook's *Endeavour* voyage, Joseph Banks sat for a full-length portrait by the American history painter Benjamin West, P.R.A. (1738-1820). Painted when he was twenty-nine years of age, it was the first "authentic" portrait of Banks and remains one of the best of all subsequent likenesses of him. Appropriately, West depicted him draped in a native cloak and surrounded by all manner of Polynesian artefacts which Banks had collected during the voyage including clubs, a paddle and a feather-handled basket.

Often overlooked among all the riches is an enormous folio botanical book open on the floor beside him, a very rare pictorial representation of the project which was dearest to Banks's heart.


The whereabouts of the original West oil was for a long time a mystery, but it was rediscovered several decades ago and now hangs in the Usher Gallery in Lincolnshire.

John Raphael Smith, a young engraver, created this mezzotint from West's original painting; Banks himself regarded it as one of only three satisfactory likenesses of him to be printed.

This is a particularly fine and rich impression of the Molteno/Colnaghi issue of the image, published in 1788 with the caption revised to read "Sir Joseph Banks Bt." (Banks was knighted in 1781). Previously issued by Hooper and Smith in 1773, both versions of this portrait are extremely rare, with this much the rarer of the two: in fact we have not been able to find any record of this issue offered for sale in many decades. It dates from the earliest years of the publishers' careers, and it is possible that they located copies of the first issue and updated them with a new caption and imprint.

This rare version of the print, unknown to Nan Kivell and Spence, was recorded by Beddie only from the copy in the Dixon Library.

\$48,000

 5001009 at hordern.com

Beddie, 4229; Carter, Sir Joseph Banks 1743-1820, Paintings - engraved, no. 2; not in Nan Kivell and Spence, (but see illustration of 1773 issue, p. 78).



PHILLIPS'S FINAL PORTRAIT, FOR THE HORTICULTURAL SOCIETY

4. [BANKS] PHILLIPS, Thomas (after).

Portrait of Joseph Banks as President of the Royal Society
(engraved by S.W. Reynolds & S. Cousins).

Mezzotint engraving on paper, 441 x 357 mm.; with good margins on all sides, including all of the unlettered area at the bottom of the impression, cut on plate-mark at bottom (but showing all the blank lettering space).

London, S.W. Reynolds, August 1822.

Fine portrayal of the mature Banks, after the last of his portraits by Thomas Phillips. This is a rare and desirable early impression of the mezzotint, a “proof before letters”.


At the time of painting Banks's portrait, Thomas Phillips (1770-1845) was one of the leading portraitists of his day, and a particular favourite of men of genius and talent. Beginning in 1808, he had made several large portraits of Banks to the order of different clients, the first remaining with the family until it was purchased by Sir William Dixson (now SLNSW) and another being taken for the Royal Society. Much to Banks's delight, the portraitist was adept at presenting him as the great statesman of British science, wearing his Order of the Bath decorations, sitting amid the ceremonial trappings of the Royal Society. Banks had been elected President of the Royal Society in 1778, and held the distinguished and highly influential position until his death in 1820. He remains the longest serving President in the history of the Royal Society.

Following his voyage with Cook on the *Endeavour* (1768-1771), Banks became the lynch-pin of Pacific exploration and the settlement of Australia. For the first three decades of settlement Banks —“the Father of Australia”—was the accepted authority on the new colony and involved himself in all aspects of its development.

The Phillips portrait was so popular that others of Banks's friends commissioned different versions, the last of which was this one, ordered by the Horticultural Society shortly after Banks's death in 1820. Although the face is copied in essentials from the earlier works, Phillips no longer felt the need to make his sitter so formal and forbidding, softening his eyes, while also replacing the trappings of his Presidency with subjects much dearer to the old botanist, a botanical plate by William Hooker on his desk and a new paperback book in his hand. Placed near his hand are some spectacles, the only known representation of the glasses he needed in old age.

This mezzotint was engraved by Reynolds and Cousins from the original picture in the possession of the Horticultural Society. The proof is “before letters”: when the title block was eventually added it would read thus: ‘The Rt. Honble. Sir Joseph Banks, Bart., G.C.B., president of the Royal Society of London, Honorary member of the Horticultural Society of London &c... / painted by T. Phillips; engraved by S.W. Reynolds and S. Cousins. Pubd. by S.W. Reynolds, Augt. 1822’.

\$16,750

 5001125 at hordern.com

Beddie, 4166; Carter, Sir Joseph Banks 1743-1820, Paintings - engraved, no. 12; Catalogue of Engraved British Portraits, Banks, 11; Fara, ‘The Royal Society's Portrait of Joseph Banks’ (1997); Nan Kivell & Spence, Portraits of the Famous & Infamous, p. 16 (illustrated on p. 262).



EXCEPTIONAL COPY OF THE FIRST AUSTRALIAN ATLAS

5. [BAUDIN] FREYCINET, Louis Claude de Saulces de.

Voyage de Découvertes aux Terres Australes...
Navigation et Géographie. Avec un Atlas.

Quarto text, and folio atlas, the atlas containing 32 finely engraved charts; a superb copy in contemporary straight-grained crimson morocco gilt, double borders to the sides, flat spine panelled in gilt with neo-classical ornaments, gilt dentelles over light blue moiré silk endpapers, all edges gilt; in specially made solander cases.

Paris, Imprimerie Impériale, 1812-1815.

Freycinet's crowning achievement: the greatest monument to Australian discovery, and the first Australian atlas. Rare, important, and exceptionally beautiful, this is a most desirable set in a glorious French crimson-morocco binding of the highest quality. Such specially prepared copies were created for purposes of presentation, typically to major figures of the voyage or naval establishments. We can compare a remarkable set of the narrative account of the Baudin voyage sold by ourselves in 2011 which had been presented to Napoleon's Minister for the Navy and the Colonies; another example is the pictorial atlas from the voyage in similar binding from the collection of David Parsons and now in the State Library of New South Wales.


This pair of volumes represents the rarest part of the official account of the Baudin voyage, the separately-issued hydrographical section, comprising the quarto text volume which is a pilot of the complex waters of the Australian coast and the folio atlas with its important suite of maps, the first complete mapping of the Australian coastline and most famously including both the first full map of the entire continent and another showing the 'Terre Napoléon,' displaying French ambitions on the south coast.

So famous are the two central maps that it is still surprising to see the quality of the numerous other maps of Australia and the Pacific of great consequence, including the justly famous charting of Tasmania and Bass Strait from observations made in 1802-3. The Baudin coastal explorations are commemorated by numerous place-names along the Australian coast, especially in Tasmania and Western Australia.

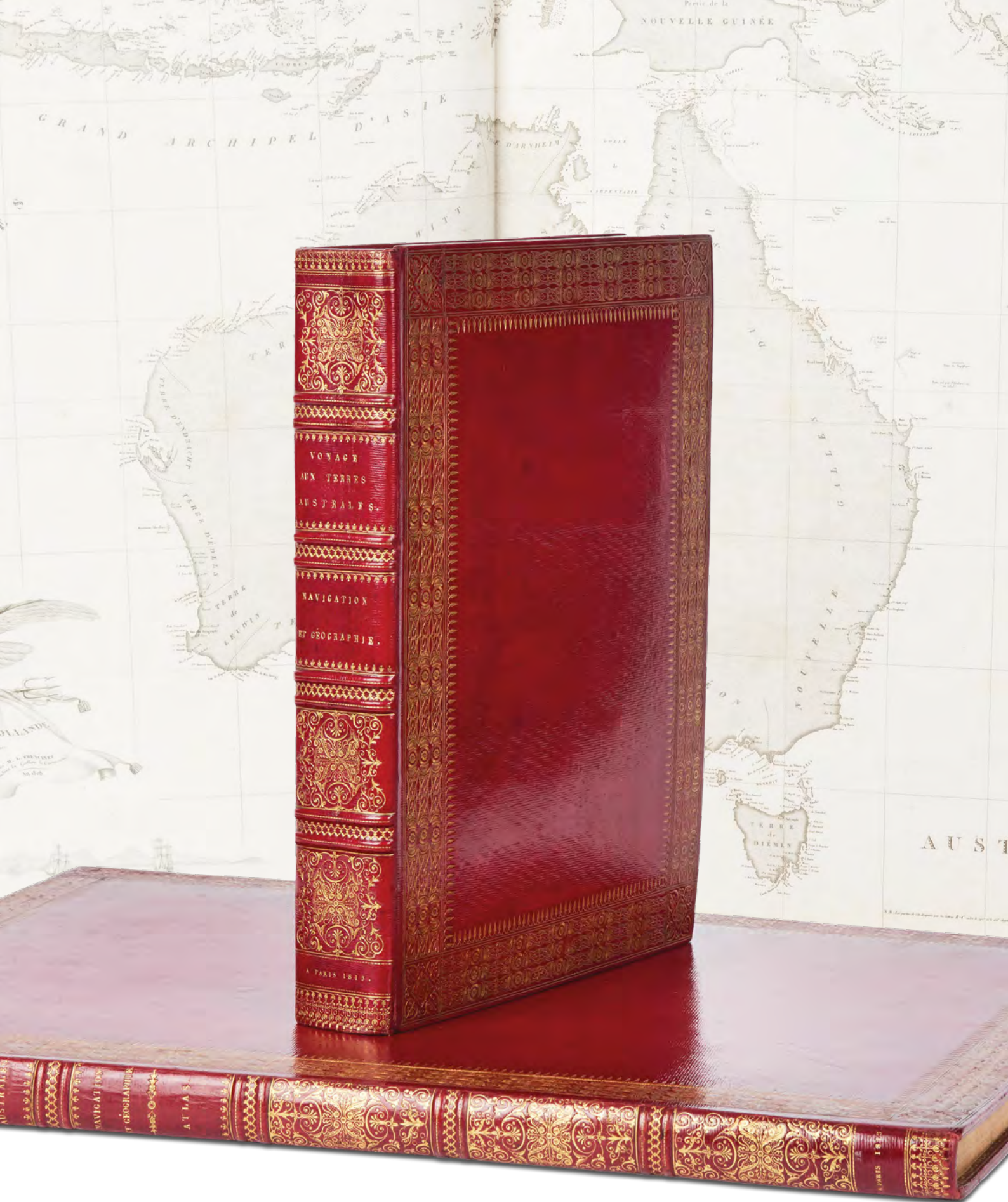
The atlas and accompanying text were quite separate from the historical section of the published Baudin account; they were issued on different dates, sold separately, and even distributed by a different bookseller. The specialised nature of the section meant that it was not often added to copies of the narrative, and it is now very much rarer.

The distinguished rival of Flinders' Atlas, it was also the English work's predecessor by several years. Of particular interest, given the debate about English/French place names and priority of discovery, is Freycinet's acknowledgement of previous authority, whatever its nationality – particularly in the charting of the Tasmanian coast which includes insets of the prior work by Tasman, Marion du Fresne, Furneaux, D'Entrecasteaux, Bass and Flinders.

\$260,000

 5001010 at hordern.com

Ferguson, 536 and 603; Wantrup, 80a and 81.



6. [BAUDIN] PERON, François.

Autograph letter signed, to Jean-Pierre Bachasson,
comte de Montalivet, Minister of the Interior.

Autograph letter, boldly signed, on a single quarto page.

Paris, 15 rue Copeau, 16 November [1809].

An important and moving letter in which the voyager and scientist François Péron (1775-1810) writes to his political masters, pleading with them to continue with the publication of the Baudin voyage account whilst simultaneously asking, in tragic terms, to be allowed leave in one last fruitless attempt to restore his own parlous health. Péron describes being so ill with tuberculosis that he is coughing up blood and living in self-imposed isolation.


The letter reveals something of the pressure, almost censorship, under which he was working, because he also records sending through a long extract from the book to be checked over before it could be sent to the printer. This extra layer of bureaucracy must have added significantly to the already torturous process of writing the book. The letter has a real pathos given that his requests would be not so much denied as ignored: Péron would abandon the writing of the book just a few months later.

The letter addresses Jean-Pierre Bachasson, Comte de Montalivet, for whom Baudin named the Montalivet Islands off the northwest coast of Australia. One of Napoleon's most trusted statesmen, he was appointed Minister of the Interior in October 1809; it was his ministry that had the ultimate say over the fate of the work.

During the previous two years Péron had spent much of his time in the Mediterranean, for his health and to continue his work on marine natural history. He spent a few days in the Freycinet family home in the Drôme, Freycinet's father leaving a memorable pen-portrait of Péron's style of passionate conversation. Later in 1809 he returned to his house in Paris, working hard on the Baudin voyage account until the Autumn of 1810, when he finally retired to his hometown Cérilly, his health ruined; he died in December.

The first text volume of the Baudin account had appeared more than two years earlier and Péron knew that the fate of the second volume was looking shaky. The letter therefore stands as a heart-breaking epitaph to his efforts, detailing how sick he is, enduring a strict health regimen and living in isolation as he works. Only in 1816 would the second volume appear, seven years after Péron wrote this desperate letter in which he comments – incredibly given this long delay – that the sections up to the end of signature “R” (that is, p. 136) were already printed. In fact, Péron would complete a further 100 pages before his death, all of which would lay idle until his papers were finally given to his old colleague Louis de Freycinet to complete.

\$24,000

 5001119 at hordern.com

Monsieur,

Conformément à l'usage établi par vos précédents pour
la publication des Voyages aux terres Australes, j'ai l'honneur d'adresser
à N. S. la feuille N. O. P. & R. du 2.º Volume de ce Voyage,
afin qu'elle puisse en prendre connaissance, et mettre le bon à tirer
pour l'impression imprimée.

Permettez-moi de saisir cette occasion pour rappeler à votre Excellence,
la demande que j'ai l'honneur de lui présenter il ya quelque temps;
cette demande est juste, Monsieur, et une position en un seul mot
j'ai votre désir plus instante. Depuis l'époque, en effet, où N. S.
daigna me faire appeler auprès d'elle je n'ai pu que par l'effet de ce devoir
le faire, malgré le régime pénible que j'ai, et la santé altérée
dans laquelle je suis.

Agissez, Monsieur, favorablement de ce que je propose et de la
haute considération avec laquelle j'ai l'honneur d'être
De votre Excellence

Le très-humble et très-obéissant serviteur

Deville

commiss. d. d. l'imp.
de France au bureau
N.º 15.

7. BAUER, Ferdinand.

Illustrationes florae Novae Hollandiae, sive icones generum quae in Prodomo Novae Hollandiae et insulae van Diemen descripsit Robertus Brown.

Folio, with 15 fine engravings in duplicate, one set in superb handcolouring, the other in the uncoloured state; a fine copy in period-style mottled calf by Aquarius.

London, Ferdinand Bauer, 1813.

First edition: a superb example of one of the greatest of all botanical works by one of the great botanical artists of all time. Bauer's depiction of the Gynea Lily is justly one of the most famous illustrations of any Australian flower, but it is still dazzling to see it in its original splendour.

Bauer's magnificent book is extremely rare in any state, but this remarkable copy contains two complete sets of the wonderful engravings, one handcoloured by the artist and the other in the uncoloured state. Over the last forty years we have handled just three other copies of this splendid book, one with the plates uncoloured, and two with the plates in their original colour. This fourth copy is the only example that we have seen with the plates in both states. It must be the finest copy still in private hands.

Ferdinand Bauer (1760-1826) has been highly praised. Goethe wrote that "it is a real joy to look at these plates, for Nature is visible and art concealed". Wilfred Blunt in the standard reference *The Art of Botanical Illustration* maintained that "the last 200 years can show no artist of the calibre of these brilliant brothers [Ferdinand and Franz]". Born in Feldsberg, Austria in 1760, Ferdinand was the son of the court painter to the Prince of Liechtenstein. With his brother Franz the young boy was trained in the monastery of Feldsberg in botany under the protection of Norbert Boccus (1729-1800). Ferdinand was later sent to study at the Royal Botanical Gardens at Schonbrunn Palace before travelling to England and studying with John Sibthorp, Professor of Botany at Oxford.

Bauer's first published work was the celebrated series of handcoloured engravings that he made for Sibthorp's great *Flora Graeca* – at the time described by Joseph Hooker as "the greatest botanical work that has ever appeared". Of course, a talent so rare soon caught the attention of Sir Joseph Banks who was at this time involved in the planning for Matthew Flinders's voyage in the *Investigator*, which was to make the first circumnavigation of Australia. Ferdinand was invited to be the expedition's artist, whilst the botanist on this momentous expedition was Robert Brown.

So in 1801 Bauer went as the artist on the coastal survey of New Holland carried out under the command of Matthew Flinders. In 1803, after the *Investigator* was condemned as unseaworthy, Flinders left for England to obtain another ship to complete the expedition. Bauer and Brown, however, continued their travels in Australia. They were an ideal team, Brown describing the collected specimens and Bauer sketching and painting them. They then decided to travel separately and Bauer stayed eight months collecting and sketching on Norfolk Island and in New South Wales, whilst Brown went south to Van Diemen's Land. They finally returned to England in 1805 with several thousand botanical specimens and many hundreds of sketches of plants.

FERDINANDI BAUER

ILLUSTRATIONES

FLORÆ NOVÆ HOLLANDIÆ,

SIVE

ICONES GENERUM

QUÆ

IN PRODROMO FLORÆ NOVÆ HOLLANDIÆ ET INSULÆ VAN DIEMEN

DESCRIPSIT

ROBERTUS BROWN.



LONDINI:

VE NEUNT APUD AUCTOREM,

(10, RUSSEL-STREET, BLOOMSBURY.)

M DCCC XIII.




Sir Joseph Banks persuaded the Admiralty to pay Ferdinand to work on a selection of the plates for publication, and for the next five years the young artist engraved his own plates and handcoloured them.

The *Illustrationes Florae Novae Hollandiae* was issued in three parts of five plates each. Bauer's original intention was for a much larger-scale work; however as he had only 23 subscribers the work could not continue. His elder brother, Franz Andreas, later explained that the project was abandoned due to Ferdinand's very high standards of workmanship and his subsequent inability to find competent engravers and colourists to assist him: "Ferdinand could not find people capable either of engraving or colouring the plates properly, and was consequently obliged to execute every part of the work

with his own hands, thus occupying far too much time. Very few, indeed, coloured copies has he been able to prepare and sell". Disappointed, Ferdinand returned to his native Austria and died in Vienna in 1826.

There is just a handful of books relating to Australia of such great rarity and beauty that they have become icons – the *Illustrationes Florae Novae Hollandiae* justly belongs in this selection. This particularly fine copy with the plates in two states is of exceptional rarity.

\$275,000

 5001012 at hordern.com

Bibliography: Blunt, *The Art of Botanical Illustration*, ch 17; Dunthorne, 27; Ferguson, 549 (noting six copies, all in institutions, two of which are coloured); *Great Flower Books*, p. 49; Henrey II, p. 195; Nissen BBI, 96; Pritze, 493; Stafleu & Cowan TL2, 362.



AUSTRALIAN BOTANY, WITH SUPERB PLATES AFTER BAUER

8. [BAUER] ENDLICHER, Stephan Ladislaus.

Iconographia generum Plantarum.

Quarto, with 125 engraved plates; original wrapper bound in as title; contemporary half morocco.

Vienna, Fr. Beck, 1837-1838-1841.

A scarce and important pictorial study of Australian botany, with a fine series of detailed plates, some two-thirds of them after original drawings by the celebrated botanical artist Ferdinand Bauer. The book was dedicated to the botanist Allan Cunningham, who had sailed on the King voyages (a reminder of the close networks of scientists in this era).

The book is in large part a monument to the *Investigator* voyage, because so many plates derive from the time when Bauer and his great friend Robert Brown were making their collections in the southern hemisphere between 1801-1805 (both men stayed on to continue their researches after Flinders sailed on the *Cumberland* in 1803, meaning that they escaped their former captain's ignominious imprisonment in Mauritius).


As is now well-known, Bauer's output was immense, but much of it was published piecemeal, with scattered plates and drawings being taken up in England and across the continent, often in small print-run specialist works. The ambitious plan for a comprehensive botanical publication had long since been shelved, especially after Bauer returned to his homeland Austria in 1814, spending the last decade of his life in Vienna.

The scattering of Bauer's work meant that figures such as Stephan Endlicher (1804-1849) became one of his and Brown's more significant heirs, here able to publish these exquisite plates for the first time. Endlicher's fastidious approach – the precision of the engravings is exemplary – probably hastened his own financial collapse soon after.

The plates are almost entirely devoted to Australian and Norfolk Island species, many of them first discovered and described by Bauer and Brown while sailing with Flinders. The illustrations are keyed to Endlicher's wider-ranging work *Genera plantarum*, but the book was always designed to be a separately available work, because the tremendous cost of botanical illustration in this era would have otherwise rendered the more general work beyond the reach of most buyers.

The book was issued in a series of ten parts; the present copy, bound from the parts with one of the original printed wrappers as a title-page, does not have the eight pages of preface issued with part four. It belonged at one time to Henry Barron Fielding (1805-1851), the British botanist "who assembled an important herbarium" (Stafleu) of Brazilian and Ceylonese plants; his herbarium and library are at Oxford.

\$9,500

 5001014 at hordern.com

GENERUM PLANTARUM

E D I D I T

STEPHANUS ENDLICHER.

VINDOBONAE.

APUD FR. BECK, UNIVERSITATIS BIBLIOPOLAM

1837.



9. [BEAGLE] BURGESS, Thomas.

A series of six letters from Thomas Burgess, Royal Marine, to his father Israel Burgess at Lancashire Hill, near Stockport, Cheshire.

Six autograph letters and a seventh printed document completed in manuscript, various sizes.

Housed in a custom made case.

Various places, during the voyage of the *Beagle* and on earlier passages, 1831-1835.

A superb unpublished group of original letters, including the only three known letters written by any crew-member of HMS *Beagle* during Darwin's circumnavigation, written to his parents by a literate and observant private in the Royal Marines. Included are particularly fine voyage letters from Rio, Montevideo and Valparaiso.

Burgess was bursting with pride about his adventures – “I have been in three quarters of the globe already” – and described taking the appointment through a combination of a spirit of adventure, the good money on offer and the hope that “if ever I do live to Come home I will be able to Sit Down and tell a good Story.”

It is also attractive to note that in order for Burgess to be eligible for the soldier's concession postal rate of one-penny for each piece – far cheaper than standard post — the letters had to be authorised by a senior officer on board, meaning that his *Beagle* letters have the additional appeal of having been countersigned by officers on board, one by Bartholomew James Sullivan and two by the very long-serving John Clements Wickham.

Any original manuscripts dating from the *Beagle* voyage would be highly prized and keenly sought after, but Burgess's letters are doubly significant for the insight they give into the feelings and motivations of the otherwise overlooked and rather anonymous crew. Equally importantly, they provide remarkable details of the life of the “only member of the crew who left a record of his regard for Darwin in a series of letters written in 1875” (Darwin Online). Darwin was so fond of his old companion on the *Beagle* that he later sent him gifts of a carte-de-visite photographic portrait and a copy of one of his books (surely his account of the voyage, although it has not yet been discovered). Burgess and Darwin were almost exact contemporaries, which undoubtedly played a part in the understanding they shared, and it is also telling that neither showed even a glimmer of interest in going back to sea after their return.

Burgess (1810-1882) enlisted in the Marines in mid-1829 and was something of an old South America hand when the *Beagle* arrived in Rio in April 1832. He was snapped up by Commander Fitzroy very quickly (the cannier captains of survey vessels were very prompt to find and poach well-regarded sailors) and went on to make the entire voyage of discovery proper (1832-1836). Burgess was clearly well-regarded, not only by Darwin but also implicitly by FitzRoy, who is known to have paid particular attention to every aspect of his outfitting and boasted of enjoying the luxury of “a choice of volunteers to fill vacant places” (FitzRoy, *Narrative*, p. 21).

ber 16 1830
 or a South America
 and mother I write these few lines hoping
 find you in good health as it leaves me
 leisure it affords me I can't find
 that you had forgot me
 I received both letters
 and they were
 an acc

Admiralty, 15th February 1837

Thomas Burgess

I am commanded
 the Ad-

Berlinmouth Hunts Jan^y 11 1830

Parents
 along
 for
 Burgess Private Royal Marine
 and on Ship Beagle
 Beagle made his May 9th 1830

Dear father and mother
 Riodejancaro June 29 1832

It was with great pleasure I received your
 Letter when I did for I was very much
 afraid that I should not be able to get it
 before we sailed for Montevideo I have left
 they Schooner and I am now on board HMS
 Ship Beagle surveying vessel and she is going
 going for a voyage Round the world and
 Instead of me going home very soon it
 England will be 4 or 5 Year before I see
 Met with so good a Ship for if ever I do
 live to come home I will be able to let
 home and tell a good story and come
 tell George that I have thrown my Red
 Gacket away and turned sailor in stead
 and mother I write these few lines
 as good health as it leaves me
 has been since I left my native
 station and I can't tell how
 you my last letter I did not
 when we sailed from Britain
 France for to take in an
 last land were made after
 of Madari and then we
 there we anchored for
 sight it is for it appe
 top was covered with
 ships each that it burned
 for they Island of St
 island but fowls and fruits
 there we sailed for America but I must
 description of crossing the equinox line
 on St Patrick in the morning and latter
 tar and shaved with a iron hoop I have
 little while at sea yet but I have been in
 as of they globe allowing you can still my
 he told me a many things that I have found


All six of the letters are addressed to Burgess's "dear father and mother" with whom he was very close, and all are perfectly clear and legible despite his charmingly erratic spelling. The group begins with his announcement of his first commission on HMS *Tyne* in mid-1830 and concludes with his 1837-dated letter of discharge from the Marines, and therefore takes in the entire span of his sea service. In the earlier letters Burgess memorably describes his appointment and voyage out, the adventure of his first crossing-the-line ceremony, his time on the South American flagship *Warspite* and then on the small tender *Adelaide* (a captured slave ship) which was sent to salvage bullion from the wreck of HMS *Thetis*, all leading up to his proud acceptance of a position on board the *Beagle*.

The early letters therefore provide an important introduction to the three shipboard letters sent from the *Beagle*, which amply record the excitement and the rigours of the expedition. It is clear that Burgess grappled with some of the scenes he witnessed and which he hastened to describe for his family at home: the different languages and confused interactions with the local people; the hardships of their work in Bahía Blanco and other parts of the survey; the forbidding coastline of Tierra del Fuego; the rough life of the Patagonians who come alongside in their canoes, their faces painted in red, black and white making them look – in his unusual simile – like so many "merry andrews"; or the devastation of parts of the Pacific coast by the earthquake of 1835. Burgess took enough of an interest in the remarkable scenes playing out before him that he has since been proven to have been the otherwise unnamed "sentry" who woke Darwin and brought him on deck to witness a volcano erupting while they were at anchor on a cold night off Osorno in January 1835.

The letters prove that Burgess was fully alive to the extraordinary scenes he was witnessing. This must also be why he treasured a piece of whale-tooth scrimshaw carved by one of his fellow Marines on the voyage, which featured scenes including one depicting four Fuegians in a canoe (now held by the Wardlaw Museum of the University of St. Andrew's).

The rediscovery of these letters not only restores a forgotten voice but gives shape to the experiences of the small and select group of Marines who protected the ship during its arduous circumnavigation. They provide an extremely uncommon insight into the forgotten men who made the voyage with Fitzroy and Darwin.

\$125,000

 5001015 at hordern.com

Charles Darwin, *Narrative of the Surveying Voyages...* Vol. III (1839); Darwin Correspondence Project (online); Darwin Online; *Life and Letters of the late Admiral Sir Bartholomew James Sullivan* (1896); Robert FitzRoy, *Narrative of the Surveying Voyages ... Adventure and Beagle* (1839); R.W. James, *A Short History of the Cheshire Constabulary 1857-1957* (2005); R.D. Keynes, *Charles Darwin's Beagle Diary* (2001); Museum of Policing in Cheshire (online); Wilfrid Palmer & Mrs. Carne, *The Story of Rainow* (1974); Keith Thomson, 'H.M.S. Beagle, 1820-1870,' *Scientific American* (2014).

Admiralty, 15th February 1639

Thomas Burge.

I am commanded by my Lords Commissioners of
the Admiralty to acquaint you, in return to your Letter
of ----- that directions have been given
for the discharge of yourself
from the Royal Marines on payment of the sum of
Twenty Pounds to the Accountant General of the Navy,
Somerset House, London ; but such order will not remain
in force if the money is not paid within six months from
the date hereof.

I am,

Your very humble Servant,

N. Curwen

Royal Marines
Woolwich.

WITH THE SIGNATURES OF BLIGH AND HIS WIFE BETSY

10. [BLIGH FAMILY]

Legal Document with the Signatures of William Bligh, Elizabeth Bligh, Francis Godolphin Bond and others.

Group of 20 legal documents on paper and vellum, including a vellum manuscript indenture with the signatures of William and Elizabeth Bligh and others, Bligh signing a second time; in fine condition, with original wax and paper seals present.

Exeter, 1702-1802.

A remarkable group of manuscripts regarding the ownership of a property in Exeter over a period of a century and involving William Bligh and numerous close family members. The collection includes a rare example of the signatures of both William Bligh and his wife Elizabeth on the same manuscript document, together with the signatures of Bligh's nephews Thomas and Francis Godolphin Bond (both of whom had long careers in the Royal Navy, and the latter of whom went on Bligh's second breadfruit voyage and kept up an important and revealing correspondence with his uncle).


The group of documents relates to a family-owned house at 13 St. Martin's Lane, Exeter, a narrow street between Exeter High Street and the Cathedral Yard, which is, incidentally, also the location of the historic Ship Inn, said to have been frequented by Sir Francis Drake. The earliest material present here dates from 1702, while the other manuscripts trace the later history of the property throughout the eighteenth century.

The signatures are attached to a legal indenture which is the last in a substantial group of documents relating to this property, a group which also includes a detailed abstract of ownership prepared for the Blighs and the Bonds.

The manuscripts culminate in an indenture conveying the rights of the Bligh family to one-sixth of a dwelling in St. Martin's Lane, owned by Bligh in conjunction with his nephews and nieces in the Bond family: Bligh's half-sister Catherine married John Bond, and Bligh and his wife were close to the whole family, in particular Francis Godolphin Bond, First Lieutenant under Bligh on the second breadfruit voyage on HMS *Providence*. The document includes the signatures of Francis Godolphin and the entire Bond family, while a coda to the indenture is a receipt for fifty pounds sterling, also witnessed by all of the key signatories, meaning that William Bligh's signature is actually present here twice.

Equally interesting is the August 1801 "Abstract of the Title of Messrs. William Bligh, et al" prepared for the transaction, which records their interest in the property. This abstract notes that 'William Bligh is a Captain in the Navy and lives at Durham Place Lambeth but is now on board the Irresistable in the North Sea Fleet.' Of the other signatories, it is also noted that at the time Thomas Bond was serving on the *Raisonable*, while Francis Godolphin Bond was residing in London.

\$22,500

 5001018 at hordern.com

These

presente and as to and concerning only the said Deeds and Defaults of
 Ser Joſeph Exors and Adminors ravenous promise and agree to and with
 Edwige and Elizabeth his wife Thomas Doud and Rebecca his wife Francis Godolphin Doud and
 shall and will performe at their own costs and charges as of last Trinity ter Term next Shute
 of the Majesty's Court of Common Pleas at Westminster unto the said John Champion and his
 and sued forth with proclamations according to the form of the Statute in that case made and pr
 of the said hereby granted and released one undivided sixth part of and in the said Overcourage
 ravenous name or names and other descriptions as will effectually comprize the same and shall
 said fine so as aforesaid or in any other manner or at any other time to be acknowledged and le
 and Assurances whatsoever already or hereafter to be had made levied suffered or executed by or between
 either of them were was are is or shall be parties or party or privy of the said one undivided
 part thereof either alone or together with any other Overcourage Lands or Tenements and the full
 and hereby directed and declared to be and cure AS to the said hereby granted and released
 Premises To the only and absolute use and behoof of the said John Williams his heirs and
 whatsoever And whereas the several Deeds Evidence and Writings mentioned in the Schedule
 William Edwige Thomas Doud Francis Godolphin Doud Samuel Godfrey and Catherine Elizabeth
 undivided sixth part of and in the said Overcourage Tenement or Dwelling house and Premises
 Doud the same having agreed to enter into the following Covenant for the production thereof in
 said Samy Charlotte Doud for herself Ser Joſeph Exors and Adminors doth ravenous promise and
 that she the said Samy Charlotte Doud Ser Joſeph Exors Adminors or Assigns or some or o
 at the costs and charges of the said John Williams produce and shew forth or procure to
 his or their Agent or Solicitor or at any Trial Hearing or examination in any Court of Law
 be or require the several Deeds Evidence and Writings mentioned in the Schedule or particular
 suffer to be made and taken fair true and attested Copies of the same Deeds Evidence and
 the said John Williams his heirs and Assigns upon Trust as aforesaid in and to the
 Tenement or Dwelling house and Premises unless hindered or prevented by him or any other
 Scandals and Scalls have hereunto sett the Day and year first above written.

The Schedule to which the aforesaid

Michaelmas Term
 10. George 2nd

Two Indentures of a fine between Daniel Pring gentleman Plaintiff and x
 Thomas Dutter and Mary his wife Defendants

7th Septem

8th January 1736

A certain Indenture Quinquapartite between Thomas Dutter of the City of
 Exon Druggseller and Mary his wife of the first part Daniel Pring of the
 same City Gentleman of the second part Charles Challis of Lynco Inn in the
 County of Middlesex Gentleman of the third part Dorothy Dutter of the said
 City of Exon Spinster Sister of the said Thomas Dutter of the fourth part and
 Thomas Bridges of the said City Apothecary and Saml. Auger of the same
 Gentleman of the fifth part

7th Novemb

Midway Term
 10. George 2nd

An Exemplification of a Common Recovery wherein the said Thomas Bridges
 and Samperly Auger were Demandants the said Charles Challis Tenant and
 the said Thomas Dutter Vouches

5th and 6th June
 1738

Certain Indentures of Lease and Release the Release between the said Thomas
 Dutter and Mary his wife of the one part and the said Dorothy Dutter of
 the other part

11th December
 1741

A certain Indenture between the said Thomas Dutter and Mary his wife
 of the one part and the said Dorothy Dutter of the other part

Wm. High
 Elizabeth Polish
 Rebecca Bond

John Bond
 Sophia Bond
 Samuel Hooker
 Catherine Elizabeth Hooker

11. [BLIGH: RUM REBELLION]
JOHNSTON COURT-MARTIAL.

Proceedings of a General Court-Martial, held at Chelsea Hospital... for the trial of Lieut.-Col. Geo. Johnston... for deposing on the 26th of January, 1808, William Bligh...

Octavo, with the errata slip present at end; in nineteenth-century half calf.

London, Sherwood, Neely, and Jones, 1811.

Rare, first edition: the gripping transcript of the trial of George Johnston for his role in the Rum Rebellion and arrest of Governor William Bligh, the most contentious event in early Australian colonial history. Few early books convey such a vivid sense of the personalities involved, and few convey so compelling a sense of the drama, but also the pathos of the coup against Bligh.


The background to the Rum Rebellion begins when George Johnston, Captain-Lieutenant of the *Lady Penbryn*, was the first man to step ashore from the First Fleet in the settlement at Sydney Cove. The events culminated in the single time that military intervention has been used to overthrow an Australian government, with Johnston serving as figurehead of the faction of soldiers and settlers who marched on Government House and arrested Bligh. The dismissal of the Whitlam government was a modest affair by comparison.

Johnston was belatedly court-martialled in London for his role in the overthrow. All the old New South Wales hands paid close attention, Governor Hunter publicly supporting Johnston, Tench privately criticising Bligh for his “tyranny”, while Flinders kept his head down but noted in his private journal that he had sought out a copy of this trial transcript to read.

Aware from his experience at the trial of the *Bounty* mutineers what damage could be done by rumour, Bligh hired a court reporter to record the proceedings and had this transcript published. Through the evidence of Bligh himself and Johnston, along with Macarthur, Palmer, Blaxland, Grimes and others, a detailed account is given of the Rebellion and the related events. The transcript conveys the drama and tension of the courtroom. It was not the first time that Bligh actually paid to have printed the sort of personally damaging material that most would prefer to be consigned to oblivion – he had been similarly tin-eared after the *Bounty* mutiny – but we have reason to be thankful he did.

Johnston’s trial over, Bligh was immediately promoted Rear-Admiral of the Blue Squadron, while Johnston was cashiered; the sentence was later commuted even further in his favour: he returned to Sydney in 1813 as a free settler and achieved some prosperity on his farm at Annandale. In effect, he was vindicated while, despite his promotion, Bligh’s reputation as both a naval and civil commander was compromised, and he was forced into retirement for the remainder of his life.

\$15,000

 5001022 at hordern.com

PROCEEDINGS
OF
A General Court-Martial,
HELD AT
CHELSEA HOSPITAL,
Which commenced on TUESDAY, *May 7, 1811*, and continued by
Adjournment to WEDNESDAY, *5th of June* following,
FOR
THE TRIAL
OF
LIEUT.-COL. GEO. JOHNSTON,
Major of the 102d Regiment, late the New South Wales Corps,
ON
A CHARGE OF MUTINY,
(While Major George Johnston, Captain of the said Corps, then under
his Command, and doing Duty at Sydney, in the Colony of
New South Wales;)
EXHIBITED AGAINST HIM BY THE CROWN,
FOR DEPOSING
On the 26th of JANUARY, 1808,
WILLIAM BLIGH, ESQ. F.R.S.
THEN CAPTAIN IN HIS MAJESTY'S NAVY, (AND SINCE APPOINTED
REAR-ADMIRAL OF THE BLUE,) CAPTAIN-GENERAL AND GO-
VERNOR-IN-CHIEF IN AND OVER THE SAID TERRITORY OF
NEW SOUTH WALES AND ITS DEPENDENCIES.

TAKEN IN SHORT HAND
By MR. BARTRUM, OF CLEMENT'S INN,
Who attended on behalf of Governor Bligh, by Permission of the Court.

London:
PRINTED FOR
SHERWOOD, NEELY, AND JONES,
PATERNOSTER-ROW.

1811.

12. BOND, George.

A Brief Account of the Colony of Port Jackson in New South Wales; Its Native Inhabitants, Productions, etc. with an interesting account of the Murder of Mr. Clode, late of that settlement... By G. Bond, late lieutenant of Marines, and late ensign in the New South Wales Corps. Fifth edition.

Octavo, 24 pages; title-page somewhat stained but a good copy in quarter blue morocco.

London, printed by R. Wilks, for the Author, 1809.

A famous rarity: one of very few books written by a junior officer in early colonial Sydney and perhaps the only great published account of life in the New South Wales Corps apart from the Rum Rebellion trial (see previous).


Bond came to Port Jackson on the *Barwell* in 1797. In the course of the voyage he was implicated in an attempted mutiny – the rumour was that he dreamt of Mauritius – with the result that he arrived in Port Jackson in chains. Ordered to face a court-martial, his commanding officer Major Foveaux interceded on his behalf, and Governor Hunter agreed to accept Bond's resignation of his commission instead: it was an act of leniency Hunter regretted, because Bond stayed on in Sydney and remained friendly with some of the officers that were already antagonising the Governor, notably John Macarthur himself. Only later was Bond formally ordered home.

Eager to acquit himself, Bond took to print as soon as he reached England, publishing the very slight first edition of this book in Southampton in 1803 (no copy is known to have been sold in decades). To date, no copy is known of the 'second' or 'third' editions (there is still some question as to whether they actually ever existed). The fourth (Oxford, 1806), fifth (London, 1809) sixth (Dublin, 1810) and seventh (Cork, 1810 or later) editions are all very scarce, indeed rare on the market.

This book is an invaluable private account of Governor Hunter's New South Wales by an ensign in the Corps, particularly personal and aimed at a market eager for information about the colony. He includes some comments on the Aborigines and natural history, but his text is chiefly an important source for information about economic corruption in eighteenth-century New South Wales; he describes the operation of the convict system, and the early efforts to encourage free settlers. He thus presents the other side of the story of transportation to Port Jackson, highlighting the issues and points which were to evolve into the Bligh/Macarthur dispute and ultimately herald the arrival of Macquarie.

This is the fifth edition, the first to call Bond "Late Lieutenant of Marines" on the title-page – the fourth edition was still calling him a former Ensign in the NSW Corps, so perhaps he had joined the Marines in the interim? This change of career could well explain the widely-dispersed places at which different editions were later published.

\$15,500

 5001025 at hordern.com

Ferguson, 480; Wantrup, 30 (first 1803 edition).

A
BRIEF ACCOUNT
OF
THE COLONY
OF
PORT-JACKSON,
IN
NEW SOUTH WALES;
Its Native Inhabitants, Productions,
&c. &c.

WITH
AN INTERESTING ACCOUNT
OF THE
MURDER OF MR. CLODE,
LATE OF THAT SETTLEMENT,

As communicated by the Rev. RICHARD JOHNSTONE, late Chaplain of the Colony,
to JOSEPH HARCADISTLE, Esq. Treasurer of the Missionary Society;

BY G. BOND,
LATE LIEUTENANT OF MARINES, AND LATE ENSIGN IN THE NEW
SOUTH WALES CORPS.

~~~~~  
FIFTH EDITION.

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LONDON:  
PRINTED BY R. WILKS,  
FOR THE AUTHOR.

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1809.

## HOME IS THE SAILOR: THE RETURN OF ENDEAVOUR

### 13. COOK, James.

Official letter signed, to the Honourable  
the Commissioners of His Majesty's Navy

**Manuscript in ink on paper, on one side of a single sheet, small folio,  
amounting to about 25 lines, with a fine signature by Cook; docket  
title on verso; original folds; in excellent original condition.**

**HMS Endeavour, anchored at The Downs, Kent, 12 July, 1771.**

An original letter from Captain Cook on the *Endeavour*, written on the day of the expedition's long-awaited return to England. To see the heading "Endeavour Bark in the Downs, the 12th of July 1771", accompanied by Cook's distinctive autograph with splendid flourish, is a remarkable experience. In the letter Cook passes various crucial documents to the Navy Commissioners, and thus brings his command to a close: 'the Monthly Muster Books of His Maj's Bark Endeavour under my command, together with deceas'd Officers accompts, Dead Tickets, &c.'. The letter lists seven parcels of documents that are being sent to the Commissioners including, last on the list, "reports of Surveys". Various parcels contain the "Public papers" of five men who died on the voyage, including the surgeon Monkhouse, the cook Thompson, Gathrey the bo'sun and Satterley the ship's carpenter. The docket title on the reverse of the letter reads "12 July 1771, Endeavour Bark, Lt. Cook, Books & Tickets".


Original letters by Cook are now almost never offered for sale, and apart from a letter written aboard *Endeavour* 10 days before her departure from England, sold by ourselves in 2000 and now in an important private collection, we know of no other letter from the voyage to have been offered in decades. This must be the finest Cook letter from the *Endeavour* still in private hands.

The letter is a significant one, transmitting important records of the voyage. Preparing it was one of Cook's final duties on the *Endeavour*. Almost as soon as the anchor was down Cook went ashore at Deal and travelled immediately to fulfil the last of his formal instructions, 'to repair to [the Admiralty Office] in order to lay before us a full account of your Voyage...' (see Beaglehole, *Life*, p. 271).

We have prepared a detailed assessment of Cook's correspondence from the *Endeavour*, based on Beaglehole's *Calendar*, which listed the surprisingly small number of 62 known letters, only 22 of which were written during the voyage proper (most relating to the preparations). Of these, just 11 survive as originals, the others known only from having been copied into *Endeavour's* letter book (National Library of Australia). The text of the present letter does not appear there, although it appears as a brief 3-line abridgement.

Eight of the original letters are still in the Admiralty, while the other two, acquired by Sir William Dixon early last century, are now in the State Library of New South Wales. The present letter, by our reckoning the eleventh known example, is signed by Cook in a flourishing hand, having been dictated by him to his indefatigable clerk, Richard Orton (as were eight of the eleven voyage letters that survive).

**\$375,000**

 5001038 at hordern.com



Honble Gentlem<sup>n</sup>

Endeavour (Bark in the Downs  
the 12<sup>th</sup> of July 1771

I herewith transmit to you the Monthly  
Musters Books of His Maj<sup>y</sup> Bark Endeavour under my  
command, together with deceased Officers accounts, Dead  
Tickets &c. as under mentioned. I am

Honble Gentlem<sup>n</sup>

Your most Obed<sup>t</sup>

Servant

1 Parcel containing 12 Monthly Muster Books  
& 20 Dead Tickets.

1 Parcel containing Public Papers of Mr J<sup>r</sup> Satterly sold Jam<sup>s</sup> Cook

1 D<sup>o</sup> ----- D<sup>o</sup> Mr J<sup>r</sup> Gathrey D<sup>o</sup>

1 D<sup>o</sup> ----- D<sup>o</sup> Mr Munkhouse D<sup>o</sup>

1 D<sup>o</sup> ----- D<sup>o</sup> In<sup>o</sup> Ravenhill D<sup>o</sup>

1 D<sup>o</sup> ----- D<sup>o</sup> In<sup>o</sup> Thompson D<sup>o</sup>

1 D<sup>o</sup> .... reports of Surveys

Ad. 19<sup>th</sup>

The Monthly Books abovement<sup>d</sup>

are recd<sup>d</sup> H<sup>e</sup> D<sup>o</sup>  
19 July 1771

The above Tickets were rec<sup>d</sup>  
19<sup>th</sup> July 1771

L<sup>th</sup> M<sup>o</sup>.

To the Honble the Secy<sup>ry</sup> of His Maj<sup>y</sup> Navy



14. [COOK: ROYAL SOCIETY MEDAL]  
PINGO, Lewis.

The Silver issue of the Royal Society Medal,  
in commemoration of Captain Cook.

**Silver medal, 43 mm. diameter; relief bust of Captain Cook on recto, full-length relief portrait of Fortune leaning on a column while resting her hand upon a rudder which is affixed to a globe on verso; in an early (and perhaps original) shagreen case.**

**London, Royal Society, 1784.**

The Royal Society's formal memorial to the great navigator: this is one of the silver specimens issued, rare today.

Fellows of the Royal Society were entitled to a free bronze medal, while silver and gold issues were available by subscription only; a large number, especially of the higher grades of medal, were reserved for presentation. The commissioning of this medal was due above all else to the efforts of Sir Joseph Banks, who supervised 'the minting and distribution of the Royal Society Cook medal as a personal task coincident with the publication of the narrative of the tragic third voyage' (H.B. Carter, *Sir Joseph Banks*, 1988, p. 168).

Although it took four years before it was finally struck, there was considerable interest in the medal and it was keenly sought after. Sir Joseph Banks, who had been instrumental in its manufacture, personally subscribed for one gold, 23 silver and 13 bronzed medals to distribute among his friends. An engraving of the medal was printed on the title-page of the second and third editions (and some copies of the first) of the official account of Cook's final voyage

Cook's European reputation is borne out by several letters to Banks from the Continent requesting specimens of the medal, including one from Bougainville, who wrote in June 1785 to remind Banks that as a member since 1756 he felt entitled to one (see *The Banks Letters*, ed. W.R. Dawson, 1958, p. 122).

There are still some discrepancies in the accounts and no definitive number is ever likely to be confirmed, but in his standard history of the medal L. Richard Smith has suggested a probable final minting figure of 22 gold, 322 silver and 577 bronze medals.

**\$8,250**



5001040 at hordern.com

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Beddie, 2790; Betts, *American Colonial History Illustrated by Contemporary Medals*, 553; Brown, *British Historical Medals*, 258; Klenman, K5; Marquess of Milford Haven, 'British and Foreign Naval Medals', 734; Mira, *Captain Cook: his coins & medals*, pp. 35-7; Nan Kivell & Spence, *Portraits of the Famous and Infamous*, p.72; L. Richard Smith, *The Royal Society Cook Medal* (1982).



FRONT OF MEDAL



VERSO OF MEDAL

15. [COOK: THIRD VOYAGE] SHAW, Alexander.

A Catalogue of the Different Specimens of Cloth collected in the three voyages of Captain Cook, to the Southern Hemisphere; with a Particular Account of the Manner of the Manufacturing the same in the various Islands of the South Seas; partly extracted from Mr. Anderson and Reinhold Forster’s Observations, and the verbal Account of some of the most knowing of the Navigators: with some anecdotes that happened to them among the natives.

**Quarto, eight pages printed text, followed by original blank leaves separating the 36 actual cloth specimens, several full page as well as many smaller; original calf binding, neatly lettered and decorated spine.**

**London, Alexander Shaw, 1787.**

This rare and exotic publication of original Pacific artefacts is the most remarkable of the whole Cook canon: with a brief but significant letterpress introduction it mainly consists of actual specimens of eighteenth-century *tapa* cloth collected in the Pacific islands, particularly Hawaii, Tahiti and Tonga.

In modern times the publication has become one of the great rarities of eighteenth-century Pacific exploration. This is an example of the first issue of the book with the strictly contemporary bookplate of Sir Corbet D’Avenant (1752-1823), Baronet of Stoke and Adderley.

Published only a few years after the return of the ships from Cook’s third voyage, it is not recorded how many of the cloth-books were prepared and, up until the recent detective work of Erica Ryan at the NLA, very little was known about the publisher Alexander Shaw either. However, the limited supplies of the actual cloth must have dictated a very small edition – the most recent census of known copies by Donald Kerr stood at the tiny figure of 66 (recently revised by us to 68), of which 57 were held by international libraries. This count, of course, includes the later issues of the book which continued to be sold, often with dramatically varying contents, as late as 1806.

There has in effect never been a standard collation of the book – the fascinating dedication, addressed to an unnamed “Sir”, is genuinely vague on numbers – not least because it is obvious that Shaw was simultaneously selling individual samples and “fine specimens of the tree, with the bark” at his shop in the Strand.

Indeed, as Forbes shows in some detail in the *Hawaiian National Biography*, and others including Ian Morrison, Maryanne Larkin, Erica Ryan and Donald Kerr have all confirmed in more detail, no two copies of the work are identical, meaning that a precise collation is needed every time. Thus, while 39 different samples are listed in Shaw’s introductory list (and “40” are mentioned at another point in the dedication), many copies have quite different collations, not least because the Jamaican sample, (perhaps the most surprising addition) was apparently dropped in the course of publication.



# A CATALOGUE

OF THE

## DIFFERENT SPECIMENS OF CLOTH

COLLECTED IN THE THREE VOYAGES OF

CAPTAIN COOK,

TO THE SOUTHERN HEMISPHERE,

WITH A

## PARTICULAR ACCOUNT

OF THE

Manner of the Manufacturing the same in the various Islands of the

SOUTHERN SEAS;

PARTLY EXTRACTED FROM

Mr. ANDERSON and REINHOLD FORSTER's Observations,  
And the verbal Account of some of the most knowing of the Navigators:

WITH

SOME ANECDOTES THAT HAPPENED TO THEM AMONG  
THE NATIVES.

---

Now properly arranged and printed

For ALEXANDER SHAW, No. 379, STRAND, LONDON,

MDCCLXXXVII.

In short, the present example has a total of 36 separate samples, including the Jamaican sheet more commonly missing, and including particularly fine full-page examples of many of the more famous sheets. Almost none of the sheets have been particularly affected by the late-Georgian and Victorian practice of clipping: it is well-known that many collectors constructed what have become known as ‘snippet books’ of the Cook *tapa* cloths, by cutting pieces from copies of Shaw’s volume and pasting them into separate books or albums.


As a result of this clipping habit, copies of the original Shaw book survive in various states of completeness, sometimes with only very small fragments of the once full-page specimens remaining. In this copy, with its original blank leaves in place, it is quite clear that the specimens have essentially retained their original shape, with only four or perhaps five showing evidence of very minor clipping (as can be shown from the ancient offsetting onto the adjoining blanks).

The production of this book reflects the genuine curiosity aroused by *tapa*, a fascination that drove competition between collectors of ‘artificial curiosities’ and generated an active market for the sheets brought home by Cook’s men. The preface of the book contains descriptions of bark cloth manufacture by Cook, Anderson, Forster and an anonymous officer titled ‘one of the navigators’, and is followed by the list of the specimens compiled by Shaw. The list is indeed rich in fascinating details; for example, we learn the various uses of the *tapa*: ‘wore (sic) by the people in the rainy season’ or ‘used at the human sacrifice’. Some of the notes in the list are longer, and doubtless arise from tales told by the mariners who collected the *tapa* in the first place (as boasted on the title page).

Each island group used designs unique to its culture and the interest of Europeans in this material equalled the passion aroused by the extraordinary wood-carvings and exotic shells brought back by Cook.

The Shaw *Catalogue* is of great significance as a repository of unique original *tapa*, but it also speaks of the time when Cook’s sailors were spreading their stories of the alluring South Seas, while drawing-room chatter throughout the land luxuriated in descriptions of the new exotic. The publication forms a tangible link between these narratives, the indigenous cultures of the South Pacific and Hawaiian islands, the myriad personal and trading relationships that developed between the islanders and mariners, and the genteel world of gentleman collectors and their cabinets of curiosities.

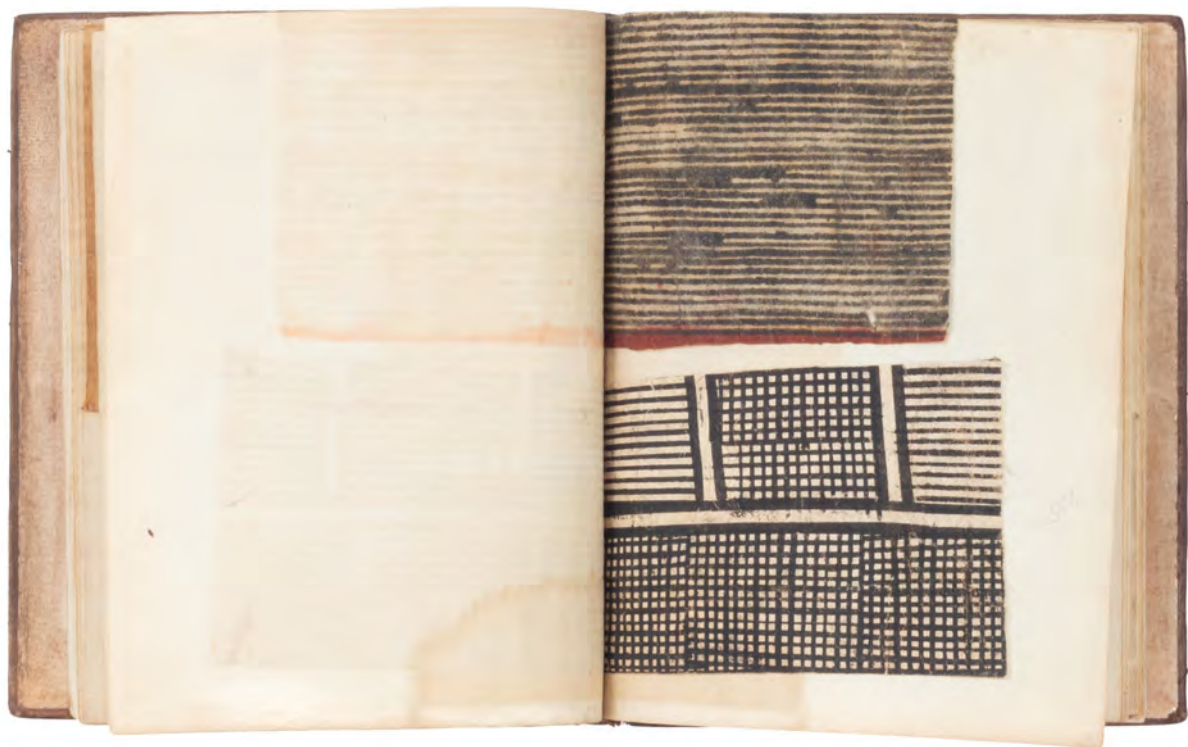
**\$325,000**

 5001042 at hordern.com

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Beddie, 3640; Forbes, ‘Hawaiian National Bibliography’, 139; Hawaii One Hundred, 7; Holmes, 67; not in the catalogue of the Hill collection; Donald Kerr, Census of Alexander Shaw’s ‘Catalogue of Different Specimens of Cloth Collected in the Three Voyages of Captain Cook to the Southern Hemisphere, 1787’ (University of Otago, Dunedin, 2015); Morrison, ‘The Cloth, the Catalogue, and the Collectors’ (2003); Ryan, ‘Alexander Shaw’s Remarkable Enterprise’ (2018).

See also: A. L. Kaeppler, ‘Artificial Curiosities’, being an exposition of native manufactures collected on the three Pacific voyages of Captain James Cook, Bishop Museum (Honolulu, 1978); and ‘From the South Seas to the World (via London)’ in Jeremy Coote (ed.), Cook-Voyage Collections of ‘Artificial Curiosities’ in Britain and Ireland, 1771–2015 (2015); Nat Williams, Erica Ryan, and Crispin Howarth, In Cook’s Wake: Tapa Treasures from the Pacific (National Library of Australia, 2018).





16. DALRYMPLE, Alexander.

An Historical Collection of the several  
Voyages and Discoveries in the South Pacific Ocean.

**Two volumes, quarto, 16 maps and plates (many folding) and an additional large folding map (see note); old quarter calf, the two volumes of slightly different heights but matching bindings, in a slipcase.**

**London, for the author, 1770-1771.**

Dalrymple's masterwork of Pacific mapping: an appealing presentation set of this fundamental voyage book, inscribed by Dalrymple on the title-page to the Library of the Royal Academy of Sciences in Paris with his distinctive signature (familiar from the imprint of many of his major maps). Later in the collection of the Muséum d'Histoire Naturelle and subsequently released, it then belonged to the influential French naturalist Cuvier, with his neat stamp in volume two.


The work collects all the major accounts of Spanish and Dutch voyages from Magellan onwards, with important early English-language notices of Quiros and Tasman by one of the great historians and theorists of Pacific and south-east Asian mapping, 'the first critical editor of discoveries in Australasia and Polynesia' (Hill).

Dalrymple had hoped that his expertise would have convinced the Admiralty to appoint him to command the *Endeavour* voyage. Smarting at having been overlooked for Cook, his bitter disappointment is laid bare in the remarkable anti-dedication, a series of thinly-veiled insults to great figures in Pacific voyaging, including both Byron 'who discovered scarcely anything but Patagonians' and Samuel Wallis, who 'infatuated with female blandishments forgot for what he went abroad and hastened back to amuse the European world with stories of enchantments...'.

Dalrymple first published the first volume of these *Collections* in mid-1769 in what is now recognised to be a very rare variant issue. The present version, with a series of variations (chiefly relating to the wild preliminaries), which appeared in January 1770, was the "standard" issue according to the Dalrymple scholar Andrew Cook. It has the scarce 'Teepye' lobster plate, which is absent more often than not.

This set is also extra-illustrated with Dalrymple's 'Map of part of Borneo, and the Sooloo Archipelago', based on his own explorations in the region during his three voyages to the Philippines between 1761 and 1764, in its rare first issue, printed on thin laid paper and dated 20 October 1769. It was engraved by T. Jeffreys: most known examples are listed with a 1775 imprint, newly engraved by W. Whitchurch. Its most remarkable aspect is the small printed and neatly trimmed 'overslip', allowing the waters of Palawan to be viewed in two states, before and after Dalrymple's survey.

**\$27,500**

 5001043 at hordern.com

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Cook, 'Alexander Dalrymple (1737-1808)... a catalogue of books and charts', A11/iii (the "standard issue" of vol. I), A12 (vol. II) & B13 (Sooloo map); Hill, 410; Kroepelien, 245; O'Reilly-Reitman, 97; Pérez, 'The Charting of Palawan from 1521 to 1898' (2021).

AN  
HISTORICAL COLLECTION  
OF THE SEVERAL  
VOYAGES AND DISCOVERIES  
IN THE  
SOUTH PACIFIC OCEAN.

VOLUME II.

Containing the DUTCH VOYAGES.

By ALEXANDER DALRYMPLE, Esq.



L O N D O N,

Printed for the A U T H O R;



And Sold by J. Nourse, Bookseller in Ordinary to His Majesty;  
T. PAYNE, at the Mews-Gate; and P. ELMSLY, opposite Southampton Street, Strand.

MDCCLXXI.

## PROMOTING THE PACIFIC: "A PORTE ON YE SOUTH SEA COAST"

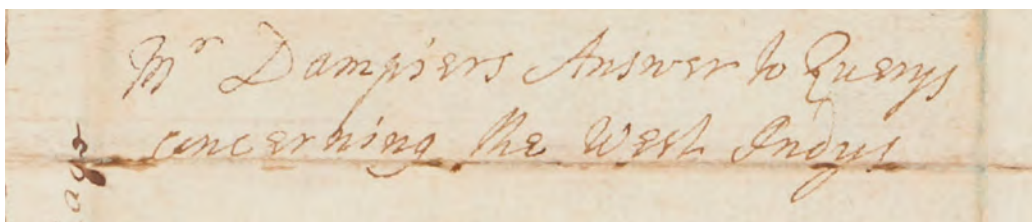
### 17. DAMPIER, William.

*An Answer to Queryes Proposed  
by the Hon. Committee of Trade.*

**Folio, 4 pp., manuscript in ink on paper comprising approximately 1750 words; light creases along edges, cloth chemise and slipcase.**

**London, July 1698.**

A major South Seas manuscript, the blueprint for an expansion of British interests in the Pacific, entirely in the hand of the famous English buccaneer, voyager and explorer, William Dampier. The first Englishman to land on and explore any part of the Australian continent, Dampier spent some ten weeks examining the unforgiving coast of the archipelago that now carries his name in the high summer of 1688.



The manuscript dates from a critical period, a decade later, when Dampier's first book, full of notes describing everything from remote Indonesian islands to his landfalls on the northwest coast of Australia, had catapulted him into fame and garnered the notice of key figures in the Royal Navy. As a result, he was asked to prepare this report for the Council of Trade and Foreign Plantations, founded a year earlier to investigate and promote trade in the Americas and around the world. The Council was making a serious assessment of Darien, the pinchpoint to the Pacific at the isthmus of Panama and long recognised by the Spanish as providing access to the entire Pacific: now best remembered from Keats's "stout Cortez" (actually Balboa) standing "silent, upon a peak in Darien".

Given in evidence to this influential governmental body, the manuscript is essentially a memorial – not unlike, in fact, those of his predecessors in the region such as Quiros. This is Dampier in the guise of the preeminent South Seas expert, at the height of his persuasive powers, written at the very moment when the Admiralty was not only considering expanding into the Pacific but was already specifically eyeing Australia as well.

The crucial point comes right at the end. Dampier has just recommended that Golden Island on the Atlantic side would be the best place for an initial outpost, but that the whole project would collapse without a matching companion port on the Pacific coast as well, situated "on ye South Sea Coast to answer Golden Island for ye security of a passage overland". The dream of the Panama Canal started as a land-bridge.

The English chose not to follow up on Dampier's plan, leaving it to the Scots to try their luck with the same plan for settlement and Pacific expansion: there is evidence to suggest that a version of Dampier's memorial, most likely relayed by one of his old shipmates who soon took up key roles in the Scottish project, played a role in their planning, making him the *eminence grise* behind what was to come. In the event, the Scottish plan rapidly collapsed into catastrophe.



The wild Indians who live along the shore & between the River  
are exceeding savage. (all those of the River Darien as far to be) &  
the Spaniards dead & exceedingly very much. & this country is very covered  
with woods as well as high. Soil to the northward of the river with shading  
I suppose of these Indians & I know they strike into the Spaniards  
whose result usage they seem to know & report was that it would be  
no difficult matter to win it to a correspondence by far & present  
means, & to settle and establish a colony among it.

(2) I do honour other duty & concerning the settlement of Darien is  
to send a message of settlement there at Port of St.

Now suppose I do honour inquiry is chiefly with regard to the north part  
and as to the no answer briefly to the from Port of St. to the Plan  
where the City of Montserrat is now formerly stood, which was  
again. I suppose the Spaniards of Country is under the Spaniards.  
but the Indians of the parts have the Plantations very fruitful &  
at some distance from the shore, the first Indians who are con-  
sidered from the shore further further Eastward. have their Plan-  
tations more close together, so as to make little villages, for  
mutual defence, housing generally for the purpose of a house  
in each village; but neither does they settle any nearer the shore.  
though they often come down thither. From the Grounds Plant  
of Montserrat to Point Sambolet (which is a pretty remar-  
kable Promontory, between the shore from the shore more to  
the southward.) It is generally a high woody Coast with no River  
or Creek of note, but only Port St. Julian, is good pretty far within  
the Land & is a good Harbour but hath a bad Entrance having for  
small Rocks on each side the Channel, especially on the East side. The  
opening at the Entrance is from a furlong over, & the Point of  
make it as very capable of being fortified as is the Land about the  
Coast of the Harbour, which is also very fruitful for Plantations & hath  
good high water the Land about the Port is low for 2 or 3 miles  
from the shore & is very much unless a little to the Westward.

From Point Sambolet the Land to the Sea is pretty low & very fruit-  
ful, rising gradually up to the main Ridge of hills is about the  
length of the settlement, & in a manner parallel with the shore  
at some few miles distance. At the mouth of some of the Rivers  
(which are here more numerous but small & shallow) the ground is  
marshy & swampy & extraordinary large woody Timber trees over  
which is like one continued forest & the Coast to the neighbouring  
islands afford a very delightful prospect. at Sea, these Islands are  
called the Sambolet mountains in modern French & of unequal height  
& situated in a range of a considerable length along the shore for a  
mile or 2 from it, they lie in Clusters having their length divided  
in 2 or 3 places by navigable Channels which afford for many En-  
trances into the Long Channel or road which is made by the whole  
range of Islands & adjacent Continent, & affords the best anchoring  
for any number of ships, this there is every where good anchorage  
for good landing in sandy bays, either on the East side or on the West  
side which are all low & flat guarded on the outside toward the  
main ocean with a long Reef of Rocks at some distance and these  
Islands afford very good water upon digging wells, & are plentiful

Instead, Dampier's backers from the Council and supporters at the Admiralty actually took up the other major lead from his book, sending him back to New Holland with a commission in the Royal Navy and command of HMS *Roebuck* – a remarkable promotion given he'd spent more than a decade as a pirate – with explicit orders to make the first major British exploration of the Australian coast. Not for nothing was Dampier's account of the *Roebuck* expedition called *A Voyage to New Holland* (1703).

As the manuscript reveals, Dampier therefore had visions of being a key figure in exploring both sides of the Pacific, advising on Panama before sailing for Australia.


The *Roebuck* voyage is one of the great 'what-ifs' of Pacific history. Not only did Dampier extend his west coast explorations as far south as Shark Bay and across to King Sound, but he also made an extensive survey of New Guinea including surveying the strait which still bears his name. In March 1700, he was literally on the point of striking out through the Coral Sea for the Australian coast when it became apparent that the parlous state of the *Roebuck*, leaking dramatically, meant they would have to turn back. They nursed the *Roebuck* as far as Ascension Island in the mid-Atlantic, where Dampier had the ship run aground to avoid foundering completely. The wreck has only relatively recently been discovered by a team from the Western Australian Maritime Museum. Dampier's own return to England was marred by controversy until he was all but officially disowned.

Despite this, Dampier remained a fundamental figure in truly kindling British ambitions in the entire Pacific and throughout south-east Asia. For more than a century his books became the blueprint for exploration throughout the entire region: few of his successors, from Anson to Cook to Flinders, sailed without his bestselling books on board. More, Dampier's interests were so wide-ranging that he is not only regarded as an inspiration to voyagers, but to the scientists who sailed with them as well: Banks, Darwin and Wallace all read his books voraciously.

As Beaglehole later wrote, Dampier had such "consuming curiosity" for the sciences that his work as a pirate (and indeed a captain in the RN) often seem almost a "cloak" for his true passion (p. lxxi). In Australia he made such in-depth references on the flora and fauna of the region that he has been called Australia's first natural historian, his books charmingly illustrated with woodcuts of the bird, fish and flowers he caught and studied.

For a writer of his quality and importance it is striking to record that a bare handful of manuscript material by Dampier survives, and, other than a letter written as a 23-year-old well before his voyaging career (Bonhams London, 18 March 2015, £74,500), the present example is the only manuscript that has been on the market in centuries. Virtually no Dampier manuscript material survives even in institutions, and no example is known in any Australian collection. The major Dampier journal (in a secretarial hand but with extensive marginalia in Dampier's hand throughout) is in the Hans Sloane papers at the British Library, acquired in 1753 (Sloane MS. 3236).

**\$390,000**

 5001045 at hordern.com

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Beaglehole, Journals, vol. I (1968); Dampier, A Collection of Voyages (1729); Dampier, Journal 1681-1691, (Sloane MS.3236 via AJCP); George, William Dampier in New Holland: Australia's First Natural Historian (1999); Mander-Jones, Manuscripts in the British Isles (1972); Prebble, The Darien Disaster (1968); Williams, 'The Inexhaustible Fountain of Gold' (1973).



variety of  
plentifully stored with <sup>fruit trees</sup> as Sapodilla, mamey, Manihot  
most <sup>of</sup> these are poisonous besides Sugar trees & others of  
sorts being with small vessels may be met among almost any of  
the Islands, but I observed of none the large admiral of large  
ships there not those entered at dark end of a long Channel being  
very shy.

From end of I sailed a few leagues further Eastward  
till the Isthmus of Pinar. I there between long much of same as of  
opposite to I found better but only I it a rocky & guarded with a  
diff. of Rocks off at sea, which hinder any ships from coming  
near it. The Isthmus of Pinar is a high Land affording good water  
& timber trees it hath good anchoring on I south side with a fair  
fairy bay to Land at about 2 or 3 leagues to I S. of end of  
Pinar the Golden Island much smaller than I other & a fair  
deep Channel bet. between I. It is a good Champion small  
Island ~~which~~ I moderately raised from I sea by a gentle ascent  
from I Landward place which is on I south side a fairy bay  
on I south side but I rest of the shore is a rocky & rugged  
quite void & inaccessable for I a good fortification in the  
Island would form the harbour which is very good in all  
 respects being landlocked by the Island & I main for I ships  
may ride there secure from all winds & it hath depth for  
the largest ships, the end of the Harbour is a little forward  
but the bay side especially is very good land & good landing  
on a fairy bay near the Easternmost point of the Harbour  
on I main ~~there is a small rivulet~~ which is not above  
5 or 6 furlongs from I Golden Island there is a rivulet of  
good water, This Golden Isthmus is without comparison I  
best place on all this side of the Isthmus where in to make  
a fortress to form a head or a passage overland.

End of the doubling the Promontory you enter I wide  
mouth of the River of San Juan, but its depth is not an  
invariable at I entrance, tho it is deep enough farther in  
The shore is still much of same & I Land within very rich  
& fruitful but hath no Harbour beside Cañal bay which is  
by report indifferently good for we have not been there nor  
on I East side of River.

The Land of the Isthmus in general is very good with  
variety of hills & valleys watered with Rivers & rivers with  
Dorsethall woods &c.

The south Sea Bay of I Isthmus hath no port be-  
tween I R. Caño (so far as which I Spaniards are settled) &  
the Gulf of I San Juan, yet there is very good riding  
along I shore as in general in most parts of I Bay of  
Panama the shore is here in I main pretty high with some  
small Rivers & are shallow & have I outlets in mangrove Land  
at all low Land about I Gulf of I San Juan for a  
great way up I Country there are many large & deep  
Rivers fall into it. The Spaniards are settled on I middle



## DARWIN WRITES AS “A FOSSIL RESURRECTIONIST” ON AUSTRALIA

### 18. DARWIN, Charles.

Remarkable autograph letter signed, regarding Australian fossils, to his second cousin Edward Holland.

Seven-page autograph letter signed on black-bordered mourning stationery, 180 x 110 mm., written in a clear and strong hand and signed “C. Darwin”; old folds, in excellent condition.

Down, Bromley Kent, not dated but circa 1845 or 1846.

A superb and lengthy Darwin letter, exclusively relating to the latest scientific research from Australia. Although he spent time in Australia during the *Beagle* voyage, original manuscripts which specifically reference the country are very rare indeed. This letter is of signal importance to Australia, relating to important and early fossil discoveries in the Darling Downs, in the form of a remarkable cache of fossils which had been unearthed and sent back to London by one of the earliest settlers in that region, the friend and sometime colleague of Leichhardt, Frederick Neville Isaac.

The letter is written to Darwin’s second cousin Edward Holland, who had contacted Darwin with an offer of the fossils. Darwin recommends that the group be offered to the anatomist Richard Owen: “The fossil bones discovered by Mr Isaac will probably prove exceedingly valuable, & I return with thanks the clear account of the district. I shall be curious to see them, though I know nothing on the subject & am only a fossil Resurrectionist. Prof Owen has already worked at so many Australian fossils, that I have no doubt he will be glad to undertake their examination & description,—that is if he has time, for he is overwhelmed with materials from all parts of the world.”

Isaac (1825-1865) was a Rugby-educated Queensland pioneer and later a member of the Legislative Council. He arrived in Queensland in 1840 and joined Leichhardt’s first Swan River expedition of 1846-1847. Leichhardt was not only a friend but knew Isaac’s property as the source of important fossils; while another contemporary explorer confirmed that the “best specimens I have heard of, are those collected by Mr. F.N. Isaac, on the Darling’s Downs” and that they had been “lately sent home to be examined.” (Aurousseau, *The Letters of F.W.L. Leichhardt*, vol. II, p. 745; Hodgson, *Reminiscences of Australia*, p. 131).

Although known to the online Darwin Correspondence Project from the letter’s sale in a catalogue by John Howell in San Francisco, this letter’s reemergence is an exciting discovery. The Project recorded a likely date of 1843, dismissing the fact that the original note on the letter by the bookseller John Howell noted an “1845” watermark, commenting “probably an error for 1843”. To the contrary, the connection with Isaac in Queensland puts the last nail in the coffin of this early date, as his discoveries could only have been known in England by some time around 1845 at the earliest.

**\$85,000**

HH 5001046 at hordern.com

Quarter of the world to  
likely to afford important  
discoveries in this line.  
: for instance some single  
bone or skeleton might  
throw a surprising light  
on the relation of the  
ornithomylus with  
the rest of the creation.  
Mr Isaac ought to  
read Lyell's Principles &  
Elements of Geology, if

he has not already  
done so. it would  
give him much zest  
in his pursuits. —

Tray give my kind  
compliments to Mr Holland  
& believe me

Yours very sincerely

C. Darwin

19. [FIRST FLEET] “AN OFFICER”.

An Authentick Narrative of the Expedition to Botany Bay,  
As performed by Commodore Phillips... By an Officer,  
just arrived in the Borrowdale Transport. Second Edition.

Duodecimo, engraved frontispiece signed “C. Jones, sculp.”, 44 pp.,  
closely clipped and a few letters shaved from the bottom margin of  
several pages; an excellent copy in modern blue quarter calf.

London, Printed by R. Bassam, n.d. but 1789.

An excellent copy of the second, revised and best edition, the only copy known to have been sold in the better part of a century and one of the rarest of any of the First Fleet books. Noted on the title-page as the second edition, this is not simply a publisher’s puff but reflects major additions to the text.

The work is so rare that even a clear statement of how many copies are extant can still only be preliminary, but this is currently believed to be only the third such copy, none held in any Australian collection. By the same token, of the four known copies of the first edition, only one (Bodleian Library, Oxford), is complete, two others are recorded as missing the frontispiece, while the fourth is known to be missing not only the frontispiece but several pages of text as well.

Indeed, the present copy is only the third confirmed copy of either edition to include the wonderful – if fantastically speculative – frontispiece, engraved by one C. Jones. Curiously, the image is loosely based on the scene of Cook’s death in Hawaii in the version done by the Cleveleys for their 1787 series of aquatints. This notion of capitalising on the known interest in Cook is perhaps unsurprising, but it is hard to know what it signifies in this context as there is nothing in the text which alludes even remotely to the scene (the book was printed far too early for the spearing of Governor Phillip to be meant). Perhaps the soundest explanation lies in the fact that the book was published at exactly the moment when London theatres were first starting to show the famous pantomime on the Death of Captain Cook (one of the hits of the season in March and April 1789). It is an interesting mystery.

The book is generally based on the earliest reports sent home on the *Borrowdale* and the *Prince of Wales*. As with so many of these popular books rushed out for the popular market, it is a fascinating mix of reportage culled from the newspapers, snippets that seem genuinely new (and very likely gleaned from the exhausted sailors as they stepped ashore) as well as the usual dash of errors, misconceptions and quite extraordinary editorialising. It is not without its errors – Botany Bay, for one, is repeatedly referred to as an “island” – but this was the news from Botany Bay as people genuinely read it.

There are distinct borrowings from the *London Chronicle* accounts since collected by Wantrup as “First News from Botany Bay”, but the anonymous editor also includes a thunderous denunciation of the taking of the land from the Aborigines of Sydney Cove: “The natives, when they discovered the preparations on foot, and that their visitors were likely to become stationary, appeared dissatisfied; and well they might, could they have known what ruin and destruction the civilized christians carried into other harmless territories. Blush ye unfeeling monsters, plunderers of wealth, who gain it only from the misery and destruction you bring upon a harmless people, equally God’s creatures...”.



A N  
AUTHENTICK NARRATIVE  
OF THE  
EXPEDITION  
TO  
BOTANY BAY,

As performed by  
COMMODORE PHILLIPS,  
And the Squadron under his Command,  
With a particular Description of  
JACKSON'S BAY,

A N D  
LORD HOWE'S ISLAND;

Also the Customs of the Natives, and some suitable  
Admonitions to restrain Vice, and to prevent others  
forfeiting their Freedom and the Happiness of Con-  
tinuing in OLD ENGLAND.

Interspersed with curious Anecdotes  
OF  
TRADING JUSTICES

By an OFFICER, just arrived in the  
Borrowdale Transport.

The SECOND EDITION.

L O N D O N:

Printed by R. BASSAM, No. 53, St. John's Street; and Sold  
by H. D. Symonds Pater Noster Row; J. Axtell, Royal Ex-  
change; H Pearce, Bell Yard, Temple Bar; E. Yardley, New  
Inn Passage, Clare Market; and to be had of all Booksellers  
and Newcarriers.



Recent work by Wantrup has further clarified the genuinely complex publishing history of the book. As well as noting that it was surely rushed out very quickly, as a third competitor in the mad rush that saw both the “Officer” account (2 April 1789) and Tench’s famous *Narrative* (4 April 1789) appear, while remarking that the book is so rare that describing it for collectors was essentially “academic,” he has established several major points.


Firstly, there were genuinely two editions, the second borrowing a large section of the first but adding a good deal of new and expanded material. Secondly, he discusses the presence or otherwise of a frontispiece (see census below): certainly it is not always present, making the present copy happily complete. Lastly, he has confirmed that the reference in Ferguson (no. 46) to the copy of the first edition apparently in the Mitchell Library is something of a misdirection, because that copy is significantly incomplete, lacking frontispiece, title-page and last page (ML 991A).

As a result, the known census – still tentative – now includes:

First edition: Mitchell Library (ML 991A), *incomplete*; Bodleian Library (Opie Collection, P 105), *listed as complete with frontispiece*; National Library of Wales (DU98 A93), *apparently without frontispiece* (reproduced in ECCO): British Library (*stated by Wantrup as lacking a frontispiece*).

Second edition: British Library (C.141.cc.1), *not collated but listed as illustrated, so presumably with the frontispiece*; Exeter Library (stated as the gift of Miss A. Lake, 1956), *collation not known*; the present copy, *with frontispiece*.

**\$185,000**

 5001051 at hordern.com

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Not in Ferguson, but see 46 (noting the Mitchell Library copy and implying, erroneously, that it is complete); Wantrup, 4b.



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## INTRODUCTION.

*SINCE the loss of our colonies in America, government had no place to which they could transport Felons, convicted of crimes highly injurious to society, and which the good order of every State demanded they should be exiled from. For some time hulks were stationed for their reception at Woolwich, and the culprits employed in raising works for the use of the Warren; but experience soon proved the inutility of that scheme, as their morals were no ways amended by the Punishment, and the greater part, when liberated, generally returned worse members of society than before their confinement.*

*Government being thus circumstanced, and every gaol full of convicts, without any place  
where*



20. FOWELL, Newton.

Autograph letter signed, to his father.

Quarto, three pages and address leaf, manuscript in ink on paper, with original wax seal, two filing holes in lower margin of each leaf; stamped "Gosport", small collector's stamp with manuscript cancellation.

HMS Sirius, Portsmouth, 10 May 1787.

A wonderful original letter by Newton Fowell, the eighteen-year-old midshipman on HMS *Sirius* whose moving and evocative letters from the First Fleet have been one of the treasures of the State Library of New South Wales since they were acquired in 1987. This candid letter to his father, dated "Sirius, 10 May 1787", was written aboard the First Fleet flagship just three days before she set sail for Botany Bay.

Newton Fowell, sponsored by Captain John Hunter and Evan Nepean, joined the *Sirius* in February 1787, the last officer to do so apart from Arthur Phillip himself. In earlier letters he had described endless delays, while in this letter their final departure is imminent: 'Capt Philip (sic) came on board yesterday and talks of sailing tomorrow, how that will be I cannot say but the Wind at Present is fair'.


The men were called aboard hastily: 'we had no great notice to get ready. I have some Linen on shore which if I cannot get to day will be left behind', and Fowell bemoans delays in their pay: 'We have not yet been paid any Advance it will be paid today and supposed only two Months, the Men Murmur very much as most of them have 6 Months Pay due...'.

Fowell was the first officer to receive a promotion after their arrival: a fellow officer on *Sirius* described him as 'that very Deserving Young Man... Ord[ere]d to Act as Lieut... I have Every Reason to Suppose him for the first Promotion... I think him by far the Most Deserving Young Man in the Ship'. He made three further voyages as lieutenant: with Hunter to the Cape of Good Hope and back on the *Sirius*, and another to Norfolk Island on the *Supply*, during which the *Sirius* was wrecked.

His final voyage was to Batavia, on a mission to purchase a replacement for the *Sirius* and obtain desperately-needed provisions. Here he succumbed to the notorious Batavia fever, and died aged twenty-two. On 14 March 1791 Phillip wrote to the Admiralty that 'The *Supply* lost five men in the voyage and left six in the Hospital in Batavia... Mr Newton Fowell who I had appointed second lieutenant of the *Sirius* (when Lieutenant King was sent to Norfolk Island) and the gunner of the *Sirius* likewise died on the Voyage. Both these officers were to have been landed at Norfolk Island had the *Supply* made it in her passage to Batavia'.

The vast majority of First Fleet manuscripts are held institutionally; this example, once in the Webster collection, is a rare exception. The thirteen letters by Fowell held by the State Library of New South Wales and published in 1988 (*The Sirius Letters: The Complete Letters of Newton Fowell, 1786-1790*) give detailed reports of the voyage and the arrival of the *Sirius* in Port Jackson, and difficulties of the first two years of settlement. They form a series which was earlier thought to be complete.

**\$165,000**

 5001062 at hordern.com

82  
82 GOSPORT  
John Howell Esq  
Black Hall  
St Vincent  
Dover

told me of his losing all his cloths it was  
a great loss for him - We have not yet been  
paid any Advance it will be paid today  
and supplied only two Men the the Men  
Murmur very much as most of them have  
6 Months pay due - There is no news stirring  
about Portugal. Where I bought my hats  
at London I chose only one and desired the  
rest to be put up by that but instead of  
that they sent me hats that was not enough  
for two of my heads as I bought as well  
be without them Give my respects to  
Capt & Mrs Barry & Dr Wm Woodward  
Compt to the Govt of the Neighbourhood

I only wish the men may be contented  
with the Advance they will get a down  
I am Dear Father  
Your Affectionate Son  
Nathan Powell

In case I should be made before we get to the  
Cape I wish Mr Washpole to be near by and  
and most likely I shall draw a Bill on  
you from there

21. FREYCINET, Louis-Claude de.

“A Messieurs les Officiers composant l’Etat-major de la Corvette du Roi l’Uranie”. Official instructions given to the senior officers of the *Uranie*.

**Folio, four page document, manuscript in ink on paper; carefully written; in fine condition, archive stamp.**

**On board the *Uranie*, 23 October 1817.**

A landmark in both the history of the *Uranie* voyage but also the broader development of the scientific planning of the entire *grands voyages* project, this is a complete listing of the scientific aims of the expedition and the measures to be taken to fulfil them. Carefully written out by Freycinet’s clerk Gabert, it is evidently the result of numerous earlier drafts and revisions.


Prepared on board the *Uranie*, these detailed instructions were given to his major scientific officers when they were in Tenerife (they had left Toulon, with Rose secretly on board, a month previously). Five days later, with this document safely stowed with his private papers, they weighed anchor and sailed for the southern hemisphere.

While the document amply testifies to Freycinet’s extraordinary attention to detail, it also goes a long way to explaining the success of the expedition. Few documents could convey so completely the real character of Freycinet, ambitious to bring glory to every part of his voyaging. A scientist in his own right, he is known to have canvassed most of the key figures in Paris before he sailed, perhaps most notably François Arago and Baron Cuvier. Much like Captain Cook on his third voyage, one of the reasons why he preferred that the science be carried out by career sailors was that he could command them: having sailed as a junior officer with Baudin, he was well aware of the effects that civilian dissent could have on board a voyage of exploration. His science was all to be done by naval officers.

The document is signed by Freycinet with his elaborate formal signature, and further signed by the four officers to whom it is addressed: his Second-in-command Jérôme Frédéric Perrette Lamarche (a veteran of the War who had a long career in the French Navy); second lieutenant J.J. Labiche (who would die at sea two years into the voyage); ensign Clair Léonard Théodore Laborde (who would also die at sea, in the first few months of the expedition); and ensign Louis Isidore Duperrey, who would rise to high rank, taking command of his own expedition, in the *Coquille*, a few years later.

This extraordinary survival was retained, until modern times, in the Freycinet family archives at Laage. It can be compared with what is surely a draft version, less finished and unsigned, in the papers of the Archives Nationales.

**\$96,000**

 5001140 at hordern.com

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Freycinet, Voyage Autour du Monde... Historique (1827-1839); ‘Les deux lettres de Freycinet à son état-major de l’*Uranie*, 1817,’ Revue d’Histoire des Sciences Humaines (2003).



observer de nombreuses séries, qui seront rapportées ensuite à un faisceau unique par le moyen des montres marines.

Les observations d'azimut et d'amplitude, pour déterminer la déclinaison de la boussole, seront faites le matin & le soir toutes les fois que la chose sera possible; mais je vous recommande à ce sujet, de ne jamais oublier de tenir note de la direction du cap du vaisseau à l'instant de l'observation. Quant à l'inclinaison de l'aiguille-aimantée & à l'intensité des forces magnétiques, elles seront observées sous ma direction lorsque les mouvements de la corvette seront assez faibles, pour permettre d'arriver à de bons résultats.

5.° — Circonstances particulières de la navigation & de la route. Les manœuvres, les mouillages et appareillages; les rencontres inopinées, les événements remarquables à bord, la découverte d'objets extraordinaires; le départ, l'arrivée des embarcations, et ce qui les a motivés, tels sont les principaux objets qui se rapportent essentiellement à ce paragraphe.

C'est aussi, Messieurs, l'ensemble du tableau que j'avais à vous présenter. Je vous prie de vouloir bien, en réponse à cette lettre, me renvoyer la copie ci-jointe, au bas de laquelle chacun de vous devra déclarer qu'il a pris connoissance des instructions qu'elle renferme. Vous voudrez bien, en outre, transcrire ma lettre en entier sur le cadernet.

Recevez, Messieurs, l'assurance de ma parfaite considération et de toute mon estime.

Le Capitaine de frégate Commandant,  
M. De Chyze

à bord de la Corvette du Roi  
l'Uranie, le 23 Octobre 1817.

L'officier sousigné ont pris connoissance de la lettre ci-dessus

A. J. Guyon

Lariche

Jamar

M. de La Borde

## 22. FREYCINET, Rose de.

A fine and interesting autograph letter, signed,  
to her sister-in-law Clémentine at St. Denis, Ile Bourbon.

Three-page closely-written autograph letter signed "Rose", simply addressed  
on the fourth page, on a sheet of laid paper with watermark, folded to letter-  
size 235 x 183 mm.; archive stamp, old folds, in excellent condition.

Paris, 10 January 1822.

A charming and candid letter signed affectionately "Rose," chiefly detailing the dramatic and frightening financial collapse of the Barillon family, her oldest family friends: famously, Rose's journal of the *Uranie* voyage was written for Caroline de Nanteuil *née* Barillon.


Writing 13 months after her own return from the circumnavigation, Rose addresses her sister-in-law and confidante Clémentine, the wife of the Baudin veteran Henri de Freycinet, then living at the Ile Bourbon (Réunion) during his governorship of the island.

Rose's anxiety and sorrow is tangible in this letter detailing the financial difficulties faced by the Barillon family, who had been great friends and protectors of her own family, the Pinons. Rose's beloved sister Stéphanie Pinon had been the private tutor to the children of a branch of the Barillon family when they were at the Ile de France (Rose was very upset to miss Stéphanie's arrival by only one day during the voyage of the *Uranie* in July 1818; see *A Woman of Courage*, p. xii).

The Barillon family has been ruined, with Claude-Georges Barillon having destroyed the family finances on the stock market with ill-advised speculation, before disappearing: he has not been heard from for months. Worst of all they have no "*chouchou*" left at all, and have had to relinquish all of their jewels, cashmere, silver and so on. Rose and Louis have offered whatever support and consolation they are able to provide: but their only hope is that the kind regard in which the family is held may enable them to salvage something from the wreck ("*quelque débris dans ce grand naufrage*"); Rose's consolation is that dear Caroline is married, and therefore sheltered from the catastrophe, but for the two younger children the future is not so bright. At least Madame Barillon has taught them that virtue and simplicity are the best mainstays. Barillon père later died in Mexico in 1830 (had he run so far?).

As well as the famous diary, essentially a series of lengthy narrative letters to Caroline, a selection of letters from Rose to Clémentine was used to complete the narrative of the *Uranie* voyage in all three published versions of Rose's diary, by Duplomb, Bassett and Riviére. However, the present letter has never been published. Thanks to the enormous interest in Rose and her famous narrative of the voyage, she has become recognised as one of the most interesting nineteenth-century letter-writers, and yet not only are her letters exceptionally rare on the market but few have the drama nor the immediacy of the present example.

**\$28,500**

 5001141 at hordern.com

Bassett, *Realms and Islands* (1962); Duplomb, *Journal de Madame Rose de Saulces de Freycinet* (1927); Falkiner, *Rose* (2022); NLA; Riviére, *A Woman of Courage* (2003), esp. pp. 171-185; SLNSW.



qualités qu'il montre & son application qu'il ne tire un parti distingué de  
ses études; le séjour de Paris ne parait pas plus nuire à sa santé qu'à ses  
mœurs; il se porte fort bien & n'est occupé que de son travail.

J'ai bien charmé, ma bonne sœur, que ayez agréé le projet  
d'en venir réunir un jour; j'espère que ce n'est pas un château en Espagne  
où il ne serait pas agréable d'en faire un grand appartement; je vous  
avoue que ce joli projet fait souvent le sujet de nos conversations avec  
Louis & ma mère qui ~~veut~~ désire vivre après pour prendre sa part de  
ce bon temps. — Ma lettre vous trouvera-t-elle déjà installée  
dans votre palais remis à neuf? je voudrais vous y savoir & enfin  
commodes établie; j'aimerais bien que vous me donnassiez ~~des~~  
quelques détails sur votre manière de vivre & quelle sous les  
personnes que vous voyez plus intimement, avant parti quelques jours à  
Bourbon j'y connais ~~quelques personnes~~ <sup>quelques personnes</sup>. Pendant votre séjour à Paris  
vous aurez vu M<sup>r</sup>. de Kille & son aimable famille, c'est un compliment  
à vous faire, car ce sont des personnes extrêmement agréables; si j'en ai  
que ma lettre vous parvienne à St Paul je vous prie de me  
rappeler à leur souvenir; nous avons eu beaucoup à louer de leurs vœux  
obligeants à notre égard, pendant le court séjour que n'y fîmes.  
Croyez, ma chère Clementine, qu'il est impossible d'aimer mieux de  
personne qu'on n'a jamais vue que je n'aime vous & votre cher Henri,  
dites-le lui bien pour moi en l'embrassant, ce qui négatera rien à ma  
connaissance; ma mère ~~est~~ <sup>est</sup> ~~très-habile~~ <sup>très-habile</sup> d'être plus habile que moi à votre sujet,  
vous fait à tout deux mille compliments, quant à moi je vous embrasse  
de tout mon cœur & vous assure de ma tendre & vive affection  
Prose



## DESIGNING THE HAUNTING VIGNETTE FOR FREYCINET'S ATLAS

### 23. [FREYCINET] [MARCHAIS, Pierre & Pierre NYON (engraver)].

Small suite of work relating to the title-page vignette from the 'atlas historique' accompanying the Freycinet official account.

Group of two small drawings and two printer's proofs, full details below.

[Paris], circa 1825.

A revealing group of working papers and designs relating to the creation of the remarkable vignette that adorns the title-page of the historical atlas for Freycinet's official account. The group includes an original sketch and two working pulls relating to the vignette as ultimately printed on the title-page of the *Atlas historique* (1825).

The beautifully developed scene shows a woman next to a broken anchor and shaded by a willow, next to a marble plinth with a quotation from Esmenard's poem *La Navigation*, originally composed for the loss of La Pérouse, and much admired by his contemporaries:

*Venez, amis des arts, que le marbre fidèle  
Gage de nos regrets dans ces paisibles lieux  
Rappelle La Pérouse et le rende à nos yeux,  
Oui sous les coups du sort, quand pour nous il succombe,  
De larmes et de fleurs je couvrirai sa tombe.*


In the background of the scene a vessel heels over to starboard, its rigging wrecked, and clearly sinking. The scene is no doubt meant to bring to mind the loss of Freycinet's ship *Uranie* in the Falklands, but also makes an obvious link with La Pérouse himself, the fate of whom, at the time of publication, was still unknown in France.

Published at a happier time in Freycinet's sometimes troubled life — he had not long finished the second edition of his Baudin voyage account (1824) and was progressing nicely with his own books — such a sentimental design hints at his pensive nature. It is the more surprising because the views by Arago, Taunay and Pellion are some of the brightest and most engaging of any voyage art.

The four items are: 1. Fragment of tracing paper showing the anchor design, 50 x 115 mm., tipped onto paper; 2. Pencil and ink sketch of the main components of the design, 205 x 215 mm., on Whatman paper dated 1821; 3. Proof before letters (in the technical sense, but also before adding the inscription to the plinth as well as other graphic detail) on laid paper, 200 x 235 mm; 4. Finished proof printed on india paper and laid on slightly larger laid sheet, 230 x 260 mm.

The detailed care in the preparation of this group, which came to light in the dispersal of Freycinet family archives in the 1970s, underscores the attention and oversight that preoccupied Freycinet in his preparation of the official accounts of two *grands voyages*, both that of Baudin and here his own.

**\$18,500**

 5001064 at hordern.com



24. GOULD, John.

*The Mammals of Australia.*

Three volumes, imperial folio, with 182 finely hand-coloured lithographed plates; contemporary full dark green morocco, ornately gilt; a very fine set.

London, the Author, 1845-1863.

One of the most immediately appealing of all Australian illustrated books, this contains some of the most beautiful illustrations of mammals ever produced. A masterpiece among Gould's superb folios, along with the *Introduction to the Mammals* it was his only diversion from ornithology. This is a superb set in gleaming original condition, the bindings in the beautiful green morocco frequently associated with Gould's books.


John Gould arrived in Australia in 1838, accompanied by his artist wife Elizabeth, young son John Henry, and his friend and skilled taxidermist, John Gilbert. Over the following two years the family undertook expeditions to Tasmania, South Australia and New South Wales whilst John Gilbert further explored western and northern Australia. Their scientific work in Australia remains legendary; and the published works by Gould on natural history are among the finest ever undertaken.

In 1844, once publication of the *Birds of Australia* was well under way, Gould wrote to Prince Lucien Bonaparte: "My present intention is to follow it up with a general history of the mammals of Australia of which I have lately received a surprising number of new species... Gilbert, who is still collecting for me, is on the Darling Downs... and I have no doubt he will reap a rich harvest in this new field for his exertions". As this letter suggests, Gould had become aware that the field of Australian science had become so dominated by ornithology that the other animals were effectively being overlooked: it is an intriguing insight into how the sciences had developed.

John Gilbert's "rich harvest"—he contributed a total of 142 mammals to the work—was partly gathered in Port Essington, where he spent July 1840 to March 1841 collecting specimens. His desire to return to the far north proved tragic: in 1844 he accompanied Leichhardt on his overland expedition to Port Essington, but was killed by Aborigines near the Gulf of Carpentaria.

The exertions of Gilbert and Gould culminated in the publication of these three magnificent folio volumes which give, in many instances for the first time, reliable information and accurate illustrations of Australia's remarkable fauna. "If the *Birds of Australia* had not received that degree of attention from the scientific ornithologist which their interest demanded, I can assert, without fear of contradiction, that its highly curious and interesting Mammals have been still less investigated. It was not, however, until I arrived in this country, and found myself surrounded by objects as strange as if I had been transported to another planet, that I conceived the idea of devoting a portion of my attention to the mammalian class of its extraordinary fauna" (Preface, p. vii).

**\$185,000**

 5001067 at hordern.com





25. HUNTER, John.

A group of original manuscript Wills...

Three folio-sized manuscript will documents on laid paper,  
mounted in a special solander case; portrait of Hunter loosely inserted.

London, 1810-1821.

A moving group of manuscripts from the later life of Vice-Admiral John Hunter, second Governor of New South Wales. These revised wills date from his effective retirement, living at his house on Judd Street in Hackney, London or his Georgian terrace on Leith Walk in Edinburgh.

His wills are full and detailed and the accounting of a score or more bequests gives a snapshot of his extended family and his feelings about the different branches. Not least, he singles out the daughter of his nephew Henry Kent RN, Penelope Percival Kent, for her “kind and affectionate attention to me when ill” and also the daughters of his sister Janet Maule, to whom he leaves larger sums as well as his house in Leith – a reminder that he spent a lot of his time in the town of his birth and remained deeply connected to Scotland.


It is interesting to see how many of his family served in the Royal Navy, not least his nephew Capt. William Kent who came out to New South Wales with Hunter in 1795 and stayed on until 1805, but sadly predeceased his uncle: indeed, one of the sadder moments in the trajectory of the wills is the way that Hunter’s gold chronometer was initially left to Kent, but ended up among his general chattels to be sold. Kent’s death also means that one of Hunter’s prized possessions, a portrait bust of his great patron Lord Howe, effectively goes missing from the inventory.

Hunter had already had a long naval career when he was appointed to command the *Sirius* in 1786. In New South Wales he oversaw the detailed surveys made of the harbours as well as making a fast circumnavigation to the Cape and back for supplies, but lost the *Sirius* in a storm in the difficult waters off Norfolk Island in March 1790. He returned to Britain in April 1792, where his *Historical Journal* was published, one of the most important First Fleet books, and the following year took a key role serving with Lord Howe in the battle of the Glorious First of June.

His good standing led to his appointment as the new Governor of NSW, arriving in Sydney in late 1795, though his governorship was marked by dissension and unrest, Hunter ultimately returning with something of a cloud over him. He was promoted Rear Admiral on 2 October 1807, and Vice-Admiral on 31 July 1810. He never hoisted his flag at sea, but passed his last years quietly, dying at Hackney on 13 March 1821. He was buried in the Hackney Old Cemetery (ADB).

We have prepared a longer notice of the remarkable details included in the various wills, but in essentials the group comprises: 1 April 1810: Folio, 4pp., in Hunter’s hand; 23 November 1819 Folio, 4 pp., in Hunter’s hand; 9 March 1821: dated just four days before Hunter’s death, entirely in the hand of a clerk.

**\$24,500**

 5001074 at hordern.com



Continued -

Daughters of my ( I Leave To Eliza Hunt Two hundred & twenty Pounds Sterling  
Nephew Captain) ----- To Mary Hunt Two hundred & twenty Pounds - - D<sup>o</sup>  
M<sup>rs</sup> Hunt (R<sup>Y</sup>) -

Daughters of my ( I Leave To - Robina Hunt Two hundred & twenty Pounds - Sterling  
Nephew John Hunt (R<sup>Y</sup>) ----- To Mary Hunt Two hundred & twenty Pounds - - D<sup>o</sup>  
Plymouth

I Leave, To the three Surviving daughters of my late Brother La<sup>d</sup> Hunter  
----- Each one hundred Pounds Sterling

To the three Sons of my Niece Martha Stevenson  
----- Each one hundred Pounds Sterling } three D<sup>o</sup>

To my Nephew John Hunt Esq. of Plymouth One hundred Pounds Sterling

To my Nephew Captain W<sup>m</sup> Hunt (R<sup>Y</sup>) one hundred Pounds D<sup>o</sup>

To my Nephew M<sup>r</sup> Thos<sup>o</sup> Stevenson - One hundred Pounds D<sup>o</sup>

To my Nephew Capt. A R. Herr (R<sup>Y</sup>) one hundred Pounds - D<sup>o</sup>

To the Son of Captain Hunt (W<sup>m</sup> Hunt) one hundred Pounds - D<sup>o</sup>

To the Son of Captain Herr (Thos<sup>o</sup> Herr) one hundred Pounds - D<sup>o</sup>

To my Eldest Nieces M<sup>rs</sup> & John Norville, Each fifty Pounds Sterling

If my present Servant James Lovatman shall be with me at  
the time of my Death I leave him beside his wages - fifty Pounds S<sup>t</sup>

I Leave to the Daughters of my Sister Sarah Maule my House at  
the foot of Leith Walk -

Whatever sums may remain after these Legacies are summed up  
the Expences of a plain funeral, with any debts I may owe are paid,  
and, whatever sums may be due to me from the Crown or elsewhere  
are collected, with any Saleable Article I may possess, turned into Cash,  
it is my desire that such Surplus be divided amongst the unmarried  
daughters of my Sister M<sup>rs</sup> Maule, of my Niece M<sup>rs</sup> Henry Hunt, of my  
Nephew Captain W<sup>m</sup> Hunt, & the two Eldest of my Nephew M<sup>r</sup> John Hunt, share  
& share alike - I leave my Gold Chronometer & Gold Chain & Seal  
impression Lord Howe, last to Capt William Hunt & M<sup>rs</sup> My Nephew

Given under my hand & Seal in London  
this first day of April, in the year of our Lord  
one thousand Eight hundred and ten, -

It is my wish, that my Nephews  
M<sup>r</sup> John Hunt, Capt W<sup>m</sup> Hunt  
M<sup>rs</sup> W<sup>m</sup> & John Norville or  
any three of them do see this Will  
carried into Effect. J<sup>H</sup>

Witness

J<sup>H</sup> Hunter





26. JOHNSTON, George

Autograph letter signed to his agents, Messrs Cox, from Sydney.

**Folded sheet of laid paper 310 x 190mm, folded to letter-size with postal marks and retaining the original seal; watermark S LAY identified as made by Samuel Lay at St. Mary Cray Mill Sittingbourne Kent, around 1793.**

**Sydney, 26 August 1794.**


An evocative treasure from the first years of our nation's history, this is thought to be the earliest surviving unofficial manuscript letter written in Australia by a free settler, also one of the most important figures on Australia's First Fleet. A convict letter which predates it (by Mary Reiby) is today "one of the treasures" in the collection of the State Library of New South Wales.

Few people had a more remarkable career in colonial New South Wales than Johnston, who arrived on board the *Sirius* as an officer of the Marines in 1788 and was one of the more senior First Fleeters to take a commission in the New South Wales Corps. Most of the newly formed New South Wales Corps came out from England, but a small company of First Fleeters stayed on in the colony. Initially hesitant, Johnston ultimately accepted the command of these old hands. The present letter relates specifically to Johnston's new position in the Corps, and is a sharp lesson in the complexities and anxieties the new appointees were under. Headed "Sydney New South Wales Aug. 26th. 1794," it is addressed to the bankers and military agents Cox, providing an insight into the complexity involved in banking in a different hemisphere.

Johnston writes of his alarm at discovering that John Long, adjutant of the Marines, recently returned on the *Gorgon*, had written to the Rev. Richard Johnson with news about promotions and commissions, all so confused that Johnston found himself not knowing his actual rank, nor when his commission dated from: these were not merely academic concerns, but would not only affect his pay but could also have ramifications for his actual authority. If any money was owing, he notes, please to have it paid to his mother.

The letter would have been carried on the *Bonningtons* or *Sugar Cane*, both ships leaving Sydney Cove on 13 October 1794. The postal marks show that it arrived in London on 27 February and was delivered 28 February 1795. Johnston's unexpected and long stay in the colony is a fiery, spirited story. It spanned from 26 January 1788, when he is said to have been the first Englishman to step ashore at Port Jackson, to his death in 1823 when he was buried in the Francis Greenway-designed vault on his Annandale farm.

**\$155,000**

 5001078 at hordern.com

I have not been able to break it more fully, until I was  
 lately informed, that the latter would perhaps not  
 be deemed sufficient.  
 I am in hopes of getting home to return to Europe in  
 about eighteen months & shall be happy to acknowledge  
 the many favors received from you.  
 I remain D. Sir  
 Your much obliged W. Servant  
 Geo. Johnston

Charles Cox Esq  
 N. 20 Portico Buildings  
 Holborn

Sydney New South Wales Aug 28  
 1804  
 D. Sir  
 I am sorry to be so long in coming to you  
 but as it is a point I am particularly interested in  
 I hope you will excuse it. Mr. Long late Adjutant to  
 the Marines that were doing duty here, has since his  
 arrival in England written to the Rev. Mr. Johnson of  
 this place, wherein he mentions that Capt. Meredith was  
 confined in Capt. John's vacant company & Geo. Johnston  
 meaning me, confirmed in the Capt. Johnston's company, as he has  
 not said whether the former were confirmed from the  
 state of Major Rice's appointment. It has left many  
 your return's satisfaction, as I do not at present know  
 what rank I hold in the Army. I shall therefore return  
 it a more particular favor, if you will be good enough to  
 take up my commission as Capt. Lieut. of Marines & by  
 the first opportunity have met at it as it is of the  
 utmost consequence for me to have by me.  
 I find by the letter that Major Green has received from the  
 War Office that my appointment in this Corps did not  
 take place until the 25th of September 1802 or that I  
 have 5 months & 10 days' Marine pay coming to me &  
 which if you have in your hands, I will thank you to  
 let my brother have in whatever proportion he wishes  
 I have enclosed you a power of Attorney to draw my balance  
 out of Mr. Mackay's hands. I would have sent one by the

## THE VIKING OF VAN DIEMEN'S LAND

### 27. JORGENSEN, Jorgen.

Autograph letter signed to Edward Dumaesq,  
and two other autograph pieces.

Two letters, 4 pp. and 1 p., folio, the first with a folded folio sheet as envelope with wax seal,  
with a third autograph letter receipt, 1 p. octavo; preserved in a quarter green morocco case.

Tasmania, 1830-1833.


A suite of evocative manuscripts by the Danish adventurer “Convict King” and “Viking of Van Diemen’s Land”. The letters are revealing regarding Jorgenson’s career as an official magistrate, and his efforts to curb cattle rustling and bushranging. Now handled by us for the second time in some thirty years, this is the most important group of Jorgenson letters to have been offered for sale in modern times.

The extraordinary career of the Danish adventurer is well described by James Dally in the ADB. He was a very early visitor to Australia, appearing in Port Jackson on the *Harbinger* in 1801, and transferring to the *Lady Nelson* until April 1804. He was therefore a member of the expedition through Bass Strait, and almost certainly sailed with Flinders. He was present at both the disbandment of the settlement at Port Phillip and the establishment of the first settlement on the Derwent, where by his own account he was the first to harpoon a whale.

During a wild and unruly career back in Europe he did everything from commanding a privateer in the Anglo-Danish war to leading a revolution in Iceland. Arrested for pawning his landlady’s furniture, he returned to Van Diemen’s Land as a convict in April 1826. He was soon assigned to the Van Diemen’s Land Company and sent to explore the north of the island. In 1830 he received a conditional pardon and subsequently lived largely by his wits: ‘the next decade saw Jorgenson employed in the infamous Black Line, farming briefly and ingloriously, acting as a scribe for the illiterate, and selling his wits wherever possible, whether to such a one as G.A. Robinson, to the government, or to the fevered press. Mostly he lived by his pen, precariously...’ (ADB).

Jorgenson wrote a number of books on a variety of subjects, ranging from religious works to history, but such manuscripts as remain are almost entirely held by institutions. A detailed précis of the three letters in the present group is available on request, but the centrepiece is undoubtedly the 4-pp. letter to Edward Dumaesq, Police Magistrate at New Norfolk, describing his 110-mile journey through the hinterlands, stopping at places, ‘such as Tom White’s - Mr Gellibrand’s - Lord’s etc - Austins - Sherwin’s - Smith’s - M’creas, and a great number of other huts... I saw several persons who cut a conspicuous figure in Mr Farquarson’s confessions...’. There follows a list of forty-two possible suspects, ranging from “Abyssinia Tom” to “Coffee, who stole Dr Ross’s box of crape”, and a list of sixteen property owners who had suffered from the thefts. A second shorter letter to Dumaesq is in regard to a very modest loan.

**\$65,000**

 5001081 at hordern.com

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See F. Clune and P.R. Stephensen, *Viking of Van Diemen’s Land* (Sydney, 1954).



On Service

Catlands 13<sup>th</sup> April 1830.

Esteemed and hon<sup>d</sup> Sir,

When I had the honour of seeing you the other day on the road near New Norfolk, and mentioned to you the runaways Garrett and another, I could have wished to have called your attention to another subject had you been at leisure.

Sheep stealing has considerably decreased in all parts of the Colony, but Cattle Stealing has increased. Cattle is conducted from Norfolk plains, through some opening, and by the Back river, finally find the way to New Norfolk. Cattle stolen in New Norfolk, or rather in the vicinity of New Norfolk, is exchanged for the cattle coming from Norfolk, and driven back to Launceston.

Little loss is sustained by the cattle stealers by this speculation, as certain butchers are the purchasers, and cattle fetches a better price for the Butcher knife than it would otherwise fetch, and the parties carry on their traffic scarcely without any fear of detection, as the people in New Norfolk know little about the brand and other marks on the cattle in Norfolk plains - and the people in Launceston know little of the marks in New Norfolk.

As to the persons residing on the Back river I will say nothing about, your police can tell you what sort of people they are, and whether some of them might not be properly termed Squatters. -

With the Gang of Cattle stealers as above described, are connected some in the Maguare district, on the lower Clyde, and about the Black marsh.

It strikes me that would you take the trouble to write to the Police Magistrate in Norfolk plains, you might from him obtain the brand and other marks on the cattle of the Great stock holders in that Division, such as Capt Pitt-chie, Mr Hooker, Mr Wells, Mr Dry, and others, and should the Police or the Inspector keep a strict

James Eyr  
Magistrate  
New Norfolk

Anstey Barton  
1<sup>st</sup> February 1831

honour to acquaint you  
me differently in  
Bank so small  
pounds. I therefore  
this letter, and  
numbers in my  
it I can say is, that  
under a mark  
to you for  
moments I should  
loss without  
New I would  
on your assistance  
not so far  
uld in  
Magistrate  
on you

James Eyr  
Magistrate  
New Norfolk

James Eyr  
Magistrate  
New Norfolk

28. JORGENSON, Jorgen.

Travels through France and Germany, in the Years  
1815, 1816, 1817. Comprising a View of the Moral,  
Political, and Social State of those Countries...

**Octavo, a fine copy in contemporary green straight-grained morocco,  
double gilt borders to sides, spine panelled in gilt, red silk endpapers with  
double gilt dentelle borders, gilt edges, in the style of Kalthoeber.**

**London, Printed for T. Cadell and W. Davies, 1817.**

First edition of this wonderful picaresque voyage account: a particularly attractive copy in a handsome binding of the period, with a concealed fore-edge painting of two small ships in a stormy sea off a low coastline. Fore-edge paintings are an unusual form of book ornamentation which can be, as here, charming and picturesque.


The book was written at a high-water-mark in Jorgenson's affairs: his extravagant career has few equals. The *Australian Dictionary of Biography* sums him up as an "adventurer," but a century ago, Marcus Clarke more adventurously described him as "a human comet". Already well-travelled, Jorgenson's connection with Australia began with his arrival in 1801 on the *Harbinger*, soon joining the *Lady Nelson* to explore the southern coasts, as well as whaling in New Zealand and Tasmania, quite apart from probably sailing with Flinders as well.

After his stint exploring in Australia Jorgenson found himself back in Europe in 1806, where he soon enough got caught up in the Anglo-Danish war, culminating in his extraordinary decision to proclaim himself the protector of Iceland, holding state for nine weeks and even designing a new flag, before decamping for England. Years of drinking, gambling and spying ensued, during which he often relied on friends such as Hooker for support, although he also courted a series of influential patrons, not least among them Sir Joseph Banks.

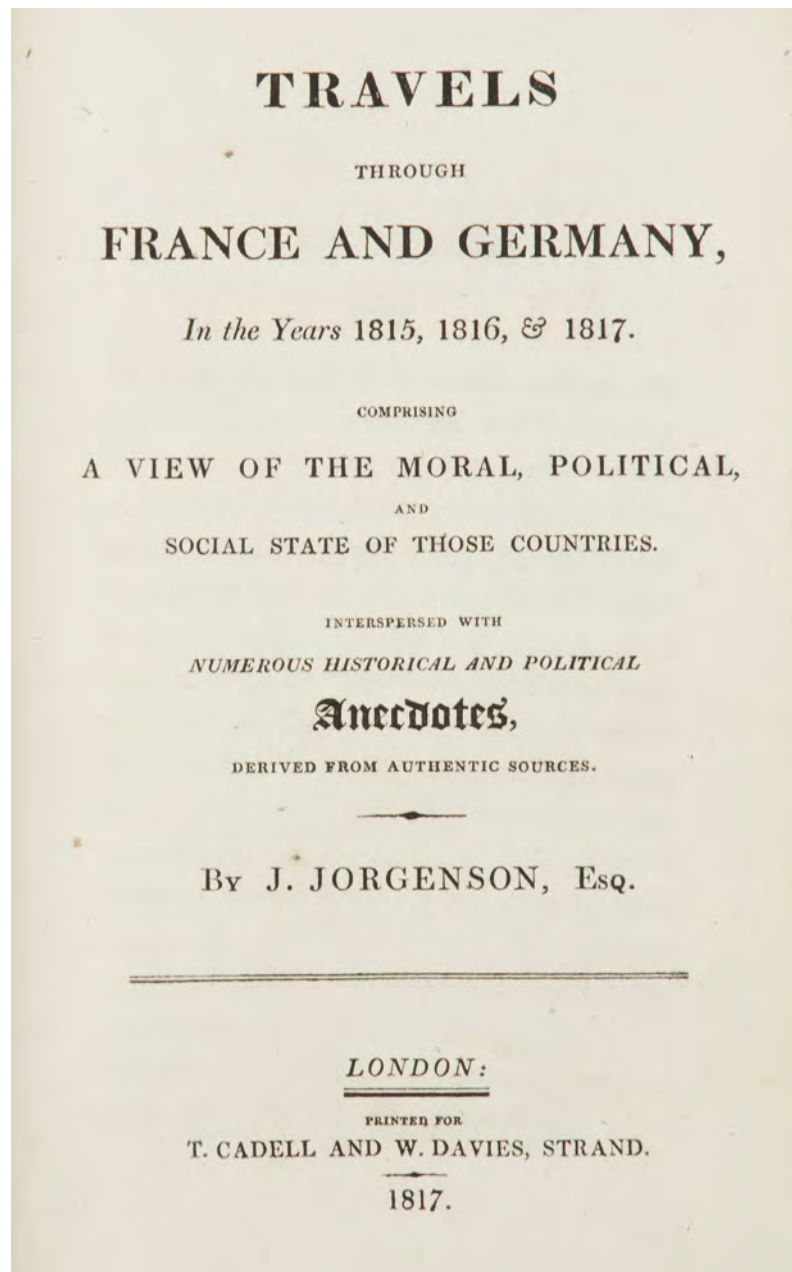
In 1815, after the defeat of Napoleon, he found himself back on the continent, following which his return to England brought only another collapse. He soon became a debtor and was arrested for a petty theft, being held for some time in Newgate, before being transported to Van Diemen's Land in 1826, having narrowly avoided hanging.

Much like some of his smooth-talking predecessors – Third Fleet convict George Barrington springs to mind – in Australia Jorgenson not only turned his career around but was elected an acting constable even before his pardon was granted. He spent some fifteen years in Tasmania as a jack-of-all-trades and part-time explorer, but lived mostly and precariously by the pen. His books remain small masterpieces of their kind and are all surprisingly rare in commerce.

**\$11,500**

 5001082 at hordern.com







## PAYING THE CLERGYMAN ON NORFOLK ISLAND

### 29. KING, Philip Gidley.

Bill of Exchange authorised by King as governor, transmitting funds to Samuel Marsden in favour of Rev Henry Fulton, chaplain at Norfolk Island.

**Quarto, four-page document, bound in half brown morocco by Newbold & Collins.**

**Sydney, January 1805.**

Rare survival of a commercial (and ecclesiastical) financial document. The bill of exchange is drafted and signed by the commissary John Palmer, and approved by Philip Gidley King, with good signatures of both, for payment to Samuel Marsden, funding half a year's salary for Reverend Henry Fulton as chaplain at Norfolk Island. It is addressed to William Chinnery as agent to the colony of New South Wales. These are without exception fascinating figures in the earliest days of the colony, including of course Philip Gidley King as governor.


First-Fleeter 'Little Jack' Palmer came out as purser on the *Sirius* and became the colony's commissary and a long-serving magistrate. He owned (though had to sell up) the estate of Woolloomooloo, but had extensive other land holdings. He was "one of the most enterprising of the early settlers and acquired much knowledge of all aspects of the colony through his private speculations. Active and adventurous, he had early explored the interior of the colony, most of which he believed capable of cultivation. In 1795 Captain Henry Waterhouse described him as one of the three principal farmers and stockholders in the colony..." (ADB). When he died in 1833, he was 'the last surviving officer of the first fleet that arrived in this part of His Majesty's Dominions'.

Henry Fulton combined being a clergyman with his history as a transported political prisoner. After receiving a conditional pardon from governor King, he was sent as an assistant chaplain to the Hawkesbury and then in February 1801 to Norfolk Island. He did well there, was granted a full pardon in 1805 and returned to the mainland in 1806. He did duty at Sydney and Parramatta for Samuel Marsden.

Marsden, the "flogging parson", had arrived in 1794, to take up a post as assistant to the chaplain of New South Wales. After a brief visit to Norfolk Island in 1795, he was stationed at Parramatta, where he became senior chaplain. He became a very influential and significant figure in the colony but was a controversial figure. Commissioner Bigge wrote that his character as a magistrate was "stamped with severity".

William Bassett Chinnery, who was appointed Agent for New South Wales on 1 May 1787, was disgraced and dismissed from office by 1812, having managed to embezzle more than £80,000 of Treasury funds.

**\$14,000**

 5001087 at hordern.com

Exchange - 50/- & 10/-

Jan 1805

At sixty days sight this my second bill of  
Exchange first and third of the same tenor and date not paid  
Please pay the Rev. James Marsden as agent for the Rev. James  
Sutton in order the sum of a hundred pounds sterling as per  
Advice from —

To

Approved  
Philip Gidley King

Your most obedient

Thumble servant

William Kinnear Esq.

Agent to the Colony of

New South Wales

J. Palmer  
Commissionary

30. [KING] COPELAND, Richard.

An Introduction to the Practice of Nautical Surveying, and the Construction of Sea-Charts... from the French of C.F. Beautemps-Beaupré, ... With an Appendix containing Mr Dalrymple's Essay... and the Description of Observations by which the Longitudes of places on the coasts of Australia, &c. have been settled, by Captain Matthew Flinders, RN.

**Two volumes, quarto, with 34 plates in the second volume, including the large folding "Trigonometrical Chart of the Archipelago of Santa Cruz, &c.; original boards with printed paper labels.**

**London, Laurie, 1823.**

First edition: a splendid association copy of this book, which contains a significant Flinders component, inscribed by Phillip Parker King. The ownership of such a pertinent book connects the two eminent men in a poignant way.

As well as a major essay by Flinders, Copeland's book includes an important collection of essays on surveying by Beautemps-Beaupré and Alexander Dalrymple, with a long analysis, with accompanying large-format map, of the lessons that could be learnt from the complex mapping of the Solomon Islands.

The Flinders section derives from the *Investigator* voyage: Copeland specifically notes that "the extract from Captain Flinders is added, as an important one, which must be equally interesting and desirable to all who do not possess his most valuable, but expensive, work, the Voyage to, and Surveys of, Australia, published in 1814". This must have been of particular appeal to King, who has boldly signed both volumes with his name and the date of 1823, meaning that he purchased the book hot from the presses in the months just after he returned to England on the *Bathurst* in April of that year.

King was in many senses Flinders's successor, and largely completed the coastal exploration of Australia begun by his predecessor. As Marsden Hordern comments, after his return to England in 1810 Flinders got in touch with the King family and took the young midshipman under his wing, introducing him to Sir Joseph Banks at one of the Sunday evening conversations at the famous house in Soho Square, and through him to Sir Thomas Hurd the hydrographer, under whom King's career really began.

Much like Flinders, whose last years in England after his release from French imprisonment were spent honing his writing and reading everything he could get his hands on, King took advantage of every source he could acquire in writing his own *Narrative of the Mermaid and Bathurst voyages* (1826).

**\$27,500**



5001088 at hordern.com



Phillip S. King  
1823.

INTRODUCTION TO THE PRACTICE  
OF  
NAUTICAL SURVEYING,  
AND THE  
**Construction of Sea-Charts:**  
TRANSLATED FROM THE FRENCH OF  
C. F. BEAUTEMPS-BEAUPRÉ,  
*Hydrographer of the French Marine, Member of the Legion of Honour, &c.*  
BY CAPTAIN RICHARD COPELAND,  
OF THE ROYAL NAVY.  
WITH  
AN APPENDIX, &c.

31. LATHAM, John.

*A General Synopsis of Birds.*

**Matched set of seven volumes (three volumes in six, plus first Supplement), quarto, with 119 etched plates by Latham with original hand-colour, a fine set in contemporary diced russia, a few scuffs, rebacked to style.**

**London, Benjamin White, 1781-1787.**

The first major history of birds to take serious notice of the birds collected on all three of Cook's voyages, with its famous series of hand-coloured plates by Latham himself. The work is considered the earliest major study to include any significant number of pre-First Fleet Australian birds, including the famous illustration of the glorious Red-Tailed Black (or "Bankian") Cockatoo.

This attractive set belonged to Thomas Townshend, Lord Sydney, prime mover in the decision to send the First Fleet to Botany Bay. Sydney had more than a passing interest in Australian birds: Governor Phillip laments in a letter to him soon after the arrival of the First Fleet that he had not been able 'to procure any small birds for Miss Townshend to whom your Lordship will please make my compliments' (Andrew Tink, *Lord Sydney*, p. 221). Townshend had been made first Viscount Sydney in 1783, and the first volume has his modest "Sydney" bookplate, while the others have his signature as "Ld. Sydney". His son John Thomas has added his own armorial bookplate to the last six volumes. Sydney died before the rare second supplement volume was published in 1801 (which is therefore not part of the set).

John Latham (1740-1837) was the pre-eminent ornithologist of his day and a close friend of the leading scientific figures including Sir Joseph Banks, Thomas Pennant and Sir Ashton Lever, with whom he swapped specimens and reports of the latest ornithological discoveries. He had unfettered access to the collections of the British Museum, but also the private collections of Sir Joseph Banks, Sir Ashton Lever and others, as well as the field notes of some of the scientists who sailed with Cook, notably Johann Forster and William Anderson.

As a result, this includes early notice and illustrations of birds from every corner of the Pacific: Kamchatka, Nootka, Hawaii, Tahiti, Tonga, New Zealand, and Australia, the vast majority collected by Cook. No fewer than 33 Cook-era birds are illustrated. In a similar vein, an enormous number of more exotic species (the Pacific, South-East Asia, North America, the Indies, Newfoundland, Antarctic waters, etc.) are from the Banks collection.



*P. Sydney*

SUPPLEMENT  
to the  
GENERAL SYNOPSIS  
of  
BIRDS.




L O N D O N:  
Printed for Leigh & Sotheby,  
York Street, Covent Garden.  
MDCCLXXXVII.





The Australian birds, all of which date from the Cook voyages, include the “Bankian Cockatoo” (sic), one of few birds brought back by Banks, and perhaps only the second *Endeavour*-voyage bird to be illustrated (after the Rainbow Lorikeet depicted in Peter Brown’s 1776 work). There are besides fine plates of the “Superb Warbler” and the “Striped-Headed Manakin”, both collected by Surgeon Anderson in Adventure Bay, Tasmania, on Cook’s third voyage. A further 12 Australian birds have detailed notices, including the White Eagle, Kookaburra and Crimson Rosella.

**\$48,000**

 5001094 at hordern.com

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Nissen, IVB, 532; Sitwell, ‘Fine Bird Books’, p. 114; Whittell, pp. 409-12; Wood, p. 427; Zimmer, II, p. 377. See also Christine E. Jackson: ‘Bird etchings: the illustrators and their books 1655-1855’ (Chapter 8: John Latham, 1740-1837), Cornell University Press, 1985.



32. LEWIN, John William.

*Prodromus Entomology. Natural History of Lepidopterous Insects of New South Wales. Collected, engraved and faithfully painted after nature, by John William Lewin, A.L.S. of Paramatta, New South Wales.*

**Quarto, 18 handcoloured engraved plates by Lewin and an extra plate bound at the end; a fine copy in original half red roan (small repairs to spine and joints) and dark blue-grey paper boards; boxed.**

**London, Thomas Lewin, [Imprint altered in manuscript to read Mrs. Lewin, 418 Strand], "1805" but probably between 1819 and 1822.**

A particularly rare and interesting copy of the first edition of one of the most important Australian colourplate books, and the earliest example of plates engraved in the colony. This was Lewin's first book, and it is notably rare today.


This copy was evidently "published" later than its apparent date of 1805: the alteration of its imprint by Mrs. Lewin dates its sale to the period after 1819 when, following her husband's death, she tried to rebuild her life in London by selling copies of his work, adding an extra plate as frontispiece, ruling out the original Parramatta imprint details on the title-page and adding her address in the Strand. That she was using copies of the original edition is confirmed by the watermarks here, which are dated 1803 and 1804. She succeeded in interesting the publisher Bohte in the potential of Lewin's books, and in 1822 he issued the better-known second edition proper.

The book owes much to the English entomologist Dru Drury, who commissioned Lewin to supply him with specimens and persuaded him to publish. By 1804 the coppers and manuscript were completed and sent to England. Lewin's brother Thomas, who produced the work in 1805, noted that "it should be observed also, that the natural history, as well as the engraving, was done on the spot, and not from dry specimens or notes still more abstruse. And all that was left for us to do was merely to define the genus, and name the individual in some cases..."

He also noted that "The contents of this little volume are lepidopterous insects, indigenous of New South Wales, there collected, painted, and engraved, by the Author; and sent to London by him for publication to furnish him with the means of returning to England, his native country, after an absence of near eight years, which he has spent almost solely in the pursuit of natural history, principally in the branches, Ornithology and Entomology; in which he has, in New South Wales and in Otaheite, made some hundreds of original paintings..."

This is an example of the regular issue, "medium, without grounds or interleaves, coloured" as it is described in the list of Publication Prices at the end. Interestingly, it also has the nineteenth-century bookseller's label of Friedländer in Berlin.

**\$65,000**

 5001097 at hordern.com



ORD. LEPIDOPTERA. GEN. PAPILIO of Linn.  
FAMILY PHALENOIDES.

CHARACTER OF THE FAMILY.

*PAPILIO* flattened and hairy, raised at the ends, and advanced straight before the eyes.

TONGUE apical, and generally long.

ANTENNAE long, with an oblong club terminating in a point, and frequently hooked.

They fly by day, and are properly a link between the Moths and Butterflies.

*Phalenooides Glycinæ.* Pl. I.

SPECIFIC DESCRIPTION.

PHALENOIDES with black wings; on the anterior two bars of straw yellow, and several markings of the same colour on the anterior ridge tinged with green; on the posterior wings a margin of the same yellow, waving into the black, and in the male a round spot of the same in the middle. Anus orange, and tufted in the male. The thorax marked with several pale yellow lines.

THE larva feeds generally on the plant here figured, *Glycine bimaculata*, but sometimes on the grape vine also. It changes to a pupa in January, spinning a slight web on the stem of its food under the leaves, in which state our specimen remained seventy-five days, and was on the wing in April.

It inhabits low and marshy grounds, and flies by day. The sexes differ in size, and in the males having a spot of yellow on the under wings, as shown at 3. The upper side of the female is represented at 4; the under side at 5; the larva at 1; the pupa and its web at 2.

Obs. We have introduced this new and curious insect into the Linnaean system as a family of the genus *Papilio* of that great naturalist, for whom we entertain the highest respect; and in giving a family name to an evidently natural division of the genus *Papilio*, we have no other end in view than precision and convenience of arrangement, which may hereafter enable us to the others of the same character from that country of strange produce, New South Wales. We prefer also, that this appellation and definition of a family will be found useful on a large scale, and comprehend a numerous class of holopterous day-flying insects from other parts of the world, at present not closely defined; and are of opinion, that the noble and concise outline of Linnaeus in this branch of natural history being properly filled up by families and sections, will be found to be the most complete for general and scientific use.



PUBLICATION PRICES.

|                                                                                                    | l. | s. | d. |
|----------------------------------------------------------------------------------------------------|----|----|----|
| On Imperial Quarto, the Plates highly finished, with Grounds and Interleaves, in Boards . . . . .  | 2  | 5  | 6  |
| Quarto Medium, well finished, with Grounds and Interleaves, the Plates on Imperial Paper . . . . . | 1  | 10 | 6  |
| Quarto Medium, without Grounds or Interleaves, the Plates correctly coloured . . . . .             | 1  | 3  | 6  |
| The same, with Plates uncoloured . . . . .                                                         | 0  | 15 | 6  |

No more than 40 Copies have been taken off on Imperial Paper.

The Book may be had of Mr. LEWIN, as mentioned at the foot of the title page; by whom any observations on the subject will be thankfully received.



33. LEWIN, John William.

A Natural History of the Birds of New South Wales, collected, engraved and faithfully painted after nature.

**Folio, 26 hand coloured engraved plates; publisher's crimson quarter morocco and cloth boards, a fine copy preserved in a solander case.**

**London, Henry G. Bohn, 1838.**

A superb copy of Lewin's masterpiece of design, one of the greatest Australian natural history works.


Originally published in 1808 – one of the rarest of all Australian books – this revised edition is the first to feature updated notes by Gould (at a time when he was contemplating his own *Birds of Australia*), and is best-known for the introduction of the new method of colouring in gouache to give a spectacular depth of colour, more often associated with the lithographed bird books of mid-century.

John Lewin, Australia's first professional artist, had arrived in the colony in 1800, establishing himself as the first natural history artist. He is best remembered through the superb books he published on Australian ornithology and entomology.

As the catalogue of the Wettenhall Library pointed out, "The bibliographical and historical importance of Lewin has been emphasised in recent years, but Lewin the naturalist has been somewhat neglected. Although his illustrations are in the style of the eighteenth century and predate the draughtsmanship, finesse and varied palette developed by the great nineteenth-century illustrators such as Lear, Wolf and Keulemans, they are highly competent and show the mind of an excellent observer. Lewin's birds are correct; the feather detail, legs, particularly the positioning of the toes, posture of the bird, the understanding of male and female plumage, the interactions between male and female (in four plates the male is singing and displaying to the female) are accurate and show a keen observer at work. The other important detail in Lewin's illustrations are the plants: they demonstrate an observer who is familiar with his subject's habitat and life-history."

This version of Lewin's work was revised by leading natural history artists of the time: the title page acknowledges the involvement of T. Gould, A. Vigors, T. Horsfield and W. Swainson. This publication differs considerably in colouring from the earlier edition of 1822, as those plates were watercolours whilst these 1838 plates are coloured with gouache, and the entrepreneurial hand of John Gould is evident in this rich gouache colouring. The title page states that this is a "new and improved edition with a list of the synonymes of each species".

**\$75,000**

 5001096 at hordern.com





### 34. MANLEY, Admiral Isaac George.

A substantial logbook kept by Manley while commander of HMS *Fairy*, from Plymouth to the African coast and the Gulf of Guinea.

**Large quarto manuscript, approximately 400 pp., original calf-backed parchment boards; preserved in a fitted cloth box.**

**Largely at sea, 1786-1789.**

An important manuscript in its own right and a remarkable relic of the last survivor of the men who sailed with Cook on the *Endeavour*. Although many of Cook's officers went on to have long careers in the Royal Navy, it is still remarkable to imagine the path of a man who sailed on the first voyage as a 13-year-old boy – his first time at sea, no less – and was commanding his own ship under difficult conditions in the Atlantic Ocean two decades later. The logbook, rich and detailed, therefore takes its place as not only a most uncommon artefact of one of the *Endeavour* sailors, but a rare insight into their professional life.


Isaac George Manley (1755-1837) had his first sea-voyage on the *Endeavour*, where he served as servant to Cook's clerk, Robert Molineux. Despite his youth he was singled out for praise by Cook, who not only promoted him midshipman in February 1771 but, immediately after they returned, wrote to the Admiralty with the comment "Mr Isaac Smith and Mr Isaac Manly both too young for the preferment, yet their behaviour merits the best recommendation." (This was the next best thing to glowing praise from the taciturn Cook). Manley signed up to sail on the *Resolution* for Cook's second voyage as well, but was one of those seconded away from the ship before they sailed.

In his later career he saw action with Lord Rodney on the *Prince George*, and made post rank in late 1790. By 1796 he is thought to have been retired on half-pay. Nonetheless, he steadily progressed through the ranks and eventually became Admiral of the Red in 1830. After a distinguished career ashore, he died in October 1837.

The *Fairy* was his last commission as commander before his promotion. Even in peacetime, the duties of such a vessel were no sinecure, not least their first period of patrolling in the boisterous waters of the Western Channel, disrupting smugglers and capturing at least one off Guernsey ("spirits and other goods") in February 1787 and another off Scotland in June ("with spirits in small casks and bales of tobacco").

Later in 1787 the *Fairy* undertook impressment duties, taking over 80 men from 15 vessels: here Manley's log well illustrates not only how endemic this form of impressment was, but also the long-established custom, confirmed by Admiralty order, that only British merchantmen could be stopped and that the pressed men had to be replaced temporarily by others to enable each merchantman to reach her intended port.

**\$21,000**

 5001105 at hordern.com

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Beaglehole, Journals I, p. 593, II, p. 874, Life of... Cook, pp. 139-40, 299; Cook's Log (April 2008); Gentleman's Magazine, December 1837, p. 650; Marshall, Royal Naval Biography I, 1823, p. 386; Three Decks (online); Winfield, British Warships in the Age of Sail.

|    | H  | K  | P | Course | Wind | Remarks &c                                                                               |
|----|----|----|---|--------|------|------------------------------------------------------------------------------------------|
| 1  | 11 | 1  | - |        |      | Thick rainy weather, but breeze and fresh. Men out of the boat, sent out to carry for up |
| 2  | 11 | 2  | - |        |      | made sail again                                                                          |
| 3  | 11 | 3  | - |        |      | Then back at 11 1/2 miles. Thick rain                                                    |
| 4  | 11 | 4  | - |        |      |                                                                                          |
| 5  | 11 | 5  | - |        |      |                                                                                          |
| 6  | 11 | 6  | 1 | SSE    | SE   | More ship                                                                                |
| 7  | 11 | 7  | - |        |      |                                                                                          |
| 8  | 11 | 8  | - |        |      |                                                                                          |
| 9  | 11 | 9  | - |        |      |                                                                                          |
| 10 | 11 | 10 | - |        |      | In top of sails & hatches                                                                |
| 11 | 11 | 11 | - |        |      | Thick fog & rain                                                                         |
| 12 | 11 | 12 | - |        |      |                                                                                          |
| 13 | 11 | 1  | - |        |      |                                                                                          |
| 14 | 11 | 2  | - |        |      | May Light ESE                                                                            |
| 15 | 11 | 3  | - |        |      |                                                                                          |
| 16 | 11 | 4  | - |        |      | Strong gale & equally                                                                    |
| 17 | 11 | 5  | - |        |      | dark night the ship                                                                      |
| 18 | 11 | 6  | - |        |      |                                                                                          |
| 19 | 11 | 7  | - |        |      | May Light East & League                                                                  |
| 20 | 11 | 8  | - |        |      | Strong gale & equally low up for                                                         |
| 21 | 11 | 9  | - |        |      | South Coast                                                                              |
| 22 | 11 | 10 | - |        |      |                                                                                          |
| 23 | 11 | 11 | - |        |      |                                                                                          |
| 24 | 11 | 12 | - |        |      |                                                                                          |
| 25 | 11 | 1  | - |        |      | Came to with the West Breeze                                                             |
| 26 | 11 | 2  | - |        |      | South Coast in 3 fathoms water                                                           |
| 27 | 11 | 3  | - |        |      | 3 fathoms found the 1st ship, back                                                       |
| 28 | 11 | 4  | - |        |      | & 2nd latter                                                                             |
| 29 | 11 | 5  | - |        |      |                                                                                          |
| 30 | 11 | 6  | - |        |      | Fresh gale & heavy weather                                                               |

| Month     | Day | Hour  | Wind | Remarks &c                            |
|-----------|-----|-------|------|---------------------------------------|
| November  | 1   | 5 PM  | SE   | Strong gale & heavy weather, at 3     |
| Friday    | 2   | 10 PM | SE   | Strong gale & heavy weather, at 3     |
|           |     |       |      | made sail again                       |
|           |     |       |      | Then back at 11 1/2 miles. Thick rain |
| Saturday  | 3   | 10 PM | SE   | Strong gale & heavy weather, at 3     |
|           |     |       |      | made sail again                       |
|           |     |       |      | Then back at 11 1/2 miles. Thick rain |
| Sunday    | 4   | 10 PM | SE   | Strong gale & heavy weather, at 3     |
|           |     |       |      | made sail again                       |
|           |     |       |      | Then back at 11 1/2 miles. Thick rain |
| Monday    | 5   | 10 PM | SE   | Strong gale & heavy weather, at 3     |
|           |     |       |      | made sail again                       |
|           |     |       |      | Then back at 11 1/2 miles. Thick rain |
| Tuesday   | 6   | 10 PM | SE   | Strong gale & heavy weather, at 3     |
|           |     |       |      | made sail again                       |
|           |     |       |      | Then back at 11 1/2 miles. Thick rain |
| Wednesday | 7   | 10 PM | SE   | Strong gale & heavy weather, at 3     |
|           |     |       |      | made sail again                       |
|           |     |       |      | Then back at 11 1/2 miles. Thick rain |
| Thursday  | 8   | 10 PM | SE   | Strong gale & heavy weather, at 3     |
|           |     |       |      | made sail again                       |
|           |     |       |      | Then back at 11 1/2 miles. Thick rain |
| Friday    | 9   | 10 PM | SE   | Strong gale & heavy weather, at 3     |
|           |     |       |      | made sail again                       |
|           |     |       |      | Then back at 11 1/2 miles. Thick rain |
| Saturday  | 10  | 10 PM | SE   | Strong gale & heavy weather, at 3     |
|           |     |       |      | made sail again                       |
|           |     |       |      | Then back at 11 1/2 miles. Thick rain |

## 35. NEW SOUTH WALES: SEAL.

Wax impression of the Great Seal of the Colony  
of New South Wales under George IV.

Wax seal, 105 mm diameter; well framed.

Sydney, circa 1827-1833.


Rare: one of the finest known impressions of the “Great Seal” of New South Wales. This was the third official seal, first used in the reign of George IV, featuring a beautifully realised – if heavily idealised – view of convicts being welcomed to Sydney. These impressions are notoriously rare, not least because the wax is so prone to damage.

As the fundamental symbol of government, it had been an alarming omission from the First Fleet: although specifically referred to in Phillip’s commission, its manufacture hadn’t even been ordered by the time they sailed, meaning that Phillip was forced to use his own smaller private seal on official papers (HRA). The first seal finally arrived on the *Gorgon* in September 1791. Such was its importance that it was one of the items that Governor Bligh particularly singled out as having been seized by the Rum Rebellion conspirators (*Proceedings of a General Court-Martial*, p. 10): indeed, its later use by the Rebels caused all manner of thorny legal complications, to the extent that Governor Macquarie felt compelled to publicly reclaim it in a ceremony on the parade ground of the Army barracks in Sydney in 1810, soon after he arrived, in order to publicly signify the return of rightful authority (Baskerville).

A change in the design of the royal arms necessitated a new version be sent out in 1817, and this remained in use until 1827 when the new “Great Seal” belatedly arrived. Its design shows a small group of convicts having their fetters struck off so that they can be received by the personification of Industry, surrounded by her attributes (the distaff and bee-hive, as well as agricultural implements). In the background are the outlines of a harbour, with battlements, the spire of an impressive church and the sails of one of the transports. It famously includes the motto ‘*Sic fortis etruscia crevit* [Thus gallant Etruria grew],’ originally from Virgil but also an indirect nod to the famous Sydney Cove Medallion of Wedgwood, which not only had a similar mise-en-scène, but specifically mentioned his ‘Etruria’ factory.

Genuine impressions of the seal are scarce, partly because the fragile wax was easily damaged but also because the protocol was that the original seal had to be immediately returned and defaced. Collectors of early land grants on vellum will know that the seal has almost always been cut away, leaving only a fragment of the ribbon by which it was originally attached. Examples of the Great Seal are rare in commerce and particularly so in such fine condition as this.

**\$9,850**

 6000001 at hordern.com

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Baskerville, ‘So brave Etruria grew’ (2016); [Bligh], *Proceedings of a general court-martial* (1811); Collins, *An Account of the English Colony* (1798); Ford & Clemens, ‘Two Postscripts to Barron Field in New South Wales: The Resurrection and the Great Seal’ (2024); Gullick, *The New South Wales Coat of arms with notes on the earlier seals* (1907); HRA, vol I, p. 267, vol. IX, pp. 386, 872, vol. XII, pp. 735–736, 840; Smith, *The Sydney Cove Medallion* (1978).





36. PHILLIP, Governor Arthur.

The Voyage of Governor Phillip to Botany Bay... to which are added, The Journals of Lieuts. Shortland, Watts, Ball, & Capt. Marshall...

**Quarto, portrait and engraved title, seven folding engraved charts and 46 engraved plates, of which the 31 natural history plates are in original handcolouring; first state of the title-page, with two names on the medallion; page 122 misnumbered 221; with the list of subscribers and the terminal advertisements; in a contemporary binding of sprinkled calf retaining original spine label on old rebacking.**

**London, John Stockdale, 1789.**

A lovely copy of the first edition of this important book in the rare and deluxe handcoloured issue.


This and White's book of the following year (see catalogue no. 39) are the most beautiful and the most significant accounts of eighteenth-century Australia. Of the two, Phillip's book is particularly prized for the very high quality of the handcolouring, as vivid and beautiful today as when the book was first published.

Phillip's book is so fundamental that it effectively defies introduction: simply put, especially in this format, the book is one of the rarer and most desirable early colonial Australian works, the key to any 'serious collection of Australian books' (Wantrup). Quite apart from the plates, there are also excellent maps by John Hunter and William Dawes, including the first of Sydney Cove, which shows in detail the buildings and the general state of the settlement in July 1788.

Davidson, who notes that "any copy with contemporary handcolouring is a rarity", summarises the importance of the book: 'Being the authentic record of first settlement the work's importance cannot be over-emphasised, and no collection [of Australiana] can be complete without a copy.'

For this rare coloured issue 31 natural history plates were specially printed on laid paper, rather than the wove paper used for regular copies of the book. Only the first and last of the natural history plates, the "Yellow Gum Plant" and the "Black Flying Opossum", were retained in the black-and-white versions prepared for the regular edition.

**\$55,000**

 5001121 at hordern.com





37. TUCKEY, James Hingston.

*A Sketch of the Present State of the Colony  
of New South Wales. Commercial and Civil.*

**A lengthy manuscript, folio, 52 neatly-written pages  
(8 pp. introduction and 44 pp. "Sketch" of the colony),  
paper watermarked "Gater / 1804"; stitch-sewn  
gathers with original silk ties.**

**[HMS *Calcutta*], [1804].**

A major unpublished autograph manuscript regarding life in Sydney in 1804, in the hand of the early explorer, James Hingston Tuckey, relating to the voyage of HMS *Calcutta* but also providing his incisive assessment of both the social conditions and the opportunities for trade in the colony.

Tuckey was the First Lieutenant on board the *Calcutta* with orders to convey the first settlers to Port Phillip. The Governor of the new settlement, First Fleeter David Collins, soon decided to abandon the site and sail for Van Diemens Land instead, after which the *Calcutta* left for Sydney, spending several months there at a time of great unrest. Any manuscript relating to this voyage, often called Tasmania's First Fleet, would be of interest; such a detailed account, including a series of personal reflections by the great memoirist of the expedition and seeking to promote Port Jackson as a trading hub, is a diamond of the first water.

Tuckey's far-ranging manuscript is particularly detailed and sure-footed about the difficulties being faced in New South Wales, prefiguring the Rum Rebellion, and showing his knowledge of the latest discoveries of Bass and Flinders, and the geopolitical implications of the visit of the Baudin voyage, as well as the likely problems with internal dissent with the Irish rebels sent to NSW, which had culminated in the Battle of Vinegar Hill of October 1804.

Tuckey, as the present manuscript details, played an active role in crushing the convict rebellion. This section of the manuscript is of particular importance as not only the lengthiest account of Tuckey's role at Vinegar Hill, but because he omitted any such reflections from his published account. More, the internal evidence of the section effectively confirms that it is based on notes written while Tuckey was docked in Port Jackson on board *Calcutta*, as it begins "since the above [i.e. the manuscript proper] was first written this event has actually taken place."

The manuscript first came to light in the 1930s with the well-known autograph dealer Frank T. Sabin of London, one of a pair of Tuckey manuscripts stated to be simple duplicates of each other. Sabin sold one of these so-called "duplicates" to the State Library of New South Wales, but it is now clear that the two are substantially different, having textual differences too numerous to list, ranging from shifts in expression right through to completely different passages (some added, some excised). Throughout, important sections are dropped, added, or reworked, the Castle Hill passage most dramatically (around half a page in the SLNSW version – and quite anodyne in tone – it is here not only more inflammatory but a much more substantial two-and-a-half pages long).

1

*A Sketch of the present state of  
The Colony of New South Wales.  
Commercial and Civil. —*

*Chap. I.*

*Observations on the internal regulations of  
the Colony, respecting agriculture and commerce. —*

A Colony formed at first  
like that of New South Wales, from the drop  
of the people of the mother country, can on  
its immediate establishment, be governed  
only by the severity of coercive regulations;  
it then resembles a military government,  
where a great degree of discretionary power  
is necessarily invested in the chiefs, in  
order to preserve obedience and discipline;  
but as the Colony rises in prosperity, it assumes  
a very different appearance: these coercive  
regulations require to be modified, or entirely  
abrogated, and that discretionary power, to be  
exchanged for the certainty of well defined  
authority, as the Colony improves more people  
become


Both can also be compared to a less polished but more official series of ‘Observations’ that Tuckey submitted around the same time to his immediate paymasters in the Hydrographic Department. Given that the SLNSW version was sent to Lord Melville, the newly-appointed First Lord of the Admiralty, the moment the *Calcutta* arrived in Portsmouth in October 1804, and given the differences in tone and content, it is difficult to assign priority one way or the other: did Tuckey decide to take the relatively restrained Library manuscript and add some more personality and fire? Or did he write the current fire-breathing version and then prune it back to send off to Lord Melville at the Admiralty? The latter seems the more likely, a hypothesis that is certainly supported by the style and composition of both: for example, notes added on extra pages at the end of our copy have been better integrated into the Library version, just as one would expect of a later draft.

We have prepared a more detailed assessment of the manuscript, but it opens with Tuckey’s professional opinion on the “most eligible routes” from Port Jackson, in itself a primer in the growing significance of New South Wales. It is important for his early notes on Torres Strait and, doubly so, for a major early notice on sailing through “Basses Strait to the westward” (Tuckey was one of only a handful of contemporary mariners who could claim any expertise in these treacherous waters). This is followed by the major 44-pp. long ‘Sketch of the present state of the Colony of New South Wales. Commercial and Civil.’ His assessment is superb, recounting how the colony had grown “from the dregs of the people of the mother country” to its present flourishing state. Particularly apt are his observations on the “shameful traffic carried on with spirits by the officers of the New South Wales Corps”, especially in the time of Grose, at one point attacking them as “petty shopkeepers” plying a trade that amounted almost to “extortion”.

The following chapter is Tuckey’s detailed account of the maritime opportunities opened up by the “discoveries of Mr. Bass and Captain Flinders, on the coasts of New South Wales,” the date of the manuscript further confirmed by the way Tuckey regards Flinders as a contemporary. In the two concluding chapters Tuckey openly criticises the near impossibility of actually governing; the rampant excesses and problems existing in the courts; the obvious dangers from foreign attack; the “licentious and profligate” manners everywhere on display; and the barely suppressed risk of internal revolt. He must have been one of the first to argue for abandoning any official settlement on Norfolk Island as a “dead weight”, as indeed transpired a few years later.

The manuscript concludes with Tuckey’s substantial account of his own role in suppressing the Irish rebellion known as the Battle of Vinegar Hill. Here, Tuckey is surprisingly frank, describing the fate of the Irish as not unlike the “slaves in the West Indies” and that were it not for the fateful presence of the *Calcutta*, “the colony would most probably have been destroyed” by these “ferocious beasts.” In this light, equally revealing is Tuckey’s fuller assessment of the defences of Port Jackson, here further explored with a note on the still relatively recent visit of the Baudin expedition, during which the French undertook a survey of the harbour and made inland explorations to a higher pitch “than the colonists themselves possess.”

**\$285,000**

 5001136 at hordern.com



Observations on the most eligible routes  
from Port Jackson, to various places at  
different seasons.—

Before I proceed to point out  
the most eligible tracks to make the quickest  
and safest passages from Port Jackson, it will  
be necessary to give a short sketch of the gene-  
ral and periodical winds in the Indian and  
Eastern Seas—

From the latitude of  $4^{\circ}$  N. in the  
seas between Africa, Arabia, India, & Japan  
a NE Monsoon blows constantly from October  
to April, varying between theENE & NE by N.

In the same track a SW Monsoon blows from April  
to October, varying between SW and WSW.

From the latitude of  $4^{\circ}$  N. to  $0^{\circ}$  or  $9^{\circ}$  S.  
between the Coasts of Africa and New Guinea  
from November to March a NW Monsoon blows  
which near the Islands of Sunda and Timor  
extends to  $11^{\circ}$  or  $12^{\circ}$  S. and varies between the N.W.  
and West. From the latitude of  $9^{\circ}$  S. to  $26^{\circ}$  S.  
(except near the above Islands) a SE trade blows  
regularly throughout the year.

To the Coasts of New Guinea from  
the

## OUR FIRST PROFESSIONAL ARTIST: A VERY RARE EXAMPLE

### 38. WATLING, Thomas.

The Banksian Cockatoo [*Calyptorhynchus funereus*,  
Yellow Tailed Black Cockatoo]...

Watercolour with pen and ink and manuscript annotations, on paper, 378 x 241 mm exactly; signed 'Thomas Watling delt.' and inscribed in the artist's hand "from the tip of the beak to the tip of the tail two feet eight inches"; on laid paper watermarked Floyd & Co.; mounted.

Sydney, circa 1792.

A major discovery, offered publicly for the first time: Thomas Watling's exquisite rendering of the magnificent Yellow-Tailed Black Cockatoo (*Zanda funerea*), signed by the artist at lower right and with contemporary annotations based on surgeon John White's field notes.

Paintings by Watling have long been among the greatest desiderata of any colonial Australian collection, and it is with the greatest pleasure that Hordern House is able to catalogue this glorious painting, a chef d'oeuvre of Watling's work. Watling's agile depiction of such a majestic Australian bird means that the painting is one of the treasures of the Whitmont collection.

Watling arrived in Sydney in late 1792 and was immediately appointed as the in-house artist for White, working closely with him in the sprawling hospital complex overlooking Sydney Cove. This was a period when White was corresponding with many of the major scientific figures in Britain, chiefly on the back of the interest generated by his published *Journal* (1790), which brought an added rigour and seriousness to his natural history collections.

The addition of an artist of such ability to the project was a godsend for White, not least because Watling soon mastered the contemporary style of having a prominent and exquisitely detailed bird figured against a Lilliputian background, as so beautifully here. Considered the first professional artist to work in the colony, Watling's sophisticated oeuvre, ranging from detailed studies of the natural history through to beautifully-realised portraiture and views of the settlement, revolutionised every aspect of the visual record of early New South Wales.

The timing of Watling's arrival is also particularly significant because the Yellow-Tailed Black Cockatoo was a surprisingly late addition to the known bird collections made in early New South Wales, missed by all of the major collectors from Banks to Phillip, not included in any of the early major natural history books and in fact not described in the literature until September 1794, when it was belatedly noted in the important journal of new discoveries, Shaw & Nodder's *Naturalist's Miscellany*.

Equally significant is the paper, clearly watermarked with the undated mark of "Floyd & Co." This paper manufacturer not only belongs exactly to this era, but also only appears in one known First Fleet era collection, Banks Ms 34 in the Natural History Museum in London, the 69 folios of which are all watermarked either "Floyd & Co" or – what seems to be the same paper's countermark, suggesting that larger sheets have been cut in half – a Britannia symbol.





*Banksian Cockatoo Latham Syn Supp<sup>t</sup> 4/1782 -  
first*

*Thomas Watling, Del<sup>r</sup>.*

*From the tip of the beak to the tip of the tail two feet eight inches.*





This doubtless implies a connection with this major collection of early Australian natural history painting. Not least, although no individual work in that album is signed, it has also long been thought to have a connection to Watling, in part because of the quality of the work but more specifically because several have captions which, as the Museum's online catalogue notes, "may have been written by Thomas Watling."


As our extended essay on the painting suggests, this confluence of known dates and known paper is indicative: White or one of his colleagues recognised that the Yellow Tailed Black Cockatoo was a new discovery at just the moment when Watling was settled in and working to order on a portfolio for White, while simultaneously likely to have been working for, or at least to have associated with, the artist or collector who was also involved with Banks Ms 34, given the intriguing evidence of the papermaker Floyd & Co and the captions of many of the other works in the Banks collection.

It is instructive to remember just how rare any of his signed paintings are outside of the heritage collection in London's Natural History Museum, in what is known as the "Watling Collection." This may in part be due to the fact that White apparently criticised Watling as presumptuous for daring to sign his work.

The handful of definitive works by Watling in Australian collections includes most significantly a major landscape in oils as well as a monochrome pen and wash view of the harbour (both SLNSW), an attractive picture of an Australian skink (NLA) as well as Watling's miniature portrait of his boss, John White (NMA). A botanical in one of the Tal Dai-Ichi albums is also signed 'T.W.' (SLNSW), but after that what works that are recorded with a connection to Watling have only more tentative attributions: indeed, this is still very much a live discussion as work continues on unravelling the tremendous complexity of the entire First Fleet artistic project.

A detailed separate essay has been prepared.

**\$750,000**

 5001144 at hordern.com



*A View of Sydney Cove Port Jackson, 1792.* From an original watercolour by Thomas Watling, held in the Watling Collection, Natural History Museum London.

Overlooking Sydney Cove at the lower right can be seen the sprawling hospital complex with its outbuildings and gardens, adjoining the house of John White, the colony's Surgeon General.

On his arrival in late 1792 the convict artist Thomas Watling was immediately seconded to John White and together they worked in this hospital complex. Such was Watling's ability that this area quickly became the great engine-room of art in the infant colony.

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Credit: The Natural History Museum, London / Science Source

## THE FIRST NATURAL HISTORY OF THE COLONY, FINELY COLOURED

### 39. WHITE, John.

*Journal of a Voyage to New South Wales.*

**Quarto, engraved title and 65 handcoloured plates; bound with the list of subscribers; a very good copy in old half calf.**

**London, J. Debrett, 1790.**


The deluxe issue of this famous First Fleet book, in which the plates were coloured by hand. Especially in this form, White's *Journal* is one of the most beautiful of Australian colour-plate books, and one of the earliest and most attractive Australian bird books. Prepared with the support of White's friend and patron Thomas Wilson, wealthy apothecary and natural history collector, the book was always geared towards bird-fanciers in particular, hence the suite of wonderful plates, chiefly by Sarah Stone, then the leading ornithological artist working in London.

Chief surgeon of the First Fleet, John White's journal, sent home to England at the end of 1788, includes a description of the voyage from London, with detailed accounts of the stops at Rio de Janeiro and Cape Town, including unusually interesting and full comments on the convicts under his charge. In 1788 White was appointed Surgeon-General of New South Wales and his book records his experiences during almost the first full year ashore in Sydney. In 1790 he established the colony's first Hospital that comprised a series of tents erected on the west side of Sydney Cove in the vicinity of the present-day Maritime Services Building. This was soon replaced by a wooden prefabricated hospital transported to the colony in the convict transport *Lady Juliana*. The convict artist Thomas Watling, arriving in 1792, was immediately seconded to his service, and the two men worked closely together in this hospital complex. Such was Watling's artistic ability that their collaboration became the most powerful source of colonial art for several years.

Despite some private criticism by influential figures such as Sir Joseph Banks, the book was an immediate success on publication, with subscribers alone accounting for seven hundred copies, and it is now considered a travel and ornithological classic by a medical voyager. The book also cemented White's relationship with many of the key figures of the scientific establishment, notably through the lengthy printed appendix in the book, which includes essays by John Hunter, the scientist, surgeon and zoologist, Sir James Edward Smith, founder of the Linnean Society, and the naturalist George Shaw.

White's interest in natural history continued until he left New South Wales in December 1794, but little of his later writing survives. He was almost certainly a good artist himself, and the vignette on the title-page is said to be after one of his drawings.

**\$17,500**

 5001145 at hordern.com

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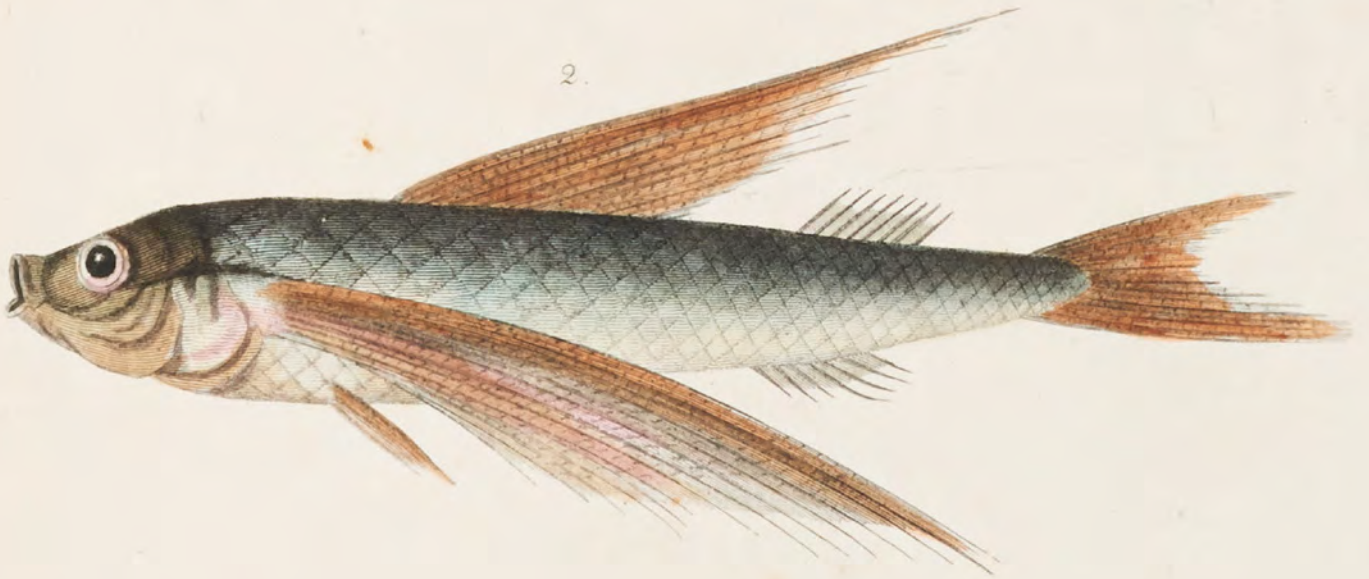
Crittenden, 'A Bibliography of the First Fleet', 248; Ferguson, 97; Hill, 1858; Mathews, Supplement; Nissen, 4390; Wantrup, 17.



*Fig. 1.*



2.



*1 The Southern Cottus.      2 The Flying-Fish.*

*London. Published as the Act directs Dec 24/79. by J. DeBrett*

## LIST OF ITEMS

Page

|    |                                                                                  |    |
|----|----------------------------------------------------------------------------------|----|
| 1  | <b>ARROWSMITH</b> , Aaron. <i>Chart of Van Diemen's Land</i>                     | 4  |
| 2  | <b>BANKS</b> , Sir Joseph. <i>Letter to Sir Evan Nepean</i>                      | 6  |
| 3  | <b>[BANKS] WEST</b> , Benjamin. <i>Sir Joseph Banks Bt.</i>                      | 8  |
| 4  | <b>[BANKS] PHILLIPS</b> , Thomas. <i>Banks as President</i>                      | 10 |
| 5  | <b>[BAUDIN] FREYCINET</b> , Louis de. <i>Voyage de Découvertes</i>               | 12 |
| 6  | <b>[BAUDIN] PERON</b> , François. <i>Letter, to the Minister of the Interior</i> | 14 |
| 7  | <b>BAUER</b> , Ferdinand. <i>Illustrationes florae Novae Hollandiae</i>          | 16 |
| 8  | <b>[BAUER] ENDLICHER</b> , Stephan. <i>Iconographia generum Plantarum</i>        | 20 |
| 9  | <b>[BEAGLE] BURGESS</b> , Thomas. <i>Letters to his father Israel Burgess</i>    | 22 |
| 10 | <b>[BLIGH FAMILY]</b> <i>Document signed by William and Elizabeth Bligh</i>      | 26 |
| 11 | <b>[BLIGH: RUM REBELLION]</b> <i>Proceedings of a Court-Martial</i>              | 28 |
| 12 | <b>BOND</b> , George. <i>A Brief Account of the Colony of Port Jackson</i>       | 30 |
| 13 | <b>[COOK: ENDEAVOUR VOYAGE]</b> <i>Letter to the Commissioners</i>               | 32 |
| 14 | <b>[COOK: ROYAL SOCIETY MEDAL]</b> <i>Cook Medal</i>                             | 34 |
| 15 | <b>[COOK] SHAW</b> , Alexander. <i>A Catalogue of the Specimens of Cloth</i>     | 36 |
| 16 | <b>DALRYMPLE</b> , Alexander. <i>An Historical Collection</i>                    | 40 |
| 17 | <b>DAMPIER</b> , William. <i>Answer to Queryes by the Committee of Trade</i>     | 42 |
| 18 | <b>DARWIN</b> , Charles. <i>Letter to Holland regarding Australian fossils</i>   | 46 |
| 19 | <b>[FIRST FLEET] "OFFICER"</b> . <i>Authentick Narrative of the Expedition</i>   | 48 |
| 20 | <b>FOWELL</b> , Newton. <i>Autograph letter signed, to his father</i>            | 52 |

## LIST OF ITEMS

Page

|    |                                                                                    |    |
|----|------------------------------------------------------------------------------------|----|
| 21 | <b>FREYCINET</b> , Louis de. <i>"A Messieurs les Officiers de l'Uranie"</i>        | 54 |
| 22 | <b>FREYCINET</b> , Rose de. <i>Letter to her sister-in-law Clémentine</i>          | 56 |
| 23 | <b>FREYCINET</b> , Louis de. <i>Details for title-page vignette from the Atlas</i> | 58 |
| 24 | <b>GOULD</b> , John. <i>The Mammals of Australia</i>                               | 60 |
| 25 | <b>HUNTER</b> , John. <i>A group of original manuscript Wills</i>                  | 62 |
| 26 | <b>JOHNSTON</b> , George. <i>Autograph letter signed to his agents</i>             | 64 |
| 27 | <b>JORGENSEN</b> , Jorgen. <i>Original letter to Edward Dumaesq</i>                | 66 |
| 28 | <b>JORGENSEN</b> , Jorgen. <i>Travels Through France and Germany</i>               | 68 |
| 29 | <b>KING</b> , Philip Gidley. <i>Bill of Exchange in favour of Henry Fulton</i>     | 70 |
| 30 | <b>[KING] COPELAND</b> , Richard. <i>Introduction to Nautical Surveying</i>        | 72 |
| 31 | <b>LATHAM</b> , John. <i>A General Synopsis of Birds</i>                           | 74 |
| 32 | <b>LEWIN</b> , John William. <i>Prodromus Entomology</i>                           | 78 |
| 33 | <b>LEWIN</b> , John William. <i>Natural History of the Birds of NSW</i>            | 80 |
| 34 | <b>MANLEY</b> , Admiral Isaac George. <i>Logbook of HMS Fairy</i>                  | 82 |
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