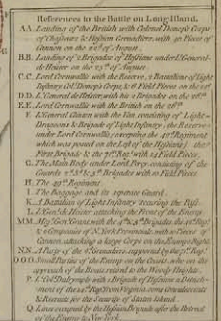


FADEN, WILLIAM, A PLAN OF NEW YORK ISLAND, WITH PART OF LONG ISLAND, STATEN ISLAND & EAST NEW JERSEY, WITH A PARTICULAR DESCRIPTION OF THE ENGAGEMENT ON THE WOODY HEIGHTS OF LONG ISLAND, BETWEEN FLATBUSH AND BROOKLYN, ON THE 27TH OF AUGUST 1776, BETWEEN HIS MAJESTY'S FORCES COMMANDED BY GENERAL HOWE AND THE AMERICANS UNDER GENERAL PUTNAM, WITH THE SUBSEQUENT DISPOSITION OF BOTH ARMIES. LONDON: WILLIAM FADEN, OCT. 19, 1776.

This is the third state (of five) of a highly important broadside battle plan for the American Revolution, and a significant eighteenth century cartographic record for New York City. The map shows all of Manhattan, the Bronx, northern Staten Island, most of Queens and Brooklyn, and the neighboring parts of New Jersey and Westchester. It is specifically designed to show the crucial campaign for New York City.

In all, five states of the map were published, with each state updated to show the progress of the campaign. This is an example of the third state, with text that updates events through the British occupation of New York on September 15. It is printed on a broadside sheet with typeset text in four columns below entitled “An account of the Taking of the City of New York, by His Majesty’s Forces, on the 15th of September, 1776. Taken from Gen. Howe’s Letter to Lord George Germaine, principal Secretary of State for the American Departments.”

Deak, *Picturing America*, #153–155 (states 1, 4 and 5); Stevens & Tree, “Comparative Cartography”, #41c; Nebenzahl, *Atlas of the American Revolution*, plate 12; Nebenzahl, *Bibliography of Printed Battle Plans*, #107.

[illegible][illegible][illegible]



## THE GERMAN EDITION OF THE FIRST LARGE-SCALE MAP OF NEW ENGLAND

[JEFFERYS, THOMAS]. A MAP OF THE MOST INHABITED PART OF NEW ENGLAND, CONTAINING THE PROVINCES OF MASSACHUSETTS BAY AND NEW HAMPSHIRE, WITH THE COLONIES OF CONECTICUT AND RHODE ISLAND, DIVIDED INTO COUNTIES AND TOWNSHIPS THE WHOLE COMPOSED FROM ACTUAL SURVEYS AND ITS SITUATION ADJUSTED BY ASTRONOMICAL OBSERVATIONS. PUBLISHED BY TOBIAS CONRAD LOTTER, IN AUGSBURG, 1776.

Four joined sheets, each measuring approximately 20" x 19" for a total measurement of 40" x 38-3/8" | Inset plans of Boston and Boston Harbor. Full original color. Excellent condition.

The German edition of "The first detailed large-scaled map of New England and one of the earliest printed maps of Connecticut" (Goss).

"The most detailed and informative pre-Revolutionary map of New England ... not really supplanted until the nineteenth century" (*New England Prospect*, 13).

The German edition follows the 1774 London edition in virtually all respects, including size, detail, and the use of English for all text. It actually improves on the London edition in the quality and sharpness of the engraving and in the richness of the original hand color. The two editions differ in just one way. New York and New Hampshire were locked in a bitter dispute over control of what is now Vermont. The London edition shows that region as under the jurisdiction of New York, while this German edition shows the area of Vermont attached to New Hampshire.

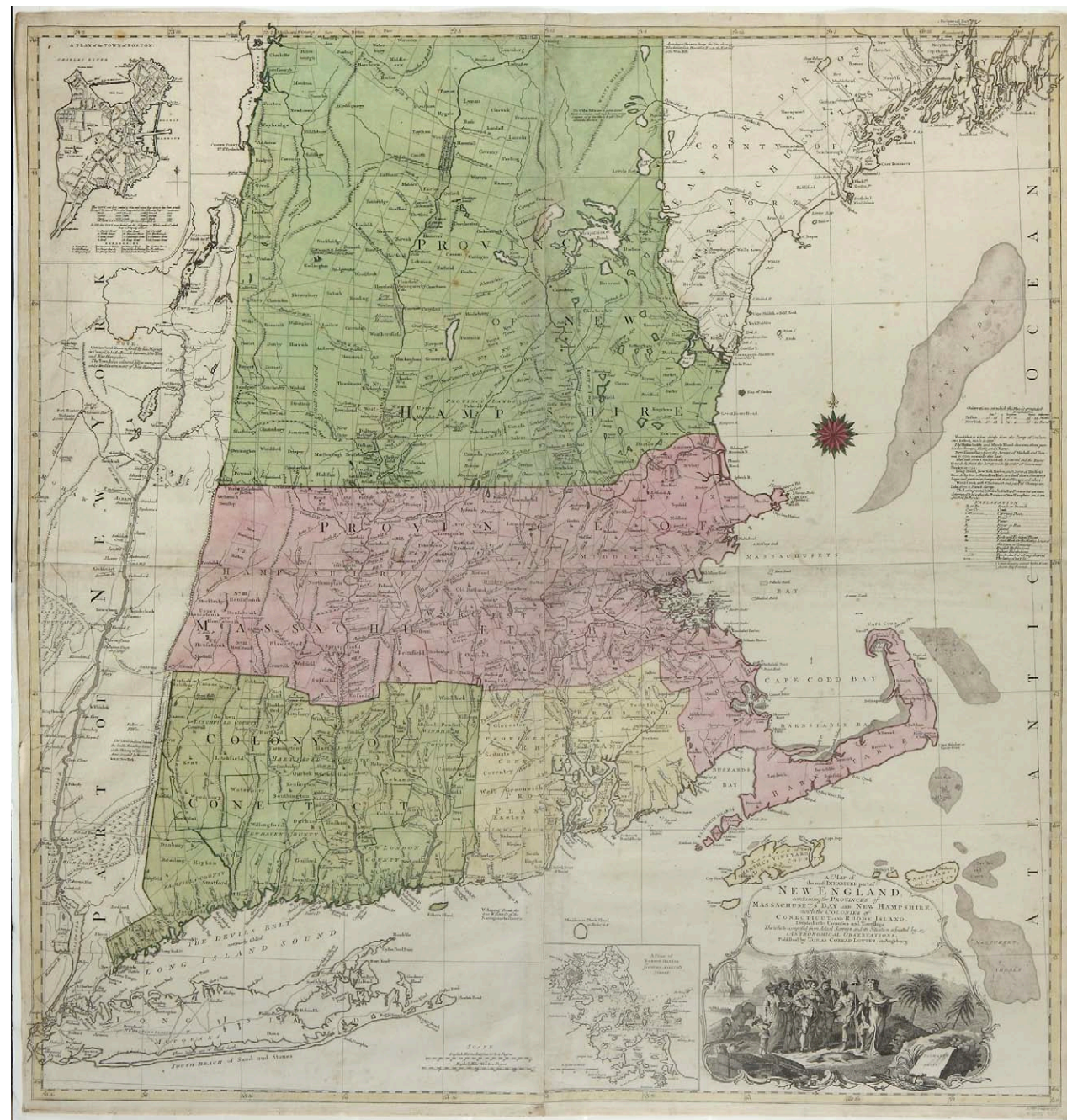
This map was the work of Braddock Meade (alias John Green), the geographical editor for the firm of the original London publisher, Thomas Jefferys. Meade was responsible for many of the best maps of America published in the period. He had "a remarkably advanced view on the collation of information and the correct

presentation of it on maps.... [He] deserves to be remembered for breaking away from the old unreformed cartography, and for perceiving clearly, and following as far as existing data permitted, the methods upon which modern cartography was to be established" (Goss).

Meade used William Douglass's 1753 map of New England as a base map, but adds a great deal of material taken from other sources. The township jurisdictions in what are now New Hampshire and Vermont were probably based on documents sent by the provincial governments of New York and New Hampshire to officials in London, to which the firm of Jefferys would have had access. Drawn on a scale of seven miles to the inch, the map was originally published in London in 1755, with an inset of Fort Frederick in the upper left corner. This 1774 edition appeared at the outbreak of the American Revolution, with the inset altered to a more useful street plan of Boston. The title cartouche includes a view of the Pilgrim's landing at Plymouth Rock.

### REFERENCES:

Phillips, *Atlases*, #3517, Maps #100-101.





39

## IMPORTANT CHART FROM DES BARRES' ATLANTIC NEPTUNE

\$6,500

HOLLAND SAMUEL. [UNTITLED CHART PISCATAQUA HARBOR AND PORTSMOUTH, NEW HAMPSHIRE] FROM J. F. W. DES BARRES, THE ATLANTIC NEPTUNE, LONDON, JANUARY 1, 1779.

30" x 41-1/2" | Full original color. A few minor signs of aging, overall a very nice example.

The *Atlantic Neptune* has been described as the "most splendid collection of charts, plans, and views ever published." It was prepared at the expense of the British government for the use of the British Navy in America during the Revolution, and no expense appears to have been spared in the execution in order to render it a monument worthy of the nation.

The charts were compiled under the direction of Samuel Holland and J. F. W. Des Barres. They were the first attempt by any European power to systematically survey extensive areas overseas at a large scale.

This chart is devoted to Piscataqua Harbor, the City of Portsmouth, and the neighboring Maine and New Hampshire coasts. It was compiled under the direction of Holland, who had been appointed Surveyor General of the Northern District of North America in 1764. It is particularly important, as Holland moved his headquarters to Portsmouth in 1770. He immediately began his survey of the area and the chart was published in January 1779.

REFERENCES:  
Hornsby, *Surveyors of Empire*.



40

\$110,000

## THE VERY RARE FIRST STATE OF THE OFFICIAL STATE MAP OF VIRGINIA

BOYE, HERMAN. A MAP OF THE STATE OF VIRGINIA CONSTRUCTED IN CONFORMITY TO LAW, FROM THE LATE SURVEYS AUTHORIZED BY THE LEGISLATURE... H. S. TANNER AND E. B. DAWSON, PHILADELPHIA, 1827.

60" x 90" | Copper engraving on nine sheets. Full original color. Small amount of infill and repair along the upper margin, old varnish removed and backed with new linen. Overall a surprisingly good and fresh example attached to the original rollers.

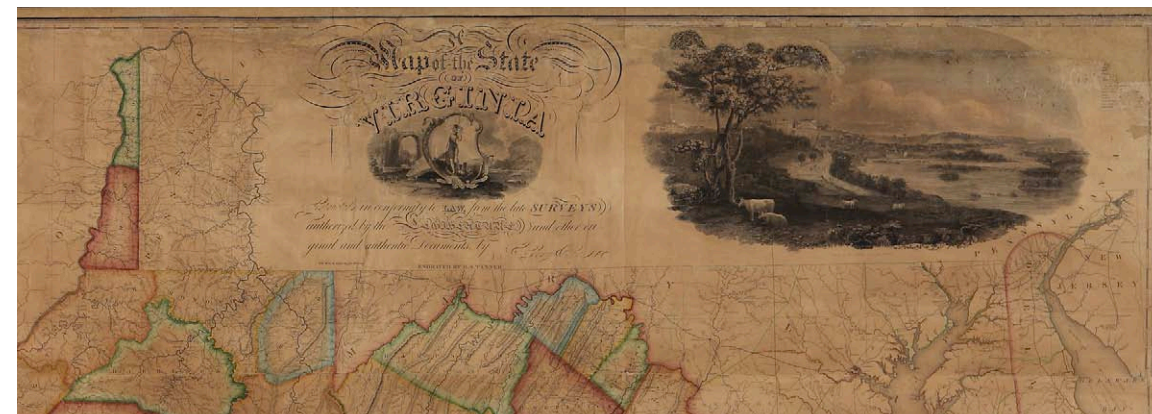
The very rare first state of the largest and most important nineteenth century map of Virginia, embellished with large views of Richmond and the University of Virginia. The latter is one of the earliest printed of the university. Smaller vignettes of the Natural Bridge and Harper's Ferry are inset in the title.

The Virginia legislature passed an act in February 1816 authorizing the construction of an official map of the state. The project immediately gained the support of Thomas Jefferson, who recommended John Wood, his grandson's teacher, as chief surveyor. The correspondence between Jefferson and Wood show the depth of the former's involvement, which included a number of recommendations for constructing the map. Wood died in 1821

and was succeeded by Herman Boye. Jefferson died in 1826 before the map was published.

In 1817, the state appropriated \$50,000 to finance the project, "exclusive of the expense of engraving and publishing." The final cost is estimated by Wooldridge to have been approximately \$80,000, a staggering sum for the period. A separate map of each county based on actual survey was prepared under the supervision of Wood and then Boye. These were then assembled into a general map of the state. The project took ten years to complete, and the finished map was published in 1827.

No map of Virginia of such accuracy and detail had ever been attempted, and none could have been realized without the financial support of



the Virginia legislature. The map was engraved and published by Henry Tanner, the leading cartographic publisher of the period, who described it as "the means of rectifying those glaring errors ... which have hitherto disfigured all our maps of this important state." Virginia Governor William Branch Giles stated that "Mr. Tanner, the artist [engraver] has done himself great honor and the state ample justice in the execution of this work [the result] is considered, by connoisseurs, as unequaled." According to *The Richmond Enquirer* the map had never been "surpassed in variety or accuracy of details, or in beauty and elegance of execution." Rumsey, who had only the reduced four-sheet version, also published in 1827, comments that it is "an imposing map, full of much detail and engraved in Tanner's best style." Boye's map was the prototype for all subsequent maps of Virginia

for several decades. Both the nine-sheet and the four-sheet versions were republished in 1859.

A check of *Antiques Maps Price Record* (Jolly) and other sources failed to turn up a single example of the nine-sheet map that appeared on the market, but a few can be found in various public institutions, where they have been since the nineteenth century.

### REFERENCES:

Stephenson & McKee, *Virginia in Maps*, pp. 121-124; Ristow, *American Maps and Mapmakers*, 121-123; Wooldridge, *Mapping Virginia: From the Age of Exploration to the Civil War* (forthcoming 2012); Rumsey, 3130.000. For the view of the University of Virginia, see Deak, *Picturing America*, 337.





# Map of the State of NEW JERSEY

As far as is necessary to show from the late SURVEYS  
authentic and authentic Documents by (C. D. Smith)



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Scale

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## A REVOLUTIONARY WAR BATTLE PLAN-IMPORTANT FOR THE SOUTH

\$8,500

FADEN, WILLIAM. SKETCH OF THE BATTLE OF HOBKIRKS HILL, NEAR CAMDEN. ON THE 25TH APRIL, 1781. DRAWN BY C. VALLANCY, 1783.

17-1/4" x 11-3/4" | Black and white. Excellent condition.

The only printed plan of the Battle of Hobkirk's Hill, north of Camden, South Carolina, is this "Sketch" by Capt. Charles Vallancey of the Volunteers of Ireland. After the Battle of Guilford Court House (March 15, 1781), General Nathaniel Greene invaded South Carolina intent on capturing the British post at Camden. The post was commanded by the dashing 26-year-old Irish nobleman, Francis Rawden-Hastings, who surprised Greene on April 25, 1781 by cutting him off at Hobkirk's Hill (before he could reach Camden). The map shows the positions of the "Provincials formed under Majr Genl Green" facing the "British

formed under Right Honbl Ld Rawdon." The bloody battle was lost to the British (the Americans lost 264 men; the British, 258), but on May 10, Rowdon was forced to abandon Camden. Greene penned his often-repeated battle cry after his defeat at Hobkirk's Hill: "We fight, get beat, rise and fight again."

### REFERENCES:

Nebenzahl, *Atlas of the American Revolution*, #43;  
Nebenzahl, *Bibliography of Printed Battle Plans of the American Revolution*, #93.





\$25,000

## THE BEST CARTOGRAPHIC RECORD OF THE 1780 CHARLESTON CAMPAIGN

SAYER, ROBERT, AND JOHN BENNETT. A PLAN OF THE MILITARY OPERATIONS AGAINST CHARLESTOWN, THE ARMY BEING COMMANDED BY L. G. SIR HENRY CLINTON K. B. AND THE FLEET BY VICE ADMIRAL ARBUTHNOT. FROM AN ORIGINAL DRAWING SENT BY AN OFFICER IN THE ARMY. LONDON, 27 MAY 1780.

17" x 21-1/4" | Copper-engraving with period color. Some old folds, generally very good condition.

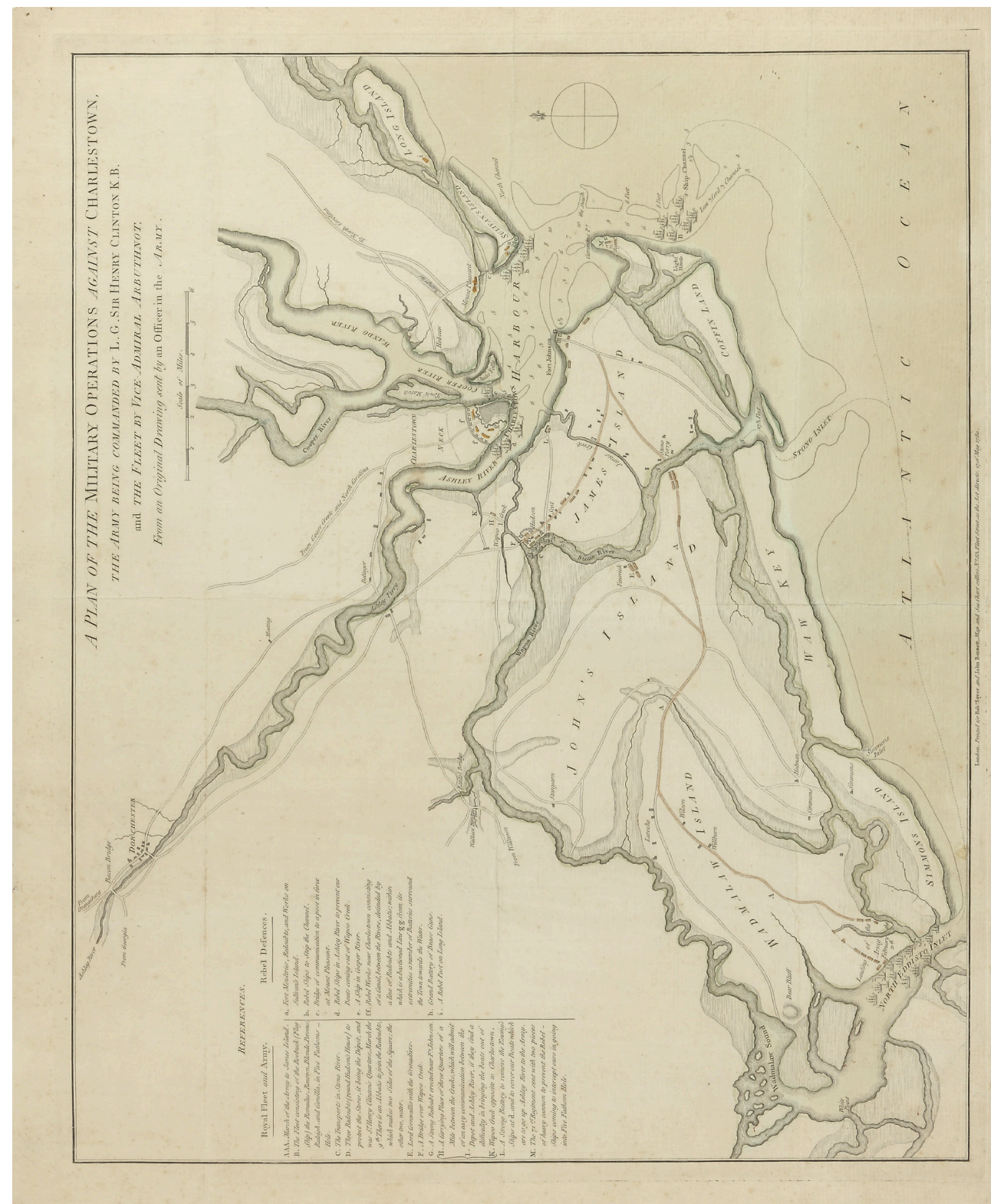
This is the best cartographic record of the initial stages of the crucial Charleston Campaign of 1780. Published in London only fifteen days after the final American surrender, this "remarkable and little-known map... is a fascinating portrayal of the conditions immediately before the siege" (Nebenzahl).

It shows the British landing on February 11th at North Edisto Inlet, and their route toward Charleston. Also shown are the American defenses at the city and harbor. The network of roads in the vicinity of the town is carefully laid down. A key at the left identifies twelve sites and events important to the British Army, and eight for the Americans.

The defeat at Charleston brought American morale to one of its lowest points. The largest number of American prisoners captured at any time during the war surrendered to the British at Charleston on May 12th 1780.

### REFERENCES:

Nebenzahl, *Atlas of the American Revolution*, pp. 168-169; Nebenzahl, *Bibliography of Printed Battle Plans*, 77.





\$8,500

## RARE AND UNUSUAL PROJECTION OF U.S. POSTAL ROUTES

COLTON, G.W. AND C.B. SECTION OF A CORRECT MAP OF THE UNITED STATES SHOWING THE GREAT NATIONAL POST ROUTES, 1868.

24-3/4" x 84-1/2" | Excellent, unrestored condition, full original color.

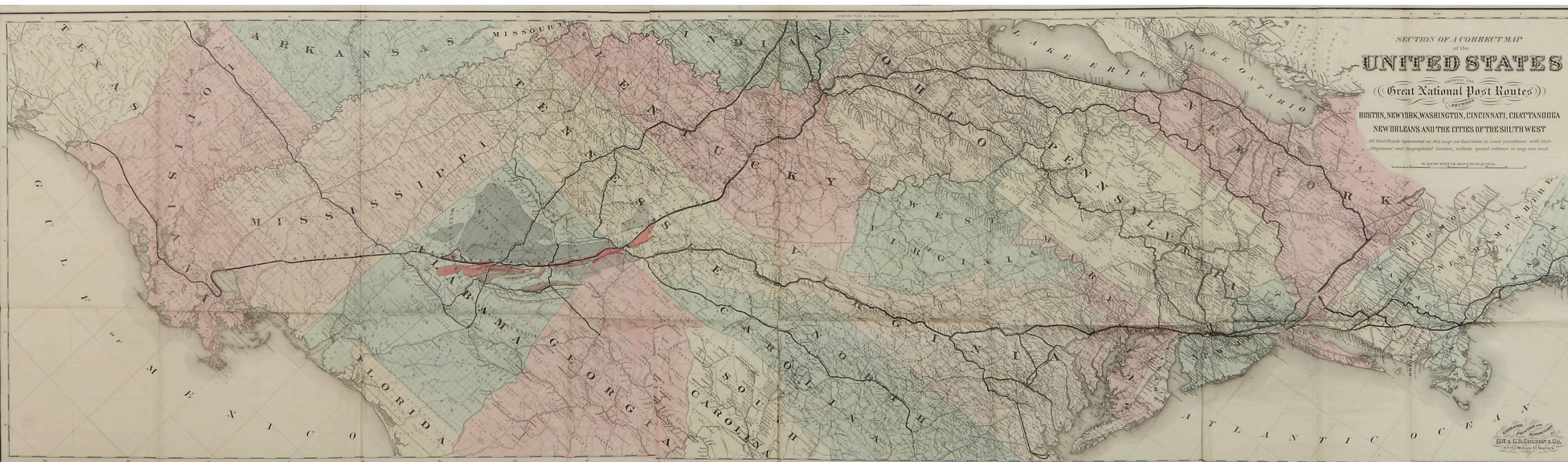
In 1868, the Colton company published this monumental wall map of a section of the eastern part of the United States. The large swath of earth sliced from the country delineates the

postal routes in place following the Civil War. This horizontally oriented map measures a mammoth 24 3/4" x 84 1/2", with a scale of 20 miles to an inch; the Library of Congress's copy

is the only other example that can be located. A map with a more conventional projection, but with the same title, was engraved and published by Colton in 1869. Though an entirely different map, it can be confused with the map being offered here. Our 1868 map shows the routes between "Boston, New York, Washington, Cincinnati, Chattanooga, New Orleans and the cities of the Southwest." The unusual projection was required to encompass all of the cities connected by the postal routes. The map

appears to be centered on the coal and iron fields in northern Alabama where major transportation routes converge. Despite the emphasis on railroad systems, it is not in Modelski's *Railroad Maps of the United States*.

REFERENCES:  
Philips, p. 917.





## THE BEST MAP OF THE LOWER MISSISSIPPI FOR THE CIVIL WAR PERIOD

\$9,500

LLOYD, J. T. LLOYD'S MAP OF THE LOWER MISSISSIPPI FROM ST. LOUIS TO THE GULF OF MEXICO. COMPILED FROM GOVERNMENT SURVEYS IN THE TOPOGRAPHICAL BUREAU, WASHINGTON D. C. NEW YORK, 1862.

37-1/4" x 51-1/2" | Color-printed lithograph. Cloth-backed, old folds, with minor loss at a few folds, but overall a very good example.

The first edition of the best map of the Lower Mississippi from the Civil War Period.

Drawn on a mammoth scale, the map is printed on one sheet in five vertical strips, and shows the river from its junction with the Missouri to its mouth. The large scale allows for great detail, including forts and military installations, cities and towns, plantations and farms, riverboat landings, cut-offs, islands, bayous, river mileage, highwater and low-water channels, and the canal at Island No. 10. A second edition was published in 1863.

The map was sold in several formats, printed on five separate sheets, as a cloth-backed pocket map, and mounted on rollers. This example has been removed from its covers and flattened.

### REFERENCES:

Holland, *The Mississippi River in Maps & Views*, pp. 172-175; Boston Public Library, *Torn in Two 150th Anniversary of the Civil War* (Exhibition Catalog), p. 67; Stephenson, *Civil War Maps in the Library of Congress*, 28 (the Millard Fillmore copy) & 41 (1863 ed.).



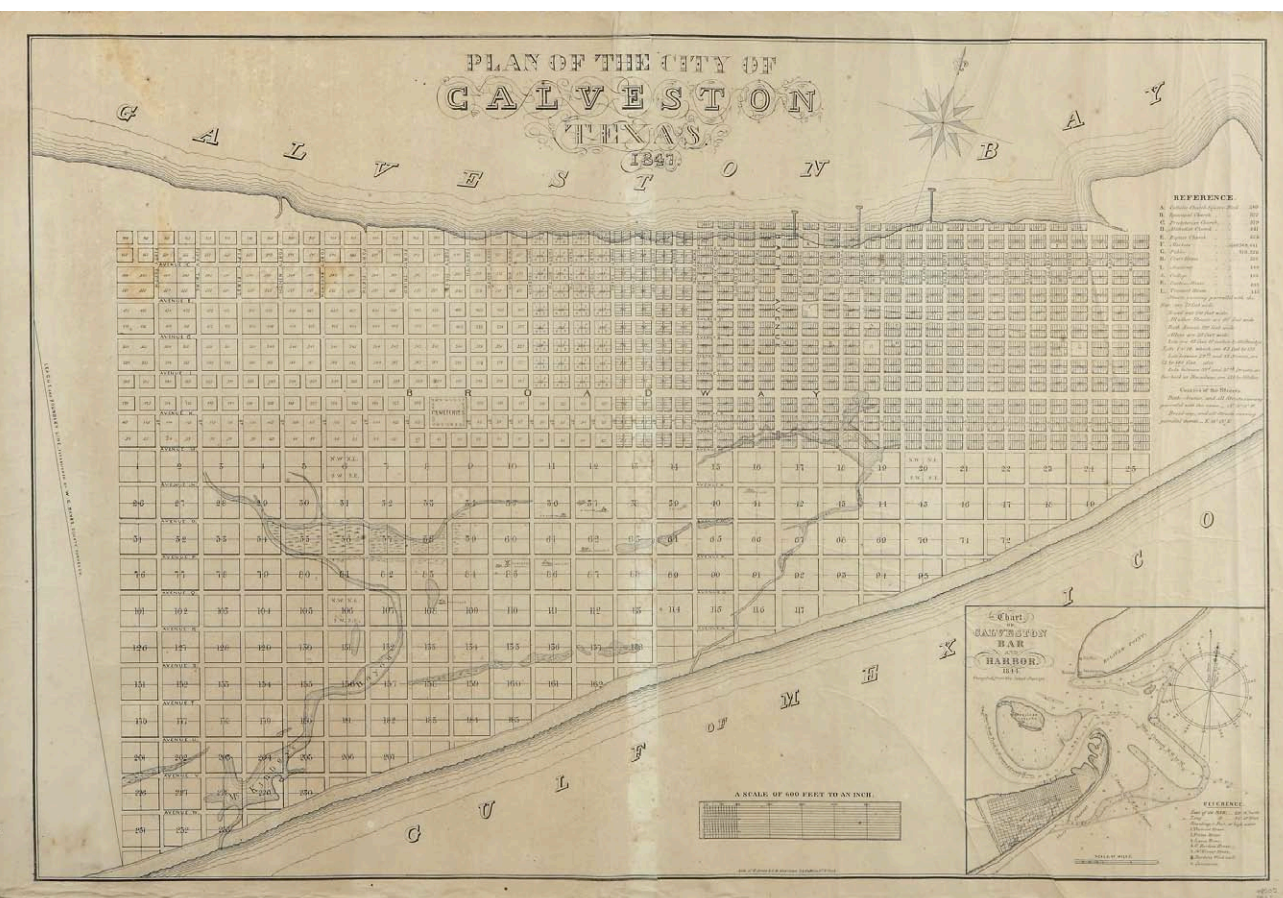


# AN UNRECORDED PIRATED EDITION OF WILLIAM SANDUSKY'S OFFICIAL PLAN OF GALVESTON

\$38,000

[SANDUSKY, WILLIAM]. PLAN OF THE CITY OF GALVESTON TEXAS 1847.  
LITHOGRAPHED BY E. JONES & G. W. NEWMAN, NEW YORK [1847].

25-7/8" x 37-1/2" | Black and white lithograph, printed on two joined sheets. Slight stain at the join and in upper left corner, one marginal tear, lightly toned. Overall an exceptional copy of a possibly unique, separately-issued map.



This is an unrecorded, pirated edition of William Sandusky's official plat map of the City of Galveston (1845). Not at the Library of Congress, not listed by OCLC, or any other source that we were able to check. It was unknown to Streeter or Taliaferro.

This pirated edition was preceded in print by just two plans of the city, the Galveston City Company's fanciful *City of Galveston*, 1837, which accompanied an eight-page prospectus published by the Company that announced the establishment of the town. This elaborate proposal was simplified when the city was actually surveyed and laid out, as shown on the second plan, William Sandusky's *Plan of the City of Galveston*, 1845.

Sandusky's plan is a landmark for Texas cartography and the most important for any Texas town of the Republic period. Galveston quickly became the most active port west of New Orleans, and the largest city in Texas.

One of the leading surveyors working in Texas during the Republic period, Sandusky helped survey and map the new capital at Austin in 1839. He was appointed the personal secretary to President Mirabeau B. Lamar in 1840, but resigned in the following year to accept the position of draftsman for the surveys conducted by the Texas Navy. Sandusky settled in Galveston where he died in 1847.

The Galveston City Company engaged Sandusky to survey and lay out their new town. During the process, he simplified and made more practical the original 1837 proposal. Sandusky's finished survey was published in 1845 to publicize the Company's sale of Galveston town lots. Two states of the 1845 plan have been identified. They differ only in imprint.

This previously unknown example was printed from a new lithographic stone, without Sandusky's name, and with the date changed to 1847. It seems to have been published without authorization, and it may be no coincidence that it appeared in the year of Sandusky's death.

The 1845 states were printed on thin bank paper, and folded into covers for easy storage and protection. This example was printed on two joined sheets of thick paper, was separately-issued and never folded. The vulnerability of this format may account in part for the map's extraordinary rarity. It also was probably printed in very few copies.

Although this 1847 version is a close copy of the 1845 map, there are a number of differences. The overall quality of the lithography is cruder. It omits some of the decorative details, such as the sailing and steam ships in the harbor and off of the Gulf Coast. The homes of Galveston's founding families located in the oversized blocks facing the Gulf are included, but the public and commercial buildings that the 1845 map locates north of Broadway are omitted. Three wharves instead of four are shown in the harbor. The map size varies very slightly when measured in centimeters (66.5 x 94 versus 70 x 95), although the original scale of 600 feet to an inch is preserved. The date in the inset is curiously changed from 1845 to 1844.

## REFERENCES:

For the 1845 plan, see Streeter, *Bibliography*, 1606 & 1606A; Taliaferro, *Cartographic Resources*, 277A & 277B. For E. Jones & G. W. Newman, see Peters, *America on Stone*, p.240. Peters notes that among their most important works was the *Illuminated Pictorial Directory of New York*, "the earliest rarest and most important series of New York views."



\$9,500

## THE BEST LATE-NINETEENTH CENTURY MAP OF AUSTIN

FORD, REUBEN. A TOPOGRAPHICAL MAP OF THE CITY OF AUSTIN. PUBLISHED BY P. DE CORDOVA, AUSTIN, 1872.

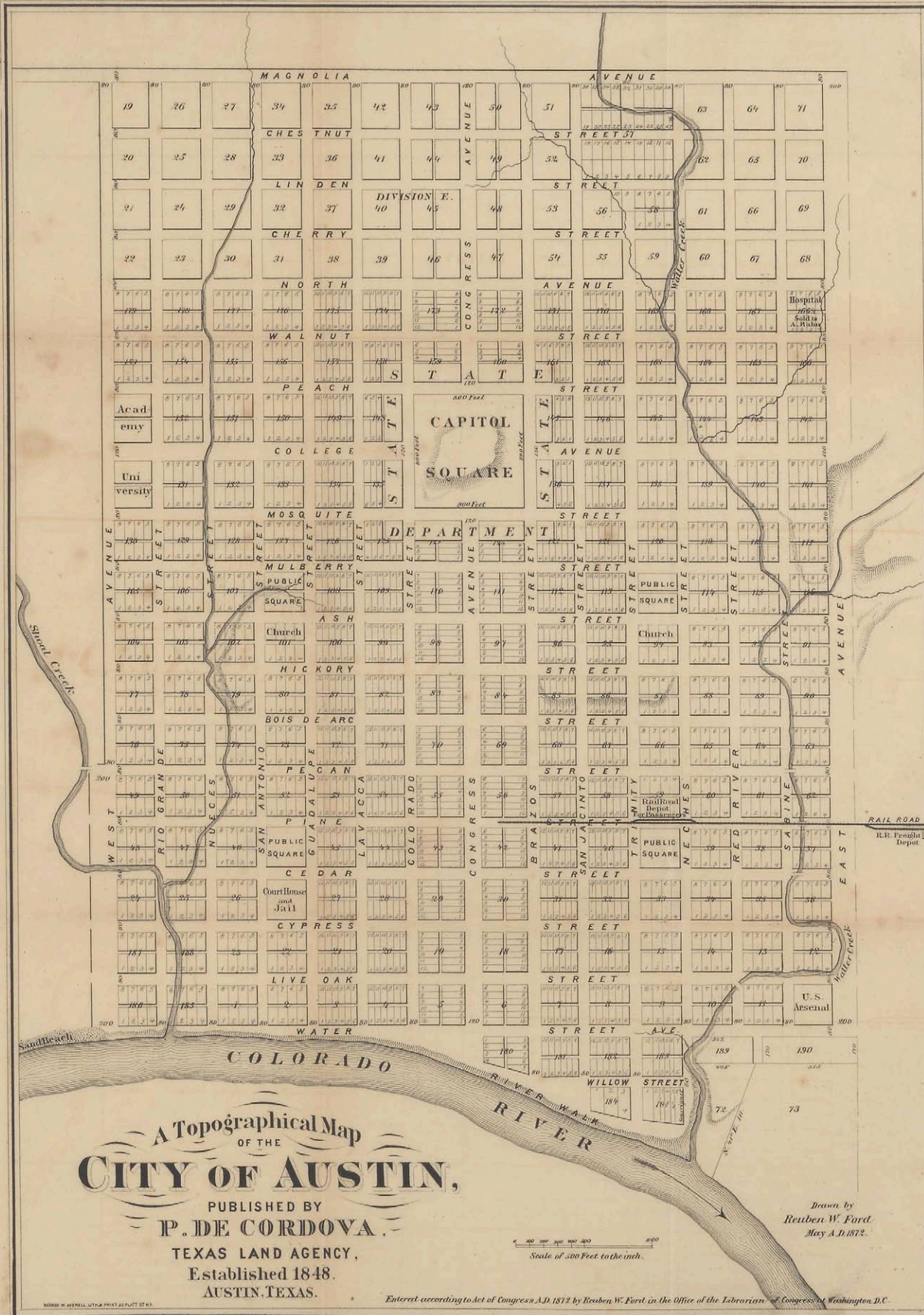
13-1/2" x 18-1/2" | Black and white lithograph. Old folds, very nice condition. Separately issued.

A very rare and important Texas town plan. Ford's survey of Austin must be regarded as the best and most definitive for the city of the second half of the 19th century. Not at the Library of Congress; not at the University of Texas at Austin, not in Day, *Maps of Texas in the Texas State Archives* (photostats only); *WorldCat* lists a number of copies, but with the possible exception of the Cornell University, British Library, and UT Arlington examples, they all seem to be the facsimile edition published by *Historic Urban Plans* in 1967.

The publisher, Phineas de Cordova, was the half-brother of the famous Texas land speculator, Jacob de Cordova. In 1848 the two brothers established the General Land Agency in Austin, one of the largest such agencies that ever operated in the Southwest. The Agency was run solely by Phineas after Jacob de Cordova died in 1868. He published Ford's map four years later in connection with his extensive real estate interests in the city.

As originally surveyed in 1839, the City of Austin was bounded by the Colorado River, West Avenue, North Ave. (now 15th St.), and East Ave. (now IH 35). Ford's survey expands on the original grid through the addition of 52 new blocks to the north (to Magnolia Ave., now MLK), and approximately eight blocks on the Colorado River, at the mouth of Waller Creek. There are other changes and additions, including Austin's first railroad, which entered the city from the east along Pine (5th St.), with separate depots for passengers and freight.

Ford published a second map, also in 1872, entitled *A Topographical Map of the City of Austin Including the City Outlots*. The city proper is shown after the same survey as the present map, but the format has been expanded to include surveyed property in the surrounding countryside. His second map is reproduced in Reys, *Cities of the American West*, fig. 18-16.





# ONE OF THE BEST AND MOST ACCURATE FOR TEXAS OF THE PERIOD

\$3,500

COLTON, G. W. & C. B. COLTON'S NEW MAP OF THE STATE OF TEXAS, THE INDIAN TERRITORY AND ADJOINING PORTIONS OF NEW MEXICO, LOUISIANA AND ARKANSAS. COMPILED FROM THE OFFICIAL COUNTY MAPS OF THE GENERAL LAND OFFICE, [AND] THE PERSONAL RECONNAISSANCES AND GEOLOGICAL EXPLORATIONS OF PROF. A. R. ROESSLER. NEW YORK, [1872-] 1873.

31-1/2" x 37" | Full original color. Ex-library copy, removed from cloth covers, overall fine condition.

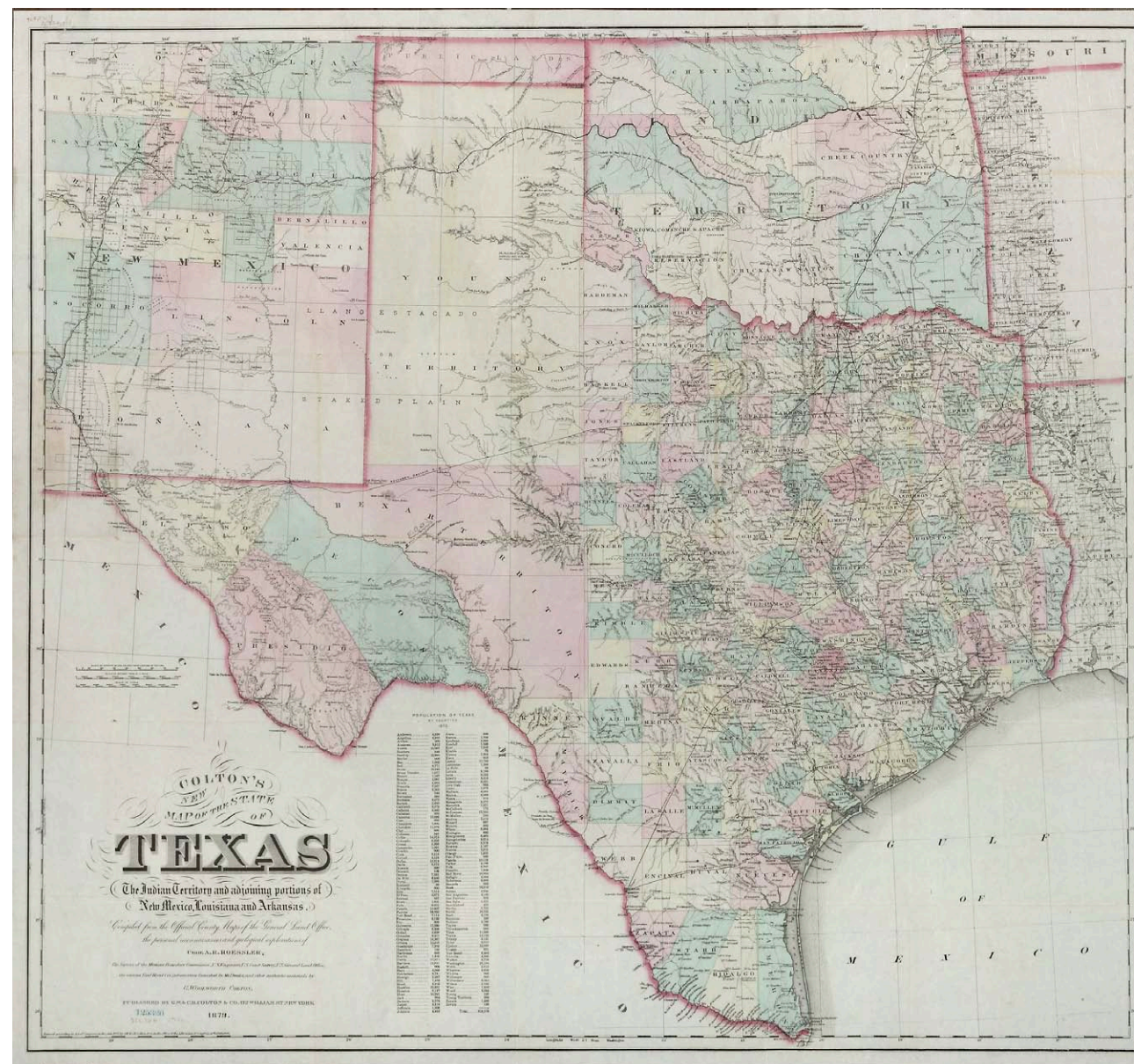
This detailed, large-scale map is among the best and most accurate for Texas of the time. It is one of a handful of printed maps to preserve the findings of the Shumard Survey, the state's first geological and agricultural survey.

Roessler had acted as draftsman, cartographer and geologist for the Shumard Survey. A number of maps by or based on Roessler were published during the 1870s, of which this map by the New York firm of Colton was the first. Originally published in 1872, it was re-issued with improvements at least twice (1873 and

1875). In addition to information supplied by Roessler, Colton incorporates extensive data from the official county maps in the State General Land Office, Herman Pressler, and other sources.

## REFERENCES:

Phillips, *America*, p. 846 (1872); Taliaferro, *Cartographical Resources*, 344A & B (1872 & 1875).





## THE DEFINITIVE MAP FOR "BLOODY KANSAS"

\$4,500

E.B. WHITMAN & A. D. SEARL. MAP OF EASTERN KANSAS. LAWRENCE, KANSAS 1856. PUBLISHED BY J. P. JEWITT AND CO., BOSTON [1856].

20-1/4" x 26-3/4" | Lithograph with some full period color. Removed from covers and flattened. Fine condition.

One of the most interesting and important maps of Kansas ever published. Kansas Territory was created in 1854 by the Kansas-Nebraska Act, which granted the settlers the right to decide whether to allow slavery within the territory. By late 1855 Kansas was enveloped in a wave of violence between pro and anti-slavery forces known as "Bloody Kansas," which culminated in the sack of the free-state town of Lawrence by a pro-slavery mob on May 21, 1856. This scarce map was published jointly shortly afterwards in Lawrence and Boston, and was intended to promote emigration from abolitionist New England to Kansas.

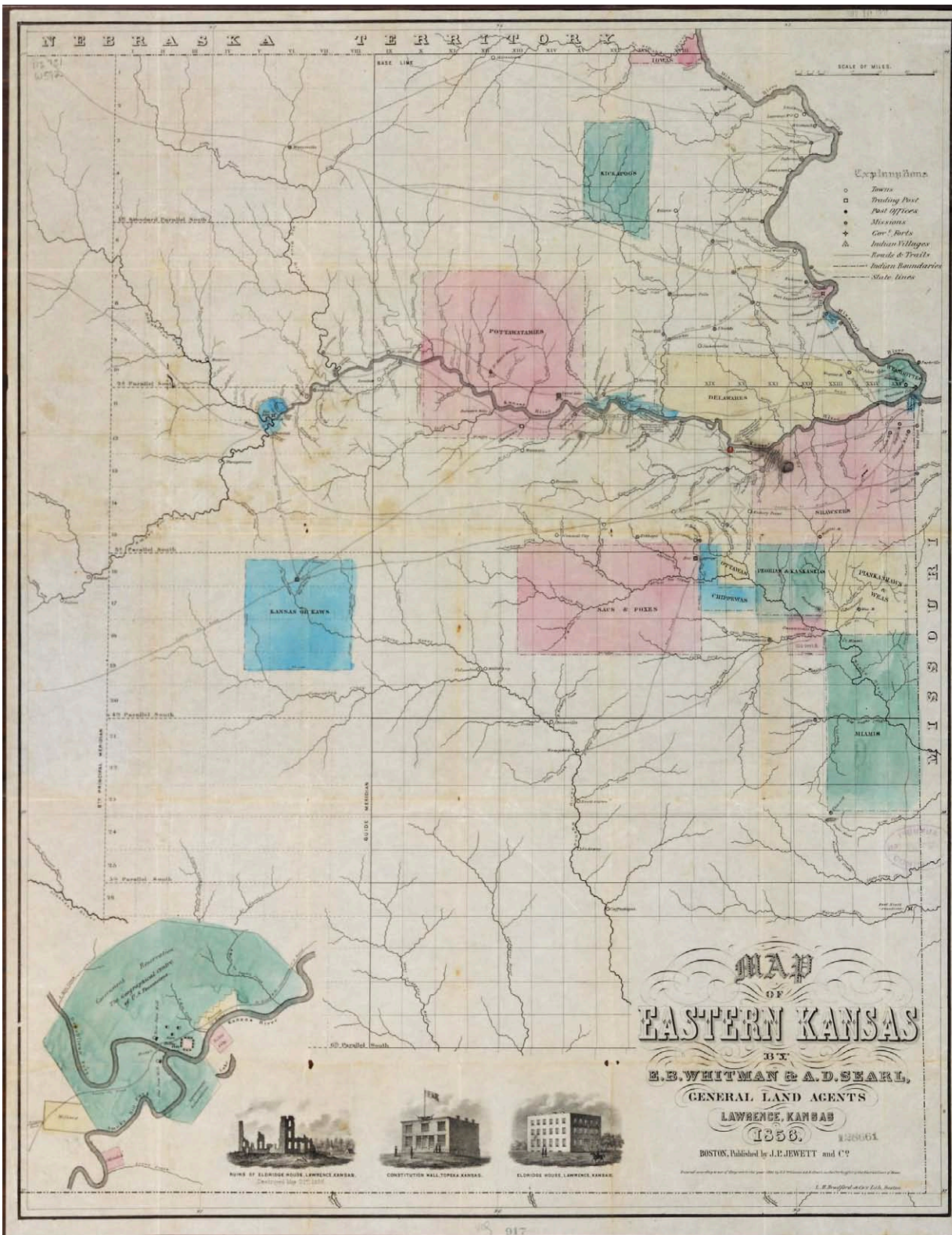
Baughman uses this map to illustrate his chapter on "Bleeding Kansas" in *Kansas in Maps*, and it includes intriguing details that relate to the conflict. The three encampments of "Shannons Posse Dec. 10, 1855" are laid down. These were the forces organized by pro-slavery Gov. William Shannon to suppress what were held to be illegal activities by the anti-slavery party. The free-state town of Topeka (founded 1854) is labeled "Temporary State Capitol." Along the lower margin are three vignettes,

including "Ruins of the Eldridge House," a hotel destroyed by pro-slavery forces during the sack of Lawrence, and "Constitution Hall, Topeka, Kansas."

Overall, this is the most detailed map for Eastern Kansas of the period. It shows the progress of the township surveys instituted in 1854. The old Indian reservations, which were largely abandoned with the passage of the Kansas-Nebraska Act, are still shown and colored, but are now overlaid by the new surveys. A handful of recently established post offices and towns, such as Lawrence (1854) are all laid down. There is an excellent depiction of the road system, including the "Oregon Road" and the "Santa Fe Road". At lower-left is a large detailed inset of the "Government Reservation" at Fort Riley.

### REFERENCES:

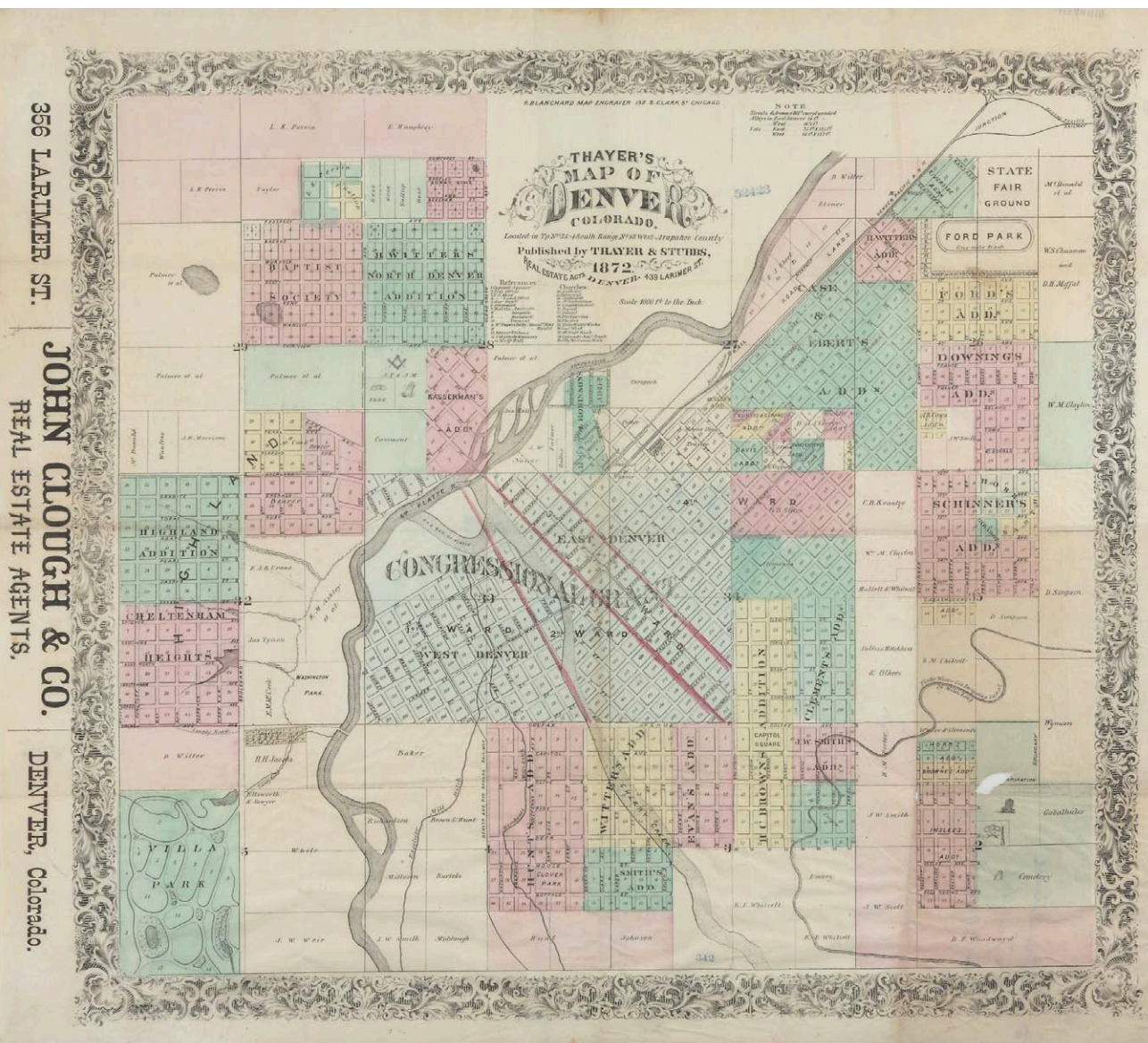
Baughman, *Kansas in Maps*, pps. 52-53; Boston Public Library, *Torn in Two*, pp. 84-85; Thomas Wentworth Streeter Sale, 3903.





\$12,000

## A RARE EARLY MAP OF DENVER



THAYER, H. L. THAYER'S MAP OF DENVER COLORADO. PUBLISHED BY THAYER & STUBBS, DENVER, 1872. R. B. BLANCHARD, MAP ENGRAVER, CHICAGO [1872].

19-3/4" x 21-3/4" | Period color. Cloth-backed, one small area of loss at lower right, otherwise a very nice example of a rare, separately-issued map.

The rare first state of one of the earliest published maps of Denver, and the first to show Denver's early railroads. A second state appeared in 1874.

The first printed map of Denver was published by Fosdick & Tappan in 1858, the year after the town was established. Thayer's 1872 map was the first significant map to show the tremendous growth that occurred during the intervening years. As originally laid out, Denver's grid system ran parallel to the Platte River, but in the subsequent development shown by Thayer, the streets have been laid out in a north-south and east-west direction.

Thayer's map was probably published to commemorate the arrival of Denver's first railroads, the Denver Pacific and the Denver & Rio Grande, which reached the city in 1870 and 1871 respectively.

Very few copies of the map are known. OCLC locates just one example: Yale University. The copy it locates at the Library of Congress is a facsimile. There are additional originals at the Denver Public Library, the Huntington Library, and in a private American collection.

A comparison with the latter shows that ours is a variant state. The address of "John Clough & Co. Real estate Agents. 356 Larimer St. Denver Colorado," is printed in the left-hand margin. This is not present on the privately held example.

### REFERENCES:

Reps, *Cities of the American West*, pp. 485-87;  
Cohen & Taliaferro [eds.], *American Cities*, pp. 128-129.



## MAP OF DENVER & VICINITY

\$ 3,800

ALEXANDER, W. E. MAP OF DENVER & VICINITY... [PUBLISHED BY] THE DENVER LAND AND WATER STORAGE CO., 1891.

33-3/4" x 17-3/4" | Fine condition.

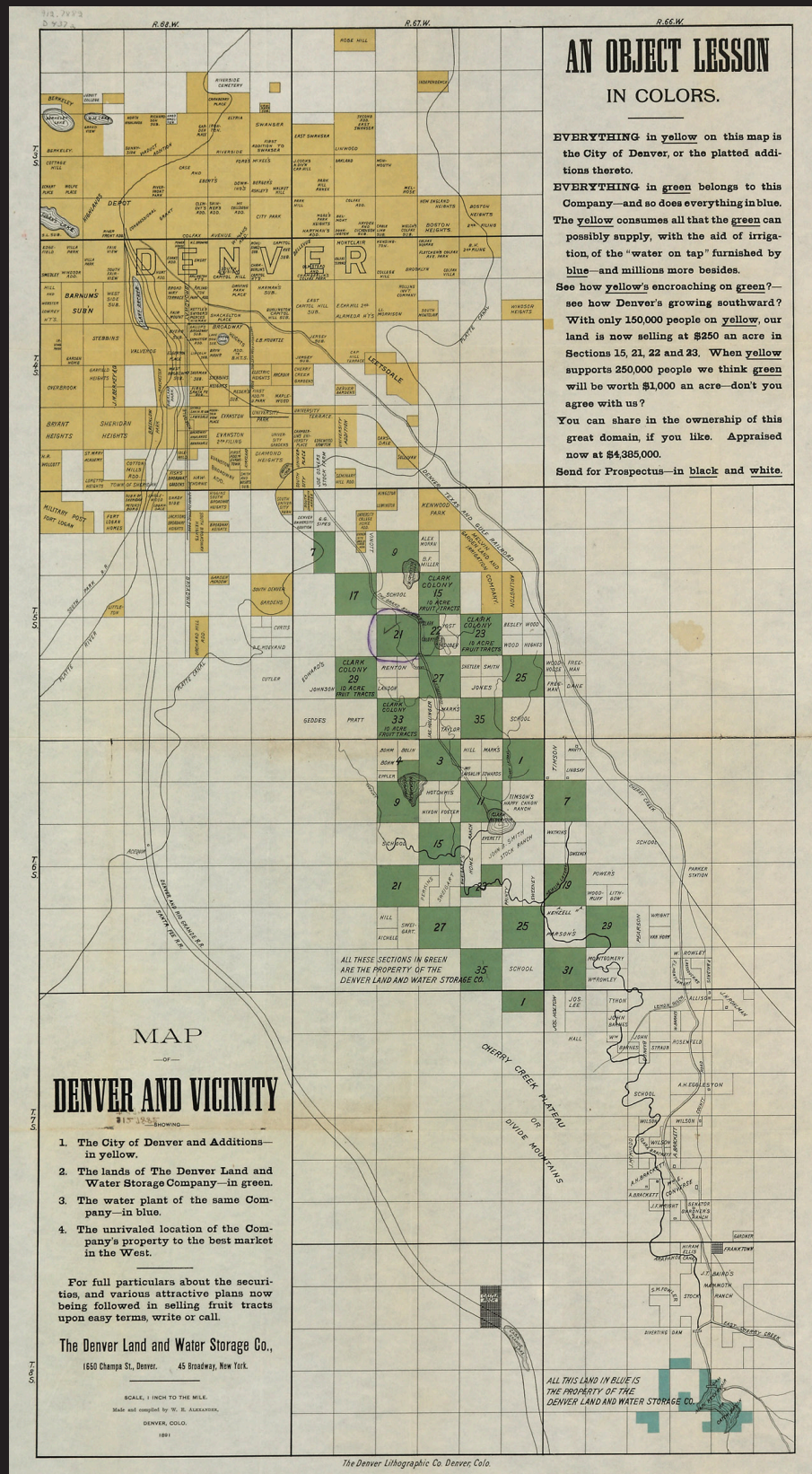
As Denver began to grow exponentially at the end of the 19th century, one of the pressing issues facing the evolving city was water. Many real estate companies fought for control of the water supply and competition increased when the Denver Land and Water Company established itself on April 8, 1891. With ambitious plans to irrigate large areas of agricultural land, the company proposed a network of reservoirs. In 1892 the water battle culminated in a price war with one company offering the precious liquid for absolutely nothing. The Denver Land Water Company did not survive long after that.

and shows the land owned by the shareholders in 1891. The locations of the proposed reservoirs are indicated, and the map is color coded to show the increasing population of the city and the relationship of land to water. This map was intended to accompany the "Prospectus" of the Denver Land and Water Storage Company.

### REFERENCES:

No copies located in WorldCat.; Not in Phillips;  
not at Denver Public Library; not in Yale Western  
Americana Collection.

The map of "Denver and Vicinity" was compiled by the founder of the company, A. E. Alexander,





# NICOLAS DE FER'S MAJESTIC MAP OF CALIFORNIA & THE AMERICAN WEST

\$11,500

DE FER, NICOLAS. LA CALIFORNIE OU NOUVELLE CAROLINE, TEATRO DE LOS TRABAJOS APOSTOLICOS DE LA COMPA. E JESUS EN LA AMERICA, SEPT.E DRESSEE SUR CELLE QUE LE VICEROY DE LA NOUVELLE ESPAGNE... PAR N. DE FER GEOGRAPHE DE SA MAJESTE CATOLIQUE... A PARIS DANS L'ISLE DU PALAIS A LA SPHERE ROYALE..., 1720.

17-7/8" x 25-7/8" | Exceptionally fine original full and outline color. An excellent example.



De Fer's *La Californie ou Nouvelle Caroline* is one of the most dramatic maps of California and the American West from the beginning of the 18th century. It contains valuable new information about the missions, Native American villages, and western river systems. This new cartography is laid down on top of a prominent depiction of the island of California based on the French model created by Nicolas Sanson.

The map is of particular importance for its detail along the west coast of Mexico, the interior of the Southwest, and Baja California. De Fer faithfully recorded many details from a manuscript sent to Rome by the famous California missionary Father Eusebio Kino in 1696. Kino was a Jesuit who had traveled extensively throughout the Southwest for over a decade and his manuscript contained the most up-to-date cartographic information about the region. Over 350 towns and villages are located and named on the map, including Santa Fe, which is correctly placed to the east of the Rio Grande. Father Kino was part of Isidro Atondo y Antillon's failed attempt to settle California in 1683, and he crossed the Gulf to Baja California in 1685. There he spent time among the Seris and the Pimas in 1690 before traveling to Sonora, where he would remain, working as a missionary, until his death in 1711.

Father Kino's 1696 manuscript, *Teatro de los Trabajos Apostolicos de la Camp a de Jesus en la America Septentrional*, was first used as a source by De Fer in 1700 on a small map entitled *Californie et Nouveau Mexique*. The larger scale

of this 1720 map allowed for a number of additions and improvements. Numerous place names in New Mexico were engraved on the map as opposed to listed in an extensive key. Rio Madalena is now named, as well as a number of settlements along the R. de S. Thomas. Corrections have been made to the course of the Rio Grande based on Spanish reports first recorded on the printed maps of Coronelli.

De Fer's map is beautifully engraved and embellished with vignettes showing native wildlife and indigenous peoples. Below the title is a lengthy engraved text giving a history of discoveries in California, from Cortez in 1533 to the Riviere du Coral in 1695. Ironically, this famous map of California as an island is based on information from the man who would eventually put an end to the island myth. Father Kino's missionary work led him to search for a land route between southern Arizona and the Baja Peninsula, and in 1701 he drew his famous manuscript showing California attached to the mainland. In spite of Kino's discoveries, the myth continued for almost half a century.

## REFERENCES:

Tooley, *California as an Island*, #83; Wagner, *Northwest Coast*, #517; McLaughlin, *California as an Island*, #196; Lowry, *Maps of Spanish Possessions*, #205.



Download the next section.

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(4 sections total)