PIRACY & THE SOUTH SEAS

RARE BOOKS & MANUSCRIPTS

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A Comprehensive Collection of Books, Maps and Manuscripts concerning Piracy, Buccaneering and the South Seas

Few realise that the discoveries of new and distant lands were made by buccaneers and adventurers such as William Dampier, Woodes Rogers, Lionel Wafer, George Shelvocke and Bartholomew Sharp to name a few. They charted the coastlines, traded with the natives, cared for their ships in harbours that no one had visited before. They plundered the Spanish ports in the New World and captured galleons, treasure and occasionally a manuscript atlas of the discoveries that the Spanish had guarded with great secrecy. The most famous of these, was acquired by Bartholomew Sharp and copied by William Hacke.

The information recorded by the buccaneers was used by most map makers. Herman Moll was a friend of many pirates and buccaneers and made good use of their discoveries to update his maps and charts.

This collection records a detailed history of buccaneering events that took place mainly in the South Seas, but also in other parts of the world during the late sixteenth until the end of the eighteenth centuries. The collection is well represented by: Exquemelin’s Famous ‘Buccaneers of America’, with the scarce fourth part (or second volume) by Basil Ringrose; William Dampier’s bestselling buccaneering works; William Hacke’s ‘Collection of Voyages’; the very scarce work by Avery concerning Sharp’s Voyages, Raveenau de Lussan; George Anson’s ill-fated voyage that was saved from disgrace by the capture of the treasure ship the ‘Manilla Galleon’; Captain Kidd’s trial; scarce works concerning Captain Cook’s voyages; manuscripts and acts concerning pirate trials and a fine ms by Oliver Cromwell concerning Turkish pirates; sets of collected voyages containing much new material of the adventurers, and most of these works illustrated with maps and views, concerning discovery in the South Seas.
1. CAPTAIN W.S. ANDREWS

Andrews’ Illustrations of the West Indies

Volume 1: Sidmouth, printed by Thomas Perry, [1855]; Vol. 2: London, printed and published by Day and Son, Two volumes in one, Oblong folio, fine later half green morocco over marbled boards, with two title-pages and thirty fine lithographed plates, twenty-two tinted, some double-page and folding, many with fine coastal profiles including 8 with silhouettes of islands, a fine copy.

£8,500.00

The author was a Captain in the Royal Navy, a mathematician as well as author of this fine pilot. He also wrote the preface for Labouring Population of Barbados, 1860.

Volume one describes: Sailing Directions for the Caribbean Sea, Gulf of Mexico, and Florida. Volume two: Description of the Islands in the Caribbean Sea, Gulf of Mexico, and Florida. Many of the high quality lithographs are by the Marine Painter and Lithographer Thomas Dutton.

Sabin 1547, 'A scarce work.'
London, for the Author, by John and Paul Knapton, 1748 4 TO (283 × 225 MM). Contem\p\orary Mottled Calf, Brown Morocco label, spine richly gilt in compartments, board\\ed with leather, and contained within 42 folding engraved plates, plans, charts and maps.

First Edition, Large Paper Copy. One of a few special copies on thick paper.

Classic account of circumnavigation. Of the original eight ships, which started this expedition to harass the Spaniards on the western coast of South America, seven were lost around Cape Horn and on the coast of Chili, and out of 900 men who left England, more than 600 died. Anson's voyage laid the groundwork for British voyages of exploration in the Pacific during the latter half of the eighteenth century.

The eagerly-awaited book became a best-seller, running through numerous editions in its full or abridged form and published into several European languages. It is now agreed that the ostensible author, Richard Walter, took the initiative for publishing, gathering names of subscribers and profiting handsome from it, but that Benjamin Robinson completed the editorial task. “It is also clear that Anson himself took a very close interest in the work, which was as a result very complimentary of his actions but provides an interesting insight into his thinking. Walter's and Robinson's contributions to the work can probably never be completely disentangled, but this should not obscure its continued popularity... "a masterpiece of descriptive travel that became the most popular book of maritime adventure".
JOHN ATKINS (1685–1757), NAVAL SURGEON. He served a professional apprenticeship before commencing a chequered naval career in March 1701 as surgeon’s mate of the Charles Galley. He progressed to first mate of the Somerset, where he successfully treated head injuries and splinter and gunshot wounds sustained during Sir George Rooke’s action off Malaga in 1704, and his captain found him diligent, respectful, sober, and worthy of better rewards. As surgeon of the Tartar (1705–4) Atkins saw action against the French in the channel, and the bombardment Lighthouse took him as ship’s surgeon to the Mediterranean (1710–14), where he received forty casualties within an hour during the battle of Vasa Bay near Genoa in 1711. Atkins was a shrewd, observant, and skilled surgeon. His readiness to challenge established ideas if his own experience dictated brought him into conflict with captains who were slaves to tradition. In 1719 Atkins was appointed surgeon of the Swallow, which, with her tender, Weymouth, was dispatched to seize pirates operating on the African coast. At Cape Lopez 270 were captured with £10,000 in gold dust and Atkins acted as registrar at their trial. The voyage introduced him to tropical diseases and he was first to describe African sleeping sickness (trypanosomiasis). He also described croak-craw, or river blindness (onchoceriasis), and Guinea-worm disease (dracunculiasis). Atkins provided probably the first detailed description of cerebral malaria complicating a falciparum infection, which, because it lacked the periodicity of common forms of malaria and was unresponsive to quinine, puzzled him. His differential diagnoses included heat exhaustion and typhus, which, he perceptively noted, was associated with dirt, infestation, overcrowding, and inadequate ventilation. Atkins also became concerned about the plight of black slaves and issued one of the earliest denunciations of the slave trade, which he had witnessed on the African coast. His natural curiosity led him to study fetishes and speculate upon the wider aspects of faith healing, and he discussed the various properties of mineral springs. A concern for the poor brought him to recognize that sporadic hospitals funded by local subscriptions would always be inadequate and only a national health service provided by taxpayers could offer the requisite standards of professional care.’ (ODNB).

Cox I, pp. 78–79; Sabin 2275; Palau 19361; ‘Borba de Moreira’.1
Sharpe’s voyage began in April 1680, when he gathered a band of buccaneers, including William Dampier, to cross the isthmus of Darien (in present-day Panama) on foot, tracing the path that the notorious Henry Morgan had blazed several years before. Sharpe enlisted the help of the local natives to guide his band onward. “This people for the most part are very handsome,” his diary reads, “especially the female sex, and as they are very bountiful so they are also very free to dispose of themselves to Englishmen answering them in all respects according to their desire.” After several days with “nothing but the cold earth for our lodgings, and for our covering the green trees,” Sharpe’s men sacked a Spanish town and finally “reached the fair South Sea.”

Sailing in ships they had commandeered from the Spanish, Sharpe and his band proceeded south along the west coast of Central and South America, seeking their fortune with violent abandon. After attacking a Chilean town ironically named La Serena, Sharpe boasted of the prowess of his vastly outnumbered band, “I agreed with the Spaniards for the redemption of this city,” the diary reads. “They were to pay me the sum of 80,000 Pieces of Eight—but instead of that they killed 4 or 500 horse[s] to take us all prisoners. But I marched out with my men & fought them & beat them to their hearts content, after which I set the city on fire & burnt it & came away by the light of it.”

If Sharpe was a ruthless thief and murderer, he was also an accomplished navigator. He was the first English sailor to make the treacherous voyage around Cape Horn from west to east, guiding his fleet through horrendous weather conditions and his men through severe privation—“nothing but dry bones & tallow for dinner & supper.” They had saved a hog to kill for Christmas dinner, but after many futile months the crew was ready to mutiny if they didn’t reach the Caribbean islands soon. Sharpe promised to eat the ship’s hog if they didn’t see land within three days—and he made it, finally arriving in Barbados on 9 May, giving the ship to those pirates who had already gambled away their booty. Sharpe returned to England and because England and Spain were not at war, the Spaniards demanded Sharpe’s prosecution for piracy. Sharpe, however, presented the authorities with a book of maps taken from the Spanish ship El Santo Rosario in July 1681; their value to English seafarers was such that Sharpe received a small reward from Charles II. This “Derrotero” was copied by William Hacke, a friend of Sharp and numerous other buccaneers. Among his other companions were William Dampier, Lionel Water and William Fossett, Hist. 46, Sabin 79781; Wing A-4315.
Voyage Round The World: Being An Account Of A Remarkable Enterprise Begun In The Year 1719, Chiefly To Cruise On The Spaniards In The Great South Ocean. Relating the true historical facts of that whole affair: testified by many employed therein; and confirmed by Authorities from the Owners.

First Edition
London for T.Combes, J.Lucy and J.Clark 1728, Contemporary tan calf gilt, with a folding engraved map of the world. £5,500

One of the most important of the buccaneering expeditions’ (Hill). ‘Betagh, Captain of the Marines was aboard the Speedwell and under the command of Captain George Shelvocke. However, Betagh, the author of this work does his best to discredit Shelvocke’s narrative whenever possible, pelaing that it is a deception, and his conduct an indignity to his country and to Captain John Clipperon. In addition, Betagh describes his impressions of the countries visited in the course of the voyage, particularly the Spanish dominions of Chile and Peru, where he observed the customs of the Creoles and the techniques of gold and silver mining and refining. Baja California and Macao were also visited. Clipperon Island, off the west coast of Mexico, was discovered and named for Captain Clipperon’ (Hill).

Borra de Morais I. p.104; Hill p.25.
6. WILLIAM BLIGH (1754-1817) -- [STEPHEN & EDWARD CHRISTIAN BARNEY]

Minutes of the Proceedings of the Court-Martial held at Portsmouth, August 12, 1792. On ten persons charged with Mutiny on Board His Majesty's Ship the Bounty. With an appendix containing a full account of the real causes and circumstances of that unhappy transaction.

First Edition
London: J. Deighton, 1794. 4to, old half calf, marbled boards, red morocco gilt label, rebacked. £28,000

Very rare. Stephen Barney was an attorney retained by mutineer William Muspratt to take the minutes of the evidence for the prosecution. According to Barney's advertisement, they were not intended for publication. All plates that once formed the historical balance were printed among the interested parties and the ministers of state. The appendix is the work of Edward Christian, brother of the mutineer Fletcher Christian, on which Bligh commented that it was "written apparently for the purpose of exculpating his brother at my expense." Christian had represented his brother Fletcher as a tormented romantic figure, who had much to fix for posterity the reputation of Bligh as a brutal authoritarian. The court-martial of the ten mutineers was held aboard the H.M.S. Dule, with Lord Hood presiding over a panel of twelve captains. Of the ten men tried, Joseph Coleman (armorer), Thomas McIntosh, Charles Norman (carpenter's mate), and Michael Dove (able seaman) were acquitted. Bligh had released all the first three as loyalists but as there was no more room on the launch on which he was set adrift, they were obliged to stay aboard the Bounty. Peter Heywood (midshipman), James Morrison (boatswain's mate), William Muspratt (cook's assistant), and able seamen Thomas Ellison, John Millward and Thomas Burke were found guilty and condemned to death. Heywood and Morrison were later given royal pardons, and Burke was hanged. The copy is annotated in pencil on p. 5 and 6. The work elicited Bligh's 'An Answer to certain assertions contained in the Appendix to a pamphlet, intitled Minutes of the proceedings on the court-martial' (1794), which in its turn was met by Edward Christian's A Short Reply to Capt. William Bligh's Answer (1794) Fahrenheit I, 175; Hill 1162.

7. WILLIAM BLIGH

RARE FIRST EDITION OF ONE OF THE MOST FAMOUS SEA TALES IN ALL OF MARITIME LITERATURE.

A Voyage to the South Sea, undertaken by command of His Majesty, for the purpose of conveying the bread-fruit tree to the West Indies, in His Majesty's Ship the Bounty ...including an account of the mutiny on board the said ship, and the subsequent voyage of part of the crew.

London: George Nicol, 1792. 4to, Contemporary mottled calf, rebacked, with 7 plates of plans and charts including a fine engraved oval portrait frontispiece of Bligh by Conde after Bassett, folding plan of the Bounty, folding plan of the Bounty's launch, a plate of bread-fruit, and 4 other plans and charts (3 folding), small signature erased from title not affecting text. £7,500

RARE First of two complete editions of this work. William Bligh (1754-1817) was a British naval captain, who as commander of the HMS Bounty, was involved in a mutiny of his crew in 1789. Bligh's account, which includes his journey back to England, is a classic tale of survival and leadership. This edition is illustrated with 7 plates, including a fine engraved oval portrait frontispiece of Bligh by Conde after Bassett, and is noted for its rarity and quality of binding.
On their way to introduce the bread-fruit as a cash crop to the West Indies from the South Sea Islands, "bread-fruit Bligh" and eighteen of his crew were cast adrift by Fletcher Christian, the master's mate of the "Bounty," and made a journey of about 4000 miles in an open boat before landing on the East Indian island of Timor. Several of the mutineers, who had settled on Pitcairn Island, were eventually captured and three were executed in England. "An extremely important book" (Hill, p. 27).

Interestingly enough, Bligh was subjected to two further mutinies in his career, though only the last, in New South Wales, can be blamed upon the harsh exercise of authority. Though Bligh's account of the mutiny had been published first in 1790, it was because, as the publisher explains in his Advertisement, for the need of "communicating early information concerning an event which attracted the public notice and being drawn up in a hasty manner, it required many corrections." The present work is the first appearance of the story of the entire expedition. "Having acquired a high reputation as a skillful navigator, [Bligh] was appointed to the Bounty, of 250 tons, in December 1787, arriving at his destination, Otaheite, ten months afterwards. Here he remained for five or six months, during which period his crew became demoralized by the luxurious climate and their apparently unrestricted intercourse with the natives. The object of the voyage, namely to obtain plants of the bread-fruit with a view to its acclimatization in the British West India Islands, having been accomplished, Bligh set out on his return. But his irascible temper and overbearing conduct excited (under the leadership of Fletcher Christian) a mutiny on board the ship; and on 28 April 1789, with eighteen of his crew, were overmastered and cast adrift in an open boat, only twenty-three feet long, and heavily laden, they had a small amount of provisions allotted to them, but no chart. In this frail craft they sailed for nearly three months, a distance of 3,618 miles, touching at some small islands, where they got only a few shellfish and some fruit; but at length, thanks to Bligh's skill, resource, and courage, they reached Timor" (DNB).

Sabrin 590f; Hill 135; Howgego, I, B107
BOUGAINVILLE first undertook, at his own expense, an expedition to the Falkland Islands and Patagonia to secure them for French colonization. To avoid potential conflict due to Spain’s envy of the acquisition, France gave up the territory to her. After delivering the Falklands to Spain, Bougainville was ordered across the Pacific to the East Indies, and from there to return home. The narrative of this part of the voyage comprises the text of the present volume. The completion of the three-year voyage marked the first official French circumnavigation and drew a good deal of French interest in the Pacific islands. The party collected much natural history information concerning the regions visited, with a chapter on that island, as well as a vocabulary of the natives. From the Malouines, Bougainville sailed west to South America. This voyage also includes a survey intended to be used to acquire by force if necessary some of Spain’s possessions on the coasts of Chile and Patagonia.


The concluding voyage to England lasted almost two years. Bulkeley eventually traveled to Pennsylvania and settled there, where he published an American edition of this work. This account also contains the narrative of Isaac Morris, one of the members of the Wager’s crew left in Patagonia. Like Anson’s own official account of the expedition this was a popular book and went through a number of editions. There were two editions in the first year of publication. This is the first issue, giving the authors’ names on the title-page and the other issue was anonymously published.

9. JOHN BULKELEY & JOHN CUMMINS

A Voyage to the South Seas, in the Years 1740-1. Containing A Faithful Narrative of the Loss of His Majesty’s Ship the Wager on A Desolate Island. First edition of one of the classic stories of shipwreck survival. Jacob Robinson, London, 1743, contemporary calf gilt. £4,000

8. LOUIS ANTOINE BOUGAINVILLE

A Voyage Round the World. Performed by Order of His Most Christian Majesty, in the Years 1766, 1767, 1768, and 1769. London, 1772. xxviii, 476pp. plus folding plate and five folding maps. Quarto. Contemporary mottled calf gilt, covers with Greek Key frame, spine gilt in compartments. £3,500

First English Edition, translated from the French by John Reinhold Forster, who calls this “a work written by a learned, intelligent, and judicious traveller, which abounds with remarkable events and curious observations…” Wearing the Malouines, the Malouine sailed west to South America and entered the Strait of Magellan. There he made some of the most important achievements of the voyage by mapping the Strait in detail, and describing specific harbours that could be used safely by future navigators. Systematic observations of longitude were recorded during the voyage and one of the expedition’s notable achievements was to improve the determination of longitude in navigation.
Admiral James Burney (1750-1812), son of Dr. Charles Burney, the historian of music and the brother of diarist and novelist Fanny Burney, was originally an officer in the Royal Navy and his various written works display "a rare union of nautical science and literary research". Burney received encouragement from Sir Joseph Banks and enjoyed free access both to Banks's magnificent library of books and manuscripts, and to Dalrymple's collection of scarcer Spanish books. Whenever possible, he relied on manuscript accounts, generally comparing them with printed narratives for purposes of style. "Burney entered the navy in 1764, and having served on the coast of North America and in the Mediterranean, sailed with Captain Cook in his second voyage, 1772-4, during which time he was promoted to be lieutenant. In 1775 he was in the Cerberus on the North American station, and was recalled to sail again under Cook in his third voyage. Consequently, on the deaths of Cook and Clerke, he came home in command of the Discovery, and was confirmed as commander on 2 Oct. 1780. In 1803 he began the publication of "A Chronological History of the Discoveries in the South Sea or Pacific Ocean", it is well known as the standard work on the subject" (D.N.B.). Ferguson, 372; Hill, 97, 40-41; Hocken, 97, 30-34; O'Reilly-Rutman, 104; Sabin, 9387.
A Voyage round the World, in His Majesty's Ship the Dolphin, Commanded by the Honourable Commodore Byron. In which is contained, a faithful account of the several places, people, plants, animals, &c seen on the Voyage. First Edition

London: J. and F. Newbery, 1767. 8° (202 mm x 121 mm). 1 [blank] + 2 tail + 186 + 1 [blank]. Contemporary calf gilt, covers within gilt Greek key, gilt too centre-piece, spine gilt. The voyage was destined mostly to the East Indies, but the true object was to make discoveries in the South Seas. New Albion on the American North west coast amongst other places.

Byron sailed in 1764 in the Dolphin with junior officers Charles Clerke and John Gore. Both Clerke and Gore later sailed with James Cook, with Clerke taking command of the final voyage after Cook’s death. Byron visited Brazil and then continued south through severe storms and ice for Patagonia and through the Strait of Magellan, relating one of the best accounts of the Strait to date. From the end of the voyage, he earned the name ‘Foul-Weather Jack’. The expedition was searching for rumoured islands and in the process identified a few new off the Falkland before being forced back to the Strait by storms. Ashore in Patagonia, he reported on the eight-foot tall Indians he found there (the famous meeting is shown in the frontispiece), and finally sighted the Falkland. He claimed them for England, unaware that Bougainville had recently claimed them for France. Ignoring his instructions to sail for New Albion, he headed for Juan Fernandez and the Tuamotus, where he discovered Danger Island and others in the Tokelau and Gilberts before making for the Philippines.

Smedes, Cape of Good Hope and then home to England. Although no significant discoveries were made, thanks to the speed of the voyage, no men were lost to scurvy, the Falklands were secured for England and the Admiralty was stirred to make further exploratory voyages into the South Pacific. Illustrated with a frontispiece, a sailors giving a Patagonian Woman some biscuit for her child and two more plates. Appended are Byrons’s notes on the Patagonians and earlier first-hand accounts of them by Magellan, Cavendish and others. The work has often been ascribed to midshipman Charles Clerke.

Sabin, 9732. Hill, 313. Borriss de Morres, I, 138
This work was written and published during the Seven Years War between Britain, France and in 1761 Spain. It is a comprehensive history of the Spanish acquisitions and discoveries, and gives a detailed description of buccaneering, privateering and pirate activity in the West Indies and South America, with a full description of the engagement and capture of Havana.

The Spanish Caribbean basin trade had a network of four main ports: Vera Cruz, Cartagena, Porto Bello (now Portobelo) and the main port through which all the trade of those three came through, Havana. On November 22, 1739, one of the first actions of the War was the British capture of Portobello which was part of the then New Granada. The attack was part of an attempt to damage Spain’s finances. The poorly defended port was attacked by six ships of the line under Vice-Admiral Edward Vernon. The relative ease of this capture, although it was quickly recaptured by the Spanish after Vernon’s fleet departed, caused jubilation in England and resulted in Vernon being given command of a very large naval contingent consisting of one fourth of the British Royal Navy in ships and sailors of a major land and sea amphibious expedition under the overall command of Lord Cathcart. Unfortunately for British hopes Lord Cathcart died in route and it remained unclear who was then in command overall.

Hill 247; Cox II, 276

13. JOHN COCKBURN

A Journey over Land from the Gulf of Honduras to the Great South-Sea. Performed by John Cockburn, and five other Englishmen, viz. Thomas Rounce, Richard Banister, John Holland, Thomas Robinson, and John Ballman; Who were taken by a Spanish Guardia-Costa, in the John and Jane, Edward Burr Master, and set on Shore at a place called Porto-Cavalo, naked and wounded, as mentioned in several News-Papers of October 1731. Containing, variety of extraordinary Distresses and Adventures, and some New and Useful Discoveries of the Inland of those almost unknown parts of America….. with A Brief Discovery of some Things best worth Noteinge in the Travells of Nicholas Withington a Factor in the East-Indiase.

The Author and his men were captured by the pirate Henry Johnson and his crew of mostly Spanish pirates in the ‘Two Brothers’, Cockburn and his loyal crew were marooned near Porto-Cavalo (present day Porto Barrios). They escaped from jail in San Pedro Sula in Honduras, crossed the isthmus to San Salvador. They then crossed Guatemala to the Pacific, navigated the Gulf of Fonseca, and journeyed either by canoe or on foot to Panama, eventually reaching the English Factory there. An extraordinary account.

Hills 324, Sabin 1409

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An extraordinary account.

Hills 324, Sabin 1409
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 of the same in the various Islands of the South Seas; Partly Extracted from Mr. Anderson and Reinhold Foster’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.

London, Alexander Shaw, 1787 [1806]

4to (220 x 164 mm), pp [8, comprising title and three leaves of descriptions], with 56 tapa cloth specimens interleaved between or tipped on 30 blank leaves, with sample numbers in manuscript 1-39; some offsetting of specimens onto interleaves, fine copy in its original publisher’s binding of sheep-backed marbled boards, minor repair to head and tail of spine, boards rubbed, preserved in a morocco-backed box.

The first issue comprised 39 tapa cloth specimens, as detailed in the text, collected on Cook’s three voyages (1768–1780), usually supplemented with additional samples of various provenance. There is often wide variation in the number of samples present, the sequence in which they appear, and the samples themselves. There are relatively few Hawaiian specimens in the first issue. In or around 1806, a new issue was released that superficially appears the same as the first, even having an apparently identical publisher’s binding of embossed quarter sheet and marbled boards. The same text sheets were used, but the number of samples was 56. Intriguingly, the majority of these samples are from the Hawaiian islands.

It seems that around 1805, probably as a result of discovering a cache of unbound text, along with new availability of tapa cloth specimens, it was decided to resissue the work. A number of copies were assembled, using watermarked paper for the blank interleaves. The watermarks dates range from 1803 to 1806, although the majority are 1804, along with a fleur-de-lys and initials ‘AP’ watermarks. These copies were issued with 56 samples, a number of them being full page. They are almost identical in the sample selection, number, and sequence in each copy, and almost entirely different from the sample set in the first issue. The provenance of the samples could be the auction of Ashton Levey’s collection in 1806, as it included a number of tapa cloth specimens from Cook (see for example Catalogue of the Leverian Museum (Twenty-first day, 28th May, 1806) p 102, lot 2416, ‘Large specimen of O Tahiti cloth’), along with material from the 1781 sale of South Pacific artifacts collected by the surgeon’s mate of the Discovery on Cook’s third voyage, David sandwell (1751–1798).
I have located eight copies of the second issue, all of which are essentially identical in contents, watermarks, and watermark dates: Pitt-River Museum, Oxford; National Library of Australia; State Library New South Wales; Auckland War Memorial Museum; National Library of Scotland; University of Manchester, Rylands Collection, Franklin Brooks Hitchings copy (but with watermarks dated 1805), and the present one. In addition, there are several other copies listed in Kerr’s census that I suspect are of this second issue on the basis of number of tapa samples, but which have not been checked for the confirming watermark dates.

TAPA, or bark cloth, was a central feature of life throughout the islands of the Pacific.

“The uses to which bark cloth was put were many and varied. Its principal use was for clothing, either in the form of loin cloths for men or women, breech cloths for the men, mantles or cloaks for both sexes. In the use of a resinous infusion of the bark of a certain tree the cloth could be rendered fairly waterproof. But tapa was also an important medium of exchange and an element of wealth; as such it was presented to distinguished visitors as a mark of esteem. It has also many uses connected with ceremonial and religious occasions, such as the negotiation of a treaty, offerings to the god, naval review, funerary rites — as plaits of the girdle or of kios, wrappings of sacrificial animals or of other sacred objects, visitations, etc. ([Hall] pp 15-16).

TAPA AND ITS MANUFACTURE exercised a considerable fascination over Cook and his contemporaries and it is several times described in the various accounts of his three Pacific voyages. Cook himself, for instance, wrote in his journal at Tahiti in July 1769:

'I shall now describe their method of making cloth, which in my opinion is the only curious manufacture they have; all their cloth is I believe made from the bark of trees...

They let the plant grow till it is about six or eight feet high....after this they cut it down and lay it a certain time in water; this makes the bark strip easy off the outer side of which is then scraped off with a wooden spade, after this is done it looks like long strips of ragged linen. These they lay together, by means of a fine paste made of some sort of a root...after it is thus put together it is beaten out to its proper breadth and finished off in a long square piece of wood with wooden beaters; the cloth being kept wet all the time; the beaters are made of hard wood with four square sides...cut into grooves of different dimensions this makes the cloth look at first sight as if it was woven with threads; but I believe the principal use of the grooves is to facilitate the beating it out. The tapa salt when bleached is very white and comes nearest to fine cotton. Thick cloth especially fine is made by pasting two or more thicknesses of thin cloth together....the making of cloth is whereby the work of the women...common colors are red, brown and yellow with which they dye some pieces just as their fancy leads them ([Acquah, ed. Beaglehole, I p 32-3]). For other examples from Cook’s writings, see ibid., I p 266, and III pp 171-3, where Beaglehole notes: ‘The journal-keepers found it very hard to refrain from describing tapa manufacture; and indeed it is a fascinating thing to watch.’

A long and especially informative description may be found in the journal of Joseph Banks, botanist on Cook’s first voyage, at Tahiti in August 1769:

‘The material of which it is made is the interior bark or fiber of 5 sorts of trees, the Chinese paper mulberry...
Morris Parkes, the breakfast tree Sodom æstule, and a tree much resembling the wild fig tree of the west Indies Ficus procera, of which the first is called by them Aropa the finest and whitest cloth is made which is worn chiefly by the principal people, it is likewise the proper for dying especially at the colour of red. The second which is called by them cocke is made a cloth exterior to the former in whiteness and softness, worn chiefly by people of inferior degree; of the third which is much the most rare is made a . . . cloth of the colour of deepest brown paper, which is the only one that they have that all manner water [specify?] (pp. 7?) in it. For it’s very valued, the greatest quantity of it is performing and two by the most principal people as a morning dress . . . The Endeavour: Journal of Joseph Banks, ed. Beaglehole, I, p. 353-60; Banks’ description was the basis of the fact that published by John Hawkesworth in the official account of the first voyage. An Account of the Voyages Undertaken . . . in the Southern Hemisphere, II, p. 229.

Women manufacturing tapa were drawn by Sidney Parkinson, artist on the first voyage, while, on the third voyage, a Tahitian girl bringing a large present of tapa was drawn by John Webber (see Joppeñ, Art of Captain Cook’s Voyages 1.52-3 and 3.106).

Many of Cook’s crew brought samples of tapa home with them and a thriving collectors’ market developed, such as the auction, in June 1781, of the ‘unique collection of krafts, from the discovered places in the South Seas’, consists of the cloths, garments, surgical instruments, and other similar inventions of the natives belonging to Davis Samwell, surgeon on the third voyage. The early collections and market in ethnographic artefacts (artificial curiosities) from the Pacific are detailed by Capepler pp. 12-14, pp. 37-48.

The copy comprises 15 full or three-quarter page samples, 15 half to two-thirds page samples, and 9 three-page samples in the main part corresponding to the text, including a nearly full-page specimen of the Jamaican bark cloths, often missing. The remaining 17 specimens vary between three to five pages from the offsets, it is clear that the samples are all as they were when the book was produced, with nothing added or removed. One sample comprises two pieces tied together.

The question of issues has arisen surrounding this iconic publication. In 2004 Marianne Larkin covered this aspect in her maitious ‘Tales and Textiles from Cook’s Pacific Voyages’ in the Bibliographical Society of Australia and New Zealand Bulletin, and other books have been written, with further investigations undertaken by Rick Watson in London. Physiological examination of a number of copies revealed that there were two similar sheets. Larkin points these versions 10 in brief, the “first issue” appeared in 1787, utilizing paper with no watermarks and carrying a core number of specimens, the issuer 38 or 39, with other possible additions.

Some 19 years later, about 1805-06, the “second issue” appeared. Here text sheets left over from the original printing were used. The blank interleaves – with almost always 65 specimens (and larger cut samples) – carry watermarks. Unravelled dated 1804-06. The samples and arrangement sequences of this “second issue” are consistent with those claimed: there is virtually no overlap with the sample list of the ‘first issue’. Similar copies of this “second issue” include the Auckland Museum copy (Keer 3); the Expedition copy at the National Library of Australia copy (Keer 21.4); David Scott Mitchell’s C255 copy at the State Library of New South Wales (Keer 21.2); and the Pitt Rivers Museum copy (Keer 38); the first three having medical watermarks – half-circle, the last 1804/5 and the letters ‘AP’. It is also likely that the two issues had completely different provencials of the tapa cloths samples. One suggestion concerning the appearance of the “second issue” is the sale of the contents of the Leveson Museum in 1806, although in 1804 there is no proof of this. This aspect is a very complex one and further investigation is required. It is hoped that some enterprising scholar will delve further into this most interesting question.

‘l’aren, Tales and Textiles from Cook’s Pacific Voyages’, IBANZ Bulletin, Vol. 28, no. 4 (2004), pp. 20-33; and personal correspondence with Rick Watson, who I am indebted to and quoted from concerning the ‘second issue’ aspect, 10 Larkin, Tales and Textiles from Cook’s Pacific Voyages, p. 25. (Keer 7)?

In three voyages Cook sailed thousands of miles across largely uncharted areas of the globe. He mapped lands from New Zealand to Hawaï in the Pacific Ocean in greater detail and on a scale not previously achieved. As he progressed on his voyages of discovery he surveyed and named features, and recorded islands and coastlines on European maps for the first time. He displayed a combination of seamanship, superior surveying and cartographic skills, physical courage and an ability to lead men in adverse conditions. Cook’s 12 years sailing around the Pacific Ocean contributed much to European knowledge of the area. Several islands such as the Sandwich Islands (Hawaï) were encountered for the first time by Europeans, and his more accurate navigational charting of large areas of the Pacific was a major achievement.

15. **CAPTAIN JAMES COOK**

The Three Voyages of Captain James Cook Round the World. London: Longman, Hurst, Rees, Orme, and Brown, 1821. Seven volumes. 8vo, contemporary mottled calf gilt, spines gilt, with engraved portrait frontispiece and twenty-five plates and maps. A very handsome set of the three voyages. £3,000

16. **CAPTAIN JAMES COOK**

(1728-1779)

SET OF FIRST EDITIONS OF THE THREE VOYAGES

JOHN HAWKESWORTH (1715-1773). An Account of the Voyages undertaken by the order of His Present Majesty for making Discoveries in the Southern Hemisphere, and successively performed by Commodore Byron, Captain Wallis, Captain Carteret and Captain Cook, in the Dolphin, the Swallow, and the Endeavour; drawn up From the Journals which were kept by several Commanders, And from the papers of Joseph Banks, By John Hawkesworth. London: W. Strahan and T. Cadell, 1773.

3 volumes, 4o (300 x 240 mm). 52 engraved plates, maps and charts (42 folding), including the large folding map of the Straits of Magellan. Cook’s first voyage 1768-1771, with the map of the Straits of Magellan, not generally issued with the first edition of the same year, the Preface to the second edition in which Hawkesworth responds to Alexander Dalrymple’s heated reaction to the first edition and Cook’s failure to search for or locate the Great Southern Continent. Volume I contains the voyages of Byron, Carteret and Wallis, with the discovery of Tahiti, and volumes II–III contain Hawkesworth’s edited account of Lieutenant Cook’s voyage (he was only promoted to Captain on his return). Cook’s instructions for this first voyage were to observe the transit of Venus from Tahiti and to carry on John Byron’s survey and examination of the sea between Cape Horn and New Holland, but they did not extend to searching for Terra Australis. He did, however, and more than 5,000 miles of coastline to Admiralty charts for Tahiti, Australia and the Great Barrier Reef, and New Zealand, which he circumnavigated. Hill 783; Holmes 5; Sabin 30934
CAPTAIN JAMES COOK

A Voyage towards the South Pole, and Round the World. Performed in His Majesty’s Ships the Resolution and Adventure, In the years 1772, 1773, 1774, and 1775. In which is included Captain Furneaux’s Narrative of his Proceedings in the Adventure during the Separation of the Ships. London: W. Strahan and T. Cadell, 1777.

First Edition, 2 volumes. 4TO (300 x 240 mm). xL, 378; [vIII], 396 pp. Engraved portrait of Cook by J. Basire after William Hodges, 63 engraved plates, maps and charts (35 folding), one folding letterpress table.

The first edition of the official account of Cook’s second voyage and his first as commander of the Resolution (1772-1775). The journey was undertaken in order to further explore the Southern Oceans and ascertain whether there were any further land masses in the southern seas. Whilst doing this, the voyage expedition became the first to cross the Antarctic Circle, which it did three times. The success of Cook’s first voyage led the Admiralty to send him on a second expedition (1768-1771) to circumnavigate the globe as far south as possible in search of any southern continents. Cook proved that there was no ‘Terra Australis’ which supposedly lay between New Zealand and South America and became convinced that ‘there must be land beyond the ice fields’. By the time these volumes appeared, Cook had embarked on his second voyage in the Resolution, which was eventually to end in his death on Hawaii in 1779, killed after attempting to take a local chief hostage in return for a stolen cutter.

Hill 358. Beazley 1216; Holmes 24; PMM 223; Roscoe 77; Samu 16245

Marcus Millichap

CAPTAIN JAMES COOK & CAPTAIN JAMES KING

A Voyage to the Pacific Ocean Undertaken By The Command Of His Majesty, for Making Discoveries in the Northern Hemisphere. Performed under the Direction of Captains Cook, Clerke, and Gore, In His Majesty’s Ships the “Resolution” and “Discovery”; in the years 1776, 1777, 1778, 1779, and 1780. London: For G. Nicol & T. Cadell, 1784

First Edition, 3 volumes. 4TO (300 x 240mm), engraved vignette on title pages, 24 engraved plates, maps, charts and views (17 folding), one folding letterpress table, and atlas of 61 engraved plates and charts, folding and bound in the 4TO volumes by 1776, Captain Cook had already achieved fame, having commanded two scientific expeditions under the auspices of the Admiralty in conjunction with the Royal Society. The purpose of Captain James Cook’s third and last voyage, on board HMS Resolution and HMS Discovery, was to find the Northwest Passage, but the vessels were blocked by a wall of ice. Cook’s achievement in this voyage was, instead, the discovery of the Hawaiian Islands, the charting of Alaska’s coastline, and the exploration of the North Pacific up to 70° N.

Returning south to Hawaii, the ships anchored in Kulaalkea Bay. A fight broke out after the theft of a cutter, and James Cook met his death in the ensuing mêlée during another attempt at the Northwest Passage before returning to the Thames via China.

Hill 361; Lada-Mocarski 37; Samu 16250

A very handsome set in tree calf bindings with the scarce death of Cook plate.

Eight volumes, 4TO, a fine set in uniform contemporary bindings, spines heavily gilt, some minor restoration.

In three voyages Cook sailed thousands of miles along largely uncharted areas of the globe. He mapped lands from New Zealand to Hawaii in the Pacific Ocean in greater detail and on a scale not previously achieved. As he progressed on his voyages of discovery he surveyed and named features, and recorded islands and coasts on European maps for the first time. He displayed a combination of seamanship, superior surveying and cartographic skills, physical courage and an ability to lead men in adverse conditions.

He left a legacy of scientific and geographical knowledge which was to influence his successors, and numerous memorials worldwide have been dedicated to him.

£15,000

a very handsome set in tree calf bindings with the scarce death of Cook plate.
A Voyage to the South Sea, and Round the World, Perform’d in the Years 1708, 1709, 1710, and 1711, by the Ships Duke and Dutchess of Bristol: Containing a Journal of all memorable Transactions during the said Voyage; the Winds, Currents, and Variation of the Compass; the taking of the Towns of Puna and Guayaquil, and several Prizes, one of which a rich Acapulco Ship. A Description of the American Coasts, from Tierra del Fuego in the South, to California in the North, (from the Circumnavigator—A Spanish Manuscript). ………Wherein an Account is given of Mr. Alexander Selkirk, his Manner of living and taming some wild beasts during the four Years and four Months he liv’d upon the uninhabited Island of Juan Fernandes.

A CONSORTIUM Of PROMINeNT CITIzeNS Of bRISTOL, eNgLAND’S SeCOND LARgeST PORT IN 1708, PURChASeD TwO SHIPS: The 320 TONS, 30 gUNS ‘ DUke’ AND The 260 TONS, 26 gUNS ‘ DUCheSS’. ThIS wORk by eDwARD COOKE IS ONe Of TwO PUbLISheD SIMULTANeOUSLY, DeSCRIbINg TheIR PURSUIT FOR SPANISh gOLD wITh wILLIAM DAMPIeR IN hIS ThIRD AND fINAL CIRCUMNAvIgATINg The wORLD, ACTINg AS PILOT TO The vOyAge. T hey CAPTUReD The SPANISh T ReASURe gALLeON NUeSTRA SeNORA De LA eNCARNACION DIS eNgA NO CARRyINg A hOLD Of gOLD AND JeweLS. They bROUghT The TReASURe bACk TO bRISTOL AMID hUge CeLebRATIONS AND NATIONAL INTeReSt.

COOke wAS SeCOND C APTAIN Of The D UCheSS, PART Of The bUCCANeeRINg exPeDIITION Of C APT.wOODeS R OgeRS CIRCUMNAvIgATINg The gLObe, vISITINg The COAST Of CALIfORNIA IN 1709, ATTACkINg The SPANISh ON The wEST COAST Of SOUTh AMeRICA. TheRe IS AN ACCOUNT Of CALIfORNIA, wITh A PLATe ShOwINg A NATIve Of The RegION. The exPeDIITION ALSO PUT IN At The ISLAND Of JUAN feRNANDez wheRe They DISCOveReD The CASTAwAy, ALexANDeR SeLkIRk, whO hAD SAILeD wITh DAMPIeR AND beeN STRANDeD ON The ARChIPeLAgO AfTeR vARIOUS ARgUMeNTs. S eLkIRk beCAMe The INSPIRATION fOR D efOe’S, R obINSON C RUSOe. T he SeCOND vOLUMe INCLUDeS A DeSCRIPTION, TAkeN fROM A SPANISh MANUSCRIPT, Of The wEST COAST Of AMeRICA fROM TIeRRA DeL fUegO TO CALIfORNIA.

A RUsh TO ISSUe AN ACCOUNT Of ThIS vOyAge DeveLOPeD be Tw ee N The PUbLISheRS Of ThIS NARRATIve AND ThAT Of wOODeS ROgeRS. ONe Of The MOST IMPORTANT bUCCANeeRINg AND P ACIfIC vOyAgeS.

A Splendid Important Manuscript Signed Oliver P. to the High and Excellent Lord Vizier Azem Concerning the Attack on the ‘Resolution’ by Turkish Pirates. Large Vellum Document [580 x 410mm], Westminster, Aug 11th, 1657. Address and Title illuminated in Gold Script with Large Seal of the Lord Protector of England, Scotland and Ireland.

The English Ship RESOLUTe, LADeN wITh CLOTh, TIN, LeAD AND MONey bOUND fOR SCANDeRONe [The PORT Of ALePPO] wAS ATTACkeD by 7 ShIPS fROM TRIPOLI, NeAR CANDy AND TAkeN IN DefIANce Of CAPITULATIONS. CROMweLL DeMANDS AN INqUIRy AND ThAT TheSe SeA ROveRS ShOULD be PUNISheD.

‘AS we hAve NOw DONe TO The gRAND SIgNOR yOUR LORD AND MASTeR, SO DOe we ALSO to yOU COMPLAINe Of AN ACT Of vIOLeNCe AND INJUSTICe TOwARDS DIveRS MeRChANTS Of hIS C OMMONweALTh INTeReSTeD IN AN eNgLISh SHIP CALLeD The RESOLUTe whICh beINg LADeN wITh CLOTh, TyNN & MONy & bOUND fOR The gRAND SIgNORS OwNe PORT Of SCANDeRONe IN A PeACeAbLe COURSe Of TRADINg, wAS NOTwIThSTANDINg IN heR wAy NeARe CANDy ASSAUlTeD by SeveN TRIPOLy MeN Of wARRe ACTUALLy eNgAgeD IN The gRAND SIgNORS SeRvICe, & by TheM CARRIeD TO RhODS, wheRe The CAPTAINe bASSA bOTh SeCUReD The ShIP AND heR LADINg AND IMPRISONeD The MASTeR, MARINeRS & PASSINgeRS beINg IN numbeR fORTy fIve PeRSONs’.

AfTeR The DefeAT Of The OTTOMAN fLeeT by The veNeTIANS IN 1656, CROMweLL ReALIzeD ThAt The OTTOMANS wOULD hAve TO ReLy heAvILy ON eNgLISh ShIPS. DeSPITe TheIR LOSSeS The TURkS STILL heLD CONTROL Of The eASTeRN MeDITeRRANeAN, AND CROMweLL wAS fULLy AwARe ThAt ThRee wAS TOO MUCh eNgLISh INTeReST ThAt wOULD be vULNeRAbLe TO TURkISh ATTACk. IN AU gU ST, 1657 A TReATy wAS SIgNeD ThAT eNSUReD The SAfeTY Of ALL bRITONS whO fOUND TheMSeLveS CASTAwAYs ON The NORTh AfRICAN ShORe. RObeRT bLAke, whO LAUNCheD ThIS INITIATIve UNDeR CROMweLL, hAD STATeD eARLIeR ‘ LeT The TURkISh P yRATeS kNOw by fIre AND SwORD whAT IT IS To be Thy fO’. The INITIATIve hOweveR, ReSULTeD IN The TReATy Of febRUARy 1658 AND The ReLeASe Of SeveNTy-TwO bRITISh CAPTIveS fROM The TURk RS.

ThIS wAS ShORT LIveD AND The TUNISIANS ReTURNeD TO PIRACy IN MARCh 1658! A veRy fINe AND IMPORTANT DOCUMeNT SIgNeD by CROMweLL AT The heIghT Of hIS POSITION AS LORD PROTeCTOR.
William Dampier combined a swashbuckling life of adventure with pioneering scientific achievements. In 1676, he started his career as a buccaneer preying on ships on the Spanish Main and struggling through the impenetrable jungle of the Isthmus of Panama in search of gold. He could easily have ended up on the gallows. Poor and obscure yet determined to sail the world to make his fortune, he was to become the first person to circumnavigate the globe three times. Among his many extraordinary achievements, Dampier mapped the winds and the currents of the world’s oceans for the first time. He discovered Dampier’s hoop and fifteen years later with his notes on the wildlife of the Galapagos islands and elsewhere. His portrait in London’s National Portrait Gallery shows a lean, strong-featured man with a thoughtful expression, brown shoulder-length hair and a plain coat, holding a book in his hand. He is styled ‘Pirate and Hydrographer’ but even that tells only part of his story. He was a pioneering navigator, naturalist, travel-writer and explorer, as well as a moralist of the level-headed kind. He was the first to write about the dangers of colonialism and the country appealed so hostile that Dampier was forced to set sail for Timor and replenish his supplies. The voyage continued from there to New Britain, New Guinea, and the Moluccas. In 1698 Dampier was put in command of the Roebuck in order to make an expedition to New Holland, New Guinea, and the Moluccas. On 2nd August, 1699 he arrived on the coast of Western Australia, sailing northward along the coast he arrived at an inlet which he named Shoal Bay. By this time his crew were in such bad condition and the country appealed so hostile that Dampier was forced to set sail for Timor and replenish his supplies. The voyage continued from there to New Guinea, New Britain and New Britain returning finally via the Cape of Good Hope in 1701. His subsequent work was again a success and again Knaptom persuaded him to write a continuation, and these appeared in 1705 and 1709 respectively and are included with this collection of First Editions.
AN ORIGINAL DRAWING (PROBABLY BY DEBRY AFTER JOHN WHITE)

Petri Stuwen (Secrets/Roanoke Islands). Two Native Indians

Pen and brown ink. C.1600. Sheet 290 x 175 mm. No decipherable watermark. Size: 2 cm. Sheet: brown. Reddish tone of the images. Illustrations in Grand Voyages (Frankfurt 1590-1600), Harriot’s Virginia, plates VI-VII.

Part I. [Harriot’s Virginia], Amerindia Narratio Vera, the commerce of Indians with the Virgines (Frankfurt: Johannes Wessel, 1590 [but 1608]), engraved title with blank imprint, engraved arms on dedication, engraved amicable plate at a/a, folding engraved map of South America, 45 engraved illustrations in the text, 30 engraved plates repeated to 45 impressions, first edition, second issue, Church 149

Part IV. [Besonen’s History of the New World], Americae pars secunda, sexta, Besonen & Ambrosiana historia de reperita prima Occidentali Isola a Christophoro Columbus anno MCCCCXXII scripta as Hieronymo Besonne Mediolaensem, Frankfurt, 1594; 2 parts, engraved titles to both parts, engraved amicable plate, double-page engraved map of South America, 25 engraved illustrations in the text, first edition, Church 157

Part VI. [Besonen’s History, continued], Americae pars sexta, sexta historiae as Hieronymo Besonne Mediolaensc scripta, secto tria, Frankfurt: Theodore de Bry, 1596 [but 1607], 2 parts, engraved title to part 1, letterpress title to part 2 entered 1617, double-page engraved plan of Cuzco and map of the Americas, 28 engraved illustrations in the text, second edition, first issue, Church 159

Part VII. [Schipper’s Brazil and Paraguay]. Americae Pars VII. Verisimia et Eucarissima description praefacium quadruman Indiæe regionum & insularum. Frankfurt: Theodore de Bry, 1599, engraved title, 1 engraved illustration in text, first edition, Church 161

Part VIII. [Voyages of Drake, Catesby and Radcliff]. Americae pars VIII… Frankfurt: Mathew Beck, 1615, engraved map on title, 16 engraved illustrations in text and folding map of northern South America, first edition, first issue, Church 165

Part IX. [Amsterdams History of the New World. Voyages of Sheddall de Vietre and Van Noort’s Voyage through the Straits of Magellan to the Moluccas]. Americae nova & nova pars… Frankfurt: Mathew Beck, 1626, 5 parts in one volume, part I engraved title and coat of arms; part II (Relatio historica) engraved vignette on title, map of the Magellan Straits; part III (Holga vires) 25 engraved illustrations; part IV (Artemissometum) engraved vignette on title, part V (Vera et genetum) 14 engraved illustrations, the second issue.

Part X. [The Voyages of Vespucci, Harbour’s Account of Virginia and Smith’s Description of Virginia]. Americae pars Decima, Oppenheim, 1619, printed title with vignette, 12 engraved illustrations in text, sole edition, first issue, Church 170

Part XI. [The Circumnavigation of Schouten and Van Spilbergen]. Americae pars undecima. Oppenheim, 1619, 2 parts, printed titles (part I with miniature engraved two-hemispherical world map), part II (Amorinse) with allegorical vignette of Neptune, double-page engraved map of the East Indies, the South Pacific and New Guinea, 29 engraved illustrations in the text, sole edition, Church 172

A further two parts were published later.
Theodor de Bry (1528 – 1598) was an engraver, goldsmith, editor, and publisher, famous for his depictions of early European expeditions to the Americas. The Spanish Inquisition forced de Bry, a Protestant, to flee his native, Spanish-controlled Southern Netherlands. He moved around Europe, starting from the city of Liege in the Prince-Bishopric of Liege (where he was born and grew up), then to Strasbourg, Antwerp, London and Frankfurt, where he settled.

De Bry created a large number of engraved illustrations for his books. Most of his books were based on first-hand observations by explorers, even if de Bry himself, acting as a recorder of information, never visited the Americas.

In 1588, Theodor de Bry and his family moved permanently to Frankfurt-am-Main, where he became a citizen and began to plan his first publications. This, the most famous one known as Les Grands Voyages, i.e., “The Great Travels”, or “The Discovery of America”. He also published the largely identical India Orientalis series, as well as many other illustrated works on a wide range of subjects. His books were published in Latin, and were also translated into German, English and French to reach a wider reading public. In 1590 Theodor de Bry and his sons published a new, illustrated edition of Thomas Harriot’s A Briefe and True Report of the New Found Land of Virginia about the first English settlements in North America (in modern-day North Carolina). His illustrations were based on the watercolour paintings of colonist John White. The book sold well, and the next year de Bry published a new one about the first French attempts to colonize Florida: Fort Caroline, founded by Jean Ribault and René de Laudonnière. It featured 43 illustrations based on paintings of Jacques Le Moyne de Morgue, one of the few survivors of Fort Caroline. Jacques de Moyne had planned to publish his own account of his expeditions but died in 1587. According to de Bry’s account, he had bought de Moyne’s paintings from his widow in London and used them as a basis for the engravings.

This is one of the greatest published accounts concerning the discoveries of the New World.

Arms of Glassock of Dyres Hall and Clifford, Essex on covers.
21. CAPTAIN GEORGE DIXON

A Voyage Round the World; but more particularly to the North-West Coast of America:
Performed in 1785, 1786, 1787, and 1788, in the King George and Queen Charlotte,
Captains Portlock and Dixon. Dedicated by Permission to Sir Joseph Banks, Bart.
First Edition
London: George Goulding, 1789, 4to, contemporary half calf over marbled boards,
rebacked, spine gilt in compartments, red morocco gilt label, with large engraved,
folding map, 20 Engraved Plates and leaf of ‘Indian Song’, an attractive copy.
£3,500

The text is in the form of letters signed William Bereford to a friend named Hamelin, with additions by Dixon, including the introduction, the sketch of the natural history, and the large map. Bereford was the supercargo aboard the Queen Charlotte, and both he, Portlock and Dixon were charged with establishing a fur trade between the northwest American coast and China, disregarding the existing Russian fur trade in Alaska. Dixon and Portlock were both veterans of Cook’s last voyage and this work includes an account of the Hawaiian Islands where they wintered during 1787-88.

Nathaniel Portlock (1748-1817) joined the British navy at the age of twenty-four, and was chosen as a junior officer on Captain Cook’s third voyage, the first to encounter Hawaii (see AJ-130). With him on that trip was another young British officer, George Dixon, and in 1785 the two of them travelled to the north Pacific again. Portlock commanded the 1785-1788 expedition from the ship King George while Dixon captained the Queen Charlotte. The purpose of the expedition was to investigate the potential of the Alaskan fur trade and to resume Cook’s search for a Northwest Passage through the continent.

The pair left England on August 29, 1785, and took nearly a year to reach Alaska, rounding Cape Horn and touching at Hawaii on the way. They charted the Alaskan coast until winter forced them back to Hawaii. In the spring of 1787 they headed north again, reaching the Kenai Peninsula from which Dixon explored southward while Portlock traded for furs. They wintered again in Hawaii before turning west to China to sell their furs, arriving home in England via the Cape of Good Hope on August 24, 1788.

Cox II, 27-28; Forres 161; Hill 117; Hower D-365; Lada-Mocarski 43; Sabo 20664.
Sir Francis Drake Revived. Who is or may be a Pattern to stirre up all Heroicke and active Spirits of these Times... being a Summary and true Relation of foure severall Voyages made by the said Sir Francis Drake to the West-Indies.

London: for Nicholas Bourne, [1652-] 1653.

4 parts in one, 4o (183 x 140 mm). Engraved portrait frontispiece, separate title-pages, the first 3 separately signed and paginated, the last 2 continuously paginated, woodcut initials and headpieces, contemporary panelled calf, spine restored with later red morocco label. £20,000

"The first collected and most complete edition of DRAKE’S Voyages" (Church). First collected edition of DRAKE’s Voyages, the four parts comprising: Sir Francis Drake Revived, the voyages of 1570-71 and 1572-73 describes DRAKE’s piratical voyages into the Spanish Main and to the West Indies, the raid on Nombre de Dios in 1572, and DRAKE’s expedition against the Spanish treasure-house at Nombre de Dios in 1572, the fortunes of which are described in the first of the first two narratives. It was on this voyage that DRAKE is said to have led his men to "that goodly and great high tree" on the Isthmus of Darien, from which, first of Englishmen, he looked on the Pacific, and "discovered Almighty God of His goodness to give him life and leave to sail once in an English ship in that sea." The fulfillment of this prayer is described in the second of the voyages here printed, in which it is told how, in 1578, DRAKE passed through the Straits of Magellan into water never before sailed by his countrymen, and with a single ship refilled the Spanish settlements on the west coast of South America and plundered the Spanish treasure—ships; how, considering it unsafe to go back the way he came lest the enemy should seek revenge, he went as far north as the Golden Hind, then passed across the Pacific and round by the Cape of Good Hope, and so home, the first Englishman to circumnavigate the globe. Only Magellan’s ship had preceded him in the first, and the Golden Hind had done so in the second. For the Queen’s Golden Hind," as she lay at Deptford and knighted the commander on board, DRAKE’s further adventures were of almost equal interest. Returning from a raid on the Spanish Main in 1586, he brought home the diminishing Spanish colony, and he sailed at the same time to have introduced from America tobacco and potatoes. Two years later he led the English fleet in the historic engagement with the Great Armada. In 1595 he set out on another voyage to the Spanish Main; and in the January of the following year died off Porto Bello and was buried in the waters where he had made his name as the greatest seaman of his day and nation". Philip NicolLS Church 526; Hill, pp. 86-111; Sabin 20640, 20655, 20643, 206809; wing D2122.
BRYAN EDWARDS
The History, Civil and Commercial, of The British Colonies in
the West Indies.

First Edition
London, for John Stockdale, 1793, 2 volumes, 4to (269 × 210 mm),
Contemporary polished calf, black morocco title-label, matching
circular numbering-pieces, hinges repaired, with 2 folding engraved maps
and 6 folding tables.

Edwards lived in Jamaica with his uncle for a number of years
and inherited the latter’s estate. He is also said to have been left heir
in 1772 to the substantial property of a Mr. Hume of Jamaica.
Returning permanently to England in 1792 he became a highly successful
West Indian merchant, founder of a bank, and a member of Parliament.
In his account of the British West Indies Edwards argued for unrestricted trade with
America, and the freeing of West Indian produce from harassing British
import duties, and for the continuance of the slave trade with certain
restrictions. This work includes an account of the Buccaneers, together
with an account of the Maroon Negroes in Jamaica, and a history of
the war in the West Indies, an autobiographical sketch, and Sir William
Young’s Tour Through Barbados, St. Vincent, Antigua, Tobago, and
Grenada, in the years 1791 and 1792. Edwards’ condemnation of
the war in the West Indies, together with a full description of the
Caribbean where they mainly operated. Their prevailing image of the pirate is based
on the buccaneer, or pirate-hermit, active in the West Indies in the later
17th century. The story of Alexandre Olivier Exquemelin and Jean
Basil Ringrose is the earliest first-hand account of these pirates, written by
just such a one of these reluctant desperadoes, from which all
others seem to spring.

ALEXANDRE OLIVIER EXQUEMELIN & BASIL RINGROSE
THE BUCANEERS of America, a true Account of the Most remarkable
Assaults Committed of Late Years upon the Coasts of the
West-Indies, By the Bucaniers of Jamaica and Tortuga, Both English and French.
Wherein are contained an Account of the Buccaneers, of the
Voyage and Bold Attempts of Captain Bartholomew Sharp, and others; performed upon the Coasts of the South Sea, for the space of two
years, etc.
London, for William Crooke, 1684-1685, 4 parts bound in one volume,4to (240 × 185 mm),
Contemporary polished calf, morocco title-piece, rebacked, with 8 engraved views
and portraits, large folding map and numerous maps and plates in volume two after Bartholomew Sharp.
£18,000

THE GREATEST EARLY BOOK ON BUCANEERING & TLEVING

Second English Edition of Exquemelin with the scarce fourth part by Basil Ringrose describing the Voyages of Captain
Bartholomew Sharp. The primary contemporary source in English
for the history of the English and French Bucaniers, or more
correctly "privateers" who harassed and attacked the Spanish
colonies comprises Exquemelin’s account of the adventures, life, morals, lootings,
plundering, and taking prisoners for ransom or slavery of the pirate
boasting the seal in the later part of the seventeenth century, together with a full description of the Caribbean where
they mainly operated. Our prevailing image of the pirate is based
on the buccaneer, or pirate-hermit, active in the West Indies in the later
17th century. The story of Alexandre Olivier Exquemelin and Jean
Basil Ringrose is the earliest first-hand account of these pirates, written by
just such a one of these reluctant desperadoes, from which all
others seem to spring.

ALexandre Olivier exQuemelin (1646-1717), called Exquemelin by
the English, was born in 1646, at the northern Dutch port of
Amsterdam, descending from Huguenot apothecaries. He started his exciting life as a chemist before
spending several years with the pirates as a ship’s surgeon. He took
Exquemelin’s account of the adventures, life, morals, lootings,
plundering, and taking prisoners for ransom or slavery of the pirate
boasting the seal in the later part of the seventeenth century, together with a full description of the Caribbean where
they mainly operated. Our prevailing image of the pirate is based
on the buccaneer, or pirate-hermit, active in the West Indies in the later
17th century. The story of Alexandre Olivier Exquemelin and Jean
Basil Ringrose is the earliest first-hand account of these pirates, written by
just such a one of these reluctant desperadoes, from which all
others seem to spring.
During his time in Amsterdam he offered his manuscript containing the description of his previous life to the publisher’s Ten Horns, who translated it, adapted it to Dutch standards and printed it in 1678. The book became immediately so popular that editions were published everywhere. Hardly any book in any language became the parent of so many imitations and the source of so many legends, and is still popular today. Jan de Ten Horns also had published the works of Hendrik Smeeëts (probably one of the sources of Daniel Defoe’s Robinson Crusoe). Both publications were heavily edited by Ten Horns, explaining the similarities of style, so that once it was believed that Exquemelin was a pseudonym of Smeeëts. The book quickly took on a life of its own, with numerous editions appearing throughout Europe in the following years, many of them pirated, including the Second Edition of 1679, in German, published in Nuremberg under the title Die Amerikanischen See-Räuber. A Spanish Edition followed in 1681, titled Piratas de la América; this too was probably published in Amsterdam and not Germany as the title-page claims. The First English edition, aptly published by One William Crook, appeared in 1684 under the title Buccaneers of America: or, A True Account of the Most Remarkable Adventures Committed by Sea in the Coasts of the West-Indies... with a heavy emphasis on the ‘unparalleled’ exploits of Sir Henry Morgan, the English Jamaican Hero’. The book was a runaway bestseller and the second edition came out within three months. Exquemelin set sail in 1681 around the San Jeronimo’s round of the Jamaica. He set up as a surgeon on San Domingo in the Spanish West Indies. Exquemelin became tired of this, and when in 1683 the Spanish tried to capture the island Marta en Maria of Oostende, commanded by the notorious buccaneer Van Horns, Exquemelin once more took to sea as the surgeon of a flotilla of pirates, including Laurens de Graaf and the French filibuster de Grammont. Making contact with the French Vice Admiral Jean Estévez, he carried the port of honor on the flagship and returned to Brest with the squadron after eighteen years’ wandering in 1684.

The author had throughout all these adventures kept his original manuscript that was published by the Paris printing house of Jacques le Fèvre in a first French edition in 1686, titled Histoire des Aventuriers qui se sont signalez dans les Indies. It is marginally less rare than the Dutch one, and being produced in two volumes it contains much additional material, especially botanical descriptions. Managing to return to France in 1687 to find his book a booms success, he brought out a second edition, but the next sighting reveals him taking part in a French attack on Cartagena in Colombia in 1697. Accepted in his native land at last, Exquemelin spent his final years recording all his experiences since 1678, and these became the third French edition of his book, published in 1699 as Histoire des Avanturiers Flibustiers. His book remained a bestseller in France, growing to four volumes over new editions in the years 1744, 1774 and 1775. These editions contain material not by Exquemelin, including: (Vol. 3) Raveau de Lusais’s tales of his Pacific buccaneers, in which the Scot Alexander Selkirk who is generally regarded as the model for Defoe’s Robinson Crusoe, and; (Vol. 4) The elusive Captain Johnson’s book published in 1728 combined historic fact with such luminaries of pirate folklore as Captains Avery, Kidd and Tom, Black Sam Bellamy, and the female filibusters Mary Read and Anne Bonny.

Sabin 23478; Church 658 (1st Dutch ed. of 1678), and 689 (Engl. ed. of 1684 and 1685); HILL 99-100 (English ed. of 1684 and 1685); Brill Dec 1044.
AMEDEE FRANCOIS FREZIER

A Voyage to the South-Sea, and Along the Coasts of Chili and Peru, in the Years 1712, 1713, and 1714, particularly describing the genius and constitution of the inhabitants, as well Indians as Spaniards: their customs and manners; their natural history, mines, commodities, traffick with Europe &c. ... With a postscript by Dr. Edmund Halley

First English edition of this important Pacific voyage, after the original French of the previous year. This book is unusual in that, with the exception of the specially produced frontispiece/route map, all the maps and plates are printed from the same printing plates as were used for the original (in French) which was published in Paris in 1716. According to Hill, the first edition in English “is preferred ... because it contains a postscript by Edmund Halley ... which corrects certain geographical errors made by Frezier.” Other authorities agree: “This English edition is much sought after” (Borbá de Moraes). “The relation of M. Frezier has always been regarded as the author of greatest truthfulness, as well as for the numerous exact maps with which it is illustrated” (Field). “A reproduction of unrivalled interest and beauty” (Sabin). A “production of unrivalled interest and beauty” (Sabin). The author, “a French Royal military engineer, was under contract to sail to Spanish possessions in South America to construct forts for defense against English and Dutch attacks. The French government also ordered him to chart the western coast of South America. The first part of this book gives an account of the voyage along the coasts of Chile and Peru, describing the chief towns and cities. The observant Frezier brought back information of considerable geographical and scientific value. Much data is included about the native inhabitants ... Frezier introduced the name strawberry to France from Florida.” (Hill, p. 125) The maps depict South America on the location of anchorages and cities visited during the voyage. The plates illustrate the natives and their customs.

Borbá de Moraes, p.130; Cox II, 617; European Americana 717/66; Field 568; Hill (2004) 654; Sabin 29294; Spence 432.

WILLIAM FUNNELL

A Voyage Round the World. Containing an Account of Captain Dampier’s Expedition into the South-Sea in the Ship St. George, in the Years 1703 and 1704…. Together with the Author’s Voyage from Amnella on the West-Coast of Mexico, to East-India....

First Edition

This expedition was undertaken at the beginning of the succession war, in the reign of Queen Anne, and high expectations were raised from it, of performing great exploits against the Spaniards, who had accepted the Duke of Anjou as their king. The merchants believed that a very profitable expedition might be made into these parts, with a reasonable force, where the buccaneers, with small and ill-provided vessels, had performed such extraordinary things; and therefore, having obtained the best information they could as to the proper manner of accomplishing the design, they cheerfully contributed to the expenses necessary for the purpose. With this view, they fitted out two ships of 25 guns and 120 men each, which were designed for the South Seas. One of them was named the St George, commanded by Captain William Dampier, in which William Funnell sailed as chief mate. The other was the Fame, commanded by Captain John Polling. Both ships were amply supplied with warlike stores, and well victualled for nine months; had commissions from Princess George, the Queen’s husband, Lord-High-Ambassador, to proceed against the French and Spaniards, and the officers and crews of both were hired on the principles of sharing in the expedition, “no purchase no pay.”

The original plan of the voyage was to go up the Rio Plate, as far as Buenos Aires, in order to capture two or three Spanish galleons, which Dampier alleged usually resided in this harbour. If this part of the expedition succeeded, so as to get to the value of about $600,000, “they were to proceed no further.” If his first object failed, they should cruise along the coast of Peru, to intercept the ships which bring gold from Baldivia to Lima. Should this also prove unsuccessful, they were to plunder some rich towns, as Dampier might direct. After this, they were to go to the coast of Mexico, at that time of the year when the great galleon usually comes from Manilla to Acapulco, which was commonly reported to be worth fourteen
ON THEIR ARRIVAL AT MADEIRA, LEARNING THAT THE GALLEONS FROM BUENOS AIRES HAD ALREADY ARRIVED IN SAFETY AT TENERIFE, THAT PART OF THE EXPEDITION WAS Laid Aside.

THE ONLY ACCOUNT WE POSSESS OF THIS PRIVATERRING VOYAGE IS THAT OF WILLIAM FUNNELL, WHO WAS RATED MATIE OF THE ST. GEORGE, AS HE HIMSELF CLAIMS, OR AS STEWARD ACCORDING TO DAMPIER. FUNNELL IS A DULL AND MALICIOUS REPORTER AND IS NOT TO BE TRUSTED WHEN HE DEALS WITH DAMPIER’S MOTIVES AND CONDUCT. TROUBLE BEGAN AT THE START, CAPTAIN PULLING IN THE FAIRE DESERTING HIM IN THE DOVNS. HIS PLACE WAS TAKEN AT KINSALE (AUGUST 1703) BY CAPTAIN PACKERING IN THE CINQ PORTS. ON THE BRAZILIAN COAST PACKERING DIED AND WAS SUCCESSED BY HIS LIEUTENANT, STRADLING. MORE QUARRELLING ISSUED, ENHANCED BY THE HARSHSHIPS OF THE PASSAGE ROUND THE HORN. DIMENSION BETWEEN STRADLING AND HIS MEN LED TO THE MURDERS OF ALEXANDER STARKY ON JOSH PEARDON. THE FAILURE TO TAKE TWO ENEMY SHIPS LED TO FURTHER REBELLIONS AND DESTRUCTIONS. DAMPIER QUARRELED WITH STRADLING AND LEFT HIM AT TAMBAC HI QUARRELED ALSO WITH HIS OWN MATIE, CLIPPERTON, WHO WENT OFF WITH 21 MEN IN A PRIZE BARK. AFTER ANOTHER FAILURE TO CAPTURE A MANILA BARK, HE WAS DESERTED BY FUNNELL AND 34 MEN. HIS SHIP, BEING UNSEAWORTHY, WAS ABANDONED, AND WITH HIS NOW REDUCED CREW OF ABOUT 30, IN A PRIZE BARKCRAFT, HE CROSSED THE PACIFIC TO A DUTCH ISLAND WHERE THEY WERE CAPTURED AND IMPRISONED. DAMPIER DID NOT REACH ENGLAND TILL THE CLOSE OF 1707. SOME, CONTINUING IN DISASTER HIS SECOND VOYAGE OF CIRCUMNAVIGATION. MEANWHILE FUNNELL HAD ALREADY PUBLISHED HIS DAMAGING BOOK. DAMPIER WOULD PERHAPS HAVE WRITTEN THE STORY OF THE VOYAGE HIMSELF BUT, BEING ALREADY ENGAGED TO GO TO SEA, HE CONTENTED HIMSELF WITH PUBLISHING HIS VINDICATION IN LANGUAGE STRANGELY DIFFERENT FROM THAT OF THE NEW VOYAGE. MR. MANSFIELD DESCRIBES IT AS “ANGRY AND INCOHERENT,” BUT IT MAY FAIRLY BE REGARDED AS BEING NO MORE THAN A COLLECTION OF LOTTERY DOWN IN INDIGNATION AND HOT HASTE PREPARATORY TO A MORE REASONED VINDICATION LATER.

This is an account of a voyage to the Pacific Ocean and the author’s eventual shipwreck on one of the Pacific Crozet Deserted Islands. The survivors lived on sea elephants, penguins, and sea-sharks, and endeavored to build a boat, in hopes of finding a rescue vessel. Before it was finished, the American ship PHILIP TOUCHED AT THE ISLAND AND RESCUED THEM. AFTER AN ALTERCATION WITH THE CAPTAIN, THEY WERE FIT AMMORS ON ST. PAUL ISLAND… THREE MONTHS LATER THEY WERE TAKEN TO TASMANIA, WHERE GOODRIDGE LIVED FOR MANY YEARS” - HILL

HILL 664; COX I, 44

27. CHARLES MEDYETT

GOODRIDGE

Narrative of a Voyage to the South Seas, and the Shipwreck of the Prince of Wales Cutter, with an account of a Two Years’ Residence on an Uninhabited Island…

Second Edition, Exeter: Featherstone, 1838, 8vo [180 x 100mm], later half red morocco, with engraved frontispiece of the author in sealskin costume and engraved plate. (£250)

HILL 713
A Collection of Original Voyages: Containing I. Capt. Cowley's Voyage Round the Globe. II. Captain Sharp's Journey over the Isthmus of Darien, and Expedition into the South Seas, Written by Himself. III. Capt. Wood's Voyage Thro' The Streights of Magellan. IV. Mr. Tobert's Account of their way of Living; Description off the Archipelago Islands, Taking of Scio, &c.

First Edition.

London: Printed for James Knapton, 1699. [16],45,[1],1-16,33-100,53,[3]pp. plus folding world map, five folding charts and plans, and a small plate of coastal profiles, contemporary tan calf.

£7,500

SCARCE FIRST EDITION OF THIS FAMOUS COLLECTION, ONE OF THE IMPORTANT WORKS ISSUED BY THE PUBLISHER KNAPTON TO CAPITALISE ON THE BEST-SELLING ACCOUNT OF DAMPIER'S FIRST VOYAGE TO THE SOUTH SEAS.

The first three voyages recounted here all deal with English buccaneers in the Pacific, perhaps the most important being that of Cowley, who sailed for many months with Dampier in the early 1690s. Cowley's narrative is accompanied by a fine world map which marks his track across the Pacific to Guam, China and then through the Straits of Sunda and the Cape of Good Hope. The work was prepared by William Hacke, who was himself a buccaneer. Although he is now known chiefly for this compendium, he had made his living selling atlases, manuscript atlases copied from the "De Revrotos" plundered from Spanish vessels. Hacke's collection brings together the accounts of four voyages which provide important source material, particularly for the history of the buccaneers. Although the voyages of the buccaneers were private enterprise expeditions, they were responsible for considerably extending geographical knowledge: Cowley sailed further south than had previously been done, and named some of the Galapagos Islands. Similarly, Sharp provides perspicacious observations on Panama and the west coast of South America, and was the captain responsible for carrying off a Spanish atlas in 1680, 'from which Hacke made several highly important manuscript atlases' (Hill). The two concluding voyages which make up the collection are those of Wood, who was with Sir John Narborough during his crucial navigation of the Magellan Straits and the straight-talking Roberts, press-ganged onto a corsair in the Levant.

28. WILLIAM HACKE


Hill 741; Sabin 29473; NMM 4:239; WING H168

The account of Dampier and of his cohort Cowley were fractionally different in the mapping of the Sebald de Weert's (now the Falklands).

Hill claimed to have sailed with many of the buccaneers and pirates and, as a chartmaker in Wapping he certainly must have known many of the British pirates. Indeed, it was from Sharp that he was supplied with the captured Spanish Waghonie atlas from which he made several manuscript copies for presentation to those who could influence the fate of Sharp, the returned pirate. Of the four narratives contained in this work, two are piratical accounts. The first, Sharp's own account, here printed for the first time, describes his freebooting cruise in the Pacific, including the attempted sack of New Panama in 1680. There are five other accounts of this cruise (i.e. Water, Ringrose, Dick, Dampier, and Cox). The second piratical memoir contained in the above is that of Roberts' account of his adventures with the Greek pirates, his subsequent escape, and his final participation with the Venetian fleet at the battle of Scio.

The maps are by Herman Moll, and the world map shows California as an island. Moll collected a lot of new information for his atlases from Hacke, Dampier, and other buccaneers. The three unnumbered pages at the end are ads for other books printed by Knapton, including works by Dampier and Water, works on commerce and trade, and Latin classics. One of the classics of British buccaneering literature.

Hill 741; Sabin 29473; NMM 4:239; WING H168

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Hill 741; Sabin 29473; NMM 4:239; WING H168
A. DE HERRERA Y Tordesilla, [Jacob Le Maire, Willem Cornelis Schouten, Giovanni Battista Boazio], et al.

Description des Indes Occidentales, qu’on appelle aujourdhuy le nouveau Monde: par antoine De herrera, Grand chroniqueur Des inDies, & chroniqueur De castille: translatee D’espaGnol en Francois. a laquelle sont aDjoustees quelques autres Descriptions Des MesMes pays, avec La Navigation du vaillant Captaine de Mer Jacques le Maire, & de plusieurs autres…

AmsterDaM, M. colin, 1622, Folio (295 x 200 MM), conteMporary MottleD calF Gilt, Gilt lozenGe on upper anD lower covers, spine with Gilt Fleurons, with printeD anD enGraveD alleGorical titles, incluDinG the First enGraveD Map with caliFornia as an islanD, [8], 1-103, [1, blank], [6] 107-254 pp., heaD- anD tail-pieces, DecorateD initials, with 22 Full-paGe plates, coMprisinG 17 M
aps anD charts (16 Double-paGe, 1 FolDeD), 5 text enGravinGs (scenes FroM le Maire voy aGe)

First eDition in French, First Issue, Amsterdam imprint, Four eDitions oF this work were publisheD in 1622, incluDinG French (imprint oF aMsterDaM onl y, latin, anD Dutch. the enGraveD title has the First printeD Map to show caliFornia as an islanD.

£20,000

This IS A TRANSLATION INTO fReNCh Of The 1601 eDITION Of The DESCRIPTION PRINTeD AT M ADRID. T he PReSeNT eDITION ADDS The ACCOUNT Of J ACOb L e M AIRe’S vOyAge. fOLLOwING The L e MAIRe ACCOUNT ARe A LIST Of vOyAgeS ThAT weNT ThROU Gh The STRAITS Of MAgeLLAN, begINNIN G WITh MAgeLLAN IN 1519-1520 (AND INCLUDIN G FRANCIS D RAke 1577) ThROU Gh The SIxTeeNTh CeNTURy; ShORT vOCAbULARIeS fOR S OLOMON I SLANDS, N ew gUINeA AND OTheR SOuTh SeA ISLANDS; DeSCRIPTION Of The eAST INDIeS by fATheR PeDRO ORDéñez De CebALLOS (fIRST PUbLISheD IN 1614); AND PeTRUS beRTIUS’ DeSCRIPTíON D’AMeRIqUe.

This eDITION Of heRReRA IS ALSO PARTICULARLy IMPORTANT beCAUSe Of The SeCOND PART, The ACCOUNT Of JACOb Le MAIRe’S vOyAge AROUND CAPe hORN AND ACROSS The PACIfIC. IN 1615, Le MAIRe SAILeD fOR The AUSTRALIAN COMPANy, ON behALf Of hIS fATheR, I SAAC L e M AIRe, whO hOPeD To bReAk The MONOPOLy Of The DUTCh eAST INDIA COMPANy’S TRADe ROUTe To The SPICe I SLANDS. DePARTIN G IN JUNe fROM TexeL IN The NeTheRLANDS IN TwO ShIPS, The eeNDRAChT AND The SMALLeR hOORN, Le MAIRe wAS SeekIN G A New ROUTe To The S PICe I SLANDS ThAT wOULD CIRCUMveNT The D UTCh eAST I NDIA C OMPANy’S MONOPOLy ON The STRAIT Of MAgeLLAN ROUTe. The hOORN wAS LOST TO fIRe IN PATAgONIA, bUT The eeNDRAChT CONTINUeD AROUND CAPe hORN (whICH wAS NAMeD fOR bOTh The LOST ShIP AND The hOMeTOwN Of The eeNDRAChT’S CAPTAIN, wILLeM CORNeLIS SChOUTeN). by DISCOveRIN G AND ROUNDIN G CAPe hORN, L e MAIRe NOT ONLy AvOIDeD The STRAIT Of MAgeLLAN bUT ALSO DISPeLLeD The MyTh Of A gReAT SOuTheRN CONTINeNT JOINeD To SOuTh AMeRICA AND ChANgeD The fUTURe Of NAvIgATION. L e MAIRe MADe SeveRAL SIgNIfICANT DISCOveRIeS IN The SOuTh PACIfIC, INCLUDIN G PROvIN G ThAT The ISLAND Of N ew gUINeA wAS NOT PART Of A LARgeR LANDMASS.

IN SePTeMbeR 1616, The eeNDRAChT ReACheD The DUTCh eAST INDIA COMPANy heADqUARTeRS ON TeRNATe IN The MOLUCCAS. They weRe INITIALLy weLCOMeD bUT LATe R RAN fOUL Of COMPANy OffICIALs whO weRe JeALous Of TheIR MONOPOLy. LA MAIRe, SChOUTeN, AND OTheR MeMbeRS Of The COMPANy weRe ShIPPeD hOMe fROM bATAVIA, bUT Le MAIRe DIeD AT SeA ON The wAy AND hIS JOURNALS CAMe INTO The hANDS Of The DUTCh eAST INDIA COMPANy. eDITeD veRSIONS weRe PUbLISheD fOR The C OMPANy UNDeR The AUThORShIP Of wILLeM SChOUTeN AND J ORIS vAN S PILbeRgeN, bUT AfTeR A LONg LegAL PROCeSS, ISAAC Le MAIRe wAS AbLe TO RegAIN CUSTODy Of hIS SON’S JOURNALS AND PUbLISh TheM heRe, MAkIN G ThIS The fIRST geNUINe eDITION Of L e MAIRe’S vOyAge. Le MAIRe’S IS ONe Of The gReAT eARLy ACCOUNTS Of CIRCUMNAvIgATION AND PACIfIC exPLORATION. FourteEn of the MAPS aRe From heRReRA’S original eDITION The DeSCRIPC

This is a translation into French of the 1601 edition of the Description printed at Madrid. The present edition adds the account of Jacob Le Maire’s voyage. Following the Le Maire account are a list of voyages that went through the Straits of Magellan, beginning with Magellan in 1519-1520 (and including Francis Drake 1577) through the sixteenth century; short vocabularies for Solomon Islands, New Guinea and other South Sea Islands; description of the East Indies by Father Pedro Ordóñez de Cevallos (first published in 1614); and Petrus Berthius’ Description d’Amérique.

In September 1616, the Endracht reached the Dutch East India Company headquarters on Ternate in the Moluccas. They were initially welcomed but later ran foul of Company officials who were jealous of their monopoly. Le Maire, Schouten, and other members of the Company were shipped home from Batavia, but Le Maire died at sea on the way and his journals came into the hands of the Dutch East India Company. Edited versions were published for the Company under the authorship of Willem Schouten and Jobse van Splintergen, but after a long legal process, Isaac Le Maire was able to regain custody of his son’s journals and publish them here, making this the first genuine edition of Le Maire’s voyage. Le Maire’s is one of the great early accounts of circumnavigation and Pacific exploration. Fourteen of the maps are from Herrera’s original edition of the Description, published in Madrid in 1601.

Burden, The Mapping of North America 195-198; Cox 1:41; Smith 31543 & 14433. Street II:1352; Tookey, California as an Island I07; Shirlley, Maps in Atlases of Bl, geRR-2A; and other sources.
A Description of the Spanish islands and settlements on the coast of the West Indies, compiled from authentic memoirs, revised by gentlemen who have resided many years in the Spanish settlements and illustrated with thirty-two maps and plans ...

First Edition
London: printed for T. Jefferys, 1762, 4to, contemporary half calf over marble boards, spine gilt, with an engraved folding chart (hand coloured in outline) as frontispiece, and 31 other folding engraved maps and charts. £12,000

Published toward the end of the Seven Years War, in which Spain had sided with France against Britain, this atlas is largely compiled from captured Spanish charts. Jefferys describes the Spanish possessions in the Caribbean basin, beginning with the Venezuelan coast, proceeding to Colombia, Central America, Mexico, Florida (which was later to become part of Britain's American territories), Cuba Hispaniola, and Puerto Rico. Louisiana is omitted as it was not to come into Spanish hands until 1763.

Jefferys, engraver and geographer to George III. He published a great many maps and discussions about North America including a map of Florida published in 1763 in William Roberts' An Account of the First Discovery, and Natural History of Florida.

Jefferys states in the introduction that his purpose is to fulfill the curiosity of the public about the parts of Spanish America where the British fleets now are located, not knowing where "next the fury of war will fall." He adds, "In the execution of our design, it is intended to confine the pen chiefly to an account of the sea-coasts, harbours, and towns adjacent to them, of the Spanish acquisitions in the West-Indies, beginning from the eastern part of the south coast of the Iberia Firma, thence along the shore to Vera Cruz, round to Florida, and so to the islands of Cuba, etc." Jefferys relates the history of the area, including discoveries by Columbus, Ponce de Leon, Cortez, and others. From these ventures Spain has taken possession of "far the best and the largest portion of America." Spain is in entire control of the trade between Europe and Spanish America at this point and Jefferys proceeds to describe in detail each type of ship used in these ventures, including: "Galleons, Flota, Flotilla, Register-ships, and Guerra-cortas (coast guards)."

Jefferys next analyzes the mistakes that Spain has made in America and how proper usage of the territory available to them would have made Spain the greatest economic power in Europe. He concludes his introduction with a brief discussion of the various natural resources found in areas of America and the importance of international trade agreements.

The main text of the volume describes and illustrates with maps and plates the settlements on the mainland coast of Spanish America and on the islands of the West Indies. Two pages are dedicated to Florida, providing approximate geographical boundaries, descriptions of the weather, topographical features, plants, and industries.

COX II, 220.
An Account of the Pelew Islands, Situated in the Western Parts of the Pacific Ocean, Composed from the Journals and Communications of Captain Henry Wilson and some of his officers, who, in August 1783, were there Shipwrecked, in the Antelope.

First Edition.
London: Printed For G. Nicol, 1788, Large 4to [300 x 270mm], with engraved portrait frontispiece, 16 engraved plates, charts and maps, 2 folding, engraved leaf, contemporary tree calf, gilt crowned crest of the Earl of Darnley on both covers, red morocco spine label, a fine large choice copy with an extraordinary provenance.

£3,000

In 1783 the Antelope, commanded by Captain Henry Wilson, was wrecked on a reef near one of the Palau (Pelew) Islands, a previously unexplored group. The entire crew managed to get safely ashore, where they were well treated by the natives and eventually managed to build a vessel from the wreck, on which they reached Macao. They took Prince Lee Boo, one of King AbbA Thul's sons, with them to England, where he made a good impression... but he soon died of smallpox (Hill).

Keate wrote the account based on the journals and papers of Wilson and other officers.

The context was the Fourth Anglo-Dutch War. Normal routes from China westwards for British shipping were hampered by the Dutch East Indies. The Antelope had been returning from Macao by the "Eastern Passage," a route designed to avoid the southwest monsoon, but had strayed too far in the eastern direction.

On the north coast of New Guinea, Wilson anchored in the vicinity of the Schouten Islands. After some dialogue over two days with Papuan inhabitants who came out to the ship, in which Wilson used vocabulary collected by Thomas Forrest at Dorn Harbour, Wilson felt the numbers he faced were threatening. He fired small arms at them, and the crew of the Antelope was attacked, an encounter in which the artist Arthur William Divis was injured. The wreck of the Ulugg followed.

Although Spain had claimed the islands previously, Wilson's crew made the first sustained contact, which was friendly. One of the crew of the Antelope knew Malay, allowing contact to be made with the brief on Korom, whom Wilson treated as a local king, misrepresenting his status which was something of an elected official. While his men spent three months rebuilding the ship, Wilson entered an effective alliance with the brief in conflicts with Melnik and others. One of the Antelope's guns proved decisive, shipped in a boat and discharged with powder alone.

Provenance: "Capt. Barkley/Navy," contemporary inscription on verso of the frontispiece. This is most probably Captain Charles William Barkley (1759-1824), who, from 1786 to 1788 sailed the Indian Ocean in the Princess Frederica, then in the Halcyon to Kamchatka and Alaska, Hawaiian Islands and Cochin China before being captured by the French at Mauritius. Barkley's wife Frances (who was one of the first women to circumnavigate the globe) recorded in her journal that in May 1792 the Barkleys had landed at the New Carolina Islands in the Celebes, commenting that "they answer the description given by Captain Wilson of the Pelew Islands and the words given in his vocabulary of those islands" (The Remarkable World of Frances Barkley, 1799-1845, 2003, edited by Beth Hill and Cathy Converse).
CAPTAIN WILLIAM KIDD

Born in Scotland in 1645, William Kidd started out as a privateer, hired by a consortium of English aristocracy to attack foreign ships. When his crew insisted on attacking the Quadagh Merchant, a large Armenian ship laden with treasures on the Indian Ocean, Kidd found himself on the wrong side of the British government. He was hanged in London in 1701, as a warning to other pirates. Legend persists about Captain Kidd and the treasure some believe he buried in the Caribbean, and he remains one of history’s most famous and fascinating pirates.

In 1695, Kidd returned to England to receive a royal commission as a privateer. There, he represented Lord Bellomont, who had been selected to take over the governorship of New York. Under Bellomont’s direction and financial backing, Kidd was hired to make his way toward the West Indies with a crew and attack French ships and pirate vessels. The confiscated loot would be divided between Kidd, his men and his backers. In May 1696, Kidd set sail on the 34-gun vessel Adventure Galley. Troubles soon enveloped the enterprise. A number of Kidd’s men died of illness, and when Kidd found few French ships to attack, he faced mounting pressure from a weak and frustrated crew.

In early 1697, Kidd steered his crew toward Madagascar, a stopping point for many pirates who made their living on the Indian Ocean. Small successes came in the form of attacks on various Indian ships. Then, in January 1698, Kidd’s luck seemingly changed when he caught sight of the Quadagh Merchant rounding the tip of India. The Quadagh Merchant was no ordinary vessel. A 500-ton Armenian ship, it carried goods—a treasure trove of gold, silk, spices, and other riches—that were owned in part by a minister at the court of the Indian Grand Moghul. The minister had powerful connections, and word made about Kidd’s attack reached him. He complained to the East India Company, the large and influential English trading firm. Coupled with many governments’ shifting perceptions of piracy, Kidd was quickly cast as a wanted criminal. Having abandoned the botting Adventure Galley for the Quadagh Merchant, Kidd set sail on his new ship for the Caribbean and eventually made his way to a smaller ship in Boston, where he was arrested and eventually shipped back to England.

On May 8, 1701, Kidd went on a trial. His crimes and previously close connections with the English elite and government officials caused a sensation. Kidd had expected Lord Bellomont and others to defend him, but he was to be disappointed with his backers, who refused to help him and were more concerned about their reputations. Kidd was found guilty and hanged on May 23, 1701. To serve as a warning to other pirates, his body was hung in a cage and left to rot for all to see along the River Thames.

The Arraignment, Trial, and Condemnation of Captain William Kidd for Murther and Piracy Upon Six Several Indictments, at the Admiralty-Sessions, held by His Majesty’s Commission at the Old-Baile, on Thursday the 8th and Friday the 9th of May 1701. Who, upon full evidence, was found guilty, received Sentence, and was accordingly Executed at Execution-Dock, May the 23d.

As Also, The Trials of Nicholas Churchill, James Howe, Robert Lamely, William Jenkins, Gabriel Loss, Hugh Parrot, Richard Barlicorn, Abel Owens, and Darby Mullins, at the Same Time and Place for Piracy. Pursued by the Judges and Council, to Which are added, Captain Kidd’s Two Commissions: One under the Great Seal of England, and the Other under the Great Seal of the Admiralty.

First Edition
London: Printed for T. Nutt…1701, Folio, [320 x 210 MM], later calf over old marbled boards, spine gilt in compartments, morocco label, pp.60.
£6,500

IN EARLY 1697, KIDD STEERED HIS CREW TOWARD MADAGASCAR, A STOPPING POINT FOR MANY PIRATES WHO MADE THEIR LIVING ON THE INDIAN OCEAN. SMALL SUCCESSES CAME IN THE FORM OF ATTACKS ON VARIOUS INDIAN SHIPS. THEN, IN JANUARY 1698, KIDD’S LUCK SEEMINGLY CHANGED WHEN HE CAUGHT SIGHT OF THE QUADAGH MERCHANT ROUNDING THE TIP OF INDIA. THE QUADAGH MERCHANT WAS NO ORDINARY VESSEL. A 500-TON ARMENIAN SHIP, IT CARRIED GOODS—A TREASURE TROVE OF GOLD, SILK, SPICES, AND OTHER RICHES—that were owned in part by a ministeR at the court of the INDIAN GRAND MOGHUL. THE MINISTE R HAD POWERFUL CONNECTIONS, AND WHEN WORD MADE ABOUT KIDD’S ATTACK REACHED HIM HE COMPLAINED TO THE EAST INDIA COMPANY, THE LARGE AND INFLUENTIAL ENGLISH TRADING FIRM. COUPLED WITH MANY GOVERNMENTS’ SHIFTING PERCEPTIONS OF PIRACY, KIDD WAS QUICKLY CAST AS A WANTED CRIMINAL. HAVING ABANDONED THE BOTTING ADVENTURE GALLEY FOR THE QUADAGH MERCHANT, KIDD SET SAIL ON HIS NEW SHIP FOR THE CARIBBEAN AND EVENTUALLY MADE HIS WAY TO A SMALLER SHIP IN BOSTON, WHERE HE WAS ARRESTED AND EVENTUALLY SHIPPED BACK TO ENGLAND.

ON MAY 8, 1701, KIDD WENT ON A TRIAL. HIS CRIMES AND PREVIOUSLY CLOSE CONNECTIONS WITH THE ENGLISH ELITE AND GOVERNMENT OFFICIALS CAUSED A SENSATION. KIDD HAD EXPECTED LORD BELLOMONT AND OTHERS TO DEFEND HIM, BUT HE WAS TO BE DISAPPOINTED WITH HIS BACKERS, WHO REFUSED TO HELP HIM AND WERE MORE CONCERNED ABOUT THEIR REPUTATIONS. KIDD WAS FOUND GUILTY AND HANGED ON MAY 23, 1701. TO SERVE AS A WARNING TO OTHER PIRATES, HIS BODY WAS HUNG IN A CAGE AND LEFT TO ROT FOR ALL TO SEE ALONG THE RIVER THAMES.
This work has the earliest printed map exclusively of the island of Barbados. Ligon based his map on information given him by Captain John Sway, the island’s leading surveyor of the time. The map depicts the island’s outline fairly accurately, but makes it about a third longer than its correct length. It identifies 285 plantations by the owner’s name. The majority of the plantations are along the south and west coasts. Four churches are shown and there are fortifications at Carlisle Bay protecting the island’s principal town, Bridgetown. In the middle of the map is the notation, “the ten thousand acres of land which belongeth to the Merchants of London.” This is a reference to the land leased by Lord Carlisle to a group of merchants after Charles I rescinded the original grant of the island to Sir William Courten. Scattered throughout the interior, most of which was overgrown with prismatic forest, are quaint vignettes of the island’s inhabitants and wildlife. There are knights in full armor, indentured servants, and a scene of a plantation owner chasing runaway slaves. The animal life is also illustrated: cattle, sheep, asses, wild hogs, and even camels. Besides the hogs, which had been introduced to the islands by the Portuguese in the 16th century, the other animals had been brought to the island by the English settlers, including the camels that were used as beasts of burden on the plantations. According to Ligon, “several planters imported these beasts and found them useful in Barbados, but did not know how to diet them.”

Cox II, 204; Sabin, 41057; Wing, L2075.

Richard Ligon’s History of Barbados (1657) is one of the most important accounts of the Caribbean written in the seventeenth century. Ligon visited the island during the early years of the “sugar revolution” when a boom in sugar growing led to the development of an extensive plantation economy that relied upon slave labour. His account describes the social structure and economy of Barbados during this pivotal period, and reveals his own values about politics, piracy, slavery and wealth.
EDWARD LONG

34. EDWARD LONG

London for T. Lowndes. 1774, 3 volumes, contemporary polished calf gilt, contrasting red and olive labels on spines, with 16 engraved maps and plates, 8 folding.
£3,500

Edward Long’s three-volume work marks a major turning point in the history of Jamaica, and is the first attempt at a comprehensive description of the colony, its history, government, people, economy and geography. The son of a prominent Jamaican plantation owner, Long (1734–1813) spent twelve years running his father’s property, an experience which permeated his vision of the island’s past, present and future. Throughout his book, Long defends slavery as ‘inevitably necessary’ in Jamaica, suggesting the institution to be implicit in ‘the possession of British freedom’. Volume 2 presents a survey of the counties of Jamaica, information on religion, education and health, descriptions and racial classifications of the population, a history of the slave rebellions and details of the legal code governing slavery. This important 1774 book provides fascinating insights into eighteenth-century colonial Jamaica and the ideology of its commercial and administrative elite.

SMALL UNOBTRUSIVE LIBRARY STAMP ON TITLE-PAGES.
PROVENANCE: W. S. LUSHINGTON, RODMErish AM Lodge, keNT
Cox II, 22

RAVENEAU DE LUSSAN

35. RAVENEAU DE LUSSAN

A Journal of a Voyage Made into the South Sea, by the Buccaneers or Freebooters of America in the Year 1684 to 1689. First edition in English, Thomas Newbrough, 1698, contemporary calf, rebuckled. £12,500

The very scarce English Edition, Raveneau de Lussan, French buccaneer belonged to a noble but impoverished family, and embraced a military career at the age of fourteen. In 1679 he embarked for Santo Domingo in search of fortune, but was unsuccessful, and joined the English Buccaneers under Cornelius Laurent (q. v.), sailing from Petit-Goave, 22 November, 1684. He soon left Laurent at the head of a band of his own, and in 1685 pillaged the town of Realde in Guatemale. In 1686 his band took part in the capture of Grenada, and, not finding the booty they expected, set fire to the city. After this Lussan separated from the English pirates, but he joined them again for the purpose of attacking Guayquiil, which they took with much booty. Lussan and a part of his followers then sailed for Trinidad, which they captured, and went as far north as Acapulco. They returned to Morula, a port north of Realde, and deliberating on the route they should take to reach the Antilles. It was agreed to march to Nueva Segovia, a town situated on the Yaru or Cape River, which empties into the Atlantic. Of this expedition Voltaire said: “The retreat of the ten thousand will always be more celebrated, but is not to be compared to it.” Lussan formed four companies, of seventy men each, and made them swear to observe the severest discipline. On 2 January, 1688, after praying together, and sinking their boats for fear they might fall into the power of the Spaniards, they began their march, and in ten days, during which they were almost constantly engaged in fighting.

34. 35.
superior numbers, they reached Nueva Segovia. One evening, in a defile surrounded by rocks of great height on which the Spaniards had entrenched themselves, the buccaneers sought helplessly for a way of escape. Lussan proposed that, leaving eighty men to guard the sick, they should get in the rear of the mountains and then surprise the enemy. His advice was at first rejected, but was adopted when their care became desperate. They found a path which led behind the mountains, and, favoured by a thick fog, they forced the entrenchments of the Spaniards and put them to flight. After this victory they charted a Té Deum. They disembarked the Yara on the wrecked boats of the country, and came in sight of Cape Gracias-a-Dios on 9 February. Lussan embarked on an English lugger on 14 February, and reached Santo Domingo on 6 April. He had marched nearly 1,000 miles, constantly harassed by the Spaniards, although the distance from the point where he started to that which he wished to reach was but 240 miles in a straight line.

Lussan published his “Journal du voyage fait a lamer du Sud avec les libustiers de l’Amérique” (Paris, 1688, 1701, 1705). It was dedicated to the minister of the navy, who, in common with most Frenchmen of the time, appeared to consider the exploits of Lussan worthy of approval. Very scarce: only two copies of this English edition are recorded at auction in the last 30 years.

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**Petition for Payment from the Pirate Capt. John Quelch’s Lawyer**

*Autograph Manuscript Signed, one page, folio (330 x 210mm); [Boston], 4 August 1704

£7,500

A very scarce pirate manuscript

John Quelch had a short, dramatic career as a pirate in 1703 and 1704. He was commissioned a lieutenant on the privateer Charles, and took over the vessel after a mutiny. Under Quelch, the ship abandoned its original orders and proceeded to loot nine Portuguese ships, which led to some awkwardness as England was negotiating an alliance with Portugal. On returning to the mainland, Quelch and some of his crew were arrested and brought to Boston for the first overseas admiralty trial in English history. They were convicted without a jury and hanged on 30 June 1704.

At the trial, James Meinizes was appointed to serve as defense lawyer for Quelch and his 21 crew members “upon several articles of piracy, robbery &c exhibited against them.” According to his petition, he made frequent visits to the prison before and after the trial, and also sent his clerk to take their testimony. However, the pirates were not able to pay him, “they affirming that all their gold & money was taken from them & delivered to the Gov’tal Treasurer.” Meinizes concludes by appealing to Governor Dudley for payment. A note at the bottom by Isaac Addington, the colony’s secretary (who had also been present at the Salem witch trials), refers the case to the Attorney General to determine “what is usual and customary in like cases.” Meinizes was later paid £20 out of the confiscated gold for his troubles (see Beal, Quelch’s Gold, 184).
37. HERMAN MOLL

The Compleat Geographer: or, The Chorography and Topography of all the Known Parts of the Earth... £4,500


With 9 American maps including Isle of California, New Mexico, etc.; The English Empire in America, Mexico, or New Spain, South America and Terra Firma, and Peru and the Amazonian Country, among others.

Moll was quite involved in the contemporary intellectual life. He was friendly and acquainted with Robert Boyle, Robert Hooke and William Dampier, both socially and likely through the Royal Society. His relationship with Dampier, especially, was mutually very beneficial. Moll had access to the latest data and observations from Dampier's many voyages, allowing his to be the first to accurately portray the great ocean currents, and Dampier in turn had his bestselling books illustrated by Moll.

Includes McLoughlin 173, state 3; 144, state 2; 143, state 2. STC T114016. (GM)
HERMAN MOLL

THEATRES GEOGRAPHICUS. A NEW BODY OF GEOGRAPHY OR, A COMPLEX DESCRIPTION OF THE EARTH ... COLLECTED WITH GREAT CARE FROM THE MOST APPROV'D GEOGRAPHERS AND MODERN TRAVELLERS AND DISCOVERIES, BY SEVERAL HANDS. LONDON: PRINTED FOR ABEL SMALL AND TIM. CHILD, 1695

First edition

LONDON: ABEL SMALL AND TIM. CHILD, 1695, with 58 engraved maps and plans, comprising 2 full-page and 56 printed within the text (24 maps and charts, 32 plans of fortified towns), some spotting and toning, contemporary panelled calf, fulls. £4,500

MOLL’S FIRST ATLAS


Phillips Atlases IV, 4260; Shirley British Library T.MOLL-1a; 571; Wing T869. (1)
AN EARLY ENGLISH TERRESTRIAL GLOBE

A New TERRESTRIAL GLOBE. Made and sold by Robert Morden, and William Berry. at the Atlas neer the Royal Exchange in Cornhill and at the Globe between York House and the New Exchange in the Strand London. [circa 1673]

This Highly Important 14in. globe is 21in. (53cm.) high and comprises twelve hand-coloured engraved gores and two polar calottes, supported in graduated brass meridian ring, fitting in horizon ring with engraved calendrical scales, the stand with four turned supports and bun feet.

The cartouche with a second dedication to the Reader, graduated equator, ecliptic and meridian through the Azores, the continents decorated with animals and natives, the seas with ships, fabulous beasts, sea monsters and rhumb lines; no Antarctic continent, Australia partially delineated to West and North, some of van Diemen's land given, California as an Island, no Western nor Northern coasts to Canada, Southern Greenland as a series of Islands, China with rivers and major cities to the East of the Great Wall, peninsula of Corea, the tracks of the voyages of Drake and Cavendish are shown.

£95,000

Although globes were of little practical use on board ships by the 17th century, they were nonetheless symbols of navigation, representing the world that sailors were attempting to explore. Reflecting this nautical theme, Morden & Berry have included navigational illustrations on their globe, such as ships, compass points and rhumb lines. More unusually, the globe also features the routes taken by two of the most famous English explorers, Sir Francis Drake and Thomas Cavendish, showing their voyages around the world. Successful explorers such as these were often celebrated as national heroes because the income of many European countries at this time was dependent on overseas trade, which necessarily required navigational knowledge. By including the tracks of Drake and Cavendish, this globe would have been part of the celebration of great English navigators, both recognizing their achievements and encouraging other citizens to follow in their footsteps for the glory of the country.

Despite the celebratory function of this globe, the discoveries made by explorers presented something of a dilemma for globe makers. The authority for geographical knowledge of the world had previously been ancient texts, but incoming reports by sailors often contradicted the traditional views. Globe makers then faced a difficult decision about which information to trust. An inscription on this globe stresses the "late discoveries" and "celestial observations of modern authors" used as sources of geographical information, suggesting that the makers preferred modern evidence to texts from antiquity. In this respect, the globe makers were perhaps influenced by the general intellectual trend in 17th century England to value experience and observation over ancient sources. This was characteristic of the Royal Society, the prominent English scientific society founded in the 17th century. Dunn, R. & Walshe, H. British Globes up to 1850 (London, 1900).

Stephenson, E.L. Terrestrial and Celestial Globes (Yale, 1921).

40. SIR JOHN NARBROUGH & OTHERS.

Account of Several Late Voyages and Discoveries to the South and North. Towards the Straights of Magellan, the South Seas, the vast Tracts of Land beyond Hollandia Nova, &c. also towards Nova Zembla, Greenland or Spitsbergn, Groenland or Engronland, &c. By Sir John Narborough, Captain James Tasman, Captain John Wood, and Frederick Martens of Hamburg. To which are annexed a large introduction and supplement, giving an account of other navigations to those regions of the Globe.

First Edition
London, 1694, 3 large folding maps and 18 engraved plates, 8vo, contemporary panelled calf, edited by T. Robinson.

£7,500

An important collection of voyages "evidently designed to illustrate current knowledge of the two outstanding geographical mysteries, the northern sea passage to East Asia and the existence of the supposed Southern Continent. Publication was closely linked to the Royal Society, a keen exponent of the important contribution to science that mariners could make by keeping detailed journals of their voyages. A fellow of the Society, Sir Tancred Robinson, is usually credited as editor and the book is dedicated by its publishers, the Royal Society's official printers to Samuel Pepys, who, in addition to his famous place in naval affairs, was a fellow and president of the society. It was widely read, sometimes in dire circumstances, such as by the survivors of the Wager (one of Anson's support ships) who posed over a copy for navigational information when wrecked off the bleak coast of Patagonia.

The narratives of the two English voyages—Narborough's and Wood's—were printed here for the first time. Narborough's expedition (1669–71) was the first English venture to the Pacific since that of Hawkins in 1595–94 and was the first such expedition to be officially sanctioned by the Admiralty. Instructed to make discoveries and to explore opportunities to breach the Spanish commercial monopoly over South America, Narborough was forced by increasing hostility to turn back having reached Valdivia in Chile. His principal achievements were some careful observations of Patagonia and an excellent chart of the Straits of Magellan that remained standard for many years.

Wood's voyage was an attempt to find a north-east passage to Japan but was wrecked-off Novaya Zemlya in 1676. The book's introduction concludes against the existence of such a passage and agrees with Wood that Spitzbergen and Novaya Zemlya formed part of a single landmass. Martens's description of his voyage to Spitzbergen in 1671, which includes valuable information on whaling in northern waters. The interest in Tasman's great voyage to the south in 1642, when he discovered Van Diemen's Land (Tasmania) and New Zealand, predates the series of English attempts to locate the Southern Continent in the 18th century. The editor of the present volume follows the contemporary belief that such a continent enclosed the southern extremities of the Indian and Pacific oceans and he suggests that the Dutch may have discovered more than they had published.

Cox II, 262; Hill 1475
SCARCE CONTEMPORARY ACCOUNT OF THE DEATH OF BLACKBEARD.

Pages 443-444 of the present issue of the Monthly Journal The Political State of Great Britain carries an extract of a report from the Admiralty Office describing the death of the notorious pirate Edward Teach (or Edward Thatch), a.k.a. Blackbeard, who wreaked havoc on the Carolina coast from 1717-18. The account describes the deployment by Virginia Governor Alexander Spotswood of Captains Gordon and Brand in two sloops to confront and capture Blackbeard off the North Carolina coast: “On the 22d of November they had sight of the Pirates Sloops... and row’d up to them, when Thatch himself hailed them, and asked from whence they came, and who they were? to which he was answer’d that he might see to whom they belonged by their Colours: Thereupon he drank Damnation to them, and said, that he would neither take nor give Quarter... upon which he fired upon them... The Fire continued between them for the space of an Hour, in which Time he killed or wounded great part of the Sloops Companies; but at length they clape’d him on board with both Sloops, and behaving themselves gallantly, killed Thatch himself, and Nine of his Men... after the Action was over, Lieutenant Maynard ordered Thatch’s Head to be cut off, which he hung under the boltspriet of his Sloop, and carried it in that manner to Virginia, where those Pirates who had been taken were hang’d.”

Contemporary material in print of the action that led to the death of Blackbeard are scarce. The account in The London Gazette (April 25, 1719), however, is basically identical to the one presented here in Boyer’s periodical, both describing how Blackbeard was killed during the fight, and beheaded (evidently the head was needed as evidence, for Lieutenant Maynard to claim his bounty: 100 pounds Sterling). There are a few textual variations between the account given here and that in The London Gazette, such as “Whereupon” in one and “Thereupon” in the other, but they are basically identical, based on official accounts received from British naval officers in February, 1719. Copies of The Political State of Great Britain are very scarce; we cannot trace any issues for April,1719 of this journal in auction records other than the copy sold by Bonhams, April 7, 2014 in the Caren Archive, Lot 37: $10,035, lacking the title page - present here.
A Voyage Round the World, but more particularly to the North-west Coast of America: Performed in 1785, 1786, 1787, and 1788, in the King George and Queen Charlotte, Captains Portlock and Dixon.

First Edition

London: John Stockdale and George Goulding, 1789, Contemporary half calf gilt, uncut, later morocco label, Large 4to, (320 x 260mm). Engraved frontispiece portrait of Portlock, large folding engraved map of the Northwest Coast of America by R. Reid, 5 folding maps and 13 engraved plates and maps. £4,000

NATHANIEL PORTLOCK entered the Royal Navy in 1772 as an able seaman in the St Albans, commanded by Charles Douglas. His rapid promotion to midshipman suggests previous experience in a merchant vessel. On 30 March 1776 he entered as master's mate on board the Discovery, in which he participated in the Third Pacific voyage of James Cook, commanding the Resolution, also of the expedition, in August 1779. Returning to England before the expedition as a messenger, he passed his lieutenant's examination on 7 Sept. 1780, at which date he was officially stated to be "more than 32." He then served in the Channel fleet on the Firebrand.

In May 1786, Richard Cartain Orches and other merchants entered into a partnership, usually known as the King George's South Sea Company, in order to prosecute the maritime fur trade between the Northwest coast and China. The owners appointed Portlock commander of the King George and of the Expedition; George Dixon was to command her consort the Queen Charlotte. As Portlock wrote, "both of us having accompanied Captain Cook in his last voyage into the Pacific, were deemed most fit for an adventure which required no common knowledge and experience." Having sailed westwards around Cape Horn, the expedition made its first north-west American landfall in Cook Inlet (Alaska) on 10 July 1786, and came upon Russian traders there. Portlock soon noted a disparity in British and Russian methods of collecting furs where he expected to start for pelts and fur with the local Indians, the Russians had brought native hunters with them and treated the locals harshly. The contrast was evident to the Indians as well, and at one point a native man requested armed assistance for his people against the Russians, but he was denied this aid.

Portlock had arrived late in the trading season, and his fur harvest was consequently poor. The two ships coasted southwards, but bad weather prevented their attempt, from 23 to 28 September, to enter Nootka Sound (B.C.), where the two captains had agreed to winter, and so the expedition retracted to the Sandwich (Hawaiian) Islands. The following spring the ships returned to the northwest coast, arriving at Monterey Island (Alaska) on 24 June. Some two weeks later Dixon was led by Indians to their Nootka station, by John Meares, who with his crew had passed a dangerous winter in Prince William Sound (Alaska). Portlock provided assistance to make the ship seaworthy, and it was able to sail on 18 June. Meanwhile, having learned that Meares expected one of his company's ships to arrive at Nootka Sound from China that month, Dixon in the Queen Charlotte had proceeded southwards to forestall it.

That winter Portlock and Dixon sailed separately to Macao (near Canton, People's Republic of China), where their combined cargo of 2,552 skins realized 54,857 dollars. Proceeding then to England, they reached Margaret Roads in August 1788, bringing home a consignment of tea for the East India Company. Portlock's account of the expedition, published in 1789, presents lists of the furs and fowl of the voyage with descriptions and illustrations, as well as ethnographic notes and a geographical record of the entire voyage.

Returning to service in the navy, Portlock was appointed to command the brig Assistant, in which he accompanied Captain William Bligh in 1791 on his second attempt to transport bread-fruit plants from Tahiti to the Western Indies. The voyage was successful, and the Jamaican House of Assembly awarded 1,000 guineas to Bligh and 500 to Portlock. The ship arrived back in England in August 1793 and in November Portlock was made commander. In 1799 he commanded the sloop Arrow, which on 9 September captured the Dutch vessel Druck. On 28 September he was advanced to captain, but does not appear to have had further employment at sea, perhaps owing to his health. He died on 12 Sept., 1811 at Greenwich Hospital.

Portlock had done well for himself; rising from inconspicuous beginnings, he had benefited from the experience and leadership of Cook's third Pacific voyage. His subsequent commands in the north-west coast were important in demonstrating the growth of British commercial and imperial interests there. His second son, Joseph Ellison, became a major-general in the Royal Engineers and had a distinguished career in geology and natural history.

Hill 1376; Lada-Mocarski 42; Mitchell-Laidlaw-Cook 2433; Sabine 14369; Wagner Northwest Coast 738.
Bristol was England’s second largest port, thriving on the growing trade with the American colonies. William Dampier persuaded the merchant and sea captain Woods Rogers to join him in a circumnavigation (Dampier’s third) and to pursue the Spanish Treasure Galleons. The war of the Spanish Succession was still under way so Rogers and a prominent Bristol consortium of respected citizens were receptive to Dampier’s plans to plunder privateering in the Pacific against England’s enemies, the French and the Spanish.

The consortium purchased two ships: the 320 tons, 30 guns DUke and the 260 tons, 26 guns DUcheSS. Dampier was to be the ‘pilot for the South Seas’. They left Bristol on 2 August 1708 and struck out for the long haul to Brazil via Cape Horn, sighting the coast on 14 November. Re-provisioned they arrived in the Pacific and set course for the Juan Fernandez Islands where they landed and rescued Alexander Selkirk, the source for Defoe’s ROBINSON CRUSOE.

After illness, near mutiny and unrest from unruly crews, the privies captured the large ship Havre de Grace, attacked and plundered the Spanish stronghold of Guayaquil in Ecuador. There was bitter argument over the distribution of plunder but Rogers dealt severely with the ringleaders and kept the rest of the crew in check. Their greatest prize was the capture of the Manila Treasure Ship - the galleon Nuestra Senora de la Encarnacion Diezengofio. During this engagement Rogers was hit on the jaw by musket shot, and had to wait until they made the long voyage to Batavia to have it properly attended by a doctor.

On October 1711, the battered little squadron sailed up the Thames to an enthusiastic reception. They brought back nearly £150,000 from the Manila galleon, and even after legal fees, customs dues and payment to the East India Company there was still a fortune left. Dampier had fulfilled his ambition of seizing a Spanish treasure ship, although he had difficulty acquiring his share of the spoils. Rogers went on to become Governor of the Bahamas and was instrumental in controlling piracy on the islands. He was also involved in the engagement and death of Edward Teach (Blackbeard).

An important narrative and one of the best known English buccaneering narratives. Hill 1479; HOWE R421; Cox I, 46; Sabin 72753; Cowan, p.194; Diana & Michael Preston. A Pirate of exquisite Mind.
GEORGE SHELVOCHE

A Voyage round the World in Way of the Great South Sea, Perform’d in the Years 1719, 20, 21, 22, in the Speedwell of London, of 24 Guns and 100 Men, (under His Majesty’s Commission to cruise on the Spaniards in the late War with the Spanish Crown) till she was cast away on the Island of Juan Fernandes, in May 1720; and afterwards continu’d in the Recovery [sic], the Jesus Maria and Sacred Familia, &c.


£5,000

FIRST EDITION of one of the most famous buccaneering voyages. This privately-funded privateering voyage sought to duplicate the success of Woodes Rogers’ highly profitable voyage of 1708-1711. Shevocke commanded the Speedwell and John Clipperford commanded the Success. They were jointly involved on raids against Spanish shipping on the west coast of South America. Shevocke parted from Clipperford to conduct his own raid in Peru and to sail up the coast to Cape San Lucas where he remained for some months and wrote one of the earliest descriptions of the Indians of Baja California. He also was one of the first to suggest the possibility of finding gold in California.

Controversies surrounding the voyage began with his unjustified attack on a Portuguese merchantman, which led to desertions and mutiny. It was while rounding Cape Horn that one of his crew kept an albatross, described in this work and later read by William Wordsworth who relayed it to Coleridge. It became an inspiration for his Rim of the Ancient Mariner.

After a quick crossing of the Pacific to Guam and Canton where the Speedwell was sold, Shevocke seems to have awakened himself more than double his share of the plunder. His return to England brought charges of piracy and embezzlement, and the publication of his account in 1726 brought charges of libel from his shipmate William Betagh who duly published his own account and rebuttal in 1728. However, Shevocke went on to establish his reputation and died in 1742, age 67, a wealthy man due to his buccaneering.

Alden & Landis 726/192; Barrett 2264; Borra de Marcos II:766; Cowan I pp.211-212; Cowan II pp.38-582; Hill 1537; Howes S-383; Leily California as an Island 156; Sabin 80458; Wagner Northwest Coast 530; Wagner Spanish Southwest 88.
46. **PASCOE THOMAS**

A true and impartial journal of a voyage to the South-seas, and round the globe in his Majesty's ship the Centurion, under command of Commodore George Anson. Wherein all the material incidents during the said voyage, from its commencement in the year 1740 to its conclusion in 1744, are fully and impartially related... Together with some historical accounts of Chili, Peru, Mexico, and the empire of China...

*First Edition* £3,500


PASCOE THOMAS, a mathematical teacher on board the Centurion on George Anson's circumnavigation, like many travellers before and after him, Thomas sought to capitalise on what he had seen by publishing his experiences in subscription, thereby increasing both his risk and profit in publishing. A scarce account of Anson's voyage to harass Spanish shipping along the west coast of South America in 1740-43, concluding with the capture of a Manila galleon carrying £400,000 in treasure. Includes several historical accounts of Chili, Peru, Mexico, and the empire of China. "PASCOE THOMAS kept a full and faithful daily journal of the incidents of this important four-year voyage. Included are a very interesting list of subscribers who paid £3 each for a copy. Includes an account of the treasure taken from the 'Nuestra Señora del Buono Carmella.' This account of the voyage prefaces the publication of the official account of Lord Anson's voyage by three years" - Hill.

The final sentence concludes superbly that the 'sight of so many dead men and their blood is a very great discouragement to the survivors.' Given that Anson's voyage was tragic in many ways (the loss of all but one of the six ships, and of more than half of his men), the account called for a restrained narrator. As well as the description of the treasure, the appendix discusses the dimensions of the ships, the motions of a comet seen on the coast of Mexico and tables of longitudes and latitudes.


47. **GEORGE VANCOUVER.**

A Voyage to the North Pacific Ocean, and round the world...performed in the years 1790, 1791, 1792, 1793, 1794, and 1795, in the Discovery sloop of war, and armed tender Chatham...

*First Edition* £25,000

London: Printed for G.G. and J. Robinson, and J. Edwards, 1798. First Edition. Three quarto volumes (301 x 239 MM.) plus Folio atlas volume (560 x 430 MM), text volumes in contemporary full polished calf, Folio atlas uniformly bound in contemporary half calf over marbled boards, [8], [10], 504; [10], 505, [3, errata] pp. Eighteen engraved plates, one of which is a map in the text and Ten folding maps and six plates of profiles in the atlas volume. Complete with half-titles and errata.

George Vancouver was midshipman on board HMS Resolution, Cook's second voyage, and also accompanied Cook's third voyage on board the Discovery. In 1790 Vancouver was given command of the Discovery to take possession of Nootka Sound and to chart the coasts. The voyage was mounted as a 'grand-scale expedition to reclaim Britain's rights, resulting from the Nootka Convention, at Nootka Sound, to thoroughly examine the coast north of 60° in order to find a possible passage to the Atlantic (North-West Passage); and to learn what establishments said powers possessed by themselves.' This voyage became one of the most important ever made in the interests of geographical knowledge. Vancouver sailed by way of the Cape of Good Hope, Australia, where he discovered King George's Sounds and Cape Cook, then to New Zealand, Hawa'i, and the Northwest Coast of America. In three seasons' work Vancouver surveyed the coast of California, visited San Francisco and San Diego; (all other Spanish settlements in Alta California; settled the necessary formalities with the Spanish at Nootka; investigated the Strait of Juan De Fuca; discovered the Strait of Georgia; circumnavigated Vancouver Island; and improved the existence of any passage between the Pacific and Hudson Bay."

"His voyage is important not only for the magnificent charts and splendid views that accompanied it, but also for the valuable and extensive amount of information that it provided on the Indian tribes, and the physical features of the countries that he visited. It is one of the 'classics' of late eighteenth-century geographical literature" (Howell). "Of all modern exploring voyages to the Pacific those of Cook, La Perouse and Vancouver were the most important." (Hill) (Howe, f. 655. Graff 4456. Hill 4, 7, 303. Howes V13. Sabin 90443. BB 64761.)
48. LIONEL WAFER

A new Voyage and description of the Isthmus of America. Giving an account of the author’s sojourn there, the form and make of the country, the coasts, hills, rivers, &c., woods, soil, weather, &c., trees, fruit, beasts, birds, fish, &c., the Indian inhabitants, their features, complexion, &c., their manners, customs, employments, marriages, feasts, hunting, computation, language, &c., with remarkable occurrences in the South-Sea and elsewhere.

First Edition

London, printed for James Knapton, 1699. With engraved folding map, and 3 engraved folding plates, pp. [8]. 224. [16], full polished contemporary calf gilt.

£3,500

LIONEL WAFFER (1640-1705) Welsh explorer, buccaneer and privateer.

A ship’s surgeon, Wafer made several voyages to the South Seas and visited the Malys Archipelago in 1676. The following year he settled in JAMAICA to practice his profession. In 1679, however, two noted buccaneers named COOK and LINN convinced him to become a surgeon for their fleet.

In 1680, Wafer met William Dampier at Cartagena and joined in a privateering venture under the leadership of Bartholomew Slaye.

After a quarrel during an arduous overland journey, Wafer was marooned with four others in the Isthmus of Darien, where he stayed with the Cuna Indians. He spent his time gathering information about their culture, including their shamanism and a short vocabulary of their language. He also studied the natural history of the Isthmus. The following year later, Wafer left the Isthmus, promising to return and marry the chief’s sister and bring back dogs from England. He fooled the buccaneers at first as he was dressed as an Indian, wearing body-paint and ornamented with a nose-ring. It took them some time to recognize him. Wafer reunited with Dampier, and after privateering with him on the Spanish Main until 1688, he settled in Philadelphia. By 1690 Wafer was back in England. In 1695 he published A New Voyage and Description of the Isthmus of America, describing his adventures. It was translated into French (1706), German (1759), and Swedish (1780). The Darien Company hired him as an adviser when it was planning its settlement on the Isthmus in 1698.

Sabin 100940; Hill 313-314; Wing W193; European Americana 699:223; Field 1617
LIONEL WAVER

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By 1690 WAVER was back in England. In 1695 he published this work A New Voyage and Description of the Isthmus of America, describing his adventures. This second edition was enlarged and published in 1704. It was translated into French (1706), German (1759), and Swedish (1789). The Darien Company hired him as an adviser when it was planning its settlement on the Isthmus in 1698.

Engraved Heraldic Bookplate of James, Earl of Derby, Lord of Man & Ye Isles, 1702.
Sabin 100940; Hill 313-314; Wing w193; EuroPeAN AMeRICANA 699/223; Field 1617

LIONEL WAVER (1640–1705) Welsh explorer, buccaneer and privater.

A new voyage and description of the Isthmus of America. Giving an account of the author’s abode there, the form and make of the country, the coast, hills, rivers, &c., woods, soil, weather, &c., trees, fruit, beasts, birds, fish, &c. The Indian inhabitants, their features, complexion, &c., their manners, customs, employments, marriages, plants, hunting, computation, language, &c. With remarkable occurrences in the South-Sea and elsewhere. To which are added, The natural History of those parts, of a Fellow of the Royal Society and DAVIS’S expedition to the Gold Mines, in 1702.

Second and Enlarged Edition
London: Printed for James Knappton, 1704. With engraved folding map, and 3 engraved folding plates, full polished contemporary handelled calf gilt. Some restoration but a very nice copy. £3,500
In 1684, most colonial trials came to a halt when the English government decided that the colonies did not have jurisdiction to try any piracy cases. The 1686 statute authorized colonial officials to ship accused pirates and witnesses to England to attend trial. Since a great deal of piracy took place in and around England's distant colonies, the Odyssey at Sea Act left a serious impediment to effectively dealing with sea bandits. As a later law read: "[T]here have been found by Experience, that Persons committing Piracies, Robberies and Felonies on the Seas, in or near the East and West Islands, and in Places very remote, cannot be brought to condign Punishment without great Trouble and Charge in sending them into England to be tried within the Realm." This proved impractical, expensive and other than a few cases, i.e., Captain Quinby, the practice of appealing for trial in London was adhered to until this important document was produced and the act was passed.

This document was created by Richard West to address the problems with earlier acts in the late 17th century that allowed pirates to escape prosecution due to various legal loopholes.

The creation of regular colonial courts with the authority to try pirates proved to be a tremendous boon to the government's assault on sea robbers. Parliament originally designed the 1700 Act to expire in only seven years. But owing to the great effect it had in permitting the more regular prosecution of pirates, Parliament renewed it several times following the War of the Spanish Succession and made the law permanent in 1720 (this document). The Act for the More Effectual Suppression of Piracy stuck two additional thorns in the side of pirates. First, it treated active pirate sympathizers as accessories to the act of piracy and stipulated the same punishments for these—death and property forfeiture—as for actual pirates. According to the Act: And whereas several evil-disposed Persons, in the Plantations and elsewhere, have contributed very much towards the increase and encouragement of Pirates, Be it enacted by the Authority aforesaid, that all and every Person and Persons whatsoever, who shall either live, or keep any Ship, vessel, cargo or chattels, which shall have been by any such Pirate or Robber piratically and feloniously taken, are hereby likewise declared to be accessory to such Piracy and Robbery, and may be adjudged as the Principals of such Piracies and Robberies. Provenance: Sir Thomas Phillipps collection, MS 31932
WILLIAM WALES & WILLIAM BAYLY.

The Original Astronomical Observations, made in the course of a Voyage towards the South Pole, and Round the World, in His Majesty's Ships the Resolution and Adventure.

First Edition

London: W. and A. Strahan, 1777, 4to (288 x 223mm.), engraved Map and 3 plates, all folding or double-page, contemporary Russian gilt, restored. £25,000

William Wales and William Bayly were appointed by the Board of Longitude to accompany James Cook on his second voyage of 1772–75, with Wales accompanying Cook aboard the Resolution. Wales' brother-in-law Charles Green, had been the astronomer appointed by the Royal Society to observe the 1769 transit of Venus and had died during the return leg of Cook's first voyage.

The primary objective of Wales and Bayly was to test Larcum Kendall's K1 chronometer, based on John Harrison. Wales compiled a log book of the voyage, recording locations and conditions, the use and testing of the instruments entrusted to him, as well as making many observations of the people and places encountered on the voyage. The Original Astronomical Observations was published at the expense of the Board of Longitude.

Following his return, Wales was commissioned to write the official astronomical account of Cook's first voyage in 1778. Wales sailed with Cook on all three of his voyages. He became master of the Royal Mathematical School at Christ's Hospital and was elected a fellow of the Royal Society in 1776. Amongst Wales' pupils at Christ's Hospital were Samuel Taylor Coleridge and Charles Lamer. He was nominated by the first Lord of the Admiralty, Earl Spencer, and his appointment confirmed 5 December 1795. He was appointed as Secretary of the Board of Longitude in 1795, serving in that position until his death in 1798.

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Corneille Wytfliet


A Douze Aux Despens de François Fabre, 1667. Second French Edition, Folio (307 x 204mm), 3 parts in one volume, with 3 engraved title-pages and 19 double-page engraved maps, contemporary limp vellum. £20,000

The first Atlas devoted solely to the Americas. This atlas was first published in 1597. The maps in this second French edition are printed from the same copper plates. Wytfliet's maps are the first or among the earliest to describe specific regions of North and South America. In line with contemporary tradition, the accompanying text describes the geography, natural history and ethnography of the entire continent. Based on decades of explorations, the atlas provides historical views of so many well-known voyages by world-famous explorers, as well as of the second level of discoverers such as Diego Velázquez. These maps reflect the state of geographical knowledge at the critical historical juncture between the age of discovery and the period of exploration and colonization. Wytfliet was the secretary to the council of Brabant where he was informed of the latest developments in exploration and discovery.

The second part of the work, relating to the Oriental Indies, is new, occupies 22 pages, and is written by Giovanni Antonio Magini and other historians. It has been conjectured (see European Americana, Phillips, et al.) that the second part, which mentions Cabral's discovery of Brazil, perhaps derives from Giovanni Antonio Magini's commentaries on Ptolomy's Geography...libri octo (first published at Venice in 1596).