

PIRATES & BUCCANEERS

A CATALOGUE OF RARE BOOKS, MAPS AND MANUSCRIPTS



BRUCE MARSHALL RARE BOOKS

FOYERS, 20 GRETTON ROAD, GOTHERINGTON
CHELTENHAM, GLOS. GL52 9QU
ENGLAND, UK

TEL. +44(0) 1242 672997

e-mail: info@marshallrarebooks.com

website: www.marshallrarebooks.com





*Habes Lector candidè scriptis ac munitis Ducus Drake ad Finem suum Imagines
iste terrarum orbe, duorum annorum, et mensium decem spatio, Zephyris fauoribus
tibus circumducto. Angliam sedes proprias. 4. Cal. Octobr. anno à partu Vir-
nis 1520 reuifit cum antea portu solufset Id. Decem. anni. 1577.*

A Comprehensive Collection of Books, Maps and Manuscripts concerning Piracy & Buccaneersing

The exciting and dangerous life of Pirates and Buccaneers is recognised in book and film but there is little mention of the discoveries and exploration that was made by many of these Pirates 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 and careened 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 important 'Collection of Voyages'; Ravenau de Lussan; a few notable works concerning George Anson's ill-fated voyage that was saved from disgrace by the capture of the treasure ship the 'Manilla Galleon'; First edition of Drake's works; A very scarce 16th century manuscript about Drake's crew who had escaped from a Spanish Jail in Mexico; Captain Kidd's trial recorded in numerous works; 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, A fine English Globe by Morden & Berry displaying the voyages of Drake & Cavendish. Most of these works illustrated with maps and views, concerning the latest

discoveries mainly in the South Seas.



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1. ACTS OF PARLIAMENT

An Act to amend an Act made in the Eleventh Year of the Reign of King William the Third, intituled, An Act for the more effectual Suppression of Piracy.

Anno Regni GEORGII REGIS Magna Britannia, Francia, & Hibernia, DECIMO OCTAVO. At the Parliament Begun and Holden at Westminster, the First Day of December, Anno Dom. 1741. In the Fifteenth Year of our Sovereign Lord GEORGE the Second, by the Grace of God, of Great Britain, France, and Ireland, King, Defender of the Faith....

FIRST EDITION, [2], 659-662, woodcut coat of arms on title, woodcut floriated initial, text in black letter, unbound, slight toning, folio (320 x 200mm), London, Thomas Baskett, 1745
£850

An Act published in Public General Acts 1744-1745. This work is an amendment to the extremely effective 1700 "An Act for the more Effectual Suppression of Piracy", passed during the Golden Age of Piracy. The Act was responsible for the creation of regular colonial courts with the authority to try pirates, proving 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 1719. The Act for the More Effectual Suppression of Piracy stuck two thorns in the side of pirates. First, it treated active pirate sympathisers as accessories to piracy and stipulated the same punishments for them as for actual pirates - death and property forfeiture. Second, the law encouraged merchantmen to defend themselves against pirate attacks by providing them a reward "not exceeding two Pounds". Since the Act was passed it has been strengthened several times. The 1745 Amendment bolstered the act by including anyone of British nationality working as a Privateer for France or Spain be tried under a felony with the same punishments as those for pirates. Being tried for a felony, rather than high treason, creates a stronger case for the prosecutors being less subjective than High Treason.

[ESTC: N52063. AMERICAN UNIVERSITY LAW REVIEW: Vol. 59 p1221-1222]

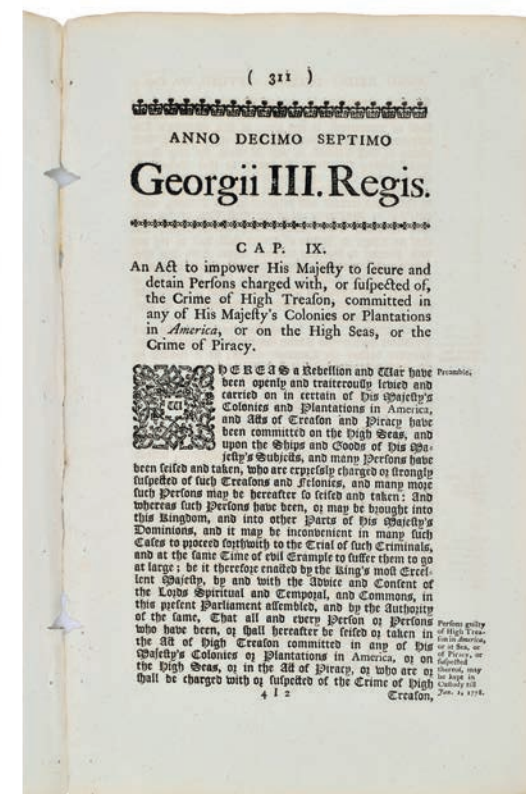
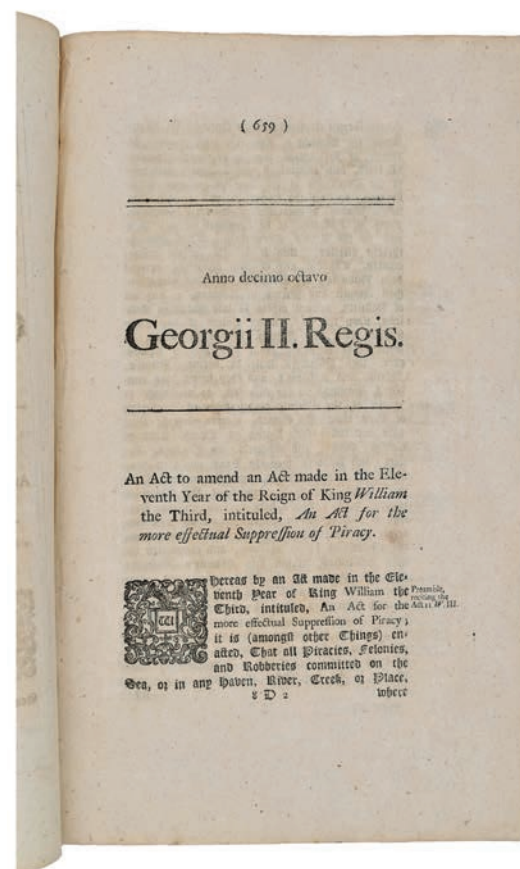
2. ACTS OF PARLIAMENT

An Act to Impower His Majesty to Secure and detain Persons charged with, or suspected of, the Crime of High Treason, committed in any of His Majesty's Colonies or Plantations in America, or on the High Seas, or the Crime of Piracy

Anno Regni GEORGII III REGIS Magnae Britanniae, Franciae, & Hiberniae, DECIMO SEPTIMO. At the Parliament Begun and Holden at Westminster, the Twenty-ninth Day of November, Anno Domini 1774, in the Fifteenth Year of our Sovereign Lord GEORGE the Third, by the Grace of God, of Great Britain, France, and Ireland, King, Defender of the Faith....

FIRST EDITION, [2], 311-312, woodcut coat of arms on title, woodcut floriated initial, text in black letter, unbound, folio (320 x 200mm), London, Charles Eyre and William Straham, 1777
£850

One of the most important and historic British Acts, directly related to the conduct of the British throughout the American Revolution and their treatment of American prisoners. From Public General Acts 1776-1777, it required magistrates to hold anyone who had been charged with or suspected of having committed treason in the American colonies or high seas to be held in custody without bail or trial until 1 January 1778.



This was published following the Declaration of Independence. It declares America to be in a state of "Rebellion and War", and allows the prosecution of High Treason Charges without trial. Any participation in or support for the Revolution was considered treason against Great Britain.

The Act was due to expire on 1st January 1778, but this was extended annually to 1 January of each successive year until 1 January 1783, when it was finally allowed to expire.

A Very Important and Scarce Act.
[ESTC: N57668]



3. ANSON, GEORGE AND WALTER, RICHARD

VOYAGE ROUND THE WORLD In the Years MDCCXL, I, II, III, IV.

FIRST EDITION, FIRST ISSUE, [34], 417, [3]p., 42 engraved folding maps and plates, list of subscribers, final leaf of directions to the binder, occasional light foxing and offsetting, pp. 319 misnumbered as 219, contemporary catspaw calf, boards twice ruled in gilt, handsomely rebacked, spine gilt, red morocco label, 4to, London, for the Author by John and Paul Knapton, 1748
£3,500

A MASTERPIECE OF DESCRIPTIVE TRAVEL - Hill

First edition of the most popular book of maritime adventure in the eighteenth century. This can be identified as the first of two issues by a misprinted page number (219 instead of 319) and the fact that the engraved plates are all in an early state before the addition of their identifying numbers. The narrative was based on Anson's own journal, along with notes by Richard Watler who was chaplain on the ship *Centurion*.

George Anson entered the Navy during the War of Spanish Succession and spent the next decade rising through the ranks until 1722 when he was promoted to Commander and given command of the small 8-gun HMS *Weazel*. Anson's orders were to suppress smuggling between Britain and Holland, a task he swiftly and effectively performed. In recognition of his efforts he was promoted to the rank of post-captain in February 1723 and given command of the 32-gun HMS *Scarborough* with orders to escort British merchant convoys from the Carolinas. Between 1728-36 he transferred three times in succession before being promoted to Commodore in 1737. With the 60-gun HMS *Centurion*, he took command of a squadron sent to attack Spanish possessions in South America at the outset of the War of Jenkins' Ear.

The work details Anson's circumnavigation which occurred during the War of Jenkins' Ear between Britain and Spain. The purpose of the expedition was for Anson's fleet to intercept Spanish ships and seize their cargo from the New World.

After setting off later than planned, Anson's squadron encountered successive disasters. Two of his ships failed to round Cape Horn and another was wrecked off the coast of Chile. Anson lost half of his ships and two thirds of his men before reaching the South Pacific Islands. However, he was able to harass and sack the Spanish port of Paita in Peru. The crews were decreased due to scurvy so Anson consolidated the remaining crew in the *Centurion*. Despite his losses Anson was determined to seize the treasure galleon that made the annual voyage from Acapulco to Manila. Laden with Peruvian silver, she was the "Prize of all the Oceans". In June 1743 Anson intercepted the *Nuestra Señora de Covadonga*, and in a 90-minute action forced her surrender. After refitting at Canton he returned home the next year to find himself compared with Drake, and his exploits with the long-remembered feats of arms against the Spain of Philip II. The casualties were forgotten as the public celebrated a rare triumph in a drab and interminable war. The prize money earned from the capture of the galleon made Anson a rich man for life and brought him considerable political influence.

In 1748 the authorised account was published under Richard Walter, and has formed the basis of all accounts of Anson's Voyage since. The work was a great success; the epitome of adventure for the eighteenth-century reader. It was translated into several European languages and stayed in print through numerous editions for many years.

[ESTC: T89475, Hill pp. 317-8; Sabin 1625]



4. [ANSON'S VOYAGE] BULKELEY, JOHN & JOHN CUMMINS

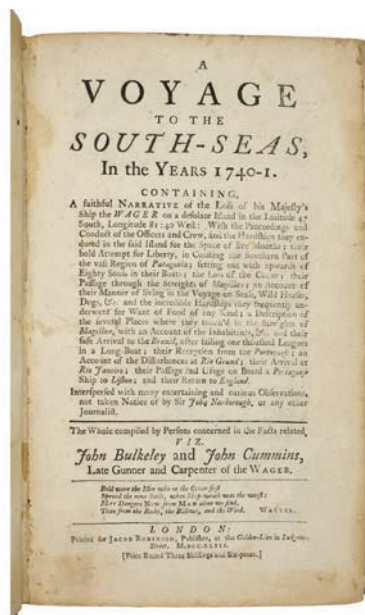
A Voyage to the South Seas, in the Years 1740-1. Containing A Faithful Narrative of the Loss of His Majesty's Ship the Wager on A Desolate Island.

FIRST EDITION, half calf gilt over old marbled boards, Jacob Robinson, London, 1743
£3,000

First edition of one of the classic stories of shipwreck survival.

"The Wager was wrecked on a desolate island off the coast of Chile in circumstances in which all discipline vanished. Amid scenes of defiance and violence most of the crew mutinied, and split into groups to attempt their escape. Led by the gunner, the largest of these groups made a small-boat voyage through the Straits of Magellan that stands as a remarkable feat of seamanship". (Williams p-3).|] This book is one of the main accounts of the wreck of the Wager off the Southern coast of Chile after passing through the Straits of Magellan. The ship was part of Anson's fleet which was on its way to harass the Spanish. The gunner, John Bulkeley, and the carpenter, John Cummins, conducted the mutinous part of the crew until they arrived safely in Rio de Janeiro." (Hill p-30). The concluding voyage to England lasted almost two years. Bulkeley eventually travelled 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, one as here giving the authors' names on the title-page and the other anonymously published. Alden, 'European Americana', 743/40; Hill, 210; James Ford Bell, B603; Sabin, 9108.



5. [ANSON'S VOYAGE] CAMPBELL, ALEXANDER

The Sequel to Bulkeley and Cummins' Voyage to the South-Seas: or, the adventures of Capt. Cheap, the Hon. Mr. Byron, Lieut. Hamilton, Alexander Campbell, and others, late of his Majesty's Ship the Wager, which was wrecked on a desolate Island ... in the South-Seas, anno 1741. Containing a faithful narrative of the unparallel'd sufferings of these gentlemen, after being left on the said Island by the rest of the Officers and Crew, who went off in a Long-boat. Their deplorable Condition, desperate Enterprizes, and prodigious Distresses, till they fell into the hands of the Indians, who carried them into New Spain, where they remained Prisoners of war, till sent back to Europe... in 1746... By Alexander Campbell, Late Midshipman of the Wager.

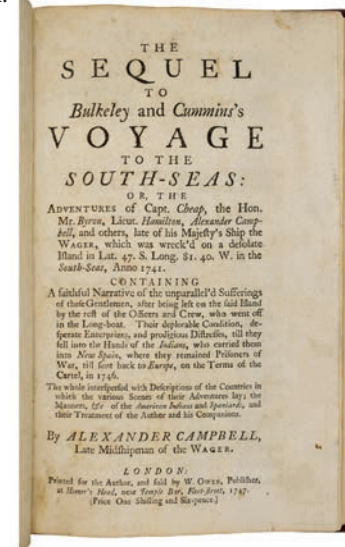
FIRST EDITION, Half calf gilt over contemporary marbled boards, red morocco lettering-piece, rebacked, 8vo, (194 x 122 mm), London: for the author, sold by W.Owen, 1747.
£11,000

FIRST EDITION, VERY SCARCE: An important account from a survivor of the ship Wager, wrecked off the Patagonian coast and vividly described by Campbell. "This work was recalled soon after it was published and suppressed, so that few copies are to be found" (Hill). The present work is a counterblast to the account published by Bulkeley and Cummins in 1743. Fourteen of the crew, including Campbell and Byron, elected to stay with Captain Cheap. They made their way north along the coast of Chile, fell into the hands of Indians, and were turned over to the Spanish authorities.

They finally reached England in 1746" (Hill)

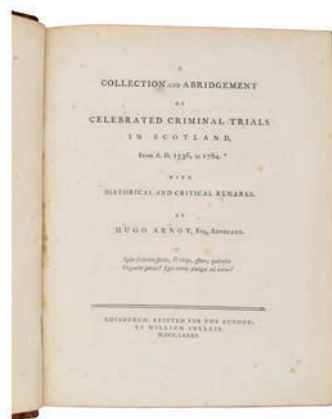
"The Wager was wrecked on a desolate island off the coast of Chile in circumstances in which all discipline vanished. Amid scenes of defiance and violence most of the crew mutinied, and split into groups to attempt their escape. Led by the gunner, the largest of these groups made a small-boat voyage through the Straits of Magellan that stands as a remarkable feat of seamanship". (Williams p-3).|] This book is one of the main accounts of the wreck of the Wager off the Southern coast of Chile after passing through the Straits of Magellan. The ship was part of Anson's fleet which was on its way to harass the Spanish.

Hill 243; Sabin 10205



6. ARNOT, HUGO

A Collection and Abridgement of Celebrated Criminal Trials in Scotland, from A.D. 1536 to 1784. With Historical and Critical Remarks.



FIRST EDITION, list of subscribers, with additional subscribers omitted leaf, contemporary polished calf, rebaked, original spine relaid, red morocco label, bookplate of Henry George Watson to pastedown, 4to, Edinburgh, for the Author by William Smellie, 1785
£350

A fine copy of Arnot's famous work. The book is separated by genre, including sections on treason, murder, piracy, forgery, incest, adultery, blasphemy and witchcraft.

Arnot describes two famous trials of piracy, the first being the 'Trial of Captain Green, Commander of the Worcester, a Ship belonging to the English East-India Company, and of fourteen of his crew, for Piracy and Murder, committed on a Ship and its crew on the coast of Malabar.' This account of what certainly appears to be a miscarriage of justice, was the result of virulent anti-English feeling in Scotland. The unfortunate Thomas Green, Captain of the Worcester, East Indiaman, was forced by bad weather to put into the Forth on his way home. Unlucky for him a Scotch East Indiaman had recently been seized in the Thames and Green's vessel was taken as a reprisal. One thing led to another with drunken sailors' words taken as fact, describing Green as a pirate and murderer (of Scottish sailors) and in spite of any lack of evidence beyond hearsay and gossip,



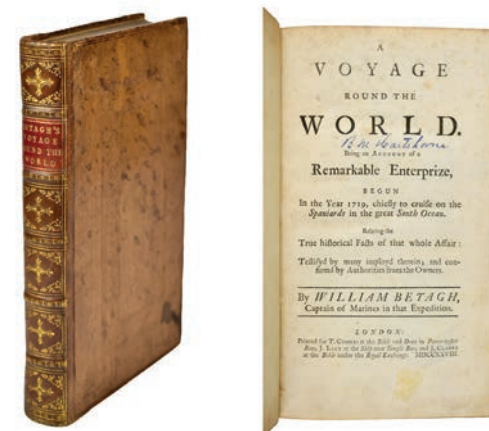
Green was eventually hanged, such was the public sentiment against him. It wasn't long after that the man Green had been accused of killing, Robert Drummond, Captain of the Speedy Return, was indeed reported killed by a member of his crew rescued near Madagascar; but the killer was Jamaican and the crime recent.

The second trial is that of "John Maciver and Archibald Macallum, merchants in Greenock, for sinking and casting away of ships, and piratically relanding and selling their cargoes, after entry in the Customhouse, for the purpose of defrauding the underwriters and the revenue." By today's standards, this would be considered insurance fraud. Maciver and Macallum loaded the vessel 'Endeavour' with valuable cargo, claiming to sail to Nova Scotia in order to sell it. They insured the cargo in both Glasgow and London for a large sum. While making preparations for the voyage, they smuggled the cargo off the vessel intending to sell it once they returned. Then once out to sea they bored two holes in the bottom of the 'Endeavour', plugging one, and claiming the cargo was taken by an American Privateer. They got several thousand pounds in insurance before they were caught.

In his texts, Arnot was sharp and outspoken, which was met with mixed feelings. This work was so popular it was reprinted several times as well as being pirated in Ireland.

7. BETAGH, WILLIAM

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 imployd therein; and confirmed by Authorities from the Owners.

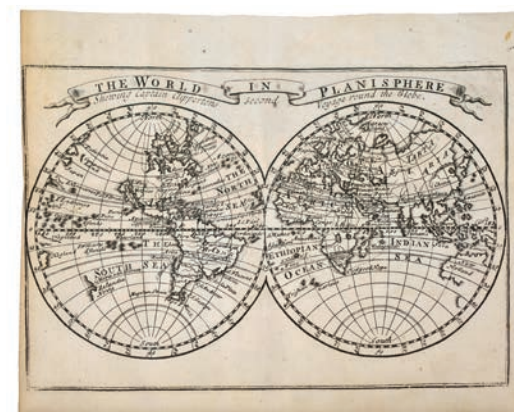


FIRST EDITION, Contemporary tan calf gilt, with a folding engraved map of the world, London, for T.Combes,J.Lucy and J.Clark 1728
£5,500

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, feeling that it is a deception, and his conduct an indignity to his country and to Captain John Clipperton. 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. Clipperton Island, off the west coast of Mexico, was discovered and named for Captain Clipperton' (Hill).

Borba de Moraes I. p.104; Hill p.25.



8. BLIGH, LIEUTENANT WILLIAM

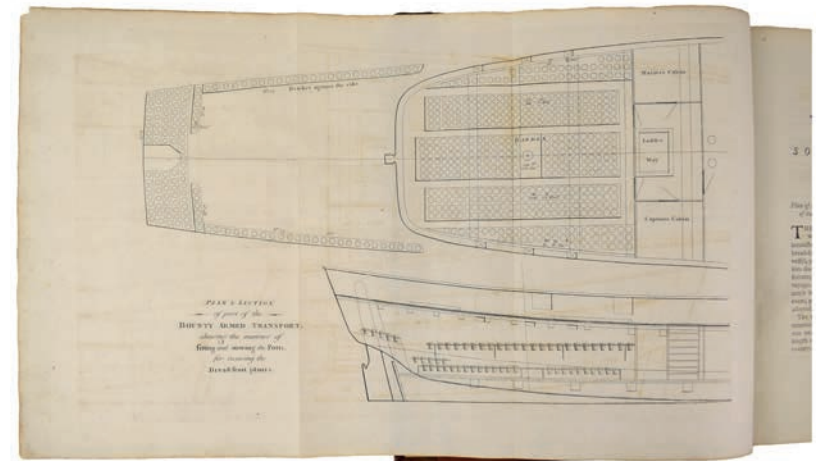
A Voyage to the South Sea, undertaken by command of His Majesty, for the purpose of conveying the bread-fruit tree to the West Indies, in His Majesty's Ship the Bounty ...including an account of the mutiny on board the said ship, and the subsequent voyage of part of the crew.

London: George Nicol, 1792. 4to, Contemporary tan calf, spine with gilt pedestals within wreaths in the compartments, with 7 plates of plans and charts including a fine engraved oval portrait frontispiece of Bligh by Conde after Russell, 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).

£9,000

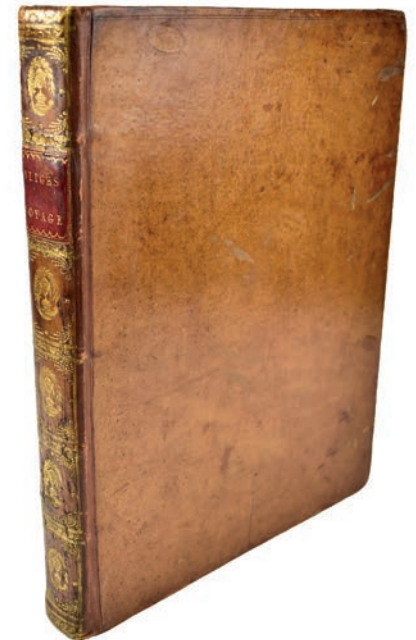
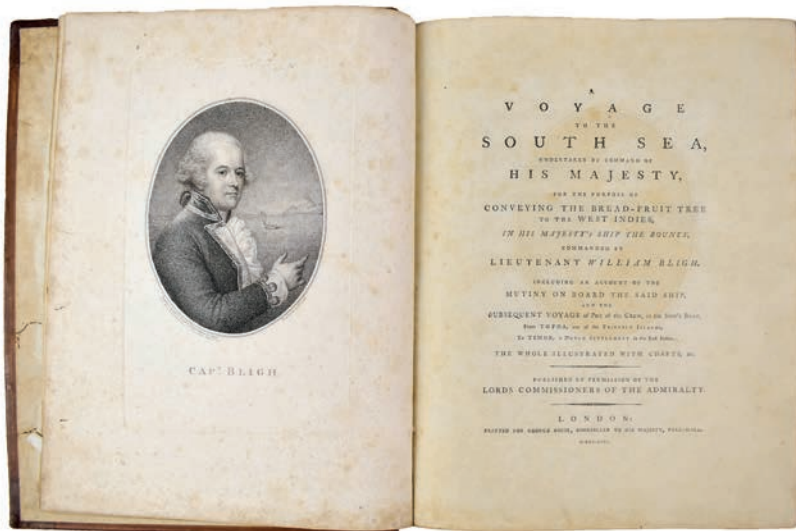
RARE FIRST EDITION OF ONE OF THE MOST FAMOUS SEA TALES IN ALL OF MARITIME LITERATURE.

On their way to introduce the bread-fruit as a cash crop to the West Indies from the South Sea Island, "Bread-fruit Bligh" and eighteen of his crew were set 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 demoralised 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 acclimatisation in the British West India islands, having been accomplished, Bligh set out on his voyage thither. 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 he, with eighteen of his crew, were overmastered and cast adrift in an open boat, only twenty-three feet long, and deeply 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)

Sabin 5910; Hill 135; Howgego, I, B107



9. BLIGH, LIEUTENANT WILLIAM

A Narrative of the Mutiny on board his majesty's ship Bounty; and the subsequent voyage of part of the crew, in the ship's boat, from Tofoa, one of the Friendly islands, to Timor, a Dutch settlement in the East Indies.

London, Printed for George Nicol, Bookseller to his majesty, Pall-Mall, 1790. Large 4to. IV, 88 pp. Old half calf over paper boards, Large folding chart of the track by the Bounty's launch from Tofoa to Timor by William Bligh 1789, a copy of the draught from which the Bounty's launch was built, chart of the Bligh's Islands, which includes also a chart of the northern part of the New-Hebrides and a chart of the north-east coast of New Holland.

The original story of the most famous mutiny.

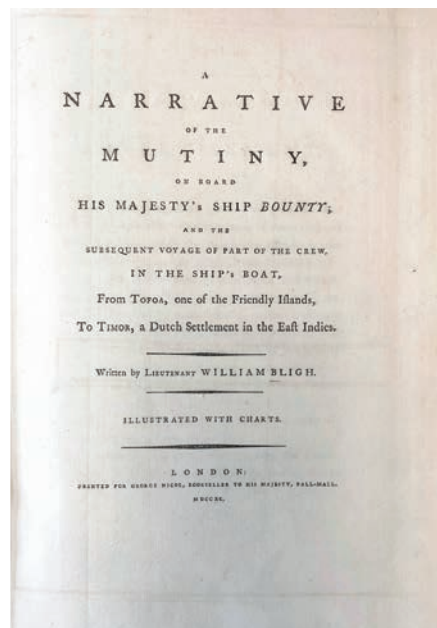
£9,000

Rare First Edition of the English naval officer William Bligh's (1754 - 1817) account on the Mutiny of the Bounty.

In 1787, at the instigation of Sir Joseph Banks (1743 -1820) the English naturalist and traveller and inspiration behind many of the British voyages and discoveries of the late eighteenth century and the famous Lord Sydney, Bligh was sent off to the Pacific for the purpose of introducing bread trees from the south sea islands to the West Indies as cheap food for the slaves. The bread trees were first seen by Captain James Cook at Tahiti. Lord Sydney was responsible for the first settlement in Australia. They first landed at Botany Bay, but that area was not suitable as a settlement, so they moved north to Port Jackson, one of the best natural harbours in the world. That is where they settled and later named it Sydney after Lord Sydney, who was also responsible for sending the first ships of convicts to Australia.

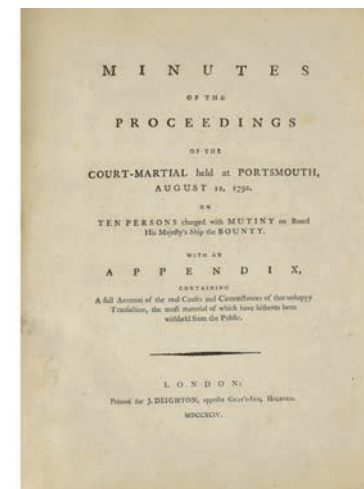
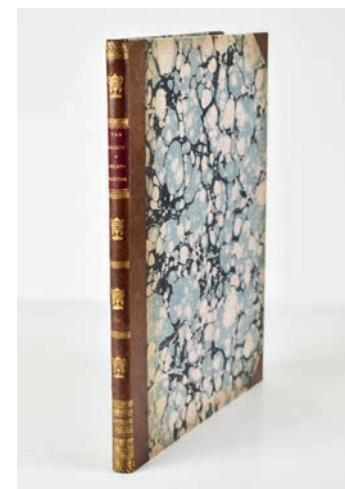
After spending five months in Tahiti, Bligh sailed west to the Tonga group. It was there that on the morning of April 28th, 1789, the famous mutiny and the capture of the Bounty took place. It was led by the master's mate Fletcher Christian and 12 crew members who captured Bligh and 18 of his supporters and set them adrift in the ship's 23-foot launch. Bligh then made one of the most heroic voyages in history. They sailed to Tofoe where the natives were very hostile. Bligh and his men were lucky to get away with only the loss of one man. They then sailed in 48 days to Timor without loss of life; however, three men died after they arrived at Batavia. What is not so well known is that in the course of this dangerous and adventurous journey Bligh took the opportunity to chart and name parts of the unknown north-east coast of New Holland as he passed along it. The map Bligh made is also present in this printed narrative. In 1790 Bligh returned to England where he presented his report of the mutiny to the Admiralty. Captain Edward Edwards was sent on the Ship Pandora to search for the Bounty Mutineers. When the Pandora arrived in Tahiti they found 14 crew members, who gave themselves up immediately. Two other crew members had apparently been murdered. All the captured men were put in a cage on the deck of the Pandora. The Pandora shipwrecked on a reef near Australia and ten of the fourteen Bounty crewmen escaped with the Pandora crew, four drowned in their chains. The surviving Bounty crewmen were tried in court in England in 1792. Three were found guilty of mutiny and were hanged. The others were declared innocent and released.

Howego B107; Sabin 5908a; Wantrup p. 128-29, 61; Ferguson, 70.



10. BLIGH, LIEUTENANT WILLIAM

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, 4to, old half calf, marbled boards, red morocco gilt label, rebacked, London: J. Deighton, 1794.

£25,000

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. Hill states that only a few copies were printed for distribution 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 vindicating his brother at my expense." Christian had represented his brother Fletcher as a tormented romantic figure, which did much to fix for posterity the perception of Bligh as a brutal authoritarian. The court-martial of the ten mutineers was held aboard the H.M.S. Duke, with Lord Hood presiding over a panel of twelve captains. Of the ten men tried, Joseph Coleman (armourer), Thomas McIntosh, Charles Norman (carpenter's mates), and Michael Byrn (able seaman) were acquitted. Bligh had singled out the first three as loyalists but as there was no more room in 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 seaman Thomas Ellison, John Millward and Thomas Burkett were found guilty and condemned to death. Heywood and Morrison were later given royal pardons; and Muspratt was acquitted owing to the fact that certain evidence had not been entered at the time of the court-martial. Only Burkett, Ellison, and Millward were hanged.

This copy is annotated in a contemporary hand on p.5 with the fate of "the people who remained on the ship", and in three different places the same single derogatory word to describe Bligh has been erased.

The work elicited Bligh's 'An answer to certain assertions contained in the appendix to a pamphlet, entitled 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 (1795) *Ferguson I, 175; Hill 1162.*

11. [AMERICAN REVOLUTION] BRITISH ADMIRALTY

A Commission "To Mr John Ballett, hereby appointed Commander of His Majesty's Sloop the Otter"

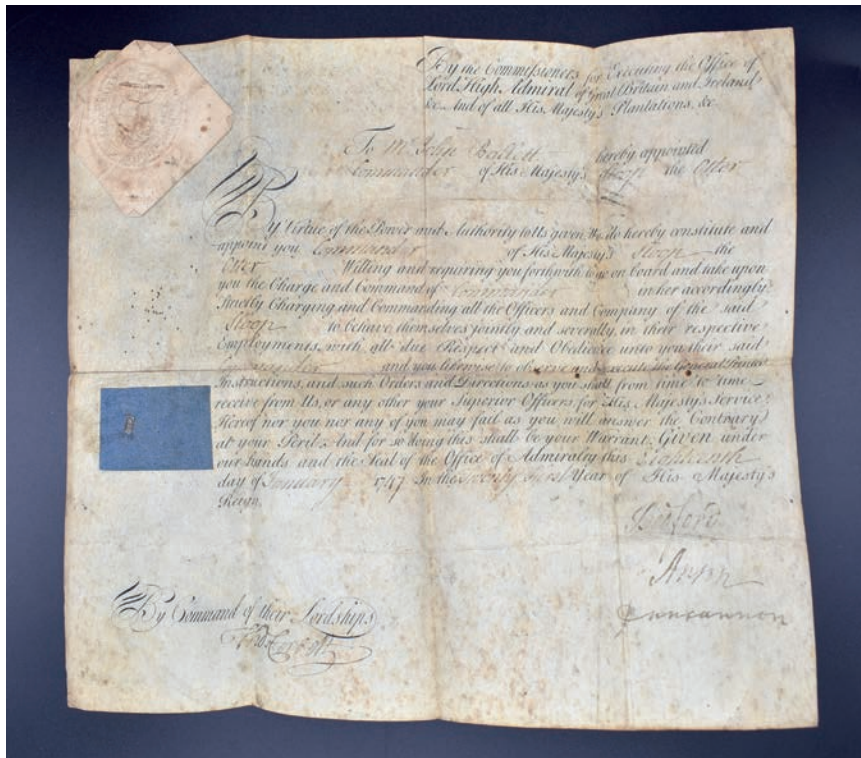
A printed and manuscript commission on parchment, appointing John Ballett as commander of H.M.S. Otter, three blind stamped seals, signed by Secretary to the Admiralty Thomas Corbett, along with Bedford, Arton and Duncannon, mailing folds, ink aged, age related soiling, 280 x 315mm, 18th January, 1747
£1,250

A commission from the King George's War, (1744-48), the inconclusive third struggle between France and Great Britain for mastery of the North American continent.

In the summer of 1748 several Spanish and French privateers caused panic among the British colonists by cruising off the mouth of the Delaware Bay a year after a French privateer who had entered Delaware Bay succeeded in the capture of several vessels. The H.M.S. Otter, under command of Captain Ballett, was ordered to engage a Spanish ship carrying an escaped prisoner of war. However the Otter was unable to pursue the privateer due to the damage received from a large French ship the sloop had recently encountered.

After four years the warring parties were tired of the costly and vain struggle. Receiving little effective military aid from either mother country, the war came to an end when France and Great Britain signed the Peace of Aix-la-Chapelle (1748). The territories conquered during the war were restored, but important colonial questions failed to be resolved.

[*Britannica*, "King George's War", *Ashmead: History of Delaware County*, pp.32-33]



12. BURNEY, JAMES

A Chronological History of the Discoveries in the South Sea or Pacific Ocean.



FIRST EDITION, 5 volumes, 28 engraved maps (16 folding), and 13 engraved plates, 4to (300 x 235mm), full polished calf gilt, spines gilt in compartments, London Printed by Luke Hansard, and sold by G. and W. Nicol. 1803-1817
£11,000

"The most important general history of early South Sea discoveries, containing practically everything of importance on the subject; collected from all sources, with the most important remarks concerning them, by Captain Burney, who was a great authority on the subject. **Many of the early voyages to California would be inaccessible were they not herein collected.** Burney accompanied Captain Cook on his second and third voyages. His access to the London literary world served to enhance the style of his great work, in which he carried the story of Pacific discovery from its beginnings through the period just prior to Cook's first voyage" (Hill).

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 work displays "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, pp. 40-41; Hocken, pp. 30-34; O'Reilly-Reitman, 104; Sabin, 9387



13. [CAREY, THOMAS [COMPILER]]

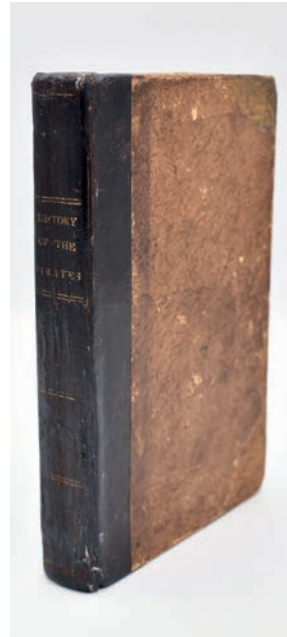
The History of The Pirates, Containing the Lives of Those Noted Pirate Captains, Misson, Bowen, Kidd, Tew, Halsey, White, Condent, Bellamy, Flyy, Howard, Lewis, Cornelius, Williams, Burgess, North and their Several Crews. Also an Account of the Piracies and Cruelties of John Augur, William Cunningham [...] who were tried, condemned and executed at Nassau, New-Providence, on the 12th of October, 1718. To Which is added, a Correct Account of the Late Piracies Committed in the West Indies; and the Expedition of Com. Porter.

FIRST EDITION, wood engraved frontispiece, contemporary ownership inscription (reads "Gilman Richardson") to front free endpaper, light spotting throughout, contemporary printed boards, quarter black calf, title in gilt to spine, 8vo, Haverhill, Mass., Thomas Carey,

1825
£850

Scarce First Edition of the popular history of pirates operating during the Golden Age of Piracy in the West Indies. The work is based on Captain Johnson's wildly successful 1724 book *A GENERAL HISTORY OF THE ROBBERIES AND MURDERS OF THE MOST NOTORIOUS PYRATES*, which launched some of the most notorious pirates into infamy. Most of this collection is devoted to tales of American piracy of the late 17th and early 18th centuries; with an account of more recent acts of piracy added to the end of the work, along with descriptions of their trials and executions.

This work was very popular as seen by the many re-prints.



14. [PIRACY BROADSIDE] CHARLES I

BY THE KING. A Proclamation prohibiting the buying or disposing of any the lading of the Ship called the SANCTA CLARA, lately brought into South-Hampton

Folio. 340 by 230mm. Single leaf as issued, paper loss to upper left corner, small tear with no loss of text, edges creased, folded. Inscribed on verso. Large historiated woodcut initial and Royal crest. Oxford, [Leonard Lichfield], [1643].

£2,500

A proclamation prohibiting the sale or disposal of valuable goods including silver and cochineal from the Spanish ship *Sancta Clara* pending an investigation into their lawful ownership. The proclamation's inception came at the behest of Don Alonso de Cardenas, King Philip IV of Spain's Ambassador to London. De Cardenas addressed the King in a speech given at Court at Oxford, and this proclamation was the immediate result. The *Sancta Clara* was the victim of an act of piracy whilst traversing the dangerous trade routes between the Spanish main and Europe. The pirate in question is the otherwise seemingly unknown captain Bennet Strafford, who along with his associates is accused of unlawfully seizing the vessel in Santo Domingo before bringing her back to Southampton in order to disperse the plundered booty. The inclusion of cochineal in her cargo would strongly indicate that the *Sancta Clara* had set off from Mexico before being waylaid at a Spanish port in the West Indies. Often overlooked for more glimmering bounties like silver and gold, the dyestuffs produced from indigenous Central American flora and fauna were of great value, and highly sought after in European markets. The proclamation specifically prohibits all persons "to buy, meddle with, or dispose of any part of the said Cochineale".

The fact that the taking of this ship threatened to cause a diplomatic incident between England and Spain, on the eve of the English Civil War, further evinces the value of this commodity. A translation of de Cardenas' full speech was printed the following year with the title "A SPEECH, OR COMPLAINT, LATELY Made by the Spanish Embassadour to his Majestie at Oxford, upon occasion of the taking of a Ship called Sancta Clara." This gives further details of the incident, the severe sanctions threatened by the Spanish crown, and the immediate response of Lords Mawbray and Faulkland, including their disavowal of Bennet Trafford as a member of the King's Navy. OLCL finds copies of this broadside at BL, Huntington and Harvard. ESTC adds Oxford and Eton. *ESTC, R2264402; Madden, 1158; Wing, C2691*





BY THE KING.

A Proclamation prohibiting the buying or disposing of any the lading of the Ship called the SANCTA CLARA, lately brought into South-Hampton.



COMPLAINT having been made unto His Majesty, by Don Alonso de Cardenas Ambassador from the King of Spain, that a Ship called the *Sancta Clara* belonging to the said King and His Subjects, hath been lately treacherously brought to South-Hampton, by one Captain Benmet Strafford and others, from *Sancto Domingo*, the said Ship being laden with Silver, Cochineale, and other Wares and Merchandizes to a very great value; And that the said Ship and Goods, being by the said Ambassador arrested, and the said Benmet Strafford apprehended, whilst a suite for the said Ship and Goods is depending in the Court of Admiralty, the Silver (part of the lading of the said Ship to a very great value) hath been disposed of contrary to Law, without any other security given for the same, then the empty Name of publicke Faith, which without His Majesty cannot (as is well knowne to all the world) be engaged, or if engaged without His Majesty, is not valid, or to be relied on for satisfaction. And it is further complained by the said Ambassador, That the Cochineale, and other Merchandizes formerly sequestered at London and South-Hampton, albeit they are not perishable, but have rather encreased in their Price and Value, are likely to be sold against the Will of those who pretend to be the Owners, (Parties to the suite depending in the said Court of Admiralty) which is alleadged to be apparently against the Rules of Law, and practices of that Court in such Cases. His Majesty well weighing what may be the ill Consequences of such injurious Proceedings, manifestly contrary to the Law, and the Articles of Treaty between the two Crowns; and plainly foreseeing how heavily it may light upon such of His good Subjects; who have Estates in Spain, and how destructive it may prove to the Trade and Commerce of his Subjects and Kingdomes, doth hereby not only expressly Charge and Command the Judge of his Admiralty, and all others whom it may concerne, to proceed in a Buusiness of such Value and consequence, with Care, Expedition, and according to Justice; But doth also expressly prohibit all persons, of what condition soever, upon pretence of any Order or Warrant from one or both Houses of Parliament, or any Authority derived from thence, to buy, meddle with, or dispose of any part of the said Cochineale, or other Goods or Merchandizes belonging to the said Ship, untill the propriety thereof shall be judicially decided and determined, Upon paine of His Majesties high Displeasure, and of being responsible and lyable to payment and satisfaction for whatsoever damage shall happen to any of His Majesties Subjects, whose Goods or Estates shall for that Cause be embargued or seized in Spain.

Given at the Court at Oxford, the second day of January, in the Eighth year of His Majesties Reigne.

God sav: the King.

A 2d. copy of copy of any goods out of Spanish Shippe a yatchman's.
Jan 2-1642.

15. COCKBURN, JOHN

A Journey Over Land from the Gulf of Honduras to the Great South-Sea

FIRST EDITION, viii-349[3], folding map frontispiece showing Central America and the Isthmus of Panama., lower margin of map trimmed without loss, modern speckled calf, a.e.g., 8vo, London, C. Rivington, 1735

£2,500

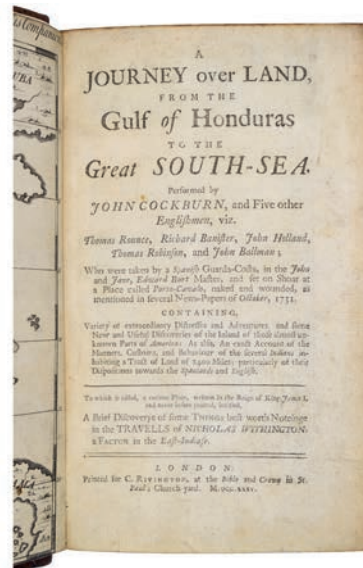
First edition of an important work on Central America, with a first hand account of the pirates Captain Johnson and Poleas.

Cockburn was an English seaman who had sailed to the coast of Central America in 1731. Cockburn's ship was attacked by the infamous pirates Captain Johnson and Poleas off the coast of Jamaica. Johnson was known as a ruthless and bloodthirsty pirate, said to be an excellent shot despite missing a hand. After a five hour battle Cockburn's ship surrendered and Johnson's pirates boarded and looted. Cockburn, Thomas Rounce, Richard Banister, John Holland, Thomas Robinson, and John Ballman found themselves 'naked and wounded', stranded on the shore at Porto-Cavalo. 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.

This story of his marooning, escape, and two-year-long overland journey starting with his capture by Johnson was originally assumed to be fictional due to the severity of the hardships they faced. The account was a best-seller and was to be reprinted three more times before 1800. Today it remains one of the few accounts by foreign travellers through Central America in the first half of the eighteenth century.

An extraordinary account.

[Sabin 14095; Hill 324]



16. COLLINGWOOD (ADMIRAL CUTHBERT, 1748-1810) to DALRYMPLE

Autograph letter to His Excellency Lieutenant General Sir Hew Dalrymple, General Officer Commanding Northern District, and Acting Governor of Gibraltar

Handwritten autograph letter in brown ink, signed "Your most faithful humble servant Collingwood", 4 pp., mailing folds, on-board HMS Ocean, April 25th 1807.

£1,500

A letter written in a neat and legible hand, **in which Collingwood provides Dalrymple with an update on the general political situation in the Mediterranean**, with special reference to the administrations at Tripoli, Algiers, Tunis. "Some vessels which have been spoken with - have said we are possessed of Alexandria - but examining dates, I do not think they could know it - though I hope there is no doubt of that fact" he continues "I believe Algiers will be disposed to peace also - but I doubt Tunis...it has been a practice to give a sort of passport to states with whom Tunis is at war".

Collingwood provides information on the status in general of consuls and vice consuls: 'Of the Vice Consuls I do not believe the Ministers take any cognizances - or trouble themselves about this appointment, they are persons who the Consul appoints to assist him - they have no salary from any person - but in Porte where there is a good trade they are brokers - and have fees from the ships & merchants, where there is no trade, as at Oran they make an income by their wits... since the hostilities began in the Archipelago, a detachment of Turkish troops arrived at Tunis - which does not look favourable to Peace'; Collingwood's substantial letter ends with a reference to Nelson: "That Don Antonio, in whose behalf Genl. Cartenas wrote to you - I understand commanded a Privateer which ... behaved very ill to his prisoners - for which reason I directed him to be sent to England - as I do all privateers men who are taken in the Gib - and the crews of Vessels belonging to Barcelona - until Mr. Geiner an English Merchant is released from his prison in the Castle of Barcelona ... they put him in prison on suspicion of his having corresponded with the fleet - and given Lord Nelson intelligence previous to the war - I applied for his enlargement without affect and have sent a great many more, if they don't entreat for liberty - I shall send a ship very soon to Lisbon - if you have any commands there, and will forward them to me - I will have great pleasure in getting them cleared - I have the honour to be with great esteem Sir your most faithful humble servant Collingwood".

Vice Admiral Collingwood was made Commander-in-Chief, Mediterranean Fleet following the Battle of Trafalgar in 1805, and was tasked with blockading ports to prevent French naval and

merchant activity, from 16 May 1806, serving aboard HMS Ocean, a 98 gun ship of the line. Napoleon responded with the Continental System in November 1806, which attempted to enforce a European trade embargo against Britain to try and weaken her economically. This largely failed as Britain succeeded in smuggling in goods via Spain and Russia (both of which were to be invaded by Napoleon), and developed new markets in the Americas with the support and protection of the British Navy, generally dominant in the Atlantic. Sir Hew Dalrymple (1750-1830) saw action in the 1793 Flanders Campaign against Revolutionary France, was made a Lieutenant-General in 1801 before transferring to Gibraltar in 1806 to serve under General Henry Fox, and was appointed acting Governor of Gibraltar from November 1806 to August 1808.

Dear Sir
I am sorry to find that
with troops left behind at Gibraltar - if I had
suspected it. Captain Lane should have taken her
up - but as am rather anxious that he should
arrive soon at Alexandria - I gave him no
directions about Convey - some reports which
have spoken with - have said we are possessed of
Alexandria - but examining Dates, I do not think
they could know it - though I hope there is no doubt
of the fact -
I received Mr. Longford's letter, concerning
the peaceful disposition of Tripoli - I believe Algiers
will be disposed to peace also - but I doubt Tunis
His Excellency Lieut Genl Sir Hew Dalrymple -

Your most faithful
Humble Servt. Collingwood

and my reason is, there has been a constant bickering by
Mr. Ryland the Consul - upon subjects not very important
in themselves - and as far as I could judge of them the Bey
had the best of the argument - it has been a practice to give
a sort of passport to states with whom Tunis is at war - when
they are retained by his Orders, he refers to his treaty - and
fixing the passport not such as should give protection - and
the persons captured - not such as should be protected - he
keeps them as good prizes - the last subject of complaint was
about a Portuguese girl - who they, taken about 3 years since
and Mr. Ryland was afraid they wanted to convert to the
Mohammedan faith - he seems to be ingenious to find matters
of dispute - and keep up a constant irritation - I suffer by
ways of expense for his diplomatic talents - The Barbary
Councils in general are not even calculated to perform good order -
standing with the power where they are situated - in the selection
of them, this quality is not often to be much considered - they
are generally needy men - who have got through their fortunes and
happen to have connections who have interest to get them a handful
of the Vice Councils, I do not believe the Ministers take
any cognizance - or trouble themselves about this appointment
they are persons who the Council appoints to assist him -
they have no salary from any person - but in Porte where
there is a good trade they are brokers - and have fees from
the ships & merchants - where there is no trade, as at Oran,
they make an income by their wits - or Mr. Toly says -
the Principal Mr. Cartwright (the late Consul at Algiers) was
arrested, amongst other reasons, for correspondence - and
deceiving the power of an enemy's agent - and I suppose
Toly shared the same fate under him - I have wrote
to Mr. Blakeney to return the gentlemen in his irregularities
and I hope he will as far as he can - the Bey is too much
afraid of the Portuguese just now - to do any thing which might
happen our friends to him -
Hamil Roggia has wrote to
me for Convey for a vessel which he is about to load with
gun powder he has sold to the Bey of Tunis - but until
it is known what part the Bey takes - and that he declines
to remain Neutral - his gun powder cannot go to him -
since the hostilities began in the Archipelago, a detachment
of Turkish troops arrived at Tunis - which does not look
favourable to Peace

That Don Antonio, in whose behalf Genl. Cartenas wrote
to you - I understand commanded a Privateer, which took a ship
behind very close to his prisoners - for which reason I
directed him to be sent to England - as I do all privateers
men who are taken in the Gib - and the crews of vessels
going to Barcelona - until Mr. Geiner an English
Merchant is released from his prison in the Castle of Barcelona
he was residing at Rome before the war - and when it com-
menced they put him in prison on suspicion of his correspond-
ing with the fleet - and giving Lord Nelson intelligence previous
to the war - I applied for his enlargement without affect
and have sent a great number of men - and shall send a great
many more, if they don't entreat for liberty -
I shall send a ship very soon to Lisbon - if
you have any commands there, and will forward them to
me - I will have great pleasure in getting them cleared -
I have the honour to be with great esteem Sir your most faithful
Humble Servt. Collingwood

EXTRAORDINARY EARLY MANUSCRIPT CONCERNING DRAKE'S BUCCANEERS

17. CONTRERAS, PEDRO MOYA DE -Inquisitor of New Spain, 1573

Arrest Warrant Issued for the Capture of Two English Pirates for Heresy and a Prison Break.

Pedro Moya de Contreras, Mexico City, 9th day of March, 1573, size 450 x 320mm

SIR FRANCIS DRAKE'S ENGLISH PIRATES

Arrest Warrant For English Pirates Signed By The First Inquisitor of New Spain in 1573
£10,000

Remarkable arrest warrant, signed by the Inquisitor of New Spain, directing the arrest and capture of 5 accused heretics, including two English Pirates, who had recently completed a daring jail break from prison in Mexico City.

This is an official arrest warrant, dated March 9, 1573, ordered by Pedro Moya de Contreras (c. 1528-1591), first inquisitor of the newly founded Mexican Inquisition, addressed to Don Alonso Sánchez de Miranda, Dean of Guadalajara.

Moya de Contreras arrived in New Spain in 1571, as the newly appointed inquisitor, thereafter rising to the office of Archbishop of Mexico City and finally Viceroy of New Spain (1584-1585). This two-fold letter is part of the legacy of the Inquisition in the New World, aimed at ecclesiastical authorities and their flock to raise awareness of the rampant menace of Lutheran individuals in Mexico.

Following the failed attempt by the fabled pirates Francis Drake and John Hawkins to seize San Juan de Ulúa in 1568, about 500 mostly English pirates remained stranded in

New Spain. Over the course of the next several years, these 500 scattered throughout Mexico, where they intermingled with the locals. Some 77 of these fell into the hands of Luis Carvajal the elder, alcalde mayor of Tampico. Carvajal, a converso, was the patriarch of the Carvajal family which was later tragically tortured and murdered by the Inquisition as crypto-Jews. They were delivered to Mexico City as prisoners of war, and were given relatively minor sentences of forced labour in various places throughout Mexico.

With the arrival of Moya de Contreras in 1571, the remaining pirates were no longer considered as mere prisoners of war, but as heretics - "Luteranos" - and as such subject to the Inquisition's regulations. In 1572, Pedro Moya de Contreras issued a general order for all remnants of the Hawkins expedition to be apprehended and put to trial in New Spain.

As a result, about 36 were again rounded up, captured and condemned for heresy. This group was processed through the Inquisition's court, where they were subjected to a grand auto-da-fe in 1574, the largest ever held.

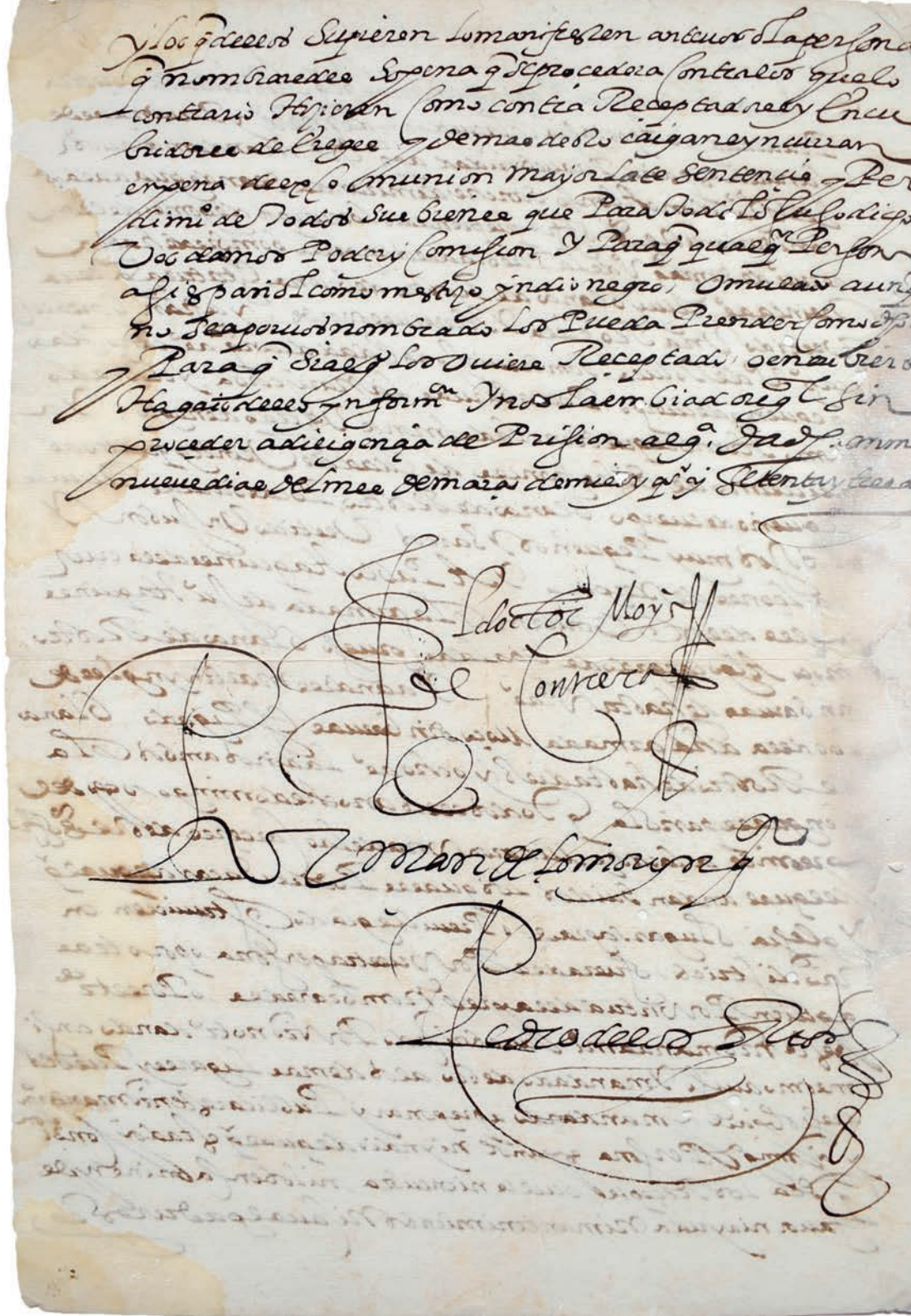
Three of these pirates are mentioned in Moya's letter to Don Alonso Sánchez de Miranda: "Guillermo de Siles, a Frenchman of 24 years of age, small in height, with pale features, with little growth of hair on his face, small blue eyes (...)"

"Pablo Haquines de la Cruz (Paul Hawkins), an Englishman [who came] with the armada of John Hawkins, with sturdy shoulders and pale features, with little growth of hair on his face, of about 20 years of age (...)"

"Andres Martin (Andrew Martin) an Englishman with those from the said armada, young man without growth of hair, tall and slim, with pale features of about 18 years of age." The three had escaped from the Jail of the Inquisitor by burrowing under the walls of the cell in the middle of the night, an escape which was apparently previously unrecorded. The arrest warrant provides that should anyone contravene the order or give aid to these heretics, they will face the prospect of "latae sententiae excommunication" including the sequestration of their possessions.

The actions of Pedro Moya de Contreras, at that time under the supervision of Pedro de los Ríos, chief inquisitor in Mexico, clearly reflect all new precepts and creeds from the Tridentine Council (1545-1563) brought along to the New World to reform the Catholic faith.

The following is an English Translation of the arrest warrant, provided by Boris Bruton:



[illegible]



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 circumnavigation of the world, acting as pilot to the voyage. They captured the Spanish Treasure Galleon Nuestra Senora de la Encarnacion Disengano carrying a hold of gold and jewels. They brought the treasure back to Bristol amid huge celebrations and national interest. Cooke was second Captain of the Duchess, part of the buccaneering expedition of Captain Woodes Rogers 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 expedition 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. Selkirk became the inspiration for Defoe's Robinson Crusoe. Including 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 between the publishers of this narrative and that of Woodes Rogers.

One of the most important Buccaneering and Pacific voyages.
Hill 372; Sabin 16303; NMM 1:99 ; Wagner Spanish Southwest 77.



19. CROMWELL, OLIVER

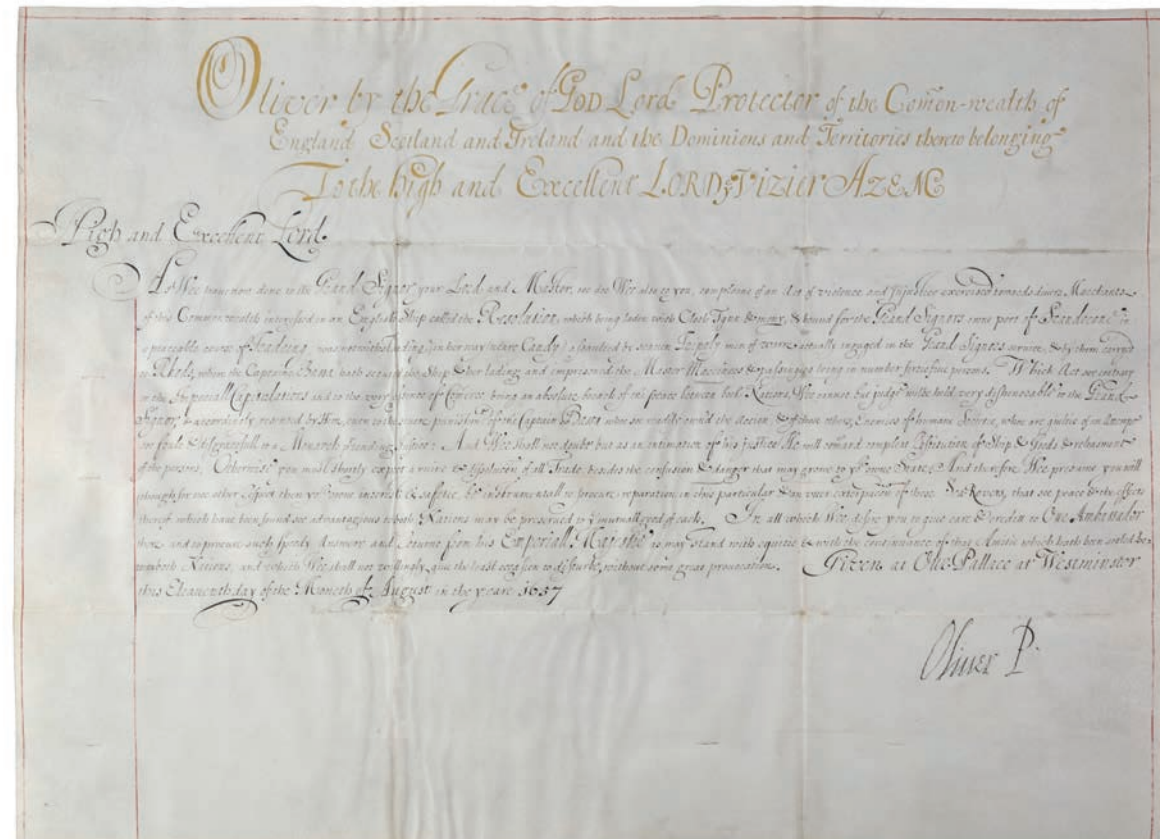
A Splendid Important Manuscript Signed Oliver P. to the High and Excellent Lord Vizier Azem Concerning the Attack on the 'Resolution' by Turkish Pirates. during the four Years and four Months he liv'd upon the uninhabited Island of Juan Fernandes.

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.
£15,000

The English ship Resolution, 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 this Commonwealth interested in an English Ship called the Resolution 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 realised 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 there was too much English interest that would be vulnerable to Turkish attack. In August, 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 Pyrates 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 Turks.

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.



20. CRUGER, JOHN. 1678-1744.

Seizure of a Dutch Ship by British Privateers

Manuscript Document Issued by the New York High Court of Appeal, Signed ("John Cruger") as Mayor of New York City, 1 p, folio, with oblong folio document joined, New York City, September 4, 1759, stamps and paper seals.

£1,250

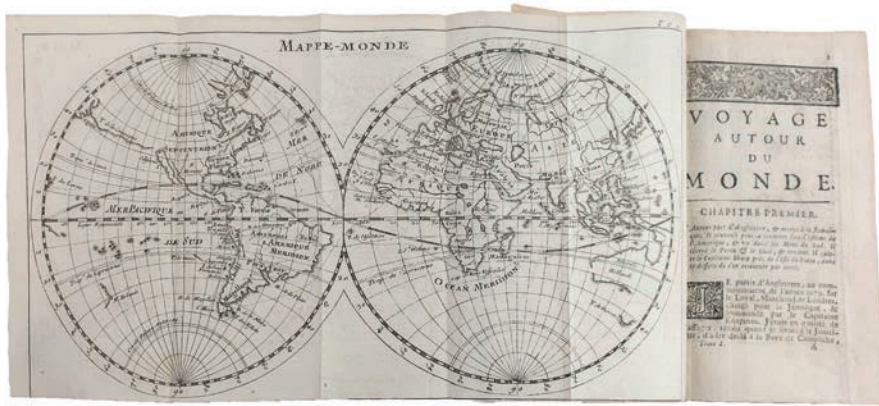
PIRATES OF COLONIAL NEW YORK. COMPLICATIONS OF PRIVATEERING DURING THE FRENCH AND INDIAN WARS.

The present legal documents relate to a case put before Lewis Morris, Jr. (1698-1762). The Commanders of three British privateers, the Defiance, Delancey and Marlborough had exceeded their commission by seizing cargo from the Dutch vessel De Vrouw Clara Magdalena although the Dutch were neutral in the Seven Years' War.

The commanders of the privateers, New Yorkers, would successfully argue that the Dutch were transporting French cargo and so it was a lawful prize.

Lewis Morris, Vice Admiralty Court Judge, understood how privateering could be financially beneficial to New York; between 1739 and 1748 privateers brought 91 prizes to New York, attracted there by Morris' efforts on their behalf. As a result of Parliament's Rule of 1756, Morris, who felt that he was an expert at discovering deception in Dutch Ships' Papers, condemned almost every Dutch ship captured by privateers as "lawful prize".





21. DAMPIER, WILLIAM

Nouveau Voyage Autour Du Monde Ou L'on Decrit En Particulier L'Istme De L'Amerique, Plusieurs Cotes & Isles Des Indes Occidentales, Les Isles Du Cap Verd, Le Passage Par La Terre Del Fuego, Les Cotes Meridionales De Chili, Du Perou, & Du Mexique.

A very attractive set, 5 volumes, 62 engraved plates and 15 maps, mostly folding, 12mo, Contemporary Calf Gilt, elaborately gilt spines, morocco labels, with 3 engraved frontispieces, Rouen, Jean Baptiste Machuel, 1723.

£3,250

Second printing of the French translation of William Dampier's famous work 'A New Voyage Round the World', 1697.

'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 inspired Darwin one hundred and fifty 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 hydrographer who was, indeed, quite happy to seek his fortune as a pirate.' Preston.



22. DALRYMPLE, ALEXANDER

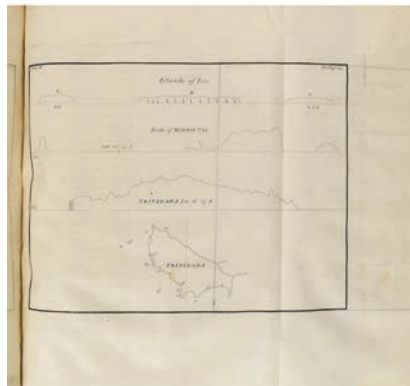
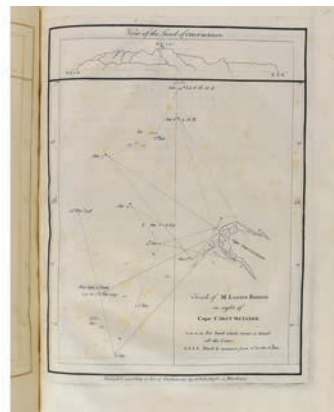
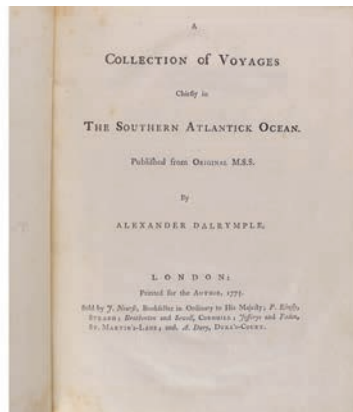
A Collection of Voyages chiefly in the Southern Atlantick Ocean. Published from Original M.S.S.

FIRST EDITION, Half-title, 4 engraved coastal profiles or charts on 3 leaves, 2 folding, Contemporary mottled calf gilt, 4to (270 x 210mm), London: printed for the author, sold by J. Nourse, P. Elmsly et al, 1775
£10,000

Alexander Dalrymple (1737 – 1808) Scottish geographer and the first Hydrographer of the British Admiralty. He was the main proponent of the theory that there existed a vast undiscovered continent in the South Pacific, Terra Australis Incognita. He produced thousands of nautical charts, mapping a remarkable number of seas and oceans for the first time, and contributing significantly to the safety of shipping. His theories prompted a number of expeditions in search of this mythical land, until James Cook's second voyage (1772–1775) led to the conclusion that, if it did exist, it was further south than the 65° line of latitude South.

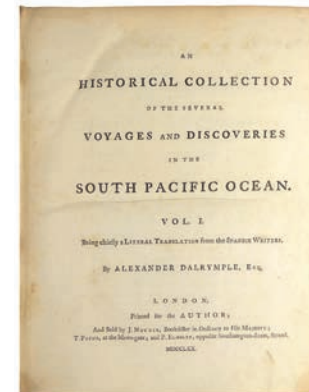
The Collection of Voyages begins with a 19-page preface made up of letters written by the author to Lord North in 1772 in an effort to get government approval and backing for a proposed voyage to the southern Atlantic in search of terra australis incognita.

Cook's return in 1775 and his report of the discoveries made during his second voyage rendered the expedition unnecessary. In support of his plans, Dalrymple here publishes accounts of the voyages of Edmund Halley (in 1698, 1699 and 1700), Duclos Guyot de St. Malo (in 1753), Loziers Bouvet (in 1738-1739) and John McBride in 1766-1767.



23. DALRYMPLE, ALEXANDER

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



FIRST EDITION, Two volumes in one, 17 engraved maps and plates, contemporary half calf gilt, 4to, Printed for the author, London, 1770-1771.
£9,000

First edition of this important collection of Spanish and Dutch voyages, announcing the dawn of the golden age of Pacific exploration.

This classic voyage text was a work of far-reaching importance by the leading English hydrographer. Passionately involved in the argument over the possible existence of a southern continent, Dalrymple partially translates here some twelve original accounts which support his belief in its existence. His collection begins with Magellan's voyage of 1519, and the Spanish accounts that he translates include Mendana's voyage to the Solomon Islands in 1595, and that of De Quiros in 1606. The Dutch accounts include those of Le Maire, Schouten, Tasman, and Roggeveen. Dalrymple's long introduction on trade and his 'investigation of what may be farther expected in the South Sea' carefully expound his belief in the existence of a "Great Southern Continent", a theory only finally laid to rest when Cook later sailed right over a substantial portion of it.



Dalrymple (1737-1808), the great hydrographer, who had made his career in the East India Company, had originally been offered the command of the Endeavour voyage to observe the transit of Venus, but partly because of his insistence on being given an Admiralty commission, the command went instead to Cook. His disappointment is hinted at in the remarkable "undedications" of this work: to Byron 'who discovered scarcely anything but Patagonians' and to Banks who 'infatuated with female blandishments forgot for what he went abroad and hastened back to amuse the European world with stories of enchantments...'.
Davidson, 'A Book Collector's Notes', pp. 36-7; Hill, pp. 71, 73; Holmes (first edition), 32; Kroepelien, 245

24. DOWNING, CLEMENT

A Compendious History of the Indian Wars; With An Account of the Rise, Progress, Strength, and Forces of Angria the Pyrate. Also the Transactions of a Squadron of Men of War under Commodore Matthews, sent to the East-Indies to Suppress the PYRATES. To which is annex'd. An Additional History of the Wars between the Great Mogul, Angria, and his Allies.

FIRST EDITION, woodcut initials and headpieces, contemporary speckled calf, boards twice ruled in gilt, spine gilt, green morocco label, 12mo, London, for T. Cooper, 1737
£1,000

Published a year after the death of the author, this work contains a first hand account of attacks on Kanhoji Angria.

Angria was one of the most notable admirals of the Maratha Navy, who caused significant troubles to the European trading companies. He became noted for attacking and capturing European merchant ships and ransoming their crews. British, Dutch and Portuguese ships were often victims of these raids. Despite attempts by the Portuguese and British to put an end to his privateering activities, Angria continued to capture and ransom European merchant ships until his death in 1729. Angria's naval prowess in capturing dozens of European trading ships and avoiding capture has led many historians to appraise Kanhoji as the most skilled Indian admiral in the maritime history of India.

Little is known about Clement Downing before he began writing of his adventures in the East Indies between 1715 and 1723. He was very active during this period, returning to England only once. Downing began as a sailor on board three East Indiamen in succession, then as mate on a coasting vessel. He was employed as part of a squadron for The East India Company's naval force at Bombay, and as Captain of Artillery in the Mughal army operating in Gujarat. Though he served chiefly on the western coast of India, he also visited Maskat, Aden, Madras, Calcutta, Mauritius, and Madagascar. He took part in several fights with the Marathas, both on sea and land, as well as joining in unsuccessful attacks made on the stronghold of the Maratha admiral, Kanhoji Angria.

[Dewhurst, R. (1925). *Orientalia* - 6.]



25. DRAKE, SIR FRANCIS (1540-1596)

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.

4 parts in one, engraved portrait frontispiece, separate title-pages, the first 3 separately signed and paginated, the last 2 continuously paginated, woodcut initials and headpieces, 4to (183 x 143 mm), early 20th-century gilt- and blind-ruled levant, a.e.g., by Riviere; half red calf slipcase, London: for Nicholas Bourne, [1652-] 1653.

£30,000

“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 privateering expeditions to the West Indies, the raid on Nombre de Dios in 1572, when he captured a fortune of Spanish silver from the centre of the Spanish New World empire.

The World Encompassed, the voyage of 1577-80. Compiled by Francis Drake, nephew of the late explorer, it narrates Drake’s memorable voyage, in which his five vessels raided Spanish outposts and supply routes on the Pacific coast, claimed California (“New Albion”) for the British crown and returned via the Pacific and Indian Oceans, making Drake the first

English captain to circumnavigate the globe.

A Summarie and True Discourse of [his] West Indian Voyage, the voyage of 1585-86 that was begun by Bigges, an officer under Drake, and finished after his death, probably by his lieutenant, Master Croftes. Drake’s expedition to the Spanish Indies was the first major British naval foray into the Caribbean and was sanctioned by a commission from Queen Elizabeth with letters of marque. As well as capturing and sacking a number of cities he also rescued the 103 colonists remaining on Raleigh’s Roanoke Island Virginia colony and returned them to England along with a shipment of potatoes and tobacco.

A Full Relation of Another Voyage into the West Indies, made by Sir Francis Drake’ Accompanied with Sir John Hawkins, Sir Thomas Baskerfield, Sir Nicholas Clifford, and others. Who set forth from Plymouth on 28. Of August 1595.

‘Sir Francis Drake, the greatest of the naval adventurers of England of the time of Elizabeth, was born in Devonshire about 1540. He went to sea early, was sailing to the Spanish Main by 1565, and commanded a ship under Hawkins in an expedition that was overwhelmed by the Spaniards in 1567. In order to recompense himself for the loss suffered in this disaster, he equipped the 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 he was led by native guides to “that goodly and great high tree” on the isthmus of Darien, from which, first of Englishmen, he looked on the Pacific, and “besought Almighty God of His goodness to give him life and leave to sail once in an English ship in that sea.” The fulfilment 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 waters never before sailed by his countrymen, and with a single ship rifled 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 Gate, 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 feat, and Magellan had died on the voyage. The Queen visited the ship, "The 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 Spaniards in 1586, he brought home the despairing Virginian colony, and is said at the same time to have introduced tobacco and potatoes from America. Two years later he led the English fleet in the decisive 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 Nichols

Provenance: C. L. Robinson, Newport R.I. (bookplate); Emily Meredith Read Spencer (b.1863) descendent of William Bradford (armorial bookplate).
Church 526; Hill, pp. 86 and 211; Sabin 20840, 20855, 20843, and 20830; Wing D2122.



26. DRAKE, SIR FRANCIS - HONDIUS, JOCODUS

Franciscus Draeck Nobilissimus Eques Angliae ano aet sue 43...

FIRST EDITION, woodcut initials and headpieces, contemporary speckled calf, boards A
Very Fine Portrait of Sir Francis Drake.

Published by George Virtue, [circa 1730], Copper Engraving [395 x 307mm].

£3,000

A very fine contemporary portrait of Sir Francis Drake celebrating his Circumnavigation of the World. The portrait is the work of Jodocus Hondius, known for his fine maps, and was engraved during his residency in London in 1538.

This is a highly decorative portrait of Drake in a powerful pose, displaying a terrestrial globe set in a maritime scene, heraldic arms and Drake's hand on the head-piece of a suit of armour.



27. ERSKINE AND PRIVATEERS MANUSCRIPT

Manuscript of a Prize Money Complaint to Baron Erskine of Restormel Castle

Manuscript document, 15 pp., top left-hand corners pierced and secured with a silk tie, last leaf torn with loss, mailing folds, folio (345 x 215mm), England, c.1815
£1,500

An important document about a legal dispute between privateers involved in some of the largest operations of the eighteenth century.

The document is addressed to "Thomas Lord Erskine Baron... Lord High Chancellor of Great Britain from Joseph Brown of Shoreditch, John Fitzgerald of Worcester, on behalf of John Casamajor, Valens Camyn, Israel Jalabert, Parnell Nevill, Edward Ironside, William Belchier and James Talbot".

In 1739 a conflict between England and Spain developed into a far wider European struggle known as the War of the Austrian Succession. Once hostilities were extended, the old rivalry between England and France quickly began to dominate matters. The war provided ample opportunities for English privateers to make themselves and their backers very wealthy.

Israel Jalabert and Parnell Nevill were at the centre of a group committed to large-scale deepwater privateering. They began modestly, joining with several Dartmouth merchants in 1740 at the beginning of the war with Spain to send out the Dartmouth Galley. This was successful and attracted other investors. By late 1744, Jalabert and Nevill were joined in organising one large venture with five wealthy London investors: John Casamajor, William Belchier, Edward Ironside, James Talbot and Valens Comyn. All of these were well known figures, either for their success in commerce or involvement in politics. Jalabert, Nevill, Casamajor, Belchier, Ironside, and Comyn were listed as the managers of the enterprise and, further, served as agents for the ship's crews and thus had a share of the prize money through this avenue, but also eventually a share of legal troubles.

In late 1744 and early 1745 this venture took form. Commanded by Captain James Talbot, the squadron initially consisted of three armed ships, the 500-ton 30-gun flagship Prince Frederick, the 300-ton 20-gun Duke (Captain Morecock) and the much smaller Prince George, although the latter capsized and sank five days out from Cowes, on 2nd June 1745, with the loss of all but twenty of her crew. The two remaining ships continued out into the North Atlantic however where, on 10th July, they sighted, chased and captured two French vessels – the Marquese d'Antin and the Louis Erasme – returning home from Lima loaded with an extraordinarily rich cargo comprising 1,093 chests of silver bullion, along with large quantities of gold and silver plate and many other valuables. When the privateers and their prizes made port at Bristol on 8th September, the captured treasure was quickly assessed and then transported to London in forty-five wagons guarded by armed sailors on horseback. Arriving at the Tower, the treasure was officially valued at £700,000 (some estimates put it as high as £1 million), and was confiscated and deposited in the Bank of England to use to put down the Jacobite Uprising. In the end, the Jalabert-Nevill faction was legally vindicated, though their actions were morally suspect.

This document is written on behalf of the privateer's descendants, complaining to Baron Erskine. Some of the treasure seized from the privateers was "invested in the purchase of some stock in the Bank of England", that stock has not been paid out to the privateers descendants whose name it is now in. "...the stock so then purchased now remains in the Bank of England, stands in the name or names of the legal Personel Represented....". There is also a complaint that some of those serving on the ships were not paid as they should, according to the articles of agreement, by the Bank of England. The document details the privateering venture, the individuals involved and the large quantities of gold bars and silver bullion captured. When the proceeds were finally divided, even the most humble sailor received £850.



28. EXQUEMELIN, ALEXANDRE OLIVIER & BASIL RINGROSE

THE GREATEST EARLY BOOK ON BUCCANEERING & PIRACY

THE BUCANEERS OF AMERICA: or, 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 more especially, The Unparall'd Exploits of Sir Henry Morgan, our English Jamaican Hero who sack'd Puerto Velo, burnt Panama &c. Written originally in Dutch, by John Esquemeling, one of the Bucaniers, who was present at those Tragedies; and thence translated into Spanish, by Alonso de Bonnemaison, Doctor of Physick, and Practitioner at Amsterdam. Now faithfully rendered into English.... The Second Volume. containing The Dangerous Voyage and Bold Attempts of Captain Bartholomew Sharp, and others; performed upon the Coasts of the South Sea, for the space of two years, &c.



4 parts bound in one volume, with 8 engraved views and portraits, large folding map, numerous maps and plans in volume two after Bartholomew Sharp, 4to (240 x 185 mm), contemporary polished calf, morocco title-piece, rebacked, London, for William Crooke, 1684-1685

£12,500

The Best and 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 Buccaneers, or more politely "privateers" who harassed and attacked the Spanish colonies chiefly in the Caribbean during the seventeenth century. Exquemelin's account of the adventures, life, morals, looting, plundering, and taking prisoners for ransom or slavery of the pirates roaming the seas 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 filibuster, active in the West Indies in the later 17th century.

The story of Alexandre Olivier Exquemelin is the earliest first-hand account on these pirates, written by just such a one of these reluctant desperadoes, from which all others

seem to spring.

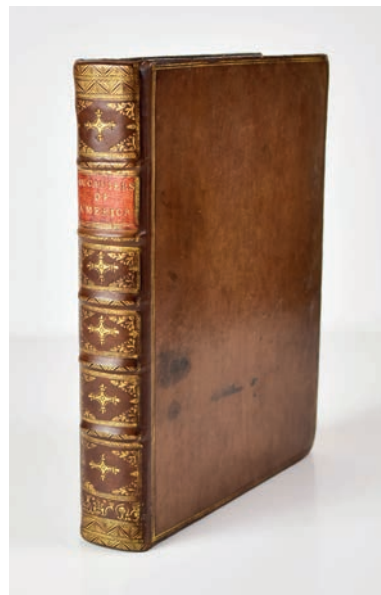
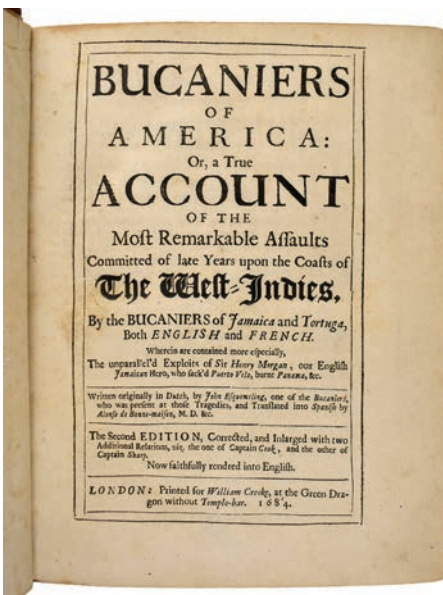
Alexandre Olivier Exquemelin (1646-1717), called Oexmelin by the French, was long considered to be a Dutchman, as the first edition of his seminal and now extremely rare book *De Americaensche Zee-Roovers* (The Buccaneers of America) published in Amsterdam 1678 was in Dutch. But Exquemelin was born in 1646, at the Northern French port of Honfleur, descending from Huguenot apothecaries. He started his eventful life as a chemist before spending several years with the pirates as a ship's surgeon. He took part in their daring exploits, like the expeditions of the notorious English buccaneer Henry Morgan, one of the most famous names in the annals of piracy (called John in the book), including his raid on Maracaibo in 1669, or a year later his attack on Panama. By 1674 Exquemelin had joined the Dutch Navy, serving with De Ruyter's fleet in the wars against the French. Following the Admiral's death in 1667 he returned to Amsterdam, was granted citizenship and gained his qualification as a ship surgeon in October 1679.

During his time in Amsterdam he offered his manuscript containing the description of his previous life to the publisher's Ten Hoorn, 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 ten Hoorn also had published the works of Hendrik Smeeks (probably one of the sources of Daniel Defoe's *Robinson Crusoe*). Both publications were heavily edited by ten Hoorn, explaining the similarities of style, so that once it was believed that Exquemelin was a pseudonym of Smeets. The book quickly took on a life of its own, with numerous editions appearing throughout Europe in the following years, many of them fittingly 'pirated', including the Second Edition of 1679, in German, published in Nuremberg under the title *Die Americanischen See-Räuber*. A Spanish Edition followed in 1681, titled *Piratas de la America*; 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 *Bucaniers of America: Or, a True Account of the Most Remarkable Assaults Committed of late Years upon the Coasts of The West-Indies....* with a heavy emphasis on the 'unparallel'd 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 aboard the 'San Jeroboam' bound for 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 slaver 'Martha en Maria' of Ostend,

commanded by the notorious buccaneer Van Hoorn, Exquemelin once more took to sea as the surgeon of a flotilla of pirates, including Laurens de Graaf and the French filibuster Grammont. Making contact with the French Vice-Admiral Jean d'Estrès, he was granted the post of surgeon in the flagship; and returned to Brest with the Squadron after eighteen years' wanderings in 1684.

The author had throughout all these adventures kept his original manuscript that was published by the Paris printing house of Jacques le Febvre in a first French edition in 1686, titled *Histoire des Aventuriers qui se sont signalez dans les Indes*. 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 roaring success, he brought out a second edition, but the next sighting reveals him taking part in a French attack on Cartageña in Columbia 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) Ravenau de Lussan'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 and 1728 combined historic fact with such luminaries of pirate folklore as Captains Avery, Kidd and Tew, Black Sam Bellamy, and the female filibusters Mary Read and Anne Bonny. *Sabin 23478; Church 658 (first Dutch ed. of 1678), and 689 (Engl. ed. of 1684 and 1685); Hill 99-100 (English ed. of 1684 and 1685); Bibl. Diez 1044.*



29. FRÉZIER, AMEDEE FRANCOIS

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

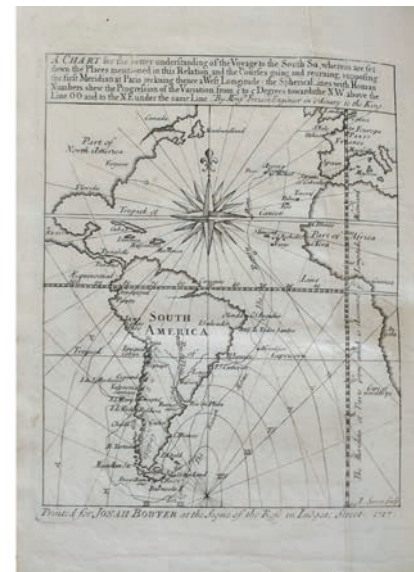
First English Edition, Title in red and black, 37 engraved maps and views (22 maps [15 folding], 13 plates [1 folding] and 2 folding profiles), a fine crisp, unpressed copy, half calf

gilt over marbled boards, 4to. (250 x 200mm), London: Printed for Jonah Bowyer, 1717
£2,800

First English edition of this important Pacific voyage, after the original French of the previous year with important corrections by Edmund Halley.

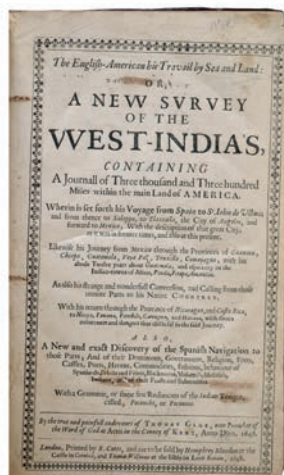
This book is unusual in that, with the exception of the specially produced frontispiece/route map, all the maps and plates are printed from the same printing plates as were used for the engravings in the first edition (in French) which was published in Paris in 1716. According to Hill the present first edition in English "is preferred ... because it contains a postscript by Edmund Halley ... which corrects certain geographical errors made by Frézier." Other authorities agree: "This English edition is much sought after" (Borba de Moraes). "The relation of M. Frezier has always been highly esteemed from his character as an author of great truthfulness, as well as for the numerous exact maps with which it is illustrated" (Field). 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 defence 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 interesting account of the voyage from France around Cape Horn ... The second part relates to the voyage along the coasts of Chile and Peru, describing the chief towns and cities. The observant Frézier brought back information of considerable geographical and scientific value. Much data is included about the native inhabitants ... Frézier introduced the ancestor of the modern strawberry to France from Chile." (Hill p.231) The maps depict South America or the location of anchorages and cities visited during the voyage. The plates illustrate the natives and their customs.

Borba de Moraes, p.329; Cox II, 627; European Americana 717/66; Field 568; Hill (2004) 654; Sabin 25924; Spence 482.



30. GAGE, THOMAS

The English-American his Travail by Sea and Land: Or, a New Survey of the West-India's, Containing a Journall of Three Thousand and Three Hundred Miles within the Main Land of America.



FIRST EDITION, title within woodcut border, woodcut initials and decorations, contemporary calf, rebacked, small folio, R. Cotes, and are to be sold by Humphrey Blunden at the Castle in Cornhill, and Thomas Williams at the Bible in Little Britain, 1648.

£3,500

“The English-American his Travail by Sea and Land... was the first book by an English writer portraying daily life in the West Indies and Spanish America... Gage saw much and recorded the buccaneering and wholly his own were the strong narrative lines and his gift for observation. He wrote of the volcanoes overlooking Antigua (Agua, Fuego, and Acatenango) and the bustle of Portobello when the treasure fleet was in, with silver ingots piled in the street like paving-stones. He zestfully recalled the cuisine of the New World - the tortillas, beans, and tamales of the poor, the strange new fruits of the Indian market, and delicacies like the iguana. To chocolate, with an addict's obsessiveness, he devoted an entire chapter. He denounced the blending of Mayan ceremony and Catholic rites, but seldom condescended to his Indian parishioners, whom he found civil, gentle, industrious, and long-suffering.” - ODNB.

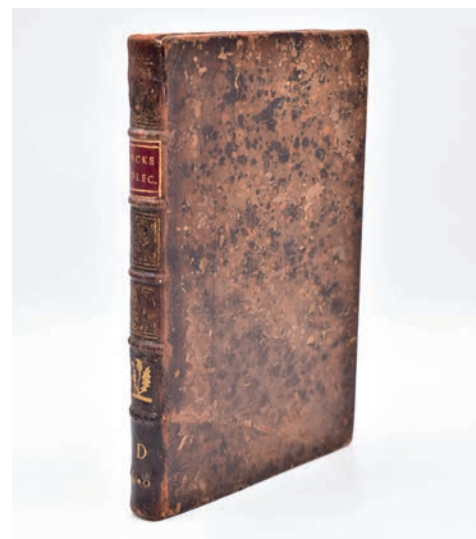
Hill 665; Sabin 26298; Wing G109

31. HACKE, WILLIAM

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.

£8,500



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 1680s. 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

rutters, manuscript atlases copied from the “derroteros” 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 perceptive 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.

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

Hacke 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 Sharpe that he was supplied with the captured Spanish Waggoner atlas from which he made several manuscript copies for presentation to those who could influence the fate of Sharpe, the returned pirate.

Of the four narratives contained in this work, two are piratical accounts. The first, Sharpe'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

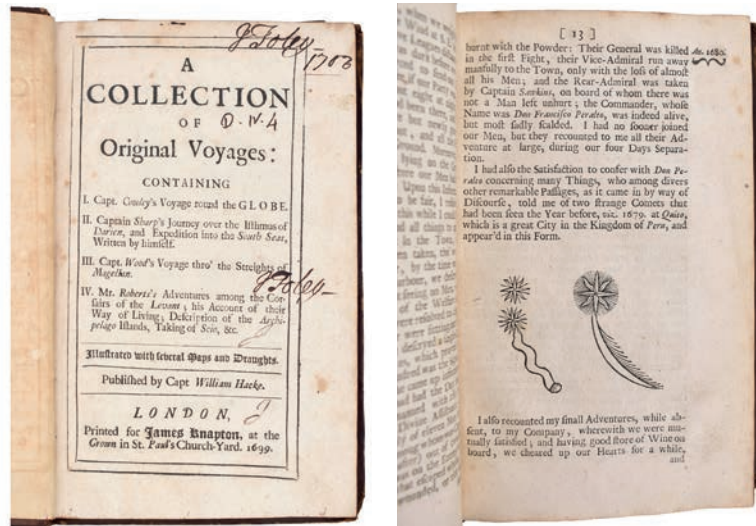
(i.e. Wafer, Ringrose, Dick, Dampier, and Cox). The second piratical memoir contained in the above is that of Roberts' account of his adventures with the Greek pirates, his subsequent escape, and his final participation with the Venetian fleet at the battle of Scio.

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 Wafer, 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



32. HACKE, WILLIAM & ROBERT MORDEN

A New Map of ye Isthmus of Darien in America, The Bay of Panama, The Gulph of Vallona or St. Michael, with its Islands and Countries Adjacent. [and] A Draft of the Golden and Adjacent Islands with part of ye Isthmus of Darien ...

Original Hand Coloured Engraved Folding Map, Folio(605 x 490 mm.), 2 Sheets Joined, London, John Senex, [1721]. ,

£2,500

A very rare map recording a critical phase in the history of Scotland and the United Kingdom. Of the two maps on the sheet the upper one records in great scale the site of the ill-fated Scottish colony of New Edinburgh., the lower one shows more of the region in relation to the Isthmus of Darien or Panama. In 1698 the then Scottish Governor and founder of the Bank of England, William Paterson, proposed to the Scottish a plan to colonise the strategic location of Panama. It was hoped that it would help the economic troubles of Scotland. The Company of Scotland was formed modelled on the English equivalents south of the border. Such was the excitement at the project that fully a third of the Gross National Product of Scotland was raised. The strategic advantages of the region to trade were obvious for all to see; Unfortunately, they underestimated how inhospitable the region was. In November 1698 three ships with 1,200 colonists arrived at Darien and started construction of New Edinburgh as it would be called. The region was re-named New Caledonia. One of the regular features of commercial colonial projects was propaganda. This was no exception. A manuscript was prepared by William Hacke (fl.1680-1710) a Thames School chartmaker. He was perfect for the task having extensively studied the



Spanish Derrotero (rutter) captured by Captain Bartholomew Sharpe in 1681. This was a remarkable collection of Spanish manuscripts of the waters of Spanish America. Hacke produced several magnificent manuscript copies which survive today. He was himself at one time a pirate. Dedicated to Lord Sommers who most probably was an investor, it included a manuscript map after which the upper printed map was here drawn. It was sold as part of the Arthur A. Houghton sale at Christie's 13 June 1979 lot 244. Clearly part of the propaganda for the colony was to take that manuscript map and distribute a printed version. For this the services of the successful publisher Robert Morden were employed. He sought the engraver Herman Moll to produce the plates. The map does the geography justice displaying as it seems a perfectly protected harbour by the fort and ring of islands.

Providing a natural harbour in which numerous vessels could safely anchor. A legend nearby notes "Here ye English privateers landed when they marched over land to the Pacific". Even the natives were lauded "Here ye Indians came down to us and were very kind in helping us to Provision." As one might expect, the colony did not last long. Disease and attacks from Spanish galleons took their toll. The consequences were enormous. Within 9 months the remaining colonists returned home. Intended to galvanise a struggling economy it ended up doing the exact opposite. Not only did it bankrupt the nation but it forced Scotland to sign the Act of Union in 1707 creating the United Kingdom. This was a bitter pill to swallow. This Act was devised by no less than Paterson, the Governor of the Bank of England, who agreed that the Bank would write off the Scottish liabilities from the scheme.

It may have been intended that the map was to be included in William Hacke's atlas as advertised in the "Post Man" 5 March 1702. Here he proposes an atlas of 30 large maps of all the coasts of America south of California. It is believed this project was in partnership with Robert Morden who died in 1703, hence it was unsuccessful.

'Los Británicos estan Llegando: British Interlopers in the 'Spanish Sea' and the Cartographic Record', in 'The Map Forum' no. 11 pp. 42-8; Kapp, The Early Maps of Panama, 27 illustrating as Plate V the second state.

33. HAKLUYT, RICHARD

The Principall Navigations, Voiages and Discoveries of the English nation, made by Sea or over Land..

London, George Bishop and Ralph Newberie, 1589

FIRST EDITION. Folio, pp (xvi) + folding map, 1-501(1) 506-643 (xii) (Drake's voyage 644-825 (x). Black letter, some Roman and Italic. Large engraved folding world map after Abraham Ortelius in very good impression, mounted on guard, small repairs to inner border, very minor repair to verso of one fold, large attractive woodcut initials and headpieces. minor repairs to title page and blank margins of last two ll. of table, bound in 17th century calf, with gilt heraldic insignia on both covers.

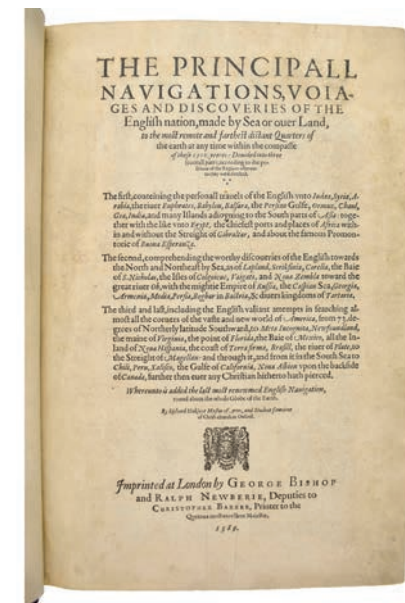
£125,000

FIRST EDITION of 'the most complete collection of voyages and discoveries, by land as well as by sea, and of the nautical achievements of the Elizabethans' (PMM 105 of the 2nd edn.) with the very frequently missing world map and the rare account of Sir Francis Drake's Circumnavigation (1577-80), as well as Sir Jerome Bowes' voyage to Muscovy in the cancel setting (corrected state). Hakluyt, although not an explorer himself, produced the most significant compilation of voyages of his day: "it is not only an epic of English prose but a unique source of reference to the great discoveries of the 15th and 16th centuries" (National Maritime Museum Catalogue). The work was remarkable in that it not only inspired many of the mercantile and exploratory voyages of later Elizabethan and Jacobean England but was actually used by those adventurers in planning and executing their attempts – especially to North America, Russia, and the Far East. "The arrangement is both chronological and regional, with personal reports by explorers and navigators,

merchants and diplomats, the reproduction of documents, sailing direction etc. Book I covers the voyages to North and North-east, Book II South and South-east, and book III America.' (PMM p.63) Hakluyt was a gifted geographer and linguist, "one of the leading spirits in the Elizabethan maritime expansion" (PMM) and had met the foremost explorers of the age such as Drake, Raleigh, Gilbert and Frobisher, and corresponded with Ortelius and Mercator. With remarkable foresight, he saw America and India as key territories for the extension of British colonies and pleaded for an expansion of English interests there. He was a consultant to the East India Company and a patentee of that for Virginia.

The present work includes a number of important voyages to the Americas, among them Verazzano's to Florida, Ulloa's and Alarcon's to California, Tomson's to New Mexico, Drake's to the West Indies, the Virginia Settlement Voyages of 1585 and later, as well as voyages to Russia and Africa (including the first voyage to Benin). The account of Drake's Circumnavigation was first published here, and includes his explorations around the Californian coast. Hakluyt initially suppressed it, privately printing the six-page account and inserting it (without pagination, as here) into some copies of the first edition. "Hakluyt had indeed begun to prepare such an account [of Drake's Circumnavigation] but withdrew it so as not to prejudice a collection of Drake's voyages which was in preparation. Permission now came to insert it, not improbably from Drake himself" (Hakluyt Handbook, p. 475). He placed a high premium on the accuracy of his work, and the first setting of the Bowes voyage to Muscovy was suppressed on account of its errors. It is only in some copies (as here) that it is replaced. The impressive folding map, which Hakluyt tells us is "one of the best general mappes of the world" is based on several Ortelius maps, the central oval taken from his third World map of 1587 (Hinde I, p. 179).

STC 12625; National Maritime Museum Catalogue (2nd edition) I, p.5; Sabin 29593 'It is scarcely necessary to suggest that the addition of the original version of...Drake's Voyages add greatly to the value of any copy of the work in which they happen to be'; James Ford Bell Library, H9; Alden 589/31; Lowndes III p. 971; 'The most complete collection of voyages and discoveries, by land as well as by sea, and of the nautical achievements of the Elizabethans,' Printing and the Mind of Man, 105 (second edition); cf. D. B. Quinn (ed.). The Hakluyt Handbook, The Hakluyt Society: 1974.



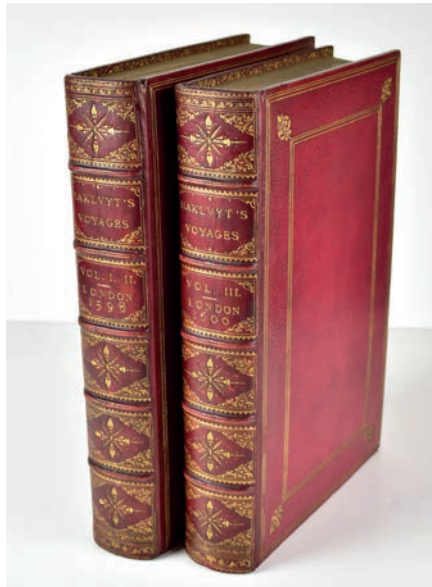
TYPVS ORBIS TERRARVM



QVOD EI POTEST VIDERI MAGNVM IN REBVS HVMANIS. CVI AETERNITAS
OMNIS. TOTIVSQUE MVNDI NOTA SIT MAGNITVDO. CICERO:

34. HAKLUYT, RICHARD

The Principal Navigations, Voiages, Traffiques and Discoveries of the English Nation, made by sea or over-land, to the remote and farthest distant quarter of the earth, at any time within the compasse of these 1500 yeeres,



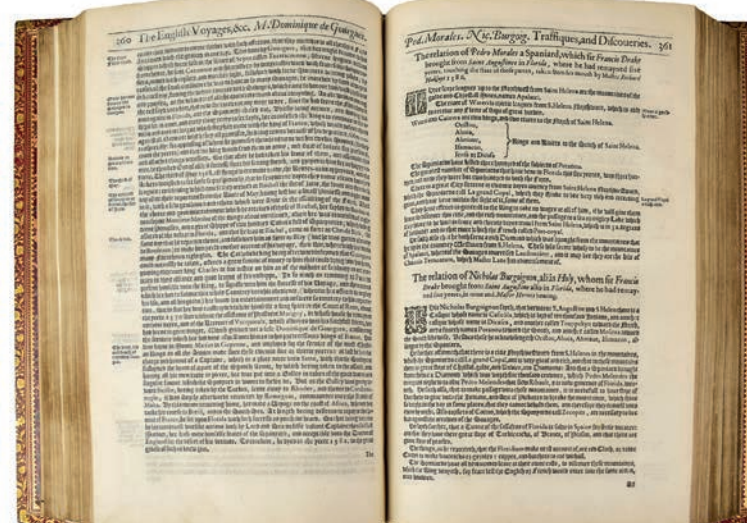
FIRST EDITION, FIRST ISSUE, London for George Bishop, Ralph Newberie and Robert Barker, 1598-1600. Three Volumes Bound in Two, Folio (280 x 200mm), pp. [24], 619; [16], 312, 204; [16], 868 pp. Early Red Morocco gilt, hinges repaired, Black Letter, this set includes in the original text: Drake's 'Voyage to Cadiz' withdrawn under Royal Decree by Elizabeth I, a very attractive copy.

£25,000

This is the desirable First Edition, First Issue of the greatly expanded work from the single-volume original version of Hakluyt's Voyages. This edition is actually an entirely different book from the initial 1589 compilation. "This edition was indeed Hakluyt's monumental masterpiece... Much that was new and important was included: the travels of Newbery and Fitch, Lancaster's first voyage, the new achievements in the Spanish Main, and particularly Raleigh's tropical adventures... The book must always remain a great work of history, and a great

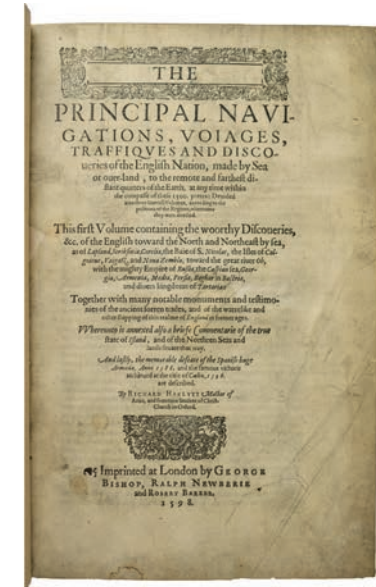
sourcebook of geography, while the accounts themselves constitute a body of narrative literature which is of the highest value in understanding the spirit and the tendencies of the Tudor age" - Penrose. "It is difficult to overrate the importance and value of this extraordinary collection of voyages" - Sabin. "...An invaluable treasure of nautical information which has affixed to Hakluyt's name a brilliancy of reputation which time can never efface or obscure" - Church. Hakluyt's collection will always be the primary source for the history of early British exploration, as well as one of the gems of Elizabethan letters. The text 'Voyage to Cadiz' has been reimaged.

Hakluyt took such patriotic pride in his countrymen's exploits in the fields of travel and adventure that he devoted his life to preserving the records of all British voyages, and to advancing further means for the promotion of wealth and commerce for the nation. "Hakluyt was a vigorous propagandist



and empire-builder; his purpose was to further British expansion overseas. He saw Britain's greatest opportunity in the colonisation of America, which he advocated chiefly for economic reasons, but also to spread Protestantism, and to oust Spain" - Hill. The third volume is devoted almost entirely to the Americas, the South Seas, and various circumnavigations of the world. It includes the accounts of Niza, Coronado, Ruiz, and Espejo relating to New Mexico; Ulloa, Drake, and others concerning California; and Raleigh's account of Guiana. Volume I of this set contains the original printing of the rare "Voyage to Cadiz" (pp. 607- 619), which was suppressed by order of Queen Elizabeth after the disgrace of the Earl of Essex. The reason for the existence of several states of these Cadiz leaves was the fall from royal favour of the Earl of Essex, who returned to England from Ireland without leave in 1599. The greatest assemblage of travel accounts

and navigations to all parts of the world collected up to its time, and a primary source for early New World exploration. This volume contains 243 narratives of voyages and travels in the New World, consisting of some one million seven hundred thousand words. **GROLIER ENGLISH 100, 14. WAGNER SPANISH SOUTHWEST 3, 4, 5, 6, 8c, 9a, 18a. PRINTING & THE MIND OF MAN 105. STC 12626. SABIN 29595, 29597, 29598. JCB (3J): 360-61. EUROPEAN AMERICANA 598/42. BELL H10. HILL 743. PALAU 112038, 112039. BORBA DE MORAES, pp. 391-92. Penrose, TRAVEL AND DISCOVERY IN THE RENAISSANCE, p. 318. PFORZHEIMER 443. CHURCH 322 (2nd issue of vol. 1). QUINN, p. 490.**



35. [PIRACY BROADSIDE] HEAMAN, PETER

A VERY SCARCE SCOTTISH PIRACY DOCUMENT

Dying Letter [...] Wrote by Peter Heaman to his Wife, and who was Executed at Leith Sands on Wednesday the 9th Jan. 1822, for Murder and Piracy; to which is added, his affectionate and farewell Address to his 4 young Children

1pp. Printed sheet, laid down on heavy paper, overall size 385 x 240mm, Calton Hill Jail, Jan 8th 1822

£3,500

"The suffering of you, my dear wife, and my fears for my tender children, hang heavy on my guilty head..."

A very scarce broadside of a well known Piracy Case. The Dying Letter is unusual as it reads very sincerely, full of warmth for the convicted man's family. Addressing his "Dear Spouse" in the first paragraph, he confesses his guilt and expresses his love for his family and God. "Grieve not in parting with me, but trust in that God who is a cover from the tempest and a hiding place from the storm"

Heaman asks his wife to "keep your children always under your own eye", and to educate them to "be an ornament to society".

In a second paragraph beginning "Dear Children" he despairs over the effect his crimes and death will have on them. He asks them to obey their teachers and to "remember your dear mother, and be obedient to her." Having expressed his love and sorrow to his family, he bids them "Farewell my dear wife and tender children forever."

According to another contemporary broadside held at LOC, the schooner "Jane" departed Gibraltar in May, 1821, bound for Brazil with "Eight barrels of Dollars &c." Heaman and the French Cook, Francois Gautier, killed the Captain and the Steersman, subdued the crew with threats of further violence, and headed for the coast of Scotland. They landed at Lewis and divided the spoils "each getting 6300 Dollars," but "the ship boy found means to make his escape and informed the inhabitants who committed them to prison".

This was a well-known case, at least three accounts of the trial were published. A very scarce document, with no copies at auction or trade. No copies in Worldcat.

36. [SPANISH ARMADA - AFTER FRANS HOGENBURG]

Classis Hispanica 30 Maii Anno 1588. Lisbona Angliam contra emissam...

Hand coloured engraving, early state, wide margins, toning, 255 x 330mm, [Cologne c.1598]
£900

A fine copper engraving after Frans Hogenburg, showing the English fleet attacking the Spanish Armada in the Strait of Dover, at the Battle of Gravelines, 28th July, 1588. The print shows a mass of ships engaged in battle, with smoke and flames engulfing several ships. Land on either side is visible, with several cities named, including Calais and Dover.

Probably after Frans Hogenberg (1535-90), the son of a Munich engraver who settled in Malines. He engraved most of the plates for Ortelius's Theatrum and the majority of those in the Civitates, and may have been responsible for originating the project. He also produced broadsheets on the French and Netherlandish religious wars from 1569, continued after his death by his son Abraham.

Provenance: Caren Archive; their sale, Bonhams New York, 7 April 2014, lot 9.

Dying Letter.

Copy of an affecting Letter wrote by Peter Heaman to his Wife, and who was Executed at Leith Sands on Wednesday the 9th Jan. 1822, for Murder and Piracy; to which is added, his affectionate and farewell Address to his 4 young Children.

CALTON HILL JAIL, Jan. 8th, 1822.

DEAR SPOUSE,

From the dreary abode of a prison I would now address you for the last time on earth, as the hour of my suffering is fast approaching. We have had many trials since we were first united with the cords of love, but this is one which hangs heavier on my heart than them all. The crime for which I am about to suffer is one at which I shudder; the robbery of the vessel were nothing to my troubled conscience, had it not been attended with the murder of my brother shipmates; those men who placed reliance in me while steering through the solitude of the deep, and when no eye was upon us but the eye of an all-seeing God, who will not suffer guilty man to escape the punishment which his sins may deserve, though practised with all the cunning which his wicked heart can invent. The sufferings of you, my dear wife, and my fears for my tender children, hang heavy on my guilty head, and fills my heart with feelings more acute than I can describe, and which none but a parent placed in my situation can portray. To leave you, my dear family, were nothing, provided I could leave you content in this world, and happy in the prospect of an eternity of rest. Grieve not at parting with me, but trust in that God who is a cover from the tempest and a hiding place from the storm. The world cannot upbraid you on my account, for the fault lies with me, and none but the ignorant will ever mention the circumstance to you. Remember to keep your children always under your own eye, and never suffer them to mingle with children whom you consider to be brought up with profligate parents, as evil communications corrupts good manners. Give them education as far as lies in your power, and if unable to bear the burden yourself, apply to some of the Clergy, who will, I hope, do every thing in their power, to assist you in their education; by means such as these, and by proper care and correction of them, your children will grow up like plants, and as willows by the water courses; and be an ornament to society, and a support and consolation to you while you sojourn here, and when the shades of night begin to hover around you, they will smooth your passage to the grave.

Dear Children—You have been deprived of one of your earthly parents by his own folly and desire of gain. I hope my untimely end will never damp your youthful spirits, nor deter you from following strictly the paths of rectitude and honesty. Pay particular attention to the instructions of your teachers, as they are better able to instruct you than I. When your education is over, learn some useful employment, such as your inclination leads you to, and be obedient, diligent, and honest to your employers; by these means ye will be fitted for passing through life with honour to yourselves, and you will have the countenance and support of those who witness your walk and conversation. Remember your dear mother, and be obedient to her in every respect; I hope she will not counsel you wrong. Be mutual supports one to another in every undertaking, and pray to God for direction in all your ways. Remember these directions: though given from the mouth of one who, in an unguarded hour, committed the horrid deed for which he in a few hours must suffer, yet they are the genuine words of him who wishes you well here, and happy through eternity.—Farewell my dear wife and tender children for ever.

Printed for the Booksellers.

PETER HEAMAN.



306.

11. Clavis Hispanica 30 Maj Anno 1588.
Lisbona Angliam Contra emissa.

Was die Armada außgesant
Vom Spanier wider Enghelland

Verrühtet hab, weis jedermann:
Kein macht ohn Gott gewinnen kan

37. JACKSON, WILLIAM

The New and Complete Newgate Calendar: or, Malefactor's universal register: containing, new and authentic accounts of all lives, adventures, exploits and last dying speeches, confessions of the most notorious criminals ... who have suffered death, and other exemplary punishments for murders ...: interspersed with notes, reflections, remarks, and inferences, arising from all the several subjects, moral, instructive, and entertaining: comprehending all the most material passages in the Sessions papers ... together with the ordinary of Newgate's account of the capital convicts: and complete narratives of all the most remarkable trials ...: the whole properly arranged from the records of the courts

London: Printed for Alexander Hogg. 1818. A new edition with great additions, 8 volumes complete, with volume 6 in 2 parts, 8vo, (210mm), uncut, illustrated with elegant copper plates, 6 frontispieces in volumes 1-6 Pt I, 66 plates in all, complete (6 frontispieces & 60 plates), pp: 416; 400; ii,[1]-400; 392 (volume 4 with 2pp. ads inserted before text; ii,[1]-356; ii,1-17,19-416 & ii, 417-894,1-22; (volume 6 Pt I 'James Hackman-For Murder 1-17 with the verso pp 18 & described as a 'supplement' (single leaf) & volume 6 Pt 2 with an Index pp. 1-22 at end; 1-576,[1]-4; (Vol 7 with 4pp index & 'Directions to Binder' to verso), viii,9-486+2 (Vol. 8 with 2pp index at end), marbled endpapers, uniformly bound in 19th century half black morocco, marbled boards, spines with raised bands, gilt with gilt stamp to each compartment, title, author & vol. no. lettered direct in 2 compartments & 1818 date to base of spines. A fine complete set.

£2,500

A most eccentric production with irregular pagination & assembled from parts; it is however complete despite numerous irregularities, which is most unusual. We can only find one record of the number of plates, calling for 60. This copy has 60 & 6 frontispieces making 66. Comprised of the tales of both famous and lesser-known criminals from the 18th and 19th centuries and named after Newgate Prison in London, the Newgate Calendar became one of the most popular books of its day, said to be as much a part of the British household as the Bible.

Born out of broadsides, biographies or last-minute confessions sold at public executions and fairs - the Newgate Calendar tells the fates of infamous murderers, fraudsters, robbers, and traitors. Numerous cases concerning Piracy, including Captain Kidd; Darby Mullins; Captain John Gow; Captain John Glass; Peter McKinlie; Andrew Zekerman; Richard Quintin; along with many other

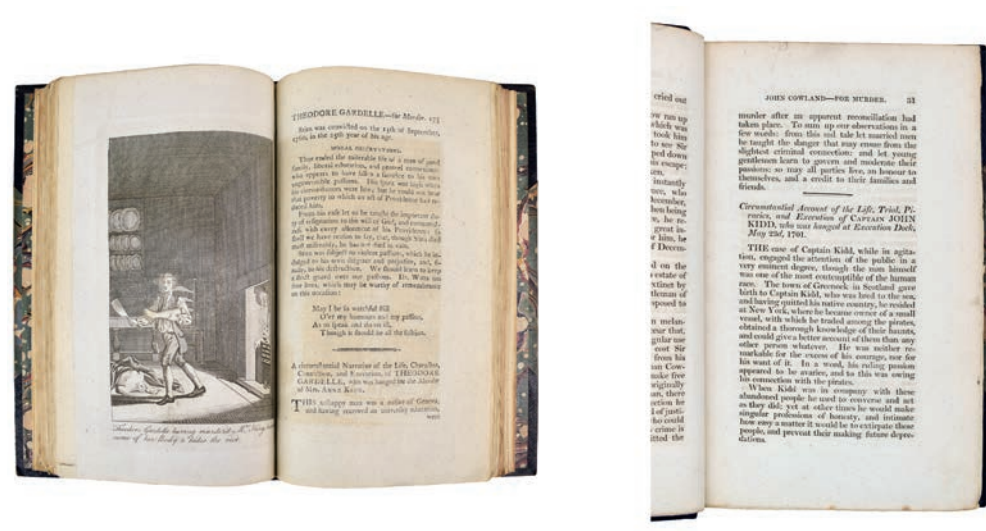
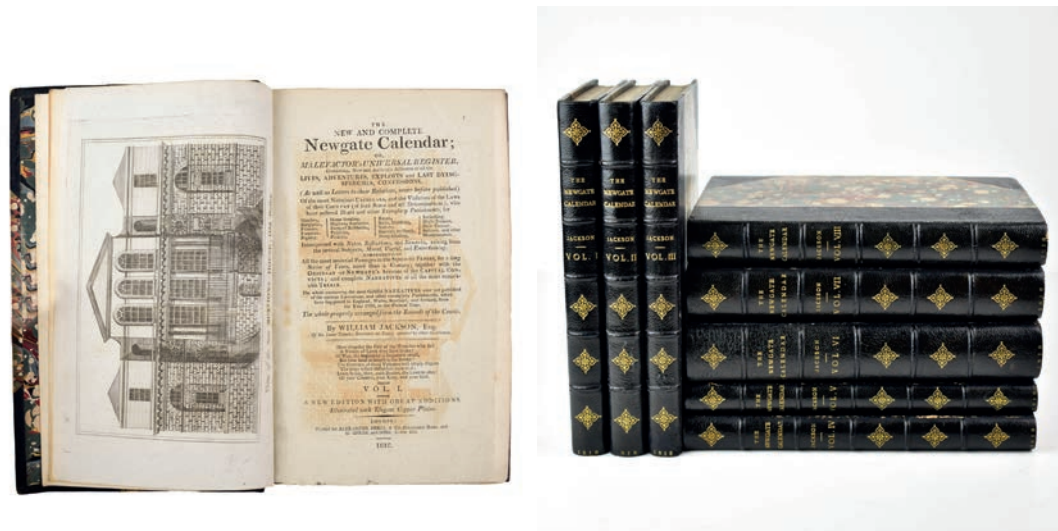
cases of piracy, including mutiny and full chapters detailing the individuals and their acts of piracy.

The book was considered educational, teaching children what would become of those who broke the law, but the public's fascination with the rogues of the day led to so called Newgate Novels, published between the late 1820s to the 1840s with melodramatic or glorified tales of the criminals featured in them. Critics feared that books such as this, and novels in the same tradition, would not only inspire copycat crimes but also glamorise crime as a way of life that led to fame and posterity. Indeed, certain figures immortalised here are still known today.

Complete Sets Rarely Appear. This Work was issued in parts and usually appears in only a few of the 8 volumes.

Provenance: Alexander Meyrick Broadley (1847-1916) was a British historian, author, and barrister. He is best known for being the defence lawyer for Ahmed Orabi after the failure of the Urabi Revolt. He lived in Tunis for a number of years and worked as a lawyer there within the French legal system. He later lived in Belgium for a time. In later life he returned to Bradpole.

He collected a large number of books, some of which he "grangerized" by adding additional illustrations, and also became a prolific author of books on historical topics. After his death in 1916, his enormous personal library – including 600 extra-illustrated volumes – was dispersed through a series of five auction sales. His Armorial Bookplate on all volumes.



38. JEFFERYS, THOMAS

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

£8,000

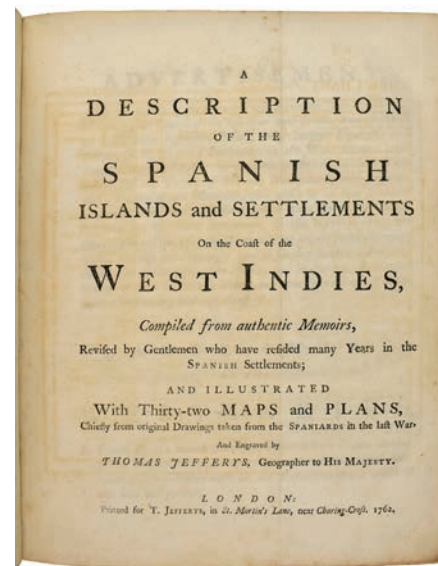
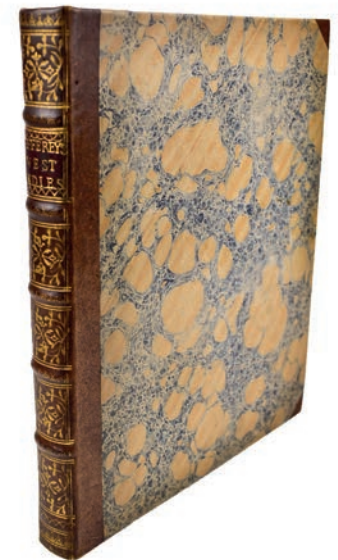
Published toward the end of the Seven Years War, in which Spain had sided with France against Britain, this atlas is largely compiled from captured Spanish charts. Jefferys describes the Spanish possessions in the Caribbean basin, beginning with the Venezuelan coast, proceeding to Colombia, Central America, 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.

Thomas 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 fulfil 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 Tierra Firma, thence along the shore to Vera Cruz, round to Florida, and so to the islands of Cuba, &c." 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 Guarda-costas (coast guards)." Jefferys next analyses 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



39. JEWITT, JOHN R., WITH ALSOP, RICHARD

A Narrative of the Adventures and Sufferings of John R. Jewitt; Only Survivor of the Crew of the Ship Boston, During a Captivity of Nearly Three Years Among the Savages of Nootka Sound: With an Account of the Manners, Mode of Living, and Religious Opinions of the Natives.

Second edition, engraved frontispiece, slight offsetting to title, notes on the front free endpaper from the Missionary Library, contemporary tree calf, handsomely rebacked, red morocco label, 8vo, Middletown, Seth Richards, 1815

£1,250

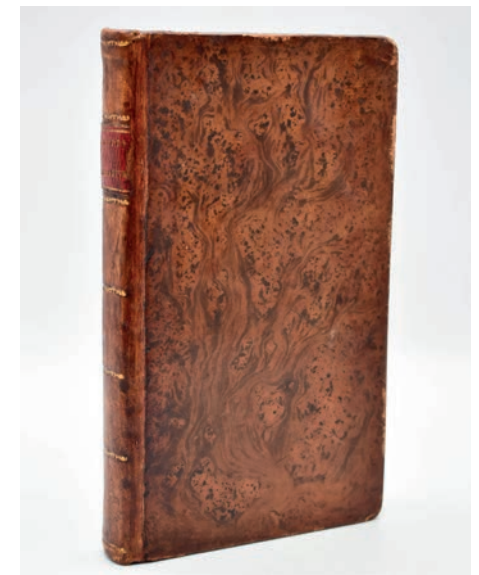
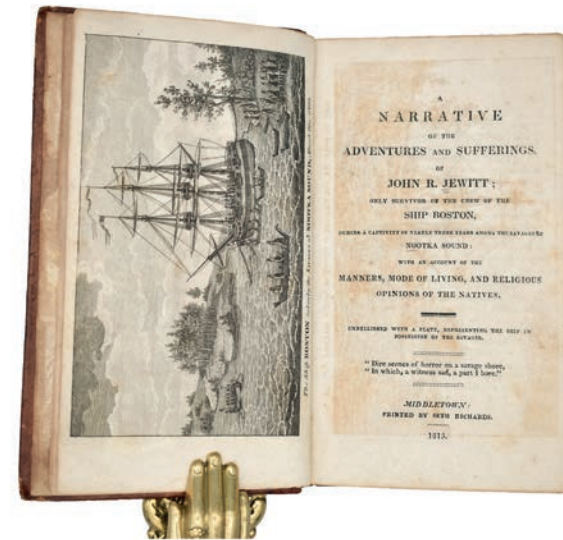
A scarce account of John R. Jewitt's years as a slave to the Nootka people, based on Jewitt's journal and material gathered from Alsop's interviews. Jewitt provides a detailed narrative that covers all areas of life in a Nootka village, including physical

appearance, clothing, buildings, food, music, ceremonies and religion.

John R. Jewitt grew up in England. In 1802 he was invited to join the ship *Boston*, as an armourer. The voyage's objective was to trade furs with natives in the Pacific Northwest of North America, sell them in China and sail to Boston. The day after *Boston* reached Nootka Sound, the Nootka people came on board to trade with the Europeans. The Nootka Maquinna (King) was insulted by the captain and frustrated by the Europeans actions over the years. They took their revenge on the 22nd March 1803. Many Nootka people came to the ship and shared a meal with the crew, when a signal came they killed all but two white men. Jewitt received a head injury but his life was spared as he agreed to enslavement over death. He became immersed in the Nootka culture, learning the language and befriendng the Maquinna.

On July 19, 1805, the brig *Lydia* arrived in Nootka Sound, after Captain Hill received one of Jewitts many letters. Maquinna asks Jewitt if he believes it safe to board Hills ship. Jewitt offers to write a letter asking for hospitality, but he wrote a letter with very different meaning. Hill locks Maquinna in chains, and Jewitt successfully convinces the other chiefs to exchange himself and the other Englishman for Maquinna.

Jewitt spent the later part of his life in New England, and died in Hartford, Connecticut on 7 January 1821 at the age of 37.



40. JOHNSON, CAPTAIN CHARLES

A General History of the Lives and Adventures of the Most Famous Highwaymen, Murders, Street-Robbers, To which is added A Genuine Account of the VOYAGES and PLUNDERS of the most Notorious PYRATES

FIRST EDITION, engraved frontispiece and 25 engraved plates, most by J. Basire after W. Jett and J. Nicholls., title in red and black, woodcut device, contemporary speckled calf, twice ruled in gilt, spine gilt with fleurons, red morocco label, hinges and corners expertly repaired, last two leaves repaired, folio, London, for J. Janeway, 1734

£15,000

FIRST EDITION OF THIS FAMOUS COMPILATION, uniting the most notorious names in the early eighteenth-century underworld. It consists of selections from two works, Alexander Smith's *History of the Lives of the Most Noted Highway-men* and Captain Charles Johnson's own *General History of the Robberies and Murders of the Most Notorious Pirates*. **Captain Johnson is attributed with creating the modern conception of pirates.** He provided a sweeping account of what came to be called the Golden Age of Piracy. He gave an almost mythical status to the more colourful pirates such as Edward 'Blackbeard' Teach, 'Calico' Jack Rackham, and the female pirates Mary Read and Anne Bonny.

So little is known about the life of Captain Johnson, it has been presumed that the name is a pseudonym. In 1932, it was suggested by John Robert Moore that the author was Daniel Defoe (c.1660-1731). It is known that Defoe often wrote under pseudonyms and had written earlier works on piracy. However, recently there have been doubts as to the validity of this claim. The work, although it has similarities to Defoe's writing, also has some notable differences. Most apparent is the excellent knowledge of sea language and of the pirate code, the system by which all pirates are known to have adhered to.

Whoever Captain Johnson was, this book, and its first edition, *A General History of the Robberies and Murders of the most notorious Pyrates*, provides the best information of the lives and careers of some of the most famous pirates of the late seventeenth and early eighteenth centuries, while its companion, Smith's *Highwaymen* provides similar, though



'Best edition of this singular work, seldom found in good condition' according to Lowndes who states that it 'appeared originally in 73 weekly numbers at twopence each, or 20 monthly parts at eightpence'. The present copy is made up of weekly numbers, and the imprint is one of two recorded variants. Lowndes III, 1214.



Jos. Nicholls Delin

Captain Teach commonly call'd Black Beard.



41. KEATE, GEORGE

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, with engraved portrait frontispiece, 16 engraved plates, charts and maps, 2 folding, errata leaf, contemporary tree calf, gilt coroneted crest of the Earl of Darnley on both covers, red morocco spine label, large 4to [300 x 270mm], London: Printed for G. Nicol, 1788, 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 small vessel from the wreck, in which they reached Macao. They took Prince Lee Boo, one of King Abba Thule'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 journal 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 Macau by the "Eastern Passage", a route designed to avoid the south-west monsoon, but had strayed too far in the easterly 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 Dory Harbour, Wilson felt the numbers he faced were threatening. He used small arms to deter them, and the crew of the Antelope was attacked, an encounter in which the artist Arthur William Devis was injured. The wreck on Ulong 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 ibedul on Koror, whom Wilson treated as a local king, somewhat misapprehending his status which was more like an elected official. While his men spent three months rebuilding the ship, Wilson entered an effective alliance with the ibedul in conflicts with Melekeok and others. One of the Antelope's guns proved decisive, shipped in a boat and discharged with powder alone'. DNB

Provenance: "Capt. Barkley/Navy", contemporary inscription on verso of the frontispiece.

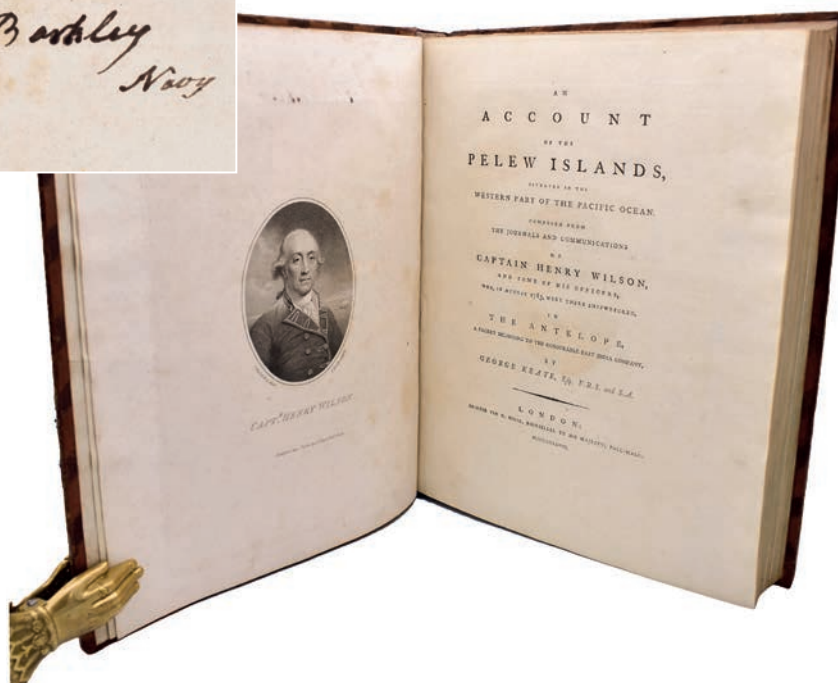
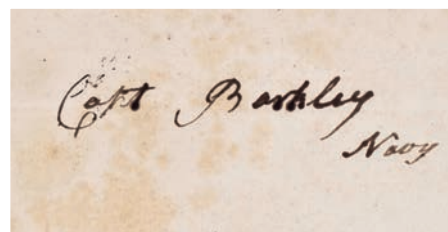
This is most probably Captain Charles William Barkley (1759-1832) who, from 1786 to 1788 sailed the Indian Ocean in the Princess Frederica, then in the Halcyon to Kamchatka



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, 1769-1845, 2003, edited by Beth Hill and Cathy Converse).

Library of the Earl of Darnley with his gilt crest on both covers.

Cox II, 302; Hill 907



42. LIGON, RICHARD

A True and Exact History of the Island of Barbados. Illustrated with a Mapp of the Island, as also the Principall Trees and Plants there, set forth in their due Proportions and Shapes, drawne out by their severall and respective Scales. Together with the Ingenio that makes the Sugar, with the Plots of the severall Houses, Roomes, and other places. That are used in the whole processe of Sugar-making...

FIRST EDITION, a large folding engraved map, folding table and 9 engraved plates including 3 folding, Contemporary calf, folio, London, Printed for Humphrey Moseley, at the Prince's Armes, 1657, a very attractive copy of the scarce first edition.

£10,000

This important account describes one of the main islands concerned with the early years of piracy and buccaneering.

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.

This work has the earliest printed map exclusively of the island of Barbados. Ligon based his map on information given him by Captain John Swan, 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 tenn Thousande Acres of Lande 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 Courteen. Scattered throughout the interior, most of which was overgrown with primaeval 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.

43. LIGON, RICHARD

Engraved Map from A True and Exact History of the Island of Barbados.

FIRST EDITION, engraved map from Ligon's 'True and Exact Historie of the Island of Barbadoes', illustrated with camels, chivalric knights on horseback, stylised figures of indigenous men as well as cows, boars and sheep, fold lines, slight repairs including to title with slight loss, light staining, overall size 520 x 390mm, London, Humphrey Moseley,

1657.

£2,500

First edition of the earliest printed map exclusively of the island of Barbados. Ligon based his map on information given him by Captain John Swan, the island's leading surveyor of the time. The map depicts the island's outline fairly accurately, but makes it about a



44. LUSSAN, RAVENEAU DE

Journal Du Voyage Fait a la Mer du Sud, avec les Flibustiers de L'Amérique

Jean Baptiste Coignard, Paris, 1690, 12mo, title with woodcut device, contemporary sprinkled calf gilt.

£1,250

First printed in Paris in 1689, with the same imprint. According to Brunet's listing of the 1689 and this 1690 edition "C'est cette [1690] édition que, jusqu'à preuve contraire, nous considérons comme le première", the 1693 edition stating 'second edition' on the title. Account of the aristocratic author's two years buccaneering in the West Indies, and the Pacific coast between Guatemala and Chile, presenting both the romantic and bleak sides of the life of a pirate. His principles would not allow him to let his crew molest priests, nuns and churches, and after taking a Spanish town, they would all attend Mass before looting. An adventurer of aristocratic descent, Ravenau de Lussan sailed at the age of 22 in 1679 from Dieppe to Santo Domingo. To pay off his debts, he joined a band of buccaneers and sailed for almost two years with them (from November 1684 to February 1686). The relation of his adventures is realistic and even brutal.

This, his only book, was used by Daniel Defoe as a source for the adventures of Robinson Crusoe, according to Gilbert Chinard.

The King, Louis XIV supported the buccaneers, using them against the Spanish galleons.

Eight years after the Journal was published, he enrolled them in the French navy for an expedition against Cartagena, allowing them a contractual share of a third of the booty. The King however proceeded to betray the buccaneers as soon as the expedition was completed, and their power thereafter declined rapidly.

'A rare and charming book [...]. He details both the romantic and bleak sides of the buccaneering profession, interwoven with colourful descriptions of the natives of the region and a clear picture of the Spanish colonies on the Pacific' (Hill). [Brynkinalt Library bookplate, Sabin 67984; Leclerc, 487. Hill, 1423.]



45. MALCOLM, GEORGE JOHN, REAR ADMIRAL (1830-84)

Log Book on the HMS Cumberland [containing Piracy, Castaways and Tornados]

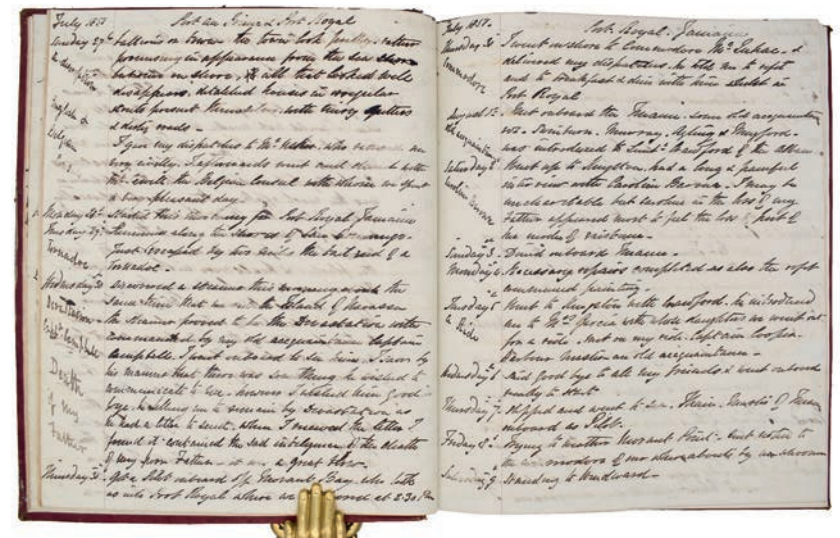
Manuscript logbook, 32pp, excluding blanks, 5 pen and ink plans for a house, original red calf, gilt lettering "G.J.M." on top board, a little rubbed, spine tail damaged, 4to, 1851-1852

£1,500

Written in a tight, neat hand, the journal covers a journey around the West Indies, from Montserrat (18th May 1851) to Cape Haiti (7th September 1851), with stops at Dominica, St Kitts, Bermuda, Port au Prince and Port Royal Jamaica.

The work contains notes on wind direction, weather- with a large description of tornadoes and "appalling lightning"-, and latitude. However the majority of the entries are written in a more informal manner. Malcolm gives his opinions on the West Indies Islands "...to me St Vincent is the most beautiful...", and makes general observations throughout his voyages. Various animal sightings are mentioned, including birds, dolphins, sharks, whales and an index of different kinds of fly. He keeps notes on the books he has read, mostly histories and works on theology, but Hawkin's Voyage to the South Seas also had a strong influence on him. Malcolm also spent time teaching "Ross" the mathematical elements needed for navigation, mostly trigonometry.

Malcolm writes of the pirate haven in Saba, "...[They] found within a few years a celebrated niche for Pirates - the Dutch Governor and all the inhabitants, it was found out, were more or less concerned in the trade, some bought goods, asking no questions...", and a brutal punishment he witnessed near St Martins "...we passed a small flat Rock over which seas are continuously breaking, here it was that Captain Lake landed a man... with a weeks provisions and the certainty of death by starvation, for which act of humanity he was deserved."



On the 17th of March Malcolm lands in Bermuda where he writes letters, helps refit the ship and makes plans for a ballroom. He gets a tour of the surrounding islands from Lord Dundonald and Captain Goldsmith, "going to all the principal places.. And skirting all the other Islands, close enough to see their beauties".

On the 15th of April he sailed from Bermuda to Halifax, remaining there until receiving orders to take command of a ship in Port au Prince, leaving on June 28th. On July 18th Malcolm notes spotting an American barque “the “stars and stripes” floating gaily on her topsail”.

After arriving in San Domingo and experiencing tornados and foul weather, Malcolm met with Captain Cambell who delivered the news “*of the death of my poor father*”, Sir Charles Malcolm. The HMS Cumberland arrived in Port Royal, Jamaica on Monday 28th June. The last entry being;

Wednesday 6th August

“*Said goodbye to all my friends and went onboard ready to start*”

Malcolm was the eldest son of Sir Charles Malcolm (1782-1851), naval officer. He followed in his father's footsteps, serving in the Royal Navy for his entire career and becoming Rear Admiral in 1882. His long naval career took him to North and South America, the West Indies, the Baltic, Egypt, and the East Coast of Africa. After he retired from active service in 1873, he entered the Turkish services as Pasha and was employed at Constantinople as Director General of the Abolition of the Slave Trade and Judge of the Slave Courts book.



46. MALCOLM, GEORGE JOHN, REAR ADMIRAL (1830-84)

Work Book and Letter Book [Royal Navy]

Manuscript naval letter book, 78pp, excluding blanks, numerous illustrations and diagrams, original roan backed marbled board, lacks spine but holding firm, folio, 1861-3

£1,000

The work begins with pages of equations using longitude and latitude with accompanying diagrams. Then Malcolm provides some notes for his letters; “This list to be appended to letter to Captain Maguire in my letter book.”, “Subjects of letter to Commander in Chief on April 1863”. The latter includes “remarks on Sickness”, Remarks on the American cruisers and (Enclosing a list of vessels supposed to have been engaged in running the Blockade) and “Enclosing detailed sailing returns and quarterly returns for quarter ending 31st March 1863”.

Most of the subsequent letters are written from Bermuda or Nassau, Bahamas. They give a good impression of life as a Vice Admiral, concerning command handovers, illness, dockyard work, provision distribution and punishment when appropriate.

A letter written on the 9th of April 1863 discusses a case of disciplinary action being given; it reads in part:

“*I have to state that he was 56 days in the sick list and the surgeon considered him to be feigning the whole time... [he now] act[s] the part of an insane man - coming almost daily on quarter deck to say the surgeon was poisoning him...*”

The man goes on to be imprisoned in Nassau, while maintaining his conviction of being poisoned.

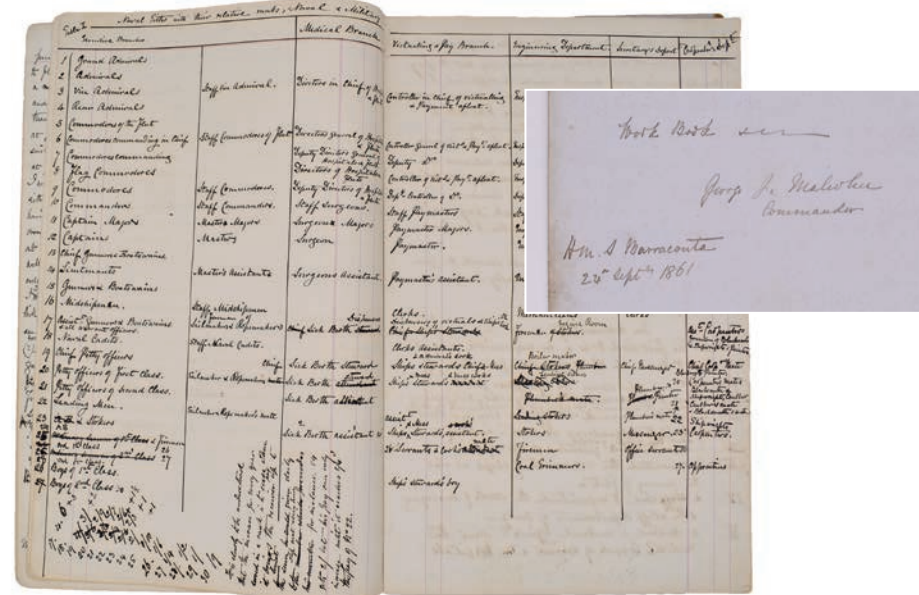
Malcolm handles his crew, writing as “Commander Malcolm, of the HMS Barracouta”, to request another assistant engineer to replace the current one, reading in part “*I fear as, he is suffering from Consumption, that we shall have very little of his services and that he will be invalid... HMS Barracouta is allowed an engineer and three asst Engineers - she only has two assistants and one of them is now in Sick List and from the nature of his complaint, his appearances in the sick list will, in all probability, be often and each succeeding one of longer duration than that previous to it*”.

Many of the letters are about the wreck of the HMS Conqueror, a 101-gun ship of the Royal Navy. She was launched in 1855, but spent only six year in service before being wrecked on Rum Cay in the Bahamas in 1861. Malcolm was concerned with the retrieval of the stores that were lost with the ship. In the first letter to Commander Graham, on 13 March 1863, he writes:

“*I have received orders... directing me, to transfer, the duties of senior officer at Nassau, to furnish you with all useful information regarding, affairs generally and the state of the Conquerors' wreck, and then to proceed to Bermuda*”

“*Regarding the Conqueror's wreck the only documents I have for my guidance are the agreement between Captain Sotheby and the various papers passed over to you...*”

An interesting letter book of a Vice Admiral working in the West Indies.



47. MEDINA, PEDRO DE

L'Art del Navegar In Laqual Si Contengonolere gole, dechiarationi, Secreti, & auisi, alla bon navigation necessarii.

First Italian Edition, First issue, beautiful large woodcut depicting several different types of sailing vessel on the title-page, repeated on C1r, full-page woodcut map of Europe, Africa and the New World, by G.B. Pedranzo after Medina, on E1r, numerous woodcut illustrations, including a large woodcut at the beginning of each of the 8 books, historiated initials, with the blanks b4 and R10. 4to (230 x 153mm), Contemporary limp vellum, remains of early paper label with manuscript title on spine, title in manuscript along the top and lower edges, Venice: Aurelio Pincio for Giovanni Battista Padrezano, 1554

£10,000

A BRIGHT AND ATTRACTIVE COPY OF THE FIRST PRACTICAL TREATISE ON NAVIGATION PUBLISHED BY THE ROYAL EXAMINER OF SPANISH SAILING-MASTERS AND PILOTS OF THE WEST INDIES.

First Italian edition, first issue with the title-page dated 1554, first published in Valladolid in Spain in 1545, 'Medina's Arte del navegar' was the first practical treatise on navigation, and the first pilot to provide reliable information on the navigation of American waters. The fine and attractive world map is a reduced version of the one first published in 1545 although it extends further to the north, west and south. includes the coastlines of the New World from Labrador in the north to Brazil in the south, with Florida, the mouth of the Mississippi and the area around the gulf of St. Lawrence. Medina's "knowledge of the New World was first hand, having travelled with Cortes. Later he held the position of debriefing the returning crews from their voyages. The map depicts the trade routes to and from Spain and her possessions by the use of ships heading south westerly on the outward-bound journey and returning via the Gulf Stream to the north-east. The Papal demarcation line dividing the Americas between Portugal (the land to the east) and Spain (to its west) runs vividly through the map, illustrating for the first time the future influence that the former was to have over the country we know of as Brazil. Central America and particularly the Isthmus of Panama are shown remarkably accurately, and the Yucatan is shown correctly as a peninsular" (Burden). The other fine illustrations in the text include a man using an astrolabe in a series of woodcuts showing how to apply the sun's seasonal declination from different parts of the earth's surface (cf. Stimson, *The Mariner's Astrolabe*, p.577). In 1548, Medina was appointed cosmographer to Emperor Charles V. The Institute of Naval Architects was founded in 1860 in London "to advance the art and science of ship design".

*Provenance: Institute of Naval Architects
Burden 21; Harvard Italian 300; Sabin 47346.*





48. ROBERT MORDEN AND WILLIAM BERRY

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]

A VERY SCARCE SURVIVAL OF AN EARLY ENGLISH GLOBE

The 14" 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.

£95,000

The cartouche with a second dedication to the Reader cartouche, 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 Korea, the tracks of the voyages of Drake and Cavendish are shown.

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 famous English explorers, Sir Francis Drake and Thomas Cavendish, during 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

skill. By including the tracks of Drake and Cavendish, this globe would have been part of the celebration of great English navigators, both recognising 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 a characteristic of the Royal Society, a prominent English scientific society founded in the 17th century, the work of which was certainly known to our globe makers.

Dunn, R. & Wallis, H. British globes up to 1850 (London, 1999).

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

The World in Your Hands: an Exhibition of Globes and Planetaria (London, 1994).

Not in Van Der Krogt. Old Globes in the Netherlands



49. NODAL, BARTOLOME GARCIA DE & GONCALO NODAL

Relacion del viaje par orden de Su. Magd. y Acverdo del Real Consejo de Indias... al descubrimiento del Estrecho nuevo de S. Vicente. y reconocimio. del de Magallanes.

FIRST EDITION, engraved title, woodcut engravings on three pages, bound with the engraved map from the second edition, (190 x 140 mm). 18th calf gilt, rebaked, gilt device of a Lyre on upper and lower covers, Madrid: Fernando Correa de Montenegro, 1621

£30,000

A FINE COPY OF THE FIRST EDITION of this famously rare work which even in the 1860s was described by Sabin as "one of the rarest books of its class." He goes on to note that the map "is almost always wanting." Borba de Moraes comments that "This first edition, particularly with the map, is very rare and in fact is considered one of the rarest travel books of the seventeenth century. Copies containing the map are so rare that it is believed to have been withdrawn [in accordance with the official Spanish policy of secrecy] ... [the book] is of great value as a work of navigation."

This copy is bound with the map from the second edition.

This landmark voyage included the first circumnavigation of Tierra del Fuego and was undertaken by the Nodal brothers aboard two specially built caravals. They were dispatched by the Spanish authorities who had become alarmed by the news of the discoveries made by Le Maire and Schouten during their voyage of 1616 in search of the Southern Continent.

After a remarkably quick and trouble-free voyage the Nodals returned with accurate observations of the tides in the Straits of Magellan and precise sailing instructions for the area.

The Nodal expedition was a reconnaissance mission sponsored by King Philip III of Spain in 1619. The purpose was to confirm the recent discoveries of Jacob Le Maire and Willem Schouten of a passage from the Atlantic to the Pacific to the south of Tierra del Fuego.

The expedition was led by the brothers Bartolome and Gonzalo Garcia de Nodal, who were accompanied by cosmographer Diego Ramirez de Arrellano, who served as the chief navigator. The expedition departed from Lisbon on September 27, 1618 and by January 22, 1619 the two ships entered the strait discovered by Schouten and Le Maire between Tierra del Fuego and Staten Island. The expedition named the Strait "San Vicente." The pair reconnoitred the region to the south of Tierra del Fuego including the Drake Passage, before returning to Spain on July 7, 1619.

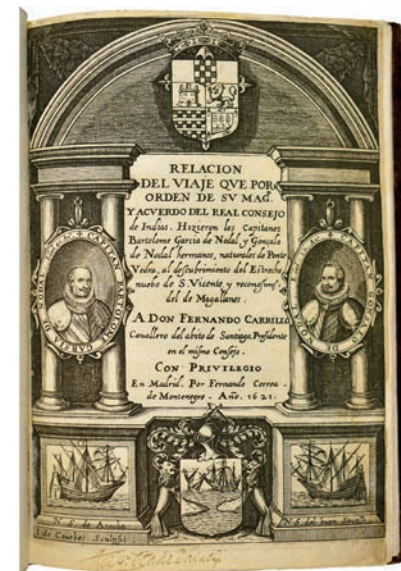
Le Maire and Schouten, sponsored by independent Dutch merchants, had circumnavigated via the new-found strait from 1615 to 1617. The importance of their find lay in the fact that Spain preferred to operate a closed sea policy in the Pacific; they claimed that their ships were the only vessels allowed to ply Pacific waters. Other nations did not agree with this policy, but the difficulty and distance in passing via the Straits of Magellan prevented many from attempting to enter the Pacific.

Additionally, the Straits were claimed as proprietary territory of the Dutch East India Company, which gave them a veritable monopoly over the passage and prevented non-company ships from passing through, even though the waters were seldom if ever patrolled.

The new strait provided a legal avenue for ships of all nations to enter the Pacific, a situation feared by the Spanish whose ports on the western side of South America, already proven vulnerable to sacking by the likes of Francis Drake, were again at risk.

The Nodal expedition was meant to provide the Spanish with vital geographic information about the crucial, yet little known, area around the Straits of Magellan. The brothers established the navigability of the passage and found the Diego Ramirez Islands, which remained the most southerly point visited by Europeans until Captain James Cook sailed in the area in 1775.

Alden & Landis 621/90; Borba de Moraes II:616; Church 386; Hill 1231; JCB (3) II:156; Palau 99485; Sabin 55394.



50. SHELVOCKE, GEORGE

A Voyage round the World by 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 cruize 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 Sacra Familia, &c.

FIRST EDITION, Folding engraved map showing California as an island, 4 engraved plates, 2 folding. Contemporary blind-panelled calf, spine with gilt-lettered morocco label, (193 x 120mm), London: Printed for J. Senex, W. & J. Innys, J. Osborn & T. Longman, 1726.
£4,000

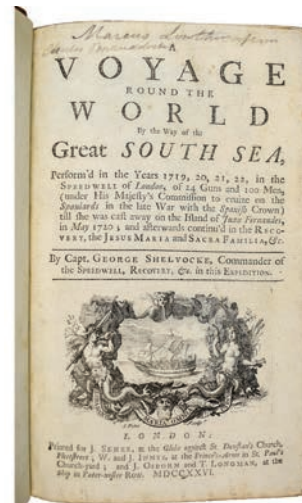
FIRST EDITION of one of the most famous buccaneering voyages. This privately-funded privateering voyage sought to duplicate the success of Woodes Rogers' highly profitable voyage of 1708-1711.

Shelvocke commanded the Speedwell and John Clipperton commanded the Success. They were jointly involved in raids against Spanish shipping on the west coast of South America. Shelvocke parted from Clipperton to conduct his own raids in Peru and to sail up the coast to Cabo 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 shot an albatross, described in this work and later read by William Wordsworth who relayed it to Coleridge. It became an inspiration for his Rime of the Ancient Mariner.

After a quick crossing of the Pacific to Guam and Canton where the Speedwell was sold, Shelvocke seems to have awarded 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, Shelvocke went on to re-establish his reputation and died in 1742, age 67, a wealthy man due to his buccaneering.

Alden & Landis 726/192; Barrett 2261; Borba de Moraes II: 796; Cowan I pp.211-212; Cowan II pp.581-582; Hill 1557; Howes S-383; Leighly California as an Island 159; Sabin 80158; Wagner Northwest Coast 530; Wagner Spanish Southwest 88.



51. SPANISH WEST INDIES

A Plan for attacking the Spanish Settlements in the West Indies in the North and South seas in Case of War

Manuscript, [4pp.], 230 x 370mm, c.1745
£4,500

AN IMPORTANT NAVAL DOCUMENT CONCERNING THE WEST INDIES, written in a neat hand, comprising detailed plans for raising sufficient militia and also methods of and places to attack "In order to this undertaking it will be necessary for Officers to be appointed and dispatched to the several Colonies his Majesty is Posses'd of in America to raise men, the Americans being more proper for this enterprise than Europeans because most of those who will List for this Expedition have already been in the West Indies and are seasoned to these climes and consequently will not be so subject to sickness and mortality as raw inexperienced Europeans, besides they are more imur'd to arms and will take less time to discipline."

Going on to suggest the terms which should be agreed with the Americans in order to encourage them, such has the ammunition and provisions coming from the public funds, they will be brought back at the end of the war, and most importantly "...as soon as any conquest is made or Towne plundered, such plunder shall be equally shared among the whole according to the Rank and Quality they bear in the Navy..." The men appointed should be "old Experienced Officers[...], who are appointed for the Several Colonies in Order to Raise Men."

A timeline for the preparations is laid out, with considerations made for seasonal weather, with a fleet of Man of War arriving in Jamaica by the end of September so that "the whole fleet and army will be joyned and ready for any undertaking in October. Which will be the proper time of year to enter upon Action, the Hurrycane months being then over..."

Once preparations and recruitment are concluded, the plan of attack is revealed. "Cartogena and Porto Bello may be both attacked at the same time, a Small Force being able to Reduce the Latter... When these places are Conquered the Havana is the next place of importance necessary to attack... Vera Cruze may likewise be reduced and thereby the whole commerce of Spain to those parts will be intirely cut off", the manuscript provides a breakdown of the 12000 troops required with the quotas of men to be raised in the several Colonies including "New England - The Province of Massachusets Bay 800, New Hampshire 200, Road Island 500; New York and the Jerseys 1500, Long Island 300; Pensilvania 800; Virginia and Maryland 1000; Both the Carolines 1000; Bermuda and Providence 500; Bardados 400; Antego 200; Montserate 100; Nevis 100; St Christophers 100; Virgin Islands 100; Jamaica 1500... two regements from England 1000; seamen landed from the Men of War 2000 ...", as well as detailed plans for securing supplies and ammunitions "...when the fleet arrives in the South Sea it will be necessary to stop at the Island of Chiloe which lyes upon the Coast of Chili ... which is stored with plenty of Cattle, Corn and fruits..."

Florida and no Ships can sail
go that way, which will be liable to be
The Troops Receiv
be raised in less time than is signified
a Number, which is projected for the
ing Foot and Able Men
The Justas to be Raised in the Several
The Province of Massachusets Bay 800
New Hampshire 200
Road Island 500
and the Jerseys 1500
Long Island 300
800
and Maryland 1000
Carolina 1000
and Providence 500
6600
Two Regem
Seamen Lande
whole will make an Army of Twelve
quer all the Towns before mentioned
want Provisions, there may be a Ship
New York, and Pensilvania, at much
may be likewise had to Transport 'em
that fresh Provisions may not be want
It will be proper for the Armada
and in June or July the preceding year,
South Seas about the same time. Six Men
and Two Ships are sufficient for this Duty
with about 1400 Men for the said Services
ons, which in all makes Twenty sail, it a
to take in wines for the Voyage and
fleet may be furnished with what quantity
where they may likewise recruit their
the Island of St Catharine on the Coast of
its from thence Heer for the Straights
that will probably arrive in December, or
Smelling that they, when the fleet is
to stop at the Island of Chiloe which lyes
which is stored with plenty of Cattle, Corn
Same it is about 90 leagues in length
Inhabitants are mostly Indians, which
a Small Forte, but can make little
immediately seized, the Forte repaired, and
Retreating the fleet on their Return
that no Ship or boat can escape from
ord of the Arrival of the fleet and in O
between the Island and the Main to enter



53. WEST, RICHARD (ATTORNEY GENERAL)

An Important Document Addressed To Lords of the Admiralty and Governors of the American Plantations Concerning The Confiscation of Pirate Goods and Establishing an Act that will allow Pirates to be Tried and Punished by Courts in the Colonies and Provinces.

June 1720, Manuscript, 24 pages in a neat and flowing hand, signed Richard West.
£10,000

A Highly Important Document in The Attorney General's Hand allowing Pirates to be tried and executed on foreign lands, particularly the Americas.

The law required anyone accused of piracy to be brought to London and tried by the Admiralty Courts. This proved impractical, expensive and other than a few cases, i.e. Captain Quelch, the practice of appearing 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. 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 1536 statute obligated 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 Offenses at Sea Act left a serious impediment to effectively dealing with sea bandits. As a later law read: '[I]t hath been found by Experience, that Persons committing Piracies, Robberies and Felonies on the Seas, in or near the East and West Indies, and in Places very remote, cannot be brought to condign Punishment without great Trouble and Charges in sending them into England to be tried within the Realm, as the said Statute directs, insomuch that many idle and profligate Persons have been thereby encouraged to turn Pirates, and betake themselves to that sort of wicked Life, trusting that they shall not, or at least cannot easily, be questioned for such their Piracies and Robberies, by reason of the great Trouble and Expence that will necessarily fall upon such as shall attempt to apprehend and prosecute them for the same'. . . Colonial governments were interested in prosecuting pirates. But not if they had to foot the bill. Consequently, when they captured pirates, they often just let them go. The problem that this criminal "catch and release" policy created intensified in the late seventeenth and early eighteenth centuries when a new wave of pirates took to the sea.

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 sympathisers as accessories to piracy and stipulated the same punishments for them—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 on the Land, or upon the Seas, knowingly or wittingly set forth any Pirate, or aid and assist, or maintain, procure, command, counsel or devise any Person or Persons whatsoever, to do or commit any Piracies or Robberies upon the Seas .[or shall] receive, entertain or conceal any such Pirate or Robber, or receive or take into his Custody any Ship, Vessel, Goods or Chattels, which 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 shall and may be adjudged as the Principals of such Piracies and Robberies'.

Provenance: Sir Thomas Phillips collection, ms 31912

