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The West Coast



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The West Coast European Discovery, 1616-1829

Price List. All prices in Australian dollars

1	[HARTOG] L'HERMITE, J.	\$135,000
2	[VOC] COMMELIN, Isaac.	\$95,000
3	PELSAERT, François.	POA
4	VAIRASSE D'ALAIS, Denis.	\$12,500
5	THEVENOT, Melchisedec.	\$96,000
6	URSINUS, Zacharias.	\$22,000
7	YK, Cornelius van.	\$34,000
8	DAMPIER, William.	\$32,000
9	[DAMPIER] RAY, John.	\$26,500
10	[TASMAN] BOWEN, Emanuel.	\$9500
11	KERGUELEN-TREMAREC.	\$14,000
12	[KERGUELEN] PAGES.	\$7750
13	PAGES, Pierre-Marie.	\$12,500
14	VANCOUVER, George.	\$78,500
15	[BAUDIN] MONTAGNY, P.A.	\$3400
16	PERON & FREYCINET.	\$110,000
17	FLINDERS, Matthew.	POA
18	WESTALL, William.	\$12,000
19	BAUER, Ferdinand.	\$140,000
20	[FREYCINET] LOUIS XVIII.	\$4750
21	FREYCINET, Louis de.	\$235,000
22	[SHARK BAY] FREYCINET.	\$10,500
23	[LONGITUDE] FREYCINET.	\$28,000
24	FREYCINET, Rose de.	\$8750
25	FREYCINET, Rose de.	\$28,500
26	ARAGO, Jacques.	\$21,000
27	ARAGO, Jacques.	\$10,850
28	ARAGO, Jacques.	\$37,500
29	KING, Phillip Parker.	\$8850
30	SWEET, Robert.	\$12,500
31	SEYMOUR, Robert.	\$8850

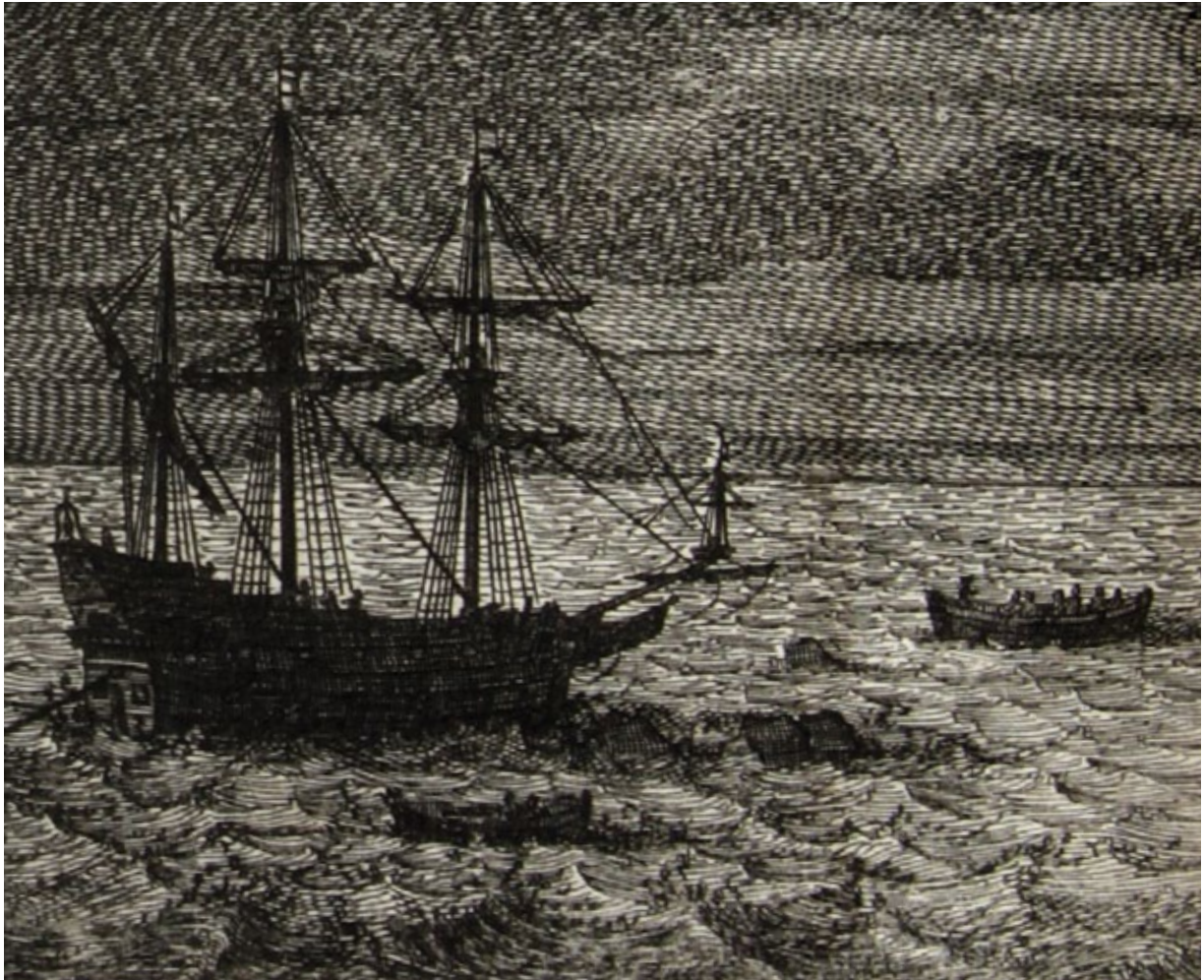
Cover illustrations.

Front: Detail of plate showing the Freycinet expedition ashore at Shark Bay (no. 21);

Back: Engraving of the Hartog plate, from the Freycinet voyage account (no. 21).

The West Coast

European Discovery, 1616-1829



Boats leaving the Batavia (detail), from the first series of European depictions of the west coast of Australia, published in 1647; see catalogue no. 3.

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RARE BOOKS • MANUSCRIPTS • PAINTINGS • PRINTS

The West Coast

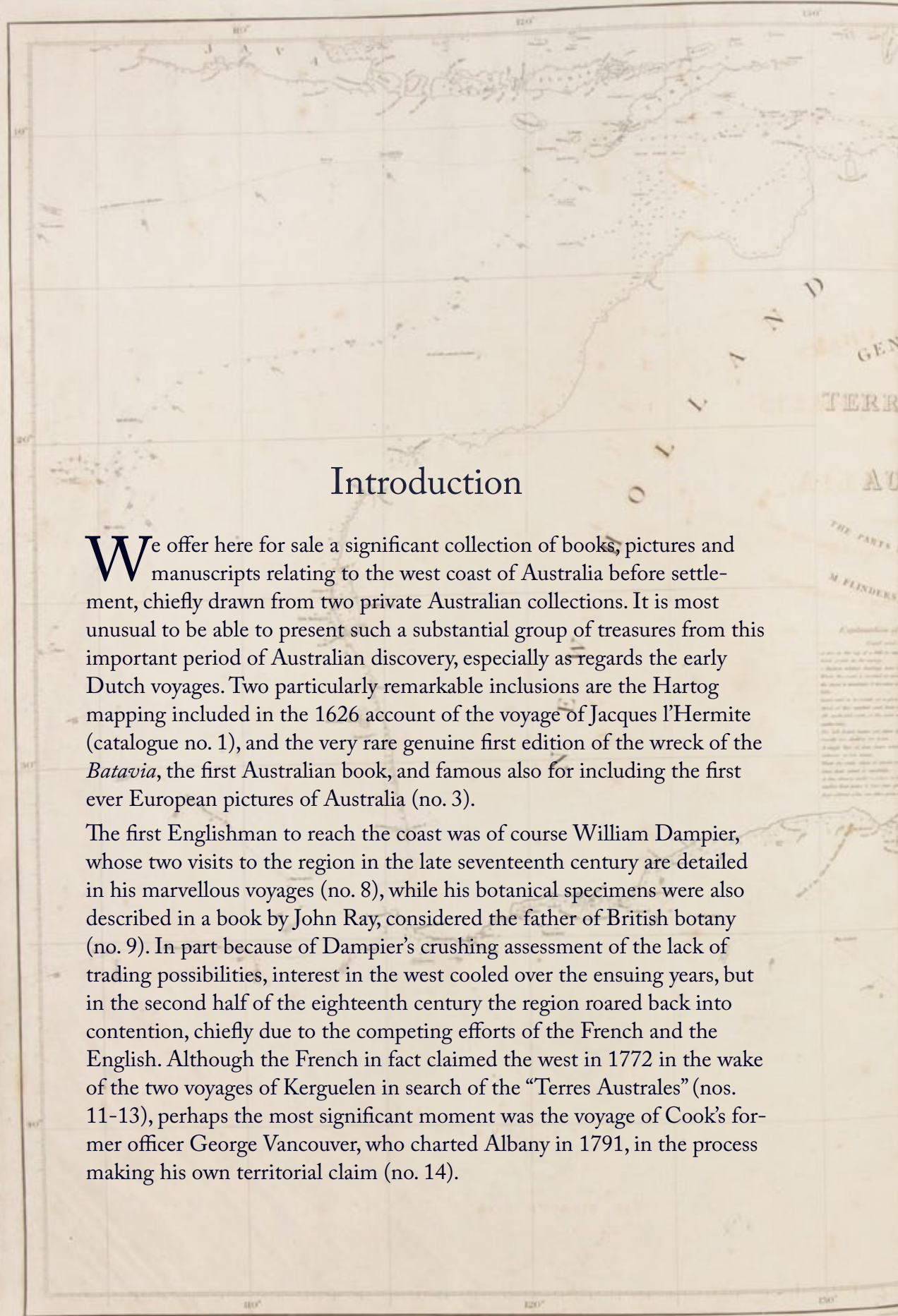
European Discovery, 1616-1829

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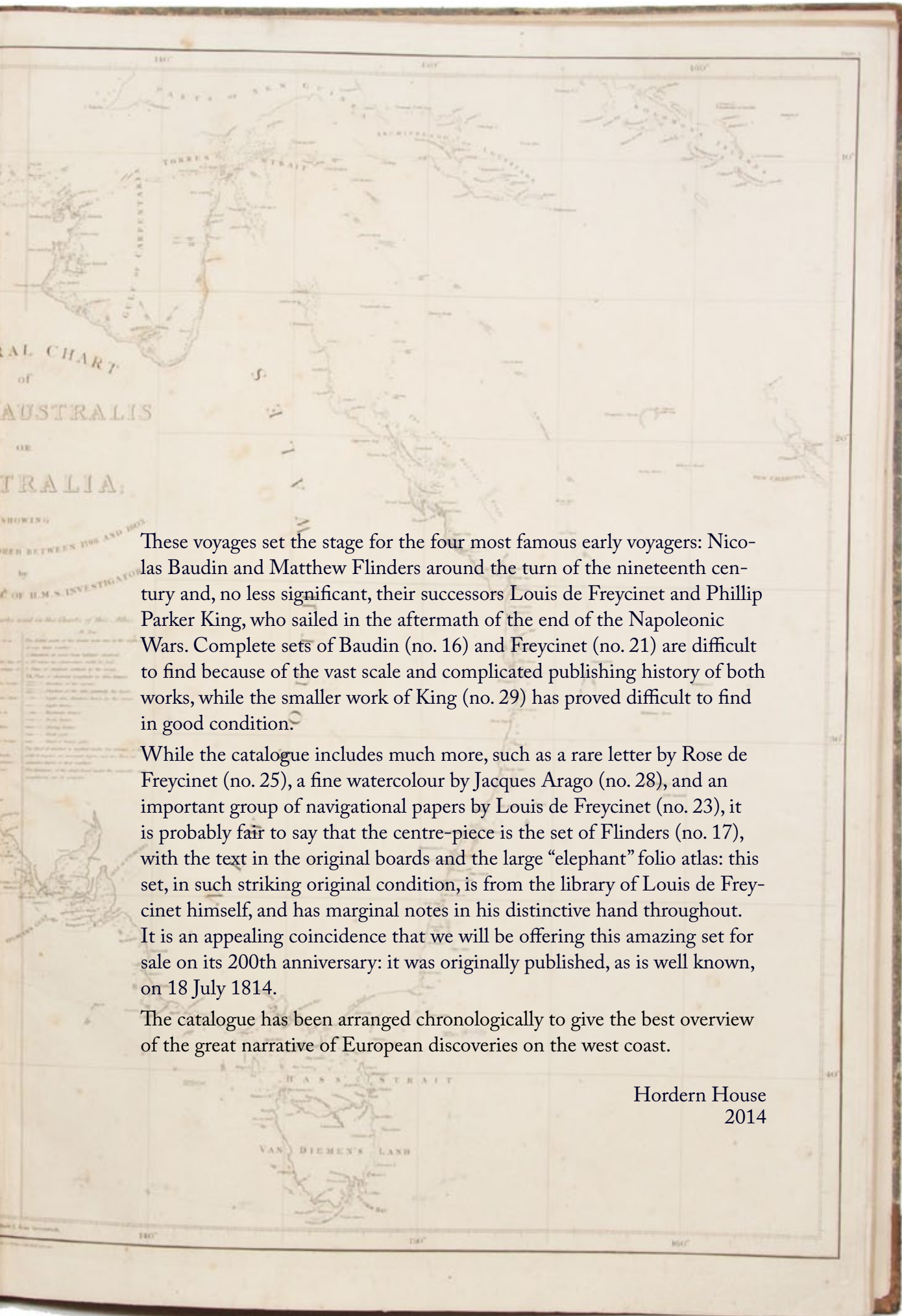




Introduction

We offer here for sale a significant collection of books, pictures and manuscripts relating to the west coast of Australia before settlement, chiefly drawn from two private Australian collections. It is most unusual to be able to present such a substantial group of treasures from this important period of Australian discovery, especially as regards the early Dutch voyages. Two particularly remarkable inclusions are the Hartog mapping included in the 1626 account of the voyage of Jacques l'Hermite (catalogue no. 1), and the very rare genuine first edition of the wreck of the *Batavia*, the first Australian book, and famous also for including the first ever European pictures of Australia (no. 3).

The first Englishman to reach the coast was of course William Dampier, whose two visits to the region in the late seventeenth century are detailed in his marvellous voyages (no. 8), while his botanical specimens were also described in a book by John Ray, considered the father of British botany (no. 9). In part because of Dampier's crushing assessment of the lack of trading possibilities, interest in the west cooled over the ensuing years, but in the second half of the eighteenth century the region roared back into contention, chiefly due to the competing efforts of the French and the English. Although the French in fact claimed the west in 1772 in the wake of the two voyages of Kerguelen in search of the "Terres Australes" (nos. 11-13), perhaps the most significant moment was the voyage of Cook's former officer George Vancouver, who charted Albany in 1791, in the process making his own territorial claim (no. 14).



These voyages set the stage for the four most famous early voyagers: Nicolas Baudin and Matthew Flinders around the turn of the nineteenth century and, no less significant, their successors Louis de Freycinet and Phillip Parker King, who sailed in the aftermath of the end of the Napoleonic Wars. Complete sets of Baudin (no. 16) and Freycinet (no. 21) are difficult to find because of the vast scale and complicated publishing history of both works, while the smaller work of King (no. 29) has proved difficult to find in good condition.

While the catalogue includes much more, such as a rare letter by Rose de Freycinet (no. 25), a fine watercolour by Jacques Arago (no. 28), and an important group of navigational papers by Louis de Freycinet (no. 23), it is probably fair to say that the centre-piece is the set of Flinders (no. 17), with the text in the original boards and the large “elephant” folio atlas: this set, in such striking original condition, is from the library of Louis de Freycinet himself, and has marginal notes in his distinctive hand throughout. It is an appealing coincidence that we will be offering this amazing set for sale on its 200th anniversary: it was originally published, as is well known, on 18 July 1814.

The catalogue has been arranged chronologically to give the best overview of the great narrative of European discoveries on the west coast.

Hordern House
2014

IOVRNAEL
Vande
Nassausche Vloot/
Ofte
Beschrybingh vande Voyagie om
den gantschen Aerdt-Cloot / gedaen met
elf Schepen:
Onder't beleydt vanden Admirael
Jaques l'Heremite, ende Vice-Admirael Geen Huy-
gen Schapenham, inde Jaeren 1623,
1624, 1625, en 1626.

*VVaer in de gantsche Historie, so wel haer wedervaren, als de gele-
gentheydt der Landen ende des Volckx, soo in woorden als
in Figuren voorgesteldt wordt.*



AMSTELREDAM,
By Hessel Gerritsz ende Jacob Pietersz. Wachter.
Jaer 1626.

The title-page of Journael vande Nassausche Vloot includes the earliest published map relating to the landing of Dirk Hartog at Shark Bay in 1616.

1. [HARTOG] HERMITE, Jacques l'.
Journael vande Nassausche Vloot, Ofte
Beschryvingh vande Voyagie om den gantschen
Aerd-Cloot, ghedaen met elf Schepen... inde
Iaren 1623... 1626.

Small quarto, with a fine engraved world-map on the title-page, eight double-page engraved maps and views and a small engraved view in the text; an excellent copy in contemporary dark calf, neatly rebacked. Amsterdam, Hessel Gerritsz and Jacob Pieter Wachter, 1626.

THE FIRST PRINTED MAP TO SHOW AUSTRALIAN DISCOVERY



An exceptionally rare and important book, distinguished by the appearance on its title-page of the earliest printed map to record any real discovery made on the Australian coast. The coastal promontory captioned “t Land Eendracht” is the first printed depiction of Dirk Hartog’s landing in the *Eendracht* at Shark Bay, Western Australia, in 1616.

The Dutch were famously secretive about their discoveries, meaning that very few contemporary mentions of any part of the Australian coast appeared on maps before the 1640s, and the few that did relate chiefly to the Gulf of Carpentaria, and not their landfalls on the western coast. Although, to cite the most important example, Willem Jansz had sighted the Cape York Peninsula in northern Australia in 1605 and mapped a stretch of coastline, no printed map of his voyage in the *Duyfken* would appear until about 1670. In any case Jansz thought that he had visited New Guinea and made no claims of discovery of a southern continent; it was therefore Dirk Hartog who could lay claim to the first epoch-making discovery of any part of the Terra Australis Incognita, which he discovered by sailing a little further to the east than the route to the East Indies pioneered by the Dutch sailor Brouwer in 1611.

For more than 150 years the Dutch would use the name “t Landt van de Eendracht” or “Eendrachts Landt” for the whole continent. The appearance on the title-page map in the l’Hermite narrative was the first time that it was so named in either a printed map or in a book.

The single copy of this book that we have traced in an Australian public collection

is David Scott Mitchell's copy at the State Library of New South Wales.

The book is a narrative of the voyage of a massive Dutch fleet, comprising eleven vessels, which sailed under the command of Admiral l'Hermitte to establish a safe southern route for the Dutch to their possessions in the East Indies, at the same time weakening the Spanish by attacking their merchant shipping. It was probably written by the expedition's navigator Johannes van Walbeeck.

It is a significant voyage account in its own right, describing the manner in which the Dutch fully established themselves in the East Indies, but this significance is overshadowed by the publisher Gerritsz giving such prominence – on the first page that the reader sees – to the West Australian coast discovered by Dirk Hartog in 1616. Such information with an obvious importance to navigation would more often have been kept secret, especially when it involved discoveries that would clearly matter so much to the Dutch East India Company or VOC. From this period onwards ships sailing under the flag of the VOC for Batavia would tend to sail to the east until arriving at the Western Australian coast before turning north to the East Indies; indeed ships sailing between March and September were specifically instructed to sight the Land of Eendracht before changing their heading towards Batavia.

This sort of information was jealously guarded by the VOC, and only gradually spread into 'public' knowledge, largely through the activities of mapmakers such as Gerritsz or Hondius. Gerritsz, publisher of this work, was the official mapmaker for the Amsterdam chamber of the VOC (Landwehr, 446n); he had drawn the first known map of the west coast of Australia, a manuscript map of 1622 described by Schilder as "the oldest preserved cartographical document of Australian history" (Schilder, map 29). Only in 1627 did he produce his larger map of "t Landt van Eendracht" (Schilder, map 30), a year after this publication.

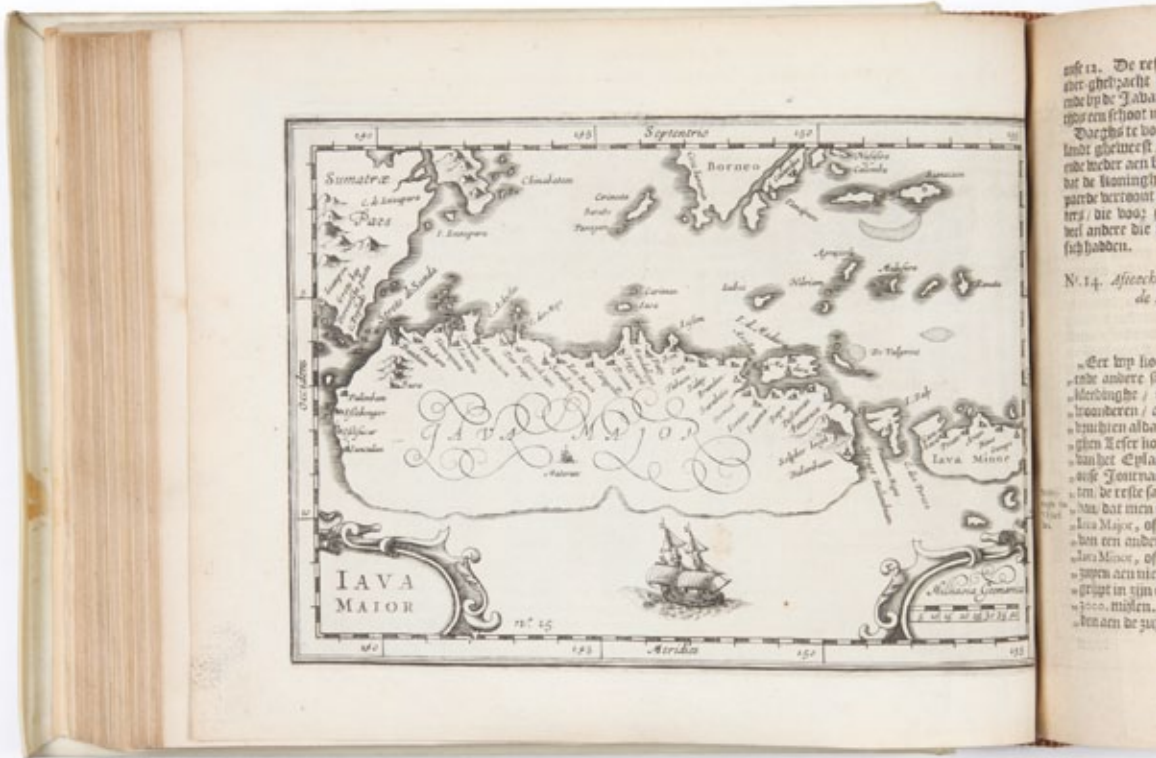
The other maps in the *Journael* are also important, showing the latest data from discoveries made by ships of the East India Company, including the southern part of Tierra del Fuego, Juan Fernandez island, Callao de Lima and the coasts to the south, the Guayaguil river, the islands of Puna and St. Clara, and the port of Acapulco.

This fine copy of an extraordinary rarity has the armorial ownership leaf of Charles Robert t'Serwouters dated 1686 bound as an initial leaf facing the title-page.

Alden, 626/70; Church, 408 (imperfect); National Library of Australia, Mapping Our World exhibition catalogue, p. 118-9 (1643 edition); not in Politzer 'Bibliography of Dutch Literature on Australia'; Robert, 549; Sabin, 31503; Schilder, 'Australia Unveiled', pp. 65-66 and fig. 27; Tiele, Nederlandsche Bibliographie, 664; Tiele, Mémoire, 75.



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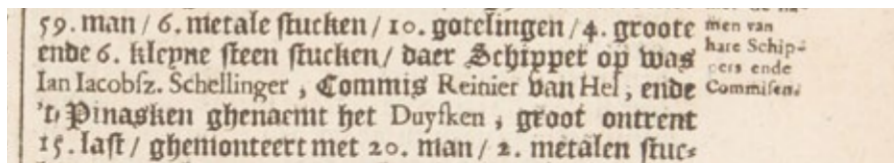


One of the remarkable views included in this important compendium of Dutch voyages; the smaller ship at right is the Duyfken. Two further views illustrated overleaf.

2. [VOC] COMMELIN, Isaac (compiler). Begin Ende Voortganch, van de Vereenighde Nederlantsche Geoctroyeerde Oost-Indische Compagnie...

Twenty-one parts in two volumes, oblong quarto (245 x 188 mm.); with 195 full page and 4 double page or folded plates, 25 full page and 6 double page or folded maps; a few repairs on edges of plates, one plate trimmed close at right-hand margin losing plate number and 20 mm. of edge detail, repair to blank margin of first title-page; a fine and solid set in overlapping modern vellum. Amsterdam, [Joannes Janssonius], Gedruckt in den Jaere 1646.

THE GREAT COMPENDIUM OF EARLY VOC VOYAGES



A handsome set of this important work of Dutch East India Company voyages and discoveries, which is considered “the most important Dutch collection of travel literature published during the seventeenth century” (Lach, *Asia in the making of Europe*). The whole work is generously illustrated with beautiful maps and plates in the finest tradition of Dutch book illustration.

Many of the voyage accounts included are in fact published here for the first time, including the second voyage of van Neck (1600-1604), and both voyages of van der Hagen (1599-1601; 1603-1606). An important inclusion is an account of the first voyage of van Neck and van Warwijck (1598-1600), now most famous as being the first voyage of Willem Jansz, who would make the first recorded landfall on the Australian mainland in 1605.

In fact Jansz and the small Dutch ship the *Duyfken*, both separately and together, feature in four of the 21 component narratives that make up the book: these references to the slightly chronicled ship represent the most significant original printed sources for the sketchy history that we have of the earliest discoveries made of the Australian continent. Several images of the Dutch fleets described in the narratives include depictions of the comparatively slight *jacht*, crewed by just twenty men or so and a fraction of the size of the great storeships and battleships that the *Duyfken* accompanied as a fast scout (see opposite & overleaf for three examples).

This collection is an essential source for the history of early Pacific exploration as well as for the development of the East Indies. The enormous work – it contains more than 1600 pages of text – was compiled by Isaac Commelin and published in Amsterdam by Jansson, one of the leading Amsterdam publishers who special-

ised in navigational and cartographical material. It represents the raw material for any research on Dutch exploration of trading routes, and on the history of the Dutch voyages to the East Indies, and therefore by extension to the voyages probing towards Australia. Complete sets are scarce on the market and this first edition is rare, especially in decent condition. There are two issues of the first edition differing only in the date on the title-pages: 1645 or 1646, the latter much the more usual and applying to all five copies located by Trove, at the National Library, the State Libraries of NSW and Victoria, and the Universities of Monash and Western Australia.

C.R. Boxer has speculated (in his Introduction to a modern facsimile of the book) that Commelin must have obtained his material from a person either belonging to or closely connected with the VOC, and that some of it may have come to him clandestinely. In general terms the Dutch, like other nations still seeking profitable discoveries, tended to conceal rather than publish their voyages. As Boxer also points out, about half of the material is completely new in this first edition, while some of the other accounts appear in Dutch for the first time, having been previously printed in some other language.

Several later editions followed and many of the individual narratives were picked up by other publishers to appear in subsequent anthologies. The scope of the book is tremendous, and clearly overwhelmed English translators and publishers, who could manage only a hugely abbreviated summary in English, published as a single octavo volume.

A full list of the voyages included is available on request.

Landwehr, VOC, 250; Mendelssohn, South African Bibliography, I 603; Tiele, Bibliography, 82; Tiele, Memoirs, pp. 13-14 (IV, d).

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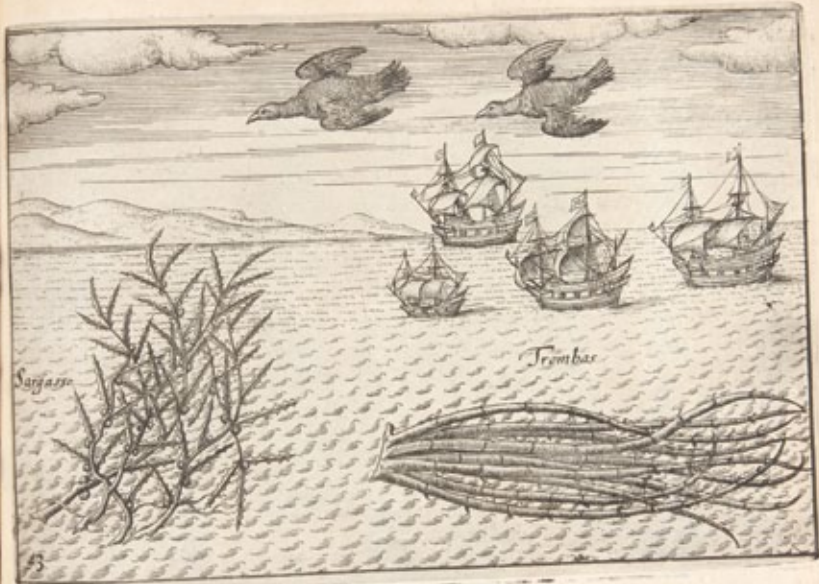
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*Three of the extraordinary atmospheric scenes in the account of the wreck of the Batavia;
 the 15 images on six plates are the earliest European depictions of Australia.*

3. PELSART, Francois.

Ongeluckige Voyage, Van't Schip Batavia, Nae de Oost-Indien. Gebleven op de Abrolhos van Frederick Houtman...

Small quarto, 19.5 x 15.5 cm., 15 separate engravings on 6 full-page plates, bound without final blank leaf, neat marginal paper repairs to the title page not affecting the text, generally in excellent condition; bound in seventeenth-century stiff vellum, a few marks but unusually good, expertly repaired along hinges. Amsterdam, Jan Jansz, 1647.

THE FIRST EUROPEAN IMAGES OF AUSTRALIA

The exceptionally rare first edition of an important book, the first Australian book. This is one of only two copies of the first edition of 1647 known in private collections.

Pelsaert's account of the "unlucky voyage" and wreck of the VOC ship *Batavia* off the western Australian coastline in 1629 and its gruesome aftermath is the first published account of any voyage of Australian discovery. Regarded as the most desirable of all books relating to western Australia, this book is a celebrated rarity, and the most important of all Dutch Australiana. Without doubt the book is justly famous not only for the remarkable tale but for the suite of engraved illustrations that accompany the text, with graphic reproductions of the wreck, the mutiny and slaughter on the islands, the trial and torture of the leaders and their execution on the mainland; they are the earliest European images of Australia.

The story of the wreck itself, in Drake-Brockman's words, "provides the greatest dramatic tragedy in Australian history beside which the mutiny on the *Bounty* is an anaemic tale". The account was written by Captain Francisco Pelsaert (1595-1630), a Belgian officer of the Dutch East India Company who spent much of the 1620s in India on service. He returned to Holland in 1628 where he was given command of a small convoy of three ships bound for Java. Sailing on the *Batavia* he became isolated from the other vessels in the Atlantic, so that the ship was sailing on its own when, on 4 June 1629, it struck a coral reef on Houtman's Abrolhos (off the coast near modern Geraldton). Pelsaert immediately took a ship's boat to coast Australia and seek rescue in Batavia, but by the time he had personally returned to Abrolhos in September, a vicious and mutinous band led by the deranged second-in-command Jeronimus Cornelisz had killed some 125 survivors in a series of bloody battles and murders. Pelsaert tried the ringleaders where they stood, hanging seven and marooning two others on the mainland. Six more mutineers were sentenced to death in Batavia.

Immensely popular when it was first published, there were five further editions over the next few years until, in 1663, it was included in Thevenot's magisterial voyage anthology, *Relations de divers Voyages Curieux* (see catalogue no. 5). The text

had its first major outing in English translation when it was included in Harris, *Navigantium atque Itinerantium Bibliotheca* (1744), where it was introduced with the comment that it “has appeared very strange to some very able Judges of Voyages, that the Dutch should make so great Account of the Southern Countries, as to cause the Map of them to be laid down in the Pavement of the Stadt-house at Amsterdam, and yet Publish no descriptions of them” (p. 320). Largely forgotten for two centuries, the *Batavia* returned to prominence chiefly through the efforts of Henrietta Drake-Brockman in the 1950s, who finally located the wreck itself in 1963; a series of recovery dives begun in the 1970s means that most of the timbers of the *Batavia* are now in the Western Australian Museum in Fremantle.

There have been many publications based on the story, most recently Peter Fitzsimon’s *Batavia* (“the greatest story in Australia’s history”). A full-scale replica of the *Batavia* was launched in the Netherlands in 1995, and visited Sydney during the Olympics in 2000.

The plates, which represent the earliest of all published views of Australia, comprise:

- I. The *Batavia* wrecks and the crew and passengers take to the ship’s boats (3 scenes; one scene illustrated as frontispiece).
- II. The first camps ashore and salvaging goods from the wreck; exploring the other islands (2 scenes).
- III. The mutiny (full plate).
- IV. Rescue and restoration of order, including an image of signal fires being lit and another showing sailors on a cutter firing their muskets (3 scenes; see previous page).
- V. Overcoming resistance on some of the islands, culminating in the imprisonment of the mutineers (4 scenes).
- VI. Punishment: six mutineers hanged in Australia and a seventh having his hands cut off, with the torture and hanging of five (six?) more in Batavia (2 scenes).

Landwehr, 'VOC', 406; Schilder, 'Australia Unveiled', p.111; Sharp, 'Discovery of Australia', p.59; Tiele, 'Bibliography', 235; Tiele, 'Mémoire', 850.

Ongeluckige Voyagie,
Van 't
SCHIP BATAVIA,
Nae de Oost-Indien.

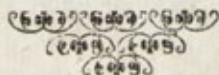
Gebleven op de Abrolhos van Frederick Houman, op de
hooghte van 28^{te} graet/by-Zyden de Linie Equinoctiael.
Oytgebaren onder den E. FRANCOYS PELSERT.

Verbasende/
Soo 't verongelucken des Schips / als de groutwelijcke
Moorderijen onder 't gebergde Scheeps-volck / op 't Eylant
Bataviaes Kerck-hof voozgeballen; nevens de Straffe de Handda-
digers overgekomen. Geschied in de jaren 1628, en 1629.

Nevens
Een Treur-bly-eynde Ongheluck, des Oost-Indische Com-
pagnies Dienaers in 't jaer 1636. weder-waren, in 't Co-
nincklijke Hof van Siam, in de Stadt India, onder de directie
van den E. JEREMIAS VAN VLIET.

Als mede
De groote Tyrannye van A B A S, Coninck van Persien /
Anno 1645. begaen aen sijn grootste Heeren des Rijcks / in
sijn Conincklijk Hof tot Espahan.

Alles door een Liefhebber uyt verscheyde Schriften te samen ghestelt, ende tot
waerselhouwinghe aller derwaerts varende Persoonen, in 't licht gege-
ven; oock met veel schoone kopere Platen verrijckt.



Tot AMSTERDAM,
Voor JAN JANSZ. Anno 1647.



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Imagining a Dutch colony on the west coast: inspired by real VOC voyages, this seventeenth-century imaginary voyage is a fictional account of life in New Holland.

4. VAIRASSE D'ALAIS, Denis.

Historie der Sevarambes. Volkeren die een Ge- deelte van het darde Vast-land bewoonen, ge- meenlijk Zuid-land genaamd.

Small quarto, four parts in one volume (part 4 with separate pagination), engraved frontispiece by J. Luiken (dated 1683) and 16 plates (repairs to tears in two plates, one with insubstantial loss at bottom corner); a few upper margins a little short but a very good copy in full vellum antique. Amsterdam, T. van Hoorn, 1682.

DUTCH SURVIVORS ON THE WEST AUSTRALIAN COAST

Very rare, the first fully illustrated edition of this seventeenth-century imaginary voyage to western Australia, based on the story of the wreck of the VOC ship *Vergulde Draeck* in 1656. The plates are thus early – if imaginary – depictions of the Australian coast, and include two coastal scenes depicting the first meeting with the local population, the Australian court, and the fabulous fauna.

The importance of the detailed and inventive illustrations has been overlooked: after the various editions of Pelsaert, this is the second major work to depict life and conditions on the Australian mainland, however fancifully. This work also has an important connection with Vlamingh's exceedingly rare *Journaal wegens de Voyagie* of 1701, as Vlamingh's very real voyage to Australia in 1696-7 only made it separately into print as a companion volume to the second Dutch edition of this imaginary work.

The story is based on the 1656 wreck of the *Vergulde Draeck*, which ran aground on the coast north of modern-day Perth. Seventy-five of the crew and passengers made it ashore. The captain Pieter Albertsz despatched a crew of seven in a small boat to Batavia and a rescue expedition was mounted, but found no trace of the survivors; the possibility that some of the crew survived on mainland Australia was an enticing fiction. Vairasse openly used this real-life voyage as the model for his own, having the similarly named *Goude Draak* wreck in western Australia the same year as its namesake. After the ship founders, some seventy-four women and three hundred and seven men survive on the barren shore, from whence they journey to the land of the Sevarambes, an Australian utopia.

The work, which also borrows features from the wreck of the *Batavia*, is one of the most important imaginary voyages to Terra Australis, and is cited as a direct influence on Swift. The book thus forms an important link in the long history of seventeenth-century Dutch exploration of the west Australian coast, not least because it dates from a time when the lines between imaginary and real voyages were blurred.

This Dutch edition was translated by van Broekhuizen the same year as the French edition, and is seemingly based on the French text. The frontispiece is by Jan Luyken, and the plates (four signed) by Johannes van den Aveele (or Avelen).

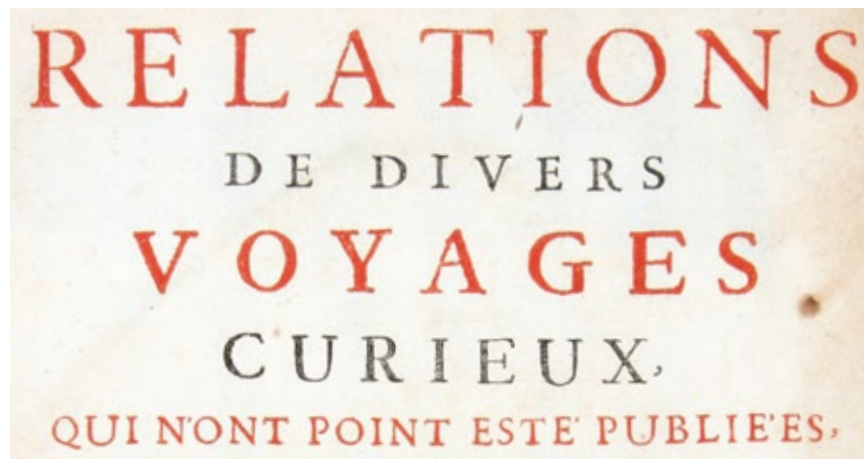
Davidson, 'A Book Collector's Notes', p. 43; not in Landwehr, 'VOC', but see 373 (note on 1701 edition and Vlamingh); Tiele, 'Nederlandsche Bibliographie', p. 111 (1701 edition).

5. THEVENOT, Melchisedec.

Relations de divers Voyages Curieux, Qui n'ont point esté publiées, Et qu'on a traduit ou tiré des Originaux des Voyageurs... Nouvelle Edition, Augmentée de plusieurs Relations curieuses.

Five parts in two volumes, folio; altogether around 1500 pp.; with 15 folding maps and charts, including large folding maps of Australia, China, the Pacific, with the Philippines and Japan, and the map of Edso, North Japan (which is often lacking), full-page portrait, four full and ten folding or double-page engraved plates of costumes, plants, animals, alphabets etc., 46 full-page woodcut plates of Mexican inscriptions and pictograms, a woodcut, 12 engravings and several tables in the text; contemporary French mottled calf, sides bordered in gilt, spines (sympathetically rebacked) gilt in compartments between raised bands, red morocco labels; an attractive and fresh copy. Paris, Thomas Moette, 1696.

FIRST COMPLETE EDITION, WITH TASMAN AND PELSAERT



An excellent set of the rare, best and first complete edition of one of the most important of all travel collections, lavishly illustrated, and especially significant for the first appearance of numerous descriptions of the Pacific, the Far East, Australia and the Philippines. This was the first major work on Australia and the Pacific to receive a wide European readership.

Melchisédech Thévenot (ca. 1620-1692) was custodian of the Royal Library from 1684 to his death, and “was in a particularly advantageous position to review the latest travel literature, and to have it translated and published by the royal printers. The *Relations* is rich in illustrations and maps reproduced or adapted from the Dutch, Latin, English, and Iberian originals. It also includes translations from a few Persian, Arabic, and other Oriental sources preserved in the libraries of Leyden and the Vatican and in private collections” (Donald Lach, *Asia in the Making of Europe*, III.1., pp. 410-11). Sets of the work, containing all five parts, and

particularly all of the required maps, are of great rarity. When complete, as is this excellent copy, the geographical scope of the collection is nearly universal, taking in the Americas, China, Japan, Siam, the Philippines, Mongolia, India, Tartary, Egypt, Persia, Arabia, Asia Minor and Russia. Virtually all the component parts are enriched by illustration, the choice of material sometimes unpredictable and quite idiosyncratic: it ranges from detailed charts of coastlines suitable for navigational purposes, and a number of cartographically important maps, to depictions of botanical specimens, exotic cultural practices and writing systems. The range and quirky variety makes this one of the visual feasts of travel literature.

An important inclusion in Thévenot's collection is his translation of Pelsaert's account of his discovery of Australia, documenting the experiences of the earliest European settlers on the continent and describing the Aboriginal people for the first time. Pelsaert recounts details of the wreck of the *Batavia* and his subsequent struggle with a mutinous crew. Accompanying the Pelsaert account is the rare and famous map of Abel Tasman's discoveries (illustrated overleaf), 'one of the earliest charts devoted entirely to Australia and the first French map of the continent' (Davidson). The first published result of Tasman's great voyages, it was Thévenot's map which gave the world the first clear idea of the shape and location of the new fifth continent.

The Tasman map appeared in at least four different states: in this copy it is in its third state, with corrections, and with the addition of the Tropic of Capricorn and rhumb lines. This is an earlier version than the fourth and final state more often seen in copies of the 1696 edition. This set also includes the two-part map of Northern Japan which is almost always missing.

Thévenot's work has one of the most complicated publication histories, since it was published over the course of more than thirty years, and a comparison of copies, even in contemporary bindings like that offered here, inevitably demonstrates some variation in organization and contents. A very full collation of this complete copy has been prepared and is available on request.

Bagnall, 5521; *Bremer sale*, 864; *Church*, 672 (4 parts only); *Cordier*, *Bibliotheca Sinica*, III, 1944; *Davidson Sale*, 20; *Davidson*, *A Book Collector's Notes*, pp. 28-9; *Hocken*, pp.2-4; *JCB (1675-1700)*, pp. 335-341; *Lach*, *Asia in the Making of Europe*, III.3.1512-13 & especially 1519-20; *Lowendahl*, *China Illustrata Nova*, 217; *Lust*, *Western Books on China*, 260; *Tooley*, 23.25 and plate XI.

HOLLANDIA TROPICVS

NOVA



Londrum 1. April 1642
18 Januari 1647

1644

I. Java

Terre de Diemens
discouerte le 24. novembre
1642.

Wier Eylanden

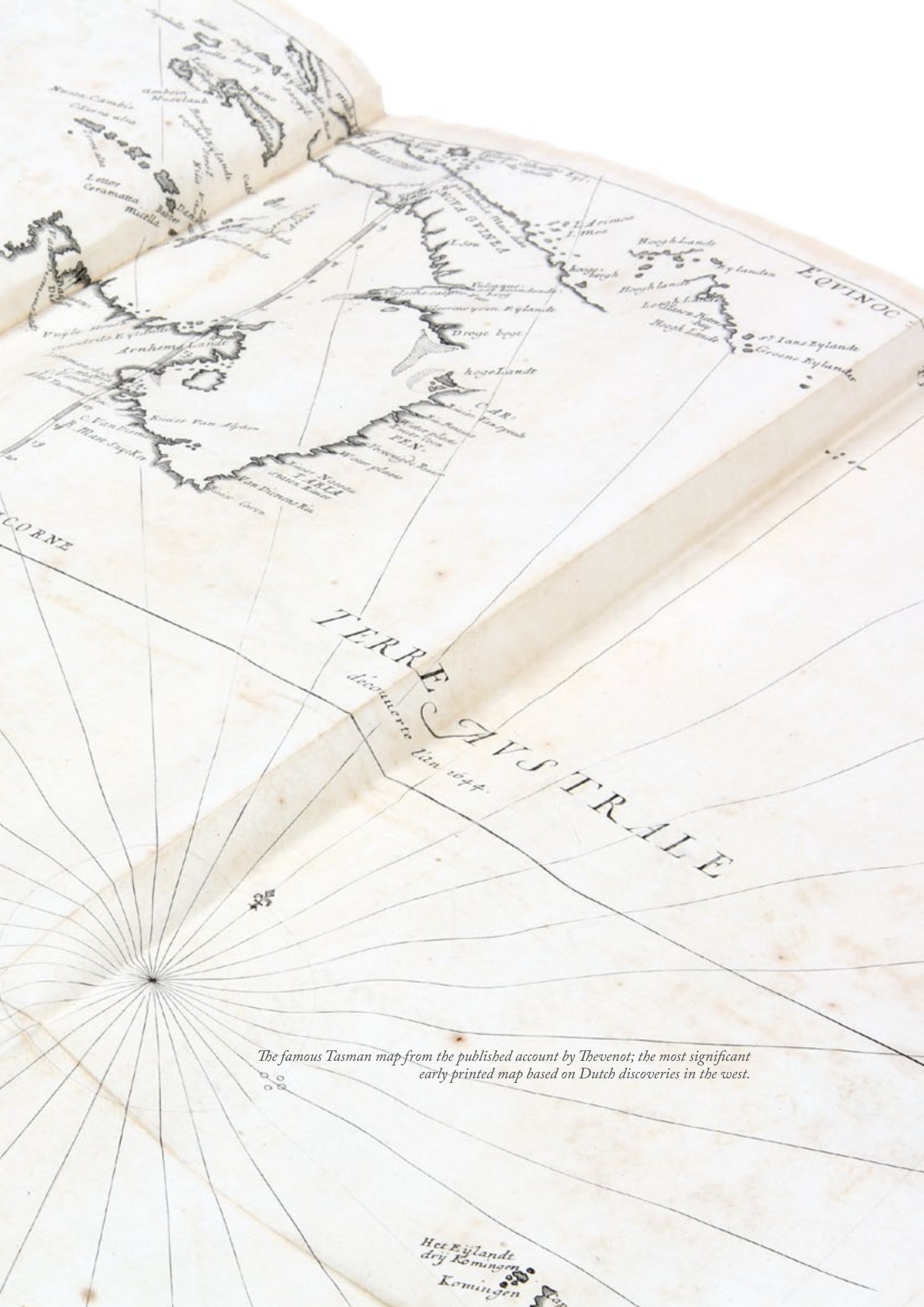
Scheut Eylandt
Mariss Eylandt
Salimans Eylandt

Tobas

Handwritten note in the top left corner.

het gullen vespardt

APRIL



The famous Tasman map from the published account by Thevenot; the most significant early printed map based on Dutch discoveries in the west.

Het Eijlandt
drij Koningen
Koningen



Fine example of a book bound especially for use aboard a VOC ship.

6. [VOC BINDING] URSINUS, Zacharias. Schat-Boeck der Verclaringen den Nederland- schen Catechismus.

Thick quarto, engraved title-page, water-stain affecting several leaves of text; very good in contemporary panelled dark calf with clasps, gilt VOC-M device at centre of front cover. Amsterdam, C. Lootsman, 1694.

FINE AND RARE VOC BINDING

A very rare example of a devotional book bound for use aboard a ship of the Dutch East India Company, or VOC, in the late seventeenth century. The 'M' in the device represents the Middelburg chamber of the company, and the book would have been used aboard one of their ships.

Zacharias Ursinus (1534-1583) was a German Reformed theologian and long-time student at Wittenberg and Heidelberg. His *Schatboek*, of which this is a good example, was one of the most popular works of its kind, particularly in the Netherlands.

John Landwehr gives a long account of the VOC's involvement with books and printing over a long period of time for a number of purposes – ranging from seafaring practical to religious – and as he notes “the chamber had its own arrangements... also with a bookbinder. The chamber provisioned its outbound ships... [and] also exported books to the East Indies, occasionally upon request of the VOC library in Batavia... and frequently to the overseas churches. All of these books were given bindings bearing the VOC-A monogram... The Zeeland chamber played second fiddle. It exported one book to every three of the Amsterdam chamber... However, books for the ship's chest and for chaplains must have been provisioned chiefly by the Amsterdam chamber because very few VOC-M bindings have turned up. And those which have turned up have almost all been copies of Ursinus' *Schatboek*. It is noteworthy that the letter M for Middelburg is used instead of Z for Zeeland. Normally the M is placed under the monogram...”.

Landwehr illustrates a number of VOC bindings, one of which (p. xxix, top right) is of the same design as ours although it is on vellum rather than calf.

Landwehr, VOC. A Bibliography... (Utrecht, 1993), pp. xxvii-xxx and passim.

7. [VOC] YK, Cornelius van.
De Nederlandsche Scheeps-bouw-konst Open
Gestelt...

Quarto, engraved title page and 21 plates (of which 13 double-page); fine in contemporary Dutch vellum, spine skilfully lettered in ink. Amsterdam, Andries Voorstad, 1697.

BUILDING THE SHIPS OF PELSEAERT, TASMAN & VLAMINGH: THE VOC MANUAL



One of the great seventeenth-century ship-building manuals, and the first published in Dutch by a practising shipwright.

This richly illustrated book is a remarkable companion to the extraordinary maritime history of the VOC and the Dutch voyagers in general, showing the manner in which the vessels sailed by Pelsaert, Tasman and de Vlamingh were built. As the wealth of the VOC grew throughout the seventeenth century, Dutch shipbuilding thrived and won widespread acclaim (indeed, even the Czar Peter the Great was drawn to the Netherlands to witness the craft first-hand).

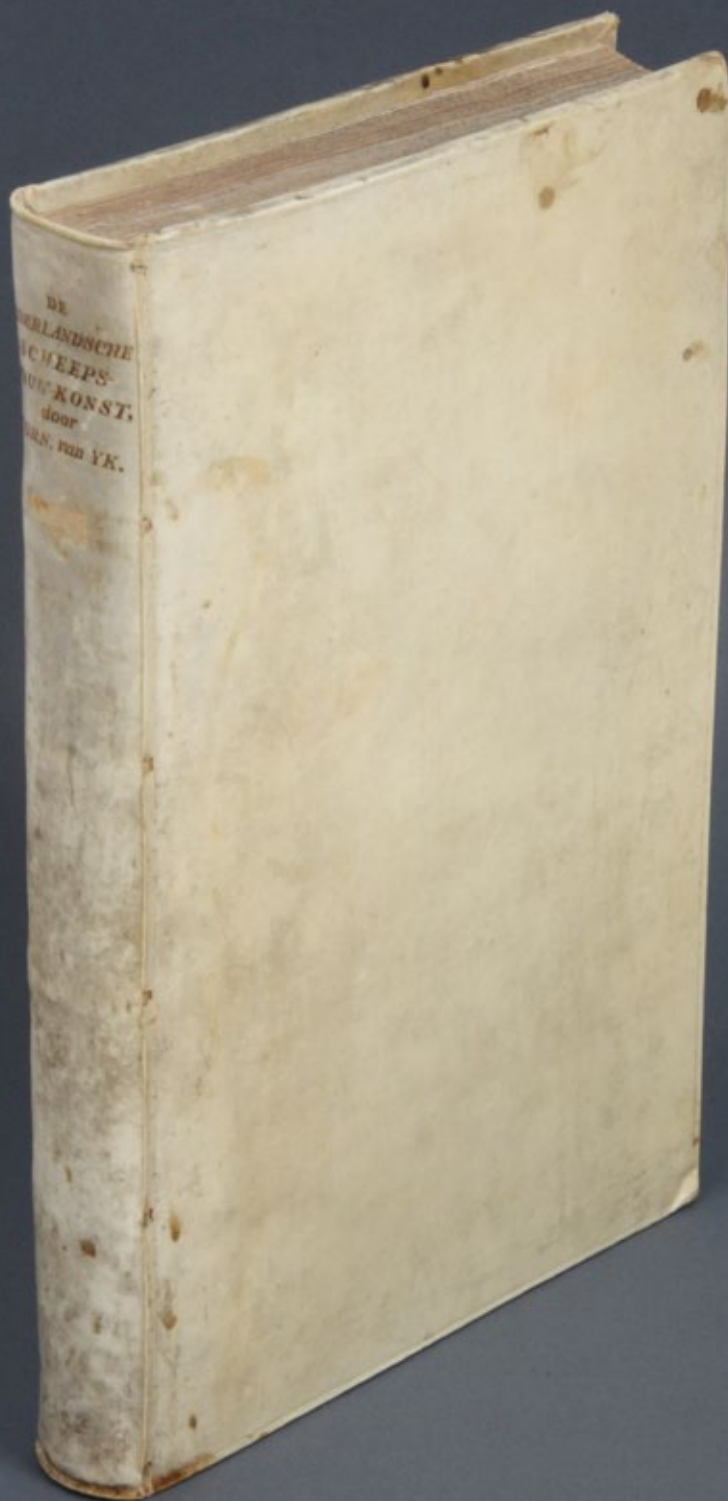
Shipbuilding was a closed art, typically handed from father to son, and early printed descriptions of the construction process are scarce. When merchants and

guildsmen of the VOC commissioned ocean-going vessels, details of the hull and design were typically left to the experience of the shipwright; as a direct result 'no construction draughts exist of seventeenth-century Dutch ships.' (see Ab Hoving and Cor Emke, *The Ships of Abel Tasman*, p. 55). Accordingly, this book is of lasting importance as a record of a lost craft.

Although preceded by Nicolaas Witsen's 1671 book on the subject, *De Nederlandsche Scheeps-bouw-konst* is effectively the first practical treatise on the subject printed in Holland. The central point is that Yk was a practising shipwright with decades of experience, while Witsen, the mayor of Amsterdam, wrote an interesting account but one which necessarily relied on second-hand testimony of shipwrights. By using print to illuminate shipbuilding processes to a wider public Yk acknowledged the fact that many merchants and investors who commissioned large ocean going vessels had little experience at sea.

This is an unusually well preserved copy in a contemporary full vellum binding. The introductory chapter indulges in some historical speculation, with three plates illustrating possible plans for Noah's ark, ancient galleys of the Mediterranean, and ornamental boats of South-east Asia.

Catalogue of the Netherlands Scheepvaart Museum, p. 745; Hanson, Cruising Association Library, 44; Landwehr, 'VOC', 1109; Van Eeghen-Van der Kellen, Jan & Caspar Luyken, 309.

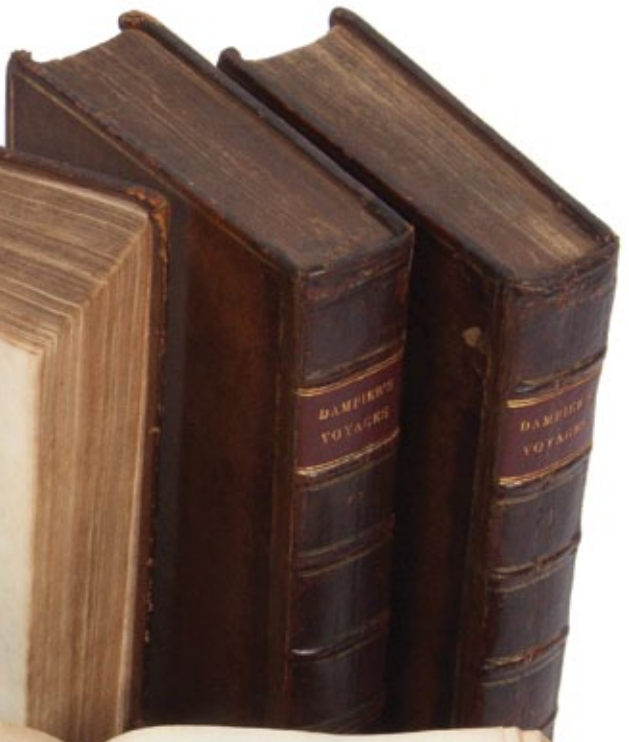


DE
NEDERLANDSCHE
SCHEEPS-
VAART-KONST.
door
J. VAN YK.



A COLLECTION OF VOYAGES IN FOUR VOLUMES.

CONTAINING
I. Captain William Dampier's VOYAGES round the World
II. Captain James Cook's VOYAGES round the World
III. Captain George Vancouver's VOYAGE round the World
IV. Captain John Byron's VOYAGE round the World
V. Captain James King's VOYAGE round the World
VI. Captain John Broughton's VOYAGE round the World
VII. Captain James Cook's VOYAGE round the World
VIII. Captain James Cook's VOYAGE round the World
IX. Captain James Cook's VOYAGE round the World
X. Captain James Cook's VOYAGE round the World



110
An Account of Plants.
 Whether this Plant be a *Sida*, *Thlaspi*, or *Hibiscus* is hard to judge from the imperfect Flower of the dry'd specimen.
 Tab. 1. Fig. 1. *Asa Nova Hollandica foliis ovatis serratis*. The Leaves, both, and especially the lower, are very tender, & in Number are as large as the Calyx. In the Middle there is a Column thick set with thorny spines, & argue this Plant to belong to the *Melastomaceae* Kind.
 This 1. Fig. 2. Of what Genus this Plant is, I am not certain, supposing with some, that it has a very beautiful Flower, of a red Colour, as far as can be guess'd by the dry'd specimen, consisting of six large Petals, heavy on both Sides, especially with Stamens, which are woolly at the Bottom, & Length of the Petals, each of them crown'd with its Apex. The Calyx is divided into a roundish Lob, green at Top and very woolly underneath, running to a Point, as is common to others, with an Indenture at the upper-end.
 Tab. 1. Fig. 3. *Dampiera* as *New-Hollandica*, was first sent from Australia by Mr. Rowley, the Name of Dampiera, of which he transmitted one with shorter and long stiff Leaves, is mention'd to Mr. Petrus's Genus, p. 220. the Name of *Asa Nova Hollandica*, p. 220. the Name of *Asa Nova Hollandica*, p. 220. the Name of *Asa Nova Hollandica*, p. 220. This is of the same Genus with them, agreeing both in Flower and Fruit, tho' very much different.



8. DAMPIER, William.

A Collection of Voyages. In Four Volumes. Containing: I. Captain William Dampier's Voyages round the World... New Holland &c...

Four volumes, octavo, with many engraved plates and maps; bookplate in each volume; contemporary sprinkled calf, maroon leather labels; spines very lightly rubbed, but a most attractive set. London, Printed for James and John Knapton, 1729.

A FINE SET OF THE COLLECTED EDITION OF DAMPIER

The 1729 collected edition of Dampier, "the best edition" (Hill). Dampier's books were all but devoured by an enthusiastic reading public, meaning that the great majority of copies still in existence are very worn indeed, making this handsome set in contemporary binding a rare survival.

Dampier is best known of course as the first Englishman to land on the Australian continent, and along with his interesting observations on Shark Bay and the northwest coast of Australia his books are particularly good on the flora and fauna of the region (many of his bird, fish and flower discoveries are illustrated with charming woodcut illustrations). As Williamson wrote in his introduction to the Argonaut Press's 1939 edition of the *Voyage to New Holland*, "Dampier's permanent service to his countrymen was to arouse their interest in the exploration of the Pacific...".

This Australian emphasis should be seen in the wider context of Dampier's complete works as a major body of Pacific description, of considerable importance for any study of the discovery and colonisation of the entire region. In fact, at the end of the seventeenth-century Dampier was petitioning the English and Scottish governments to colonise Panama as a stepping-stone to further exploration of the Pacific, leading to the ill-fated Darien colony: if Darien had succeeded, it is not an idle speculation to suggest that the British incursion into the Pacific might have taken place some 70 years earlier than Cook's famous voyages. And Dampier himself was bitterly disappointed by the fact that his ship HMS *Roebuck* became unseaworthy just at the point when he had hoped to sail for Torres Strait.

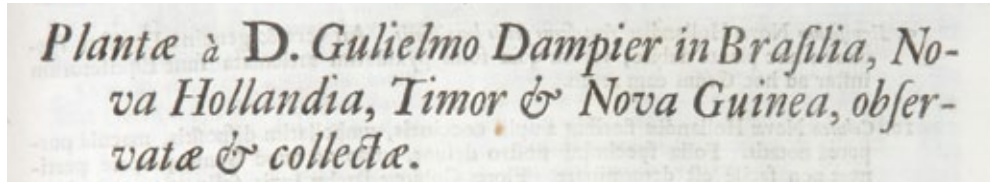
Dampier's first book was published in 1697, an account of his early voyaging in the Pacific and Indian Oceans, while his account of the famous voyage of HMS *Roebuck* appeared in two parts in 1703 and 1709. All of his works were issued by the enterprising publisher Knapton, who also issued the narratives of other buccaneers, many of whom were colleagues of Dampier. As a result, in 1729, with interest in Dampier unabated, Knapton decided to issue this collected edition, with three volumes devoted to Dampier himself, as well as the narratives of Wafer, Cowley, Sharp, Wood and Roberts. Knapton used the latest editions of each of the four volumes with a new general title-page.

Borba de Moraes, I:206n; Hill, 422; JCB, 729/69; Sabin, 18373.

9. [DAMPIER] RAY, John.
Historia Plantarum Species hactenus editas
aliasque multas noviter inventas...

Three volumes, folio; some browning and scattered foxing particularly in the third volume (as usual); a good set in recent period-style half calf with marbled paper boards, a handsome set, with the bookplate of Haskell F. Norman. London, M. Clark for H. Faithorne, 1686-1704.

WITH A DESCRIPTION OF DAMPIER'S WEST AUSTRALIAN HERBARIUM



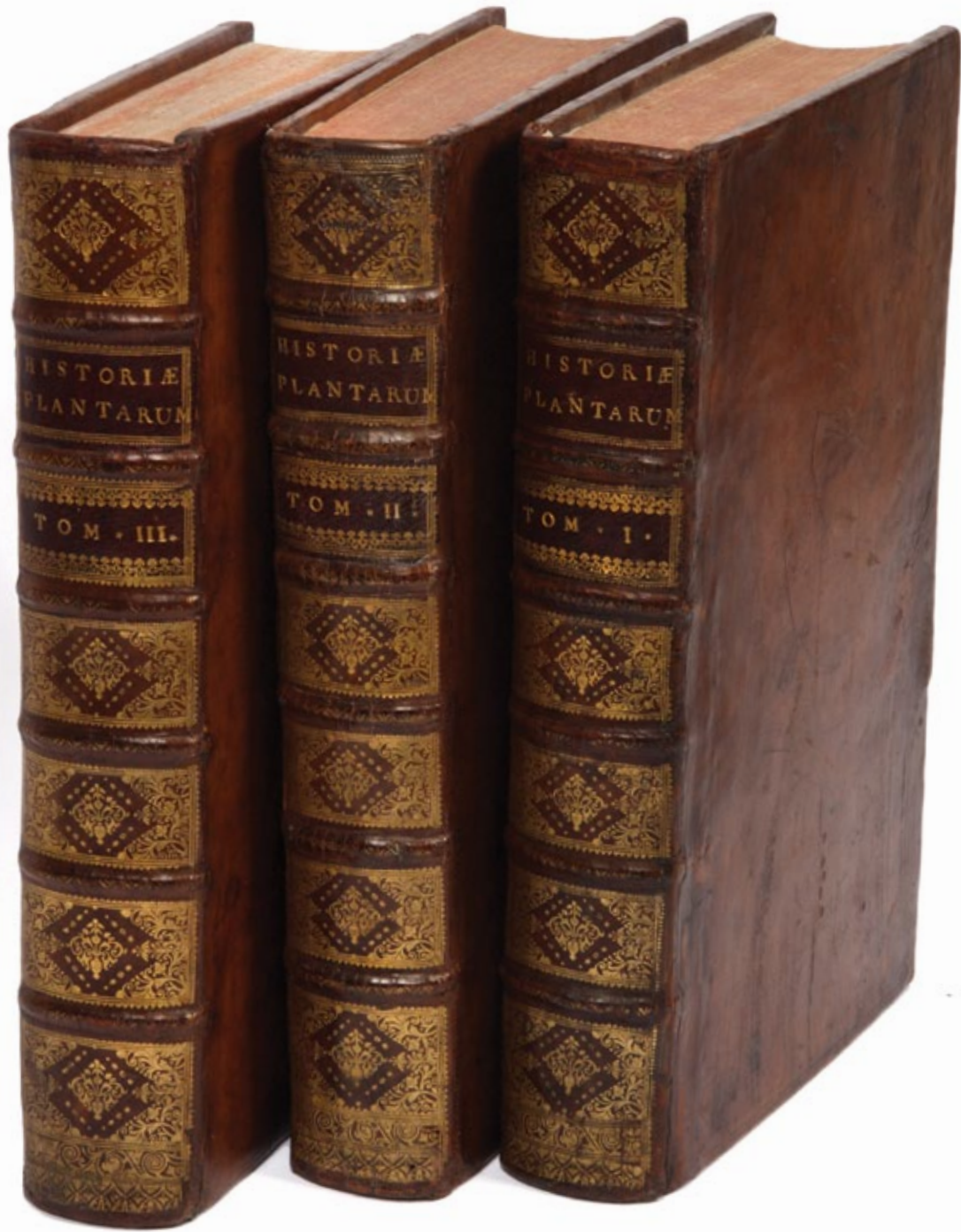
First edition, first issue, complete with the rare third volume published eighteen years after the main work in a single issue limited to only 200 copies: this rare third volume notably includes contemporary descriptions of some of the plants collected by Dampier on the northwest coast of Australia.

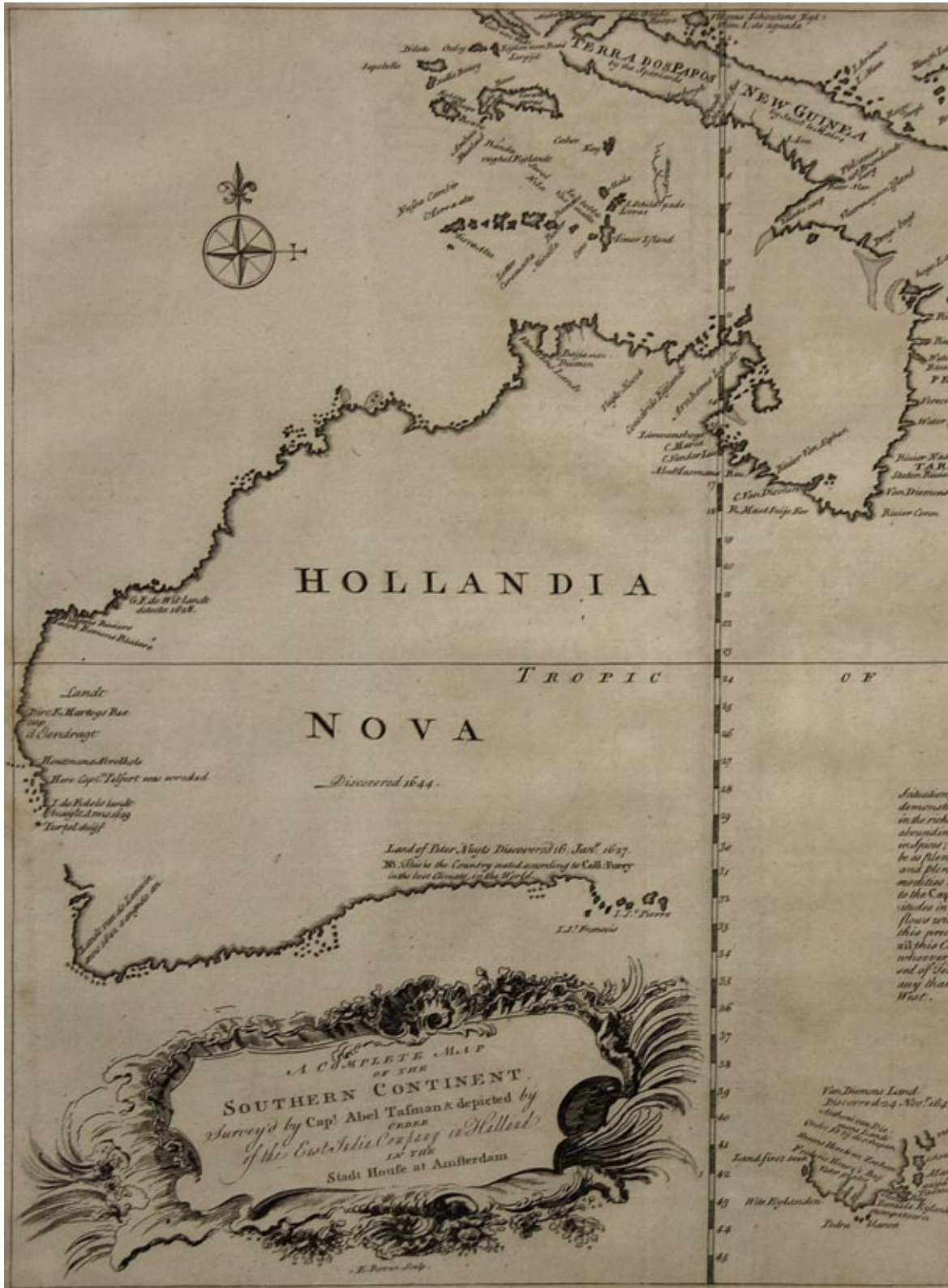
John Ray was considered the “father of British botany” and this was his greatest work, the most important botanical text of the seventeenth century. By the time he wrote the first volume Ray had gained an “encyclopaedic knowledge of the literature of botany and horticulture, from ancient times to the work of his contemporaries... His clear mind and balanced judgement enabled him to select the well-attested facts from this mass of material and to present them in a rational perspective...” (Morton, *History of Botanical Science*).

This work has specific importance to Australia. In 1699 Dampier, the first Englishman to land on the Australian continent, gathered specimens of Australia’s exotic flora. This collection of plants came from various places on the West Australian coast including Dirk Hartog Island, Shark Bay, near present-day Karratha, and East Lewis Island in the Dampier Archipelago south of Broome. Through his friendship with Thomas Woodward, Ray had on loan a large selection of Dampier’s precious plant collection meaning that he was able, in the third volume of this work, to include a description of plants from Dampier’s precious herbarium that had survived shipwreck on the navigator’s return journey to England.

In total, Ray described eighteen Dampier plants, nine from Australia, five from Brazil, one from Timor, two from New Guinea and one of an unknown locality. In turn, in Dampier’s account of his voyage published in 1703 (see previous), a translation of Ray’s descriptions form the basis of his *Account of Several Plants*.

Dibner, 24; Henrey, 313; Horblit, 87; Hunt, I, XXX; Keynes, 48, 49, 51; Krivatsy/NLM, 9409 (first two volumes only); Norman Catalogue, 1788 and 1789; Plesch, 622; Pritzel, 7436; Wellcome II, IV, 479; Wing, R394.





The first major English map of New Holland.

10. [TASMAN] BOWEN, Emanuel.

A complete map of the Southern Continent, survey'd by Capt. Abel Tasman & depicted by order of the East India Company in Holland in the Stadt House at Amsterdam.

Original engraving, 410 x 520 mm.; very good, mounted and framed. London, [1744].

THE DUTCH DISCOVERIES IN AUSTRALIA

This famous version of the Tasman map is the first major English depiction of the Dutch discoveries in Australia and the first English map devoted to Australia.

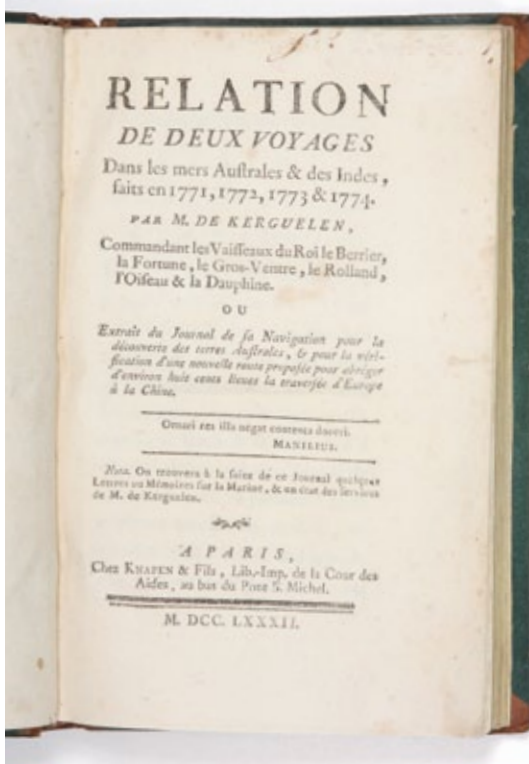
The map is based on the French version by Thevenot, which had originally appeared in his *Rélations de divers Voyages Curieux* (see catalogue no. 5). This handsome version is by the English cartographer Bowen, and characteristically includes two “legends” or short articles printed in the blank areas of the map. The uppermost passage describes Quiros’s voyage and the other discusses the significance of the Australian continent with some prophetic accuracy: “It is impossible to conceive a Country that promises fairer from it’s Scituation, than this of Terra Australis; no longer incognita, as this Map demonstrates, but the Southern Continent Discovered... Whoever perfectly discovers & settles it will become infallibly possessed of Territories as Rich, as fruitful, & as capable of Improvement as any that have been hither to found out...”.

Emanuel Bowen was engraver to George II of England and Louis XV of France. He worked in England from 1714 to 1767, and on his death his prolific mapmaking business passed to his son Thomas. He prepared this important map for the second edition of John Harris’s voyage anthology *Navigantium atque Itinerantium Bibliotheca* – rare today – published in London between 1744 and 1748.

11. KERGUÉLEN-TREMAREC, Yves J. de. Relation de Deux Voyages... pour la découverte des Terres Australes...

Octavo, with a large folding map, some scattered foxing, modern bookplate of Crosbie Morrison; in attractive French quarter calf over green boards, rubbed, preserved in a blue folding quarter morocco box. Paris, Knapen & fils, 1782.

KERGUÉLEN TO THE TERRES AUSTRALES

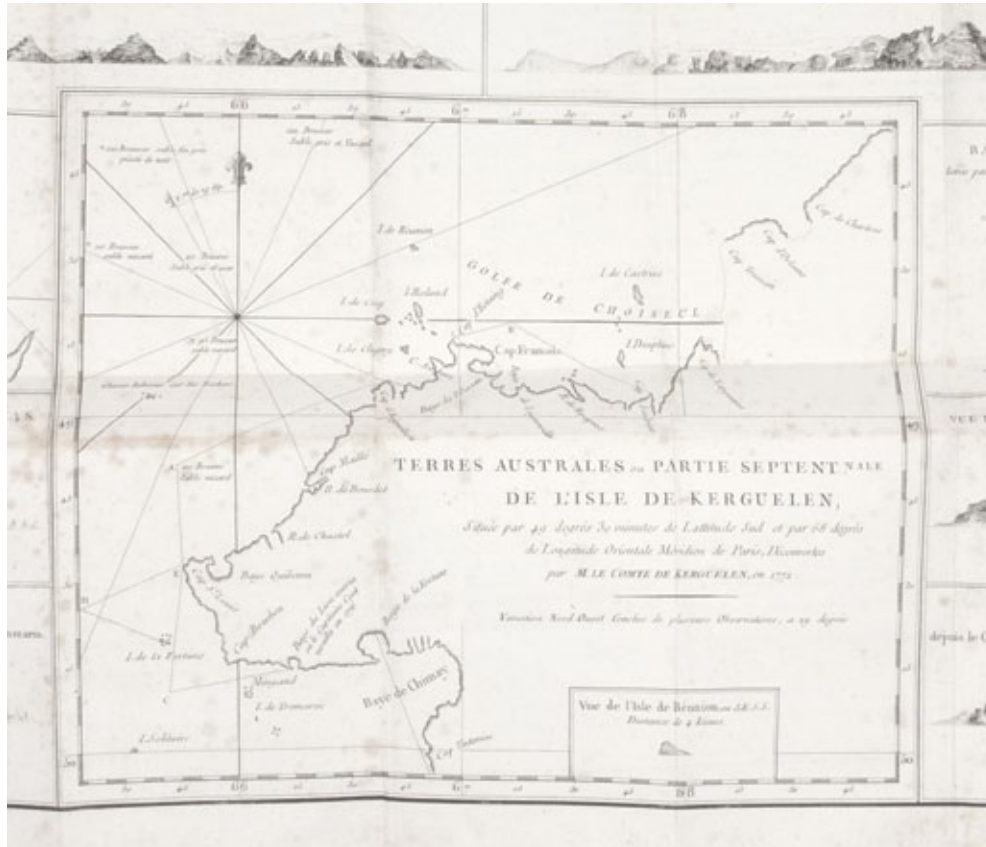


The only edition, and very rare: a key work in the history of France's discoveries in the "Terres Australes". Its rarity is traditionally explained by the bulk of the edition having been suppressed by the French government, supposedly because of the book's dedication "A la Patrie".

The book gives the very important account of two significant voyages which set out from France under the command of Kerguelen to discover the longed-for southern continent. In 1771 Kerguelen had made his first southern hemisphere voyage, returning in triumph to announce that he had discovered the Great Southern Land, when in fact he had only discovered a wind-swept Antarctic island, now called Kerguelen or "Desolation" Island. His irresponsible reporting of the value of his discovery assured him

of his second command, a circumnavigation with emphasis on scientific as well as geographical discovery - it ended in disaster, with Kerguelen dismissed from the service and imprisoned for gross negligence.

However, what is often overlooked in the miasma of incompetence surrounding Kerguelen is the startling achievement of his companion Saint-Aloüarn, who was given command of the small *Gros Ventre* to accompany Kerguelen on his first voyage. The two ships were separated in bad weather off Kerguelen Island soon after they first spotted the desolate region, but while Kerguelen cut and ran for France, the smaller and relatively poorly equipped *Gros Ventre* continued on, reaching the coast of New Holland near modern day Augusta on Flinders Bay, before sailing north over 1000 kilometers to Dirk Hartog Island. There, at *Baie de Prise de Possession* (later Turtle Bay), on 30 March 1772, he became the first European to



formally claim possession of Western Australia, when the crew buried a bottle containing a document and two silver coins on behalf of Louis XV.

Saint Aloüarn, who had been ill for months, finally reached Mauritius via Timor and Batavia in late 1772, and on his death-bed dictated a letter to Kerguelen advising that he had taken possession of western New Holland. Kerguelen himself arrived in Port Louis less than a year later on his second expedition, to a rather frosty reception. Kerguelen's ambitions for his second voyage are easily seen in the fact that he had plans for scientific discoveries of the sort that would later be associated with La Pérouse and Baudin, none of which he achieved. This is as may be: the most fascinating loose-end of all is that he also had scores of would-be settlers with him as well, and if Saint Aloüarn's claim of possession had in fact been followed by the landing of some of Kerguelen's frustrated settlers, the history of western Australia may well have been very different.

Dunmore, French Explorers in the Pacific, pp. 196-249; Kroepelien, 641; not in the catalogue of the Hill collection.

VOYAGES
A U T O U R
D U M O N D E ,

E T

V E R S L E S D E U X P O L E S ,
P A R T E R R E E T P A R M E R ,

*Pendant les Années 1767, 1768, 1769,
1770, 1771, 1773, 1774 & 1776.*

Par M. DE PAGÈS, Capitaine des Vaisseaux du
Roi, Chevalier de l'Ordre Royal & Militaire de
Saint-Louis, Correspondant de l'Académie des
Sciences de Paris.

T O M E P R E M I E R .



A P A R I S ,

Chez MOUTARD, Imprimeur-Libraire, rue des
Mathurins, N^o. 334.

M. D C C . L X X X I I .

12. [KERGUELEN] PAGES, Pierre-Marie F. de. Voyages autour du monde, et vers les deux Pôles par terre et par mer...

Two volumes, octavo, with ten folding maps and plates; a fine copy in contemporary French marbled calf gilt. Paris, chez Moutard,, 1782.

THE END OF THE FRENCH DREAMS OF SETTLING THE WEST COAST OF AUSTRALIA

First edition: the rare original account of Pagès's considerable travelling, of most interest for the second volume which recounts his voyage in the Indian Ocean in search of a Southern Continent as part of the second Kerguelen expedition of 1773-74.

Pagès (1748-1793) was born in Toulouse and had an incredible career in the French navy, including several years spent travelling in Texas and Mexico (his account is considered one of the more important early works on Texas, and indeed the English translation of 1791 is thought to be the oldest description of the Lone Star State in an English-language book). After returning to France via the Far East he was appointed to the second Kerguelen expedition, after which debacle he joined another expedition sailing towards the North Pole in 1776. A veteran of the American Revolutionary War he "retired from the navy in 1782 and, returning to Saint-Domingue, settled on an estate belonging to his wife, a creole. His final years were devoted to scientific research, and at the time of his death he had in preparation a number of important works on America... He was unfortunately murdered during the insurrection of the slaves in 1793." (Howgego).

A large part of the second volume tells the tale of the disastrous second voyage of Kerguelen, from the perspective of a highly critical junior officer. In fact, Pagès was to be an important witness in the subsequent court-martial of the commander for the events surrounding the dismasting of the *Rolland* during a storm, with the result that Kerguelen was dismissed from the service and imprisoned for four years (although he later rehabilitated his career with service in the American Revolutionary War). The second volume also describes Pagès's experiences on a whaling voyage north of Spitsbergen in 1776, which includes much information on whaling and the natural history of the whale.

Kerguelen's voyages finally proved to the French what Cook had already generally demonstrated - that the southern continent was a fiction - but more importantly, their disastrous result ensured that promotion in the French navy was henceforth based on merit: 'La Pérouse may not have been a well-connected courtier, but he was honest and capable: that he was given the opportunity to lead the most comprehensive French expedition of the eighteenth century was a direct result of the Kerguelen episode...' (Dunmore, *French Explorers in the Pacific*, p. 249).

Hill, 1285 (English edition only); Spence, 887.

13. PAGES, Pierre-Marie François de. Manuscript letter to his patron de Puymaurin, written on the eve of the Kerguelen voyage.

Closely written two-page letter, 212 x 167 mm., address panel with red wax seal intact; old folds, very good. Paris, 26 March, 1772.

PREPARING TO SEARCH FOR THE TERRA AUSTRALIS

Intriguing personal letter by Pierre-Marie François de Pagès, the French naval officer who sailed with Kerguelen in hopes of settling what would prove to be the mythical Southern Continent. In the letter Pagès talks about his meetings with influential political figures including the Minister of the Marine, discusses his plans for a publication based on his travels, and comments on how he has now been dispatched to Brest to help see to the outfitting of a new voyage: he was being dispatched, that is, to join the second voyage to the southern hemisphere of Kerguelen. He did ultimately publish the account discussed in this letter as part of his *Voyages autour du monde* (see previous item).

Manuscript material relating to any of the French officers involved in these poorly conceived early French voyages is naturally very rare, and this personal and revealing letter is particularly interesting because its recipient Puymaurin was an important patron and supporter of Pagès' career.

This letter is written in the middle of his Parisian interlude after his return from his first circumnavigation, and shows Pagès petitioning for ongoing work, and in fact trying to rustle up further support for his proposed book. He writes that he has met the Archbishop of Toulouse (Étienne Charles de Loménie de Brienne, an important political figure of his day, later the finance minister of Louis XVI). In a long passage Pagès goes on to detail how he has been kept waiting by the Minister of the Marine (then Pierre Étienne Bourgeois de Boynes), but still has high hopes of his voyage account being approved, although it now seems that he will have to delete all of the references to the more secret aspects of the French navy and marine fortifications - no doubt because of their political sensitivity. The comments on his meetings with de Boynes are significant because it was Pagès' relationship with this senior Minister which led directly to his appointment with Kerguelen. Hence, Pagès continues, he has been summoned to the Naval base in Brest, to take advantage of his long experience, for the outfitting of a new voyage. This was, of course, the second Kerguelen expedition, which sailed from Brest in March 1773, but was many months in the planning. Pagès was no admirer of Kerguelen, and would later be a highly critical witness at his former commander's court-martial regarding the dismasting of their vessel during a storm.

At the time of writing Pagès was in Paris, but the letter is addressed to the Baron Nicolas Joseph Marcassus de Puymaurin (1718-1791), an important political figure in Toulouse; Pagès (born in Toulouse) must have been his protégé.

est si occupé que je ne puis qu'il ne soit de long temps me
faire tout le temps nécessaire pour qu'il lise la relation de mon
voyage pour ensuite luy être expliquée et par après en avoir
soustrait les faits de marine commerce, fortification et politique
y faire quelque augmentation des faits que j'avoy cru véritables et
enfin rédiger le tout en un style concis pour être présenté à
un de mes amis et à la Cour royale pour ce qui est de mes affai-
res, je tâche de préparer bien des choses, elles vont toujours selon
mon dessein pour ce qui est du chirurgien, reste à en extraire le plus
de solide qui sera possible mais j'ay presque les bras liés, jusques à ce
que mon journal soit lu et rédigé, just être ce sera ce à mon égard
la montagne qui entravera dure sourde patience, je vous prie de
m'excuser aujour d'aujourd'hui si je ne luy écris point pour le
remercier véritablement bien le tenir lorsque j'auray quelque bonne nouvelle
à mon égard à luy donner, j'embrasse le roy avec ceux qui veulent y
prendre de l'intérêt jusques à présent, je n'ay eu que depuis dix jours
un ordre du roy au commandant de brist de m'inscrire sur les listes
de la marine à mon ancien état et je n'ay vu que sur mon jour-
nal de chez le ministre qui en a fait tirer un double le mien est
à présent entre mes mains, j'ose présenter mes respects à madame
de puymorin m^{rs} d'aujourd'hui le père et m^{rs} jellipoux et je prends la
liberté de vous demander la continuation de vos bontés

J'ay l'honneur d'être avec le plus profond respect

Monsieur

voire très humble et très obéissant
serviteur

Je n'ay point eu l'honneur de voir madame de la Roche de pages
mais quelque chose de son état chez m^{rs} de curatier mais
je n'ay pas le temps de leur en parler aux dames il n'y a point de
beaucoup à Paris pour aller dans le monde et pour que je voie des dames je ne suis
encore que seing mandeur et vais sans talon



14. VANCOUVER, Captain George. A Voyage of Discovery to the North Pacific Ocean, and round the world...

Complete set, three volumes, quarto, with 18 engraved plates of views, bound with half-titles (often discarded), contemporary half calf gilt; with the separate folio atlas with 16 large plates of charts and views, the atlas bound in contemporary red half calf with original paper boards, paper spine label. London, G.G. and J. Robinson, 1798.

COOK'S APPRENTICE: WITH THE CHART OF ALBANY AND THE SW COAST

First edition of this great voyage, "one of the most important ever made" (Hill), and of considerable significance for its discoveries in and charting of the south-west coast of Australia. Vancouver's chart of the "S.W. Coast of New Holland" is the West's equivalent of Cook's chart of Botany Bay (illustrated overleaf).

George Vancouver (1757-1798), got his early training on Cook's second and third voyages. After his return he spent most of the 1780s in West Indian waters, before being appointed, in 1791, to command of a major scientific expedition to focus on the northwest Pacific: the successes of Cook's voyages were very much in mind in the planning of this expedition, and it was no coincidence that Vancouver's new command was named *Discovery*, explicitly in honour of the vessel of that name that had sailed on Cook's third voyage. Vancouver sailed to the Pacific by way of Australia where, in 1791, he made landfall on the then largely unknown south-west coast and mapped King George III Sound (modern Albany). This was the first English visit to any part of the west coast since Dampier, whose poor reports had led to the neglect of that part of the continent. Indeed, the west was explicitly excluded from Governor Phillip's otherwise extensive realm, with the western boundary of his authority stopping at the famous "Pope's line", the line that still constitutes the inland border of Western Australia.

After leaving the south-west coast, Vancouver unsuccessfully attempted to enter the Great Australian Bight, discovering and charting Point Hood on its western extremity. He then spent most of the next three seasons in the northern Pacific, making important surveys of the coast of America and Hawaii.

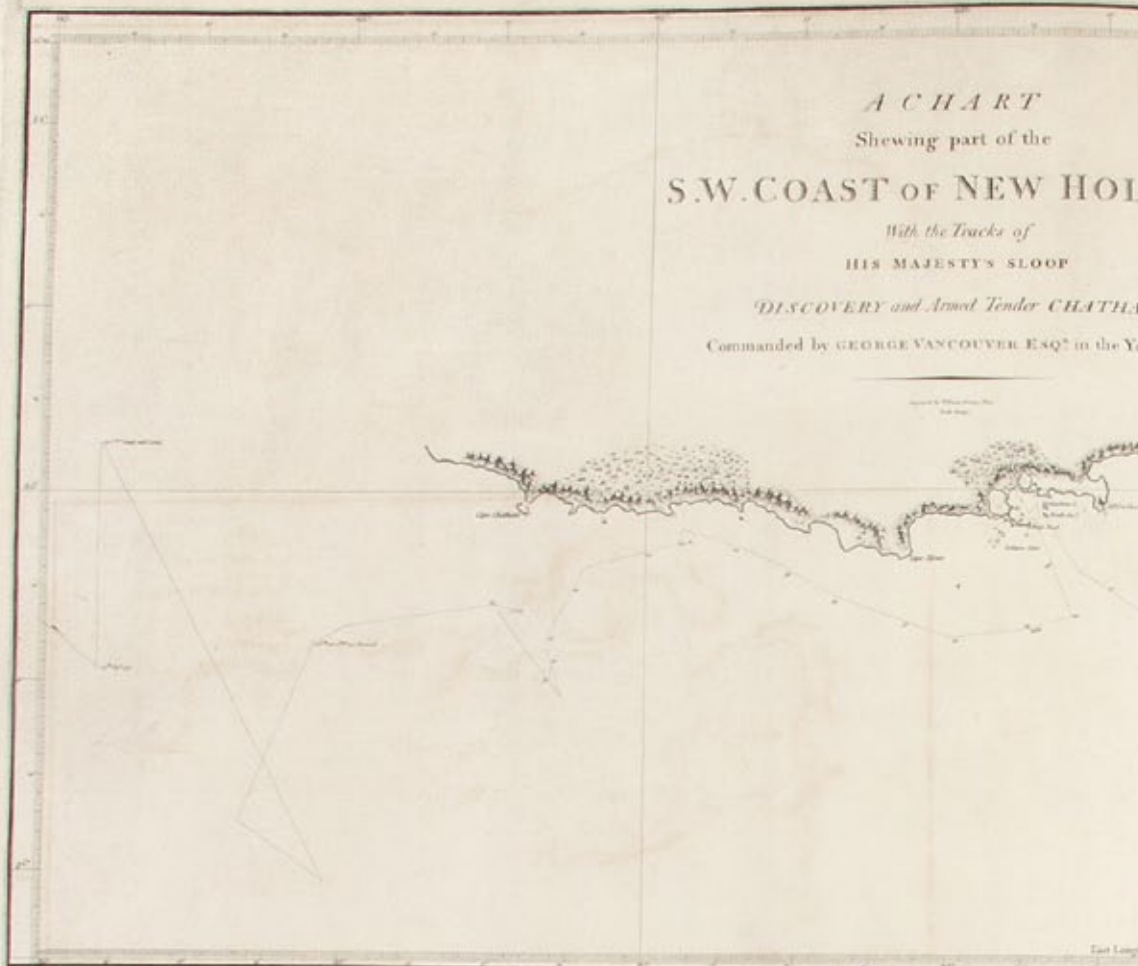
Cook would have approved of the accuracy of Vancouver's charting, which survived almost unchanged into modern times, and certainly Vancouver had learned the lessons of long voyages from his old captain, with only five men of a complement of 180 being lost in over four years at sea. But it is also true that by 1794 Vancouver was subject to wild mood swings and erratic behaviour which led to him being feared and sometimes mocked by his men (in modern times it has been argued that he was suffering from some form of hypothyroidism, possibly Grave's Disease). His health was ruined by the time they returned to England in 1795. Vancouver retired to Petersham to prepare this publication for the press, but in an eerie foreshadowing of the fate of his successor Flinders, died at age 40 while the account was nearing publication.

Ferguson, 281; Forbes, 298; Hill, 1753; Lada-Mocarski, 55; Wantrup, 63a.

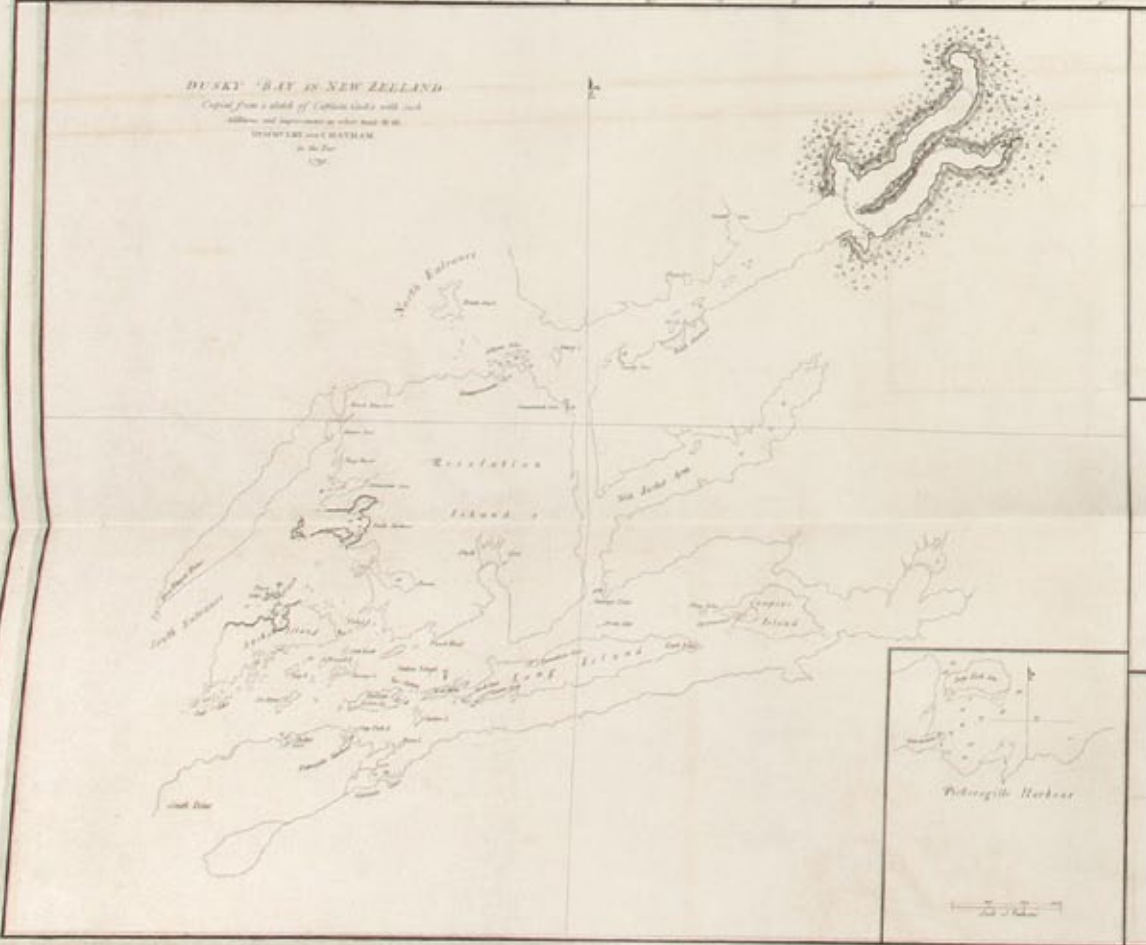
N.
28
3

A CHART
Shewing part of the
S.W. COAST OF NEW HOLLAND

With the Tracks of
HIS MAJESTY'S SLOOP
DISCOVERY and Armed Tender *CHATHAM*
Commanded by GEORGE VANCOUVER ESQ^r in the Year



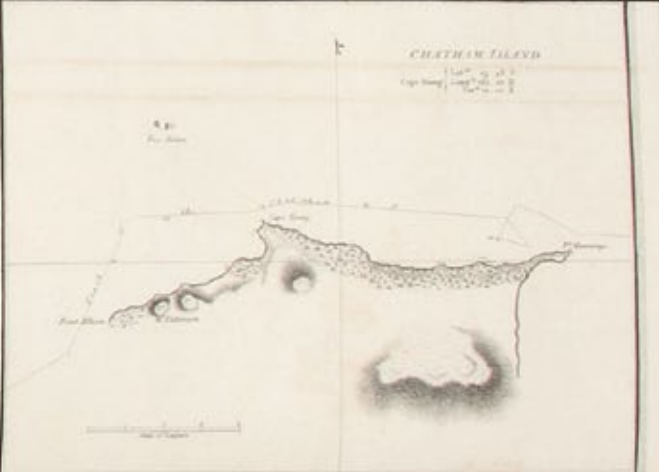
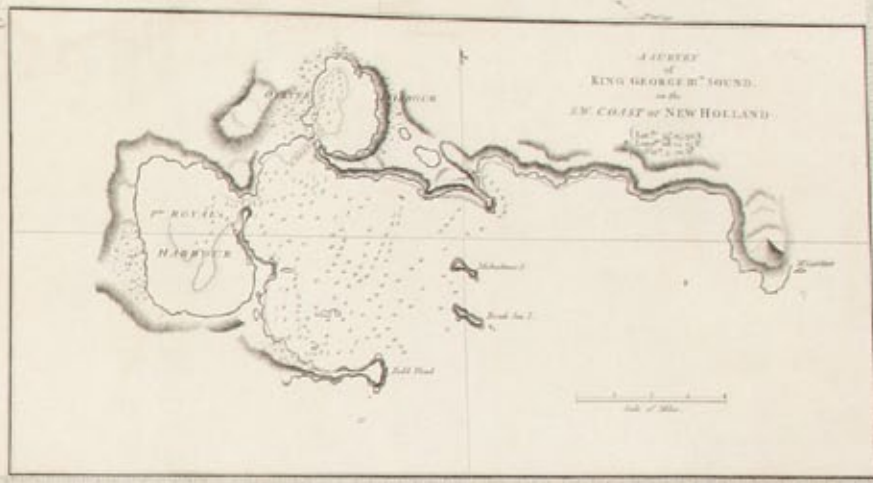
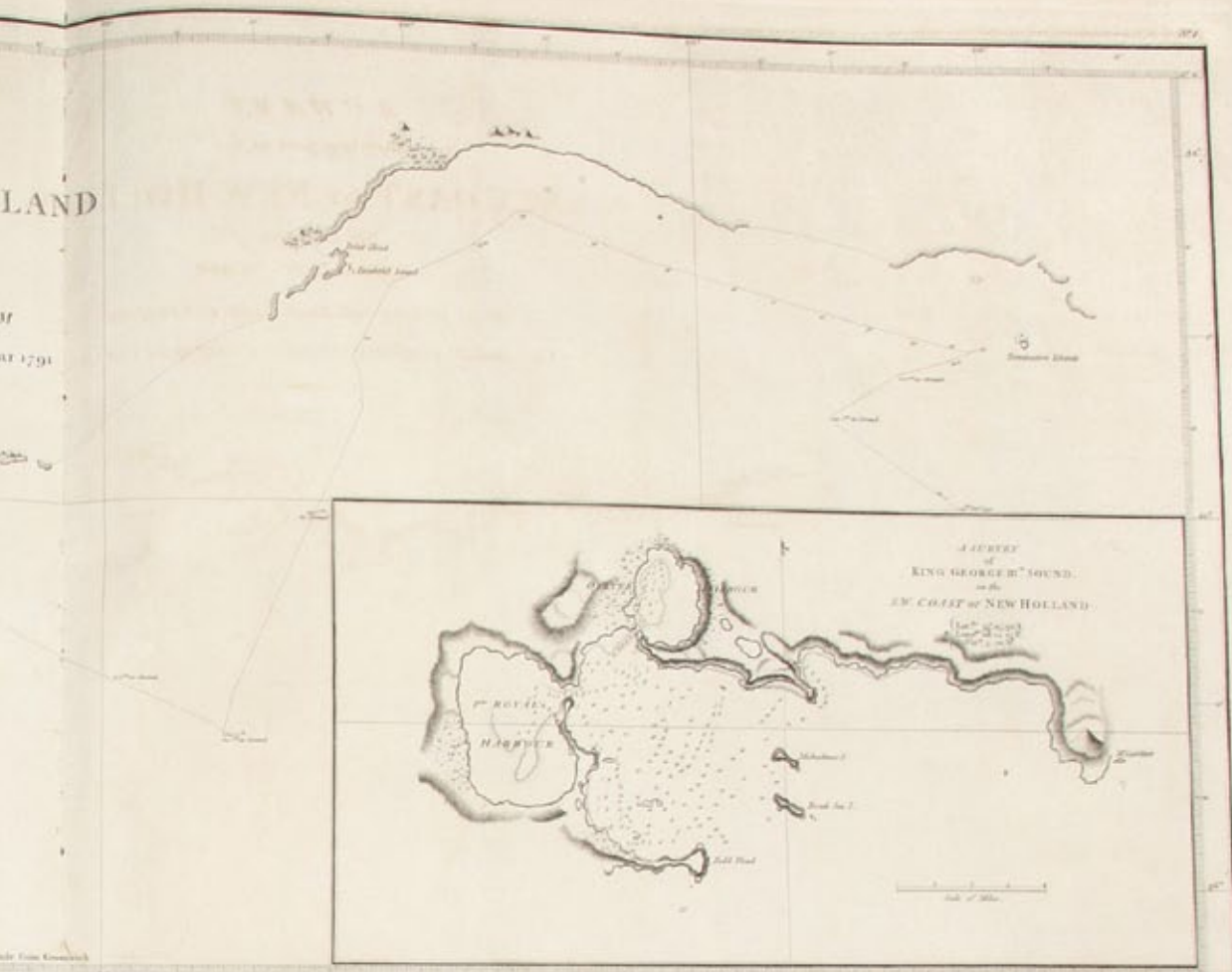
DUSKY BAY IN NEW ZEALAND
Copied from a sketch of Captain Cook's with such
additions and improvements as were made by
JAMES COOK and CHATHAM
in the Year
1770



LAND

1791

By James King Esq.



The chart of the south-west coast of New Holland from the voyage account of George Vancouver, with an inset showing King George's Sound (modern Albany).

15. [BAUDIN] MONTAGNY, P.A.

Medal commemorating the Baudin voyage.
[Obverse:] Portrait of Napoléon 'Bonaparte
Premier Consul de La Rep. France'. [Reverse:]
'Les Corvettes Le Géographe et Le Naturaliste,
Commandées par le Capitaine Baudin'.

*Bronze medal, 38 mm. diameter; a little light scratching of reverse face yet very good condition.
France, Pierre Montagny, "An 9" but 1800.*

RARE MEDAL STRUCK FOR THE DEPARTURE OF THE BAUDIN EXPEDITION

Rare original medal, issued to commemorate the departure of the *Géographe* and *Naturaliste*, on Baudin's expedition to Australia and the Pacific. The portrait is of Napoleon, first consul of the French Republic.

There are various references to the presence of such medals on the expedition (as Peter Lane has pointed out in the *Journal of the Numismatic Association of Australia*, volume 8): for example, off the coast of Le Havre an English captain went aboard the *Géographe*, and Baudin wrote in his journal that 'upon his departure, I begged him to accept a medal struck to commemorate the voyage, he did with pleasure, and then we parted'. More evocatively, at King George's Sound in Western Australia, Baudin found two monuments erected by natives, either side of a stream. They were surrounded by eleven finely tapered spears painted red at the tips with eucalyptus resin. Baudin speculated that what he had found were two warriors' graves and he forbade anyone to deface them. He then placed 'two medals and some glass beads on each one'.

Marquess of Milford Haven, 'British and Foreign Naval Medals', 174.



16. PERON, Francois & Louis de FREYCINET.
Voyage de Découvertes aux Terres Australes...
Sur les corvettes le Géographe, le Naturaliste, et
la goélette le Casuarina...

Bound in five volumes; a handsome set of the complete official edition, including the "general reader's edition", comprising the two-volume quarto text with portrait frontispiece and two folding tables, the two-parts of the large quarto atlas bound as a single volume containing 40 plates (23 coloured and two folding) and 14 maps (two double-page); together with the "Partie Navigation", comprising a quarto text volume and imperial folio hydrographical atlas, the latter with engraved title, contents and 32 engraved charts, all pages in the imperial atlas expertly mounted on new binder's stubs; a few very sporadic spots, but the set in fine untrimmed condition, the plates crisp and the colouring bright, bound in matching French quarter red morocco over marbled boards, corners pointed in vellum. Paris, Imprimerie Impériale [Royale], 1807-1816-1807-1811-1815-1812.

A FINE SET OF THE FULL ACCOUNT OF THE BAUDIN VOYAGE , 1800-1804



An extremely good set of the first edition of the complete official account of the Baudin voyage to Australia and the Pacific, sent out by the French government in 1800 with orders to complete the cartographic survey of the Australian coast. This set is in unusually fine condition, with the plates notably crisp and, where appropriate, with the delicate original hand-colouring.

This set includes the official account of the voyage (sometimes called the "general reader's edition"), as well as the large-format atlas and its accompanying volume of text: the atlas was published in 1812 and is the

first Australian atlas, while the accompanying volume of text is effectively an early pilot's guide to the coast. The official account of the Baudin voyage therefore took almost a decade to appear completely in print.

Baudin's two ships, the *Géographe* and the *Naturaliste*, left Le Havre on 19 October 1800 and reached Mauritius six months later, where shipboard quarrels and illness caused a mass defection of scientists and sailors. Having rejigged his crew, Baudin set sail for New Holland, sighting Cape Leeuwin on 27 May and anchoring in Geographe Bay three days later. He sailed north and examined Rottneest Island and Swan River, but the two ships became separated on 11 June. The *Géographe* finally anchored at Shark Bay on 27 June, but had left by the time the

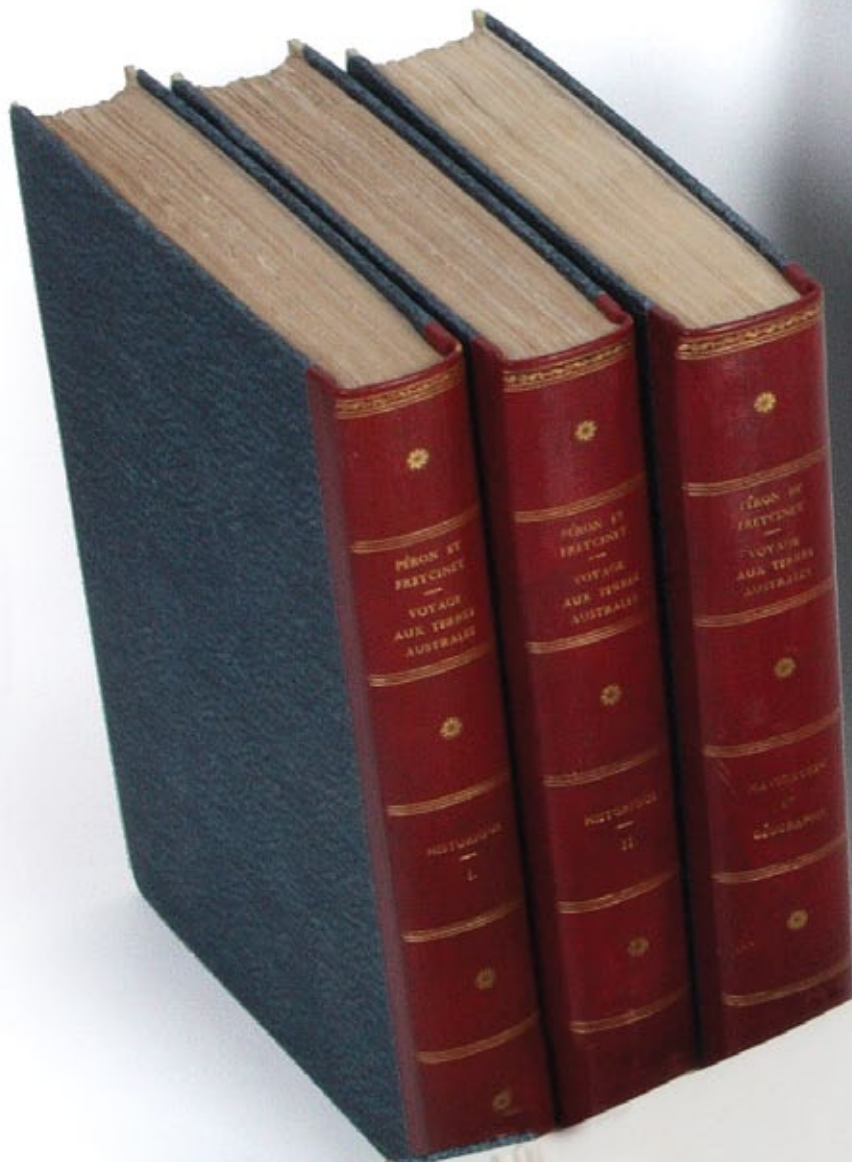
Naturaliste arrived. The latter vessel stayed on in Shark Bay to make an extensive survey – including the discovery of the Vlamingh plate – while Baudin and the *Géographe* worked along the difficult coast past the North West Cape. The two ships ultimately arrived in Timor in August and September; tropical diseases were already causing deaths among the crew.

In November they sailed south for Cape Leeuwin where Baudin, ignoring his instructions to begin charting the south coast immediately, headed for Tasmania, making the D'Entrecasteaux Channel in early January. The two vessels began a close survey of the east coast, again becoming separated. Hamelin on the *Naturaliste* crossed Bass Strait and made a survey of Western Port before running for Port Jackson. Meanwhile Baudin began his survey of “Terre Napoléon”, meeting Flinders at Encounter Bay in April. Worn out, Baudin turned for Sydney, but chose to again round the southern tip of Tasmania, meaning that he did not arrive off Port Jackson until 17 June, his crew severely weakened by scurvy. The two ships stayed in Sydney until November, hospitably entertained by Governor King.

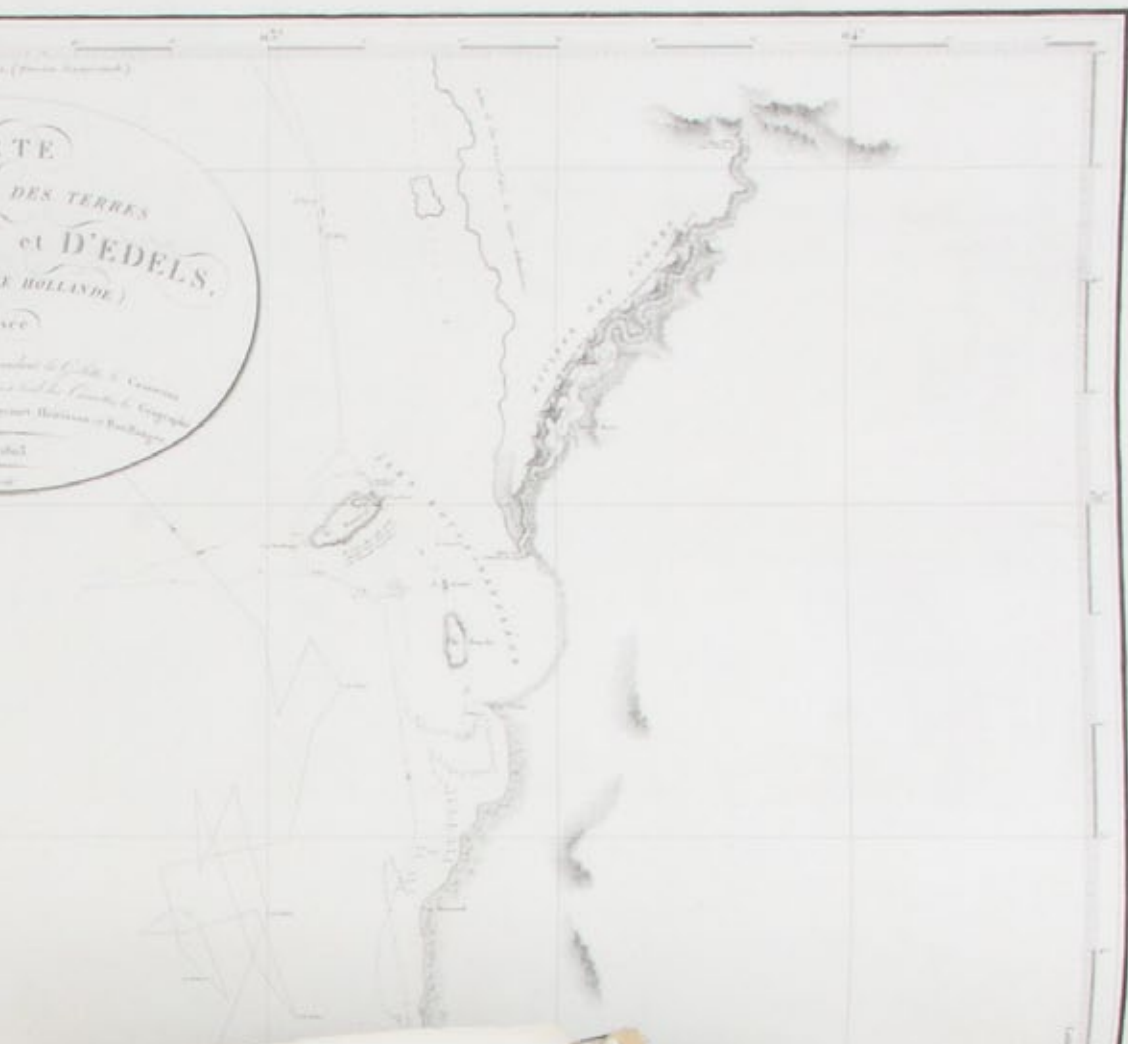
While in Sydney Baudin purchased a small vessel which he named the *Casuarina*, placing the relatively young officer Louis de Freycinet in charge. The *Casuarina*, just 29 feet in length, was acquired to help make the difficult inshore surveys, and Louis' appointment should be understood as an early notice of his skills in charting. The three vessels left Sydney together, but Baudin decided to send the *Naturaliste* directly back to France, and Hamelin reached Le Havre on 7 June 1803.

The *Géographe* and the *Casuarina* made close surveys of King Island, Kangaroo Island and the Gulf of St Vincent (“*Golfe Joséphine*”), before continuing to King George's Sound in west Australia, whence they returned to Shark Bay and the northwest before finally reaching Timor on 7 May 1803. They made a quick return visit to the northwest coast of Australia – their third – and reached Mauritius in July, where Baudin died on 19 September. Command was given to Pierre-Bernard Milius, who had been recuperating in Port Louis where he had been left by Hamelin. The decision was made to abandon the *Casuarina*, and the remaining crew transferred to the *Géographe*, which returned home on 25 March 1804, almost three-and-a-half years after they left.

Ferguson, 449, 536, 603; Hill, 1329 (Historique only); Wantrup, 78a, 79a, 80a, 81.



Complete set of the Baudin voyage, including the magnificent large-format atlas, with its series of important and detailed maps of the Australian coast.



NOUVELLE-HOLLANDE.
CÔTE D'ÉDELS.

1802.
January.

they desired to be relanded; and made signs that the ship must go on shore to them.

It was with some surprise that I saw the natives of the east coast of New South Wales so nearly portrayed in those of the south-western extremity of New Holland. These do not, indeed, extract one of the upper front teeth at the age of puberty, as is generally practised at Port Jackson, nor do they make use of the *woomerah*, or throwing stick; but their colour, the texture of the hair, and personal appearance are the same; their songs run in the same cadence; the manner of painting themselves is similar; their belts and fillets of hair are made in the same way, and worn in the same manner. The short, skin cloak, which is of kangaroo, and worn over the shoulders, leaving the rest of the body naked, is more in the manner of the wood natives living at the back of Port Jackson, than of those who inhabit the sea coast; and every thing we saw confirmed the supposition of captain Vancouver, that they live more by hunting than fishing. None of the small islands had been visited, no canoes were seen, nor was any tree found in the woods from which the bark had been taken for making one. They were fearful of trusting themselves upon the water; and we could never succeed in making them understand the use of the fish hook, although they were intelligent in comprehending our signs upon other subjects.

The manners of these people are quick and vehement, and their conversation vociferous, like that of most uncivilised people. They seemed to have no idea of any superiority we possessed over them; on the contrary, they left us, after the first interview, with some appearance of contempt for our pusillanimity; which was probably inferred from the desire we showed to be friendly with them. This opinion, however, seemed to be corrected in their future visits.

Notwithstanding the similarity of person and manner to the inhabitants of Port Jackson, the language of these people is very different. We found their pronunciation difficult to be imitated;

*Langage de Port
King George.*
*ne se collect point de
dent comme à P. Jack.*
*ne point le woomera
qualité d'objets, tout les mêmes
parce les mêmes*
*meurs comme ceux de Port
à P. Jackson*
ne point de pirogues
*ne point de bois de l'écorce de
P. Jackson*
meurs
Langage

Freycinet's pencil notes alongside a passage on King George's Sound (modern Albany), in his copy of Flinders' classic Voyage to Terra Australis.

17. FLINDERS, Matthew.

A Voyage to Terra Australis... in his Majesty's Ship the Investigator...

Two volumes, quarto, and folio atlas; the text volumes with nine engraved plates (with the familiar offsetting), pencil marginalia in Freycinet's hand to both volumes, a handful of ink type-corrections; in splendid original condition in the original grey boards with paper spine labels, untrimmed, the paper spines slightly frayed as might be expected; preserved in a folding quarter morocco box; the atlas complete with nine large charts, seven single-page charts, two double-page plates of coastal views and ten botanical plates (several of the maps strengthened along the edges to the back, some offsetting, strongly so to plates VI & XVII, the 10 botanical plates trimmed to the plate marks), all of the plates mounted on guards, bound in contemporary tan half calf over marbled boards, red label "Charts of Australia" to front, modern green half morocco slipcase. London, G. and W. Nicol, 1814.

THE IDEAL ASSOCIATION COPY: FLINDERS & FREYCINET



The great work of Australian exploration, in an ideal association copy, this splendid example in original publisher's binding having belonged to Flinders' French peer and rival Louis de Freycinet. The French explorer's distinctive pencil annotations appear in the text as well as some of the maps, and the small shelf-label typical of his library is on one of the spines. The text is in its rare original binding; the atlas is in the desirable elephant folio issue.

One of the greatest Australian books, this gives the official narrative of the classic voyage of discovery made by Flinders in the *Investigator*, 'an enlightening and fascinating story of brilliant navigation and discovery' (*DNB*). The Flinders voyage was a full-scale expedition to discover and explore the entire coastline of Australia (which was the name that Flinders himself preferred and championed).

The three volumes form a complete record of the expedition, including an authoritative introductory history of maritime exploration in Australian waters from the

earliest times. The text is illustrated by nine engraved plates and two double-page plates of coastal views in the atlas by the landscape painter William Westall, who travelled as official artist on the voyage. Flinders' charts in the atlas were of such accuracy that they continued to be issued by the Admiralty for decades and form the basis of all modern charts of Australia. All the charts here bear the imprint "W. & G. Nicol Pall Mall... 1814", an important point that identifies them all as being in the correct first issue form.

The inclusion of this work in Freycinet's library is certainly not surprising: his controversial involvement in the publication of the Baudin voyage account alone would account for its presence there, but more than that he is known to have used the account in preparation for his own expedition on the *Uranie*, and to have consulted it openly in the publication of his great narrative account of that voyage.

In this regard it is interesting to see that almost all of his pencilled marginalia in this remarkable copy relate to passages describing the local Aborigines met with on the Flinders voyage at diverse places including King George's Sound, Port Lincoln, and Port Phillip, and show that Freycinet was clearly using Flinders' account while working on his own very important account of the Australian Aborigines: it is moving to think that Freycinet had these very books on his desk while writing up his notes, and that several of the scribbled notes here were obviously the basis for the more extended notes in his final narrative (see the recent translation *Reflections on New South Wales*, especially pp. 113; 140, 157 & 161).

This copy of the famous atlas is of interest too. The binding does not match that of the text, and appears to be of a later date, but different maps have some of Freycinet's tell-tale markings in pencil, including a forlorn "Terre Napoléon" on the small strip of South Australian coastline first discovered by Baudin, as well as some notes on coal at "McQuarrie Harbour" in Tasmania (in Freycinet's characteristic spelling of the Governor's name). However the label on the front cover is in English ("Charts of Australia"), while several of the maps have paper repairs and all are mounted on guards. The occasional damage to some of the maps could be explained by the way that Freycinet worked, keeping many of his maps loose in rolls, perhaps by habit formed at sea, and they do seem to show evidence of a particular creasing familiar from other maps once in his collection. Perhaps these maps were even taken aboard the *Uranie* for Freycinet's voyage of 1817-1820 and only bound later? On the other hand the ten botanical plates are quite differently presented, trimmed to the plate mark and yet with signs of having been folded. We can only speculate about this; certainly it is an excellent example of the preferred issue of the maps in larger format.

Australian Rare Books, 67a; *Ferguson*, 576; *Hill*, 614; *Kroepelien*, 438; *Nissen BBI*, 637; *Stafleu & Cowan*, I, 1806.

more so, indeed, than our language was to them. Several English words they pronounced perfectly; whilst of such where an *f* or an *s* entered, they could make but little: Finger, was pronounced *bing-gah*, ship, *yip*; and of King George, they made *Ken Jag-ger*. In the difficulty of pronouncing the *f* and *s*, they resemble the Port-Jackson natives; and the word used by them in calling to a distance, *cau-wah!* (come here,) is nearly similar to *caw-ee!* The word also to express *eye*, is nearly the same. But in the following table, which contains all the words that, with any certainty, I was able to collect, the most essential differences will be found, both from the Port-Jackson language, and from that of the south end of Van Diemen's Land; and the words collected by Captain Cook at Endeavour River bear no resemblance to any of them.

1802.
January.

Smithsonian Institution

English.	K. George's Sound.	Port Jackson *	Van Diemen's Land.†
Head	Kaät	Ca-ber-ra	
Hair	Kaat-joü	De-war-ra	Péfiloguëni
Nose	Mo-il	No-gro	Mugui (Muidge, Cook)
Cheek, or beard	Ny-a-nük	Yar-rin	Canguiné
Teeth	Yea-al	Da-ra	Pégui or Canan (Kamy, C.)
Ear	Du-ong	Go-ray	Vaigui (Koygee, Cook)
Lips	Ur-luk	Wil-ling	Mogudé la
Throat	Wurt	Cad-le-an	
Nipple	Bpep	Na-bung	
Belly	Ko-bül	Bar-rong	Lomanguï
Posteriors	Wa-la-kah	Boong	Nuné
Thigh	Dtou-al		
Knee	Wo-mat	Go-rook	Ronga
Leg	Maät	Dar-ra	Lerai
Foot	Jaün	Ma-no-o	Peré
The sun	Djaät	Co-ing	Panuberé

* From Collins' *Account of the English colony in New South Wales*, Vol. I, p. 610-611.

† *Voyage de D'Entrecasteaux*, par M. de Rossel, Tome I, p. 552 et seq. These words are written after the French pronunciation of the letters.



The leather label on the front of Westall's Views (top); and his view from the south side of King George's Sound (bottom).

18. [FLINDERS] WESTALL, William.
Views of Australian Scenery, Painted by W.
Westall, and Engraved by Byrne. Nine Very Fine
Plates. Price One Guinea.

Oblong quarto, series of nine engraved plates, as issued in blue floral wrappers with a black leather gilt titling-label; some light spotting and the offsetting which bedevils this work, but a very good copy, neatly rebacked, in a modern folding box. London, G. & W. Nicoll, 1814.

WESTALL'S MARVELLOUS VIEWS FROM THE FLINDERS VOYAGE

The superior large paper issue of this series; a smaller version on thinner paper was published at the same time for 15 shillings, while this version sold for a guinea.

William Westall (1781-1850) was studying at the Royal Academy School when, aged 19, he was appointed as the draughtsman on Flinders's great circumnavigation of Australia with the impressive salary of 300 guineas. Throughout the voyage he made hundreds of fine drawings, although some were lost or badly damaged in the disastrous wreck of the *Porpoise* in 1803. Westall survived the wreck but sent his drawings on ahead to England while he sojourned in China, not personally returning until 1805. Over the next few years he cemented his position as an associate of the Royal Academy, but it was only after Flinders himself returned to England in 1810 and the Admiralty began planning the published account of the voyage that he settled down to complete a series of larger water-colours suitable for reproduction as aquatints. The series of published views was also included in the *Voyage to Terra Australis* of the same year, but as this separate publication attests, there was evidently great demand for the images, some of which are the earliest representations of remote parts of the Australian coast. The subjects are: Kangaroo Island, Malay Road, Wreck-Reef Bank, Murray's Islands, King George's Sound, Port Jackson, Port Bowen, Gulf of Carpentaria and Port Lincoln.

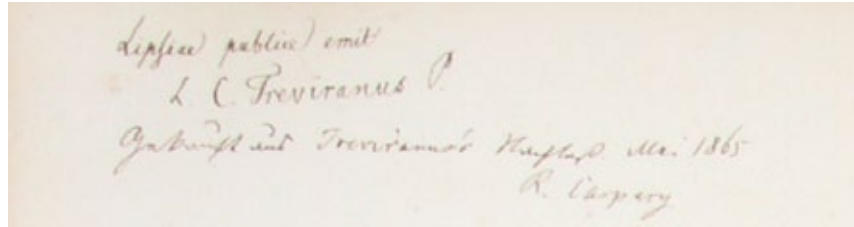
It is interesting that the imprints to the plates are dated February 1814, suggesting at least the possibility of earlier publication, given that the books weren't issued until July.

Australian Rare Books, 74a; Ferguson, 597.

19. [FLINDERS] BAUER, Ferdinand. *Illustrationes floræ Novæ Hollandiæ...*

Super royal folio, 15 uncoloured engravings, early owner's notes on title-page and front endpaper; fine in early marbled boards with red spine label. London, Ferdinand Bauer, 1806-1813.

ONE OF THE RAREST AUSTRALIAN BOOKS: BOTANY OF THE FLINDERS VOYAGE



The Treviranus-Caspary copy of this rare and “very beautiful work of which probably less than 50 copies... were issued” (*Great Flower Books*, 1990). This particularly fine and fresh copy with its impeccable provenance is of exceptional rarity.

This fine copy of one of the most beautiful botanical works by one of the greatest botanical artists of all time was once in the libraries of two great German nineteenth century botanists: Ludolph Christian Treviranus (1779-1864) and Johann Caspary (1818-1887). Ferdinand Bauer engraved the plates himself; according to Bauer’s elder brother Franz, the amount of work involved was too much for him and he was forced to suspend the project after only three parts were published as he could not find competent engravers to complete the work.

Born in Feldsberg, Austria in 1760, Ferdinand was trained in botany at the monastery of Feldsberg under the protection of Norbert Boccius (1729-1800). Ferdinand was later sent to study at the Royal Botanical Gardens at Schonbrunn Palace before travelling to England and studying with John Sibthorp, the celebrated Professor of Botany at Oxford.

Bauer’s first published work was the famous series of engravings that he made for Sibthorp’s great *Flora Graeca* – described by Joseph Hooker as “the greatest botanical work that has ever appeared” (*On the Flora of Australia*). His talent soon caught the attention of Sir Joseph Banks who was involved in the preparations for Flinders’s voyage in the *Investigator*, and Ferdinand was invited to be the expedition’s scientific artist in partnership with the botanist Robert Brown.

In 1803, after the *Investigator* was condemned as unseaworthy, Bauer and Brown continued their travels in Australia. They were an ideal team, Brown describing the collected specimens and Bauer sketching and painting them. Bauer continued, collecting and sketching on Norfolk Island and in New South Wales, while Brown went south to Van Diemen’s Land. They finally returned to England in 1805 with several thousand botanical specimens and hundreds of sketches.

Sir Joseph Banks persuaded the Admiralty to pay Ferdinand to work on a selection of the plates for publication, and the *Illustrationes floræ Novæ Hollandiæ* was prepared in three parts of five plates each. The work was begun as early as 1806, but was only finally issued in 1813.

Ferguson, 549; Henrey, II, p. 195; Pritzel, 493; Stafleu & Cowan, TL2 362 (noting coloured and uncoloured copies).

Invent. H. 11384.

FERDINANDI BAUER

ILLUSTRATIONES

FLORÆ NOVÆ HOLLANDIÆ,

SIVE

ICONES GENERUM

QUE

IN PRODROMO FLORÆ NOVÆ HOLLANDIÆ ET INSULÆ VAN DIEMEN

DESCRIPSIT

ROBERTUS BROWN.

LONDINI:

VENEUNT APUD AUCTOREM,

(S. R. BROWN, 10, BROADWAY, LONDON.)

M DCCC XIII.



20. [FREYCINET] LOUIS XVIII.

Medal for the Uranie voyage. Obverse: profile portrait of Louis XVIII. Reverse: “Hémisphère Austral. Physique Astronomie. La Corvette l’Uranie Mr. Ls. de Freycinet Commandt..”

Bronze medal, 41 mm, extremely fine. Paris, Puymaurin & Andrieu, 1817.

EXCELLENT BRONZE EXAMPLE OF THE FREYCINET MEDAL

Bronze medal struck to commemorate the sailing of the *Uranie* for Australia and the Pacific in 1817 under Freycinet. The design of the Freycinet medal had an interesting after-life, appearing as an engraving on the title-pages of several volumes of the official account (see catalogue no. 21).

The voyage was organised by the French government to make observations on geography, magnetism and meteorology, and became noteworthy for its natural history discoveries. This scientific bent is reflected in the detailed lettering on the obverse of this medal, which has the main caption “*Hemisphere Austral. Physique Astronomie*”, and also notes that Freycinet’s voyage was commissioned by the two most important French naval figures of his day, Louis-Antoine d’Artois de Bourbon, Duc d’Angoulême, then serving as Amiral de France, and the Vicomte du Bouchage, Ministre de la Marine. The design for this side of the medal is signed Puymaurin, while the reverse of the medal shows the bust of Louis XVIII, designed by Andrieu.

Jean-Pierre Marcassus de Puymaurin (1757-1841), was a French chemist, medalist, and politician who lived and worked in Toulouse. He served with distinction under both Napoleon and the Bourbon Restoration, becoming Director of the Royal Mint of Medals in 1816. The reverse of the medal was designed by Bertrand Andrieu (1761-1822), an engraver from Bordeaux often associated with medals of the Napoleonic era and after.

Marquess of Milford Haven, 'British and Foreign Naval Medals', 188.

21. FREYCINET, Louis de.

Voyage autour du monde, entrepris par ordre du Roi... exécuté sur les corvettes de S. M. l'Uranie et la Physicienne, pendant les années 1817, 1818, 1819 et 1820.

A fine complete set, the ten text volumes accompanied by the four large folio atlases; containing altogether 355 engraved plates, maps or plans, 119 of them in colour; overall in very good condition in French half calf; a detailed collation and description is available on request. Paris, Pillet aîné, and Imprimerie Royale, 1824-1844.

FREYCINET'S CROWNING ACHIEVEMENT: THE WORK OF TWO DECADES



A fine set of this magnificent voyage publication, entirely complete (unlike many sets) and in excellent condition. Freycinet's voyage in the *Uranie* to the East Indies, Australia and the Pacific was one of the most important voyages of exploration ever made. This official publication, which appeared over twenty years under the direct supervision of Freycinet himself, is among the most handsome of all voyage accounts, probably the most beautiful of all the celebrated French *grands voyages*.

Louis de Freycinet (1779-1841) sailed as a junior officer on the Baudin voyage and, on his return to France, spent several years working on the official account of that voyage (see cata-

logue no. 16). He never gave up pushing for his own command, and in September 1817 was rewarded with the *Uranie* and the plan for a voyage to Australia and the Pacific. In a remarkable breach of protocol, he smuggled his young wife Rose on board. A year later he was back in Shark Bay, setting up an observatory and making further surveys of the inlets and coast; it was during this visit that Freycinet also finally removed the Vlamingh plate. From western Australia they headed to Coupang in Timor, and crossed to Dili, where the expedition was received in great state by the Governor. The vessel then picked its way northeast via Amboina, Pisang, Rawak, the coast of New Guinea, and Guam. The expedition stayed in Guam for eleven weeks before heading to Hawaii, where they spent an important fortnight at Lahaina and Honolulu.

From Honolulu they headed towards New South Wales, passing Samoa and the Cook Islands and naming "Rose Island", which Freycinet erroneously thought a

new discovery. They anchored in Port Jackson on 18 November, and spent a busy month in the bustling town, the growth of which astonished Freycinet. All of his savants set off to make surveys, including the important group of Quoy, Pellion and Gaudichaud, who crossed the Blue Mountains. It became a hectic social visit for Louis and Rose, who were fêted by Sydney society, and who cemented friendships with local luminaries like Barron Field and William Bland.

Leaving Port Jackson on Christmas Day, Freycinet sailed around the southern coast of New Zealand, making a fast passage to Cape Horn, where boisterous weather drove him into the southern Atlantic, and he made the decision to make urgently-needed repairs to the *Uranie* at “French Bay” (now Berkeley Sound) on the eastern coast of the Falklands. While entering the harbour on 14 February 1820 he struck submerged rocks, compelling him to beach the vessel. Salvaging as much as they could from the wreck, the French were soon visited by the sealing vessel *General Knox*, Captain Horn.

Reluctant negotiations were begun but before an agreement was reached, another vessel the *Mercury*, Captain Galvin, arrived, and it was on this second vessel that a passage to Rio de Janeiro was booked. Conflict between the French and the existing passengers, a group of Chilean rebels, meant that the deal changed, and Freycinet actually purchased the *Mercury* and agreed to disembark Galvin and the Chileans in Montevideo. On 8 May Freycinet took command, immediately renamed the ship the *Physicienne*, and it was on this vessel that the expedition returned to Le Havre on 13 November 1820, after around three years at sea.

Publishing the official account of the voyage would take the remainder of his life, perhaps not surprising when the enormous scale of the enterprise is revealed. The ten volumes of text are accompanied by four large atlases, containing a total of some 320 engraved plates (120 of them in colour) and 35 maps, many of these coloured by hand. The plates are partly derived from original paintings and drawings done on the expedition chiefly by the two official artists, Jacques Arago and Alphonse Pellion, and partly on natural history specimens taken back to Paris. The *Atlas Historique* contains 16 views and plates of Australia, 32 of Guam and the Marianas, nine of Hawaii and 16 of Timor.

The publication was in fact finally completed two years after Freycinet’s death. This remarkably long process of publication very likely accounts for the dearth of complete sets today; indeed Ferguson records only two extensive sets of this magnificent publication in Australian libraries - the Mitchell and National Library copies, the latter incomplete.

‘Hawaii One Hundred’, 33; *Borba de Moraes*, p.327; *Chadenat*, 5058; *Ferguson*, 941; *Hill*, 649 (*Historique* section only); *Sabin*, 25916.





The complete set of the Freycinet voyage, published over 20 years, including four separate atlases relating to views taken on the voyage, zoology, botany and hydrography.

22. FREYCINET, Louis de. Carte de la Baie des Chiens Marins (à la Nouvelle-Hollande)...

Engraved chart, 575 x 420 mm., early manuscript note "Archives de Laage" to top right; some wear, old binder's stub along inside margin, generally very good indeed. [Paris], circa 1826.

"CAP ROSE" & SHARK BAY: A FREYCINET FAMILY COPY OF THIS IMPORTANT MAP

Louis de Freycinet's famous and important map of Shark Bay in Western Australia, from his personal archive at Laages. The map was issued as part of the official account of the Freycinet voyage, and this is evidently one of the retained copies kept by Freycinet at his family estate.

Shark Bay, already well-known from the early visit of William Dampier, was an important port of call for both the Baudin and Freycinet voyages, and Freycinet's detailed notes on the map include comment on the two expeditions. Freycinet has here also printed the voyage track of the *Uranie* with his customary attention to detail. The map also has a second claim on our attention as it includes one of very few places named for his wife Rose, who was otherwise effaced from the official account: "Cap Rose" is on the Péron Peninsula, opposite Île Faure. He has also named "Havre Henri-Freycinet" for his brother, while "Havre Hamelin" is named for Baudin's second-in-command.

Unlike other Laages material we have seen and handled, this map has an early manuscript annotation, perhaps suggesting this map was not still in the collection in the 1920s, when the stamps are presumed to have been added.

23. FREYCINET, Louis de.

Archive of manuscripts relating to navigation and longitude, with Freycinet's own translation of an important essay by Mendoza y Rios.

Five manuscripts of varying lengths and sizes (described in calendar) and some loose sheets; very good, loosely held in a later file headed "Astronomie et Navigation" with Archive de Laage stamp and other notes. [France], circa 1800-1820.

FREYCINET'S UNRECORDED TRANSLATION: ON THE RIOS "REFLECTING CIRCLE"

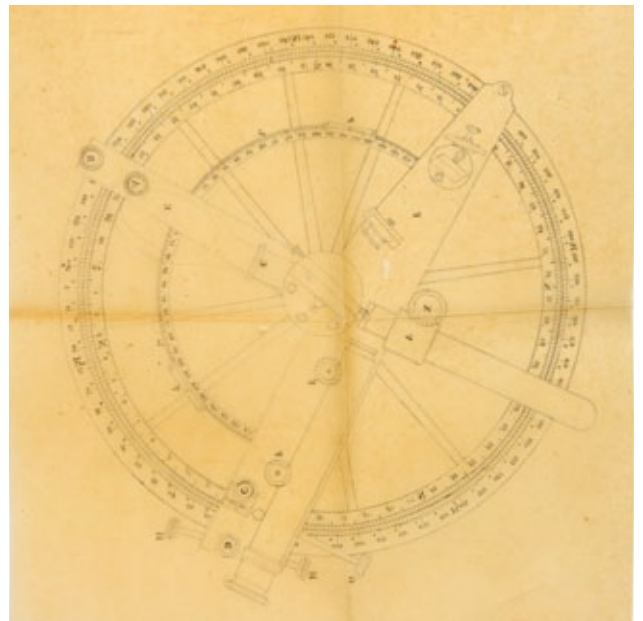
A fascinating group of five manuscripts on improvements to measuring longitude at sea, including Freycinet's own translation of an important essay by Mendoza y Rios that first appeared in London in 1801.

At least one of the other manuscripts has significant additions in Freycinet's own hand, while the remaining three appear to have been sent to him by correspondents, including one which is addressed to him as commander of the *Uranie*. The group would appear to date from circa 1800-1820, and in fact is most likely associated with the interregnum between Freycinet's two voyages, when he was working in Paris not only on the publication of the Baudin voyage account, but was also closely involved with all manner of innovations at the Ministry of

the Marine: Freycinet was appointed to the French Bureau des Longitudes in the early nineteenth century, an appointment which presumably helps explain why he retained this group in his private archive. It is possible, perhaps even likely, that this group of manuscripts travelled with Freycinet on the *Uranie* voyage.

The main manuscript in the group relates to the Reflecting Circle, an important astronomical measuring device used for measuring longitude. The reflecting circle had first been perfected by the German astronomer Tobias Mayer in 1752, and the basic design was improved by Jean-Charles de Borda, whose so-called "Borda Circle" was much used in the late eighteenth century. In 1801 the Spanish astronomer Mendoza y Rios further improved the device by the addition, in particular, of a vernier scale. This revolutionary improvement meant that the new Circle was even more widely adopted. Freycinet would certainly have used the instrument (and in fact, a copy of the 1787-published work by Borda explaining the use of his improved device is known to have been in Freycinet's personal library). However, critically, the fact that he personally made a translation of the Mendoza y Rios article from the original English has not hitherto been recorded, marking the present manuscript out as a particularly significant addition both to the known oeuvre of Freycinet, but also to the depth of his skill in English.

Full calendar available on request.



24. FREYCINET, Rose de.

Campagne de l'Uranie (1817-1820). Journal de Madame Rose de Saulces de Freycinet, d'après le manuscrit original, accompagné de notes par Charles Duplomb.

Quarto, 25 plates in colour and black-and-white, map of "L'Île Rose"; very good, in the original printed wrappers. Paris, Société d'éditions Géographiques, Maritimes et Coloniales, 1927.

EARLIEST PUBLICATION OF ROSE'S FAMOUS JOURNAL

A very scarce book, published only in limited numbers: the first published version of Rose de Freycinet's voyage journal: the only great voyage account told from a woman's point of view.

Rose de Freycinet was smuggled aboard the *Uranie*, disguised in men's clothing, before the ship left Toulon in 1817. She returned to France three years later as a heroine after a voyage which had taken her to South America, South Africa, Mauritius, West Australia, Timor, the Moluccas, New Guinea, the Carolines, Guam, Hawaii, and New South Wales. They had survived hardships ranging from an attack by Algerian pirates to their shipwreck in the Falklands, when the *Uranie* was wrecked in French Bay, forcing Freycinet to purchase the American ship *Mercury* for the return voyage to France.

Rose de Freycinet's journal captures her impressions of the adventure and this edition is especially notable for the twenty-five lovely colour plates after original drawings by Arago and Pellion, including several famous Australian scenes. Hill comments that Madame Freycinet's presence caused some disruption among the crew, but she was immensely popular in most of the voyage's ports of call, and is now recognised as one of the great romantic figures of exploration. Although cautious about using her name in any official publication, Freycinet did name Rose Island in the Samoan island chain as well as "Cap Rose" in Shark Bay, after her.

Borba de Moraes, I, p. 328; Chadenat, 1607; Hill, 652 (in error listing 28 plates).

ROSE DE FREYGINET

JOURNAL
DU VOYAGE
AUTOUR DU MONDE

A BORD DE « L'URANIE »
1817-1820



25. FREYCINET, Rose de.

Autograph letter signed to her sister-in-law Clémentine at St. Denis, Ile Bourbon.

Three page letter on laid paper, simple address panel to fourth page, folded to letter size 228 x 188 mm.; old folds, archive stamp, torn where originally opened and with slight loss where the original seal has been cut away, very good. Paris, 4 April, 1824.

ROSE DE FREYCINET TO HER SISTER-IN-LAW, TOUCHING ON VOYAGE TOPICS

A charming personal letter from Rose de Freycinet to her sister-in-law Clémentine, wife of Henri de Freycinet. Thanks to the enormous interest in Rose and her famous narrative of the voyage, she has become recognised as one of the most interesting nineteenth-century letter-writers.

Rose de Freycinet (1794-1832) is one of the great romantic figures: smuggled on board the *Uranie* by her doting husband, her diary of shipboard life, since published no fewer than three times, is one of the most interesting, candid, and intimate accounts of any of the early circumnavigations or *grands voyages*. Rose became a great favourite of the whole Freycinet family, and was particularly close to Henri and his wife Clémentine: Louis and Henri enjoyed a long correspondence throughout their life and, as this letter amply attests, the two sisters-in-law were also tremendously affectionate.

This letter was sent to Clémentine in St. Denis on the Ile Bourbon (Réunion). Among much of interest, the letter includes an interesting note regarding the continued absence of Camille de Roquefeuil, the captain who commanded the *Bordelais* on a trading voyage to the Pacific. In other news, it has been six months since she and Louis have heard anything of the Baudin veteran and close friend, Joseph Ransonnet, while the Barillons (the family of Caroline de Nanteuil, the woman to whom Rose had addressed her famous journal) are rather better set up than previously: their position is still precarious, but they have now opened a "*Maison de Commerce*" in Marseille. The Barillon family had been plunged into debt in 1822, and Rose had greatly feared for them, which is why she is so relieved here to note that the children are still doing well, with Lastenie and George studying in Paris. Caroline herself is much occupied with the education of her sister and her own children are very well. The letter finishes with Rose's heartfelt best wishes to Clémentine and Henri and all of their family and friends.

As well as the famous diary, which was itself essentially a series of lengthy narrative letters to Caroline, a selection of letters from Rose to Clémentine was used to complete the narrative of the *Uranie* voyage in all three published versions of Rose's diary: by Charles Duplomb, Marnie Bassett, and most recently by Marc Serge Rivière in *A Woman of Courage* (see pp. 171-185). The present letter remains unpublished.

26. [FREYCINET] ARAGO, Jacques.
Promenade Autour du Monde pendant les années 1817, 1818, 1819 et 1820, sur les corvettes du Roi l'Uranie et la Physicienne, commandés par M. Freycinet.

Two volumes, octavo, and small folio atlas; the atlas with separate title, table and 23 lithograph plates, some scattered foxing; text in period-style quarter calf with double labels, the atlas uncut in the original blue-grey boards with printed paper label on the front cover; a fine set. Paris, Leblanc, 1822.

THE ARTIST'S VERSION: FIRST PUBLISHED ACCOUNT OF THE FREYCINET VOYAGE

First edition: a fine and attractive set of this significant narrative of the Freycinet expedition.

This wonderful, informal account of the Freycinet voyage is written in the form of letters to a friend by the voyage's official artist Jacques Arago, and has a fine series of lithographs by him: "these entertaining letters, written in a lively and witty literary style, provide vivid descriptions of the topography and the inhabitants of the Pacific islands" (Hill). Although a lavish publication in its own right, Arago's "unofficial" account appeared years before the much grander official account of Freycinet himself even began publication, and was so popular that it would have been the source of much of what was known about the voyage.

The *Uranie*, with a crew of 125 under the command of Captain Louis de Freycinet, entered the Pacific from the west to make scientific observations on geography, magnetism, and meteorology. Arago was the artist of the expedition, which visited Western Australia, Timor, Hawaii, and New South Wales. The text is peppered with Arago's personal and insightful comments on the places they visited, with long sections devoted to Western Australia and especially to New South Wales, where Arago gives an interesting account of colonial society at the close of the Macquarie era. There are good descriptions of Sydney, and the explorers' visits to Camden and the Blue Mountains. The French were entertained handsomely by the governor and other members of the local aristocracy, with expeditions to the country estates of the Macarthurs, the Oxleys and the Kings the order of the day.

Arago was particularly known for his lively and arresting images of the people he encountered, with a distinct preference for the unusual or the grotesque. He would return many times to his experiences, and his accounts were enormously popular.

Ferguson, 850; Forbes, 'Hawaiian National Bibliography', 537; Hill, 28.

PROMENADE
AUTOUR DU MONDE,

PENDANT LES ANNEES 1817, 1818, 1819 ET 1820.
PAR LES COMTES DE MONTMORIN ET DE PONSARD.
COMPRENANT PAR M. FREYONNET.

PAR J. ARAGO,
PROFESSEUR DE L'ASTRONOMIE.

TOME PREMIER.

PARIS,
LEBLANC, IMPRIMEUR-LIBRAIRE,
RUE DES FOSSES-SAINTE-MARTIN, N. 15.
1822.



*Sauvage de la Nouvelle-hollande
en train de combattre.
(Pays Jackson)*



*The manner of making fire of the natives Rawak
and of Wigoria.*

27. [FREYCINET] ARAGO, Jacques.

Narrative of a Voyage Round the World, in the “Uranie” and “Physicienne” corvettes, commanded by Captain Freycinet during the years 1817, 1818, 1819 and 1820.

Two parts in one volume, quarto, with a folding map as frontispiece and 25 engraved plates from original drawings by Arago; a few spots, but a very good copy in period-style full morocco, elegantly gilt to spine. London, Treuttel and Wurtz, 1823.

FIRST EDITION IN ENGLISH, WITH NEW PLATES

The first edition in English of this private narrative of the 1817-1820 Freycinet expedition to Australia and the Pacific – in fact the first appearance in English of any account of the whole voyage.

The huge multi-volume official account of the voyage was far more serious and scientific in tone, and has never been published in full in English translation. Arago's book in this and many subsequent editions became one of the voyage best-sellers of the nineteenth century. Included in this English edition is the important official report to the French Academy of Sciences on the collections made in the course of the expedition: this was not included in the French edition published in Paris the previous year (see previous item).

Arago was the official artist on the voyage, and the lithograph plates here are all after his own drawings. He was a particularly sensitive interpreter of the native peoples encountered by the expedition, and writes in an entertaining style with his text reflecting his keen powers of observation. Throughout, he entirely avoids the conventional forms of the voyage narrative, ignoring the ‘eternal repetition of winds, currents, longitude and latitude’. Long sections relate to western Australia, and there are also marvellous descriptions of Sydney and the Blue Mountains.

The expedition visited Hawaii in August 1819, at a crucial period in the history of the islands, visiting Maui, Hawaii and Oahu. Theirs was ‘the last careful examination of the native culture, even as it was being dismantled by the abolition of the kapu system and less than a year prior to the arrival of the first American missionaries’ (Forbes).

Ferguson, 885; Forbes, ‘Hawaiian National Bibliography’, 562; Hawaii One Hundred, 26n; Hill, 29; Judd, 4; Sabin, 1865.

28. [FREYCINET] ARAGO, Jacques.
Original pen and ink sketch, captioned
“L’Intérieur d’un ménage, à Coupang” and dated
at the top “Timor 1818”.

Fine pen, ink & watercolour sketch, the image 198 x 265 mm., on laid paper; pencil note “Mr. Arago” in Freycinet’s later hand at bottom left; framed. [Timor], 1818.

ORIGINAL WATERCOLOUR FROM THE URANIE EXPEDITION

Fine depiction of a scene in Timor, drawn by Jacques Arago during the visit of the Freycinet expedition in late 1818.

Jacques Etienne Arago (1790-1855) was the official artist on Freycinet’s voyage, and is known for the witty and caustic account he later wrote as much as for his fine sketches. Arago was the third of four brothers who excelled in diverse professions, the most notable being his eldest brother François, a scientist and politician. Arago’s undoubted artistic ability attracted the attention of the naval authorities who chose him for the demanding role of draughtsman for the Freycinet expedition. By all accounts a charming, gregarious and eccentric man, these attributes stood him in good stead during the voyage, and are reflected in the sketches he made.

Arago’s observations on Timor were acute, and he is known to have toured and made sketches in both the wealthy Chinese and poorer Malay quarters, commenting that the latter “consists of hovels”. A series of his Timor scenes were later included in the official Freycinet account, but this scene was not made into an engraving and is in fact otherwise unrecorded.

As with many other Arago sketches relating to the voyage, this sketch was evidently given to Freycinet, as it is his handwriting that signs the picture “Mr. Arago” at bottom left. No doubt as an official artist, Arago was required to surrender all of his pictures to the voyage commander. It is also interesting to note that Arago’s famous scene of Rose going ashore at Timor, sold by us in our *Baudin & Flinders* catalogue (2010, no. 69), has almost identical borders and annotations, as did his sketch of a man of Timor (no. 81).

61
Lamor, 1212-1



M. arago

L'Intérieur d'un ménage, à Coupang.



NARRATIVE OF A SURVEY
OF THE
INTERIOR AND WESTERN
COASTS OF AUSTRALIA.

PERFORMED UNDER
THE YEARS 1818 AND 1822.

BY
CAPTAIN PHILLIP P. KING, R.N., F.R.S., F.L.S.,
AND MEMBER OF THE ROYAL SOCIETY OF EDINBURGH.

WITH
AN APPENDIX,
CONTAINING
VARIOUS SUBJECTS RELATIVE TO HYDROGRAPHY AND
NATURAL HISTORY.



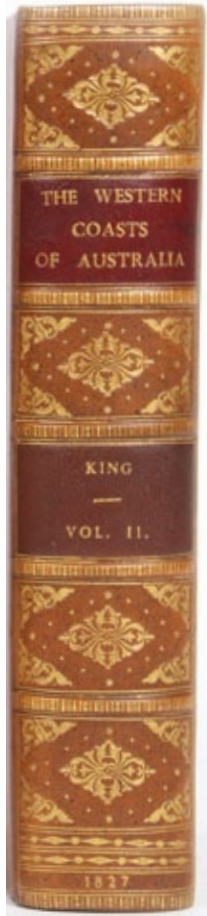
IN TWO VOLUMES.
ILLUSTRATED BY PLATEL, CHAMPS, AND WOODCUTT.
Vol. I.

LONDON
JOHN MURRAY, ALBEMARLE STREET.
1830.

29. KING, Phillip Parker. Narrative of a Survey of the Intertropical and Western Coasts of Australia...

Two volumes, octavo, with nine aquatint views, large folding map backed with linen (as common), smaller engraved chart and three engraved natural history plates (one folding); modern period-style half calf by Aquarius, gilt with morocco labels. London, Murray, 1827.

KING'S SURVEY VOYAGE: A HANDSOME SET



First edition of this great book, recounting the Australian coastal voyages of the *Mermaid* and the *Bathurst*.

Admiral Phillip Parker King (1791-1856), Australian-born son of the third governor of NSW Philip Gidley King, became the British navy's leading hydrographer. His Australian coastal voyages, together with Oxley's expeditions inland, represented the great expansionary undertakings of the Macquarie era. King charted the greater part of the west, north and north-east coasts and also carried out important surveys in the area of the Barrier Reef. His hydrographical work is still the basis of many of the modern charts for the areas he surveyed.

From 1815 or so, British interest in the largely uncharted northern and north-western coast of Australia had increased. Much in the same way that Flinders was commissioned due to English concerns over the Baudin expedition, King was given his command because of anxiety about the planned Freycinet voyage. King was sent from England in 1817, with Admiralty instructions to complete the survey of Australia and finish the charting begun by Flinders and Baudin. By 1824-25 he had issued a series of eight large charts showing the northern coasts, to be followed with this complete printed journal of his expedition. The engraved views were taken from King's own sketches.

The work also includes significant natural history essays, including work by John Edward Gray, William Sharp Macleay and William Henry Fitton, three senior British scientists. There is also a long essay by Allan Cunningham, 'A Few General Remarks on the Vegetation of certain coasts of Terra Australis...'. Cunningham had sailed with King, and so this section has the added interest of eyewitness reportage, as well as comparisons between the botany of east and west coasts. Cunningham's report is supplemented by notes from Robert Brown, and the whole section concludes with three natural history plates.

This is the regular 1827 issue: a few copies survive with an 1826 date on the title-pages, without any other points of difference (the 1826 issue appears to be a presentation issue of some kind).

Abbey 'Travel in Aquatint and Lithography 1770-1860', 573; Davidson, 'A Book Collector's Notes', pp. 127-8; Wantrup, 84b.

30. SWEET, Robert.

Flora Australasica; or a selection of handsome or curious plants, natives of New Holland, and the South Sea Islands...

Octavo, 56 handcoloured engraved plates, with excellent colouring, contemporary half green calf with original boards as issued; a very good copy. London, James Ridgway, 1827-1828.

A MAJOR AUSTRALIAN BOTANY, WITH MANY WEST AUSTRALIAN PLANTS

First edition, one of the most attractive of all Australian botanical books and the first with illustrations taken from live specimens rather than dried plants or field sketches - the species depicted having been grown from seeds in London nurseries and private gardens. This experimentation directly resulted from Joseph Banks's methods and indicates how widely his influence had spread.

This was the third English-published illustrated work on the botany of Australia (the first was James Edward Smith's *Botany of New Holland* of 1793, which included plants from around Sydney, and the second Bauer's exceptionally rare *Illustrationes Floræ Novæ Hollandiæ* of 1813; see catalogue no. 19). Sweet's book represents a departure from its two predecessors. As a horticulturist, rather than a scientific botanist or botanical artist, Sweet was more interested in the cultivation than the classification of exotic plants. A large number of plants are said to have been cultivated at the nurseries of Whitley, Brame & Milne (Fulham) and Mackay (Clapton), two firms for which Sweet had in fact worked over the preceding decade. During the last ten years of his life he published a number of botanical works which catered for the educated English public in the same way as Paxton's and Curtis's botanical magazines.

No fewer than nine plants are noted as having been collected in western Australia, chiefly from the vicinity of King George's Sound (modern Albany). A further 16 are noted as from the "south coast of New Holland", with the majority of the rest coming from around Port Jackson and Tasmania. Sweet includes, where possible, field notes on the plants, and it is interesting to see that a large number were collected in Australia personally by the little-known William Baxter, gardener to one Francis Henchman Esq. of Clapton Nursery. Baxter had been sent out by Henchman with the express view of collecting plants in remote regions.

This is a fine and fresh copy of the book, completely as issued in the original green half calf binding, with particularly bright hand colouring to the plates, which were drawn by one of the finest botanical artists of the day - Edwin Dalton Smith of Chelsea, for many years attached to the Royal Botanic Gardens, Kew.

Ferguson, 1144; Nissen, BBI 1924.



C. D. Smith del.

Pub. by Ridgway 169 Broadway July 1. 1827.

J. Miller sc.

PLUCKING or PEELING.

Cousin Bob's letter did the job,
I shall feather my nest however.

The best parts of the Swan
River settlement, only to
be got at through the
hands of N. Th. P-L !!!



COUSIN THOMAS, or the SWAN RIVER JOB.

31. [SWAN RIVER] SEYMOUR, Robert. Cousin Thomas, or the Swan River Job.

Etching, 350 x 250 mm., with original handcolouring; a fine, bright impression, margins restored. Thomas McLean, [?16] June, 1829.

THOMAS PEEL AND THE SWAN RIVER SETTLEMENT

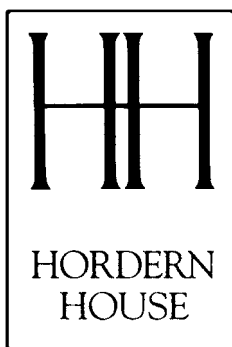
A fine impression, with excellent original handcolouring, of this rare caricature.

The target of this broadside was Thomas Peel (1793-1865) one of the very early settlers of Western Australia. In 1828 Thomas and three others formed a consortium to settle a colony at the Swan River, eventually being granted one million acres – significantly less than the four million acres originally planned. As a result of this restriction, the other members of the consortium withdrew early in 1829, but Peel persisted, ultimately arriving aboard the *Gilmore* the same year with 300 settlers. The settlement was beset by delays in the arrival of necessary supplies, poor planning, and a difficult relationship with local aboriginal tribes. In the end, most of Peel's fellow settlers drifted back to Fremantle, but Peel stayed on, becoming an iconic figure on his enormous holding of some 250,000 acres.

The cartoon, however, speaks to contemporary fears that the deal for Swan River was rife with family influence: Thomas Peel's cousin happened to be Sir Robert Peel, at that time Home Secretary, hence the references to "Peeling" and the exclamation that 'Cousin Bob's letter did the job I shall feather my nest however.' To the left of Thomas is a sign post 'The best parts of the Swan River Settlement only to be got at through the hands of Mr. Thos P-!!!'

The image was executed by Robert Seymour, a caricaturist and artist who would later work on the early stages of Dickens' *Pickwick Papers*, although the two had a volatile professional relationship: indeed, Seymour shot and killed himself directly following an argument with Dickens, and the latter made a concerted attempt to downplay the artist's involvement in the development of the book. Seymour worked with the publisher of the current image, Thomas Maclean, for a decade, mastering the new technique of etching on steel plates. This caricature is typical of his work and of the hard-biting political cartoons of the day. Although the English colourists evidently did not know that the swans of Swan River were black, the engraver did include two minute kangaroos on the horizon.

BM, 15808; Nan Kivell, p. 291.



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