Route Guides in Mexico and the Southwest


An extremely valuable compilation which gives detailed data, including route, scenery, and other key information, about many various parts of Mexico. By piecing together the different itineraries it offers, a traveler could basically go anywhere in Mexico and into the U.S., already provided with extremely detailed instructions about the best route and what facilities – such as water, grass, and shelter – were available every step of the way. A detailed name index listing routes and where they are to be found in the book further enhances the volume’s usefulness for travelers, be they headed to destinations great or small. Many of the routes described begin in Mexico City; some routes extend into Texas and New Mexico. Among the most interesting are two itineraries concerning California. One describes a journey from La Paz, at the far southern end of Baja California, to the U.S. border. This is one of the most detailed and expansively described routes in the entire book, preserving a wealth of geographic and natural details. Many of the places detailed in this section have either disappeared or been extensively altered. The other journey is along the Sonora Route, from Ures to Sonora, to the California gold fields. This trip passes through Los Angeles and includes some commentary on the missions in the area. “An important guide book, giving the routes and mileage, with sketches of the country throughout Mexico” – Eberstadt. PALAU 9290. SABIN 976. EBERSTADT 138:033. BARRETT 34. $2000.
Audubon’s Journals, Early and Late in His Career


An attractive selection of Audubon’s journals in a limited edition of 225 sets designed by William Dana Orcutt and printed at the Plimpton Press for the Club of Odd Volumes. Both journals are of the greatest importance to students of Audubon, describing one of his most productive periods, in 1820-21, and his final travels, in the early 1840s.

CLARK II:180. HOWES A386. $450.

Clicking on any item – text or image – will take you to our website for easy ordering and to view any additional images.
An early automobile road guide for the West coast, featuring hundreds of itineraries, route maps, and advertisements to facilitate travel. The Automobile Blue Book series was started by Hartford businessman and automobile enthusiast Charles Howard Gillette in 1901 and continued through 1929. Designed to present routes between major cities by way of turn-by-turn directions (the first numbered highways didn’t appear until 1918, making long distance road maps unhelpful for navigation), by 1907 the company was employing countless cars and professional “pathfinders” to create and update its routes. While generally inadequate to navigation on their own, the guide also prints numerous simplified city and regional road maps, called “index maps,” to help users orient themselves to the step-by-step directions. Blue Books are perhaps best known for their profuse advertisements – every single one of the 900 pages in this volume contains at least one advertisement, and sometimes as many as five or six. The publishers took their relationship with their advertisers seriously: the introduction to this edition states that “It is suggested that...the tourist will best protect his own interests by following the listings at the conclusions of tours in his selection of accommodations for both his party and his machine. Any mistreatment of the public by our advertisers should be promptly reported to the publishers, that we may protect users of the Blue Book through excluding offenders from future editions.” While the vast majority of these advertisements are for mechanics, and automobile products, and accommodations, there are a handful of outliers, including an advertisement for Bower Cave and one for the newly established town of Westwood, California, “a little city of 3000 people” (which boasted fewer than 1500 in 2011), built in the shadow of an active volcano in Lassen County.

In addition to advertisements and itineraries, the Blue Book also prints digests of driving regulations for the cities and states covered, including local speed limits, rules for emergency vehicles, and the minimum legal age to operate a motor vehicle. Some towns include more particular rules as well, such as in Salem, Oregon, where drivers are implored to “use due care in endeavoring not to frighten restive horses and if requested by driver of same stop until animal is under control.” OCLC records only two copies of this particular edition, at UCLA and the University of Washington. A scarce, informative, and thoroughly detailed look into the early days of automobile travel.

OCLC 10212098.

$1750.

An extremely rare and unusual tourist guide and road map for the route between Dallas and Raton, New Mexico, “The Gate City to the Sunshine State.” The bulk of this pamphlet is taken up by a highway map which runs consecutively through the center of the six internal pages. To either side of it are printed town names and distances as well as numerous advertisements for hotels, service stations, and the towns themselves. The Davis Buick Company had a garage in Raton, as well as a service station in Memphis, Texas (conveniently located on the map) – a city which hit the peak of its population at the time this pamphlet was published, around 1930. The photographic illustrations depict the town of Raton, pueblo at Cimarron, New Mexico, and the Don Fernando Hotel in Taos, as well as other hotels and businesses along the way including coal loading at the Swastika and Domino Fuel Company, headquartered in Raton. An incredibly uncommon ephemera survival – we locate only a single other copy, at Yale. OCLC 54191216. 

$1500.
An Early Trip to the Ohio Country


The rare first edition, “quite difficult to procure complete” (Field). The Irish-born missionary was one of the most popular preachers of his day, travelling extensively in Europe as well as America. In 1760 he was sent with Duffield to observe and investigate the condition of the Indian tribes. This account, one of only a few pieces by Beatty ever to see publication, includes “the first account of Indian towns in southeast Ohio” (Howes), interviews with Indian chiefs, and encounters with Delaware Indians, whom Beatty conjectures to be descended from the Ten Tribes. “The tour of this zealous and intelligent observer to the Indian towns in Pennsylvania and Ohio, lying far beyond the frontiers, was made at a period of great interest in their history. The warriors of the Delaware and Shawnee had ravaged them with the tomahawk and firebrand for twenty years, and the Journal of the missionary is filled with notes of their awful massacres. It is very full and minute in its details of interviews with Indian chiefs, and the various phases of aboriginal life which attracted his attention” – Field.

Early California Road Map


A large, attractive, and scarce road map for California and Nevada, published in the early 1920s by the Clason Map Company. The map includes insets of Los Angeles and the Bay Area at the left margin, as well as a town index with population information at the foot. Advertisements on the printed wrappers are for businesses on the California-Nevada border in the vicinity of Yosemite and Lake Tahoe. OCLC located only two copies, at Berkeley and the Denver Public Library.

$400.

An uncommon account of an overland journey to California in 1849, and some experiences in the mines. “A brief account of his overland experience as a member of the ‘South River Tigers’ train. Their starting point was New London, Missouri with the gold mines as their destination” – Mintz. “He came to California via Fort Hall and Salt Lake City, spent fifteen months in the mines, and returned home via steamship in November 1850” – Kurutz. There is also information on Carstarphen’s life in Louisiana (he is described as “one of Louisiana’s best known citizens”) and his genealogy. The explanatory text is by Clayton Keith, with long excerpts from Carstarphen.

8. Cartwright, George: A JOURNAL OF TRANSACTIONS AND EVENTS DURING A RESIDENCE OF NEARLY SIXTEEN YEARS ON THE COAST OF LABRADOR; CONTAINING MANY INTERESTING PARTICULARS, BOTH OF THE COUNTRY AND ITS INHABITANTS, NOT HITHERTO KNOWN. Newark: Printed and sold by Allin and Ridge, 1792. Three volumes. xvi,[2],[6, subscribers list],287[i.e. 295]; x,505; x,248,15pp., plus engraved portrait frontispiece of the author and two large folding maps (printed on three sheets). Large quarto. Contemporary three-quarter calf and marbled boards, spines gilt. Some rubbing to boards, extremities worn, joints partially split, hinges strengthened. Contemporary and modern bookplate on front endpapers of each volume. Moderate foxing, especially to preliminaries and frontispiece, otherwise mostly marginal. Old tape reinforcement on verso of first folding map, tiny tape reinforcement and short closed tear near mounting stub of third map. Overall very good.

A handsome large-paper copy of Cartwright’s well-regarded account of Labrador. George Cartwright first visited the Americas in the spring of 1766, when his brother John was first lieutenant of the Guernsey, flagship of Commodore Hugh Palliser. Cartwright sailed with the governor-designate to Newfoundland, where he spent a season cruising along the northeast coast. He returned in the spring of 1768 and took part in an expedition to the interior of Newfoundland to establish friendly relations with the Beothuks at Red Indian Lake. Cartwright’s army career was foundering, so he determined to set up as a trader and entrepreneur in Labrador, and in 1770 he went on half pay.

Raids by the Americans, competition between the English and French fishermen, and between the different English merchant houses, along with the hostility between the natives and Europeans, all made for an unstable business atmosphere during Cartwright’s time in Labrador and Newfoundland. None of this was helped by the political problems caused by the rival authorities of Quebec and Newfoundland. The scene of his operations from 1770 to 1786 was the stretch of coastline between Cape Charles, where he occupied Nicholas Darby’s old site, and Hamilton Inlet. From the stations he established, he engaged with his servants and sharemen in the fisheries for cod, salmon, and seals, and the trade in furs. The present work gives a fascinating insight into the business life of the region.

But this work offers much else besides: a detailed record of the seasons with fine meteorological and natural history observations as well as extensive notes on the numerous hunting expeditions that Cartwright undertook. “The journal is, above all, testimony to a persistent, curious, and resourceful mind. In his relations with the native peoples of Labrador, especially the Inuit, Cartwright displayed an honesty which led to mutual trust. In 1772 he took a family of five Inuit to England, where they created considerable interest, meeting with the King, members of the Royal Society including Joseph Banks, and James Boswell, who reported to a skeptical Samuel Johnson his ability to communicate with them by sign language....What has only recently been properly recognized, however, is the interest of Cartwright not only in the Inuit language and its study, but
also in making himself a glossarist of 18th-century Newfoundland English; and he was a close student of and perhaps contributor to the work of such scientific contemporaries as Banks, Thomas Pennant, and Daniel Carl Solander. Of his sole essay as a poet, *Labrador: A Poetical Epistle* (composed in 1784 [and bound at the back of the final volume of the present work]), Cartwright himself warned the reader: ‘Tho I have often slept whole nights on mountains as high as that of famed Parnassus, yet, never having taken a nap on its sacred summit, it cannot be expected, that I should have awoke a Poet.’ Yet less interesting verses have attracted the industrious attention of Canadian literary historians, and among writings from the New World a more singular 18th-century document than the journal itself is hard to find” – *Dictionary of Canadian Biography*.

Robert Southey, who met Cartwright in 1791 and read this book in 1793, subsequently wrote that the author “had strength and perseverance charactered in every muscle....The annals of his campaigns among the foxes and beavers interested me far more than ever did the exploits of Marlbro [sic] or Frederic; besides, I saw plain truth and the heart in Cartwright’s book and in what history could I look for this?”

There is some bibliographical confusion over the collation of the maps, which are after surveys of the coasts of Newfoundland and Labrador by Lane and are engraved by Faden: the work is complete with two maps, with one of the maps printed on two sheets and bound with the upper sheet in the second volume and the lower sheet in the third volume (as in the present set).

“This Journal is written with care and fidelity; the style of the author is plain and manly; he delivers his sentiments with freedom, and with confidence, asserts only those circumstances which, from his own observations he knows to be facts. The author was a brother of the celebrated Major John Cartwright. Highly commended by Coleridge. There are copies on large paper” – Sabin.

A nice example of one of those large paper copies.


The uncommon second edition of this classic American travel narrative, complete with both maps and five plates. "Carver penetrated farther into the West than any other English explorer before the Revolution. Like his French predecessor – Verendrye – he was seeking a transcontinental waterway, but aside from exploring some tributaries of the Mississippi, he made no substantial contributions to geographical knowledge; his book, however, stimulated curiosity concerning routes to the Pacific, later satisfied by Mackenzie and Lewis and Clark" – Howes.

"Carver, one of the English soldiers wounded and captured at the massacre of Fort William Henry...in 1757, gives a vivid though short eye-witness account of the battle...his is one of the most spirited accounts of the famous massacre. His later frontier experiences in Minnesota and Wisconsin...have been accepted as one of the earliest and best accounts of pioneer days in that region" – Vail. The author, the first to make mention of the word "Oregon," describes in detail the dress and customs of various indigenous peoples, and offers observations on natural history. The Chippewa (Ojibwa) and Naudowessie (Dakota) vocabularies included with Carver’s work were also published separately several times. The “tobacco plant” plate, not actually issued with the book until the third edition but included with some copies of this second edition, is present and bound in with this copy.

Carver’s folding maps promote two popular misconceptions about American geography at the time: first, that the Mississippi would “head in a central region or ‘height of land,’ from which all the major continental rivers flowed,” as well as the belief in a great Western river that would lead out to the Pacific. According to Wheat, Carver “was the prime exponent of the first delusion, in which Zebulon Montgomery Pike and many other explorers and cartographers later put much credence” (Wheat Transmississippi, p.140). Wheat also notes that although it does not extend west of the upper Mississippi, the second folding map (“A plan of Captain Carver’s travels”) “is one of the earliest to show actual results of British exploration in the interior.”

During the American Revolution, Carver would also use what he learned on this journey to write A Treatise on the Culture of the Tobacco Plant, in which he describes in detail the uses and growing of tobacco with a particular aim to legalizing and encouraging its cultivation at home in England, “Owing to the present unhappy dissentions...between Great-Britain and America.”

The George Brinley-Brayton Ives Copy


The George Brinley-Brayton Ives copy, with their bookplates from their sales in 1879 and 1891. Brinley was one of the greatest American book collectors of all time, and he amassed an astounding collection of books from dealers, at auction, and by travelling throughout New England and “scouting” for himself. His library was sold at a series of sales between 1879 and 1893. Brayton Ives, a graduate of Yale, was commissioned a brigadier general during the Civil War and was subsequently very active on Wall Street, where he was elected president of the New York Stock Exchange in 1877. Ives himself built a significant collection of Americana, and was an active participant at the Brinley sales, where he bought this copy, in 1878, for $1.75. It sold at the 1891 sale of Ives’ books for $6.

Charlevoix was sent to Canada by the Jesuits at the age of twenty-three. After four years of missionary work, he returned to France, whereupon he accepted the commission for this trip from the regent of France. During 1720-22 he travelled in the Great Lakes region and down the Mississippi. Although his trip was publicly stated to be for the purpose of inspecting interior posts and settlements, he was actually under orders to seek out information relating to the existence of a passage to the Pacific via continental North America. During his travels, Charlevoix questioned the Sioux and traders he found returning to the Mississippi via the Missouri River. Although he hoped to return up the Mississippi in 1723, he fell ill at Biloxi and was forced to return to France from there.

“One of the most interesting of 18th century travel books” – Graff. HOWES C308, “b.” GRAFF 651. SABIN 12139. CLARK 1:60. FIELD 283. SERVIES 419. PILLING, PROOF-SHEETS 758. BRINLEY SALE (this copy) 78. IVES SALE (this copy) 166. REESE, BEST OF THE WEST 5 (note). $4000.
Pre-Fire Guide to Chicago, with Views of the City

11. [Chicago]: A GUIDE TO THE CITY OF CHICAGO: ITS PUBLIC BUILDINGS, PLACES OF AMUSEMENT, COMMERCIAL, BENEVOLENT, AND RELIGIOUS INSTITUTIONS; CHURCHES, HOTELS, RAILROADS, etc., etc. Chicago: T. Ellwood Zell & Co., 1868. 197pp. (pastedowns are paginated), plus folding map and [26] leaves of plates. 12mo. Publisher’s brown cloth, title in gilt on front board and in blind on rear board, expertly rebacked, retaining original backstrip. Ownership inscriptions on front pastedown and p.5. Two very small closed tears in edges of the map. Very good.

An important guide book to Chicago before the Great Fire of 1871, featuring views of many buildings that were soon to be destroyed. Included are panoramas of Chicago in 1830 and then in 1868, as well as images of the (Old) University of Chicago, Crosby’s Opera House, the Court House, Chamber of Commerce, Orphan Asylum, Tremont House, the depot of the Michigan Southern and Rock Island railroad line, and the Water Works (the water tower survived the fire). Advertisements are abundant and are interspersed throughout, weaving seamlessly in and out of indexes to Chicago businesses, banks, churches, tourist attractions, and newspapers. This is the first time we have handled this title; it is relatively uncommon on the market and at auction. HOWES C368. SABIN 12655. GRAFF 1687A. ANTE-FIRE IMPRINTS 1303. $2000.

Clark was a Chicago physician who went to Colorado to prospect for gold in 1860, without success. He describes in detail the frontier town and expresses distaste with some of its aspects, such as the gambling, crime, and language. His narrative is considered to be one of the few authentic and truthful accounts of life and travel in Colorado of the day. The plates offer many fine illustrations of Denver and other western towns. “One of the best of the few contemporary accounts of the Pike’s Peak gold rush...” – Wilcox. “[Clark's] is one of the few authentic accounts of that year’s travel to the Rockies” – Wagner-Camp.

Crockett Tours the Northeast


A scarce account of the East Coast travels of the famed pioneer. Howes notes that authorship of this work has been ascribed to Crockett’s friend, Augustin S. Clayton. Crockett left Washington in April 1834, travelled through Philadelphia, New York, Newport, Boston, Lowell, and back to Washington. He offers many comments on Andrew Jackson and his administration, politics of the day, and the industrialization of New England (including a table on Lowell’s manufacturing output).

HOWES C896. SABIN 17565. $1000.
Photographically-Illustrated Account
of a Man's Journey from Ohio to His Boyhood Home in New York


An apparently unique typescript memoir, photographically illustrated, of Frank Dowd's journey from Ohio to his boyhood home in Chautauqua County, New York. Typed in purple ink on photo paper, and illustrated by Dowd, this is an entirely handmade volume, created for his children and grandchildren.

Frank Dowd (1847-1923) was born in southeastern New York, near the Pennsylvania border and not far from Lake Erie. His father was a first cousin of Hannibal Hamlin. By way of explanation for his journey, and the creation of this volume documenting his travels, Dowd writes, “...the desire came over me to return to my birthplace and live my life over and over again, crowded into a brief few days...My greatest desire was to reach...the old farm house in which I was born...on the town line, between the towns of Clymer and Sherman...New York.” And so, “I slung my camera over my shoulder and took my suitcase in my hand, bade my wife au revoir [sic] and started out....” Dowd narrates his trip meticulously, pointing out landmarks and buildings with accompanying photos of each. Along the way, he stops to visit relatives in Erie, Pennsylvania, and includes family photos as well. He eventually reaches Jamestown, New York, where he started his first dentistry practice nearly thirty years earlier, notably without formal training: “Without any previous knowledge of the intricate work attached to dentistry, I was successful from the very beginning, bombarding the old molars, cutting away at the incisors and rebuilding their bulwork [sic] until they presented a strong front ready to attack [sic] anything set before them.” This “bulwork” was the first fixed bridgework done in Chautauqua County and resulted in Dowd being appointed demonstrator at Indiana Dental College, from which he finally received his DDS in 1885.

While in Jamestown, Dowd stumbles across a performance of “the historical play of Hiawatha” on the banks of Lake Chautauqua by members of the Seneca tribe. He includes several photos with extended captions about the play as well as the tribe. Other original photographic images include historic buildings along his route, town squares and monuments, notable buildings, and a charming photo of a newsboy.

From Jamestown, Dowd finally reaches Panama, New York, where he spent his childhood: “Every inch of ground that I passed over brought many youthful incidents.” Dowd spends the rest of the memoir recounting his
childhood, recalling his older brother’s return from the Civil War, returning to his old school house, and recalling the night in 1858 when he first witnessed a comet. Many of his recollections are bittersweet: things are not as they were, young friends are old, the church walls are peeling and cracking, simple country life has become a bit too simple for him, and so he turns to exploring the countryside more closely. As he prepares to leave, he writes, “…I felt like a martyr of time, and was glad to bid good-by to Panama…” He narrates his trip back to Cleveland as well, including a brief side trip to Toronto, concluding that this trip was the “only way to enjoy a summer’s outing.”

An interesting portrait of small town America by a man who had the “gumption” to break the ties of country life and make his way to the big city.

Interesting Dutch Traveller


A scarce account of Deynoot's trip through the United States and Canada in 1859, featuring handsome chromolithographs. Deynoot left Rotterdam and went through Liverpool on his way to New York. He travelled throughout New England, visiting the factory towns of Lowell and Lynn, Massachusetts before crossing the border to Montreal. Deynoot then went to Quebec, returned to the United States via Detroit, and went as far west as Chicago, Prairie du Chien, Wisconsin, and St. Paul. He steamed down the Mississippi to St. Louis, headed back east to Washington, D.C., passing through Louisville, Frankfort, Lexington, and Pittsburgh, and then through Baltimore and Philadelphia, then back to New York. The very attractive plates show the steamboat, Metropolis; hotels in New York and Boston; the Victoria Bridge in Montreal; a log cabin out west and Indian wigwams beside the Mississippi; and the New York Institute for the Deaf and Dumb. One plate shows an image of the steamboat, City of Memphis, on the Mississippi, and a horse-drawn steam-powered fire engine in Cincinnati. This engine, invented by Alexander Bonner Latta and built and tested in Cincinnati, was the first practical fire engine, and Cincinnati became the first American city to replace volunteers with the horse-drawn steam fire engine and to form a paid fire department. A valuable narrative.

HOWES G150, “aa.” SABIN 27251. $1250.
“Best handbook...[of] the time” – Howes

16. Horn, Hosea B.: HORN'S OVERLAND GUIDE, FROM THE U.S. INDIAN SUB-AGENCY, COUNCIL BLUFFS, ON THE MISSOURI RIVER, TO THE CITY OF SACRAMENTO, IN CALIFORNIA. New York: Published by J.H. Colton, 1852. 83, [1] pp. plus 18pp. publisher's advertisements at rear. Leaf with pp. 77-78 bound in reversed (as is sometimes the case). Large folding map, with route marked by hand in red. 16mo. Original rust cloth, stamped in gilt and blind. Slight wear to corners and spine ends. Early ownership signature on front pastedown. Upper outer corner of two front fly leaves, titlepage, and following two leaves a bit frayed (likely during the printing and binding process), else quite clean and fresh internally. Map with some glue residue showing through in left margin where tipped in, else very crisp and fresh. Overall, near fine. In a cloth chemise and half morocco and cloth slipcase, spine gilt.

“Business Advertisements.” The map was executed by Colton and shows the entire central route, with all the cut-offs, marked in red. “Especial importance attaches to this work from the fact that it was one of the few guides which actually measured and described much of the route traversed. Horn had personally been over all the ‘cut-offs’ and he prepared what is possibly the most exact account of the ‘Overland Trail’ which has come down to us” – Eberstadt. The notes in the Streeter sale catalogue agreed with this assessment, calling this work: “One of the best of the guides, as it is one of the few where the distances were closely measured.”

A Landmark Depiction of the West, with Superb Plates

17. Linforth, James, editor: ROUTE FROM LIVERPOOL TO GREAT SALT LAKE VALLEY...TOGETHER WITH A GEOGRAPHICAL AND HISTORICAL DESCRIPTION OF UTAH...ALSO, AN AUTHENTIC HISTORY OF THE LATTER-DAY SANTS’ EMIGRATION FROM EUROPE.... Liverpool. 1855. viii,120pp. plus folding map, thirty plates, and woodcuts in text after Frederick H. Piercy. Large quarto. Modern three-quarter morocco and marbled boards, gilt leather label. Map slightly trimmed, costing the top borderline in the map. Portraits of Willard Richards and John Taylor neatly excised from their old plate and mounted onto new paper. Very faint tideline barely visible on lower edge of final forty pages and final fifteen plates. The images themselves are generally clean and unblemished. Very good.

One of the most important publications devoted to the Mormon emigration, and a landmark in the artistic depiction of western scenes. The plates are after illustrations by Frederick Piercy. “This elaborately prepared and illustrated book was published as a monument to the Mormon emigration to Utah, and as a means of attracting further emigrants. Piercy made a special trip to America [in 1853] to make sketches for the plates, which are some of the best western views of the period” – Streeter. The outstanding views show New Orleans, Natchez, Vicksburg, Nauvoo, Council Bluffs, Laramie, Fort Bridger, and Scott’s Bluff. “...One of the most elaborately and beautifully illustrated of western books” – Howes. “...One of the basic sources of illustrated Western Americana of the period” – Taft. “One of the most illuminating maps of the West to appear during 1855...it shows Utah in all its glory. This is not only an important map in the history of Mormons, but is in every sense an important map in the history of the West, giving as it does a carefully drawn picture of that entire area” – Wheat.


A rare little guide book, accorded a “b” by Howes. The book is arranged to follow routes of travel for the major rivers in the United States. The first is that of the Mississippi from its source to the Gulf of Mexico, followed by routes east of Pittsburgh, along the Ohio River, the Missouri River up to Council Bluffs (with notes on the Santa Fe and Oregon Trails), the Illinois River, and on the Great Lakes. The folding maps show the Mississippi, Missouri, and Illinois rivers. There is also a map and view of Cincinnati, a view of New Orleans, and several other small views.


First French edition of this most important work of Western Americana, describing the travels of German Prince Maximilian of Wied in the United States and on the upper Missouri River in 1832-34, accompanied by Swiss artist Karl Bodmer. Prince Maximilian was already an experienced naturalist and explorer in 1832, having made an important scientific expedition to Brazil in 1815-17. His preparations for his trip to North America included retaining Karl Bodmer to prepare illustrations of the journey. Arriving in the fall of 1832, the Prince travelled across Pennsylvania and the Midwest and ascended the Missouri River in the spring of 1833. He went as far upstream as the American Fur Company post of Fort Mackenzie in present-day Montana, and spent the winter at Fort Clark, near the Mandan Indian villages. During this prolonged stay, he and Bodmer had ample opportunity to observe the Indian tribes of the upper Missouri in their full glory, carefully recorded by Bodmer in watercolors. In the spring of 1834 they returned to Europe, and devoted the next five years to preparing the text and plates for this publication. Often eclipsed by the famous Bodmer atlas of the expedition, Maximilian’s text remains one of the most important western travel narratives of the fur trade era, and a rare book in its own right.


An exceptional annotated vernacular photograph album documenting a road trip across Mexico in 1906, with images originating at San Luis Potosi and proceeding to Mexico City and beyond. The traveler's automobile is featured in several of the photographs, in front of notable sites, in cities and towns, and along poor dirt roads. This is the earliest photographic record of automobile travel in Mexico that we have seen.

A contemporary notation on the front pastedown of the album identifies this as “W.C. White's pictures – Mexican trip, April 1906.” The photographs capture local scenery, indigenous people, the Mexican National Railway, sights in Mexico City, and the general ambience of life in Mexico City at the turn of the century. Opening images show a “burro train” and men gathering water at a cistern “such as are used in dry, high plateaus.” These are followed by images of the “Old Spanish viaduct on road between City of Mexico and Toluca,” a shot “On road outside of Toluca Gen. Gonzales Governor of State of Mexico, standing up in car,” and a “Typical station scene,” showing a train at the rail depot surrounded by Mexican onlookers, and a nice photograph of a woman seated outside a small house which is captioned “Typical section house, Mexican National Railway. Notice wicker bird cage, woman washing, and pig.”

The photographer then proceeds through the countryside to Toluca and the Hacienda Santa Rosa, documenting street scenes in Lerma (including the “Old Spanish Gateway” and an “Old Spanish Bridge”), and capturing a bird's-eye view of the town of Ocoyoacac as seen from the road above the town. Images in or near Toluca include the Hidalgo monument, the statue of Columbus, a house belonging to Pedro Diaz, and two more photographs featuring Governor Gonzales.
There are also images of the Casino at Chapultapec, the Castle of Chapultapec ("an old Aztec Palace of Montezuma...rebuilt and is now the country residence of the President"), the Church of the Virgin of Guadalupe, the President's Palace, a "Statue of the Aztec defenders," the iron statue of Don Carlo V, a "flower festival on the bank of the canal, City of Mexico," a shot showing "Mexican Houses," and the monastery of El Desierto in Mexico City.

The travelers capture a few images of the "Noche Triste Tree," where legend says Cortez paused to weep after being driven out of Tenochtitlan by the Aztecs. The final image in the album is of three Mexican men with a shovel standing next to a mound of dirt, two of whom look directly into the camera; the supercilious caption reads, "Mexicans at work. They have one basket and take turns filling it up and carrying it. Some day, if they live long enough, they will get the dirt moved."

An exceedingly-early automobile journey through Mexico by an American contingent, with informative annotations throughout.

$2850.
An Uncommon and Well-Illustrated Western Travel Narrative


An entertaining account of the author’s trip to Oklahoma and throughout the American West, Southwest, and Northwest at the beginning of the 20th century, written in a series of letters and short narratives from Milam to his wife Mollie, his son, and with a long section addressed to his sister and daughter. At the start, Milam appears to be based in Lufkin, Texas, though he travels all around the country and ends up in Jacksonville, Florida. Though not stated, Milam may have been a descendant of early Texas colonist and Texas Revolution hero Benjamin Milam, whose monument he visits in San Antonio.

In the course of the present narrative, Milam traveled to Fort Sill, Lawton, and Comanche County in Indian Territory in 1901 to secure a claim to some of the homestead lands being distributed. Dissatisfied with the area he continued through the west, traveling by rail to Corpus Christi in 1904. He also took a train from Jacksonville, Florida to Lufkin, Texas in 1905, before heading to Oregon for the Lewis and Clark Exposition. Milam also visited and comments on Galveston, San Antonio, St. Louis, Boise (spelled “Boyce”), Vancouver, Wyoming, San Francisco, Los Angeles, Phoenix, Juarez, and other locales.

Milam's interactions with other travelers, various locals in the areas he visited, the Native American inhabitants, and others are superbly recorded, as are his observations of American culture at a time of profound change. His keen sense of history adds great depth to his descriptions, and the marvelous selection of photographs complement his narrative. The illustrations are mostly from photographs taken by Milam on his journey (with some appearing to be reproductions of known photographs). The photographs include many Native Americans, (namely Geronimo and Quannah Parker); an image of Milam and others traveling on a ship from Corpus Christi to Galveston; the Nathan Bedford Forrest statue in Memphis; Castle Rock in Green River, Wyoming; the Columbia River in Oregon; separate images of the “Alaskan Indian Totem Poles,” the Foreign Building, the Bridge of Nations, the Grand Stairway, the Sacajawea statue, and the Forestry Building at the Lewis and Clark Exposition; a street scene in Portland; a view of the Oregon City suspension bridge; a southern Oregon mountain scene taken from the train; Toll Falls and Table Mountain in the Sierra Nevada; Mount Shasta; Cliff House in San Francisco; two images inside Del Monte Park; Pima Indian women in Phoenix; San Xavier Mission in Tucson; views of the Old Guadalupe Mission and a bull-fighting stadium in Juarez, Mexico; a shot crossing the Rio Grande River between Juarez and El Paso; and several scenes in San Antonio, namely the San Jose Mission, Ben Milam Memorial Monument, San Pedro Creek, and the Alamo; and more.

A rare work, completely missed by most major bibliographers, including Howes and Graff, and not listed in the Decker or Eberstadt catalogues. OCLC returns an indiscernible mixture of original, digital, and reprint copies. $950.
One of the Earliest Automobile Road Maps of New Mexico


A guidebook to New Mexico produced early in its statehood by the Clason Map Company, who also published the first road atlas of the United States and Canada and a number of other early automobile road maps of the western United States. The pamphlet contains basic information about New Mexico, and is mostly filled by an annotated alphabetical list of all of New Mexico’s towns and cities. These annotations discuss particular specialties or noteworthy facts about towns: Albuquerque, for example is described as a “Metropolis and commercial center of New Mexico....large Manufacturing and lumber interests.” The last six pages include a railroad distance chart, a full-page map of the United States, and four pages of advertisements, including one for the newly invented “Comfort Safety Steering Device,” designed for early Fords to “eliminate the vibration of your steering wheel when running over rough roads.” The two color large folding map is copyrighted 1917 and depicts local and “transcontinental” auto roads for the entire state.

RUMSEY MAP COLLECTION 3375. $400.
AN EXCURSION INTO BETHLEHEM & NAZARETH, IN PENNSYLVANIA, IN THE YEAR 1799; WITH A SUCCINCT HISTORY OF THE SOCIETY OF UNITED BRETHREN, COMMONLY CALLED MORAVIANS.

By John C. Ogden, Presbyter in the Protestant Episcopal Church, in the United States.

PHILADELPHIA: Printed by CHARLES CIST, No. 104 North Second-street, near the Corner of Race-street, M. DCC. [Copy-right secured.]

In the fall of 1779 the author travelled from New York to visit the settlements in Pennsylvania. This is one of the best 18th-century accounts of the Pennsylvania German communities. Ogden's narrative includes a brief account of the massacre of Christian Indians at Gnadenhutten and Salem, as well as notices of the progress of United Brethren missions in other regions such as the West Indies. An important account of the Moravian settlements.

SABIN 56815. HOWES O37, "aa." EVANS 38149. $1250.

First edition, second issue, with corrections made on pages 31 and 121 and without the errata slip tipped in at page 189. The tide of overland immigration which engulfed Oregon in 1843 was followed by even larger waves in subsequent years. The overland migration of 1845 was one of the largest, and it produced one of the most complete accounts of wagon trail life, this work by Joel Palmer. His journal is the only contemporary account by a participant in the 1845 migration, which numbered some three thousand persons and more than doubled the white population of Oregon. “Most reliable of the early guides to Oregon; in addition, the best narrative by a participant in the overland migration of 1845...” – Howes, who affords this issue a “c.” Also included in the work is a letter from Rev. Spalding about his missionary work among the Nez Perce, a vocabulary of the Chinook Jargon and the Nez Perce language, a description of Mount Hood, and what Streeter describes as one of the earliest printings of the Organic Laws of Oregon Territory.


A humorous account of the author’s tour giving theatrical entertainments mainly in the towns of Canada East and West in 1859-60, on a wager that he could pay his way with his talents. Rhys traveled through Quebec, Montreal, Kingston, Cobourg, Peterborough, Toronto, Belleville, and Niagara in Canada, and through Baltimore, Detroit, New York, and Rhode Island in the United States. One of the tinted plates shows bathers at Newport Beach, Rhode Island, while the colored plate shows an iceberg by moonlight. Rhys performed under the stage name, “Morton Price.”

HOWES R245. SABIN 70773. TPL 4011. LANDE 2124. GAGNON I 3013. DIONNE II 1446. $700.
A Great Rarity of American Travel


The first edition of Schöpf’s account of his travels along the eastern coast of America immediately following the Revolutionary War. The author was a German-trained physician who served as a field surgeon attached to the Ansbach regimen of Hessian mercenaries employed by the British during the American Revolution. After the war ended, Schöpf stayed an additional two years in America, travelling from New York City south to St. Augustine, Florida. He also spent time in the Bahamas. Howes refers to the work as the “first notable 18th century account of the United States by a German traveller.”

Schöpf was a careful student of natural history, and was particularly interested in the geology and mineralogy of the region. He was the author of the first significant work on American geology and the earliest materia medica based on plants found in eastern North America. “Among travellers in America it would be difficult to find his equal in combined breadth of interests, accuracy of observation and judgement, wit, and serene good temper...he is one of the best exemplars of the culture of the Enlightenment” – DAB.

This book has proved to be a notably difficult work to obtain over the years, and this is the first set we have ever handled, although we have had both Schöpf’s geological and materia medica works.


$8500.
Ugly Americans in South America
in the Years of the Good Neighbor Policy


An illuminating and entertaining illustrated scrapbook documenting the travels of six friends on a trip to Mexico, Panama, and various points in South America, including Colombia, Peru, Chile, Argentina, and Brazil in 1938. One of the opening leaves has four photographs of the travellers, comprised of two elderly couples and two single women captioned, “Rogues to the Pampas!” Throughout the album, there are numerous photographs, both vernacular and professional, a great many capturing locals in native dress, as well as images of scenery and the city streets. The photographs are accompanied by colorful descriptive annotations.

The voyage began January 20, 1938 aboard the Japanese NYK Liner S.S. Bokuyo Maru. There are numerous menus and other ephemera from the ship, as well as a photograph of the Japanese crew signed by the ship’s officers. The first photographs depict Manzanillo, Mexico a week later, with captions such as “Worst city we ever saw, says the man from Capetown, South Africa, who has been around the world,” and “Sid Thompson says, ‘I bet if these Mexicans had a good hot bath they’d find a suit of underwear they didn’t know they had!’” They picture a “peddler of hats and drink” and a “man carrying load on his head” in the streets of Manzanillo. They then take a train to Colima, Mexico, on which a passenger is noted to say, “Jesus Christ, you’d think they never saw an American before,” and where they eat papaya for the first time. In Panama on February 3, they see “a native with an iguana in each hand – we also saw our first sloth and a land crab” and they witnessed “a negro funeral.”

On February 5, the travellers stop at Buenaventura, Colombia where they experienced an earthquake and their first sight of the Andes, along with a “strong acrid
wet odor [that] pervades atmosphere everywhere.” There are several photographs of the city and the locals, including one of “natives” fishing, accompanied by significant commentary on the locals:

“The natives have plenty of fish which they catch in nets thrown by hand – plenty of bananas and fruits and coconuts and will not work enough to buy anything but a little clothing, rice and coffee. There are no public schools in Colombia – a few religious schools inland. All education for boys and girls of better class is in U.S. or Europe….U.S. buys 85% of Colombia’s coffee. Population 80% negroes on coast. Government is unstable foreign capital will not make very much of an investment here but Standard Oil Co. has a $52,000,000 pipeline in Colombia. Malaria is the greatest plague here though typhoid is also guarded against in fruits and vegetables. Buenaventura is wholly tropical.”

The group then proceeds to Lime, Peru, where they arrive “in a dense fog – worst in 10 years.” They take numerous snapshots of various cultural sights around the city, images of “guano birds” along the shoreline, and a “Typical Peruvian Indian of the High Andean Plateaus.” They stayed three nights at the Hotel Bolivar before proceeding to Cuzco, Tacua, and Mollendo, which they describe as “a dirty town.” Still, they took several photographs here, including “Descendants of the Incas at Cuzco,” an “Indian woman riding Burro – typical scene” in Tacua, and other street scenes.

Chile was next for the group. They were in Santiago by February 23 and shot several images at a street market, such as a soap dealer, the flower market, a corn stand, and other scenes. Shortly thereafter they traveled to Valparaiso, Puerto Varas, Puerto Montt, and other Chilean locations. They captured the port of Valparaiso, the Three Brothers at Chilean Lakes, scenes in the Chilean mountains, Lake Llanquihue, and include in the album a professional real photo postcard captioned “Typical Araucanian Indian Hut,” among other images.

The travellers then moved on to Argentina. They describe Buenos Aires as “the most beautiful city in South America so far as the city itself is concerned.” Their time in the city is illustrated exclusively with postcards, but they include a plethora of descriptive text for numerous monuments, landmarks, harbor scenes, gardens, and other sites.

During their time in Brazil, the travellers document coffee production, cattle, and other agricultural settings, as well as cities and architectural features. These include numerous images of Rio de Janeiro, which “no picture, however beautiful, can portray with any accuracy the beauty of Rio.” On March 30 the group heads “from Buenos Aires down the muddy Rio de la Plata” towards the Amazon River. Here, they include real photo postcards of “Typical Indians of the Amazon,” an “Amazon Indian Hut,” and “More Indians – These are some of the most primitive people living.” Among the images taken on the streets of Brazil is one showing a black woman walking with a bundle on her head, which is captioned, “N***** [asterisks ours] mammy in pink dress and head load – and was she furious when I took her picture! If looks could kill I’d be buried in Brazil.”

The group rejoined their cruise in Brazil, boarding the Rio de Janeiro Maru, and finished their journey at the end of April. A detailed, revealing and lengthy travel account, extensively illustrated and annotated by a group of judgmental American tourists.

$2850.
With Mounted Photographs Chronicling
the Opening of Yellowstone National Park


A presentation copy, inscribed by Strong on the front flyleaf: “Hon. Jesse Spalding / Compliments of / Wm. E. Strong / Chicago / Nov. 16 1876.” Spalding (1828-1904) was an important figure in the Chicago lumber business during the second half of the 19th century. Politically well-connected, he was eventually appointed as a director of Union Pacific Railroad by President Benjamin Harrison in 1882.

An interesting journal of a fifty-three-day hunting and fishing trip to Yellowstone via rail, stage, horseback, and the Missouri River, undertaken by Strong in the company of Secretary of War William Belknap, Gen. Randolph Marcy, and Gen. James Forsyth, in the summer of 1875. The narrative of the trip to Yellowstone includes descriptions of Salt Lake City and the Mormons, Virginia City, and Fort Ellis, and the balance of the narrative is devoted to Yellowstone, with rapt descriptions of the beauty of the area. While hunting and fishing they killed three buffalo, five deer, shot scores of birds, and caught some 3,000 trout in the Yellowstone River. The portraits depict Strong, Marcy, Belknap, Forsyth, Col. George Gillespie, Lieut. Gustavus Doane, and Gen. W.B. Sweitzer, and the plates include sketches of Fort Ellis, hot springs and Castle Geyser, and Yellowstone Lake.

Strong was a Chicago businessman who was breveted a brigadier general during the Civil War, and who travelled extensively in the West. The Yellowstone National Park Archives has Strong’s own copy of this book, in which he recorded the names of sixty-two friends to whom he presented copies, leading Dean Larsen to surmise that not more than a hundred copies were printed. The Streeter copy brought $250 in 1969, and then reappeared in 2001 at Sotheby’s where it sold for $14,400; that copy is the last one we have seen at auction. A scarce account, accorded a “b” rating by Howes, and not listed in Flake.


A New York man’s handwritten account of three journeys in the United States and Canada. The unnamed author and his group, including several children, travelled by train and by steamer. The author catalogues their travel arrangements, lodgings, sightseeing excursions, other recreational activities, and reports the weather in detail. He was also an amateur photographer, and frequently mentions the photos he took in each location.

He begins by describing a rather luxurious-sounding overnight train journey, which “runs from N.Y. to Chicago in 24 hours. It did not seem to run very fast, but traveled at a good gait all the time and reached station exactly on time,” further remarking on a small, fully cataloged library in the smoking car, a buffet, and even an on-tracks barber.

In Chicago, he visited Jackson Park, the site of the 1893 World’s Fair:

“There is but one large exhibition building left in Jackson Park of the city that was there four years ago, and it has begun to show signs of wear and tear, for it was not built to last. The other buildings have disappeared utterly and nothing but a few blackened timbers and piles remain to mark the spot for a little while.”

After a much less pleasant train to Colorado, he and his family visit an amusement park. He remarks on the dryness of the air, marvels at the cleanliness and openness of the city, and rides up to Pike’s Peak on the cog railway only a few years after it was built. Among his observations on Denver:

“The air...is extremely light and dry. Articles of clothing that have been wet will dry in a surprisingly short time and I notice in shaving that the face must be wet very frequently to keep the lather from drying up. The air is also remarkably clear. Denver is a very attractive place. The streets are broad, straight and well paved, mostly with asphalt, they are lighted with electricity, and drinking fountains are placed on corners....”

He also comments on the effects of the trip up to Pike’s Peak:

“The timber line is sharply defined and above this the grass grows to a considerable distance. When the broken rock is reached the scene is desolate indeed for the minute tufts of grass that struggle for existence in the tiny morsels of soil make no impression on the vast expanse of grey rock. Although the sky was nearly clear when we started, we saw tufts of clouds hanging in the upper valley and on
arriving at the summit we were above a great area of clouds that streaked away indefinitely only broken here and there giving us a glimpse of the land below.... Some of the party found breathing the rarified air rather difficult and complained of dizziness. I felt slightly that way myself."

After the trip to Denver and Chicago, the diarist next visited Nantucket in 1898, making particular note of the lighthouses, the old New England architecture, and the presence of a life station there: “the men have been on duty all this year on account of the war with Spain.” The final journey was via steam ship to Montreal and Quebec the summer of 1902. While there, they stayed at the Chateau Frontenac, where they saw the warships HMS Ariadne and Indefatigable make port. Spending a few days in Albany, the writer comments at length on the beauty of the state capitol building.

A warm and engaging diary detailing one American family’s sight-seeing trips around North America at the turn of the 20th century. $875.
Getting Around the West, by Train, Wagon, and Steamboat


An extensive guide to travel from Cleveland and Chicago to the Missouri River, through Nebraska, Wyoming, and the Rocky Mountains via a number of railroads, including the Cleveland and Toledo, Michigan Southern and Northern Indiana, Chicago and North-Western, Union Pacific, and Pacific and Sioux City Railroad. Included are chapters on early explorations in the West, railroads, steamboat travel, manufactures, and general capabilities and prospects for the West. Pages 213-232 are devoted to Wyoming, including an early description of Cheyenne and towns in the Black Hills. The last twenty pages contain ads (many of them illustrated) for merchants, real estate agents, attorneys, bankers, etc. from all over Nebraska, Wyoming Territory, Iowa, and Indiana. The colored frontispiece depicts a Studebaker Wagon. A lively western travel book. Howes lists a gazetteer of the St. Joseph valley by Turner published in 1867, but not the present work. Chicago Ante-Fire Imprints locates only four copies (CSmH, DLC, IC, ICH). Scarce.

CHICAGO ANTE-FIRE IMPRINTS 1414. GRAFF 4211. EBERSTADT 114:804. $1000.
“Follow the Flag”


Rare and colorful broadside advertising “the Shortest and Quickest Route” to “all points West” on the Wabash Line, connecting through St. Louis. The sheet features a full-color image of the famous Wabash flag, as well as the seals of Colorado and California. Customers are promised that all trains feature “Free Reclining Chair Cars and Pullman Buffet Sleeping Cars,” and are provided a name and address to acquire maps and timetables.

At the time this broadside was issued, Charles M. Hays was general manager, and the Wabash railroad was under the control of financier Jay Gould, who was working feverishly to establish a full coast-to-coast system. He had merged the St. Louis, Kansas City & Northern Railroad with Wabash, creating the Wabash, St. Louis & Pacific Railroad. Then, as with many other Eastern and Midwest railroads, Wabash partnered with Union Pacific to provide service further west. By 1896, Gould’s son, George, had taken over the railroad, and proceeded to expand it further, swallowing up the Missouri Pacific, Western Pacific, Denver & Rio Grande Western, Western Maryland, and Wheeling & Lake Erie railroads. Hays left in 1896 to become general manager and later president of the Grand Trunk Railway in Canada, which helped extend the Wabash network north.

An attractive artifact from one of the great American railroads. We could find no copies recorded in OCLC.

$950.
Large, Handsome, Original Photographic Prints of California and the West at the Turn of the Century

32. [Western Photographica]: [COLLECTION OF SEVENTY-NINE FINE PHOTOGRAPHIC PRINTS DOCUMENTING A WESTERN AMERICAN RAILROAD “TRAVELING PARTY” THROUGH OREGON, CALIFORNIA, AND COLORADO IN THE LATE-19th CENTURY]. [Various locations in Oregon, California, and Colorado. 1897]. Seventy-nine printing out paper photographic prints, each image 6 x 8 inches on 9½ x 11¼-inch medium weight sheets, all but two captioned in the negative. Minor surface wear to a handful of prints, several with minor emulsion chipping to edges, some curling to prints. Overall very good or better condition.

An extraordinary collection of large, handsomely-produced photographic prints documenting the exploits of a group of travelers who set out by train through Oregon, California, and Colorado in 1897. The photographs, which are skillfully composed and indicative of an experienced photographer, picture a wide variety of both urban and rural settings along the Pacific Coast and in Colorado, showing a mixture of horse-drawn and cable and street cars but nary an automobile, and constitute a unique and evocative time capsule for numerous locations in the American West in the final few years of the 19th century.

The first image features a large group of women and children posed outside a railroad car, with the image captioned “The R&W 97 Transcontinental Party.” In fact, two of the images reference the party as “R&W” which likely refers to the company or family who participated in the railway excursion. The travelers were apparently well-to-do by their dress and by the variety of notable high-end hotels they visited. The selection of photographs here was likely hand-picked by one of the members of the excursion after the journey was completed.

The preponderance of the images document locations in California. These include two different views of Mount Shasta, scenes in Yosemite Park, sites in Santa Cruz, and several images each in and around San Francisco, Santa Cruz, and Los Angeles. The Yosemite Park pictures show members of the group taking a horse-drawn carriage through a redwood tree, and other Yosemite landmarks are captioned “Yosemite from Inspiration Point,” “Bridal Veil Falls,” “Two Brothers of the Yosemite,” “Trail to Glacier Pt.,” “A fallen Monarch of the Yosemite” (the famous downed redwood tree), and “Wawona Point.”

The San Francisco images include Stanford University (two images), a view of Stanford’s Tomb in Menlo Park, the driveway to the Crocker residence, a striking image of downtown focused on the Spreckels Building, the San Francisco City Hall building, the “Court[yard] of the Palace Hotel,” Golden Gate Park, a spectacular view across the ocean from Golden Gate Park, the entrance to Sutro Park, and the esplanade in Sutro Park.
Images in Santa Cruz depict the residence of Major Frank McLaughlin (known as the Golden Gate Villa), an elevated view of the beach at Santa Cruz, a scene of several travelers in a horse-drawn carriage captioned “Our four in hand on the cliff drive, Santa Cruz, Cal.,” and three striking views of the cliffs including two featuring the “Natural Bridge” Cliff at Santa Cruz.

The Los Angeles area is well represented in the photographs, which picture the downtown courthouse, a downtown street scene showing the Van Nuys Hotel the year it opened, a view down Spring Street, West Lake Park, East Side Park (four images, including the entrance), an orange grove in Riverside (picturing one of the travelers), Magnolia Avenue in Riverside, an “Orange grower’s home” in Riverside, a pair of horses pulling a streetcar labeled “Riverside & Arlington Ry.” (before the line was electrified in 1899), and an interesting street scene in downtown Riverside.

Other sites in California comprise the Hotel Coronado (four pictures, including an unusual view of the “Drive to the Entrance” of the hotel), Coronado Beach (two views), the “Ruins of Capistrano” (the remnants of the mission church), the train depot at Fresno, a residence in San Jose, the “View from Mt. Hamilton” near San Jose, and the road to the hedge maze at the Hotel Del Monte in Monterey.

The Colorado pictures include a breathtaking elevated view of a snowy Denver taken from the top of the capitol building. Other Colorado scenes include a view of New Castle from the train, Glenwood Springs, an image of horse-drawn carriages crossing a bridge over the river in Glenwood Springs, and two images capturing the incline tram up the Royal Gorge near Canon City. The collection also includes a handful of images in Portland, Oregon. These feature the Portland wharf, three separate shots of the Portland Hotel, the “Residence of Dr. McKenzie,” and a horse-drawn carriage ride on City Park Drive.

Eight of the more intriguing images in the collection were taken while aboard the traveling party’s moving railroad car, and picture the vast landscape of the American West in California, Colorado, and Nevada. The captions for these read “From Top of Mountain near Scisco,” “We pass through Eagle Cañon,” “Leaving Leadvill [sic] behind us,” “Some Colorado Scenery,” “On the Rio Grande Western,” and “Princeton, Harvard, & Yale” (a distant view of the three mountains named for those Ivy League schools in the “Collegiate Peaks” region of the Rocky Mountains). One image, likely in Colorado but with location unidentified is captioned, “Mountains rising thousands of feet all around.” There are even a couple of images taken from the train while passing briefly through Nevada, including one of the “Humboldt Desert.”

In addition to the aforementioned image picturing the women and children of the “R&W 97 Transcontinental Party,” there are a handful of images focused on
other various members. One is captioned “The R&W 97 Philharmonic Symposi-um,” and features six men standing on a railroad handcar with musical instruments. The words and music to “Sweet Rosy O’Grady” have been written into the photographic negative at center, along with a humorous musical quatrain at right referencing one of the traveling party. This latter bit reads, “The Director General Russ Couldn’t play with us, with us, He was not allowed to toot So he kept time with His Boot.” Additional pictures of the group feature them dining inside an unnamed restaurant, posed in front of a giant redwood near Santa Cruz, and sitting on chairs in a semi-circle in Sutro Park. The latter photograph is captioned, “The Russo Hershian Family will now perform.” The collection is rounded out with a striking photograph of a woman in a white dress posing for the camera against a white wall, which is captioned “Miss Lethbridge.”

Though the subjects of the traveling party in these pictures are ultimately unknown to us, their journey is emblematic of an entire generation’s fascination with the railroad and the American West. In addition, these large and impressive prints, which capture both the urban development of California, Oregon, and Colorado along with the majesty of the rural settings in these states, document their travels in an unusually rich and deluxe format.

A unique and rich collection of western photographs produced in the last few years of the 19th century. $9500.
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