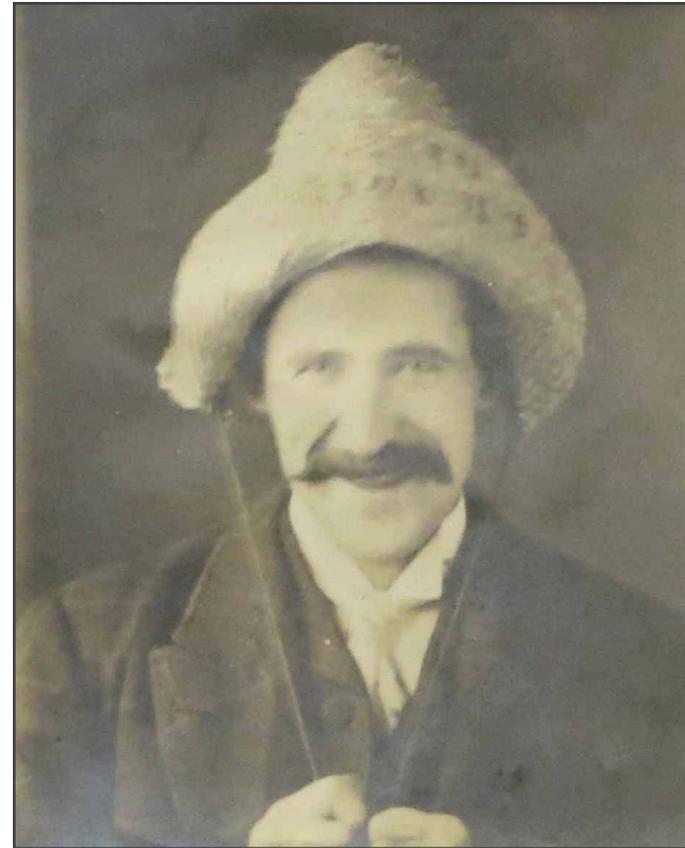
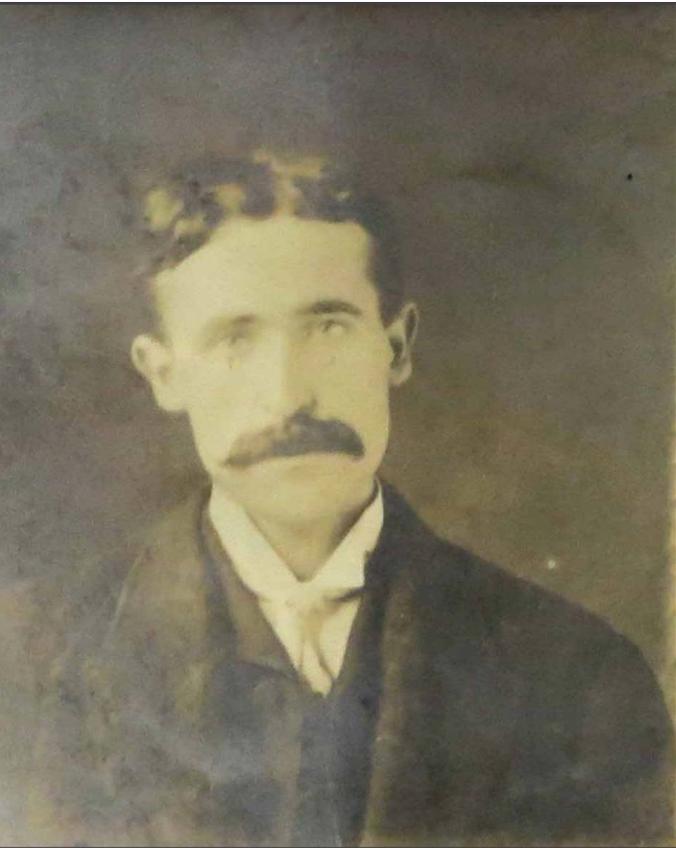
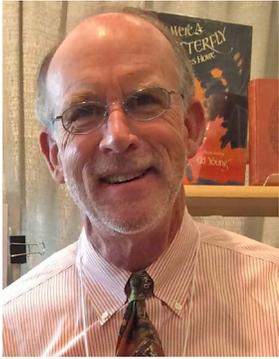


ON REFLECTION



ALBUMS & ARCHIVES, RECONSIDERED

TAVISTOCK BOOKS



LAST FALL, Kate & I issued a catalogue entitled *Albums & Archives*. And while we considered it a ‘successful’ catalogue [i.e., we didn’t lose any money on the endeavor, and truth be told, actually made a few bucks on the deal], we were amazed [mystified?] why some of the neat material offered therein remained therein, not jetting off to a new locale. Too pricey? Lacking in ‘wow’ factor? For whatever reason, the ‘hook’ just didn’t hook. So, with that in mind, fast forward to today. *On Reflection* loosely reprises that ‘Tavistock Books’ catalogue of 15 months ago: more albums & archives, some new, and some that have been reflected upon... revised verbiage, revised price, revised somethingorother...

Finally, while on the catalogue’s front cover you find *On Reflection*, in all honesty, it should really be titled, “Kate’s Katalogue”. My contribution was restricted to acquiring diamonds in the rough; it’s her innate expert cutting & polishing that exposed any brilliance these offerings may possess.

Enjoy.

Vic Zoschak, *Proprietor*

I LOVE ARCHIVES. There, I’ve said it -- no taking it back now. And since I fell in love with them while working on that first *Albums & Archives* catalogue, it seems only fair to cast a more appraising eye on them a year later: less dew and wonder, more realistic appreciation. They still amaze me, of course, adding grit and complexity to well-worn historical narratives, providing not so much a voice or a perspective for the unheard and overlooked as a medium that allows me to see and listen to those who have been there all along, waiting for an audience. But I’m more aware now that the story I find may not be the only one an archive or album has to tell, and that how I communicate it influences how and if that story, or another one, is told elsewhere. So I’ve gone back through the stacks, revisiting old friends, making new ones, and generally wreaking havoc on all available flat space. This time, I can’t wait to see them go off into the world (and not *just* to clear space on the shelves, mind you). Enjoy!



Kate Mitas, *Aide-de-Camp*

Cover image, poetically enough: Item #6, “Department of the Interior, Spirit-Level Observations.”

TERMS & CONDITIONS

All orders subject to prior sale. Orders may be placed in person, by phone, by fax, or by email.

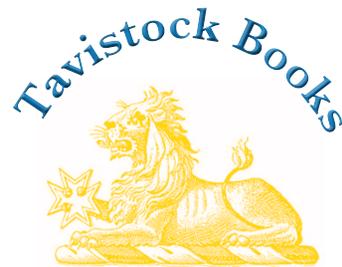
Satisfaction guaranteed. Returns for any reason within 7 days of receipt. Notification of a return is requested and appreciated.

Payment for purchases may be made by personal check (in USD, drawn on a US bank), Paypal, Visa, Mastercard, or American Express.

Shipment additional and made by USPS Priority Mail, insured, unless otherwise requested. Other carriers and/or means may be arranged.

Deferred billing available for institutions. Usual terms to members of the trade.

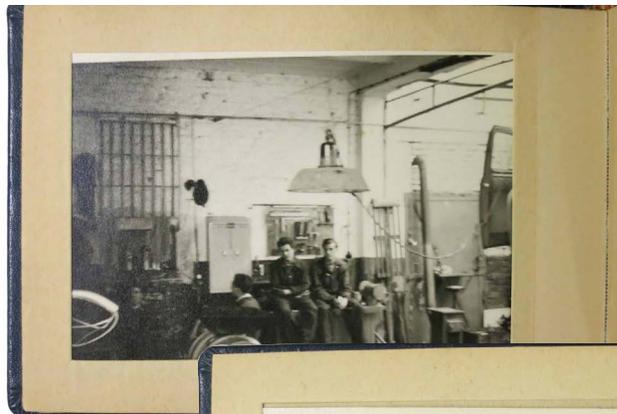
Goods remain the property of Tavistock Books until paid in full.



1. [AUTOMOTIVE]. PHOTOGRAPH ALBUM OF GERMAN VOLKSWAGEN REPAIR SHOP.

(n. p.): (n. d.). Ca late 1940s, early '50s. 15 mounting leaves of tan paper, with cut-outs for 30 images [access from top or bottom of leaf]. 29 b/w uncaptioned images, of which 26 depict some aspect of the Volkswagen Beetle [e.g., a couple images show a Type-1 split window model] and/or their maintenance [e.g., 7 images depict an engine in divers stages of a rebuild] or shop staff at work. 30th mount houses a newspaper extract for the repair shop, advising of a move to a new location, with 'new tools, hoisting platforms, well trained staff', etc. Album: 3-1/2" x 4-7/8". Photographs: 2-3/4" x 4". Blue leather commercial album. Album: very light wear, Nr Fine. Images: clear & sharp, VG+ - Nr Fine. Newspaper clipping: lacking upper corner, age-toned. VG. [ID: 43608]

\$135.00



2. AVIATION ARCHIVE OF E. HAMILTON LEE. 1912 - 1994.

Lee, E[ber] Hamilton [1892 - 1994]. [San Bernardino]: 1912 - 1994. Photo album: ~ 380 b/w photographs + occasional duplicates, plus 16 real photo postcards and 8 half-tone cards, on 46 leaves; sizes range from ~1-1/4" x 1-1/4" to ~8" x 6", with the majority being ~ 3" x 5". Separate envelopes enclose ~ 20+ negatives and 25+ additional groupings of b/w photos (many in duplicate, and also duplicates of those in the album). Numerous photographic and cartoon reproductions are contained in the many newspaper clippings, advertisements, booklets, books, photocopies, etc., in the scrapbooks/albums and separate, most b/w but a few in color. Photo album: 11" x 15". Sizes of other materials vary widely. Brown leather photo album bound with a cord, "Photographs" stamped in gilt to the front board. Scrapbook bound in artificial leather; two vinyl scrapbook ring binders with plastic sleeve inserts; stapled booklets; books in wrappers plus one comb-bound book; small wooden chest; etc. Leather of photo album chipping and edgeworn, with significant loss to ends of front joint; occasional tear/chip to newspaper clippings and general light wear to materials; few photos/RPPCs/half-tones show minor damage, and several have pencil or ink notations to verso. Overall, material is in VG condition, or better. [ID: 42675]

An extraordinary archive documenting the early history of aviation as experienced by one of its most famous and well-regarded pilots. E. Hamilton Lee (1892 - 1994), called "the flyingest man in the world" for the record number of flight hours he logged as a professional aviator between 1916 and 1949, served as a civilian aviation trainer during WWI, helped to pioneer the U.S. Air Mail Service, and ended his distinguished career as a celebrity captain at United Airlines. Included among the hundreds of photographs, letters, personal memorabilia, newspaper clippings and other printed material herein pertaining directly to Lee, whom evidence strongly suggests was the compiler of this archive, are numerous photographs and other material documenting the successes and often tragic fates of Lee's fellow pioneer aviators, the relationships he had with them, and the types of equipment being used at the time; the full collection ranges over more than 80 years of Lee's lifetime, with the considerable majority dating to between 1912 and 1949.





*Pilot
E. Hamilton Lee's
first
accident
in flying.*

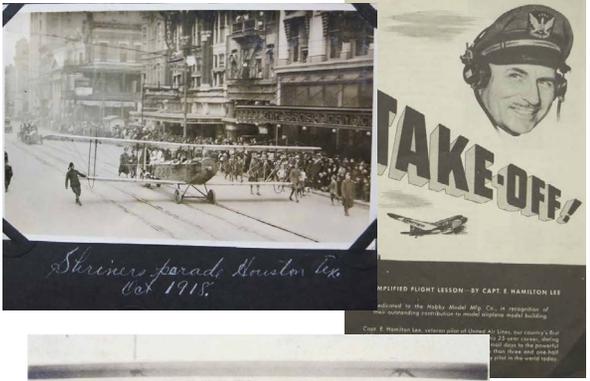
*James Colavan flying
Communication Circuit - Chicago
George Petrolia stands standing
Cicero + Chicago.*

*Crash of Standard Mail plane
flying into trees in dense fog near
Newark Del. April 18 2:30 Pm. 1917.*

**AERIAL MAIL CARRIER
BARELY MISSES DEATH**
Pilot E. Hamilton Lee, Flying in
Dense Fog, Crashes
Into Trees.
Following the fatal accident to
Aerial Mail Pilot Frank McKusker of
the Chicago-Cleveland route, Sunday,
details have come to light here of
another recent accident in the postal
air service, in which Pilot E. Hamil-
ton Lee narrowly escaped with his
life and his machine was wrecked.

*1918
Above the clouds near
Ellington Houston Tex*

*Results of two centimeters in a barometer
who tried to fly without official permission Aug 1918*



*Shriners parade Houston Tex
Oct 1915*

AMPLIFIED FLIGHT LESSON - BY CAPT. E. HAMILTON LEE
Informed by the Hobby Model Mfg. Co. in recognition of
their unreserved contribution to aerial progress, model building.
Capt. E. Hamilton Lee, veteran pilot of United Air Lines, has shown a Pilot
28 year veteran, during
his days in the post-war
years, how to make a
model airplane that will
fly like the real thing.



ARMY DIVISION
E. HAMILTON LEE
ARMY

E. Hamilton Lee began flying in 1913, “barnstorming” at county fairs — performing acrobatic flights and selling plane rides. He flew his first solo flight in 1916, and a year later became a civilian trainer of the U.S. Signal Corps at Ellington Field, in Houston, and Ashburn Flying Field, in Chicago. Between 1918 and 1927, Lee flew the dangerous and often uncharted air routes of the U. S. Air Mail, becoming both legendary for his flying prowess and a prominent advocate for the labor rights of his fellow aviators and their crews, a considerable amount of whom died while in the Air Mail Service. His 1919 refusal, with pilot Leon Smith, to fly in especially dangerous weather conditions, as well as his subsequent firing, ignited the first strike in aviation history and led to much-needed reforms regarding flying in hazardous conditions; Lee also publicly fought against the notion that added technology in planes diminished the skills necessary for a pilot to fly safely (and be paid commensurate to those skills). Clippings documenting these instances of leadership are included in this archive. After private transportation took over the air mail, Lee joined Boeing Air Transport until it became part of United Airlines, and stayed with the latter until his retirement. He ended his career in 1949, after having flown over 4.4 million miles and 27,000 hours, more than any other pilot of his day.

The heart of this archive is a photograph album containing over 400 photographs, RPPCs, and half-tone cards, many captioned in detail, as well as a handful of newspaper clippings; the significant majority of the images are photographs, and apparently unpublished. These offer a stunning range of material, from scenes at Cicero Field in 1912, to Lee at various stops along his Air Mail routes, to fellow pilots and their planes — some taken during flights, from the front cockpit — an early Red Cross plane, a British dirigible (“the first lighter-than-air ship to cross the Atlantic”), and much more. The abundance of exuberant images are counterbalanced by many of plane wrecks, pilots who later died in flight, and, in some cases, of those pilots’ widows. Not all of the crashes depicted are tragic — four photos are of Lee’s first crash, in fact, from which he walked away mostly uninjured — but, as a whole, these images present a sobering reminder of the routine dangers of early flight. Aviators pictured include Art Smith, Catherine and Eddie Stinson, Clyde Smith, Emil Laird, Jack Knight, Ruth Law, Gordon K. Hood, Max Miller, Earl F. White, Lincoln Beach, and many others.

While the majority of the photo album is devoted to Lee’s time with the Signal Corps and his service in the Air Mail, a handful of photos and clippings here also reference his later career as a commercial pilot. In one, Lee is pictured shaking hands with Clark Gable and Myrna Loy on a runway: as part of a publicity stunt for *Test Pilot* (1938), Lee flew the 400 invitations for the film’s preview on a 21-passenger plane from Culver City to Burbank, “the world’s shortest air mail flight”; Gable and Loy deposited the mail pouch on the plane themselves (*The Kane Republican*, 14 April, 1938, p. 12). Among the additional ~150 photos and RPPCs (many duplicates of those in the album, and in multiple copies) and negatives (both large and 35mm format) included in separate envelopes are two negatives of this event. Also of particular note in this separate collection of images are two photos inscribed to Lee by Richard Peck, apparently taken during Peck’s stint as the pilot, photographer, and cinematographer of the first USDA expedition to New Guinea, the 1928 USDA Sugarcane Expedition, which marked a significant



point in the evolution of aerial scientific exploration; both photos appear to be unpublished.

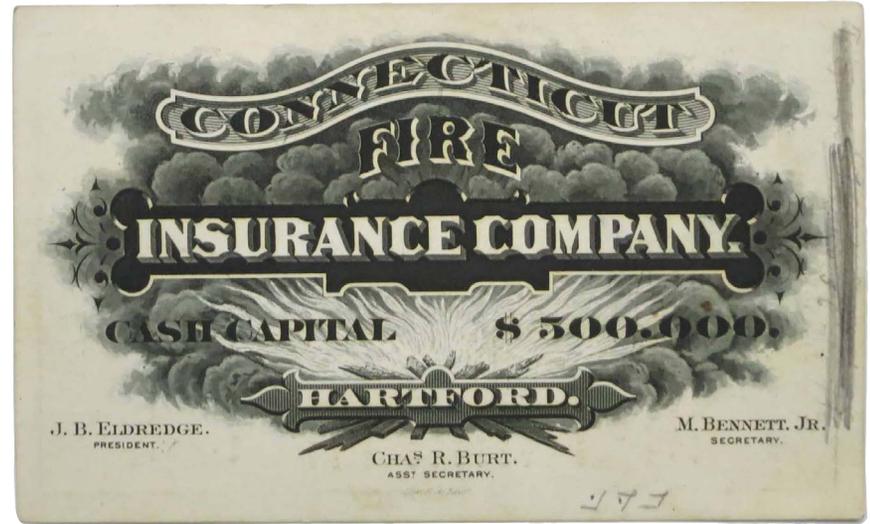
Additional material chronicling Lee’s personal exploits as a pilot, his involvement with various flying associations, and the history of aviation, includes: a small wooden chest containing a variety of Lee’s personal aviation-related memorabilia, including passports, pins, membership cards, a commemorative coin, and more; a “short snorter” — a 1923 silver dollar bill inscribed by over 30 people, including pilots Cliff Coppin, Jack Knight, H. T. Lewis, and Ernest Allison; two three-ring binders (with 10 sleeves and 32+ sleeves, respectively); a large envelope of newspaper clippings; a neatly-kept scrapbook; six books; and additional printed material and miscellaneous ephemera.

All in all, the remarkable archive of a pioneer aviator, ace pilot, and longtime leader in the Air Mail Service and in the commercial airline industry, whose long career developed concurrently with the history of aviation itself.

\$9,000.00

3. [BOSTON / 19TH C ADVERTISING]. LOT OF 275 TRADE CARDS. PRIMARILY FROM BOSTON MERCHANTS, 1860S - 1870S.

Circa 1860s - 1920s. Total of ~275 trade cards, including a handful of duplicates, plus a few event notice cards. Most printed recto only; ~40 printed both recto and verso. Occasional engraving or simple illustration. Sizes range from ~1-1/2" x 3" to 3-1/2" x 6". . Primarily white or buff stiff paper printed in black; some cards printed in one or more colors of ink, and/or on colored paper. General wear and light staining/soiling scattered throughout collection; some cards more heavily worn and creased; pencil or ink notations/drawings to the verso of many cards; pushpin holes to a few cards. Good to Very Good condition, or better, overall. [ID: 43634]



1871. **ICE** 1871.
Boston Ice Company,
 OFFICE, 99 STATE ST.

SEASON RATES, to Oct. 1st.

For Families, Offices, &c., commencing in *May*.

10 lbs. daily, from May to October 1st,	\$ 6 00
15 " " " " "	9 00
20 " " " " "	12 00
30 " " " " "	17 00

By weight, 50 lbs. for 15 cts.

MONTHLY RATES.

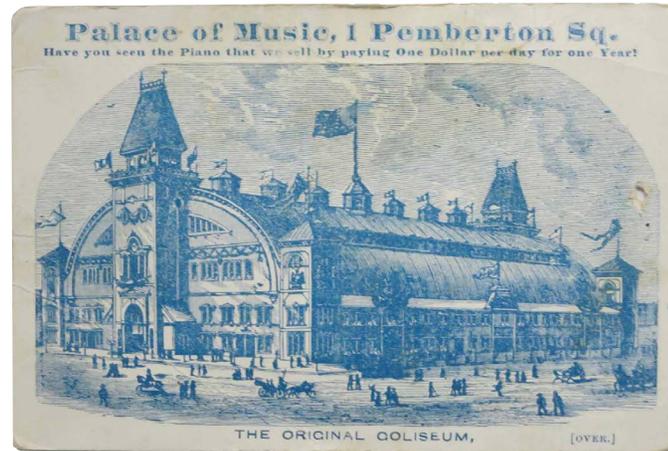
For Families, Offices, &c., commencing in *June*.

10 lbs. daily, per month,	\$1 50
15 " " " " "	2 25
20 " " " " "	3 00
30 " " " " "	4 25

Monthly Customers embrace all who do not take ICE the whole Season as above, May to Oct. 1st.

Customers, in writing their orders on the back of this card, will please be particular in stating the quantity to be delivered. This card should be returned to the office or to the driver.

PACKAGE TICKETS, each ticket entitling the holder to a stated number of pounds can be purchased at the office or of our drivers. Our Cash customers, and others requiring at any time an extra piece, will find these a great convenience.



BUNKER HILL
 CIRCULATING LIBRARY.
 Stationary:
 Magazines & Weekly Papers.
 236 Bunker-Hill St.
 Charlestown.

ISAAC W. MAY,
 EXECUTES EVERY DESCRIPTION OF
JOB PRINTING,
 SUCH AS
 Billheads, Circulars, Letterheads, Cards,
 Receipts, Checks, Statements, Labels,
 Price Lists, Programmes, Envelopes,
 Bills of Lading, Tags, &c., &c.,
 AT REASONABLE PRICES
39 State Street, Boston. **39**

JOHN READE,

Undertaker,
 DEALER IN
 Coffins, Caskets & Robes,
187 & 189 MAIN STREET,
 CHARLESTOWN.

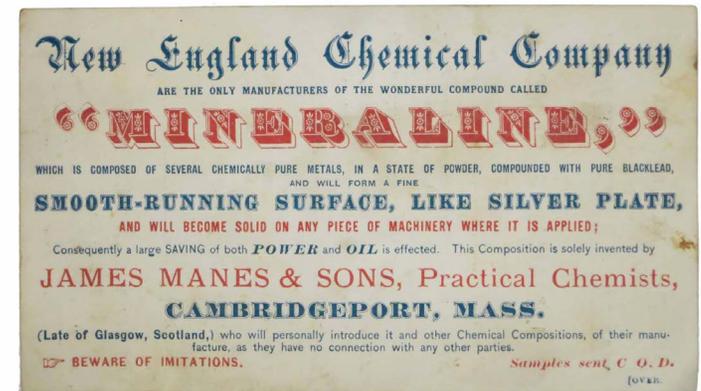
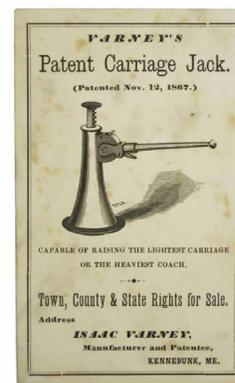
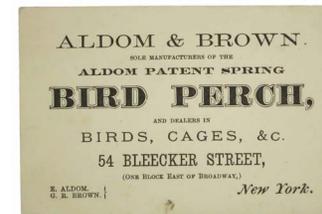
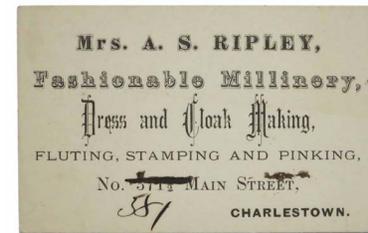
A large lot of mostly mid- to late-19th century trade cards primarily from businesses located in and around Boston, circa 1860 - 1880. The inclusion of two cards listing the rates for advertising in the *Boston Daily Evening Transcript* and *Boston Journal*, as well as the close proximity of many of the Boston-area firms to one another, and the wide variety of businesses represented, lead us to speculate that the collection may have been acquired, at least in part, by an advertising salesman for one or both of these newspapers. The large majority of the remaining cards are from the greater New England area and New York, and a handful are from businesses in cities across the US, from New Orleans to San Francisco.

The cards range in degree of style and decoration, from the dramatically engraved card of the Connecticut Fire Insurance Company (1872) to the rigorous no-nonsense approach displayed on the card of Sprague, Soule & Co., Commission Merchants, which ventures only so far as to use two mildly different sans serif typefaces in stating the business name and address. Businesses represented most heavily are food suppliers, crockery and glassware companies, furniture wholesalers, clothing shops, and machine manufactures. Others include tobacconists, job printers and small publishers, French fancy goods suppliers, paper hangers, milliners, perfumeries, the Bunker Hill Circulating Library, Abrams & French, Sheffield steel wire sold at A.J. Wilkinson & Co, Lawrence Woolen Co, Corlies & Dyer Bros., the New England Chemical Company's "Mineraline", and much, much more.

Overall, in quantity and variation an admirable compilation of mid- to late-19th century American job printing.

Full list available upon request.

\$950.00



4. [CIRCUSIANA / AMERICANA]. PHOTOGRAPH ALBUM OF TRAVELING CIRCUS PERFORMERS AND SETUP CREWS, 1930S - 1940S.

Backstein, Bert - Photographer. 17 leaves containing 227 b/w photographs affixed with corner brackets, plus 19 loose b/w photos. Total of 246 b/w photos, ranging from 2-1/2" x 3-5/8" to 3-3/8" x 5-5/8"; most on average ~ 3-1/4" x 4-1/2". 14-7/8" x 12-1/4". Colorful hemp cloth, comb binding. Black construction paper leaves. Spine cloth split; binding comb slightly cocked/warped to upper portion; top ~8 binding loops no longer threading most leaves; some photos in album and/or corner brackets detached or loose. Photos clean and generally well-developed. VG overall. [ID: 42923]

Collection of circus photographs from the late 1930s and 1940s, primarily featuring performers during shows, practicing, relaxing or posing behind the tents, etc., as well as their trains, transport caravans, and circus animals (camels, elephants, horses, dogs). Many bear handwritten notes about the location, date, and/or the performer's name to the verso, and several are stamped with the Peoria and Decatur, Illinois, addresses of circusiana hobbyists Roy Frietsch and Bert Backstein, respectively. Backstein cofounded the Circus Model Builder's and Owner's Association in 1935, and was later commissioned by circus historian Gordon Potter to create a miniature version of a Golden Age circus; the result, with the assistance of Backstein's son, Bill, is now known as the Potter Backstein Collection.

The photographers (we presume multiple) were likely not directly associated with circuses, but, like Backstein and Frietsch, enthusiasts who were friendly with the performers and crews, and allowed to take photographs outside of the public sphere of the performance tents. The performers include trapeze artists, clowns, elephant and horseback riders, and miniature horses, possibly from Backstein's own miniature circus, among others. Some of the circuses featured are Russell Bros. Pan-Pacific, Cole Bros., Austin Bros.; most of the circuses pictured appear to have taken place in the Midwest. We date the photos partially based on the dates on the verso of some of the photos themselves, and also by the trucks and tractors shown transporting the circus cars.

Overall, a delightful collection of performance and behind the scenes circus photos.

\$1,250.00

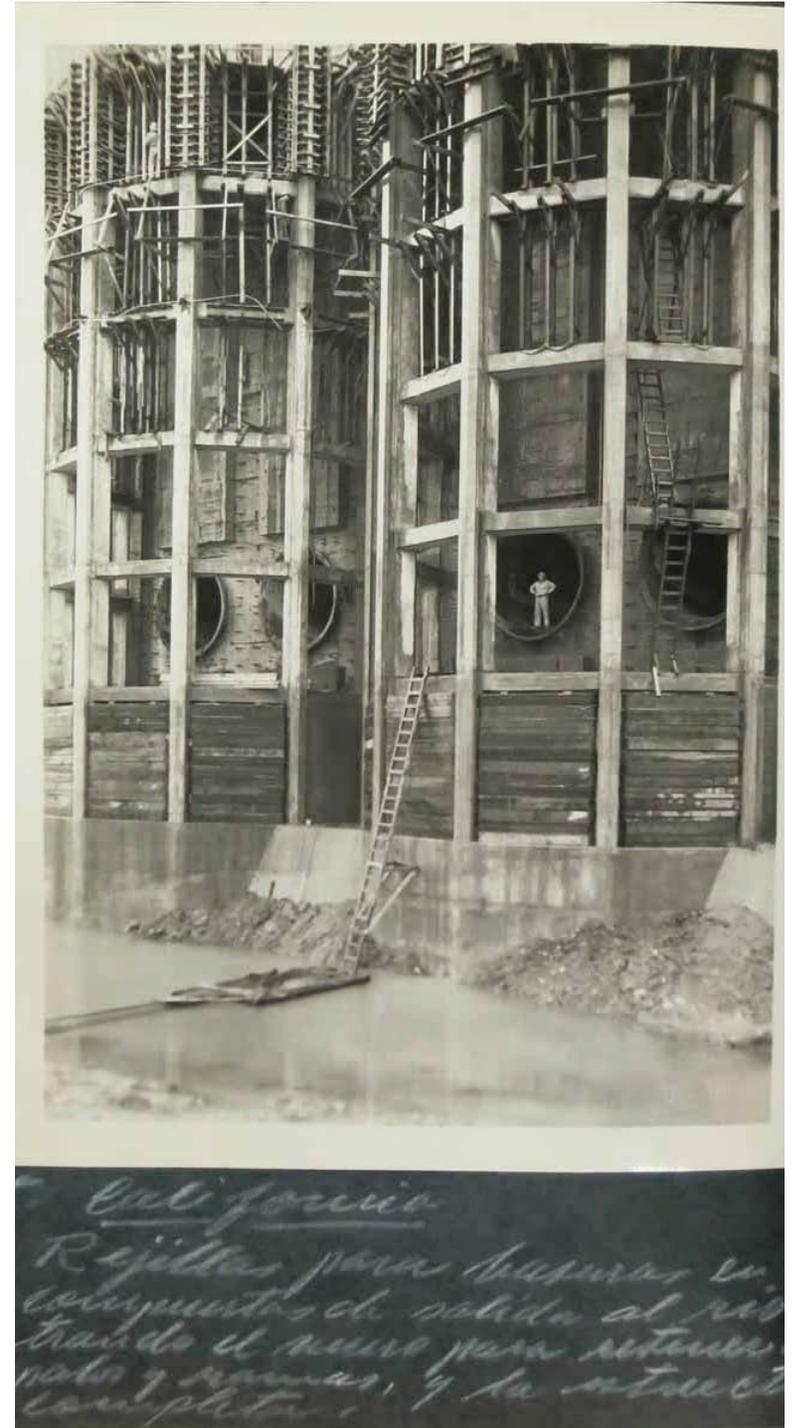


5. [CIVIL ENGINEERING / DAMS]. BUREAU OF RECLAMATION DAM & CANAL CONSTRUCTION PHOTOGRAPH ALBUM. FEATURING MAJOR PROJECTS IN CALIFORNIA, ARIZONA, COLORADO, UTAH, IDAHO, OKLAHOMA, WASHINGTON AND TEXAS.

Soldi le Bihan, Luis [1915 - ?]. (diverse locations): (n. d.). Circa 1937 - 1941. 48 leaves of blue-grey stiff-stock mounting paper, heavily annotated in white graphite. 102 b/w images, generally 5" x 7" to 8" x 10". A list of photograph captions, translated into English, available on request. Album: 9-1/2" x 14". Commercial screw-post photograph album, 1/2 black cloth over black paper boards. 48 leaves of . Album: moderate wear (rubbed, edges bumped and shelfworn), withal Very Good. Slight toning to edge of paper, but otherwise VG. Images: clear & sharp, VG+. [ID: 38406]

A photograph album documenting U.S. Bureau of Reclamation dam and canal projects during the early years of the "big dam" heyday in the late 1930s, most likely compiled by Peruvian civil engineer Luis Soldi le Bihan, whose ownership stamp marks the inside front cover. The images primarily depict construction of California's Friant Dam, Madera Canal and Contra Costa Canal, all of which were part of the Central Valley Project, and of the state's All-American Canal in the south. Additional dams pictured include that of the Alcova Dam, in Wyoming; the Bartlett Dam and Gila River Project, in Arizona; Green Mountain Dam, part of the Big Thompson Project, and the Vallecito earthworks, in Colorado; Altus Dam, in Oklahoma; the Ogden River and Moon Lake Projects, in Utah; Hamilton Dam, in Texas; and of particular engineering aspects of the finished Roza Diversion Dam in Washington, and of the Klamath Dam in Oregon.

Each photo bears a caption in Spanish, often highly detailed, noting the dam and/or construction site pictured, specific points of engineering interest, and the location/ angle from which the photograph was taken. Some photographs





bear typed labels and the stamp of the Bureau of Reclamation to the verso, and one of the Alcova Dam is a photo of a photo.

Luis Soldi le Bihan graduated from Universidad Católica del Perú with a degree in civil engineering, then completed his MS in Irrigation at UC Berkeley in 1944; his dissertation, *Underground Water and Pumping Plants for Irrigation*, focuses on irrigation in Peru. He later became Peru's Director of Irrigation of the Ministry of Development and Public Works. We speculate, but cannot confirm, that he worked with or at least gained permission to tour major Bureau of Reclamation projects during his time as a student at Berkeley or slightly prior to beginning his academic program.

A unique collection, with a potentially interesting link to Peru's irrigation infrastructure and contentious agricultural history.



\$895



Represa Friant, California -
 Vista de la tubería de superficie
 sujeta en el concreto, y roca
 en el block No. 9.



Represa Friant, California. -
 Vista de la tubería de superficie
 sujeta en el concreto, y roca
 en el block No. 9.



Represa Alcova, Kentucky. - Opera-
 ción durante el terraplenado del
 paramento aguas arriba de la
 represa.



Alcova Dam, Kentucky. -
 Vista de la tubería de superficie
 sujeta en el concreto, y roca
 en el block No. 9.

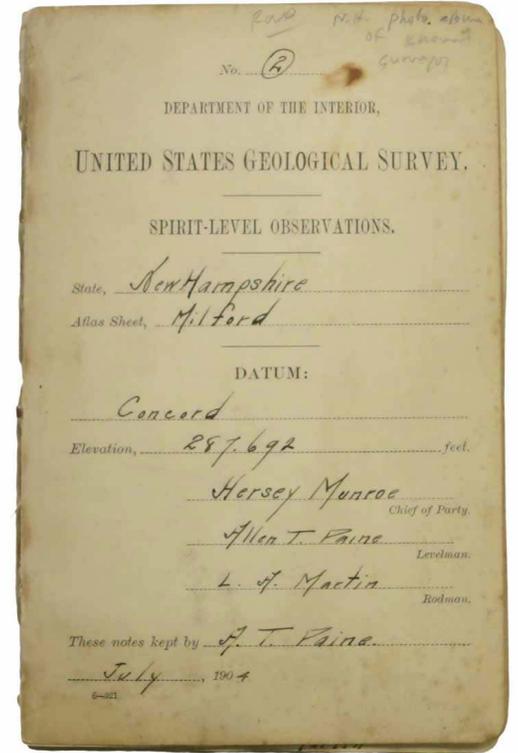
6. [CIVIL ENGINEERING / PUBLIC WORKS]. DEPARTMENT OF THE INTERIOR, UNITED STATES GEOLOGICAL SURVEY. SPIRIT - LEVEL OBSERVATIONS. STATE, NEW HAMPSHIRE. ATLAS SHEET, MILFORD. DATUM: CONCORD.

Paine, Allen T. [1882 - 1950]. [Concord, N.H.]: 1904. 30 ll. The first twelve pages record elevations taken July 11 - 12, 1904. The remaining 48 pages have 60 mounted snapshots [24 cynotypes]. Laid-in is one additional cynotype & 7 small [1-1/4" x 1-1/8"] silver gelatin portraits mounted to card stock. 7-1/4" x 4-3/4". Disbound. Some soiling to outer leaves. Photos generally Very Good, though a few have started to fade. Overall VG. [ID: 37867]

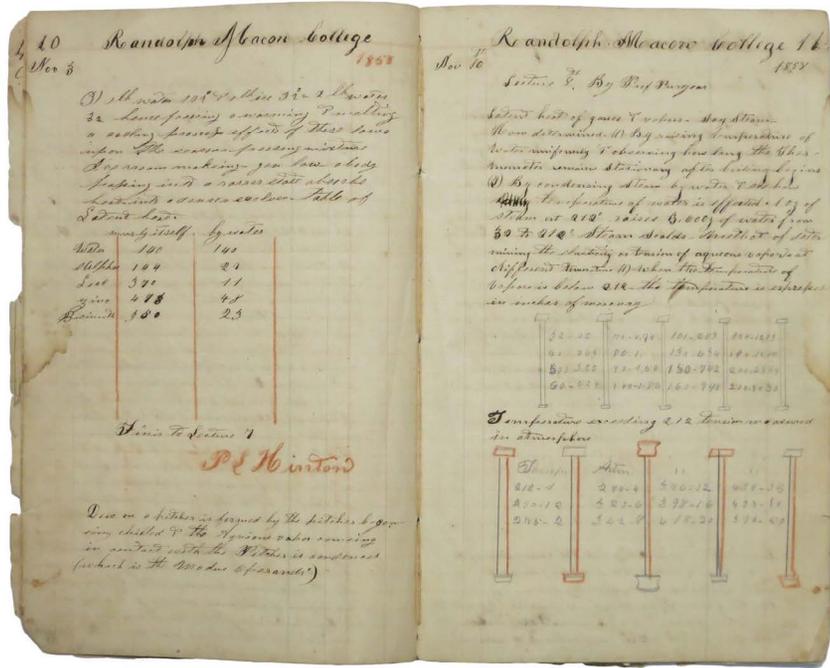
An official USGS surveyor's record book with manuscript notes by Allen T. Paine, who served as the levelman on this assignment, which morphs into an impromptu and rather quirky photograph album on the seventh leaf. The photos consist of informal and friendly images of Paine's colleagues, friends, survey environs, and streets in Concord, NH, and Burlington, VT.

Paine was an Assistant Engineer with the New York State Commission of Highways until 1912, and later served as the state highway engineer for Otsego County for nearly 20 years.

\$495.00



7. [CIVIL WAR / CONFEDERACY / EDUCATION]. CIVIL WAR - ERA MANUSCRIPT NOTEBOOK, 1858 - 1892. CONTAINING UNRELATED WRITINGS BY SEVERAL MEMBERS OF THE HINTON FAMILY OF MECKLENBURG, VIRGINIA.



Hinton, Presley Lewellyn, Jr. - Student. Mecklenburg, VA]: 1858 - 1892. 29 leaves of lined wove paper, including 4 half-leaves. Lacking first leaf [pp 1 - 2 of lecture notes]; 4 stubs. Inconsistently hand-numbered throughout. Manuscript notes in ink and/or pencil to recto and verso of leaves, with varying amounts of writing per pg. ~1500+ words. Some intratextual hand-drawn illustrations and graphs to lecture notes. 11-1/2" x 7-1/2". Sewn gatherings, disbound, with remnants of perished leather spine. Wear and soiling throughout; some chips occasionally causing minimal textual loss; last leaf quite ragged to inner margin, significantly affecting final third of text. Writing in general legible and neat. Good condition, withal. [ID: 41503]

A notebook that appears to have been intended for lecture notes kept by Presley Llewellyn Hinton, Jr., during a science class at Randolph-Macon College from 1858 - 59, but that was employed for several different purposes by other members of his family during the same period and throughout the Civil War, likely due to paper shortages. The Hintons were well-off, prominent members of the community at the outbreak of war, owning at least 13 slaves according to the 1860 slave schedule.

The lecture notes, which comprise hand-numbered pp 3 - 30 and 51 - 55, are from lectures taught by B. Puryear, Professor of Chemistry and Natural Philosophy; subjects covered include fairly introductory material regarding dew, evaporation, electricity, elements of chemistry (hydrogen and nitrogen gas, carbon, etc.), and the like. Following the first section of lecture notes, three pages by one of the Hinton parents (we speculate Mrs. Hinton) detail Presley's service in the Confederate Army (Company A, 3rd Virginia Cavalry), as well as that of his brother, William, from 1861 - 63, largely their leave-taking and visits home:

"My Son William Emmet Hinton joined the Confederate Army and left home on the 14th day May 1861, to join his company (Mecklinburg Cavalry) at Lockets Store near Lombardy Grove. Many relatives and friends met . . . to take leave of their dear sons, relations, & friends, who consented with cheerfulness to leave their quiet and happy homes to battle against our enemy, the Yankee, who are worse than Indian savages, Yea, to go through all the hardships, privations, difficulties and [?] attending a camp life.

P Sewall came to see us on Saturday 26th 1862
 And left home on Thursday March 6th 1861
 for Warwick Co Va (Virginia)
 P Sewall came to see us on Saturday April 5th 1861
 And left home on Thursday April 10th 1861
 for Delovern Church Camp Warwick Co Va

. . . My Son Presley Lewellyn Hinton joined the Confederate Army and left home on the 26th day May 1861 . . . He would have gone on with his brother William but he was not prepared, as he had just returned from the University of Virginia . . ."

Approximately 15 remaining pages (interrupted by the last section of Presley's lecture notes) are filled with a detailed account record of tuition charged for teaching the daughters and some sons of local families, which we speculate was kept by the boys' sister, primarily because of the type of lessons taught. These included piano lessons, worsted work and samplers, grammar, arithmetic, geography, the history of England, and philosophy; fees for ink, copy books, and other supplies are also included. Another account record follows for bonds of some sort, in the same hand as other, and a love letter from Presley to a Miss Annie fills both recto and verso of the final leaf. Interspersed with these and sometimes written over top in pencil are the youthful scribbles and pencilled math work of James H. Palmer, also of Mecklinberg, dated 1892; he appears to have used the manuscript for scrap paper.

All in all, a uniquely faceted manuscript, illustrating many aspects of the life of one Virginia family during the Civil War, and indicative of the paper shortages that likely occasioned such thrift.

\$850.00

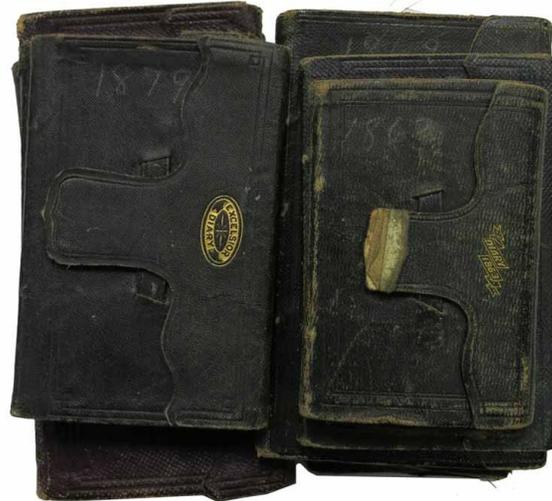
Mr George Jefferson Mr

Fall Term 1858 Comg Sept 9 th		
10 th 9 th To Duties for Seneca	5 months	10 00
" " " " Clara	5 "	5 00
" " " " settle July 9 th 1866		15 00
Spring Term 1859 Comg Aug 10 th		
Jan 15 To Duties for Miss Seneca	12 1/2 months	9 50
" " " " Miss Clara	12 1/2 "	7 50
" " " " 1 Bullions Grammar for Miss Seneca		33
" " " " 2 Copy books " " "		30
" " " " 2 " " for Miss Clara		30
" " " " 1 Pen and Ink holder		41
" " " " 1 Ink Stand		20
" " " " 1/2 Shears Sewell for Samplars	4 "	1 68
" " " " 3/4 Ink Canvass		30
" " " " Teaching worsted work to Miss Seneca		3 00
Fall Term 1858 To Board for Miss Seneca	5 months	27 50
" " " " " Miss Clara	5 "	27 50
Spring Term 1859 To Board for Miss Seneca	4 3/4 "	26 12
" " " " " Miss Clara	4 3/4 "	26 12
" " " " " settle July 9 th 1866		130 86
Fall Term 1859 Comg Sept 5 th		
Sept 13 To Duties for Miss Seneca	4 1/2 months	11 40
" " " " Miss Clara	4 1/2 "	9 50
" " " " To Board for Miss Seneca	4 "	28 50
" " " " " Miss Clara	4 "	28 50
" " " " 2 Copy books		25
Spring Term 1860		78 15
Commencing February 5 th		
Feb 5 To Duties for Miss Seneca	5 months	15 00
" " " " Miss Clara	5 "	10 00
" " " " To Board for Miss Seneca	5 months	30 00
" " " " " Miss Clara	5 "	30 00
" " " " 2 Copy books		57
" " " " " settle July 1866		82 50

8. CIVIL WAR ERA HOLOGRAPH DIARIES OF A NORTHERN DEMOCRAT “COPPERHEAD”. 1859 - 1879.

Rose, Myron E. [1834 - 1910]. [Champion, NY]: 1859 - 60, 1862 - 64, 1866, 1875 - 76, 1878 - 79. 10 diaries, one per year here offered. Smallest volume: ~ 375 unnumbered pages (dates printed, one entry per page, plus front and rear matter). Remaining volumes: ~120 unnumbered pages (dates printed, 3 entries per page), plus a varying number of printed pages at rear for memoranda, accounting, etc.; ~20 printed pages of yearly calendar, tables, statistics, etc. to beginning of some volumes. Total manuscript word count conservatively estimated at 55,000+. Diary sizes vary. Smallest 4” x 2-3/4”; largest 6-13/16” x 3-1/2”. Most ~5” x 3-1/4”. Leather wallet bindings (black, purple, navy, and green) with gilt or marbled edges, year or “Excelsior Diary” in gilt to some wallet flaps. Rubbing and wear to all volumes; in few cases soiling minimally affects readability. Good condition, overall. [ID: 42992]

An archive of ten Civil War and Reconstruction era manuscript diaries kept by Myron E. Rose, a Peace Democrat, or “Copperhead,” from Champion, New York. Although Rose never self-identifies as such, only as a staunch Democrat, he voted for Horatio Seymour in the 1862 election for NY governor, makes no secret of his loathing for abolitionists, lauds the possibility of Lincoln’s capture by Confederate troops, and resents a war fought to “free the [racial epithet]” since “it takes more men than there were negroes what works” (July 19, 1864). His diaries offer a near-daily, if often terse, portrayal of the experience of a Northern Democrat during and



after the Civil War, including not only notes on the progress of the war, drafts and draft riots, local and national politics, and the deaths of friends and fellow townsfolk, but also his move to Iowa following the war and efforts to homestead there, his life back in Champion after the death of his wife, his attendance at Spiritualist meetings (and disdain for Adventists), readings, and his many jobs, social life, successes and lack thereof with women, book purchases, accounting, and more.

The diaries begin in 1859, when Rose is a 25-year-old new schoolteacher, still working toward getting his teaching certificate, doing a variety of additional odd jobs, and seemingly more interested in dating the local women than in national events: “Went home with Cor. Horner(?) and went in she gave me an introduction to [??] ‘for the cool’, confound her” (Oct. 21, 1859). He notes the 1860 election the next year — “Election day . . . [S.] A. Douglas Dem, A. Lincoln Rep, Bell Union[,] Breakenridge Administration seceders. Morgan Gov, Rep, Kelly, Dem. [Q]uite an exciting day. . . Lincoln Elected” (Nov. 6 - 7, 1860) — and mentions that one Mr. Winslow, a Democrat, was elected School Commissioner, suggesting that there was perhaps a small concentration of Democrats in the Champion area. By 1862, the war has started to impact him: “Have been roof-boarding. Some towns will have to draft it is expected[.] [A] good many have gone to Canada. The war begins to affect [sic] us here now” (Aug 26, 1862).

That November, Rose notes that there has not been “a great turn out [at the polls]. [W]ill be a close rub, voted for Seymour” (Nov 4, 1862). The next year he comments: “[T]he war progresses about the same, turning out the Generals and putting in new ones &c, &c. The rebels will gain their independence I guess and that by d___d Republican mismanagement” (Feb 9 1863). Shortly thereafter, he learns that his brother Arthur “is proclaimed a deserter”: “Harnesses up my colt single and put him on my cutter drove him down to Tylersville[.] John went down with me saw quite a number there[.] Arthur also[.] Willard is dead[.] died in hospital of consumption so his Captain wrote . . . [S]nows P. M. Arthur feels very bad” (March 11, 1863).

In July, 1863, Rose reports on the New York City draft riots : “A great riot in N.Y. City on acct. of drafting no call for men but they are giving orders for drafting by number of men a mean miserable proceeding, a good many killed and a good deal of property destroyed” (July 18, 1863), and the next day that “[t]he draft is postponed for the present. I am most afraid that there will be hard times all over” (July 19, 1863). Nevertheless, he places the cause entirely on the Republican party: “A good deal of excitement in Wtn [Washington], so Warren says. If there are riots & murder & robbing it is the teachings of the Abolition Republican party for they have trampled the Constitution underfoot in more ways than one” (July 21, 1863).

Rose’s views about the Republicans and “shrieking Abolitionists” never waver, though he seems to relish debating politics and feels he’s a good ideological counterbalance. Nevertheless, as the following passages indicate, he remained strictly antiwar/ anti-Republican:

- “News to night Greely & old Lincoln’s sec. have been to see Geo. Sanders & others in Canada, all rebels and should go over the falls, together.” (July 21, 1864)

- “Staid to Mr. Knowls’s talked politics[.] [H]e says that we have a king now and that it is all right — is for it until peace is obtained[.] [H]e is not fit for a republic.” (November 17, 1864)

In a curious precursor to modern politics, Rose even notes that “Ohio, Penn, & Indiana hold their election today[.] [A]s they go so goes the election next month” (Oct. 11, 1864).

Rose makes little mention of politics after the war, and in 1866 moved with his wife, and his brother Arthur and his wife, to Iowa, where they bought 160 acres of land, possibly utilizing provisions of the Homestead Act of 1862, cleared it, built a house, and farmed for approximately 6 years. Research indicates that Rose’s wife and newborn child died in 1872, and that he moved back to Champion shortly thereafter; aside from 1866, the diaries from these years are absent. Rose seems to have continued teaching school both in Iowa and upon his return to New York, and also remarried and started a cheesemaking business in Champion, as well.

All in all, an interesting personal account of Civil War politics , from the uncommon perspective of a New York Copperhead.

\$3,250.00

9. [CIVIL WAR / INDIANA] ARCHIVE OF SHUMAN FAMILY LETTER CORRESPONDENCE, AUGUST 1862 - SEPTEMBER 1866.



Shuman [also Shewman, Shurman, Sherman], John (1839? - 1863). Diverse locations: 1862 - 1866. 34 autograph letters – 34 sheets/105.5 pp. - most with envelopes, to and from John and his family. 24 letters from John to family; 2 letters to John; 6 letters to/from Barney Shuman, John's father; and 2 letters from an Eliza Watson to Jacob Stroman (?). Slight water damping to first letter, though with minimal ink blurring; expected tears and loss to envelopes; occasional light staining, not affecting readability. Withal, VG condition. [ID: 36636]

An archive of correspondence primarily from John Shuman, a soldier in the 88th Regiment, Indiana Volunteers, to various

members of his family, detailing his experiences. The 88th Indiana saw little major action while John served, from August 1862 until his death from dysentery, in August of 1863. The unit was primarily stationed at Louisville, with the body of Union troops, and later at Camp Carrington, in Indianapolis, after it had been converted to a prisoner of war camp. Nevertheless, he reports on the shooting death of General Nelson by General Davis on September 15, 1862; the ensuing fistfight between Indiana's Governor Morton and General Jeremiah Boyle (Shuman reports, incorrectly, that Morton "blackened General boiel [sic] eyes for marching his men around for nothing and when we got the newes we give three loud cheer for Goviner Morton we only marched threwh town ten times since we are hear and hant don any good yet" (Sept 16, 1862)); his role as a guard at a POW camp and brief time as a POW himself; deaths of fellow soldiers, who were often also fellow townsfolk; the constant threat of disease to the troops; and much more.

Louisville was a Union stronghold during much of the Civil War, and was under threat of attack from Confederate Generals Braxton Bragg and Edmund Kirby Smith in the late summer of 1862, when the two generals invaded Kentucky. At the Battle of Richmond on August 30, Confederate troops captured the entirety of General Nelson's force, though Nelson himself managed to flee to Louisville and safety. Shuman reports on the growing expectation of battle in camp, as well as the hoped-for -- and successful -- quick arrival of General Buell, racing back to Kentucky from Alabama. In November, the 88th was transferred to winter quarters in Nashville, and by March they were stationed at Camp Carrington, shortly after it was converted to a POW camp.

Although Shuman merely alludes to the Battle of Pogue's Run -- when Union troops broke up the Democratic Convention in Indianapolis and confiscated or attempted to confiscate the Democrats' weapons as they fled town, causing several thousand weapons to be hurled into Pogue's Run from the Democrats' train windows -- noting that he told Mary Shuman all about the "butternut meeting" in a separate letter, he elsewhere mentions the number of "Coperheads" they have come across, etc. By summer of 1863, Shuman reports massive influxes of rebel prisoners -- more than he believes they can guard -- and in July the 88th was fighting in Tennessee, much to Shuman's misery. He died on August 14, after a severe two-week bout of dysentery at Camp Dechord, Tennessee. Further correspondence largely entails his father's visit to the camp hospital during John's final days, and later

attempts to locate John's body to bring him home for burial. NB. There was some question as to the proper spelling of John's last name. In reading the handwriting, it appeared to us as Shuman. The census records have the family name as Shurman, and there are, and were, many Shurmans in Wolcottville, Indiana, where John and his family lived. While the office responsible for removing the soldiers' remains from Dechord Station, Tennessee to the cemetery in Murfreesboro, Tennessee, gives his name as Shuman, the grave marker and index to the cemetery lists him as John Sherman. In History Eighty-Eights Indiana Volunteers Infantry, published in 1895, John is listed as John Shewman. In cataloging these letters, we decided on Shuman.

\$3,750.00



10. [COOKERY / CALIFORNIA]. J. FRANK RECEIPTS H. COHN. [SPINE TITLE].

[San Francisco?]: M. Weiss, Printer., 1873 - 1874. Unpaginated, though ~ 250 pp. . Royal 8vo. 9-1/4 x 8-1/2". Period black half-sheep binding with marbled paper boards. Binding shows general wear. Newspaper extracts age-toned. Overall, Very Good. [ID: 43650]

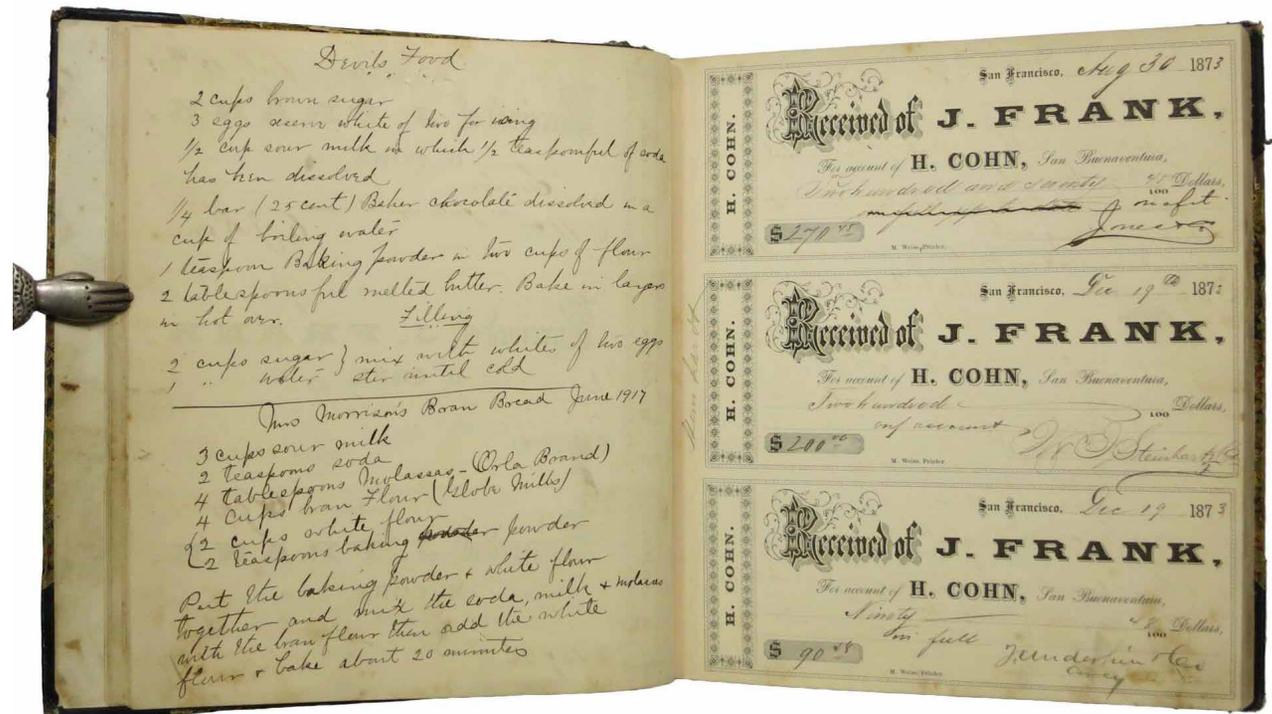
A volume of printed receipts, "Received of J. Frank, For account of H. Cohn, San Buenaventura ..", used to subsequently record/house divers cookery recipes, manuscript and printed [extracts from newspapers, etc].

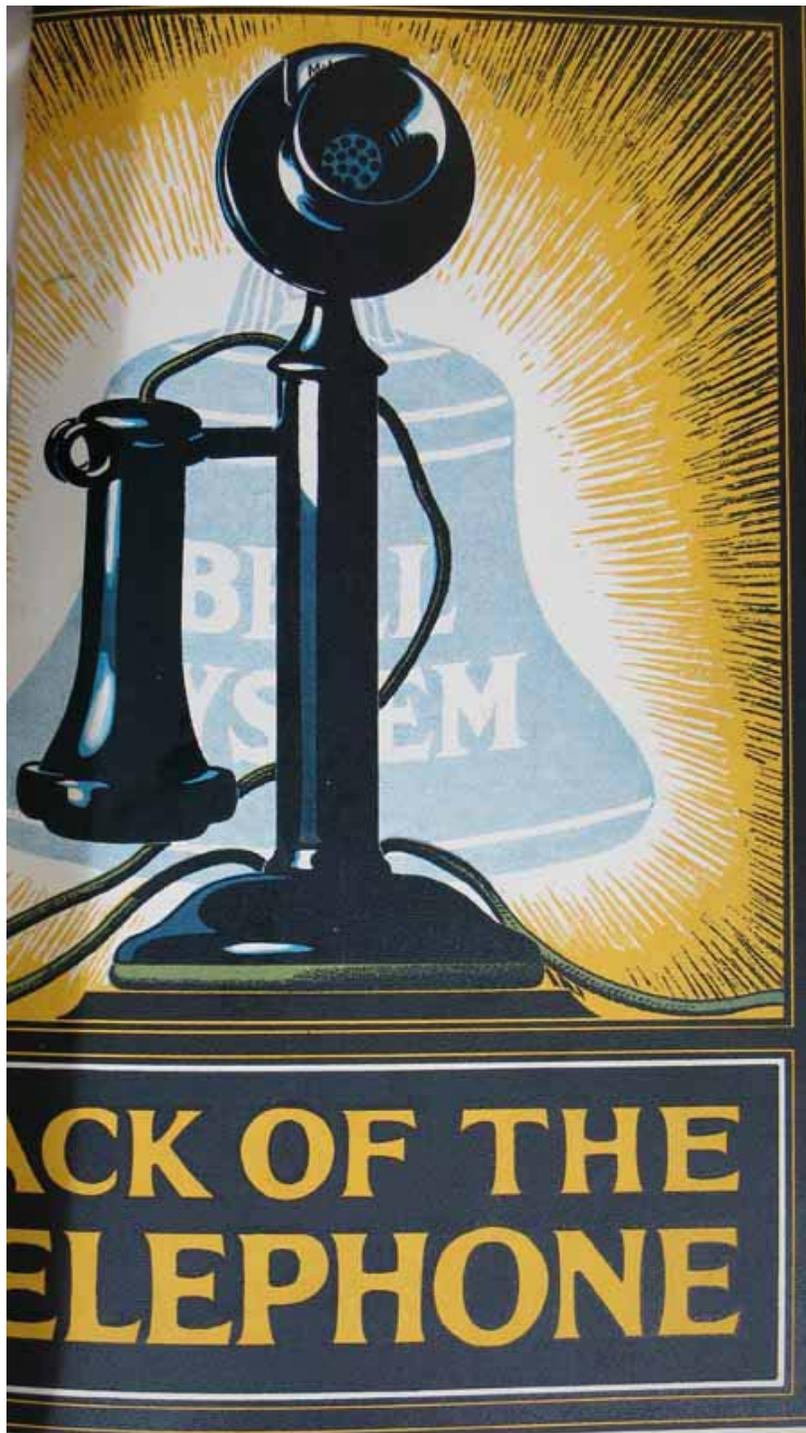
43 pages contain 96 mss recipes, mostly desert items (e.g., "Walnut Cakes - Fannie B."). 15 pages with 145 newspaper extract recipes pasted thereon. 2 separately printed recipes tipped-in. One leaflet, "Facts about Oiling" [for the White Mountain Freezer] laid-in. One personal ALs laid-in [dated 1915].

Some of the printed J. Frank receipts are filled-in, and dated 1873 - 1874. We presume the cookery aspect of this volume was assembled after, and are postulating prior to 1925. Most recipes are credited, e.g., "Marsha's Black Coffee Cake" or "Date Chew. Grapefruit Candy. Emma Bemelman's receipts".

A nice primary source for late 19th C. American recipes [primarily sweets].

\$475.00





11. INDIANA TELEPHONE COMPANY / BELL SERVICES / AT&T PLANT SUPERVISOR'S ARCHIVE. PHOTOGRAPH ALBUMS, LABOR AND CONFERENCE REPORTS, TRADE MAGAZINES, ETC., CIRCA 1916 - 1955.

Hannon, J. Walter [1890 - 1955]. [Indianapolis, IN]: J. Walter Hannon, Indiana Telephone Company, 1920 - 1955. Archive consists of: three large photograph albums, of varying numbers of leaves, containing ~700 total images, including 28 RPPCs; two typewritten notebooks, one folder of Indiana journal publications laid-in, and many loose photographs and adverts. ~700 b/w photographs throughout albums (some sepia toned), including 28 RPPCs; some photographs marked by commercial firms, though majority of photographs appear to have been taken by Hannon(?) or perhaps a company photographer. Nine loose 8" x 10" original photos, six 2.5" x 4" photos tipped-in on loose board with clipping attached. Labor report with photo plates, illustrations, diagrams, numerous letters on letterhead, memos, tipped-in printed brochures, text illustrations, color illustrated wrappers. Photo Albums oblong format: (1) 10-1/2" x 13-1/2". (2) 8-1/2" x 11-1/2". (3) 10-1/4" x 13-1/2". Two black (one dark brown) flexible leatherette bindings with gilt stamped lettering to front, two albums with black cord ties. One black blind-stamped stiff cloth covered folder, one flexible black plastic folder. Loose photographs in mylar covers. . Albums with modest rubbing to edges and light soiling/aging to covers; light musty odor; minor bumping to edges and scuffing to fore-edges. [ID: 41459]

An extensive archive chronicling nearly 40 years of the Indiana history of what would become AT&T Co., during the more than half-decade career of one of the company's Indianapolis-based plant supervisors, J. Walter Hannon. Hannon took a job at the Leavensworth, KS, telephone plant in 1904, when he was 15, in order to pay his way through high school and college. He transferred to Bell System's Indiana Telephone

Co. in 1916, and worked his way up to plant supervisor. Over 700 b&w images provide a dense visual record of the telephone company's workers and operations, with a particular emphasis on the natural and manmade disasters that affected service during these years; additionally, a large framed lithograph (23-1/2" x 30-3/4") entitled "Loyalty to Public Service," from 1921, is also included. Hannon's notes, memos, and trade publications offer an accompanying, if far from complete, documentary record of company policies and internal workings. The photograph albums and loose photos are the undeniable heart of the archive. The first album, which includes a few leaves of personal photographs, depicts Hannon early in his career, showing both the young man and the still fairly young telephone company at work. Photos include images of laborers — including at least two female workers — digging ditches for conduit pipes and laying lines of cable across muddy fields and beside city streets; cutting and erecting telephone poles; repairing ice-laden telephone wires, etc. Several views are included of the destruction following the F3 or F4 tornado that ripped through Indianapolis on May 18, 1927, destroying over 400 homes in the eastern part of the city and doing considerable damage to the area's telephone wiring.



THE STORY OF THE FLOOD

Vol. 27, No. 2

REBUILDING TO START AT ONCE

Special District Set Up to Restore Service

As the flood waters start to recede, complete plans have been made to rebuild and repair outside plant central office equipment in the low area. A special organization known as the New Albany-Jeffersonville District has been set up by J. W. Hannon, general superintendent of plant, to handle the rehabilitation work in New Albany and Jeffersonville. Long before the Ohio river is completely within its banks again, the New Albany-Jeffersonville District will be moved "on wheels" into office and living quarters in the "Log Cabin," two miles south of Sellersburg.

In Charge of Work
A. H. Huber, Central District superintendent, has direct charge of the rehabilitation work. Reporting to him are: E. W. Lindsay, construction; W. B. Keller, New Albany; and J. C. ...

INDIANA TELEPHONE NEWS

February, 1927

GREATEST FLOOD HITS INDIANA BELL

Free to Employees

PICTURES OF THE FLOOD

HAVOC WROUGHT IN OHIO VALLEY

Telephone Plant Suffers Extensive Damage

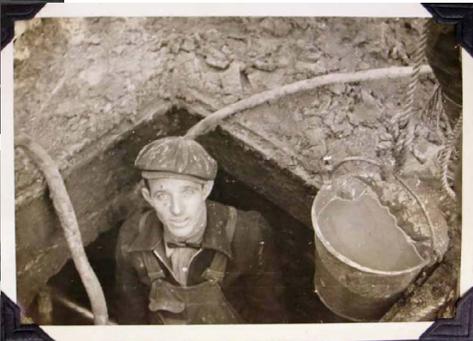
Telephone plant in Jeffersonville and New Albany and other smaller towns was almost completely wiped out, and elsewhere, including the city of Evansville, was damaged extensively in the Ohio river valley in Indiana which for days was inundated by one of the most destructive floods ever to descend upon that territory. A vast lake more than 60 miles wide at some points, and swelling down upon the Mississippi at 25 miles an hour in the channel, drove thousands of persons from their homes and caused property damage amounting to millions of dollars.

Flood Stages Reached

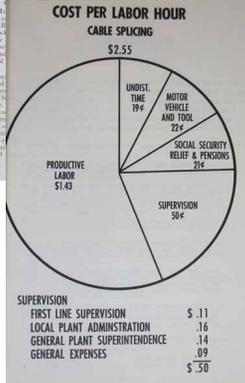
As the Ohio river and its tributaries rose to flood stages on Thursday, January 21, and continued the rise without sign of a let-up on Friday, the Indiana Bell company...



J. W. Hannon



Just one telephone: teenager is, shall we say, "unappreciated."



The second album covers the Anderson, IN fire that decimated the building housing the city's telephone switchboard, as well as the department store in which the fire began and several doctors' and dentists' offices, on January 29, 1934, and the third album is almost entirely devoted to recording the effects of the Ohio River Flood of 1937 on plant operations in Jeffersonville, IN. Jeffersonville was heavily submerged, but fared better than some: water levels reached nearly 54' in Evansville, IN, during the flood, causing the city to declare martial law, and reached 80' in Cincinnati. Images include telephone crews boating to work and rowing out to half-submerged telephone poles; discussing engineering problems at the "Log Cabin," where ~300 workers were housed and fed in dormitories during and after the flood (including one of the "bar" at Log Cabin, which the Index notes was the "[d]raft table during weekdays. Altar on Sundays"); the workers' in their dorms; and much more. Accompanying the albums are Hannon's notes and reports, as well as various trade publications.

Of particular interest, given AT&T's long resistance to labor unions, is a note in Hannon's hand from a 1926 conference that "[o]rganized labor gave more production & share of profits [...] get into larger connecting(?) co's first" (AT&T instituted Employees' Committees around this time, which the Wagner Act of 1935 later outlawed); additional reports and a binder of internal memos from 1950 on labor, equipment and cost efficiency make up the remaining portion of Hannon's personal material in the archive.

Full list of material available upon request.

\$9,500.00

12. [MILITARY HISTORY]. PHOTOGRAPH ALBUM. U.S.S. ARKANSAS.

Murphy, William E. - Compiler. (n. p.): (n. d.). Ca 1930s to early-to-mid 1940s. 27 leaves of grey mounting stock paper. 60 b/w photographs, of the 'snapshot' variety, most 3-1/2" x 4-3/8". Album: 4-5/8" x 5-5/8". Housed in black pebbled-cloth commercial album, with "Photographs" gilt stamped to front cover. Modest binding wear. One mounting leaf detached; one lacking 1" to fore-edge. Evidence at least 3 photographs removed, with a number of images pasted over others. Withal, an About VG album. [ID: 43644]



“USS *Arkansas* (BB-33) was a dreadnought battleship, the second member of the Wyoming class, built by the United States Navy. She was the third ship of the US Navy named in honor of the 25th state, and was built by the New York Shipbuilding Corporation. She was laid down in January 1910, launched in January 1911, and commissioned into the Navy in September 1912. *Arkansas* was armed with a main battery of twelve 12-inch guns and capable of a top speed of 20.5 kn.

Arkansas served in both World Wars. During the First World War, she was part of Battleship Division Nine, which was attached to the British Grand Fleet, but she saw no action during the war. During the interwar years, *Arkansas* performed a variety of duties, including training cruises for midshipmen and goodwill visits overseas. Following the outbreak of World War II, *Arkansas* conducted Neutrality Patrols in the Atlantic prior to America's entry into the war. Thereafter, she escorted convoys to Europe through 1944; in June, she supported the invasion of Normandy, and in August she provided gunfire support to the invasion of southern France.” [Wiki].

This album documents life aboard the *Arkansas*, evidently compiled over a number of years, with some images ca 1930s. 28 of the images portray some aspect of the ship, its operations and/or life aboard [e.g., there is one shot of the 12" guns firing], with a number of the remaining images showing the ship's divers ports of call (Casablanca, 1943?).

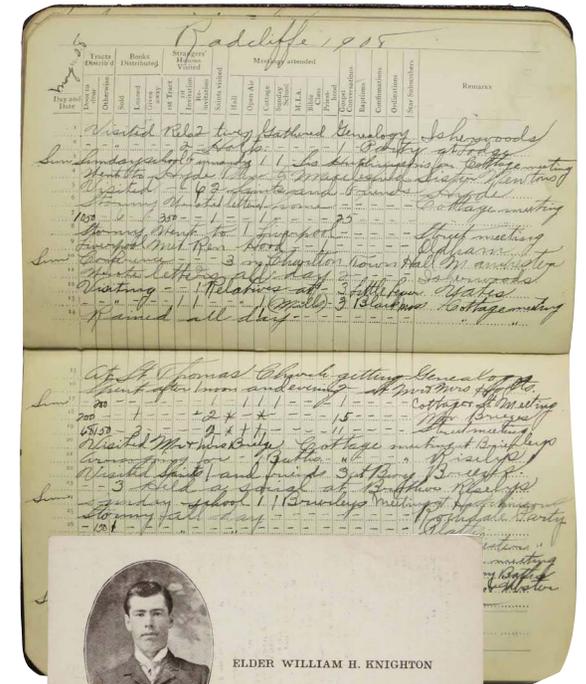
A nice primary source documenting this proud ship's service.

13. [MORMONS / GREAT BRITAIN]. ARCHIVE OF A SALT LAKE CITY MORMON'S MISSION TO MANCHESTER, ENGLAND, 1906 - 1908.

Mills, Samuel Lawrence [1886 - 1966] - Diarist. [Manchester, England]: 1906 - 1908. Diary (Oct 17, 1906 - July 21, 1908): ~250 pp.; 222 pp hand-numbered and fully filled + 6 pp of miscellaneous written material at end, remaining leaves blank. 1907 journal: 76 unnumbered ruled pages (39 with MS text). Memorandum book: ~50 unnumbered pgs, ~25 of which have writing. Tract record book: 20 of ~30 months filled out, rest blank. Word count conservatively estimated at 40,000. Sizes vary. Memorandum book 6" x 3-1/2"; diary 8-1/8" x 5-1/5". All but one bound in red, burgundy or brown leather; 1907 journal bound in red paper wrappers. Rubbing to extremities and expected wear from use; 1907 journal wrappers split at spine (gathering intact and sturdy, else). Pages clean and neat overall, handwriting legible and fairly neat throughout. Good to Very Good condition. [ID: 43366]

Thurs 17
While out tracting got called a Devil, Knave, Fool and Hypocrite.

The charming archival record/bildungsroman of young Samuel Lawrence Mills, a Salt Lake City-based Mormon who did missionary work in England from 1906 - 1908, primarily in the Greater Manchester region. The archive includes Mills' detailed diary of his experiences; a smaller journal from 1907; a partially-filled memorandum book containing some of his notes and the contact information of his Elders and acquaintances; a record-keeping book specifically printed for proselytizers, with printed columns for number of tracts distributed, number of books distributed (with separate columns demarcating those sold, loaned or given away), houses visited, meetings attended and kind of meeting, etc., though Mills only loosely adhered to these columns himself; and a leather wallet filled with ~40+ newspaper clippings, bills, receipts, advertisements, business cards, an unsent postcard, a handful of photographs of a young friend, and more.



Fri. 15-
Met an old woman, white
out tracting who said if one
of her daughters became a
Mormon and intended to go
to Salt Lake she would shoot
her before she would let her go.



Mills, 20 years old at the time of his departure from Salt Lake City and apparently already married, is a keen observer of those around him, with an ear for interesting and/or absurd statements made to him while he preaches, and an understated sense of humor. “While I was out speaking the children made such a racket with their dogs that I had to stop and tell them to keep still When I quit speaking there wasn’t enough congregation left to dismiss” (Sept. 11, 1907). Despite encountering regular hostility, mockery, and irreverent drunkards, Mills is largely unfazed: “Met an Infidel while out tracting who said I would look much better if I were a beggar instead of preaching such heinous [sic] doctrine as was written in that book called the Bible. ‘The idea,’ said he, ‘of God showing his a-- to Moses, and Abraham sending his wife to comit [sic] adultery’” (Jan. 28, 1907). On September 27, 1907, he reports: “Had a drunken Roman Catholic make a little disturbance [while Mills was preaching] but after a bit he cooled. A woman who sympatized [sic] with us made more noise calling him down than he made.”

Besides noting the lively abuse he receives from passerby as a street preacher, Mills also records visits to the sick and dying, outings with friends, jokes, advice and guidance received from the local Elders, successful meetings he’s led, movies he sees when the weather proves unfavorable for handing out tracts, silk ties given him by local ladies and the unwelcome advances of his first landlady, British depictions of American Indians and America, and much more.



Overall, a nice collection of material documenting one observant young man’s Mormon missionary experience in Manchester in the early years of the century.

\$2,500.00

14. [RAILROADS]. NEW YORK STATE RAILROAD AND INTERURBAN PHOTO ALBUM.



[New York]: 1910 - 1944. Unpaginated, though 346 pp. 1,111 real photographs tipped-in to thick black paper, mounted with corners. Two colored postcards, 2 maps, 1 large folding brochure for the Jamestown, Westfield & Northwestern Railway (many with photographers notes stamped in ink, many in pencil), including some copy photos from magazines, newspapers, and trade magazines, ranging in size from 2-1/4" x 3-1/4" all the way up to 9" x 11", including many panoramic photos and even some real photo postcards. Thick oblong format: "10-1/4" x 13-1/4" x 5". Contemporary flexible embossed black calf post binder, gilt "Photographs" lettered to front cover, along with title of "New York State" in white ink to front cover, nickel-plate posts at gutter margin. . Minor edgewear with some rubbing and chipping to both album and leaves. Some lifting to the photos, many of the leaves have wear to fore-edges. 1 of the nickel posts has snapped due to the weight of the textblock, a few leaves detached. Withal, a G+/VG remarkable album. [ID: 41488]

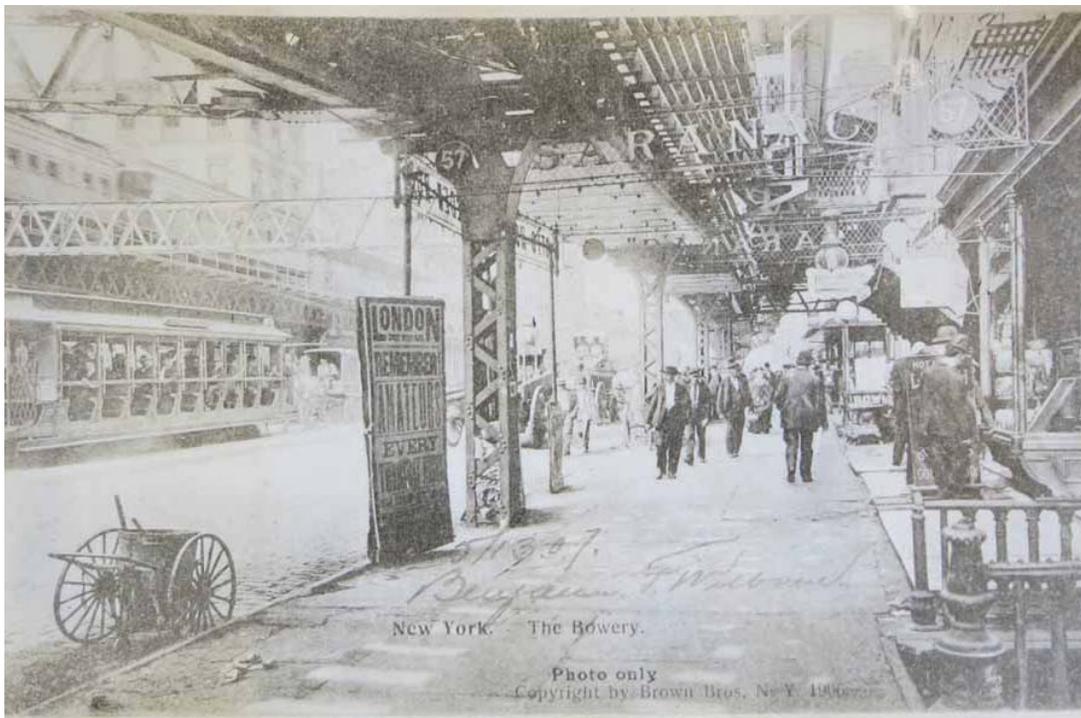
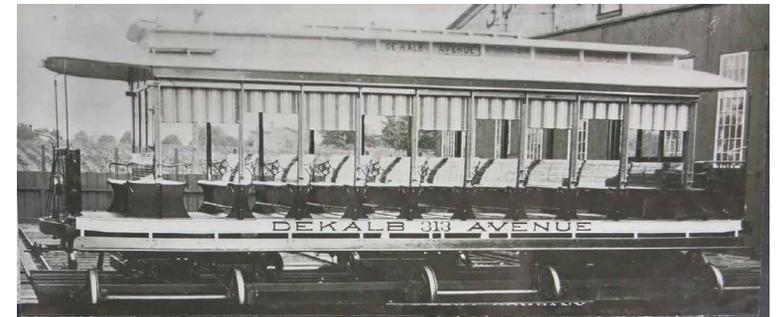
A massive photo album containing over 1100 captioned images of street cars, trolleys, motor cars, locomotives, service trains, interurban railway lines, and railroads across New York from the 1890s until WWII; notes on verso of many images and some typed text add further detail. The compiler has traced the development of the New York transit system before WWII, including many short lines, and trolley lines that have become defunct and/or have now been absorbed into the modern New York railway system.

Included within the album are images of over 60 different Interurban lines, Trolley Lines, and Short Line railways, including the Albany Southern RR, Albany & Hudson Railway, Batavia Traction Co. (operated 1914-1927), Bennington & Hoosik Valley Railway Co. (1889-1927). Of particular note are images of the Coney Island and Brooklyn Railroad, the first railroad of any kind to reach Coney Island, and which became part of the Brooklyn-Manhattan Transit Corporation after 1923, along with the Brooklyn & Manhattan Transit, Brooklyn & Queens Traction Co., and the Brooklyn Rapid Transit. In addition, there are substantial sections devoted to the Empire State Railroad; the Fonda, Johnstown & Gloversville RR, including images of the art deco Bullett cars acquired in 1932 to boost riderships; the Schenectady Railway Company which connected Schenectady to Albany, Troy, and Saratoga, and was one of the most extensive trolley lines in the Northeastern US; the New York Elevated Railroad; the New York Railways Co., which operated trolleys and streetcars from 1911 until 1925; the Rochester & eastern Rapid Railway (1901-1930); the Steinway Lines Co., which began as the Steinway Railway Company and would become part of the New York & Queens County Railway until 1932.

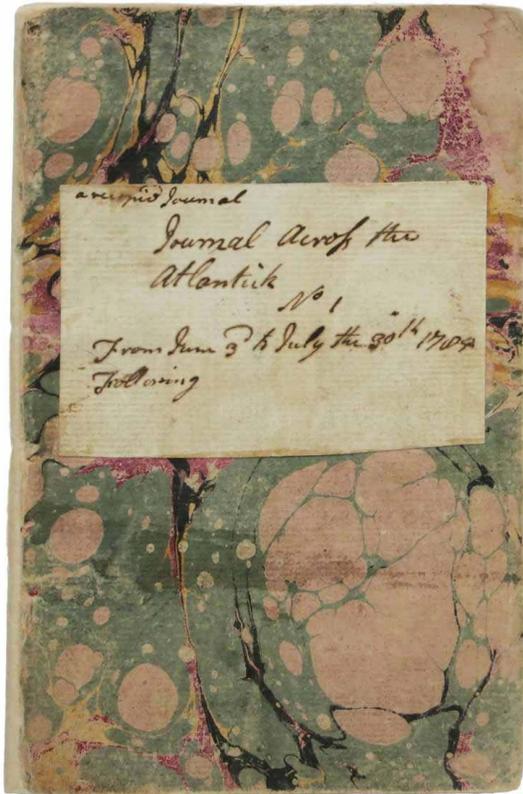
Numerous companies built the cars pictured: J. M. Jones & Sons Interurban Car Builders, Wason Manufacturing Co., Jackson-Sharp Manufacturing, Baldwin-Westinghouse, Sheffield Car Co., and many others.

The photos also provide a vivid picture of New York in the first part of the 20th century depicting the advertising signage, the architecture, fashions, civic movements, the impact of Pearl Harbor with trolleys outfitted to look like Navy Recruiting posts, and much more. Many of the images show abandoned trolleys and motor cars in wrecking yards, sideyards, others showing accident damage from being hit by trucks, some being sold at auction, and others being burned for scrap. Much of the Interurban system was being scrapped for buses at the outbreak of World War II.

\$6,000.00

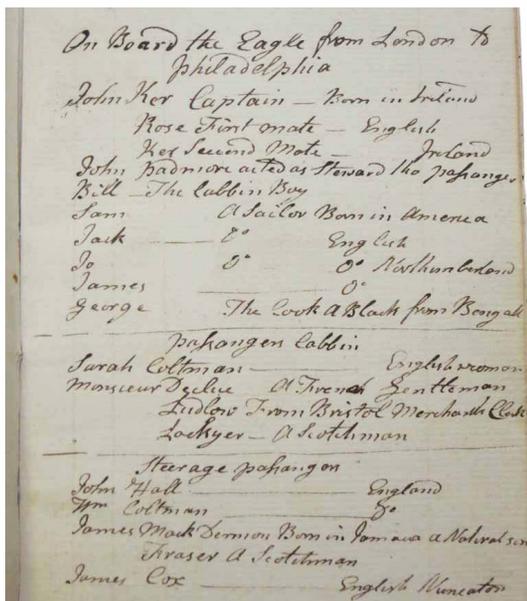


15. [REVOLUTIONARY WAR / ASSOCIATE OF THOMAS PAINE]. JOURNAL ACROSS THE ATLANTICK. NO 1. FROM JUNE 3RD TO JULY THE 30TH 1785. "A RECOPIED JOURNAL."



[Paine, Thomas (1737 - 1809) - Associate and Employer]. Hall, John - Author. 1785. Unpaginated, though 40 pp. 1st & last leaf blank, with 2 quarters of an unidentified watermark visible. Vertical chain-lines. 6-1/8" x 4" [15.8 cm x 10 cm]. Period marbled paper wrappers, with hand-inked title label to front wrapper. Wrappers neatly rebacked and re sewn; occasional neat correction to text or small ink spot. VG+. [ID: 36163]

A manuscript journal written by John Hall, a mechanical engineer from Leicester, England, during his ocean voyage to the U.S. in 1785. Hall emigrated to Philadelphia that year carrying papers for Thomas Paine and escorting the wife of Revolutionary Captain Robert Coltman's wife, Sarah, and their son, William, both of whom appear as passengers in the journal. Hall's journals, of which 63 numbered volumes are known to exist and which span his long friendship and engineering projects with Paine, have long been considered a major primary source for biographical material about Paine. This journal is a copy of the first in that series, and deals only with Hall's journey to Philadelphia. Discussion with the Library Company of Philadelphia, who hold almost all of Hall's numbered journals, including the original of this one, and digital comparison of the two, reveal that the copy offered here is in Hall's hand and has minor textual differences and editing.



The journal begins with a full list of passengers and crew aboard the *Eagle*, sailing from London to Philadelphia under the command of Captain John Ker. The first dated entry is June 3rd, when Hall, Mrs. Coltman, and a Miss Johnson leave London for Gravesend, where Hall and Coltman board the ship. Hall notes that, like many, "On Entering the downs I began to be Sick in the afternoon"; although Hall recovered from seasickness somewhat, Mrs. Coltman appears to have suffered severely throughout the voyage.

Hall then recounts in detail life on the ship, which includes arguments between crew members ("Fraser sitting upon the Binacle going down to the Steerage over the Sailors asleep Read with an audible voice a Chapter or two out of the word of God as so unusual

affair disturbed the men below who arose in a passion and an uproar ensued which Occationed the Interference of the Captain --- and where is the wonder!") as well as between passengers. In one instance Captain Ker is locked in his cabin by one passenger, nearly leading to a duel between him and another passenger). Hall also notes whale and porpoise sightings ("Saw a Grampus Whale along side of us very near this day and he made his appearances several times as he passed from us"); a run-in with a poorly-faring Portuguese ship; the increasing lack of food and water due to the journey taking longer than expected and supplies running low, and minute observations about the speed of the wind, etc., provided with an engineer's eye to mechanical detail.

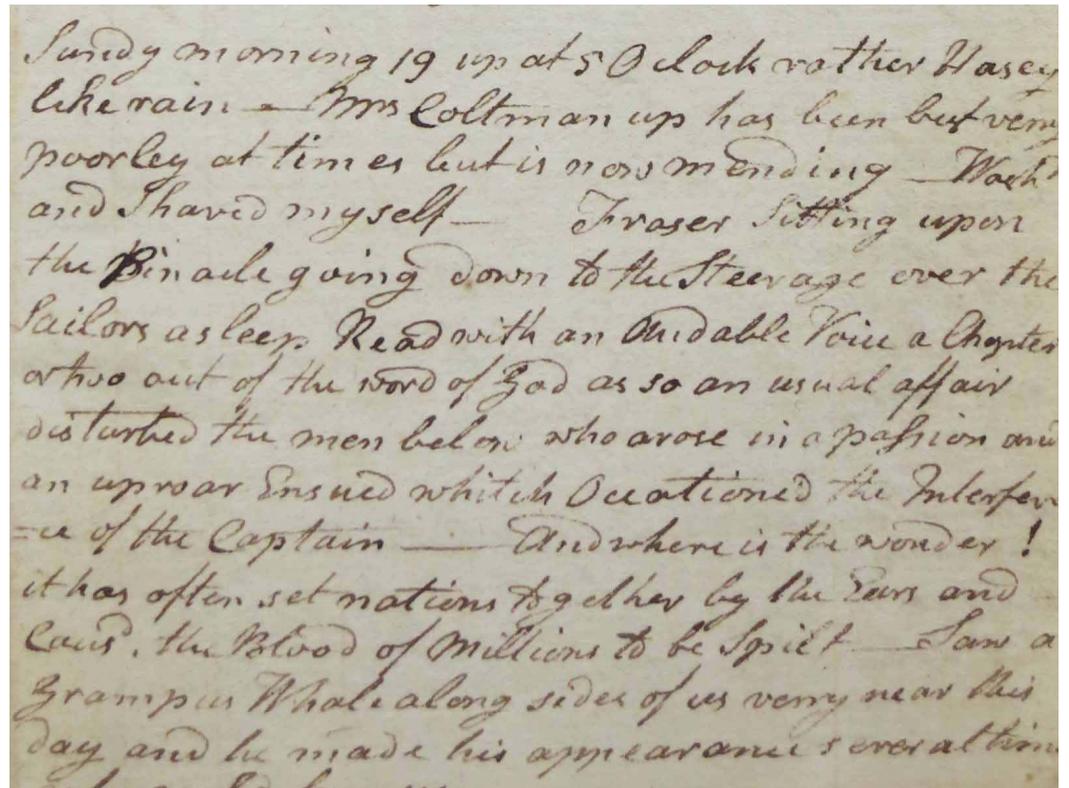
John Hall worked for the British engineering firm Boulton and Wact, designers and builders of marine and stationary steam engines in the 1770s, and later installed steam engines for both Walkers and Wilkinson's Snedhill works.

Shortly after he arrived in Philadelphia, Hall began working with Paine on the latter's innovative iron bridge across the Schuylkill River, built to link Philadelphia with Pennsylvania's farmlands and withstand the ice and wind that traditionally damaged wooden bridges; the bridge ultimately failed in the U.S., but became the blueprint for bridge construction in Britain during the Industrial Revolution. Hall's steam engine expertise was later sought by inventor John Fitch, operator of the first steamboat service in the U.S.

That this is a "recopied journal" is noted in Hall's hand to the front wrapper. As research indicates that no other "recopied journals" exist, either of this journal or others, we speculate that the one offered here was copied after arrival in the US to provide a neater version than the original, which was likely subject to errors, soiling, etc., from being written aboard a ship at sea.

Discussions with the LCP lead us to posit that this journal and the LCP's probably share the same provenance in the Pacific Northwest.

Rare.



Sunday morning 19 up at 5 O'clock rather Hazy
like rain - Mrs Colman up has been but very
poorley at times but is now mending - Wash
and shaved myself - Fraser sitting upon
the ~~Pinacle~~ going down to the Steerage over the
sailors asleep. Read with an Audible Voice a Chapter
or two out of the word of God as so an usual affair
disturbed the men below who arose in a passion and
an uproar ensued which Occationed the Interfer-
-ce of the Captain - And where is the wonder!
it has often set nations together by the Seas and
caus'd the Blood of Millions to be spilt - Saw a
Grampus Whale along side of us very near this
day and he made his appearance several times

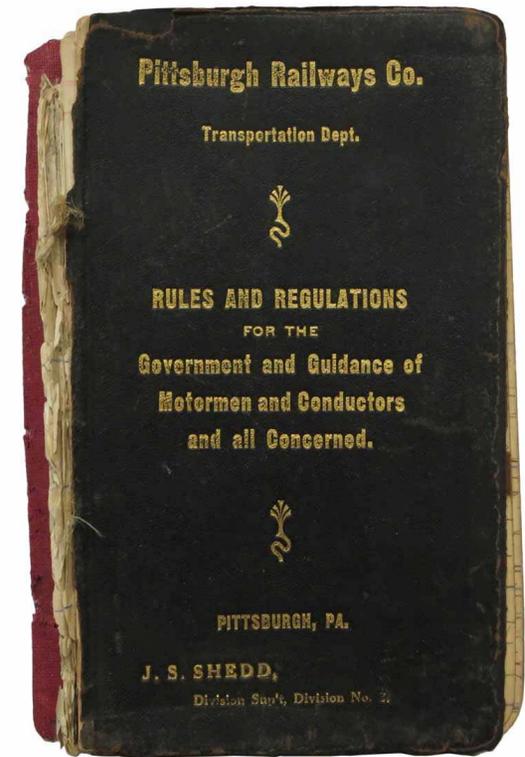
\$3,500.00

16. [TRAVEL] . VACATION DIARIES OF A PITTSBURGH RAILWAYS SUPERINTENDENT.

Shedd, John S. [1863 - 1951]. (Various): 1891 - 1943. 31 small handwritten vacation trip diaries, 5 documents printed recto-only. In addition to the diaries are five documents, including his last will and testament, the inventory and appraisal of his estate, and a partially complete application for membership in the Pennsylvania Society of the Sons of the American Revolution, listing his ancestry back to 1649. Also present are five photographs, and two newspaper clippings, of which one is the obituary for a John G. Shedd. 5 b/w photographs included. Average diary size: 6" x 4". Papers printed on buff paper. Diaries handwritten on small notebooks, various colored (mainly black, blue and red) flexible leatherette or pebbled/embossed cloth bindings. Paper title labels to bindings, some with gilt edges. . Modest wear to bindings of diaries (rubbing to edges, age-toning to paper, hinges delicate). Paper somewhat age-toned. Withal, a VG collection. [ID: 41182]

A large cache of diaries recording John S. Shedd's many vacations and trips around the world, from 1891 to 1943, when Shedd was 80 years old. A lifelong railway man and bachelor with the travel bug, Shedd worked as a superintendent for the Pittsburgh Railways Company for his entire professional career and seems to have devoted most, if not all, of his vacation time to traveling the world, from California, to Cuba, to Zimbabwe and the Khyber Pass. Over the years he runs into various royalty, meets the Pope, and shares a trip back from Hawaii with Shirley Temple; ditches his tour group in Zimbabwe to climb the ruins of Fort Victoria by himself, at the age of 75; and witnesses planes practicing bombing raids in the Khyber Pass in 1933. When World War II restricted his travels abroad, he revisited domestic locales, possibly a bit disillusioned at times as he notes the increase in the number of tourists, the number of "fat" women, and notes while visiting Yosemite and the Big Trees in 1940, having been there in 1898 - "Big Trees - still big."

Shedd's entries provide a running commentary of his travels: rarely introspective, but always meticulous. He notes his train compartments and ship berth numbers, how many miles he's walked or driven, personal health, and every excursion, lunch,



drink, movie, and even which bunk he's gotten on the train. His last trip recorded here finds him still walking, still taking sightseeing trips into swamps, up and down the Florida coast, over to Cuba and more, arising at the leisurely hour of 9:30am or even later.

Overall, a touristy, urbane account of an American abroad, spanning more than 50 years and many major events in world history.

\$3,000.00

17. [UNITED STATES NAVY / VIETNAM / SEALAB III]. PHOTOGRAPH ARCHIVE OF NAVY DIVE TRAINING, RESEARCH AND SALVAGE OPERATIONS, 1944 - 1985.

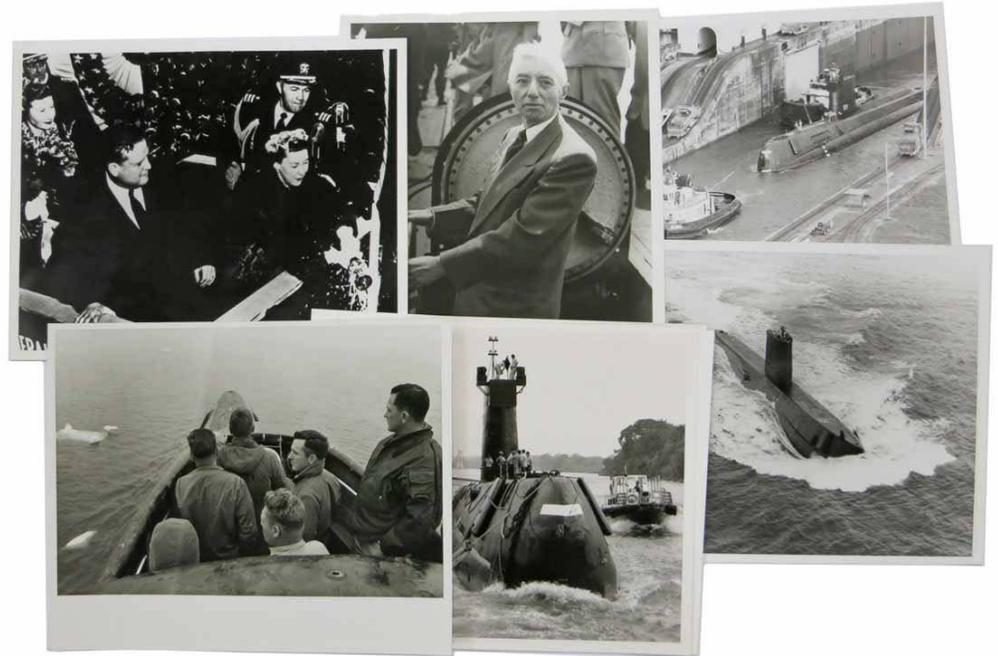
Over 320 photographs (most b/w, some color), plus numerous contact sheets and negatives. Majority of photos ~ 8" x 10"; some ~3" x 5". Light general wear from storage, faint musty odor. Photos clean and well-developed overall. VG - Nr Fine. [ID: 42725]

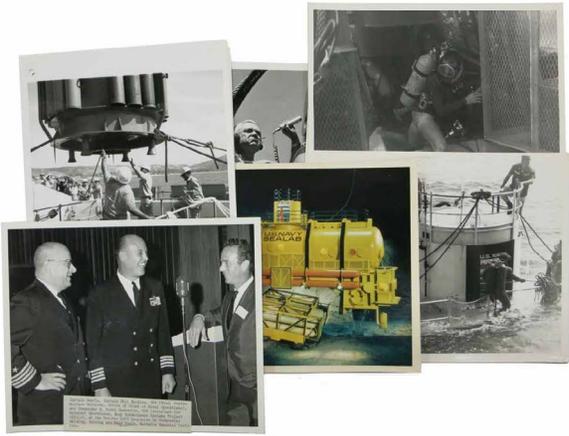
A large archive of loose photographs, documenting USN dive training, salvage operations, and submarine / underwater expeditions and experiments primarily between 1965 and 1985; a handful of photographs are dated earlier, though several these are likely later duplicates from older negatives. The archive is made up of several collections pertaining to particular operations/ experiments, which bear captions (stamped on the verso of each photograph, or, in a small number of cases, typed on a slip of paper which has been affixed to the verso or stapled to the foot of the image), as well as many training and/or uncaptioned images.

The main collections within the archive consist of:

- 40 photos the salvage operation of HQ480, a VNR water barge that sank in Saigon Bay in 1969, plus an additional 7 photos of Vietnam-related salvops, 1966 - 1970; these photographs are numbered on the verso, and appear to be part of a larger series of 80+ photos of this operation.

- 59 photos of the salvage operation of the USS Guitarro SSN-665, a Sturgeon-class submarine that sank during construction in the Mare Island Naval Shipyard at Vallejo, CA, in 1969, earning it the nickname "Mare Island Mud Puppy" and requiring over \$15 million in repairs. (Wiki)





- 13 photos of Sealab II, an underwater research habitat off the coast of La Jolla, CA, including photos of astronaut/ argonaut Commander M. Scott Carpenter.

- 11 photos of the USS Nautilus, the first operational nuclear-powered submarine in the world, including preparations for its dive underneath the North Pole and its christening by Mamie Eisenhower in January of 1954; many, if not most of these, appear to be later duplicates from the original negatives.

Additional photographs of special note include five stamped “Amphibious Training Command,” dated Nov. 14, 1944; three of Captain Searle explaining the Navy’s procedures for a proposed Smithsonian-headed project to salvage the USS Tecumseh (sunk in Mobile Bay during the Civil War) that never went forward; an underwater demolition team that “assisted the Arctic Expedition in resupplying the DEW line”; an aerial view of the first fleet review in Long Beach, CA (1956); and a practice exercise for Apollo 8 (1968). A large assortment of training photos -- students swimming, undergoing psychological testing, learning rescue techniques, and more -- equipment, and various other photographs round out the archive.

The photographs range from being overtly posed (the training pictures, in particular) to being documentary accounts of sailors at various tasks and instances of damage/buckling to the salvaged ships. Scenes range: sailors on deck, underwater (training and during operations), and at rest; demonstrating particular equipment; images of the ships and equipment; etc. A significant proportion are official photos and marked as such, though many are not marked as having been released for publication. Numerous contact sheets, large negatives, and sheets of negatives accompany the photos.

Overall, an interesting collection, visually documenting post-war training and the changing nature of the US Navy’s underwater and salvage operations over the course of forty years, with a heavy concentration during the 1960s and early 1970s.

\$995.00

18. [WESTERN EXPANSION]. ARCHIVE OF ADAM H. ATKINSON'S MANUSCRIPT CORRESPONDENCE AND DOCUMENTS REGARDING LAND PURCHASES IN PENNSYLVANIA, INDIANA, AND OHIO.



Atkinson, Adam H [1806 - 1852] - Primary Correspondent / Recipient. Mexico, Juniata County, Pennsylvania, 1817 - 1853. 66 letters and 23 documents, including a folded indenture on vellum. All items in manuscript, often folded to form their own mailer, with address/ postmark/ seal to the verso of the final leaf. Includes many bifolia and/ or multiple pages of text; total word count conservatively estimated at 10,000. Divers dimensions, ranging from 3" x 6" to 14" x 8". Occasional loss or tearing to some leaves, usually as a result of breaking the wax seal, affecting text in a few cases; some splits and/ or tenderness at folds; corner of one letter detached but present. Overall, a VG collection. [ID: 30281]

An extensive archive of material documenting a Juniata County, PA man's purchases and sales of land in Pennsylvania, Indiana and Ohio between 1842 and 1852, as well as correspondence sent to him from friends and family members who emigrated west. The material provides a wealth of practical information about newly-formed towns and settlements, including the need for particular skilled labor (e.g., blacksmiths, mechanics, etc.) and the cost of goods (exorbitant), as well as personal accounts of daily hardships and tragedies, news about those who have continued to travel further west, and the continuing progress of the railroad and its affect on land prices.

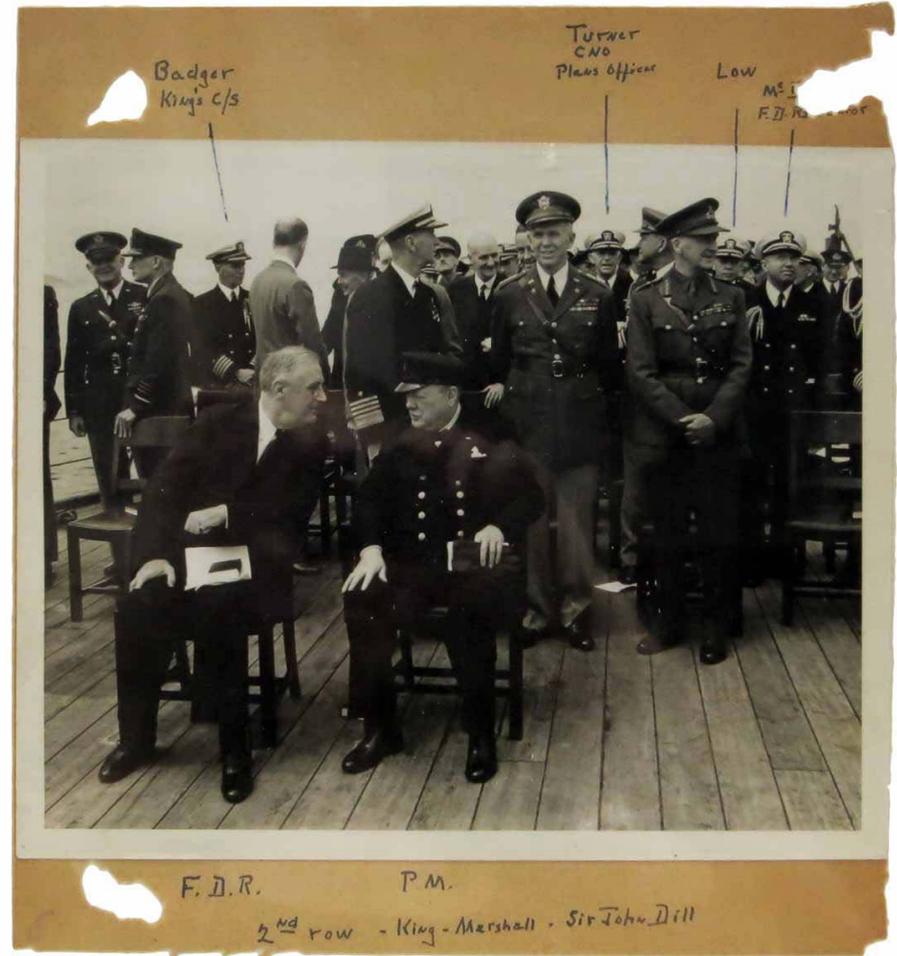
Of particular note are a number of documents pertaining to Atkinson's attempts to locate surviving Revolutionary War soldiers or their descendants in order to purchase unclaimed Revolutionary War bounty land grants. Tracking down the owners of these grants seems to have been a long, difficult, and, in at least one instance, apparently futile endeavor, likely aided by the fact that both state and national officials kept records. Nevertheless, despite these difficulties and the not infrequent appearance in the correspondence of someone explaining the circumstances that have led to their being unable to pay their bill, Atkinson seems to have done well for himself and gained/ maintained high standing in the community. A considerable portion of his land deals are with or in some fashion for fellow family members and friends.

19. [WWII / US NAVY / SIGNED FDR]. ARCHIVE OF CAREER AND PERSONAL DOCUMENTS, ETC., OF VICE ADMIRAL FRANCIS STUART "FROG" LOW.

Low, Francis Stuart [1894 - 1964]. (divers places): 1915 - 1961. 1st printing of Low's work on King; two pieces of naval correspondence SIGNED by then-Assistant Secretary of the Navy Franklin Delano Roosevelt. Order book lacks spine, well shaken, with some leaves showing evidence of item removal. Binding - Good. Documents, generally VG. The archive's many photographs generally clear & sharp. Other material overall Very Good. [ID: 41906]

A large archive of material documenting Vice Admiral Low's long and successful career in the US Navy, from 1915 to 1961. The archive consists of:

- An "Order Book" (14" x 8-1/8") filled with official naval correspondence [2 signed by FDR, as Asst SecNav] documenting Low's early career, from his first assignment out of the Naval Academy through his promotion to Lieutenant, to subsequent assignment to the USS New Mexico; the Order Book also served as a Commonplace book, with newspaper extracts, mss drink recipes, quotes of admired authors, poems, etc.
- Over 50+ b/w photographs, many signed by Low, or captioned by him. Most 8" x 10", many 'official USN' photos. Of particular note are a few documenting the meeting of FDR & Churchill during the North Atlantic Charter rendezvous at sea.
- A brief personal diary (7-7/8" x 5-1/8"), containing 13 pages of writing, when Low was Operations Chief of Admiral King [1941].



- An unpublished spiral bound 49 pp. monograph, *A Personal Narrative of my Association with Fleet Admiral Ernest J. King, U. S. Navy* [4 cc (of 12)]. In it, Low compares King to MacArthur, stating the two "will go down as our two great strategic minds of World War II."
- An unpublished 47 pp. typescript, *Autobiography of Francis Stuart Low* [1961].
- A spiral bound booklet of photographs from *Victory at Sea*, with Low's contribution as Episode 3.
- A 1963 Annapolis 'Class of 15' newsletter [~30 pages].

- *Korean Times* publication on the surrender of the Japanese in Korea, includes Vol I, No 1 ["Welcome, Heroes of Liberation!"] of newspaper as well as facsimile Japanese surrender document [Low one of the delegates at the formal surrender of Japan in Korea, 9 Sept 45].

- Two folders of divers newspaper articles, etc, germane to Low's career.

- Miscellaneous items, including a copy of Low's Last Will & Testament, a Presidential invite to Eisenhower's inaugural ball, a New Testament inscribed to Low from a USN Chaplain, and a "Navigator's Case" given to Low by the officers of the USS *Tarpon*.

Francis Stuart Low was a graduate of the US Naval Academy, Annapolis in 1915. During WWI he served in submarines and later worked on submarine and torpedo research. In 1923 he served on the staff of Rear Admiral M.M. Murray, Commander Control Force and Submarine Division Thirteen. In 1926 he attended the Naval War College. From 1932 to 1935 he served on the staff of Submarine Squadron Five and later assumed command of USS Paul Jones. In 1937, he became Commander Submarine Division Thirteen.

From December 1940 to August 1942 Low served on the staff of Admiral King when he left to command the cruiser USS *Wichita* in Operation Torch, the Allied invasion of North Africa, and the Battle of Rennell Island in the Pacific [late January 1943]. Afterwards, still in early 1943, he was reassigned to serve on Admiral King's staff, a position in which he was a key architect in the planning

and implementation of Tenth Fleet. While Admiral King was the nominal commander of the Tenth Fleet, the daily operations were in the hands of Rear Admiral Low which command he held until January 1945. Again entering the Pacific war, he took command of Cruiser Division 16 during the Okinawa invasion and later that year became Commander of Destroyers, Pacific Fleet.

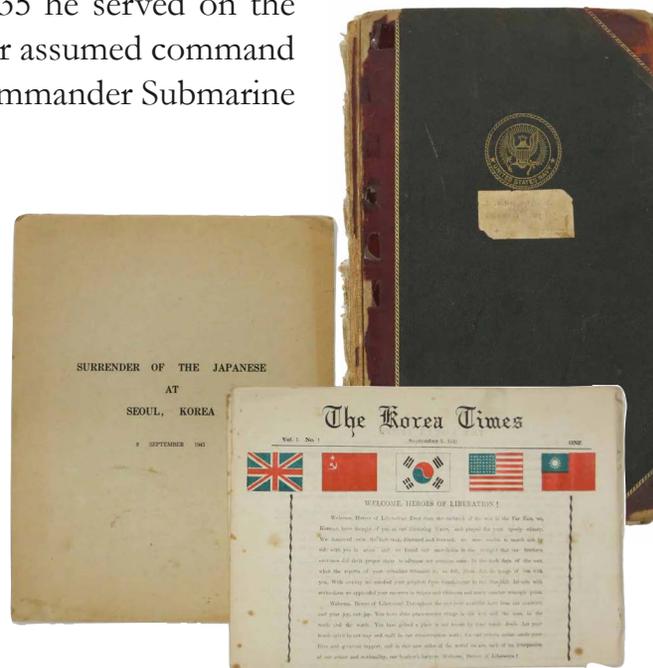
In 1947 he was Commander of Services Pacific, and Deputy Chief of Naval Operations (Logistics) in 1950. In 1953 he became Commander of Western Sea Frontier.

As Rear Admiral, he was awarded the Navy Distinguished Service Medal for managing the aggressive campaign against enemy submarines in the Atlantic Ocean during the period of March 1943 through January 1945.

As Vice Admiral, he was awarded the Legion of Merit with Combat "V" for Commanding the Cruiser Support Unit operating with a fast carrier task force during the invasions of Iwo Jima and Okinawa from March through June of 1945.

An interesting archive, documenting the career of this distinguished 20th-century US Naval officer.

\$3,500.00



20. [YEARBOOK / PHOTOGRAPH ALBUM]. BROWN UNIVERSITY. CLASS OF '81.
[COVER TITLE].

[Providence, RI]: [1881]. 27 leaves of stiff-stock mounting board. Album contains 200+ original albumen photographs. Sizes range from 2-1/2" x 4" to 8" x 10"; most 4" x 6" or 6" x 8". Folio. 16-1/2" x 12-1/2". 3/4 brown leather album with gilt stamped title lettering to front board. Bevelled edges. AEG. Marbled eps. . Front board professionally reattached. A VG+ album. [ID: 42951]

Phillips, William Llewellyn - Former Owner. A hefty class photo album of Brown University students and faculty, many of whom have been identified in pencil below their image by a prior owner. The most notable graduate that year was Charles Evans Hughes, who would later become Governor of New York, U.S. Secretary of State, and the 11th Chief Justice of the Supreme Court. William Llewellyn Phillips, the former owner of the album, was graduated with a BA in 1881, after which he became a clerk at the Providence Steam and Gas Pipe Company, and a purchasing agent at General Fire Extinguisher Company, also in Providence. Phillips was a member of Delta Upsilon fraternity.

\$2,500.00

