

CATALOGUE 3



ENTRADA. en-tra-da: an expedition or journey into unexplored territory.

I like to drive. When I first started doing book fairs and getting to know my colleagues, they would inevitably ask “What are you doing in Salt Lake?” I would reply that if they wanted to come out and visit me, I would show them. Before the ALA’s Rare Books and Manuscripts Section conference in San Diego, my good friend Andrew took me up on it, and we drove from Salt Lake to Southern California via the Salt Flats – the sparsely populated and rarely travelled eastern edge of Nevada, through the Mormon and mining towns of Pioche, Caliente, McGill and Ely. Then across the Mojave to visit Brad & Jen, and finally to San Diego.

When it was announced that RBMS would be in Las Vegas, Andrew asked me if I wanted to do it again, and being one who loves to drive, I enthusiastically agreed. Before I knew it, I had a van full of participants, eight altogether. While planning the trip someone asked if Moab and Arches were on the way from Salt Lake (they weren’t, but I didn’t mind). We spent the first night in Moab at Back of Beyond Books before rising early the next morning to hike up Delicate Arch – while I lied, constantly saying “it’s right around the corner.” We spent the remainder of the day traveling across Utah to Zion National Park, before making the final push through the Virgin River Gorge to Las Vegas.

For RBMS in Oakland, I was recruited to organize another trip and I accepted (as I said, I like to drive). Andrew and his wife Lisa, Brad, Jen, and Simon Beattie all flew to Salt Lake, and we headed across western Utah through the Tintic mining district with a stop in Eureka for supplies – this is also the stop where I won a rifle, my companions having stuffed the raffle box with tickets. We then headed across highway 50/6 to Lehman Caves and Ely (where we took a tour of a cathouse and heard some tales). The next day we spent driving across the Great Basin, with lunch in Tonopah before a stop at Mono Lake with a final push to Lee Vining where we stopped for the night. The next day was spent in Yosemite before driving out of the Sierra Nevada and into Oakland.

When RBMS was in Iowa City, I came up with a rather ambitious itinerary and was soon joined by my companions Andrew, Lisa, Simon, Teri, and a few others. We drove to Yellowstone and spent the day in the Park and the night in Cody. The next day we drove through the Rosebud River Valley with stops in Sheridan and at Devil’s Tower. We spent the night in Rapid City, and the next morning it was off to Mount Rushmore and then on through the Badlands of the Dakotas with a stop at Wall Drug. We spent the night in Sioux Falls. The next day it was off to Iowa City.

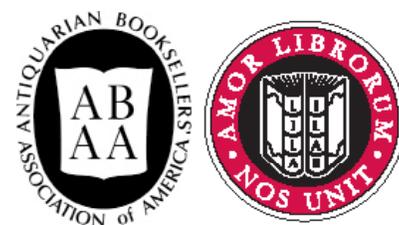
For this year’s RBMS in Bloomington I started working on an itinerary. Since the conference was cancelled, we will virtually entrada instead, with a catalogue of thirty items relating to states we would have passed through on our journey from Los Angeles to Indiana, via Salt Lake City. There are two ways from Salt Lake: I-70 or I-80, and in this list, we will travel both (because I would be traveling both – there and back). I look forward to future entradas. - kt

TERMS

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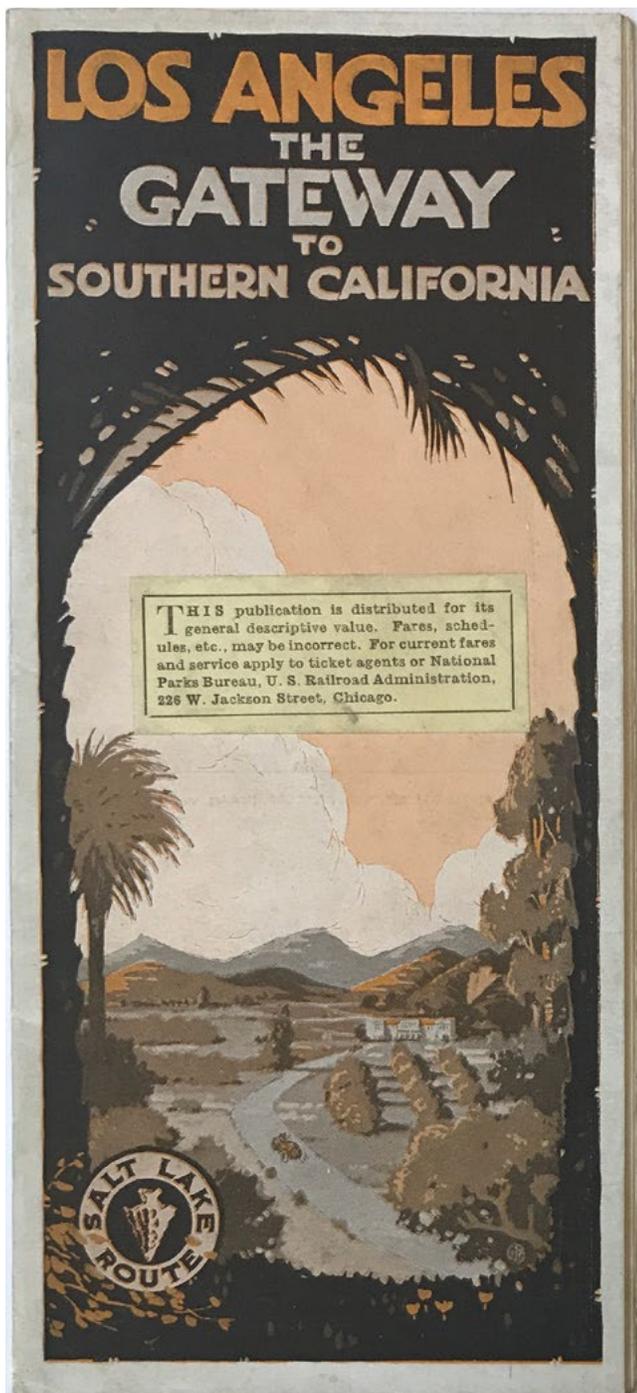
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SCARCE L.A. AND CLARK ROAD PROMOTIONAL

[California]. [Railroads]. *Los Angeles: The Gateway to Southern California* [cover title]. [Chicago? 1916?]. [12]pp. Original pictorial self-wrappers, stapled. Small contemporary publisher's notice affixed to front wrap. Light wear and dust soiling. Very good.

Rare promotional for the Salt Lake Route by rail to Los Angeles, and for the attractions of the city itself, published circa 1916. The text touts the population and commercial growth of Los Angeles from the turn of the 20th century, its many attractions, and year-round seasonability. The last leaf provides a summary of ways to arrive on the West Coast via the Salt Lake Route through Las Vegas from Chicago, Minneapolis, and Denver, and prints a full-page map of the route and intermediate stops across Utah, Southern Nevada, and Southern California. The Salt Lake Route was operated by the Los Angeles & Salt Lake Railroad, whose line between the two cities was completed in 1905 under the ownership and direction of Montana mining baron William A. Clark, and as a result it was also known informally as the "Clark Road." With many photographic reproductions of Los Angeles and its attractions just after World War I, including many of the grand Southern California resorts of the day. Not in OCLC.

\$475



LA FIESTA DE LOS ANGELES: Official Programme. Containing General Information about the Fiesta, with Engravings of the Principal Floats used in the Parades and a Full Programme of Events. Issued by the Management, April 9, 1896. Cover and Illustrations by Elmer Wachtel. Letter Press by Theodore S. Van Dyke. Los Angeles: R.Y. McBride, Printer, 1896. [56 p.] unpaginated. Oblong octavo. Original pictorial paper wrappers, bound with two staples. Some general toning to the wrappers, with mild staining along the top edge and a short tear to the spine head; else about very good. Uncommon, OCLC locates only six copies.

Scarce souvenir from the third iteration of this now-defunct parade and festival in Downtown Los Angeles that was organized yearly between 1894 and 1916. Pasadena had launched its Tournament of Roses parade a few years earlier, in 1889, and Los Angeles was determined to complete with or even outdo the New Year's celebration with a festival of its own. Unlike its rival, La Fiesta de Los Angeles was a multicultural celebration with a grand concert, races and games, and a series of parades, including an illuminated night parade. The 1896 event featured floats highlighting the development of civilization in sunny climates, as well as a procession of 50 Native Americans from the California desert around Temecula and a Chinese dragon carried on the shoulders of 150 dancers.

\$250

A COTTAGE GROCERY IN EARLY LOS ANGELES, CIRCA 1910

Three original photographs of Cottage Grocery in Willowbrook, California, an unincorporated community in South-Central Los Angeles. All three are exterior shots, which shows a bungalow with a wraparound veranda adorned with a variety of advertising signs and banners, which range from Coca-Cola and Firestone Tires to El Portana Cigars and Foley's Honey and Tar. The counter can be seen just inside the front door in the largest of the three images.

No record of this business is readily available and a handwritten sign attached to the veranda suggests it may have ceased operation soon after the photographs were taken: "This Place for Sale / A Big Bargain / inquire within". A holographic inscription on the verso of each photograph identifies the location ("Willowbrooke") and indicates that all three were shot in 1910. Two individuals, Aaron Barbor and J.D. Pouder, are also identified. Little is known of either, though the latter is listed as a candidate for Clerk in Laguna in the August 24, 1899 issue of the Anaheim Weekly Gazette.

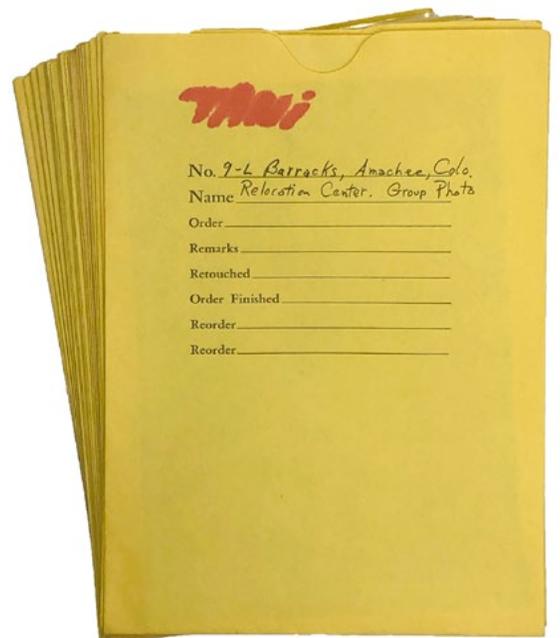
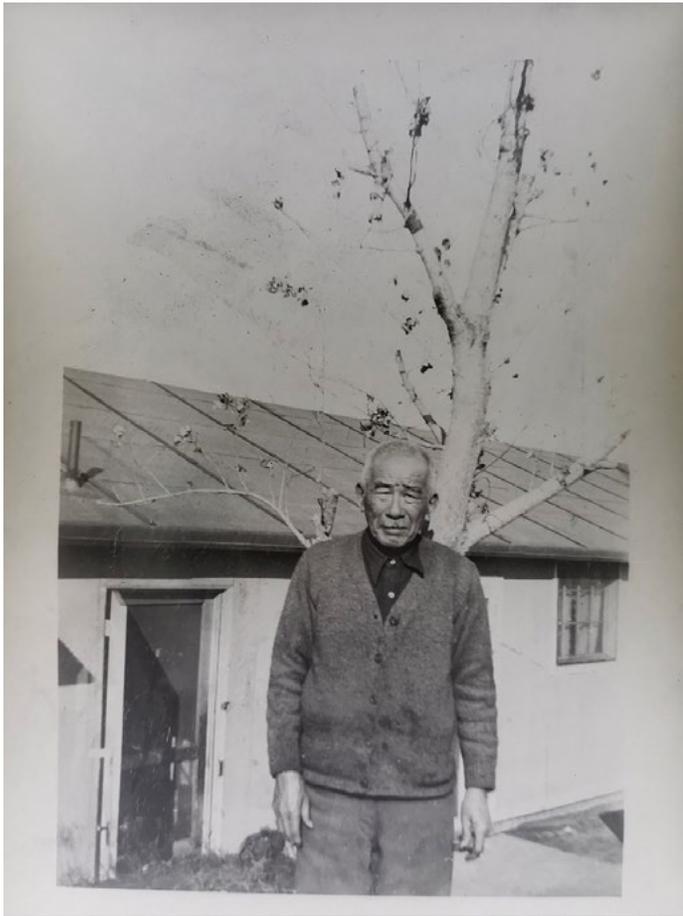
Formerly part of the Rancho La Tajauta, Willowbrook was first subdivided in 1894 and 1895 on land along what is now Rosecrans Avenue. The first official use of the name Willowbrook came in 1903, when the Willowbrook

Tract was recorded with the County Recorder. The tract straddled the newly opened Pacific Electric Railway line to Long Beach. There is no evidence that a townsite was envisioned and the community successfully maintained a rural character into the early 1980s.

All three photographs are mounted to photographer's boards. The images measure 8 1/4" x 6 1/4", 5 1/2" x 4", and 4 3/4" x 3 3/4", respectively. There is some minor edgewear to the boards, with a tiny puncture to the largest board, not affecting the image; otherwise very good.

\$150







[Japanese Internment]

A collection of photographic negatives documenting events in the life of George Bungaro Tani (1872-1953), a Los Angeles resident of Japanese descent who owned a specialty bamboo furniture store and was among the more than 120,000 Japanese Americans imprisoned during World War II. The materials were acquired from the personal archives of William M. Mason (1931-2000), a long-time curator of Southern California history at the Los Angeles County Museum of Natural History.

The collection is comprised of thirty-one 7" x 5" negatives which appear to be copies of photographs likely shared by the Tani family with Mason. The images are individually housed in paper sleeves with "Tani" written across the front in red marker along with captions written by Mason.

Four of the negatives in the collection are specific to George Tani's imprisonment in the Amachee Camp in southeast Colorado. Tani, who was 73 at the time, was among more than 7,000 Japanese Americans imprisoned there between 1942-45. One of the images is labeled "Bungaro Tani in Amachee Camp during relocation, circa 1944," another shows him in a garden with his prize calabash, a bottle-shaped type of gourd. A third image shows a decorative alcove or tokonoma at barracks 9-L, and the final image is a group photo, presumably of the people who lived at barracks 9-L.

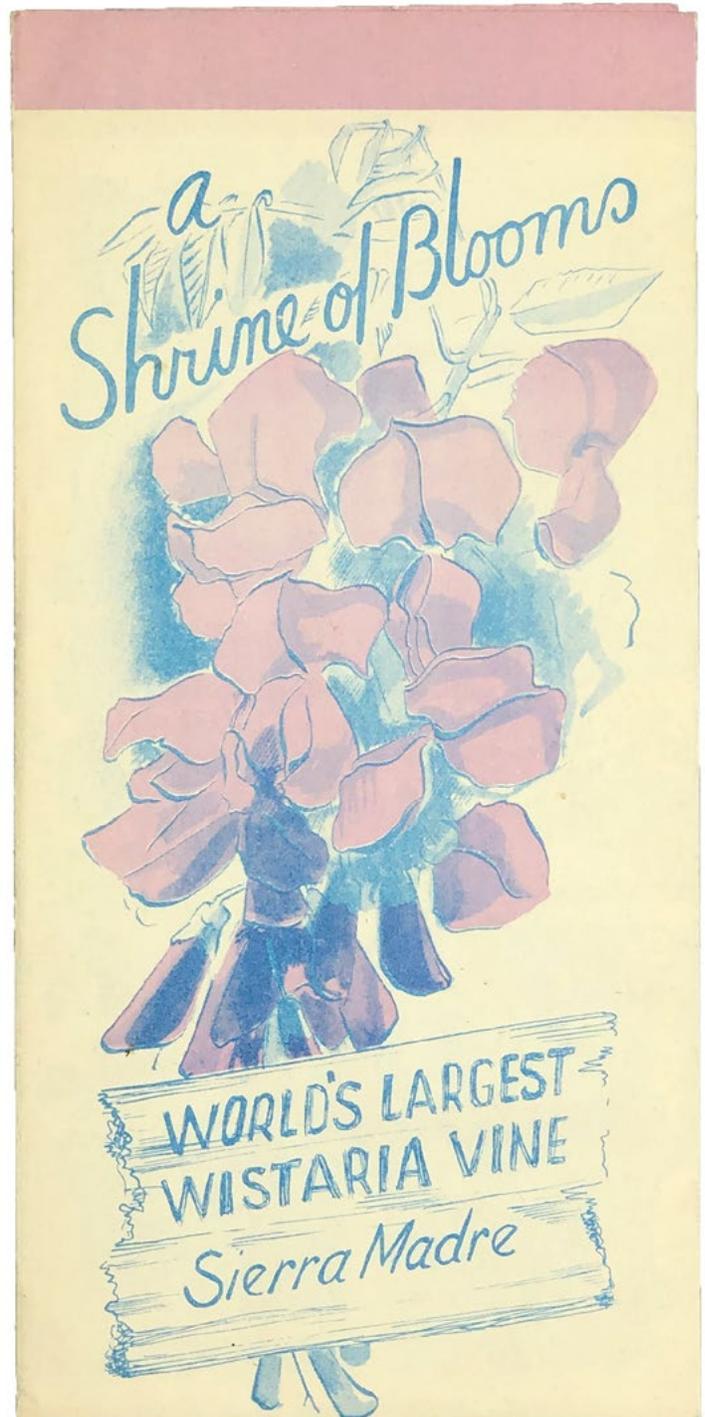
Three of the negatives in the collection are related to Tani's role in making an unknown movie in Santa Monica Canyon. Also includes two images of the G.B. Tani Bamboo Furniture Factory, located at 527 S. Springs in Downtown Los Angeles; a single image of the Free Methodist Japanese Mission, located in Santa Monica Canyon; an image of the Kuroda Electrical Works, circa 1913-15; and a 1912 image of the Sugiyama Employment Agency, located at 802 South Olive Street. There are also several family photos, including a portrait of Tani and a snapshot of his two young children, Jiro and Fumio, in 1912 sitting on the back of an Indian motorcycle.

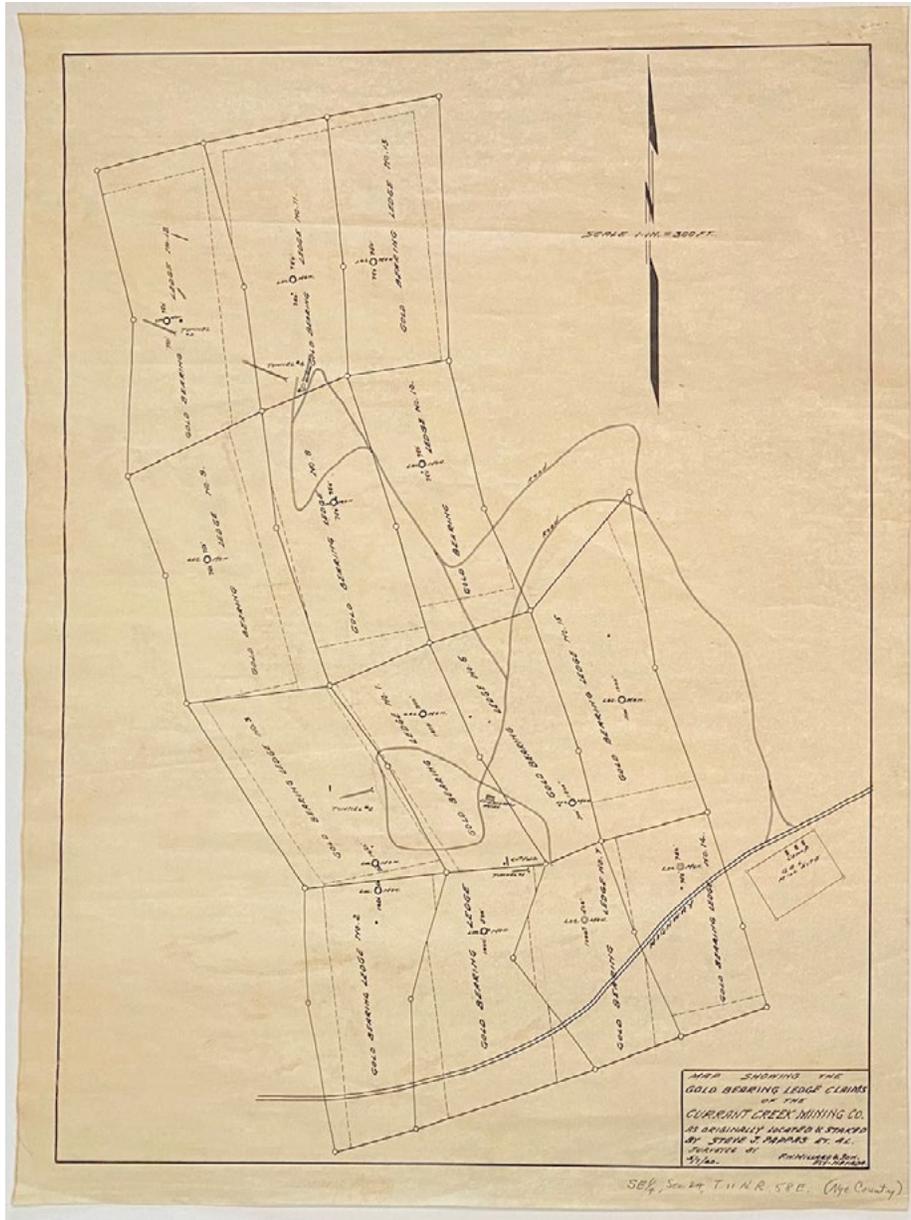
All of the materials in this collection are in very good condition and stand as an important archive of one early Japanese American family's history in Los Angeles and their wrongful imprisonment during World War II.

\$1,200

A SHRINE OF BLOOMS: World's Largest Wistaria Vine. Sierra Madre, California: Sierra Madre Chamber of Commerce, 1947. Promotional brochure featuring a pictorial map of Sierra Madre by Elmer Marvin Weese. Originally planted in 1893, Sierra Madre's famous wisteria vine is the centerpiece of an annual festival and has grown from a one gallon can to more than 1.5 million blossoms spread over an acre under the care and cultivation of multiple owners. At the time of this brochure's printing, the vine was narrowly saved from being chopped up by a developer. "During the wisteria vine's more than half-century of life, it destroyed the home by whose steps its roots were planted," Charles Garland wrote in the brochure's introduction. "A second home was built 200 feet away from the site of the first. You would think that a safe distance from a vine! This year, 1947, the vine has at least reached the home of its present master and mistress and is climbing its walls and peeking in their windows." The claim on the front of the brochure ("world's largest wisteria vine") was made official in 1990 when it earned the title from The Guinness Book of World Records. Six panel brochure (12" x 16"), printed in blue and pink. Folded in half, and then into thirds, presumably for mailing. Light toning along the extremities; otherwise very good. Scarce, OCLC locates no copies.

\$75

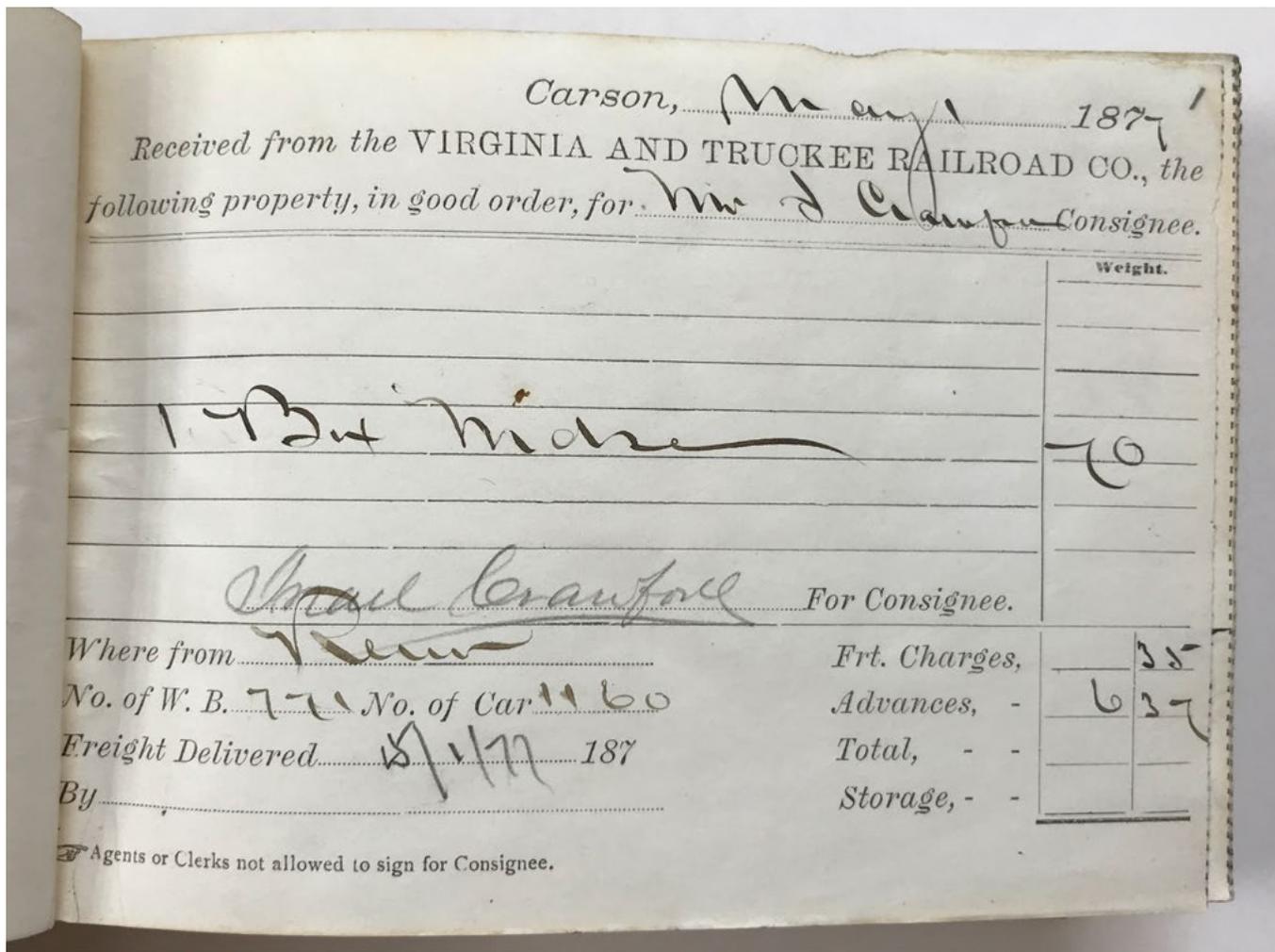




Pappas, Steve J. **Map Showing the Gold Bearing Ledge Claims of the Current Creek Mining Co.** Ely, NV: F.W. Millard & Son, 1940. Mimeograph map [50.5 cm x 37] on a single sheet [54 cm x 40.5 cm]. Better than very good.

Map shows fifteen numbered Gold Bearing ledges and the roads leading to same. Scale is 300 feet to the inch. The Currant Creek Mining District was south of Ely, Nevada on U.S. Highway 6 on the way to Tonopah. Steve Pappas and George Bogdonovich discovered gold ore at the Currant Creek site in 1940.

\$75



THE THINGS A NEVADA RAILROAD CARRIED

[Nevada]. [Railroads]. [Freight Receipt Book for the Carson City Station of the Virginia & Truckee Railroad in 1877]. [Carson City, Nv. 1877]. 246 leaves. Oblong octavo. Original quarter cloth and marbled boards. Spine and edges somewhat worn; text block cocked. Internally clean. Good plus.

A fascinating manuscript receipt book that documents the types and amounts of freight carried by the Virginia & Truckee Railroad during the first half of May 1877. The railroad, completed in January 1870, was built between Virginia City and Carson City to serve the mines of the Comstock Lode, and carried a vast amount of freight between the hub of the Nevada mining boom and the state capital. At the peak of the bonanza in 1876 and 1877, twenty-two V&T locomotives and 361 freight cars transported over 400,000 tons of freight per month, running thirty to forty-five trains per day. The present register dates to the latter portion of this period, and well demonstrates the variety and volume of materials that were hauled along this twenty-one mile section of track. The railroad carried lumber, coal oil, ore bags, tin ware, flour, butter, liquor, cigars -- in short, everything that was needed to keep the Comstock boom towns booming. Each leaf of this log, which contains over 245 entries for the period of May 1st to the 17th, registers the type of freight being shipped, its weight, its consignee, its place of origin, the V&T car number that carried the load, and the total charges for the shipment. An excellent document of this Nevada railroad that played a critical role in the state's mining industry.

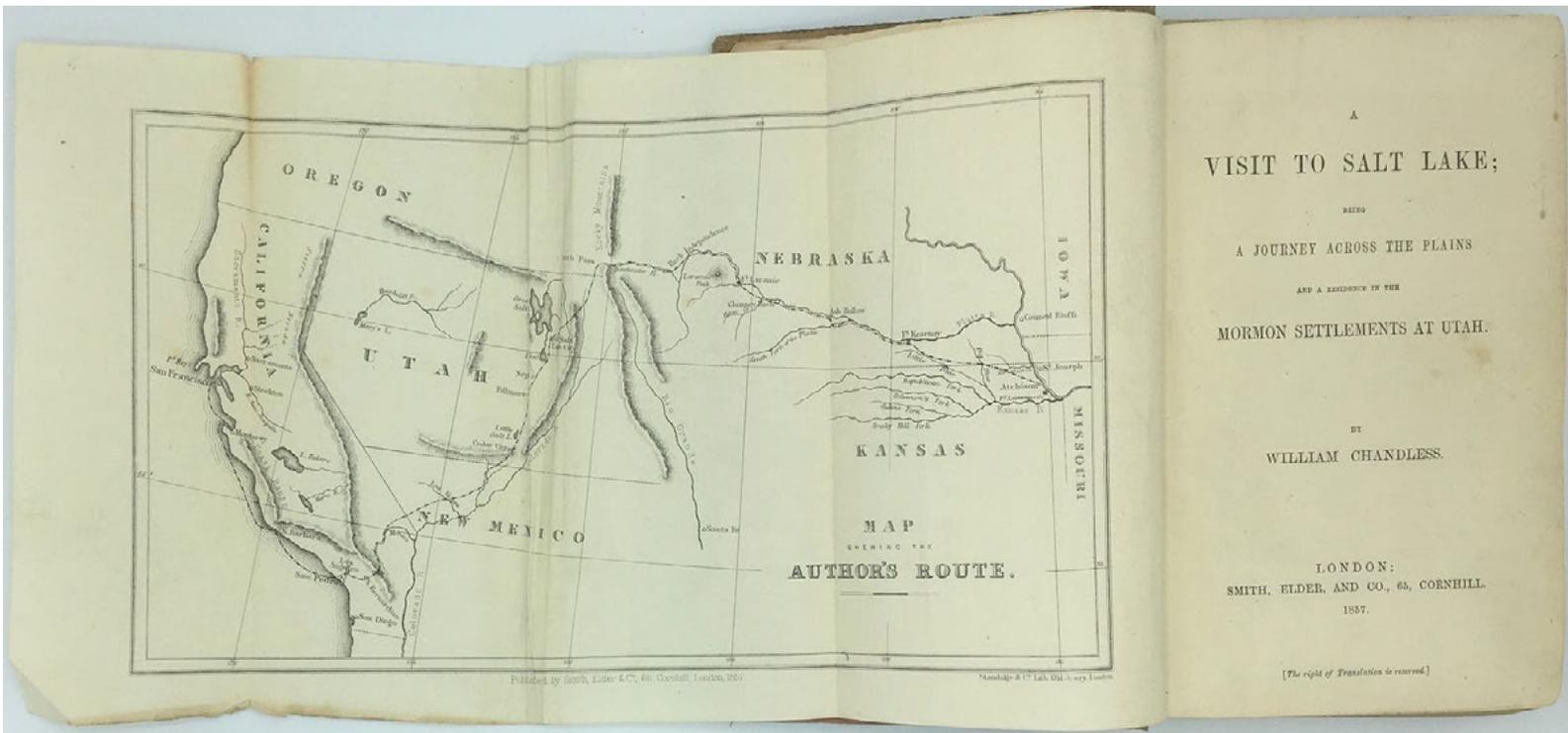
\$875

Chandless, William. **Visit to Salt Lake; Being a Journey Across the Plains and a Residence in the Mormon Settlements at Utah.** London: Smith, Elder, and Co, 1857. First Edition. 346+16pp. Octavo [20.5 cm] Yellow pebbled cloth. Wear to corners and sunning to backstrip. Bookplate on front pastedown and named blind stamped on the front free endsheet. Otherwise very good.

Chandless crossed the plains as a wagon driver in the summer of 1855, departing from Atchison in July and arriving in Salt Lake City on the first of November. The long description of Utah and the Mormons is based on his stay of two months, before departing for California through southern Utah and Nevada: "Los Vegas [sic] stands in the middle of a valley some thirty-five miles wide, and of considerable length, its lower end opening on the Colorado." - p.293

The fold-out 'Map shewing [sic] the Author's Route' is present at the front of the volume. which Carl Wheat noted was "One of the few 'Mormon Maps' disclosing the route southwest of Salt Lake City past Nephi, Fillmore and Cedar City and thence by desert, to southern California." Wagner/Camp 287. Howes C286. Flake/Draper 1252. Wheat 910. Eberstadt 128: 171.

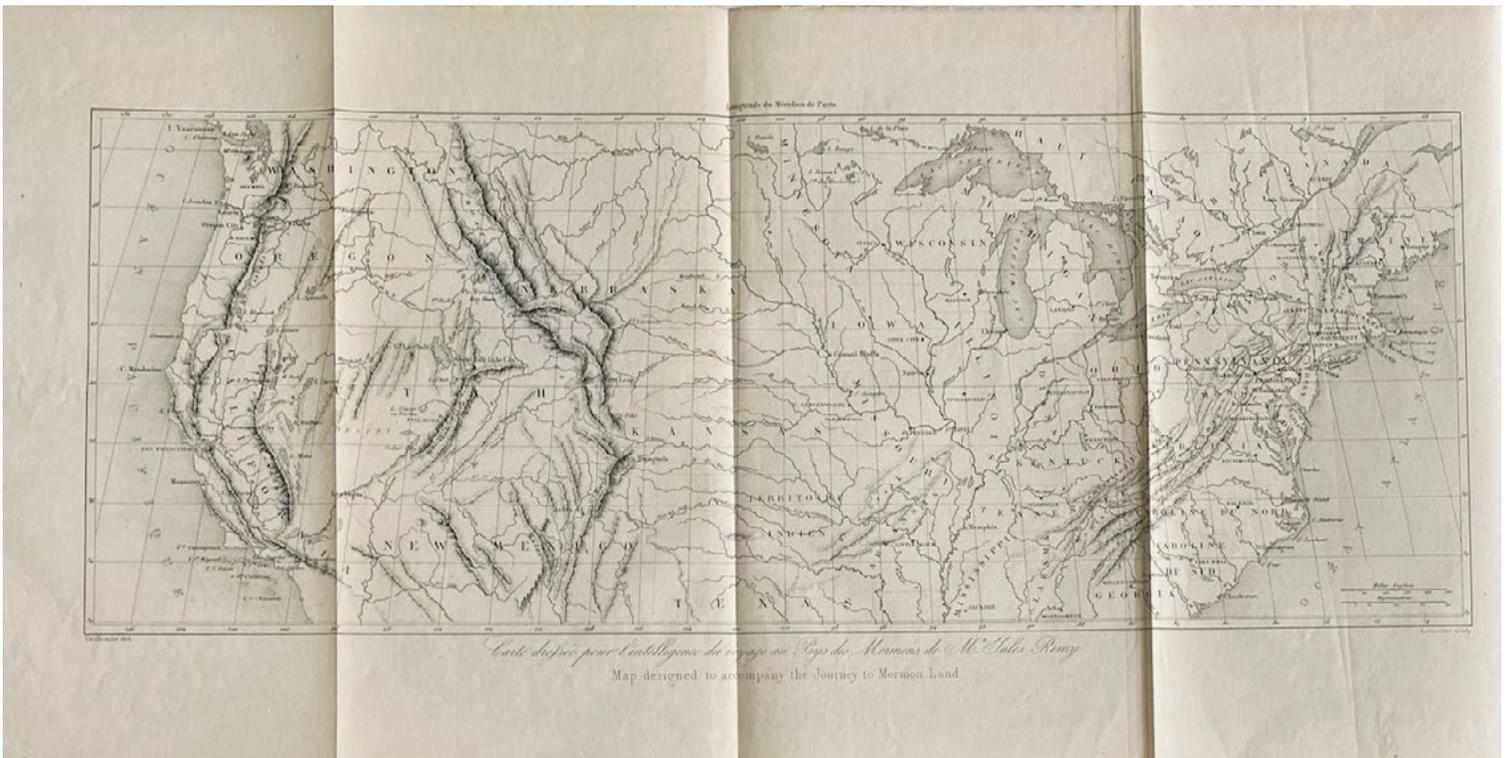
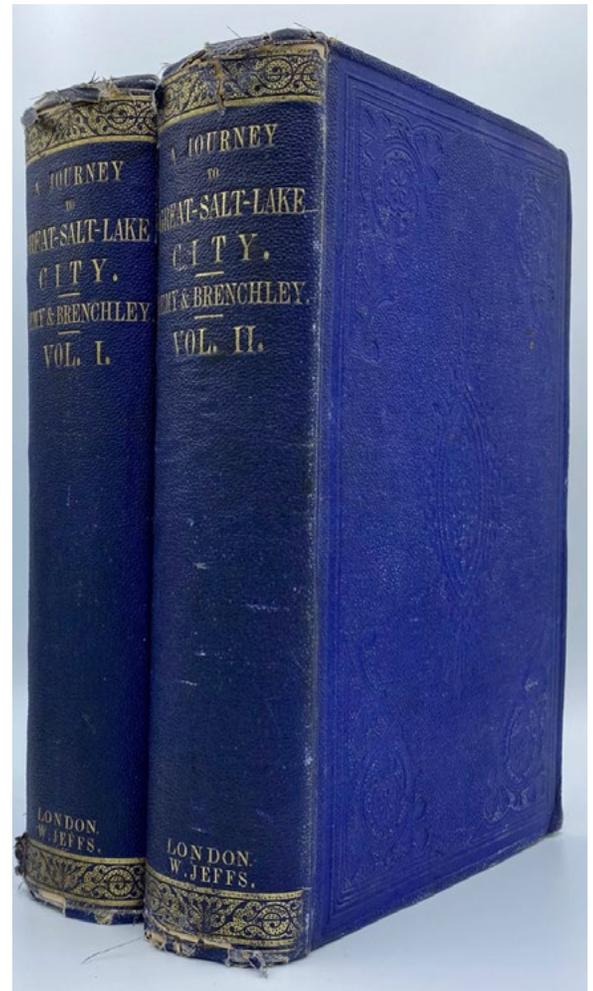
\$375

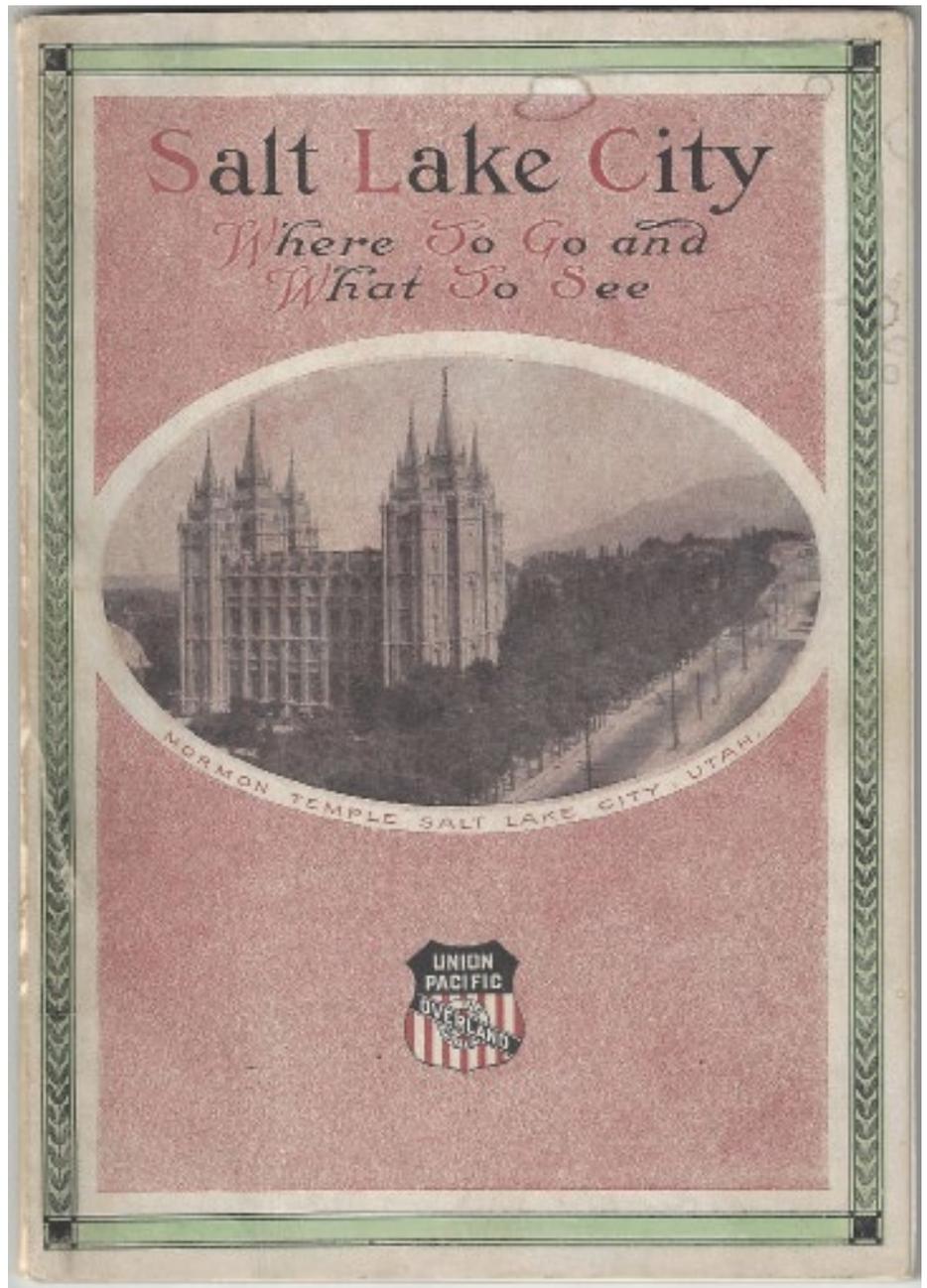


Remy, Jules and Julius Brenchley. **A Journey to Great Salt Lake City.** London: W. Jeffs, 1861. First English Language Edition. 2 volumes. 508, 605pp. Quartos [26 cm] Publisher's blue pebbled cloth with decorative blind stamping to the boards and the title gilt stamped on the backstrips. Very good. Minor overall rubbing and wear to the boards, more so at corners. Fold-out map present and in nice condition. Complete with all plates.

Remy and his companion Julius Lucius Brenchley traveled from San Francisco to Salt Lake City in the summer of 1855. After a month's stay, they left for Los Angeles, which they reached on November 29, and then returned to San Francisco. Julius Brenchley's journey across the plains to Oregon is described in volume two. The Frenchmen were fascinated by the Mormons, and much of this book is devoted to the new American religion and the first 172 pages of volume 2 are devoted to their comments on Mormonism. Wagner/Camp 364:2. Flake/Draper 6867. Howes R210. Sabin 69594. Auerbach 1049. Woodward 207. Scallawagiana 59. Graff 3461.

\$500



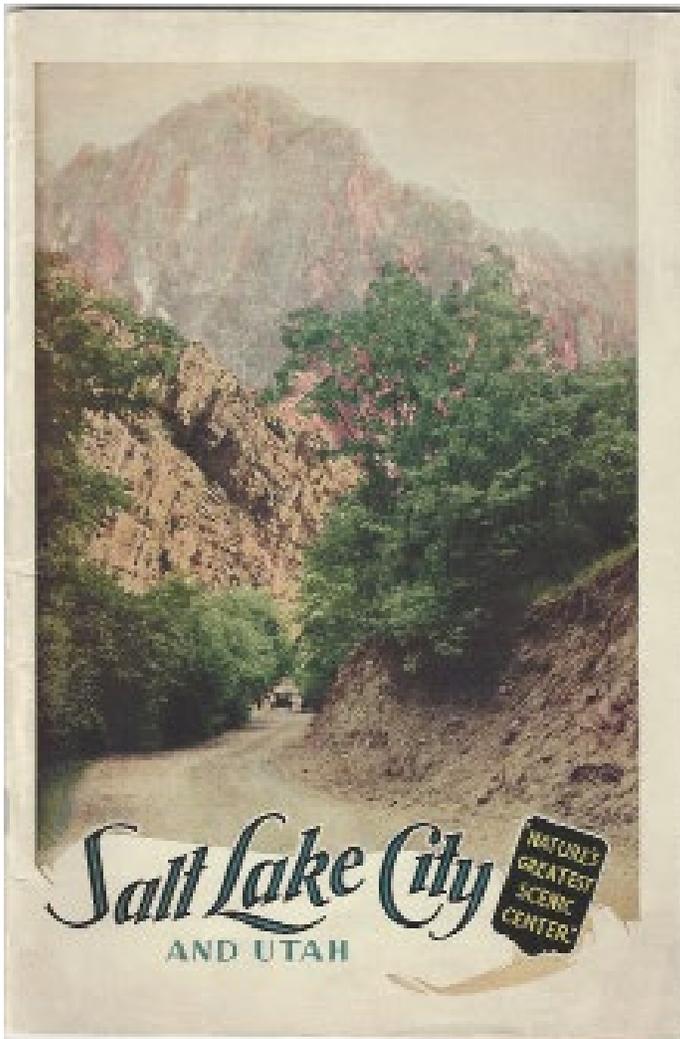


Lomax, E.L. **Salt Lake City: Where to Go and What to See.** Omaha: Union Pacific Railroad, 1910. 45pp. Duodecimo [17 cm] Illustrated wrappers. Very good.

Short promotional guide from Union Pacific for the prospective tourist to Salt Lake City. Twenty full-page black and white views illustrate the text - includes images of Saltair, the original Public Library (Hansen Planetarium), Beck Hot Springs, Fort Douglas, Temple Block and three views of Ogden Canyon. U.P. route map on final page. Nice descriptions of sights around Salt Lake City, including a lengthy description of the then just completed Commercial Club on Exchange Place.

“From the time that it was a little huddle of wagons in the wilderness, more than three generations ago, Salt Lake City has been almost constantly in the public eye. The beauty of its situation and environment; the charms of its scenery and its proximity to many natural wonders, have given it distinction.” - p.15.

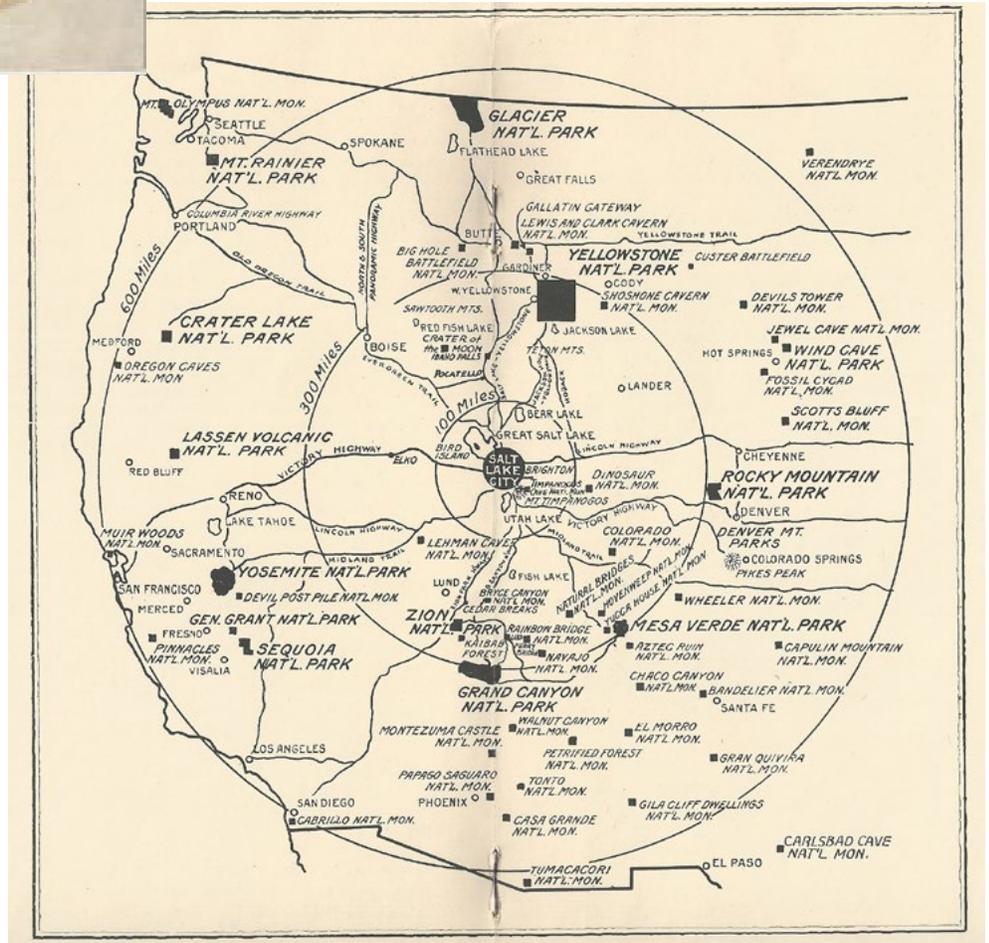
\$65



[Salt Lake City, Chamber of Commerce]. **Salt Lake City and Utah: "Nature's Greatest Scenic Center"**. Salt Lake City: Chamber of Commerce, 1929. [32]pp. Octavo [23.5 cm] Illustrated wrappers. Very good. Gentle age-toning to covers.

Profusely illustrated guide with dozens and dozens of captioned photographs of Salt Lake and Utah. Double-page map at the center. "Unsurpassed mountain scenery, however, is but one of the attractions for which Salt Lake City and Utah are noted - but one of the delights which reward the visitor here with lifelong memories."

\$50

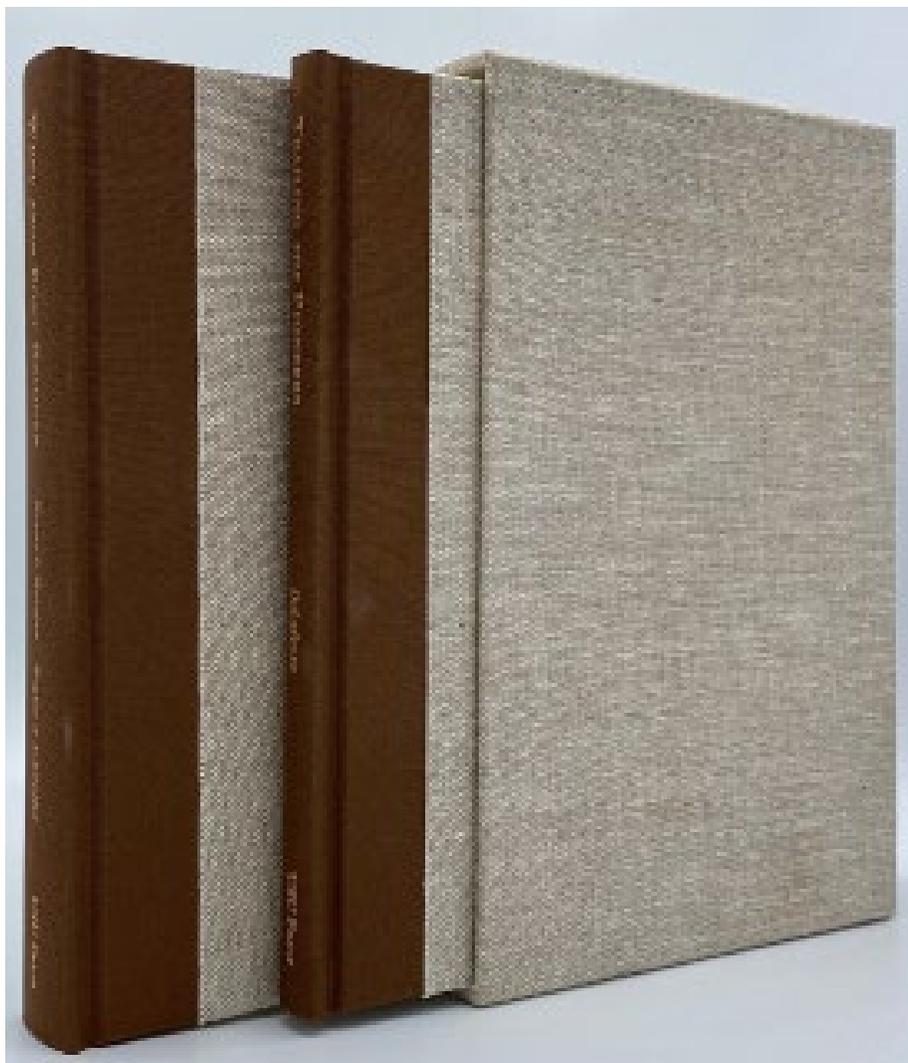


Edited by J. Roderic Korns, Dale L. Morgan, Will Bagley, Harold Schindler and Peter DeLafosse. **West from Fort Bridger: The Pioneering of the Immigrant Trails Across Utah, 1846-1850 / Trailing the Pioneers: A Guide to Utah's Emigrant Trails, 1829-1869.** Logan: Utah State University Press, 1994. Limited Edition, 1/300. 2 volume set. 328, 126pp. Octavos [23.5 cm] 1/2 brown cloth over tan cloth boards. Titles gilt stamped on the backstrips. In a matching slipcase. Near fine. Maps present in envelope at the rear of West from Fort Bridger.

This edition was limited to 300 signed and numbered copies, these are copies 77. 'West from Fort Bridger' signed by Bagley and Schindler. 'Trailing the Pioneers' signed by the editor, DeLafosse and all six contributors (Steven Madsen, Roy Tea, Jack Tykel, Rush Spedden, Will Bagley, Harold Schindler).

An updated edition of Morgan, Korns and Charles Kelley's work, 'West from Fort Bridger' that appeared as Utah Historical Quarterly volume 19 (1951) which contained some of the earliest Utah trail narratives: James Clyman, Edwin Bryant, Heinrich Lienhard and James Frazier Reed. This updated work has been paired with 'Trailing the Pioneers' a work that covers some Utah trails (Spanish Trail, Hastings Cutoff, Hensley's Cutoff and the Pioneer Trail) by the leading experts on the subject, that was released for the OCTA national convention that was held in Salt Lake City in 1994. All contributors proud members of the Utah Westerners.

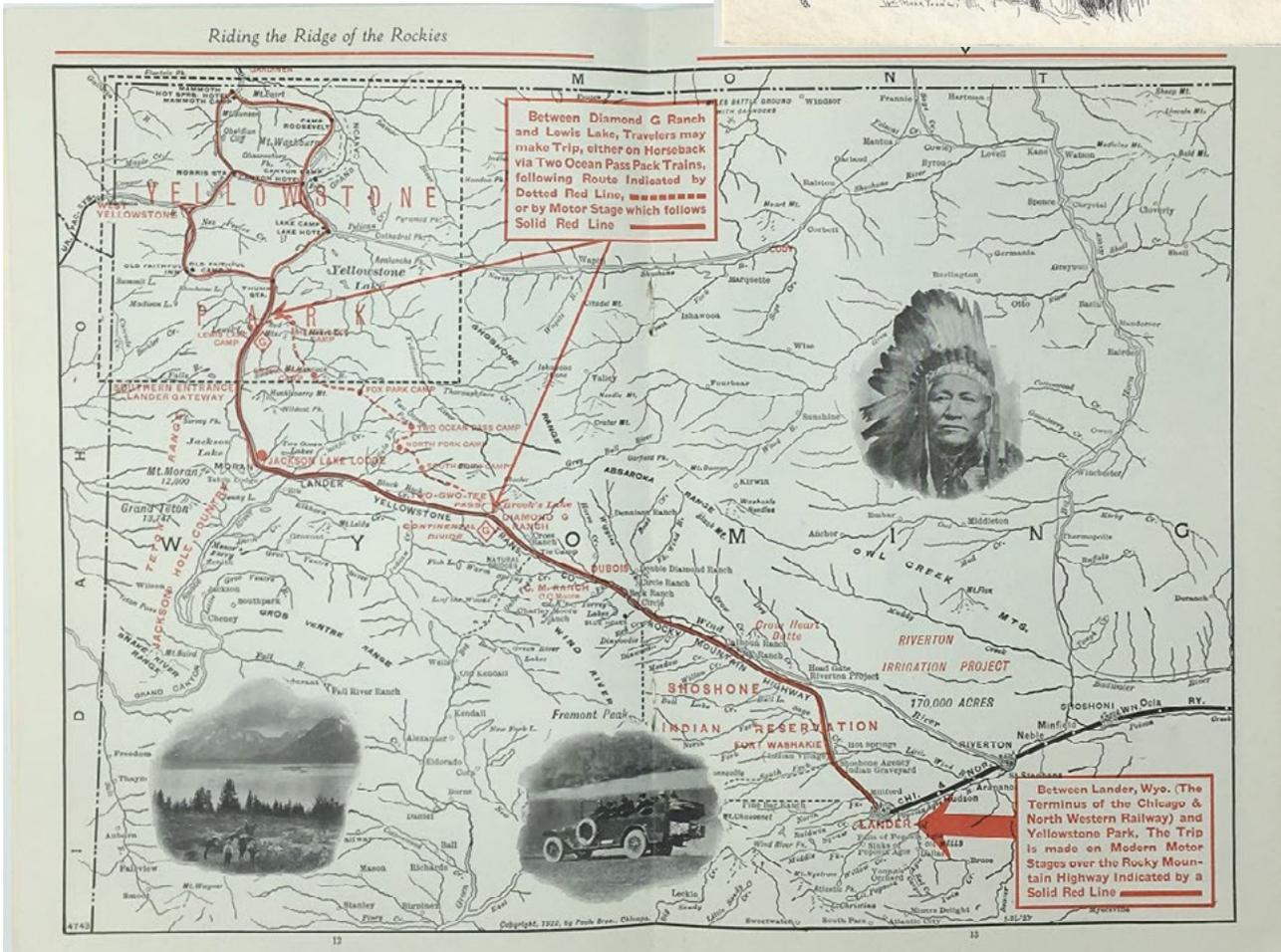
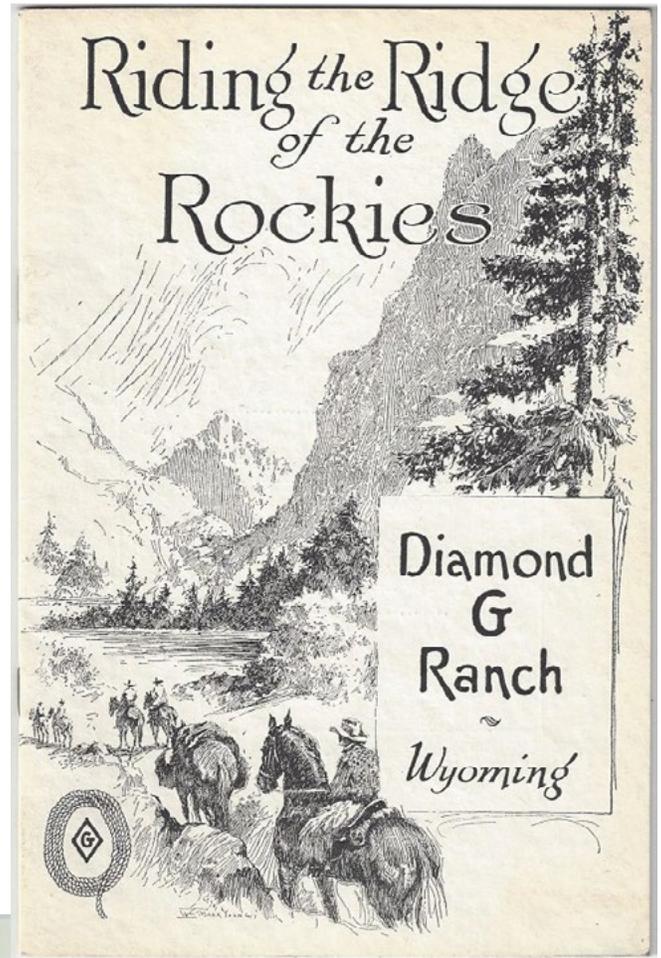
\$75

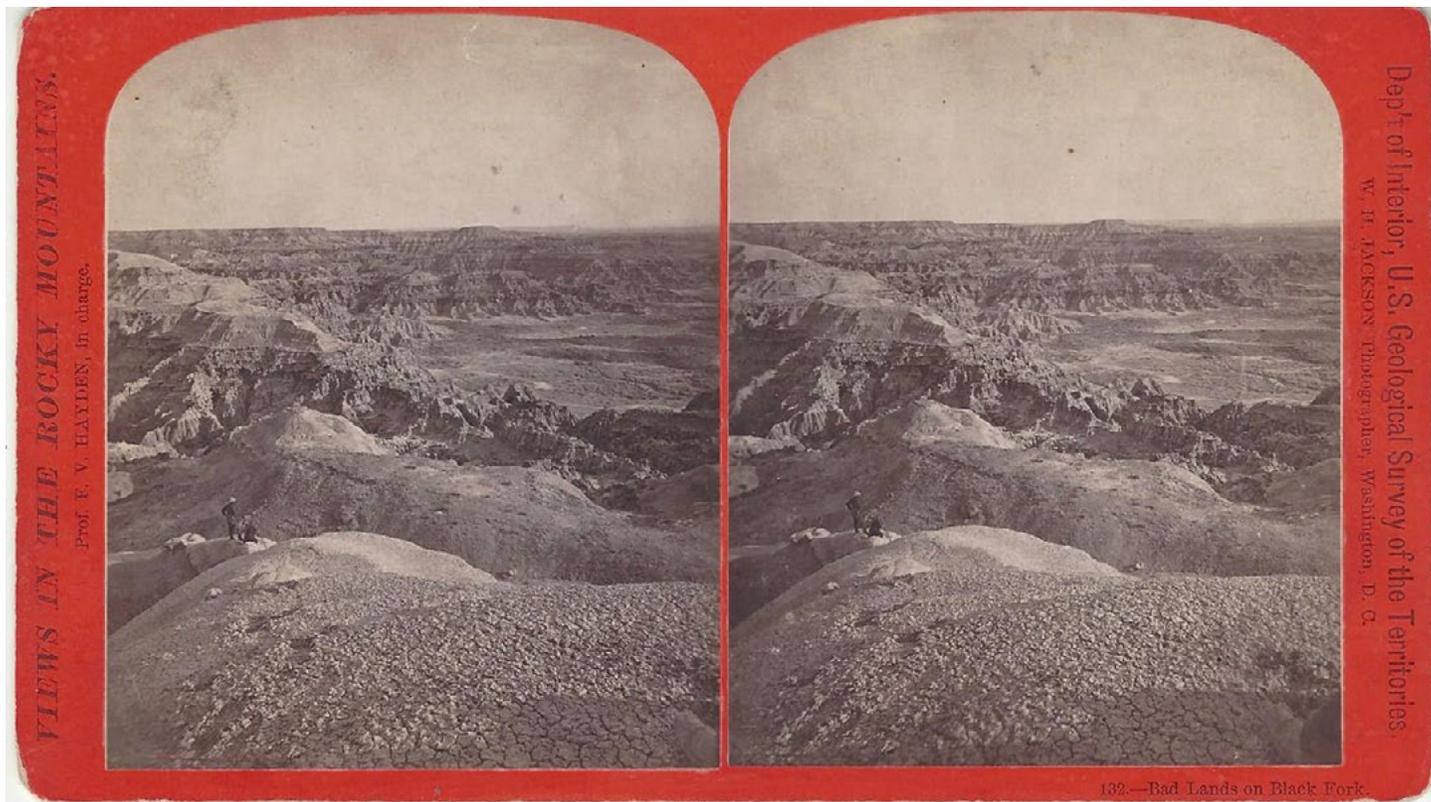


Gratiot, James T. **Riding the Ridge of the Rockies: The Diamond G. Ranch.** Brooks Lake, WY: [Rand McNally], 1925. 24pp. Octavo [23 cm] Cream printed wrappers. Better than very good. Illustrated promotional guide for this dude ranch south of Yellowstone, nice double-page map at the center.

“Ranch life is a never-ending source of interest and amusement. The wranglers, cowboys, and guides are always busy with their tasks of rounding up, roping, and caring for the horses and cattle, while the routine of repairing and preparing equipment never ceases. Besides the usual ‘chores’ the Diamond G. is the headquarters and starting point for the pack trains which make the Two-Ocean horseback trip and for numerous special pack outfits.” - p.6.

\$100





Jackson, William Henry. **132. - Bad Lands on Black Fork.** New York: E. & H.T. Anthony & Co, [1870]. Stereoview. Albumen photograph [9.5 cm x 15.5 cm] on an orange 'Views of the Rocky Mountains - Dep't of Interior, U.S. Geological Survey of the Territories' mount [10 cm x 18 cm] Printed Anthony back stamp. Minor rubbing to extremities. Image has strong contrasts.

“We are now in the heart of the Bad Lands of southwestern Wyoming. Twelve miles farther on we came to Church Buttes, a remarkable formation in the Bad Lands and a famous landmark along the old trail. While Giffords and I were making pictures of the interesting scenes, the geologists under the lead of Dr. Hayden were digging for fossils.” - William H. Jackson.

In 1870 Dr. Ferdinand Vandiveer Hayden invited Jackson to become the official photographer of the United States Geological and Geographical Survey of the Territories. Jackson remained with the Survey until 1878, working closely with the artist Thomas Moran and others. The official report of the Survey for 1875 stated of Jackson’s photographs: “They have done very much, in the first place, to secure truthfulness in the representation of mountain and other scenery.”

\$125

CHEYENNE TO OMAHA ON THE LINCOLN HIGHWAY

[Wyoming]. [Nebraska]. [Automobiles]. *Cheyenne Wyoming to Omaha Nebraska via Lincoln Highway 538.5 Miles [cover title]*. Los Angeles: Automobile Club of Southern California, [ca. 1918]. Map on seven individual cards, each 3.75 x 10 inches, in original printed storage envelope. Envelope with some dust soiling and light wear. Light tanning to map cards. Overall, very good.

Rare map of a western section of the Lincoln Highway from Cheyenne to Omaha, published at the end of the 1910s by the Automobile Club of California. The highway, as conceived and dedicated in 1913, ran from Times Square in New York City to Lincoln Park in San Francisco on state and federal roads; today the route is largely superseded by Interstate 80. This part of the route, consisting of just under 600 miles of roads, ran on U.S. Highways 30, from Cheyenne passing through Kimball, Big Springs, Ogallala, North Platte, Kearney, Grand Island, Columbus, and Fremont before reaching Omaha. The Automobile Club of Southern California published several such sectional route maps of the Lincoln Highway during the late 1910s, but the present map is not located in any institutions by OCLC.

\$500





Irving, Washington (1783-1859)

ADVENTURES OF CAPTAIN BONNEVILLE, or Scenes Beyond the Rocky Mountains of the Far West. London: Richard Bentley, 1837. The true first edition, preceding the American issue.

Octavo, three volumes. In late 19th century one-half tan calf over decorative paper bindings, with decorative gilt stamping, red and green morocco spine labels, five raised bands, and marbled endpapers. "Whittinghame Library" is stamped in gilt adjacent to the front joint. Small spot of discoloration to the spine head of the first volume. The leather has been expertly refurbished. A very good set. Howes I85; Sabin 35125; Wagner-Camp 67:1.

Irving's account of the lives of the trappers who, in braving every kind of wilderness hazard to capture the rich fur of the beaver, exploited the West's first economic resource. Includes a lengthy account of the expedition led by Joseph Walker, whom Bonneville sent west to California in search of new fur sources.

\$800



MARY'S LAKE—ESTES PARK—COLORADO

Photograph by Harold D. Roberts, Denver Camera Club



MOUNT YPSILON—ESTES PARK—COLORADO

Photograph by Harold D. Roberts, Denver Camera Club

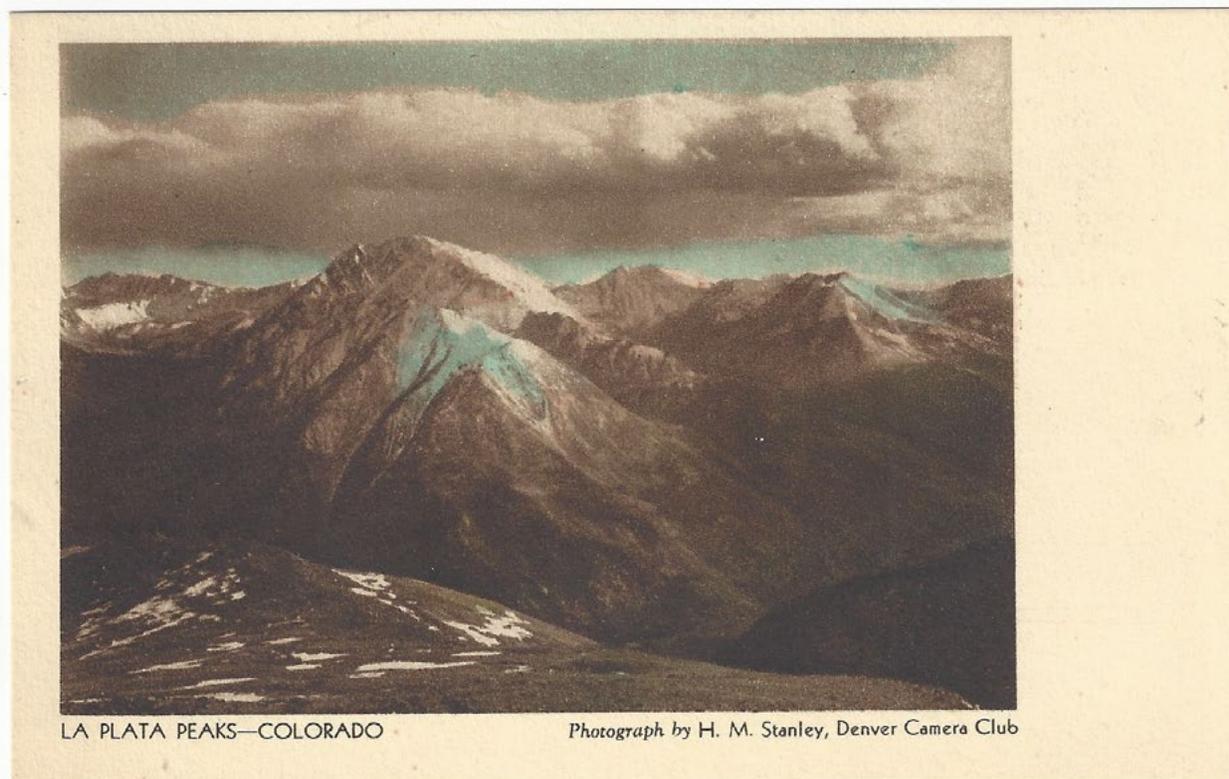
[Denver Camera Club]. Laura Gilpin, Oscar Marinoff, Clark Blickensderfer, S.S. Newbury, Robert R. Nelson, Theodore Fisher, William Ervin, H.M Stanley, Harold D. Roberts and Ewing Stiffler. **City Club of Denver Postcard Set.** [Denver]: City Club of Denver, (c.1930). 34 Hand-colored gravure postcards [9 cm x 14 cm] All in nice condition. Divided backs with no writing or postmarks with the original printed envelope. Printed for the City Club of Denver. Complete set. Scans of all views available.

Collaboration between the City Club of Denver and the membership of the Denver Camera Club. Several views from Clark Blickensderfer [12], the then president of the DCC, and Laura Gilpin [6].

Laura Gilpin (1891-1979) attained international recognition as photographer and her images of the Navajo and Pueblo peoples of the four corners area offer an important record of these cultures. She excelled in a field that up to the point, had largely been the purview of men. Western landscape photographer Ansel Adams praised Gilpin by remarking that she had a “highly individualistic eye.”

“These cards, reproduced in the highest quality of photogravure printing from well-taken photographs of buildings, parks, statuary and views in the City of Denver, as well as of Colorado mountain scenery, have been assembled and produced by the Fine Arts Committee of The City Club, in order that the best quality of postal cards may be available for purchase of discriminating buyers.” - from the envelope.

\$750



[Travel – Western Americana]
Cowgill, Hollis Wave (1900-92)

DIARY OF A 5,000-MILE AUTO TRIP THROUGH THE AMERICAN WEST IN 1924

A 72-page handwritten record of Hollis Wave Cowgill's 1924 auto trip with two friends. The threesome, which included Gertie and Arl, drove more than 5,000 miles over a three-month period from Michigan to Colorado and then on to Yellowstone and Salt Lake City before returning home. In this log, Cowgill writes daily about the miles they covered, where they camped, and the sights along the way.

The trio left from Morenci, Michigan on June 8 and returned home on August 24. But they nearly abandoned their trip on the first day: "A storm threatened us as we left and about ten miles had been covered when it began to rain. We nearly turned back but finally made up our minds to keep on going ahead. We drove until 8:30 p.m. when we reached Valparaiso (Indiana) and there we made camp on the university athletic field." Although he mentions driving the cars "hard" it took the group eight days to reach Denver, where they visited with relatives and took several automotive side trips into the mountains.

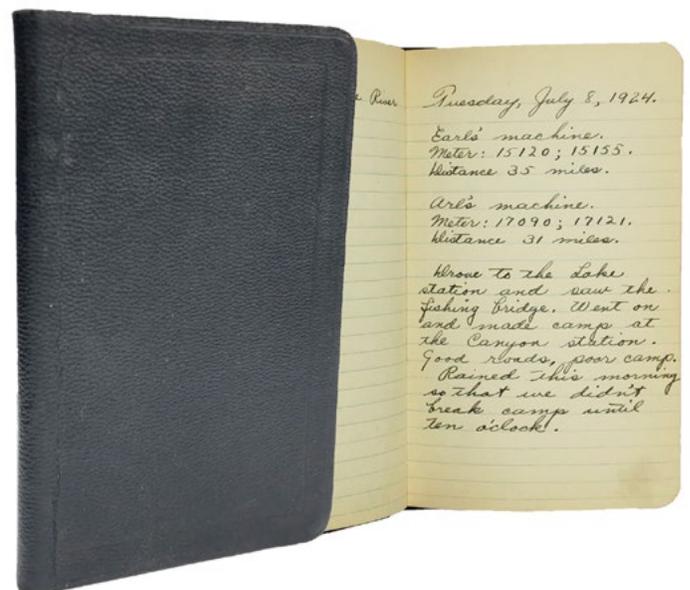
A second car and several other relatives and friends joined them on the route to Yellowstone. On July 9, he writes: "Remained in camp at the Canyon. Saw the Upper Falls and Rapids and Lower Falls from Artists' point, Lookout point, Inspiration point and several other places of vantage. Also saw Crystal Falls. In the evening we went to the Bear Dump back of the Canyon hotel and saw about 20 bears; 9 being grizzlies. A bear came into camp that night."

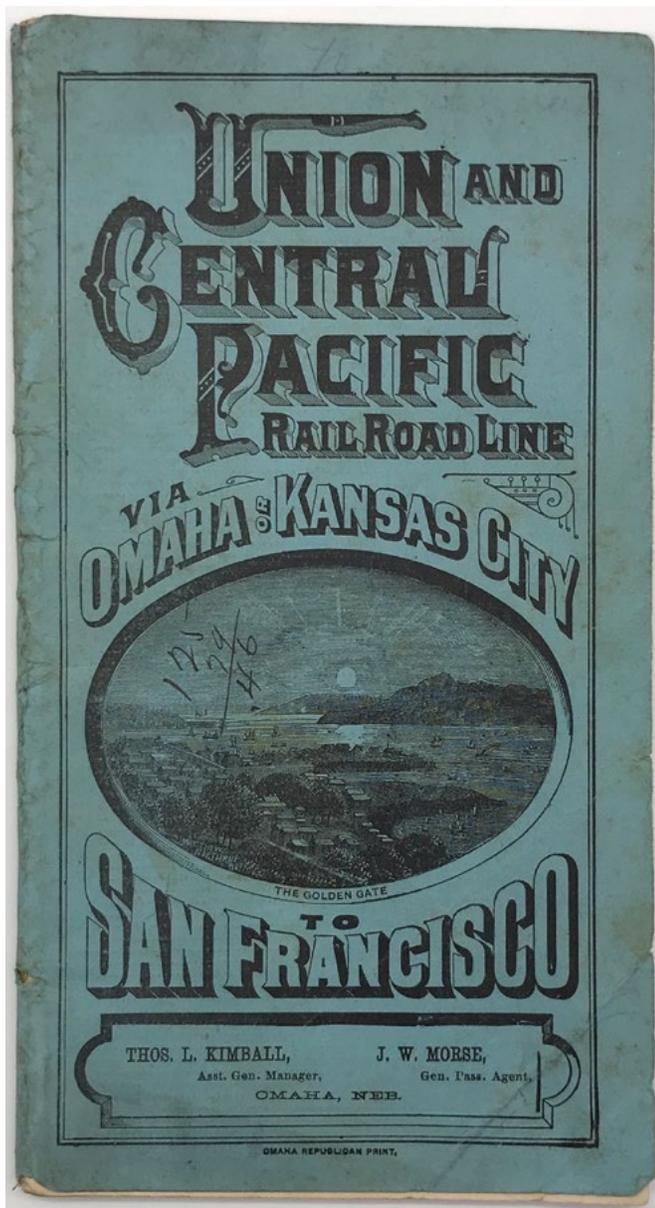
On the way to Salt Lake, the two cars became separated overnight but reconnected and made it to Salt Lake in time to hear the organ recital at the Mormon Tabernacle. After visiting Salt Lake City, they traveled back to Denver and spent the night at Fort Bridger, Wyoming. It served as a trading post for those who were traveling westward along the Oregon Trail, as well as LDS Pioneers. "Saw the old fort and the post commissary," he writes. "Also saw the remains of the old Mormon wall and several log and stone houses."

After returning to Denver, the touring group made a special trip to Fort Collins to see the burning gas well and then took another weekend trip to Idaho Springs, passing through the laborer camp where they were building the Moffat Tunnel, a six-mile long railroad and water tunnel that cuts through the Continental Divide. A party of four left for home on August 14, encountering some mechanical problems that delayed their start. Brief notes of their drive through Nebraska on August 17 provide a picture of the road conditions: "detoured around a big mud hole just east of Atlanta" and "three miles of fresh gravel" were a welcome sight between Lincoln and Omaha. Apparently, they did not encounter brick or concrete roads until crossing a toll bridge into Illinois. Despite improved roads, they suffered repeated tire damage and depleted their spares.

The diary is bound in black leather with ruled paper, and is in very good condition. It contains many fascinating insights into early automotive travel along underdeveloped roads of the American West.

\$300





THE BEST SIGHTS OF THE WEST,
VIA UNION AND CENTRAL PACIFIC

[Railroads]. *Union and Central Pacific Railroad Line Via Omaha or Kansas City to San Francisco* [cover title]. Omaha: Republican Print, [1883]. 64pp., plus folding map. 12mo. Original pictorial wrappers. Light wear and soiling to wraps, a few cracks and small chips along spine. Light, even tanning, but otherwise internally clean. Very good.

A scarce informational and promotional pamphlet for the services of the Union Pacific and Central Pacific Railroads during 1883. The first section of text prints fare information and extensive time tables for the

services of the two railroads, as well as selected rail and steam ship connections. The second half of the work provides information on reaching nearby towns and points of interest along the routes, and promotional text concerning the attractions of Western states, such as the Black Hills, Yellowstone, and Yosemite, and advertising the ease with which they can be reached via rail. The pamphlet includes two maps. The first, printed as part of the text, shows the routes of the two railroads across the West, and the second, folding, shows the railroads of the Northeast and Midwest by which one could reach the Union Pacific embarkation points at Omaha, St. Joseph, Leavenworth, and Kansas City. We locate a single copy, at the Huntington.

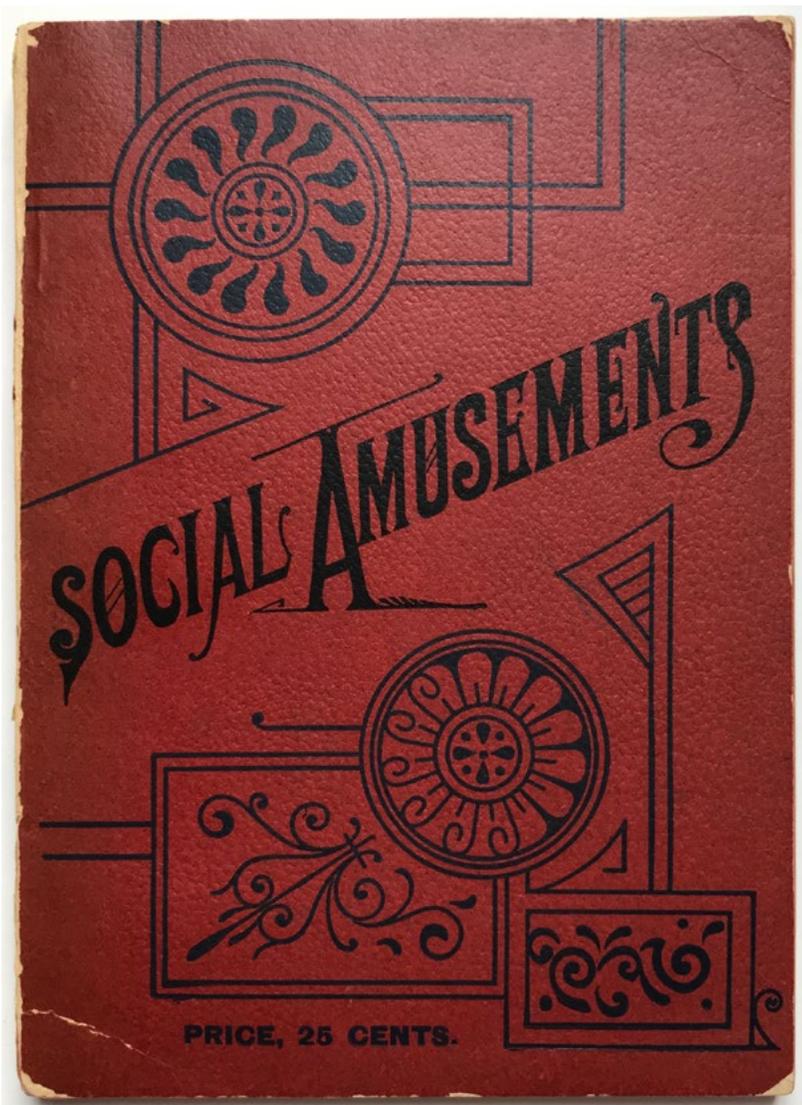
\$675

KILLING TIME WHILE RIDING THE BURLINGTON

[**Burlington & Missouri River Railroad**]. *Social Amusements. A Choice Collection of Parlor Games, Tricks, Charades, Tableaux, Parlor Theatricals, Pantomimes and Palmistry...* Omaha: Burlington Route, 1886. 96,[16]pp. Original red printed wrappers. Spine worn and chipped, corners worn. Internally clean. About very good.

A book of “social amusements” and games “Presented with the compliments of the Passenger Department of the Burlington Route.” The final few leaves contain a map of the Burlington Route from Chicago to Denver, as well as numerous advertisements.

\$350

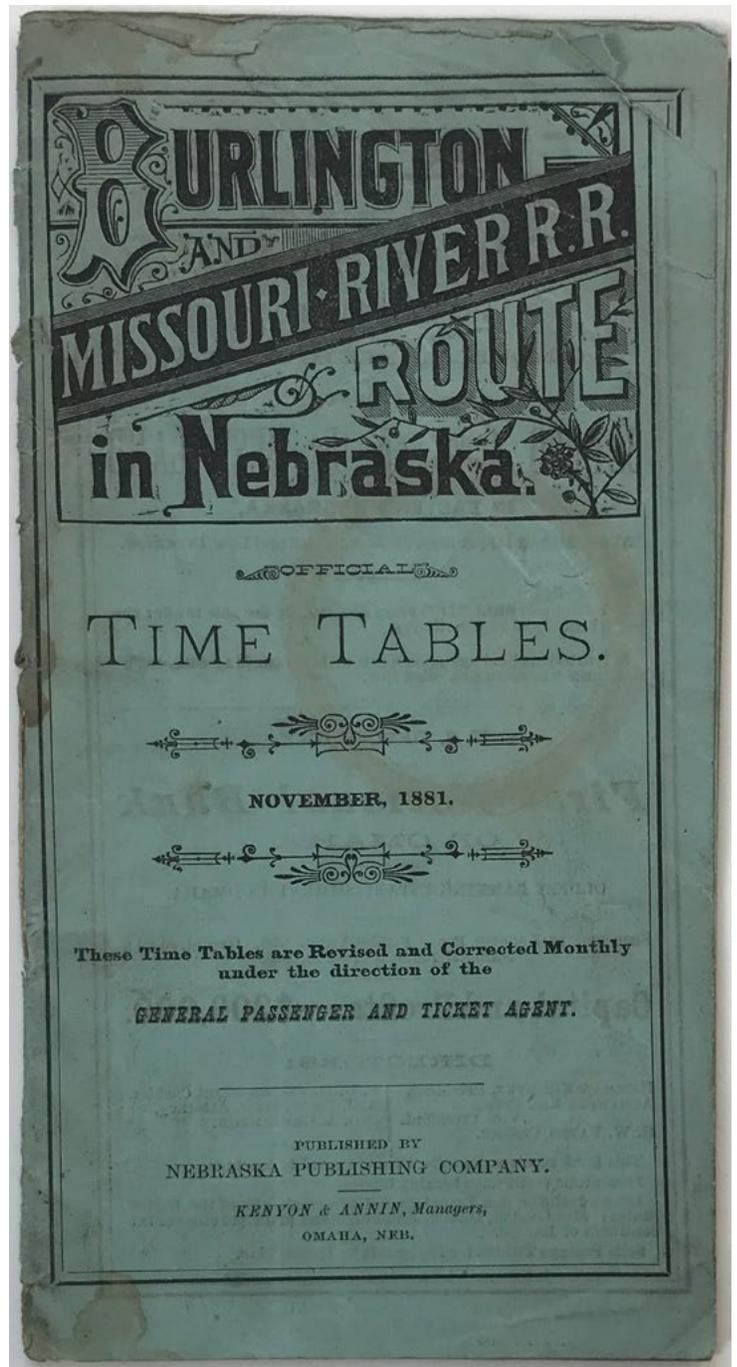


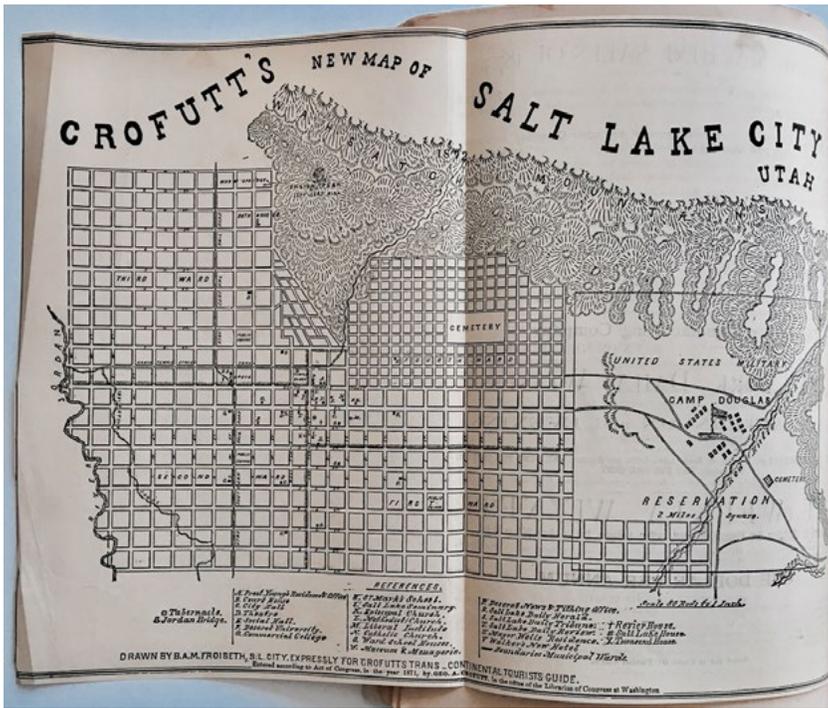
IN NEBRASKA, THE TRAINS RUN ON TIME

[Nebraska]. [Railroads]. *Burlington and Missouri River R.R. Route in Nebraska* [cover title]. Omaha: Nebraska Publishing Company, 1881. 32pp., including self wrappers. Stitched, as issued. Some wear at spine and edges; light damstaining to wraps, continuing internally at gutter and lower edge. Good plus.

Scarce time table for Burlington and Missouri River Railroad lines through Nebraska for the month of November 1881. This pamphlet includes schedules for the main line, which ran from Omaha and Plattsmouth to Red Cloud, and branches to Atchison, Kansas, and Columbus from Lincoln; to Culbertson and Crete from Red Cloud; to Nebraska City and Kearney from Hastings. The central pair of leaves contains a small map of the system in the state, and describes various connections to the lines of other companies. With numerous illustrated advertisements for Omaha businesses and a full-page advertisement for Burlington and Missouri River Railroad grant lands. A good encapsulation of the railroad's operations in Nebraska during the early 1880s.

\$450





[Crofutt, George A.]. **Crofutt's Trans-Continental Tourist, Containing a Full and Authentic Description of Over Five Hundred Cities, Towns, Villages, Stations, Government Forts and Camps, Mountains, Lakes, Rivers; Sulphur Soda, and Hot Springs; Scenery, Watering Places, Summer Resorts; Where to Look for and Hunt Buffalo, Antelope, Deer and Other Game; Trout Fishing, Etc., Etc.**

New York: Geo. A. Crofutt, Publisher, 1874.

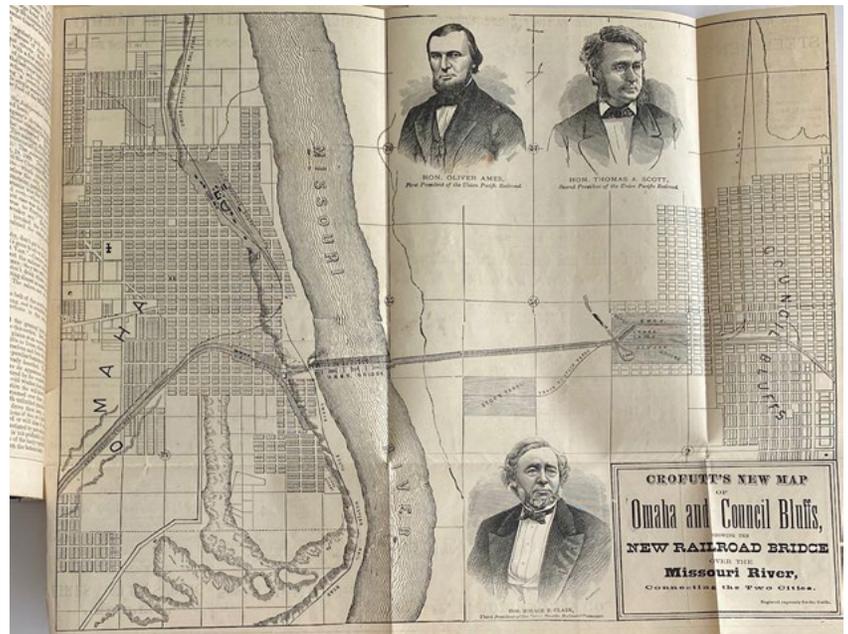
160pp. Quarto [25.5 cm] Green limp cloth with the title gilt stamped on the front panel. Very good. Rebacked with matching green. New gray endsheets and pastedowns.

Complete with the five fold-outs 'Transcontinental Railroad Time Table'; 'Map of the Great Trans-Continental Railroad' [25 cm x 83 cm] (which is split at the first fold); 'Crofutt's New Map of Omaha and Council Bluffs, showing the New Railroad Bridge over the Missouri River, connecting the Two Cities' [32 cm x 40]; 'Crofutt's New Map of Salt Lake City' [23 cm x 33 cm]; 'Yellowstone National Park' [23 cm x 23 cm].

Profusely illustrated travel guide for travels by train into the American West. Lengthy section on Utah and the Mormons.

"The descriptions cover a scope of country over two thousand miles in length, and hundreds of miles in width; a vast empire as it were; a country that only a few years ago was almost wholly unexplored and unknown to the white race. But since the completion of the Pacific Railroad it has been occupied by over half a million people of the most adventurous, active, honest, and progressive white people that the world can produce." - preface. Uncommon quarto size printing. Flake/Draper 2595a. Moffat 108.

\$150

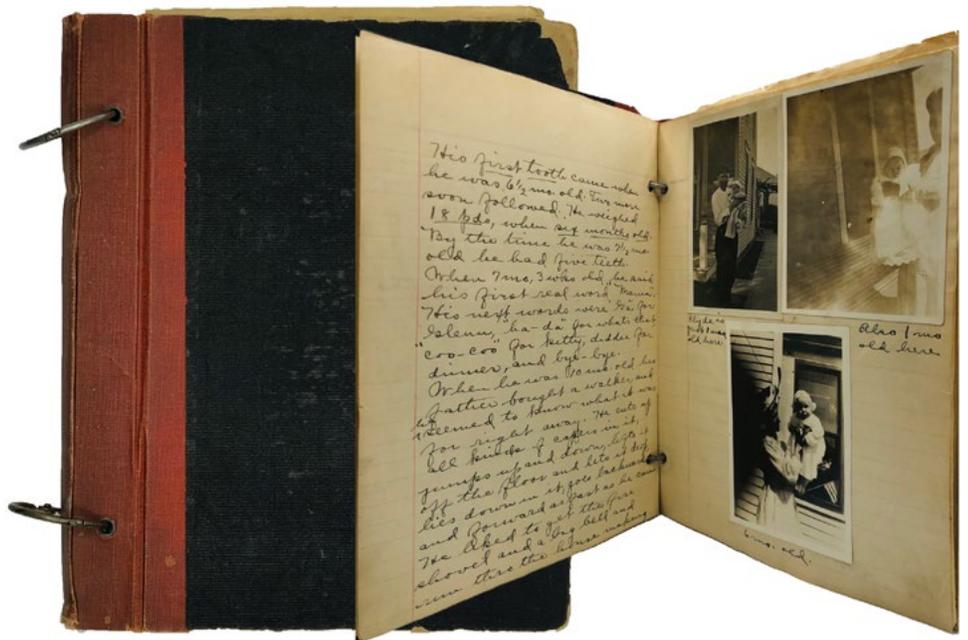


[Nebraska]

Wallichs, Clyde Oscar (1907-97)

HOME-MADE BABY BOOK AND FAMILY HISTORY

Charming vernacular baby book of Clyde Oscar Wallichs, who was born in Grand Island, Nebraska and went on to own the famous Music City retail chain. The loving handwritten record of 30 leaves is interspersed with poetry, illustrations, and photographs and was created by his mother, Mayme Wallichs.



The first page and a half provide a genealogical record of his

immediate family, including an older brother, Glenn, who was six when Clyde was born: "The first two weeks of his life he slept most of the time. But when his Mama was up and around again, he began to cry with the colic. He was fed from the breast, as was his brother who had the colic for four months, but it made him fat."

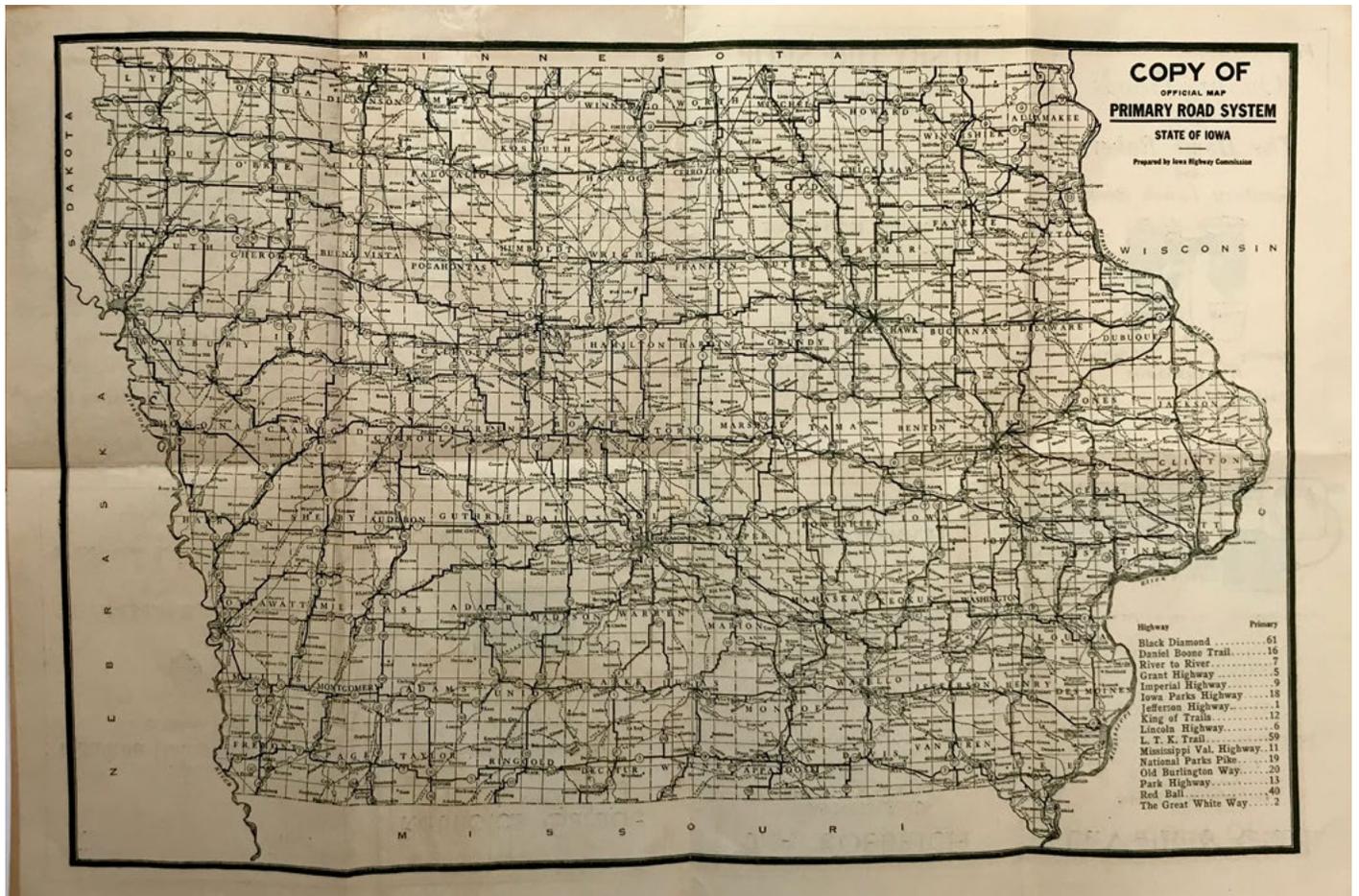
Wallichs' mother records his weight, the trips they took, his move to Eagle brand milk at six months, and the appearance of his first tooth at 6 ½ months old. She also recalled the trouble she experienced trying to put him to bed after he turned one year old: "He has to be so sleepy he is drunk, or he will continue to get up. If he starts with this much vitality, I wonder what it will be as he gets older."

Illnesses, including whooping cough and German measles, are recorded along with major current events. On November 11, 1918, she rejoices at news of the end of World War I: "Little Clyde is 1 year, 7 months, 11 days old, and when war was declared, he was just three days old."

On March 12, 1920, the family moved from Nebraska to the Imperial Valley in California, but quickly determined it was too hot and returned to Omaha, Nebraska where Clyde's father got a job with the Union Pacific Railroad. The record follows Clyde's life through his ninth birthday. Laid in are his junior high diploma and an invitation to his graduation from Fairfax High School in Los Angeles. Historic records show the family returned to Los Angeles in 1926. A newspaper clipping laid into the book from the Los Angeles Times dated 1964 contains a feature about Wallichs opening a Music City location at the Topanga Plaza in the San Fernando Valley. The music store chain was founded by his brother, Glenn, and turned over to Clyde in 1946.

This record is housed in a two-ring black and red cloth binding (8" x 10"). Approximately 48 black and white photographs of Clyde, his family, and friends are pasted to the paper leaves, with evidence of removal in two places. Overall, in very good condition.

\$300



THE BEST SIGHTSEEING ROUTES THROUGH IOWA

[Iowa]. *Copy of Official Primary Road System of Iowa [cover title].* Waterloo, Ia. [ca. 1925?]. Folding map, 11.5 x 17.5 inches, in a printed card cover, 6.25 x 4.75 inches. Light wear and soiling to covers. Map with slight separation at corner folds, lightly toned. Very good.

A map of the roads in Iowa, prepared by the state Highway Commission. The map is pasted into printed card covers advertising the Harrison Motor Co. of Nashua, Iowa; the cover also includes a list of automobile license prefix numbers for the state. The verso of the map is printed with ads for several related establishments in Charles City (a garage, tires, etc). The map, which shows the state gridded out by counties and crisscrossed with roads, lists sixteen specific highways by name in the lower corner, including the Daniel Boone Trail, the Iowa Parks Highway, King of Trails, National Parks Pike, and the Great White Way. Though there are several state highway maps from the 1920s and 1930s, we find nothing that matches the description of this "Copy of" the official road map in OCLC. A nice local item.

\$450

DON'T JUST RIDE THROUGH IOWA -- BUY LAND

[Iowa]. [Railroads]. *General Description of over One and a Half Million Acres of Land, Located in the Middle Region of Western Iowa, and for Sale by the Iowa Railroad Land Co. [caption title]. Cedar Rapids. [1874].* Broadsheet, 12 x 9 inches. Previously folded. Minor wear and dust soiling along old folds. Faint foxing. About very good.

A scarce circular advertising a large swath of railroad land, 1.5 million acres, across central Iowa under the control of and for sale by the Iowa Railroad Land Company. The organization was established by the Chicago & North Western Railway to oversee its grant land in 1869. By the time this promotional was printed, the company also controlled the lands of the Illinois Central and the Sioux City & Pacific in western Iowa. One side of the circular prints a letter from the company's Land Commissioner that extolls the virtues of Iowa. The other side prints a map that delineates the land controlled by the enterprise and the available rail connections to Chicago (along with tables showing the distances of Iowa towns to the city), as well as brief descriptions of the lands, excursions to visit them, prices, and terms. A more extensive guide in pamphlet form, also quite scarce, advertising the same amount of available acreage was published in 1874, thereby dating this broadsheet. This copy was offered in a 1960 Midland Notes catalog, otherwise we note no public sales records. Not in OCLC.

\$750

RAILROAD LANDS IN THE STATE OF IOWA.

Over 1,500,000 Acres for sale by the Iowa Railroad Land Co.

C. & N. W. & Ill. Cen. RAILWAYS.

DISTANCES FROM CHICAGO VIA DUBUQUE

Stations.	Miles.
Turner Junction	30
Rockford	93
Freeport	121
Dubuque	188
Farley	211
Independence	237
Cedar Falls	287
Iowa Falls	331
*Webster City	390
*Fort Dodge	380
*Newell	423
*Storm Lake	433
*ALTA	437
*Aurelia	446
*Cherokee	455
*Hazard	462
*Marcus	468
*Remsen	479
*Le Mars	490
*Sioux City	514

C. & N. W. Railway.

DISTANCES FROM CHICAGO, VIA CLINTON.

Stations.	Miles.
Turner Junction	30
Dixon	98
Sterling	109
Clinton	138
Cedar Rapids	219
Marshall	289
Nevada	317
Ames	326
Boone	340
*Grand Junction	363
*Jefferson	369
*Giddens	388
*Carroll	395
*Arcadia	406
*West Side	409
*WAIL	415
*Denison	424
*Dunlap	441
*Mo. Valley	467
*Council Bluffs	488

MAP SHOWING THE LOCATION OF LANDS BELONGING TO THE IOWA RAILROAD LAND COMPANY.
Offices - 90 RANDOLPH ST., CHICAGO. and 130 1/2 E. RAPIDS, IOWA.

*Station agents are provided with plats and prices of land, and with good teams to show the lands free to purchasers.

THESE LANDS

All lie adjacent to the Railroads to which they were granted by Government, and the IOWA RAILROAD LAND COMPANY has now for sale on the Iowa line of the CHICAGO & NORTH-WESTERN RAILWAY, 855,965 acres; on the Iowa line of the ILLINOIS CENTRAL RAILWAY, 587,953 acres, and on the SIOUX CITY & PACIFIC IOWA line, 66,607 acres. (For a general description of the Middle Region of Western Iowa, in which they are mainly located, see opposite page.)

Field agents will accompany parties through from Chicago and will give to intending purchasers every needful aid in making choice selections. The Company have placed good teams at Alta and Vail Stations to be used in showing its lands free to purchasers.

Settlers moveables, by the car load, transported from Illinois and Eastern Iowa at reduced freight rates.

Call at 90 Randolph street, Chicago, and obtain a handbook and Guide presented free.

PRICES AND TERMS OF PAYMENT.

All lands of the Iowa Railroad Land Company are offered for sale either on long time or short, or for cash, at the buyer's option at the time of purchase. At the average price of \$5 per acre a purchaser's account for 40 acres would be as follows:

LONG TIME EXAMPLE—(\$6.60 Per Acre.)

	Interest.	Principal.
Cash Payment	none	\$52 80
In one year	\$12 67	none
In two years	12 67	52 80
In three years	9 50	52 80
In four years	6 34	52 80
In five years	3 17	52 80

SHORT TIME EXAMPLE—(Same land, \$6 per acre.)

Cash Payment	\$10 80	\$60 00
In one year	7 20	60 00
In two years	3 60	60 00
In three years	none	60 00

For all Cash at time of purchase the same land may be had at \$5.40 per acre.

How to reach these lands.

The Iowa Express trains, leaving the Wells Street Depot in Chicago—via Dixon and Clinton, or via Freeport and Dubuque—run directly through without change, by which

LAND EXPLORING TICKETS

are sold, good for 30 days. These tickets can be had at the offices of the Company, No. 90 Randolph street, Chicago, or Cedar Rapids, Iowa, and will be received on first payment for 80 acres or more of land purchased. Parties West of Chicago can obtain them at the railroad offices in Clinton or Dubuque, or, by sending the amount of fare to the Chicago office, tickets will be sent them from any inland station on these lines to any desired point within the land district. Maps and pamphlets giving descriptions, locations, prices, and all needful information furnished free, by addressing

JOHN B. CALHOUN,
Land Commissioner.

Offices: 90 Randolph St. Chicago, & Cedar Rapids, Iowa.



[California – Vernacular Photography]
Needham, Olive Ann (née Knowlton, 1846-1940)

ANNIE BIDWELL'S INDIAN MISSION AND OTHER IMAGES OF CALIFORNIA CAPTURED BY AN IOWA FAMILY

Several striking images of Chico and Los Angeles at the dawn of the 20th century fill pages of this family photo album, which was assembled by Olive Ann Needham of Sigourney, Iowa. Her signature (“Mrs. W.H. Needham”) and the date March 1, 1906 appear on the front pastedown.

Born in Cincinnati, Olive Ann Knowlton married fellow Ohio native William Harrison Needham on December 20, 1866. Needham had served as a volunteer in Company D, Twenty-Second Iowa Infantry, rendering service in Mississippi, at Port Gibson, Raymond, Champion’s Hill, Jackson, Black River Bridge, and Vicksburg. Prior to the Civil War, he worked as a printer for his brother on the Oskaloosa Herald and later, published The News in Sigourney, Iowa. Together, the Needham’s begat eight children, including one that died in infancy.

The album contains 78 photographs and opens with a series of family photographs in Iowa, including snapshots from Christmas in 1900 and Fourth of July festivities in 1905. Photographs from a trip to California follow, including two photographs of the Church of the Angels in the Garvanza neighborhood of northeast Los Angeles. Founded in 1889, the church is one of the oldest continuously operating churches in Southern California. There are four photographs of Chico, California in 1902; most notably, an image of a group of local Mechoopda Native Americans posing on the steps of Annie Bidwell’s Indian Mission. The pioneer and founder of society life in Sacramento Valley, Bidwell (1839-1918) established her own Indian Mission in 1875 and remained active in state and national Native American associations, while also making considerable contributions to such social causes as women’s suffrage, the temperance movement, and education. Other significant images include a picture of four women sitting on an “Indian Mound” in Chico, a trio of photographs shot at the San Gabriel Mission, including Emma Needham with two Native American children, and a large Needham family portrait (9 ¾” x 6 ¾”).

The photographs are pasted to paper leaves of an oblong black buckram album. Some edgewear to the paper leaves, largely at the corners. The front hinge is starting. A bit of staining to the front panel of the album; otherwise very good.

\$350

[Chicago – Architecture]

Marshall, Benjamin H. (1874–1944)

BESPOKE BOOK OF PHOTOGRAPHS OF A CHICAGO HOME DESIGNED BY A LEADING ARCHITECT

Unique presentation of original photographs given to Mr. and Mrs. Charles S. Roberts of their residence at 4900 Ellis Avenue in Chicago by the important Chicago architect Benjamin H. Marshall: “Compliments of your architect Benjamin H. Marshall” is written in ink on the front endpaper of the volume.

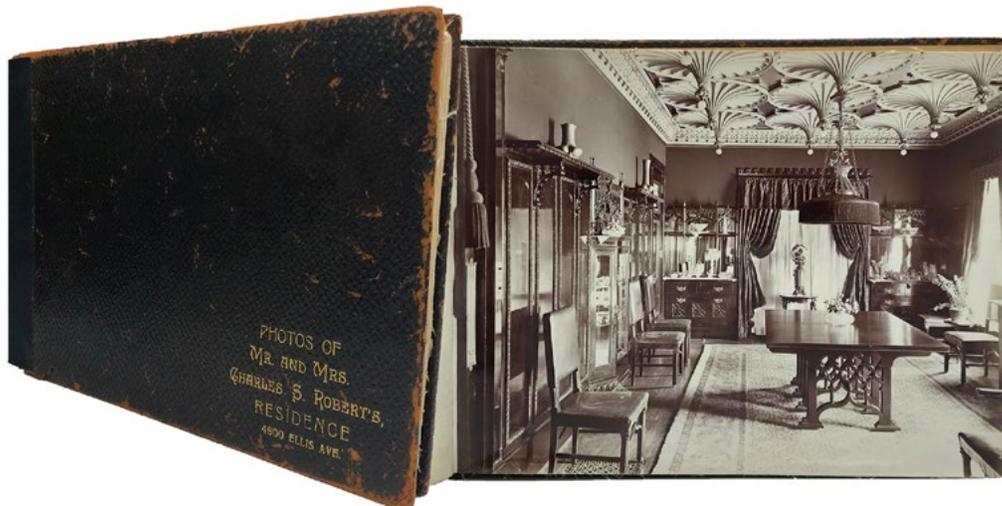
Born into a wealthy Southside Chicago family, Marshall was impressed by the grand buildings of the Columbian Exposition and decided to pursue architecture. He secured an apprenticeship with the firm Marble and Wilson and after Marble’s death, he was a partner from 1895 to 1902, during which time this house was designed and built. A 1907 issue of *The Economist* reports the sale for \$30,000 of the three-story, twelve-room home designed by “Wilson and Marshall” and constructed of stone. In 1905, Marshall formed his own firm in partnership with Charles Fox. Together they helped transform Chicago, converting an old landfill into desirable apartments on East Lake Shore Drive. They also designed such classic structures as the Drake Hotel, the Blackstone Hotel, and Lake Shore National Bank, among others. Marshall’s papers are archived at the University of Texas.

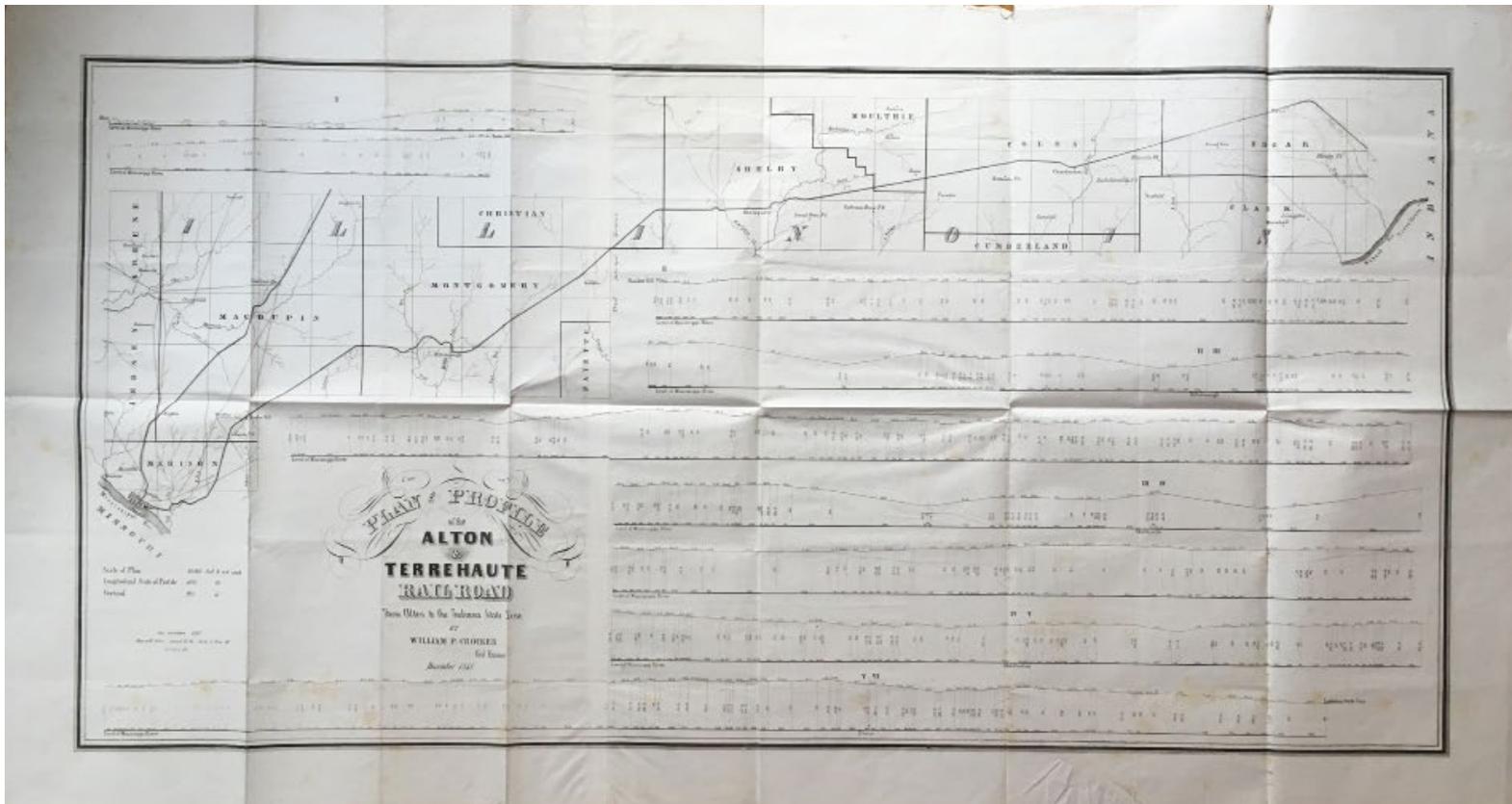
The home’s original owner, Charles Roberts, was a business leader and member of a variety of social groups, including the yacht club. He is listed among the city’s important people in the *Book of Chicagoans* (1884). His address is listed at 4900 Ellis Avenue.

The influence of Marshall is apparent in the home. The architect has been described as having “flamboyant tastes and swashbuckling style.” Among the photographs are pictures of an entry with elegant moldings and a Bengal tiger rug, a drawing room with elaborate trimmings and built-in bookcases, and a rustic billiards room with roughhewn beams.

The book contains seventeen 10” x 7” black and white images of the home, including two exterior shots. The images are linen backed and bear Marshall’s stamp along with that of Chicago photographer Charles Allgeier. A new black cloth backstrip has been added to the leather-bound volume, which is worn along the edges. The images are bright with some light fraying to the linen backing. This unique volume provides a rare record of an important Chicago architect’s work.

\$550



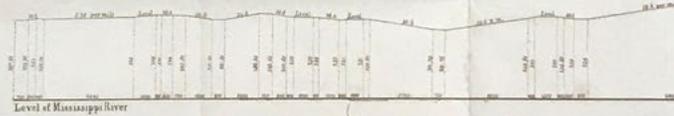
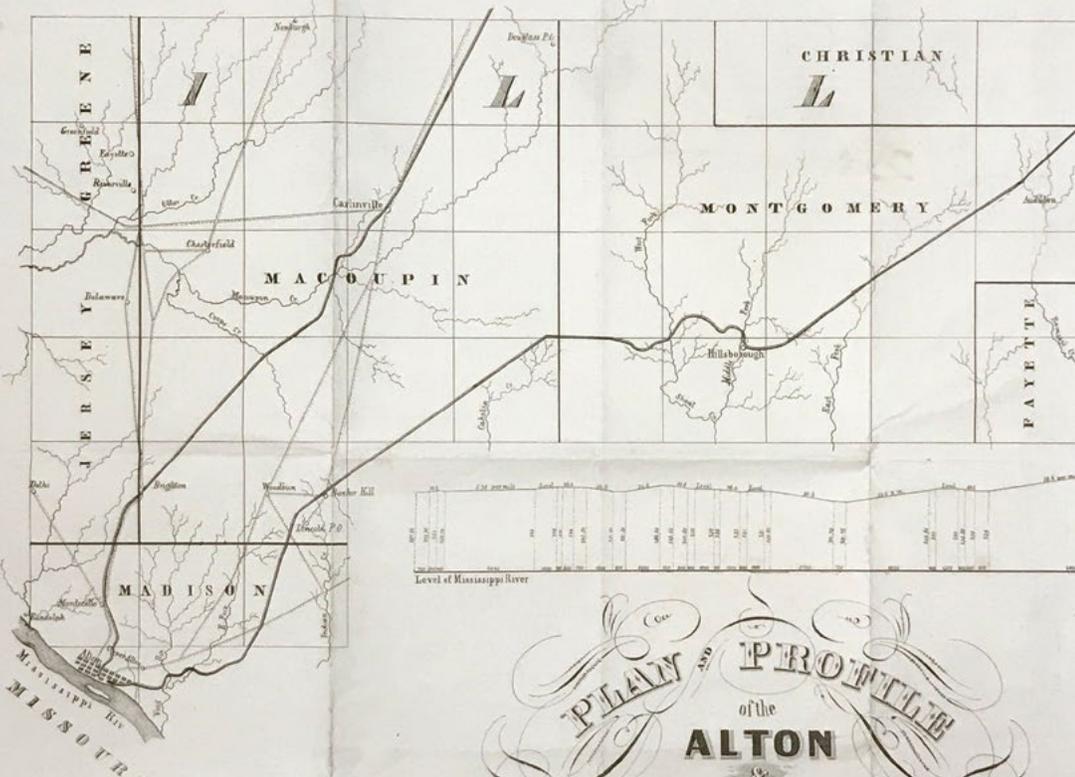
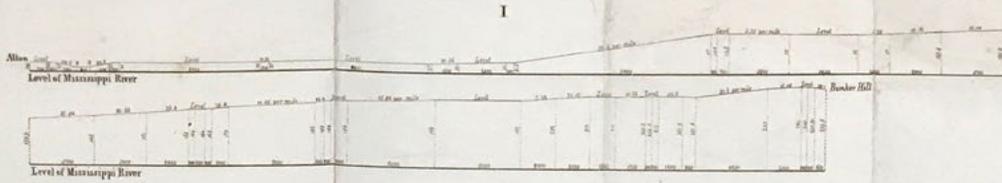


NO COPIES IN NORTH AMERICA

[Illinois]. [Railroads]. *Plan of the Alton & Terre Haute Rail Road from Alton to the Indiana State Line [caption title].* St. Louis. 1850. Large folding map on two joined sheets, in total measuring approximately 25 x 46 inches. A couple of small separations at folds, light wear at edges. Scattered faint foxing. Very good.

A rare, large format map that depicts the planned route for the Alton & Terre Haute Railroad through Illinois. Based on this plan and survey, conducted in December 1850, the Illinois legislature chartered the Terre Haute & Alton Railroad early the next year, and the entire line was completed in 1856. Under significant final stress, it was sold and reorganized into the St. Louis, Terre Haute, & Alton Railroad in 1862. The upper portion of the map shows the route of the proposed line between the two towns, which passed through Hillsborough, Shelbyville, and Charleston in central Illinois. A large section of the right-hand side provides a detailed topographical profile of the route, as compared to the level of the Mississippi River at the same latitude. The engineer responsible for the plan and map, William P. Crocker, was also the engineer for the Illinois Central Railroad, and worked on the Fitchburg and Boston, Concord, and Montreal Railroads in the East. The lithographer, Julius Hutawa, was the first to establish such a business in St. Louis, doing so in 1833, and he continued to be the only operation in town until the arrival of August and Leopold Gast in 1852. OCLC locates one copy, at the British Library; none in auction records.

\$2,500



Scale of Plan 20,000 feet to an inch
 Longitudinal Scale of Profile 4000 do
 Vertical 200 do

JULY HOTAWA 1856
 Map published by the Survey of the State of Missouri
 ST. LOUIS, MO.

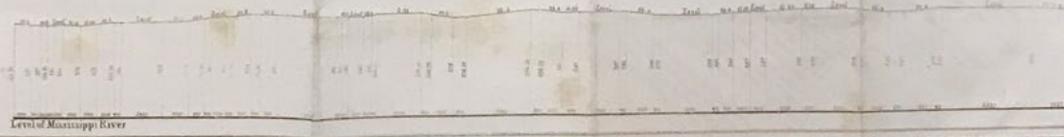
PLAN AND PROFILE
 of the
ALTON & TERREHAUTE
RAILROAD

From Alton to the Indiana State Line

BY
WILLIAM P. CROCKER

Civil Engineer

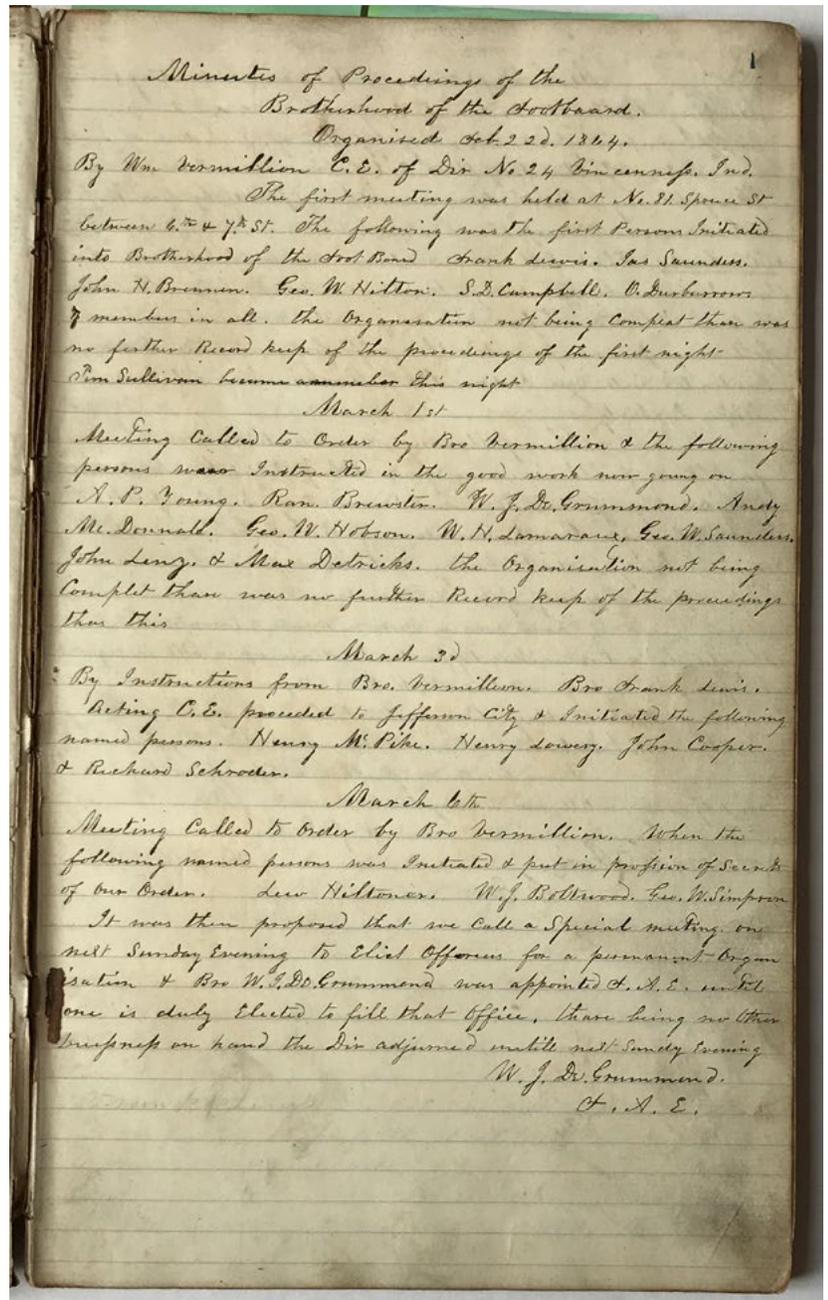
December 1856



MANUSCRIPT MINUTES
OF THE INDIANA RAILROAD UNION

[Railroads]. [Labor Unions]. *Minutes of the Proceedings of the Brotherhood of the Footboard. Organized Feb 22d, 1864* [manuscript caption title]. Vincennes, In. 1864-1872. [132]pp. Folio ledger. Original half calf and marbled boards, typescript label on front cover. Spine partially perished, corners worn. Large bookseller's label on front pastedown. Light soiling and wear to contents. Good plus.

Manuscript ledger recording the minutes of the Brotherhood of Locomotive Engineers for the Pennsylvania Railroad (P.R.R.), Division 24, located in Vincennes, Indiana. The Brotherhood of Locomotive Engineers, also known as the Brotherhood of the Footboard, also known as the Brotherhood of Locomotive Engineers, was first established in 1863 and is the oldest railroad labor union in the country. The present ledger records the establishment of the Vincennes chapter in 1864, and follows the minutes of each meeting through 1872. The ledger opens with the minutes of the first proceedings of Division No. 24, on February 22, 1864. William Vermillion presided as Chief Engineer, with original members named as Frank Lewis, James Saunders, John H. Brennan, George W. Hilton, S.D. Campbell, O. Durburrow, and Timothy Sullivan. Several days later, Frank Lewis went to Jefferson City and initiated several more members into the Brotherhood, all of whom were "put in possession of the secrets of our order."



Dues for the Brotherhood were three dollars, which could be paid at fifty cents per month. William J. DeGrummond (1825-1878) was designated as First Appointed Engineer, and is the author of the minutes. In March of 1865, the minutes note that Brother Thomas Higgins met his death "while in the performance of his duty as an engineer on the Pacific Railroad near Labadie [Michigan], by the falling of a rock on the track which caused the engine to leave the track & turn up side down, killing him instantly (fireman not hurt)." A badge of mourning was ordered worn for twenty days by the members of the organization, and condolences and assistance offered to the family. The ledger further records local disciplinary actions, blacklisted members, and other union business. All in all, an early and interesting record of railroad labor history.

\$1,250

[Indiana – Vernacular Photography]
Finney, Barbara Florence (née Topp, 1901–86)

AN INDIANA WOMAN’S PHOTOGRAPHS OF HER HIGH SCHOOL SORORITY, HER FATHER’S FUNERAL, AND A TRIP TO CALIFORNIA

Photographs of a carefree young girl with friends and family are contrasted by “Daddy’s flowers” in this photo album assembled by Barbara Florence Topp of Muncie, Indiana. Her father’s death in March 1923 seemed to signal her entry into adulthood as images immediately following the funeral flowers show “office girls of Thomas Auto Top Co.” where she was employed.

Topp graduated from Muncie High School in 1919 and was a member of the Phi-W Sorority. The album contains more than 200 photographs, including dozens of images of her with friends at house parties and other social events, often dressed in similar cloths. They visited nearby Clear Lake and McCollough’s Park. High school fraternities and sororities were inspired by Greek-letter organizations that became popular at North American universities during the latter half of the nineteenth century. However, in the early twentieth century, many school districts and some state governments banned them in public schools, alleging that they resulted in divided allegiances and the formation of cliques.

Topp’s father, Daniel (1853–1923), was the owner of a popular meat market in Muncie. A year after his death, the album shows she and her mother, Anna, traveling by train to California, where they visited a variety of destinations, from the desert to the beaches, as well as many relatives. One photograph shows an unidentified woman in uniform on an Indian Motorcycle. By 1930, the entire family was living in Los Angeles, including her two younger sisters: Mildred and Prudence. Their mother remarried and died in Whittier, California in 1956.

The photographs are affixed with photo corners to the black paper leaves in an oblong black buckram album bound with string ties. Dates, locations, and identities of individuals are written on the verso of some images. Three of the album leaves and a few photographs are loose, but present. Overall, in very good condition.

\$250





who are all these heads?



our fearless leader
confirming the next leg

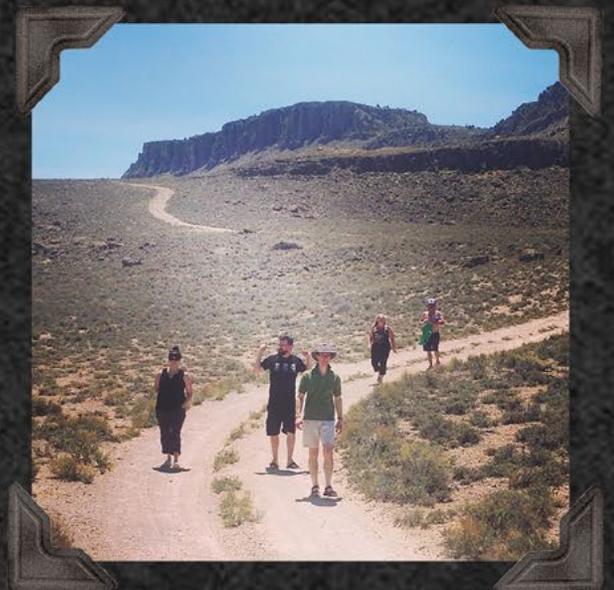


we've put down more than a few
tracks over the years

Entrada
time!!!



proper chapeaus required...



sometimes it's better on foot