

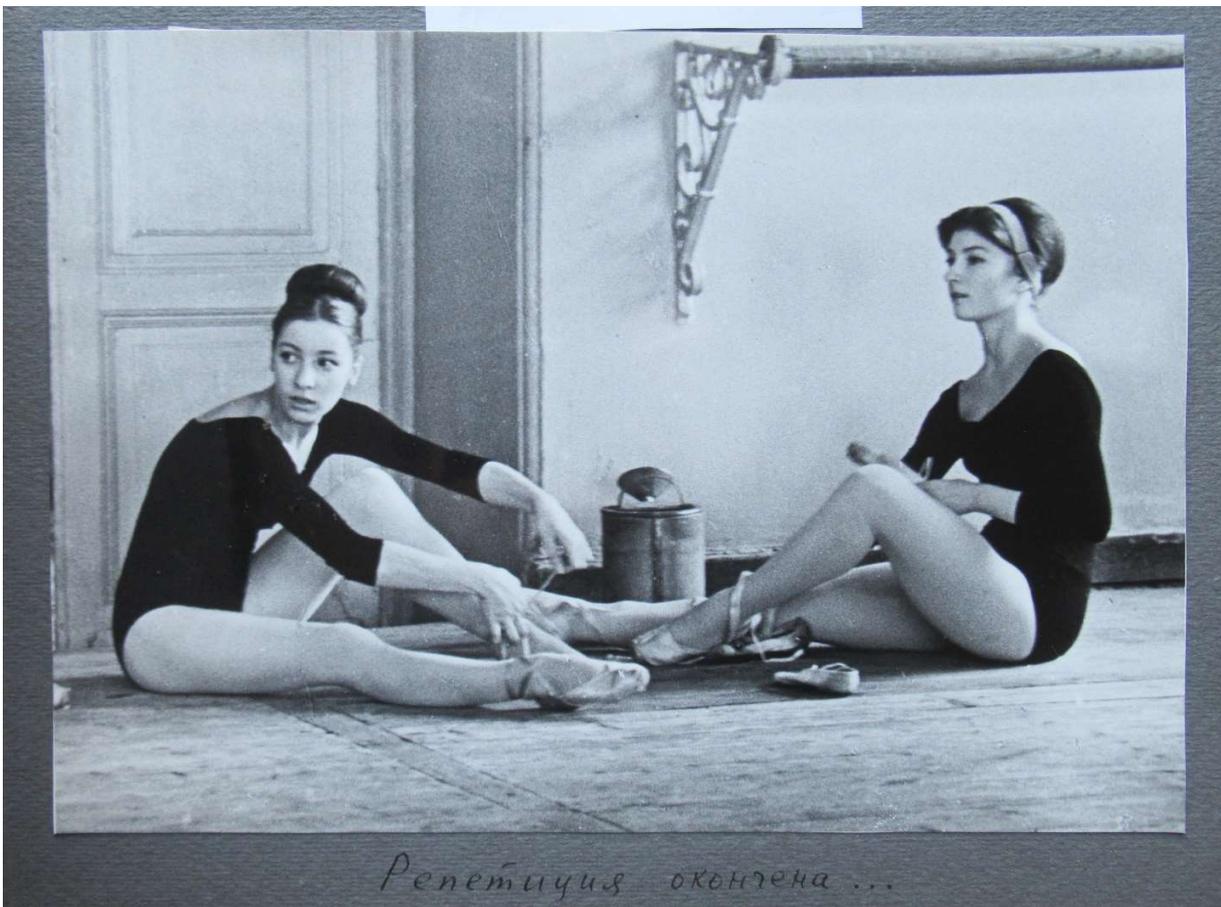
Jonathan Frost Rare Books Ltd
October 2019 Catalogue



1. **From the collection of Harold & Mary Wilson – A Soviet Union/Cold War era Russian Ballet photograph album from 1966(photographs from the late 1950s to early 1960s).**

The inscription to the first page, loosely translated, reads: "In memory of study in Moscow Academic Choreographic School Moscow 22/2 – 1966. At least four of the photographs are of, or include, the famous ballerina, Natalia Bessmertnova, who graduated from the school in 1961, joining the Bolshoi Ballet in 1963 and becoming the prima ballerina there for three decades. Wilson visited the Soviet Union twice as Prime Minister, and certainly saw the Bolshoi Ballet at least once, so was presumably given the album on one of these occasions, most likely by Bessmertnova. The album contains 35 tissue guarded photographs across 28 pages, with the inscription page to the front and an unused tissue-guarded page to the rear. All the photographs are captioned, and each has been translated at a later date, the translations are on lined paper taped in. The album is bound in brown faux leather decorated with an impression of what looks to be the Bolshoi Kamenny Bridge, the outer covers are somewhat rubbed, the rear board is slightly tacky and rubbed with small bits adhering to it. Internally the pages are a little discoloured at the edges, but the photographs and tissue guards are in good order. The sequence of the photographs seems to be loosely chronological, or at any rate to progress through the school from "A lesson in year one" to early performances. The teachers in most instances are named: L. Rafailova, E Gerdt, E Sergievskaya, E. Lapchinskya, K. Armashevsaya, E. Zhemchyzina, N. Cherkasskaya, Golovkina, O. Iordan, E. Lancinkaya, S. Messerer etc. One is dated 1958, another 1959. Towards the rear of the album are the four photographs of Natalia Bessmertnova, including one with Mikhail Lavrovsky and his father, all of these appear to have been taken during rehearsals for the 1964 performance of Ravel's Waltzes.

£1,150



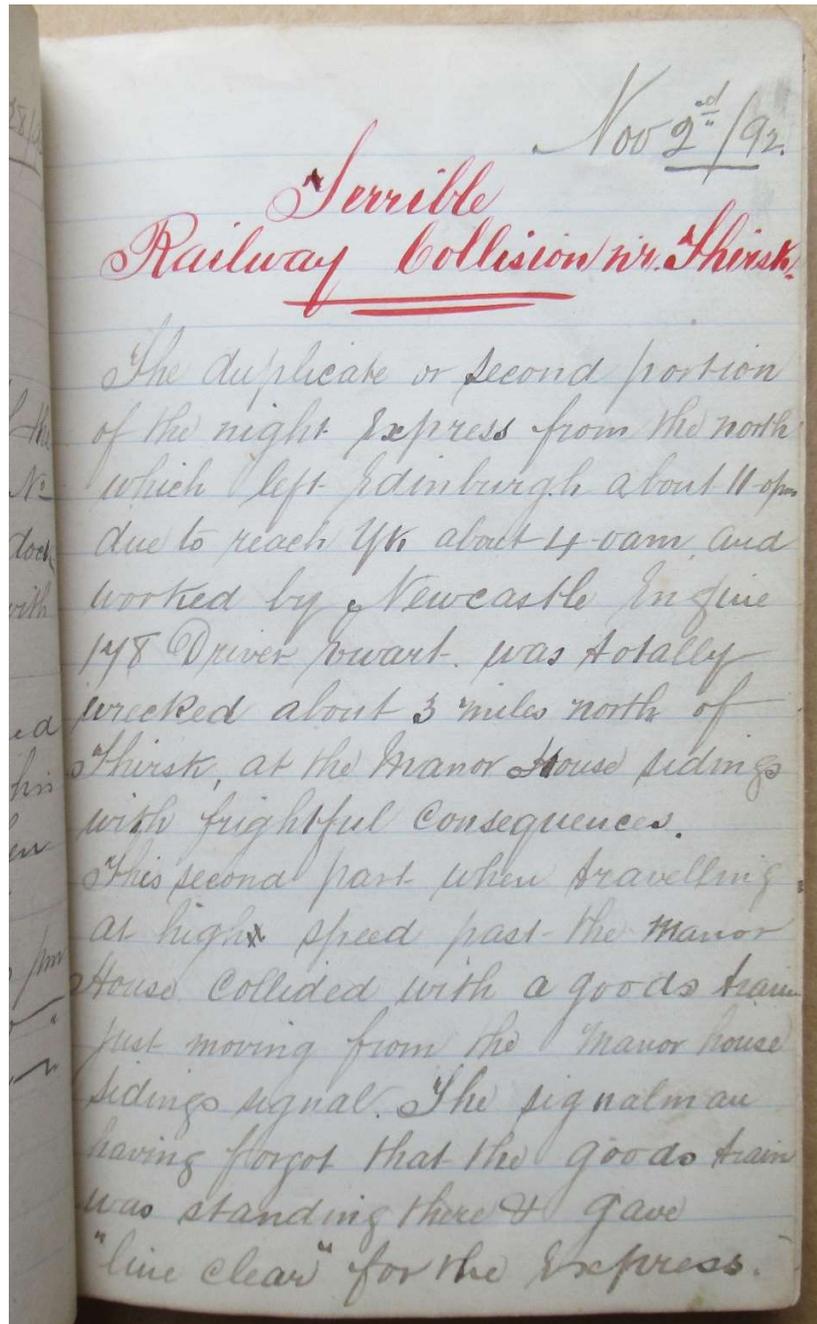
2. **An official railway notebook, covering the period between October 10th 1892 and January 14th 1895, by an unidentified engineering inspector, dealing with locomotive inspections, accidents and incidents between York and Darlington, I think working out of the York Engine Yard..**

The person in question was presumably somebody working for North Eastern Railway or HM Railway Inspectorate, and seemingly somebody who was heavily involved with safety. If I counted correctly there are 178 individual incidents and inspections recorded, sometimes two in one day, with major collisions covering multiple pages. The date is noted, as is the engine involved, the time of the call out and the time the tool van department became involved, with descriptions of what the inspector witnessed, immediate actions that were taken, as well as notes on the likely causes of the accidents and the people involved. The notebook is bound in brown marbled boards with brown cloth spine, the boards are very worn and there is minor loss, rubbing and fraying to the spine. The pages are toned, slightly grubby and marked, some pages are loose or detached.

£1,500

The first significant incident included in the notebook is the Thirsk Rail Crash at the Manor House Signal Box on 2nd November 1892, in which nine passengers and a guard were killed. The accident happened primarily because the signalman, James Holmes had fallen asleep due to exhaustion, having been awake for 36 hours because his daughter had died the day before, further compounded by thick fog which prevented Holmes from seeing a goods train already on the track, when he gave the "line clear" signal for a passenger express train approaching at 60mph. Thirsk covers three pages and the author was early on the scene shortly after hot coals had set the wreck on fire: "the foreman platelayer ran up asking us to be quick with the Hy'c jacks to get two bodies from underneath the Pullman Car before the fire should reach them, with great promptitude & in less than 15 mins we got out the mangled remains of 2 men. The tremendous violence of the collision was apparent from the manner in which the remains of the train were scattered all over the line". On Nov 6th the wreckage from the Thirsk accident was cleared, the notebook providing details which show that injuries continued to be suffered after the collision: "about 60 wagons loaded before dark. One man had his hand badly crushed by the steam crane, another with chain hook.". The other major incident covered is the

Northallerton, Castle Hills Junction accident on October 4th 1894, in which the driver of one train was killed and 24 people were injured, again with a return some days later to clear the debris. Most of the rest of the incidents are minor



derailments, which are alarmingly frequent, and more concerned with damage to the railway than fatalities: “the above van ran off the rails with all wheels breaking 23 chairs” (“chairs” in this context referring to a part of the rail fastening system). There is an equine casualty on Nov 11th 1893: “385 Engine – The above engine working York to Pickering passenger train when approaching Ampleforth Station, a man in charge of 2 horses & cart laden with straw attempted to cross the line in front of the coming train. The eng caught the leading horse cutting it in two parts and throwing the leading bogie wheels off the line, several chairs and sleepers were broken.”. A fascinating insight into railway safety and procedure in the last decade of the nineteenth century. The numerous minor incidents are perhaps of more interest than the major accidents, which are already well documented. Although the first hand account of Thirsk is visceral emotional reading and seems not to have made it into the available records of the tragedy.

3. Bannister, Pamela. Three sketchbooks, two dated, 1939 and 1940, the other undated but probably slightly earlier..

Fashion sketches and watercolours by Pamela Bannister, age 13 and 14, who lives at 54 Oakwood Crescent, Greenford, Middlesex(now Greater London). Including some pencil sketches of a man in RAF uniform and a couple getting married, the groom being the same man in uniform, possibly a brother or a relative, or possibly an older sister’s boyfriend, or perhaps an imaginary scenario involving Pamela’s future self and a locally based airman, this being the Battle of Britain period and RAF chaps in vogue. The sketches and watercolours are accomplished, becoming increasingly more sophisticated as Pamela gets older, with greater variety and confidence. There are approximately 89 pages with sketches or watercolours across the three books. The bindings are firm, the outer covers are slightly rubbed, creased and grubby.

£450

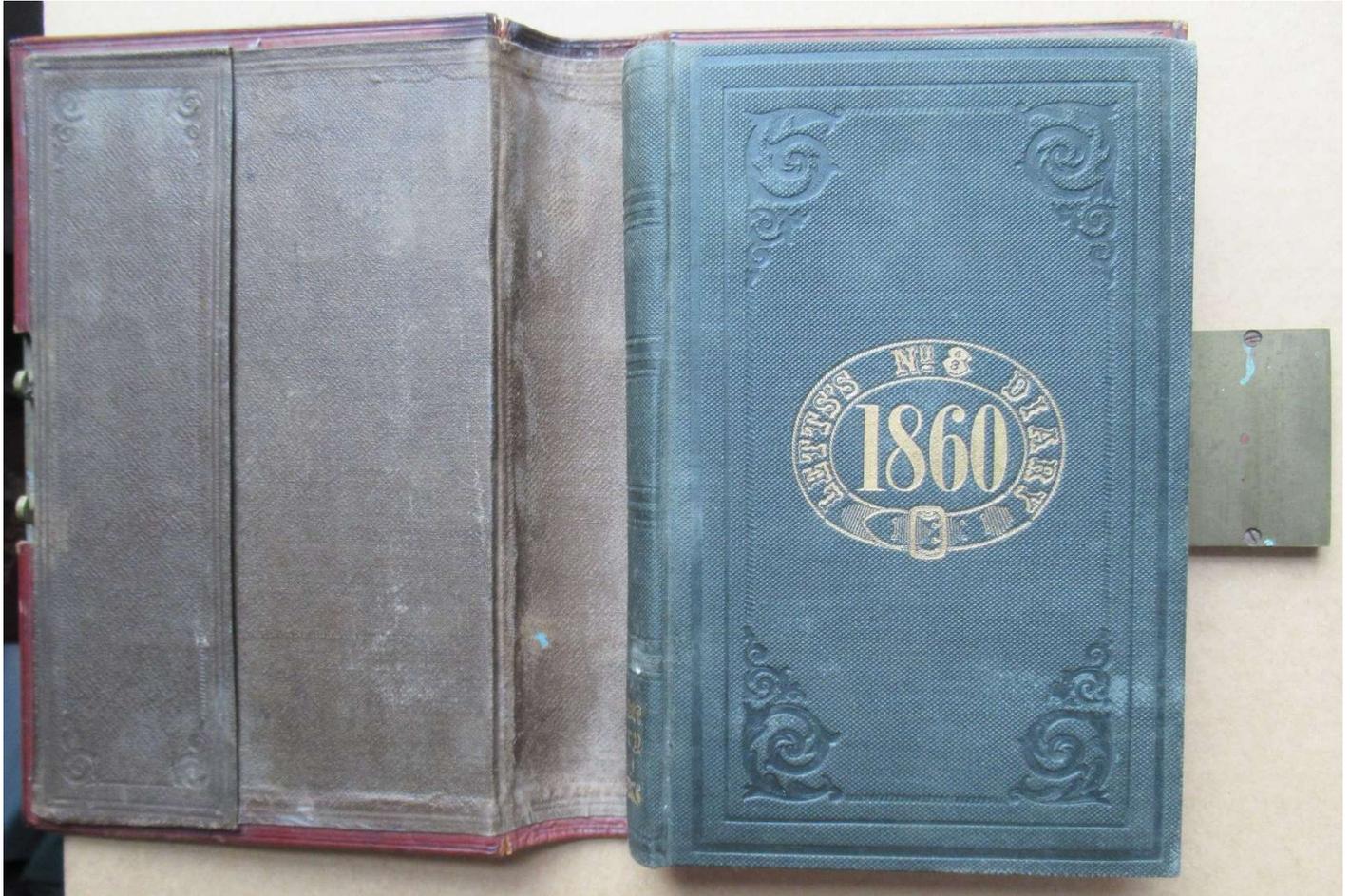


4. Bowlby, Thomas William. An 1860 diary kept during his assignment as correspondent for the Times Newspaper, covering the Second Chinese Opium war..

A Lett’s No. 8 Diary for 1860 – purchased, it would appear, specifically for Bowlby’s final and fatal assignment by the Times newspaper as the correspondent to cover the latter phases of the second Chinese opium war. The actual diary writing commences on April 26th when he leaves London for China and ends on Sunday September 16th, on Monday 17th Bowlby sets out on an expedition with his companions, on the 18th they are captured and tortured, Bowlby apparently dying as a result of his treatment on September 25nd 1860 at the age of 43. News of this reached Lord Elgin, with whom Bowlby had travelled, sometime around 16th October 1860, and, in an extreme example of the near impossibility of being an observer without effecting the course of the events you are observing, he ordered that the Emperors Old Summer Palace (Yuanmingyuan), which had already been captured and was in the process of being looted, should be burned to the ground as an act of retribution, allegedly stating: "What would the Times say of me if I did not

avenge its correspondent?". The diary survives in excellent order, still preserved in the robustly constructed lockable leather case, which successfully protected it from the hardships of travel and the neglect of much of the last 160 years. In summary, an important primary source of information on the second Chinese Opium War, and an insight into the craft of a war correspondent of the period, containing, in addition to the main diary, Bowlby's notes on the events leading up to the war, a summary history of Britain's relationship with China, and a selection of useful French and Latin phrases.

£22,000

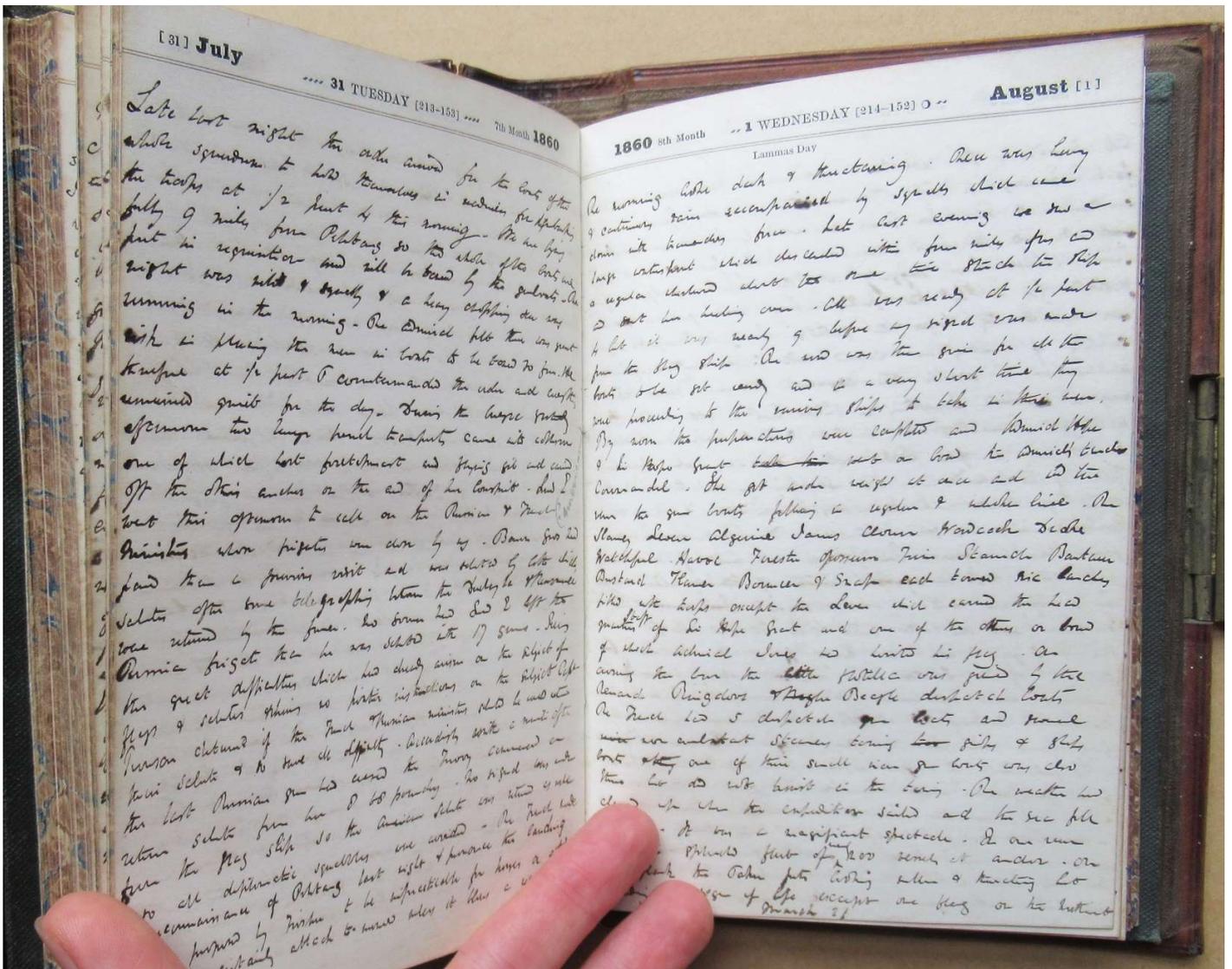


The main section of the diary, some 126 pages, was transcribed and published by Bowlby's son in 1906. I have not attempted a line by line comparison between the two but comparing a sample of pages suggests that it was quite faithful, the only alterations immediately obvious being the addition of punctuation and paragraphing, which Bowlby evidently regarded as a frivolous waste of ink and paper, and one or two minor word changes, though the insertion of commas does alter the tone and emphasis of some sentences. The early part of the diary contains 30 pages which were not included in the 1906 transcription, these being the preparatory notes for the trip. To the rear of the diary are 8 pages in which Bowlby has recorded his expenses and noted when they have been submitted to London, also not included in the 1906 publication. The diary includes the wreck of the "Malabar" on May 22n, the subject of one of Bowlby's most celebrated articles, as well as its aftermath and its inconveniences which extend until May 29th 1860. The diary is tightly bound in slightly bumped and marked coarse grained cloth, lettered and decorated in gilt and blind, with marbling to all edges of the text block and marbled endpapers. The text block is lightly foxed and toned, with minor damage to the edges of a few pages to the rear. The protective leather outer case is slightly marked, rubbed and discoloured, I am not sure whether the brass lock still works, as it has lost its key, it is somewhat marked and tarnished but looks functional enough, the cloth lining is slightly marked and rubbed with some small holes.

Bowlby's journalistic eye was keen and the diary primarily consists of concise, astute assessments of the surroundings and conditions, accompanied by records of conversations and unusual events, also much material that did not make it into his despatches back to London. On the more eventful days, when space runs out in the page per day diary, Bowlby continues his observations at an earlier point, noting the continuation. The following are a few samples of the Bowlby style and diary content:

"...Smooth silver-tongued Asiatics as are the Chinese – adepts at lying chicanery & dishonesty they are commercially honest nevertheless. Good faith in mercantile proceedings they have found to be advantageous & being an eminently practical race they adopt the advantageous virtue." (from the pre-mission preparatory notes)

"My luggage was insured for £200 about half my loss. I was induced to insure for this amount by Mr Allen one of the P & O managing directors. At an interview the day before I left London he asked me if I was insured no for if the ship goes down I shall disappear with my baggage. That is not our experience for we save the passengers when we lose the ship. So I insured for £200 less than the amount I had paid for outfit and not nearly the value of the other things I had taken with me." (May 23rd 1860)



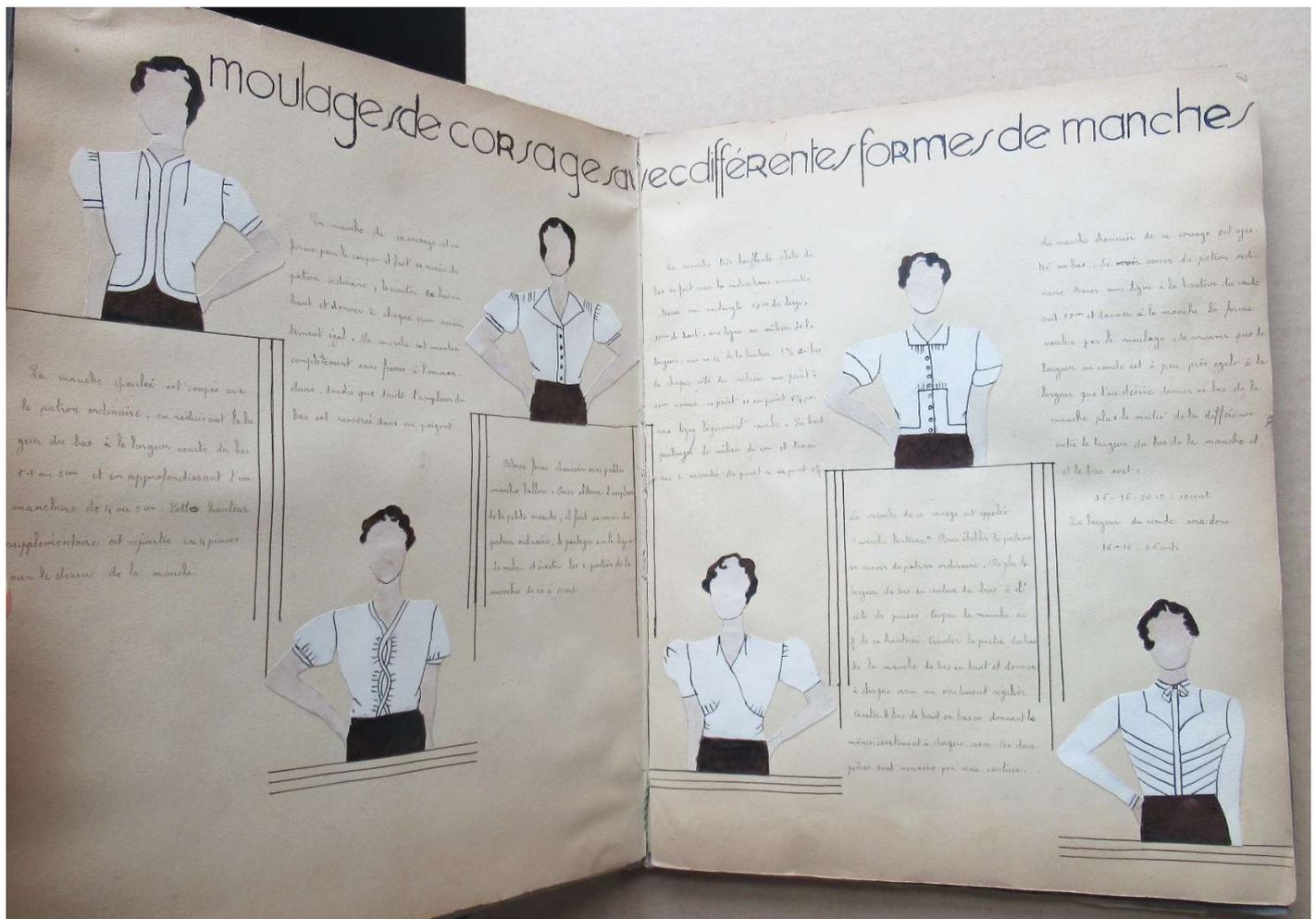
"A Captain of one of the transports was denounced to-day as having paid a Chinaman for provisions with pennies silvered over. The Chinaman at once went to the military authorities who represented the case to the admiral. The fraud was rectified but the skippers are not under martial law and no punishment could be inflicted." (July 14th 1860)

"I did not get away from Tang-Kow until 7 as I visited all the hospitals. The road to Sinho was covered with litters (many of them English) conveying the wounded French back to camp and my horse starting at a dead man leapt into the ditch over 6 feet deep in water. With no small difficulty I extricated him and when I reached my tent I found it had been half blown down by the storm & everything soaked. There was no help so thoroughly worn out I lay down in my wet things and slept like a top until morning." (Aug 21st 1860)

5. Collin, Juliette. Album de Lingerie – A scrapbook constructed in 1939 by a pupil at the La Martiniere College in Lyon, covering 43 pages with a title page and some tissue guards..

A detailed study of the fabrics and the construction of lingerie, including numerous material samples and many well executed sketches and paintings, mostly annotated or with associated descriptive pieces. (Please don't ask me about the detail of the written pieces, my French is not up to translating more than the odd sentence! But I can provide images of those sections, and more of the samples and sketches on request.). The scrapbook has an outer cover with the title to the front which looks to have been constructed by the author/compiler, this is in a fragile state, with loss and is in danger of disintegration. The contents are slightly loose and spotted, some of the tissue guards are damaged and I think one small material sample has gone missing, but all the larger samples, some covering almost a whole page, are present.

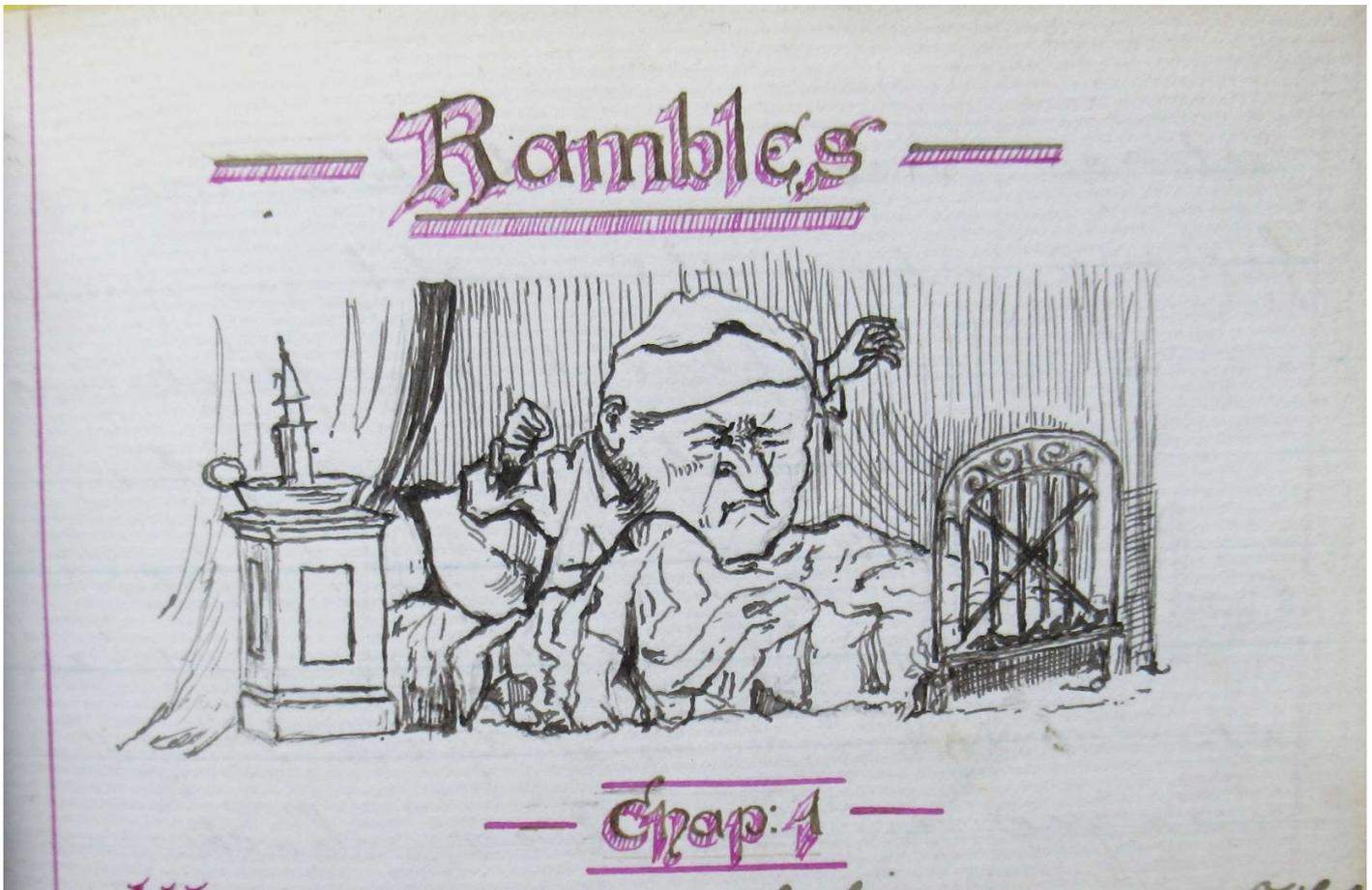
£650



6. **Harding, Edmund. Rambles of the Harding Family – A comically written manuscript account of a holiday in Devon in 1880, illustrated throughout..**

“What a glorious feeling comes over the poor City Clerk when he takes his candle and proceeds to his bedroom the night before the commencement of his vacation!”. The account is contained in a small notebook, bound in limp black leather or faux leather covers with gilt borders to the covers and gilt bands to the spine, the covers are quite worn and marked with loss to the bottom of the spine. There are marbled endpapers, with the bookplate of Charles Benson to the front pastedown, also a rather lovely label for “Nissen Arnold Stationers Limited, 45 Mark Lane”, who presumably sold the notebook. The contents are as follows: a manuscript title page in pink and black with pink borders, a dedication page in the same style (“To Miss Rachel Nicholson of Stockwell College and to all other ladies who honour me with their friendship”), a contents page describing the seven chapters, a half-title and then 147 pages of pleasingly legible handwriting, in black with the first letter of each chapter in pink. There are small pen and ink drawings and caricatures plentifully sprinkled throughout, which are bordered in pink, and the volume finishes with a poem all in capitals and the first letter of each line in pink.

£1200



The account is eminently readable and entertaining, Edmund Harding could be described as a young “Pooter” in his bachelor days, part of the emerging lower middle-class, with a modicum of free time and disposable income, who would be satirised by the Grossmith Bros. eight years later in ‘The Diary of a Nobody’. The family are staying in Ilfracombe, with trips to the Torrs, Watermouth, Lynton and a visit to Clovelly by steamer. Some sample quotes are below:

Chpt 1 - "Yes it was true! I was going away, not as a common "excursionist" with a ticket for Margate at 5/- there and back__ no! I was going right away [...] with a thirty-five shilling "tourist" ticket to spend a fortnight in the County of Devon the "English Switzerland"!"

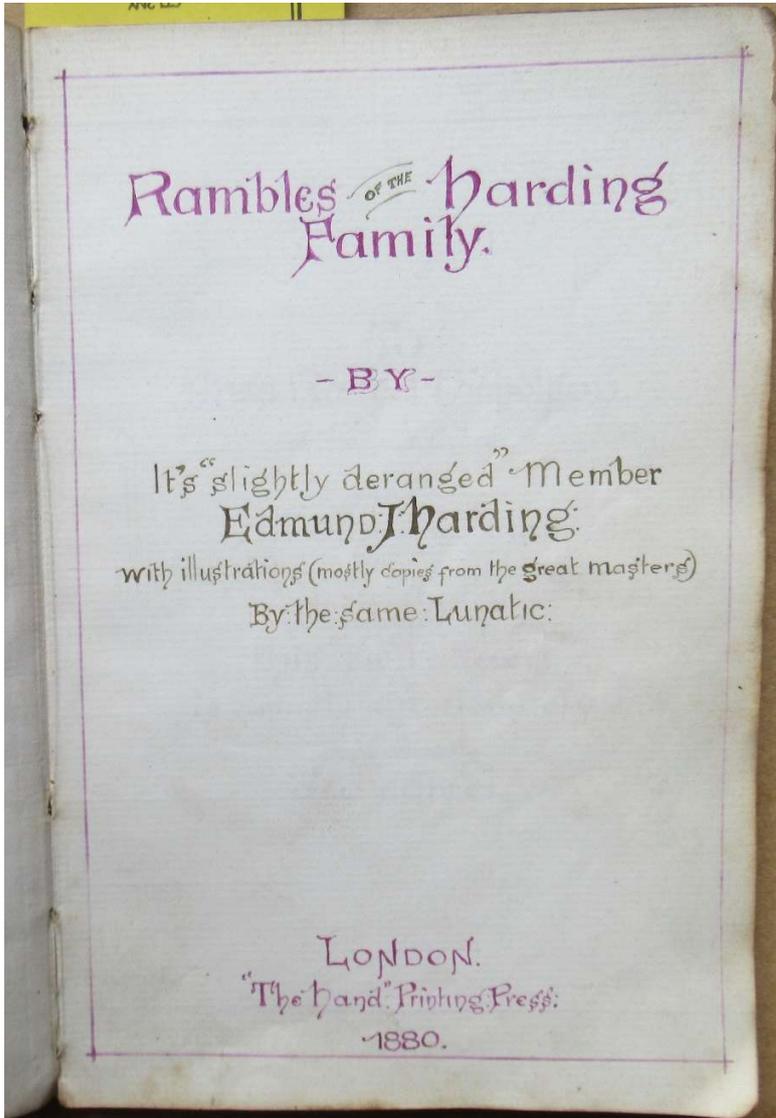
Chpt 2 - "Beyond the parade are masses of rock [...] when the tide is low, these form a pleasant retreat for an afternoon's rest. It was here that I enjoyed a peaceful pipe, [...] the calm & mighty ocean washing around my feet, while those great ornaments to a coast, the Gulls wheeled majestically around my head. Here I could lie at full length and read Westward Ho! And appreciate somewhat the enthusiasm which moved the pen of its author. But suddenly the calm of

the scene was broken by the crack of a rifle, and one of the gulls fell upon the water. This aroused my indignation. Surely it was hard that so great an ornament should be shot down, not because it is a useful article of food, but simply to gratify the selfish satisfaction to be obtained from looking along the barrel of the gun."

Chpt 5 - "we [...] smoked like furnaces, & addressed all the natives in affectionately familiar terms. On we sped, stopping now and then to refresh the inner man with ale, or to bring a little "lacteal fluid" to the ladies, and varying the monotony of the proceedings by occasionally getting out to walk up the hills, or pluck such flowers as the hedges afforded. Still we dashed on, now trotting round a winding path, anon diving down into a dale only to ascend the hill on the other side; now stopping a moment at some halfway house to partake of "Brighton Tipper" (strong ale, a Martin Chuzzlewit reference), now shouting the call of the Tyrolese: and now, like Barnaby Rudge & Madge Wildfire rolled into one, trimming our hats with fern leaves & singing snatches of songs, principally in reference to a "night in June upon the Danube River."!"

Chpt 6 - "The "Velindra", although a large vessel, is not a very pleasant one for passengers, being somewhat dirty, and some of those mixed odours – such as the engines & the greens produces – is not over savoury, especially to people who are looking anxiously forward to being ill. [...] We steamed along at a good rate, the vessel only indicating that we were on the sea by rising

very gently as if it were breathing, & then sinking softly down again. [...] we passed the Morte Rock [...] then came the Bullfinch Light & then we passed through Bideford Bay [...] till after a journey of about an hour & a half, we became conscious of being surrounded by a number of small boats which looked like a lot of goslings around the mother goose. We got into one of the little boats as quickly as we could & were landed on a beach composed of huge stones. Of course beer was our first thought, but the delightful little inn to which we proceeded was so stormed by our fellow passengers that the poor hostess was unable to supply them quick enough. Indeed she told my Brother that she only had such a crowd as this once a week "and then", said she, "it just kills us!"!"



7. **Henry Royce, Eric Platford, Charles Johnson, T. B. Barrington & Max Pemberton. An archive of Rolls-Royce material ranging from 1910 to 1936, mostly relating in some way to Eric Platford, a notable personage in the company's early days, and likely to have originated from him..**

The archive includes two folders of letters and technical sheets ranging from 1910 - 1923, chiefly communications between himself, Henry Royce and Claude Johnson, relating to both the automobile and aeronautical divisions of Rolls Royce, as well as company disciplinary procedures, marketing and wage structures. There are 18 photographs, including personal photos, official photos of cars and planes and the works and an inscribed photograph of Sir Henry Royce from 1925. Another folder contains a variety of material relating to Max Pemberton's biography of Sir Henry Royce, including letters between Pemberton/Rolls-Royce and Eric Platford and a complete annotated typescript of the biography, with, in addition, two chapters in Pemberton's hand, with notes and corrections. As well as a few sundry Rolls-Royce publications. A reasonably extensive and cohesive archive of material relating to the early days of the company, with many insights into technical aspects, as well as the characters and relationships of some of the chief figures at Rolls-Royce.

£9,500



(I) "Private letters to and from CJ" (Claude Johnson) – battered brown card folder, partially held together with tape, additionally marked "Quarterly Notes" and "22". Letters and notes dating from 1915 to 1923 to and from "the hyphen" in Rolls-Royce, Claude Johnson. The correspondent is "EP", Eric Platford, a notable engineer at Rolls Royce and the folder is most probably Platford's. It opens with a pencil note from CJ, the essence of which can be distilled from this quote: "Your letters are so long that people get tired reading them. Information is excellent. But try to express it shortly and clearly. Use short sentences and many full stops". There are annotated copies of letters, annotations and corrections presumably by Johnson, with the corrected versions in addition showing how they finally went out. There are 8 pages by Platford from April 16th 1916 on "Particulars re Renault Engines". There is a three page memo marked "Private & Confidential" on "Testers for Outside Work at Air Stations", discussing complaints from the Admiralty about the ability of Rolls-Royce testers. There are several versions of a letter regarding an accident in 1916, involving a White Bros. Machine at Cowes fitted with a Rolls Royce engine which failed, causing the death of two men. There is a strong and rather excellent letter from Johnson to Platford "Re Going up in Aeroplanes", strictly prohibiting Platford and a Mr Hives (presumably Ernest Hives) from doing so as they are of too great a value to the company to lose, and admonishing them that: "As to the moral part of the business, there is no question as to courage where you and Mr. Hives are concerned. He and you have proved it on many occasions.". This follows a dramatic series of memos and letters in which C. J. has discovered that EP and Mr. Hives have been "Going aloft". There are several letters from 1918 expressing concern and giving details about competitors engines. There is also a letter from W. H. Brancker at the Air Ministry to Johnson regarding the Eagle engine. There's a series of notes regarding "Long Distance Flights" from early 1919, which follows a longer late 1918 letter regarding government interest in utilising Rolls-Royce engines in a round the world attempt. There is a hand signed letter from Johnson from early 1920 to "Dear Mr. Platford" inviting "the fullest and most pitiless criticism of matters for which I am responsible" and assuring him that he "shall certainly not bear any ill will if any of my colleagues point out shortcomings on my part.". In total this folder contains 135 sheets.

(II) A blue folder of notes, letters and technical details, mostly relating to cars, all dated between 1910 and 1914. Some are from Henry Royce, hand signed and with additional notes in his hand, there are also letters from Charles Johnson, Thomas Barwell Barrington and Eric Platford. The first from 1914 is from Royce and relates to a man named Kyte who has been dishonest, with Royce demanding that EP discharge him immediately. There is a two page report on the 1913 Spanish Grand Prix, relating to problems with the water boiling in the radiators, which includes a hand drawn and labelled diagram. There are several pages on radiators and two pages of tables of radiator related statistics. A 1913 letter from T. B. Barrington to Royce "Re Axle Vibrations" finishes with a hand-drawn and annotated sketch by T. B. of a possible solution. There are numerous departmental memos from EP, with lengthy pencil notes and scribbles by Royce. There are memos regarding "Exploding Silencers". There is also a fascinating and lengthy discourse on wages by Royce, typewritten, but with a handwritten addition in ink on the subject of bonuses, which he has initialled and dated 12/8/10. Contains 61 sheets.

(III) A small envelope: containing three service sheets from 1919 & 1920, one for Car No. 961 and two which appear to be for aircraft engines.

(IV) A large brown envelope containing 17 photographs and 2 menus from the "Luncheon to meet Lord Birkenhead, prior to the unveiling by the Minister for Air of Mr. Royce's statue", which was erected in 1923 to celebrate the first transatlantic flight and the first flight from England to Australia. There are eight photographs of Eric Platford in various situations, some official photographs, a portrait and several smaller private images. There's a 1936 aerial shot of the Rolls Royce works, labelled as such and two others of the works and test track, all signed in the same way to the reverse. There are two official Rolls-Royce photographs from Neg Nos. W26213 and WHP2113, of the "RR Test Shop Outing to Dovedale" on July 2nd 1910, one of the photos showing four Rolls-Royce cars outside the Izaak Walton Hotel and the other image providing the details, including the occupants of all the cars. There is a photograph from 1918 of an armoured car that has seen combat in WW1, the caption to the reverse reading: "Picked up at Nazareth Sept 1918". There is a photograph showing a seaplane tipped to one side in the water stamped: "Photographic section Royal Air Force Base Malta", captioned in pencil "Beaching Singapore I wrecked by rough seas at Malta on "Round Africa Flight". There is a mounted photograph of the Vickers Vimy taking off on its transatlantic flight in 1919, also a photograph

stamped: "Vickers Limited Imperial Court, Basil Street. Knightsbridge. SW.", captioned, possibly in Henry Royce's hand: "Vickers-Vimy-Rolls. Transatlantic machine".

(V) A mounted photograph of Henry Royce, inscribed "Yours sincerely F. H. Royce 1925.". The mount is damaged and the surround has detached.

(VI) A ninety-two page account of "notes of conversations I had with a man during a prolonged sea voyage". The identity of the author is unclear, possibly Eric Platford, but there are enough clues to determine that the unnamed subject is Claude Johnson. It is a copy of a typescript, without annotations, contained in a relatively modern envelope, with notes from a previous owner who has attempted to work out the identities of author and subject. The typescript is quite torn and creased, partially held together with a rusty paperclip. Appears to be unpublished material.

(VII) Lastly, there is a folder of material relating to Max Pemberton's 'The Life of Sir Henry Royce'. Including two letters to Max Pemberton from the company, one regarding his use of an article in a pamphlet, cautioning him to check the copyright, with a copy of the pamphlet attached. There are also two letters from Max Pemberton to Eric Platford, one handwritten and one typed, the handwritten one from January 1934, thanking Platford for the loan of a book and asking whether he has any stories about adventures in the early days of Rolls-Royce, the typed one from February 1934, reassuring Platford about the projected tone and content of the biography, and including a degree of flattery to endeavour to persuade him to yield some anecdotes: "I am equally convinced that any life of Henry Royce which did not mention your own part in his magnificent success would be inadequate.". There follows an annotated typescript of 'The Life of Henry Royce', attached to chapters 1 and 9 are the original handwritten manuscripts by Pemberton, with additions and corrections.

