

NO PLANES, SOME TRAINS, NO AUTOMOBILES: HOW WE GOT FROM HERE TO THERE A CATALOG FEB. 2019

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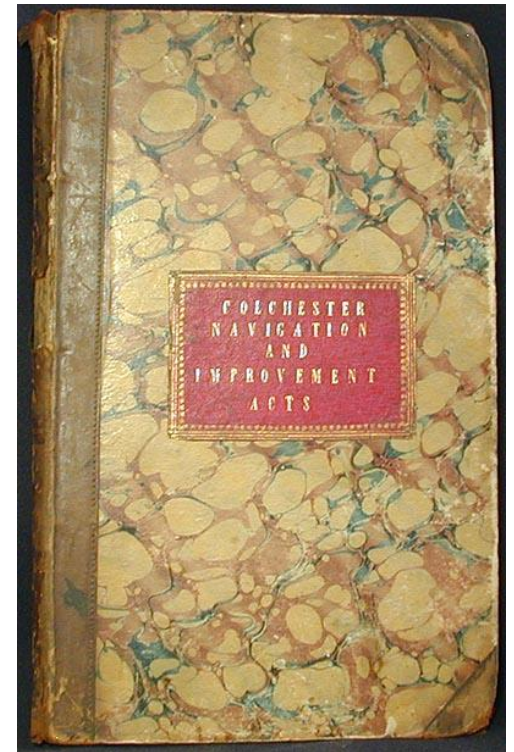
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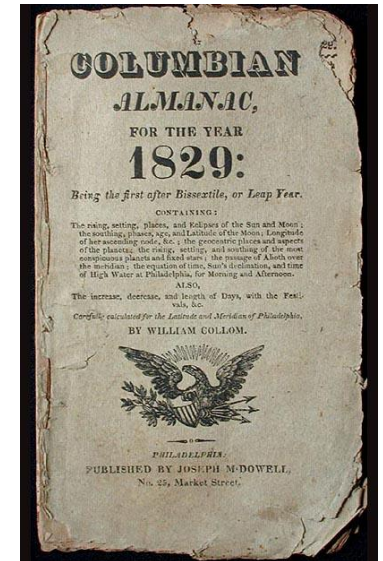
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CANALS & OTHER NAVIGATION

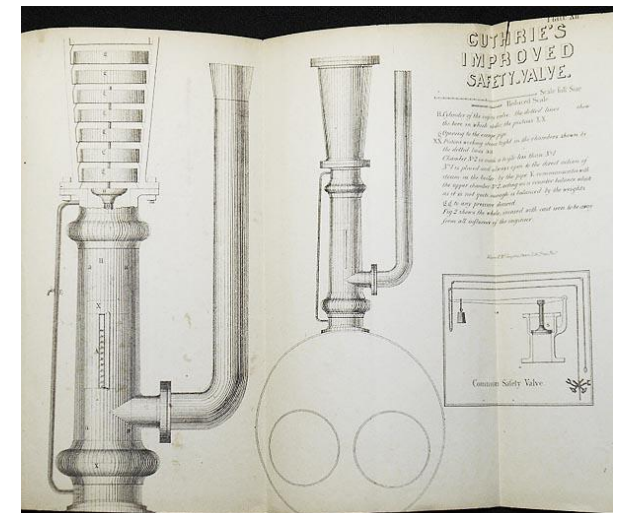
1. Colchester Navigation and Improvement Acts. London: George E. Eyre and Andrew Spottiswoode, 1839. Six Acts of Parliament enacted in 1811, 1845, and 1847, bound together with the cover title "Colchester Navigation and Improvement Acts." [approx. 260], xvi p.; 31 cm. Contemporary half calf with marbled paper over boards. Five spine compartments between gilt- and blind-tooled bands. Gilt-tooled title on red morocco label on front cover. The six acts have been continuously paginated by hand apparently to correspond to a printed edition of these acts. These versions of the acts were, however, printed at different times, with their own printed pagination. These have been edited by hand to indicate when sections were superceded or repealed. The final 16 pages contain a printed index that corresponds to the handwritten page numbers, which implies that a printed edition of these six acts was contemplated, but such a work has not been located. Contents: An Act for Improving the Navigation from the Hythe at Colchester to Wivenhoe in the County of Essex, and for better paving, lighting, watching, cleansing, and improving the said Town of Colchester [6 May 1811] (London: George E. Eyre and Andrew Spottiswoode, 1839) -- An Act To Amend An Act for Improving the Navigation from the Hythe at Colchester, to Wivenhoe, in the County of Essex, and for better Paving, Lighting, and Improving the Town of Colchester; and for making a New Channel and Deepening the River Colne from Wivenhoe to Ram's Hard, leading towards the Sea [Royal Assent, 22 July 1847] [lacking printing information] -- An Act for Consolidating in One Act certain Provisions usually inserted in Acts authorizing the taking of Lands for Undertakings of a public Nature [8 May 1845] (London: George Edward Eyre and William Spottiswoode, 1854) -- An Act for Consolidating in One Act certain Provisions usually inserted in Acts authorizing the making of Railways [8 May 1845] ([the same], 1853) -- An Act for Consolidating in One Act certain Provisions usually contained in Acts with respect to the Constitution and Regulation of Bodies of Commissioners appointed for carrying on Undertakings of a public Nature [23 April 1847] ([the same], 1854) -- An Act for Consolidating in One Act certain Provisions usually contained in Acts for regulating the Police of Towns [22 July 1847] ([the same], 1854) -- Index (Colchester: J.B. Harvey, Printer, n.d.). In Very Good- Condition: rubbed; some loss of leather on spine and on corners of boards; a few pages stained; ink annotations as described above. A unique item relating to transportation and other improvements in the town of Colchester, England, in the first half of the 19th century. (#002153) \$235.00



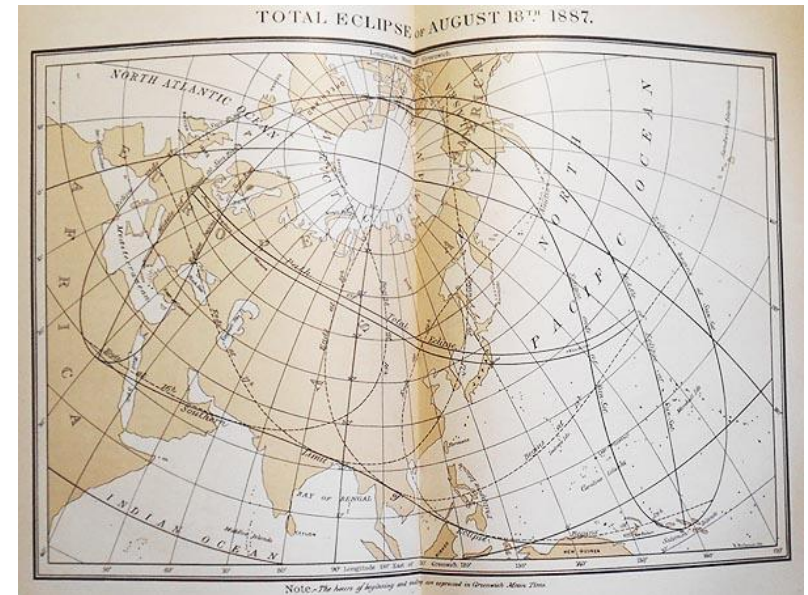
2. Collom, William. **Columbian Almanac, for the Year 1829: Being the First after Bissextile, or Leap Year.** Philadelphia, Pa.: Joseph M'Dowell, 1828. "Carefully calculated for the Latitude and Meridian of Philadelphia." [36] p.: wood-engraved title vignette and illustration of astrological signs; 19 cm. Publisher's advertisements on last two pages. Contains a humorous poem, "Schuylkill Navigation," about the Schuylkill Canal, built by the Schuylkill Navigation Company, which was chartered in 1815. Shoemaker, 32775; Drake, 11626. In Fair Condition: removed from a volume of unrelated publications; lacking lower half of last leaf; chipping and small tears to first and last leaves, with archival repairs; foxing. (#001185) \$25.00



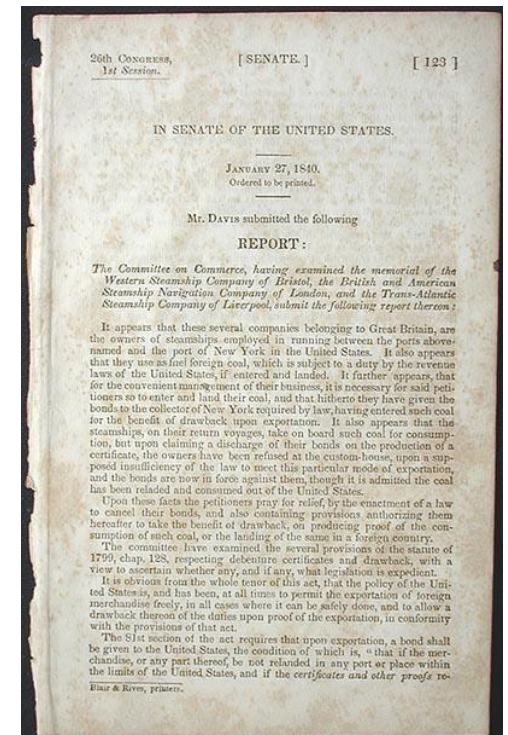
3. Guthrie, Alfred. **Memorial of Alfred Guthrie, a Practical Engineer, submitting the results of an investigation made by him into the causes of the explosion of steam-boilers.** Washington, D.C.: Government Printing Office, 1852. 32nd Congress, 1st Session; Senate; Miscellaneous, no. 32. 38 p., 12 leaves of engraved plates (many folded) containing 13 numbered plates; 22 cm. Disbound. The plates were printed by Wagner & McGuigan's Steam Lith. Press, Philadelphia. Caption title. Written at the head of the first page: "Presented by Honrl. H. Fish." Among his many offices, Hamilton Fish (1808-1893) was a U.S. Senator from New York from 1851 to 1857. "55330" stamped on first page and on the verso of one plate. The oval stamp of the De Milt Library, New York City, is also on the verso of several plates. The De Milt Library, later Demilt Library, belonged to the General Society of Mechanics and Trademen of the City of New York in the 19th century. The information about steam engines presented here would have been of much interest to the members of the society. The author, Alfred Guthrie (1805-1882), was inspired by disasters on river steamboats to examine at his own expense about 200 steamboats and produce this report. He drafted a bill to improve the design of steamboats along the lines of his report, which was enacted the same year. He then served as supervising inspector of steamboats under Presidents Millard Fillmore and Abraham Lincoln. In Good+ Condition: disbound; first page is browning and lightly soiled; exterior of final plate is soiled, but without impact on image; several closed tears along folds of plates, one with archival repair on the back; no loss of images; pages and plates are otherwise clean and solid. Scarce with all the plates. (#005475) \$65.00



4. Newcomb, Simon. *The American Ephemeris and Nautical Almanac for the Year 1887*. Washington, D.C.: Bureau of Navigation, 1886. Second Edition. "Published in compliance with a joint resolution of the forty-sixth Congress." viii, 519, [7] p., 2 double-leaf maps of eclipses: tables; 27 cm. Dark blue cloth with gilt-stamped spine title. Preface is by Simon Newcomb, Professor U.S. Navy. Includes corrections to the 1884, 1885, and 1886 First Edition printings. Contents: Ephemeris for the Meridian of Greenwich -- Ephemeris for the Meridian of Washington -- Phenomena -- Appendix on the Construction of the American Ephemeris and Nautical Almanac for 1887. In Very Good Condition: cloth is rubbed and lightly soiled; pages are clean and tight. (#005313) \$115.00

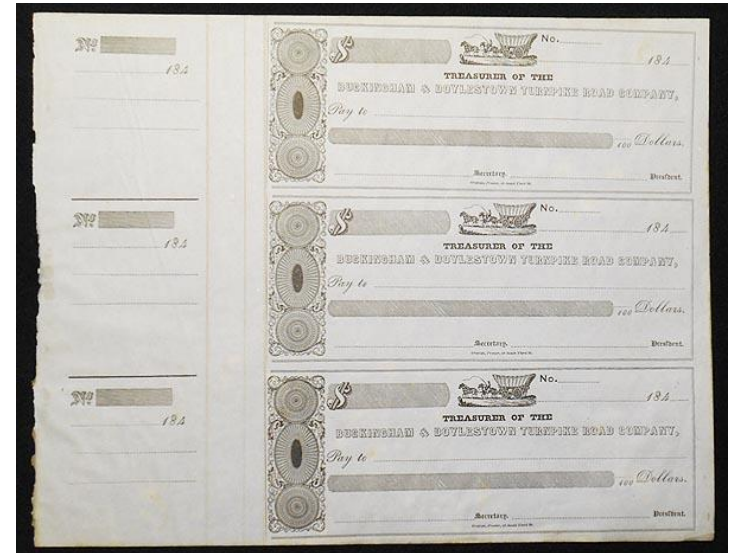


5. Report: the Committee on Commerce, having examined the memorial of the Western Steamship Company of Bristol, the British and American Steamship Navigation Company of London, and the Trans-Atlantic Steamship Company of Liverpool, submit the following Report. Washington, D.C., 1840. Blair & Rives, printers. 2 p.; 23 cm. Disbound and lacking original wrapper. A Senate document from the 26th Congress, 1st session. A report concerning the coal used by the named British steamship companies on their service between England the New York. In Very Good- Condition: disbound; some chipping to gutter edge; light foxing; otherwise clean. (#001645) \$12.50



ROADS

6. Buckingham and Doylestown Turnpike Road Company subscription certificates 1843. Philadelphia: Buckingham & Doylestown Turnpike Road Company, 1843. 1 sheet of light grey paper containing 3 engraved certificates for subscriptions to the Buckingham & Doylestown Turnpike Road Company, dated 184_. Printed by Grattan, 48 S. Third St. The Buckingham and Doylestown Turnpike Road Company was incorporated in 1843 and existed until 1917. The turnpike established in 1843 ran from the Buckingham meetinghouse in Bucks County, Pa., by Yardley's mill to Doylestown, taking over the former Doylestown and Danborough turnpike road company. In Near Fine Condition: left edge is slightly rough where the sheet was removed from a volume of subscription forms; clean and bright. (#004343) \$45.00

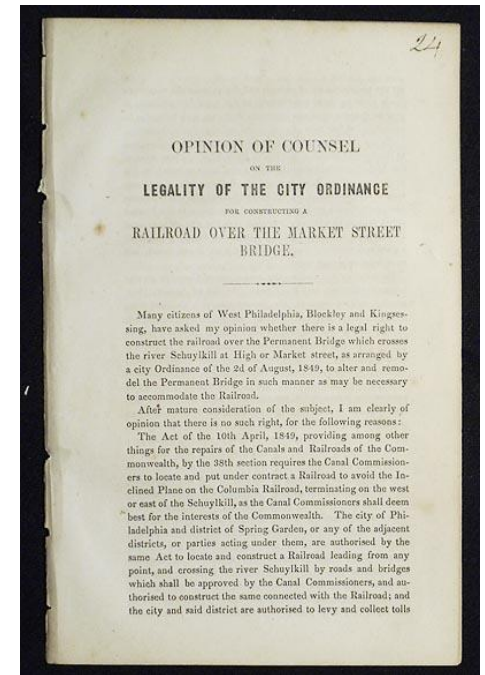


RAILROADS

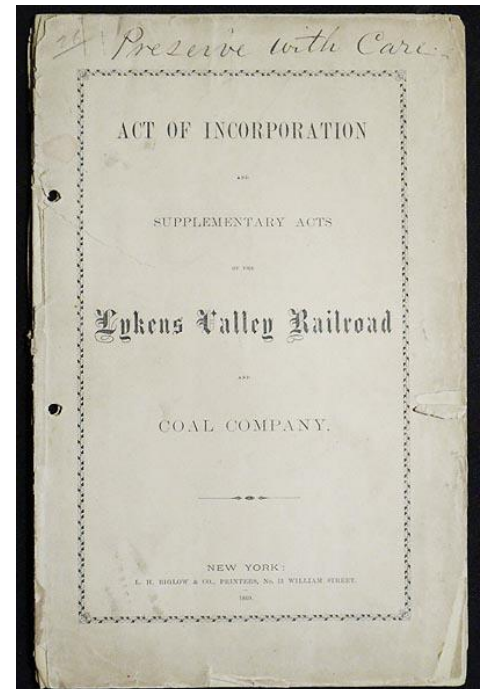
7. Cheffins, Charles F. Cheffins's Map of the Railways in Great Britain: From the Ordnance Surveys. London: Chas. F. Cheffins, 1848. "Published by Chas. F. Cheffins, 9 Southampton Buildings, Holborn. And W.S. Orr & Co. Paternoster Row. Also by Wareing Webb, Castle Street, Liverpool." 1 map: handcolored engraved map; dissected and mounted on linen; 126 x 96 cm., folded to 20 x 13 cm. Scale: 10 miles to 1 inch. Front cover is blind-stamped cloth board; back cover is stiffened marbled paper. Small circular label for William Lipton Ltd. on back cover. In Good Condition: linen has separated along several folds, but no sections are entirely detached; some old repairs on the back; clean and bright. A very scarce mid-19th-century railway map. (#001147) \$225.00



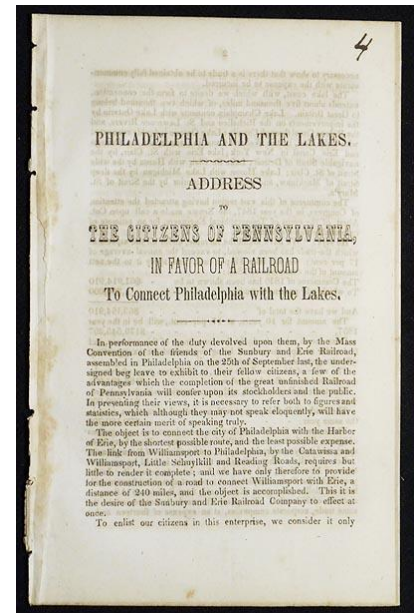
8. Ingersoll, Charles Jared. **Opinion of Counsel on the Legality of the City Ordinance for Constructing a Railroad over the Market Street Bridge.** Philadelphia: s.n., 1850. 8 p.; 21 cm. Disbound from a volume of unrelated 19th century pamphlets. "24" in ink at upper right-hand corner of first page. Caption title. Charles Jared Ingersoll (1782-1862) was a prominent lawyer in Philadelphia. In this opinion he argues that the city of Philadelphia did not have the authority to extend the railroad over the Schuylkill River on the existing Market Street bridge. The city nevertheless used the existing Permanent Bridge to bring the railroad across the river to the city. Very scarce. In Very Good- Condition: disbound; last leaf is partially detached; minimal foxing; otherwise, clean. (#005106) \$125.00



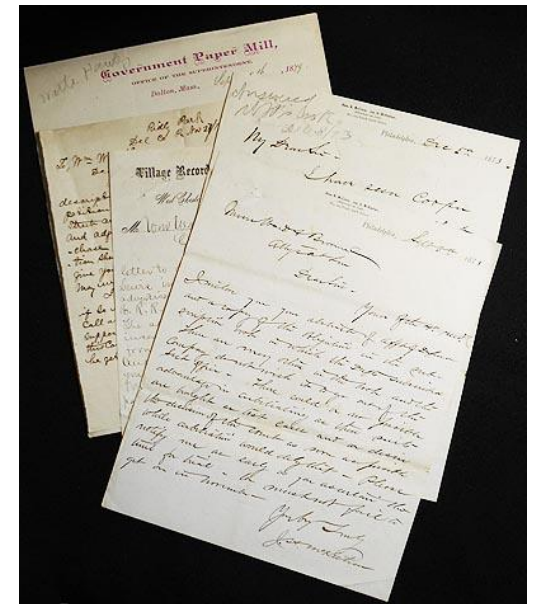
9. Lykens Valley Railroad and Coal Company. **Act of Incorporation and Supplementary Acts of the Lykens Valley Railroad and Coal Company.** New York: L.H. Biglow & Co., printers, 1869. 32 p.; 23 cm. Front wrapper reproduces title page within decorative border. The Lykens Valley Railroad and Coal Company was incorporated in Pennsylvania in 1830; Thomas P. Cope was the first president. It ran from Millersburg to Williamstown and was the fourth in the United States and the first in Dauphin County to carry anthracite coal. By 1845 the line had to be regraded and relaid. It merged into the Penndel Co. in 1956. Written at the head of the front wrapper: "Preserve with Care." Very scarce. In Good- Condition: wrapper is lightly soiled; front wrapper is detached but present, with closed 4-cm. tear from gutter edge; somewhat brittle, with chipping at edges and separations at gutters; a few notations internally; otherwise, clean. (#005463) \$225.00



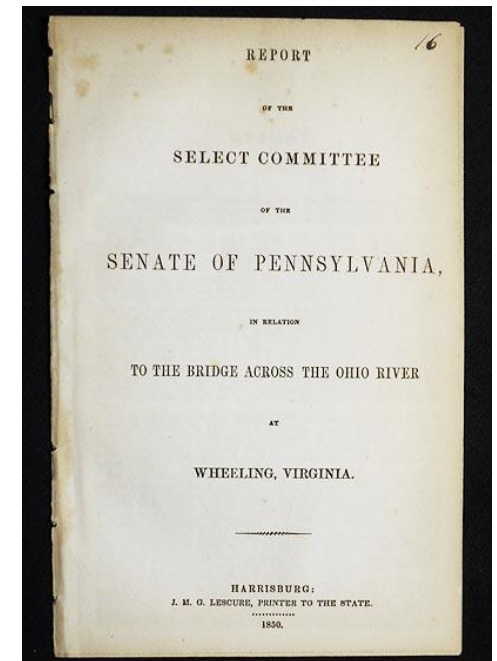
10. Meredith, William Morris. Philadelphia and the Lakes: Address to the Citizens of Pennsylvania, in Favor of a Railroad to connect Philadelphia with the Lakes. Philadelphia: the committee, 1851. 8 p.; 22 cm. Disbound from a volume of unrelated 19th-century pamphlets. "4" in ink at upper right-hand corner of title page. Caption title. The address was put together by a committee chaired by William M. Meredith. The address is followed by a statement by Daniel L. Miller, Jr., president of the Sunbury and Erie Railroad Company, about the railroad proposed to connect Sunbury to Erie. The Sunbury and Erie Railroad Company had been chartered in 1837, but did not begin construction until 1852, when the state passed enabling legislation. No date of publication; based on information in the address, 1851 is the most likely date. William Morris Meredith (1799-1873) was a lawyer in Philadelphia; he served as Secretary of the Treasury under President Zachary Taylor in 1849 and 1850. Very scarce. In Very Good Condition: disbound; minor foxing along gutter; otherwise, clean and tight. (#005086) \$125.00



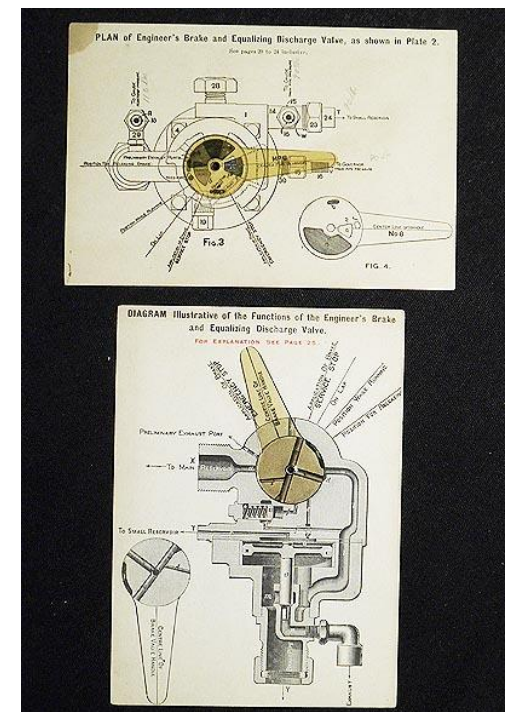
11. [Philadelphia and Chester County Railroad]. 5 letters, 1873-1879, to William Ward. Regarding the Philadelphia and Chester County Railroad, which existed from 1872 to 1885; it was succeeded by the Philadelphia Midland Railroad. William Ward (1837-1895) was one of the organizers of the Philadelphia and Chester County Railroad and in 1874 was the president and treasurer pro tem. Letters #1 and #2 (Sept. 5 and Dec. 5, 1873) are from Jos. H. McKeehan, an attorney in Philadelphia, who is writing about delinquent subscribers to the railroad. Letter #3 (Dec. 18, 1873) is from the Village Record, a newspaper in West Chester, Pa., with a copy of the advertisement that ran in the paper listing the dates that instalments from railroad subscribers were due in 1872. Letter #4 (Nov. 26, 1875) is from John Smith of Ridley Park, about a plan to petition to vacate a street and public ground adjoining Mr. Bartol's purchase. Letter #5 (Sept. 8, 1879) from the superintendent of the Government Paper Mill in Dalton, Mass., complaining about the appointment of counters and watchmen at the mill (presumably to Ward as a congressman). William Ward (1837-1895) studied law and was admitted to the Pennsylvania bar in 1859. He opened a practice in Chester; was involved in real estate and banking; served as a member of the Chester city council and as city solicitor; and was a Republican member of the U.S. House of Representatives from Delaware County in the 45th, 46th, and 47th Congresses (1877-1883). In Near Fine Condition: light soiling; bright and intact. (#004852) \$125.00



12. Report of the Select Committee of the Senate of Pennsylvania in relation to the Bridge Across the Ohio River at Wheeling, Virginia. Harrisburg: J.M.G. Lescure, printer to the state, 1850. 10 p.; 22 cm. Disbound from a volume of unrelated 19th-century pamphlets. "16" in ink at upper right-hand corner of title page. This report of the committee of the Pennsylvania Senate declared that bridges erected from Zane's Island to both Virginia and Ohio obstructed the navigation of the Ohio River, impacting the movement of steamboats and other boats to and from the port of Pittsburg. This was part of a case that concluded before the U.S. Supreme Court in 1855 as *Pennsylvania v. Wheeling & Belmont Bridge Co.* (59 U.S. 18 How. 421), commonly known as the Wheeling Bridge Case. In Very Good Condition: disbound; light foxing; otherwise, clean. (#005098) \$65.00

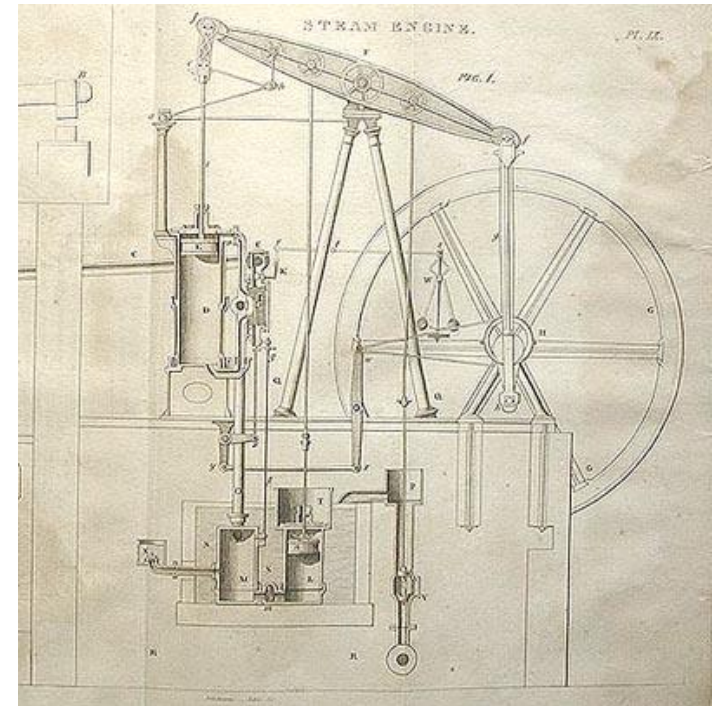
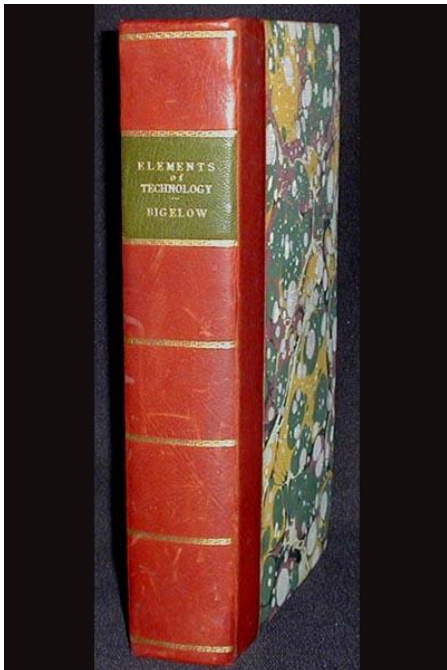
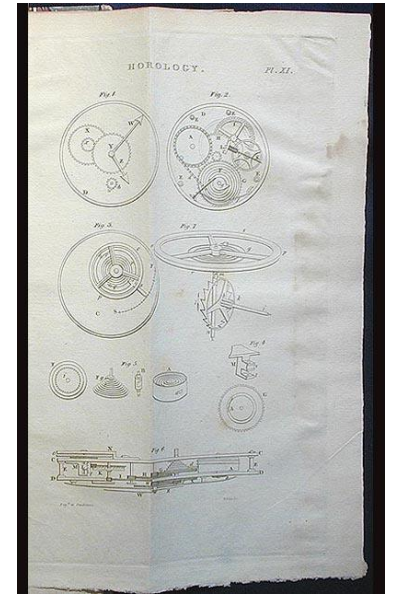


13. The Westinghouse Air Brake Company Instruction Book: The Quick Action Automatic Brake. Pittsburgh, Pa.: Westinghouse Air Brake Company, 1890. 63 p.: tables, and, in pocket following text: 4 large folded plans, 2 cards with moveable levers over plans, and 8-page pamphlet; 17 cm. Black morocco-grain cloth with gilt-stamped title on flap: The Westinghouse Air Brake Co. Instruction Book. Errata slip tipped in before title page. In Near Fine Condition: cloth is lightly soiled; otherwise, clean and bright; plans are just starting at folded corners. (#004924) \$165.00

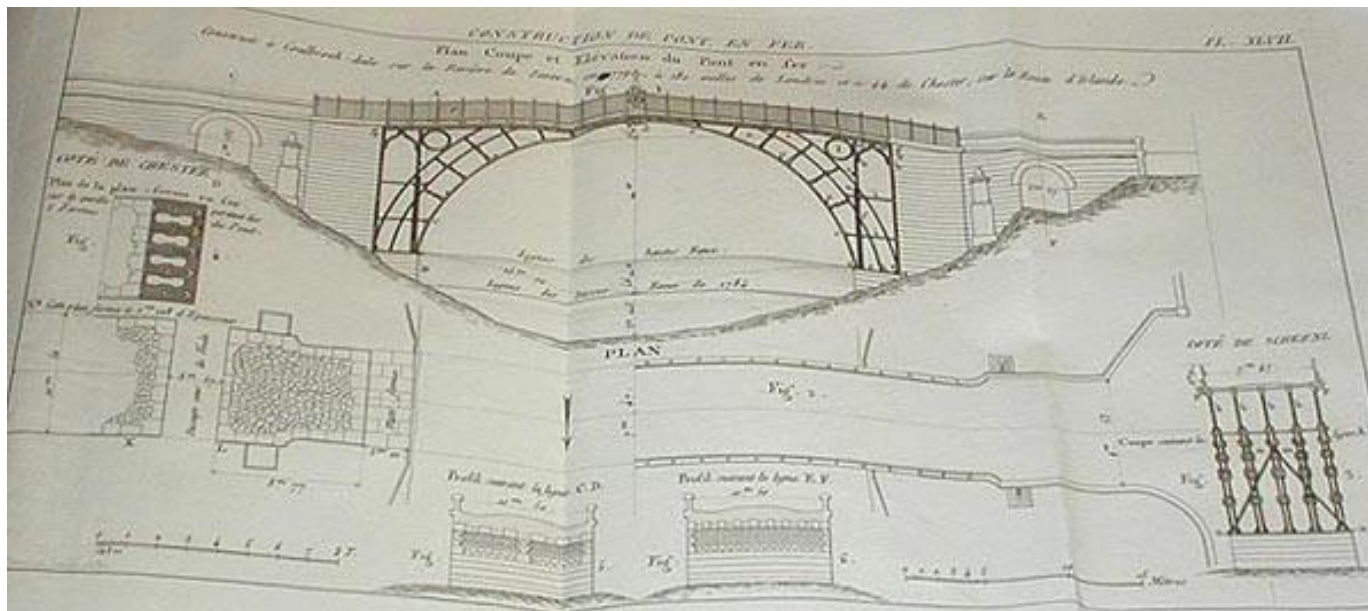


ALL OF THE ABOVE

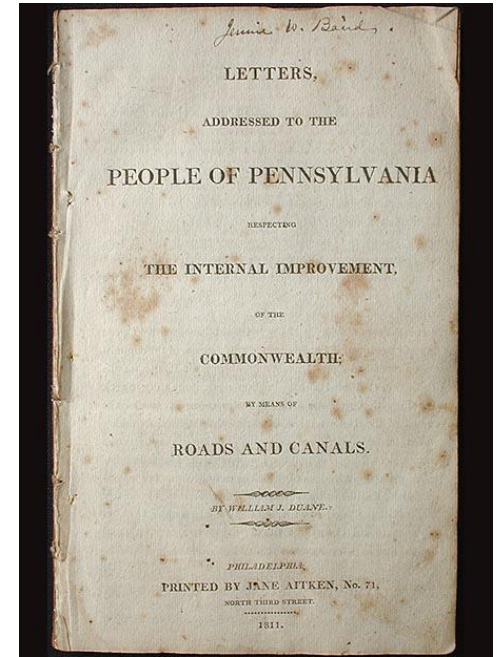
14. Bigelow, Jacob. Elements of Technology, Taken Chiefly From a Course of Lectures Delivered at Cambridge, on the Application of the Sciences to the Useful Arts Now Published for the Use of Seminaries and Students. Boston, Mass.: Hilliard, Gray, Little and Wilkins, 1831. Second Edition with Additions. xv, [1], 521, [1] p.: folded frontispiece, 21 additional leaves of plates (4 folded); 25 cm. Attractive modern rebinding in 19th-century style: calf spine with five spine compartments between gilt Greek key rolls; green leather spine label in second compartment. Marbled paper over boards. Many in-text illustrations. Includes explanations of printing, engraving, lithography, designing, painting, sculpture, architecture, heating and ventilation, illumination, transportation (McAdam roads, bridges, railroads, canals, the diving bell, balloons and parachutes), machinery, steam engines, aqueducts and pipes, fire engines, mills, weaving, paper making, clockmaking, metallurgy, glassmaking, and Appert's process (canning). In Very Good+ Condition: plate 3 is detached but present; light foxing throughout; light dampstaining, restricted to the margins; pages and plates are otherwise clean and tight. A very attractive copy of this study of early 19th-century scientific and technical methods. (#000884) \$225.00



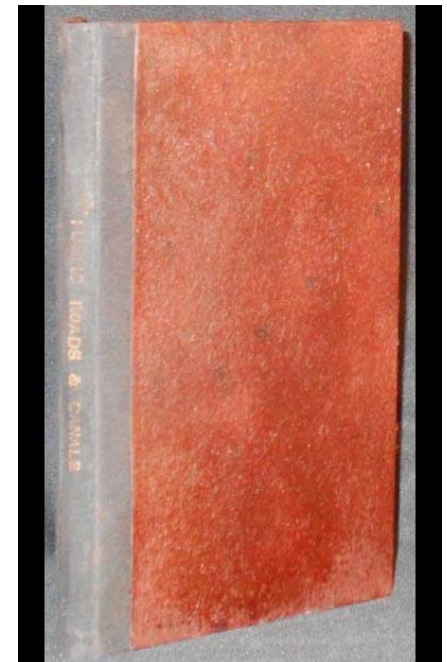
A photograph of three volumes of the 'Bibliothèque de la science de l'homme' by J. B. de La Harpe. The volumes are bound in brown leather with gold tooling. The spines are labeled '3', '2', and '1' from left to right. The front cover features a marbled paper design with green, red, and blue patterns. The text on the spines reads 'LA SCIENCE DE L'HOMME' and 'BIBLIOTHEQUE DE LA SCIENCE DE L'HOMME'.



16. Duane, William J. Letters, Addressed to the People of Pennsylvania Respecting the Internal Improvement, of the Commonwealth; by Means of Roads and Canals. Philadelphia, Pa.: Jane Aitken, 1811. [2], 125, [1] p.; 21 cm. Disbound. Former owner's name at head of title page: Jennie W. Baird. Early American Imprints, 2nd series (Shaw & Shoemaker), 22727. Howes, D-516. The author, William J. Duane (1780-1865), was a Philadelphia lawyer who married Benjamin Franklin's granddaughter, Deborah Franklin Bache. He served several terms in the Pennsylvania Assembly and briefly as Secretary of the Treasury during President Andrew Jackson's battle against the Bank of the United States. While serving in the state legislature in 1809-10, Duane had chaired the standing committee on roads and internal navigation, which inspired him to compose letters urging legislative support for the development of road and canal companies, which were published in the Philadelphia newspaper the Aurora (run by his father, William Duane) under the pseudonym "Franklin." Those 16 letters are here revised and reprinted with an appendix containing letters illustrating the establishment of transportation companies in New York state. In Very Good-Condition: disbound; foxing, light except for the title page; light corner creasing; title page and several following pages are partially detached; otherwise pages are solid. (#001582) \$185.00



17. Gallatin, Albert. Report of the Secretary of the Treasury, on the Subject of Public Roads and Canals; made in pursuance of a resolution of Senate, of March 2, 1807. Washington, D.C.: R.C. Weightman, 1808. 123, [1] p.; 21 cm. Modern binding: black cloth spine with gilt-tooled spine title; flax paper dyed brown with aniline dye over acid-free boards. "April 12, 1808. Printed by order of the Senate." Includes communications by B.H. Latrobe and Robert Fulton on the subject of canals. Howes, G27. Albert Gallatin was Secretary of the Treasury from 1801 to 1813. He advocated an ambitious program to improve the nation's transportation infrastructure for which he was unable to muster enough support at the federal level. As had been traditionally done, such improvements were instead accomplished piecemeal during the 19th century by local governments, and by private road and canal companies. In Near Fine Condition: pages are browning but clean and tight. (#004451) \$625.00



18. Slenker, Isaac. Reports of the Several Railroad and Canal Companies of Pennsylvania, For the Year 1865: communicated by the Auditor General; Isaac Slenker, Auditor General; Charles Conner, Railroad Clerk. Harrisburg: Singerly & Myers, State Printers, 1866. 476 p.: tables; 25 cm. Original dark brown cloth with gilt-stamped spine title: "Annual Rail-Road Reports of Penna. 1865." Blind-stamped border and emblem of the Commonwealth of Pennsylvania on both boards. Contains detailed reports on all of the railroad and canal companies in the Pennsylvania covering the final year of the Civil War. Very scarce. In Very Good Condition: cover is slightly soiled; corners of back board are rubbed; closed 7-cm. tear from fore-edges of pp. 261-64; occasional light soiling internally; otherwise, clean and tight. (#005202) \$125.00

RAILROAD REPORT. 131

ERIE AND PITTSBURG.

STATE OF PENNSYLVANIA, } ss:
Erie County, }

Personally appeared William L. Scott, president, and D. W. Fitch, treasurer, of the Erie and Pittsburgh railroad company, and in due form of law made oath, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed) WM. L. SCOTT, President,
D. W. FITCH, Treasurer.

Sworn and subscribed before me, this 23rd day of November, 1865.
T. CURTZE, J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in, as by last report.....	256,500 00
Total amount now paid in of capital stock.....	664,300 00
Funded debt, as per last report.....	900,000 00
Total amount now of funded debt.....	1,250,000 00
Floating debt, as by last report.....	637,886 56
The amount now of floating debt.....	200,000 00
Total amount now of floating and funded debt.....	1,550,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividend declared.....	
Number of shares of stock.....	20,000
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,588,872 78	\$1,696,920 99
Equipment.....	192,508 82	477,015 98
Total cost.....	1,781,381 60	2,173,936 97

Characteristics of Road.

Length of main line of road, from Girard, Pa., to New Castle, Pa.....	81 miles.
Length of road laid.....	81 "

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