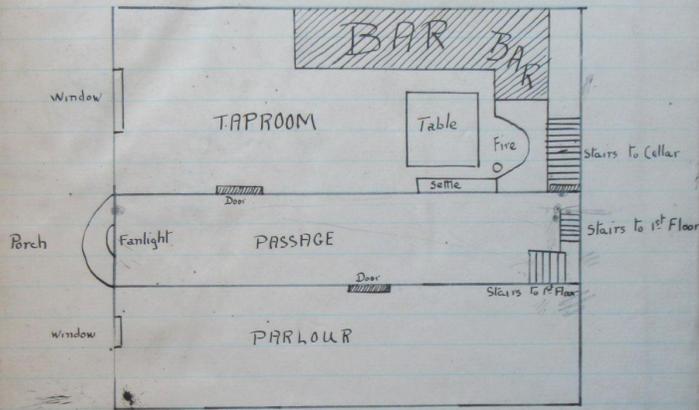
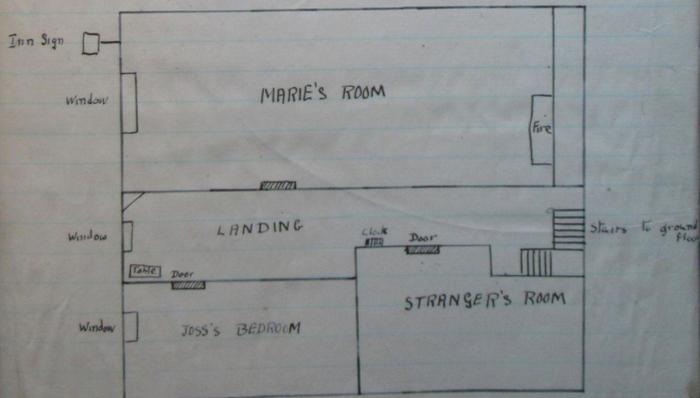


JAMAICA INN

GROUND FLOOR



FIRST FLOOR



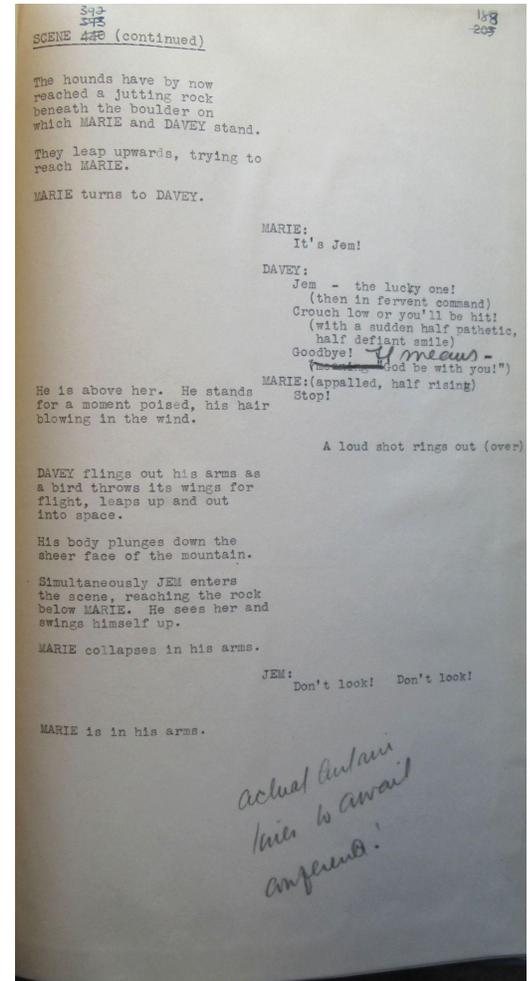
Flights, Freethinkers, & Freemasons
A Miscellany

Pocock Rare Books &
Jonathan Frost Rare Books Ltd.

1. **Dane, Clemence (Pseud. Winifred Ashton). Jamaica Inn 1st July 1938 (Typescript Screenplay of the film Hitchcock could have made that Daphne Du Maurier might have liked).**

Consisting of; a hand drawn floor plan of Jamaica Inn in ink on lined paper, title page, blank and then 188 pages of the screenplay. At least 64 pages with additions, corrections and alterations in Dane's hand, mainly in pencil and to the dialogue, more minor corrections in another unknown hand, possibly that of the same person who drew the map, and approximately 18 pasted in typed alterations. The screenplay is firmly bound in marked, rubbed and bumped blue cloth lettered in faded gilt to the spine.

Clemence Dane was a prolific and highly accomplished screenwriter, in addition to her work as a writer and playwright she won the 1946 Academy Award for Best Story, for her screenplay of *Vacation from Marriage*. She had a connection to Alfred Hitchcock prior to Jamaica Inn, *Enter Sir John*, a novel she co-wrote with Helen Simpson, was the basis for his 1930 film *Murder*. Despite these favourable omens her version of Jamaica Inn was destined never to be made: "[Charles] Laughton had sent Dane's draft to the Production Code Administration in anticipation of a successful American release. He heard back that there was an essential problem; they needed to alter the fact that the villain was a man of the cloth so as not to offend religious groups." (Lane, Christina – *Phantom Lady*). Dane's unused script was fundamental to the development of the final film, the screenplay was re-written by Sidney Gilliat and J. B. Priestley, with the Reverend Francis Davey completely removed and replaced with local squire Sir Humphrey Pengallen to comply with the Code. The film was not a great success and disliked by Daphne Du Maurier for the significant alterations to her plot. Dane's removal from the Jamaica Inn project had further consequences, it also ruled her out from writing the screenplay of another Du Maurier novel and one of Hitchcock's masterpieces, *Rebecca*: "In September 1938 [David O. Selznick] was planning to hold the picture for Hitch, and later in the month was casting around for writers, suggesting to Hitch Ben Hecht, Clemence Dane and John Balderston. Hitch was not happy with Clemence



Dane because her first script on Jamaica Inn had to be completely rewritten, but was open to suggestion, though he inclined towards an English Writer and proposed Sidney Gilliat." [John Russell Taylor – *Hitch: The Life and Times of Alfred Hitchcock*]. The rejected Clemence Dane screenplay is referenced frequently by people writing about Hitchcock or Dane, but the references tend to be oblique, suggesting that they haven't actually read it, and there appears to be no record of another surviving copy. The Victoria & Albert Museum holds a substantial collection of Clemence Dane's screenplays, but 'Jamaica Inn' is notable by its absence. The V&A's collection comes from the estate of actor Marius Goring, who was closely associated with Dane, and although this screenplay bears no signs of Goring ownership it was believed by the previous owner to have once belonged to him.

£2,500

2. The Botany Book of Mary Borlase 1883 containing Botanical Watercolours.

A substantial leather bound album, with a criss-cross pattern in blind and a double banded gilt border to the front cover, with "Mary" in gilt to the centre. The leather is quite rubbed, with bumped corners and the beginnings of splits at the hinges. The text block has gilt to all edges, there are 73 pages in total, with approximately 20 to the rear of lower quality and probably added later. 53 pages have one or more botanical watercolours, all labelled. Most are dated and with the location where the sample was picked or observed, sometimes with additional notes regarding rarity. The earlier pages are hand-numbered, with 4 leaves seemingly removed, pages 8/9, 26/27, 38/39 and 40/41. An ambitious project, most pages have neatly written headings even if they are otherwise blank, so evidently the plan to find the various species was laid out in advance. A few pages such as 23 and 24 indicate a good deal of success with the space for more watercolours at a premium, while others have only one small watercolour. The execution and colouring are generally very good.

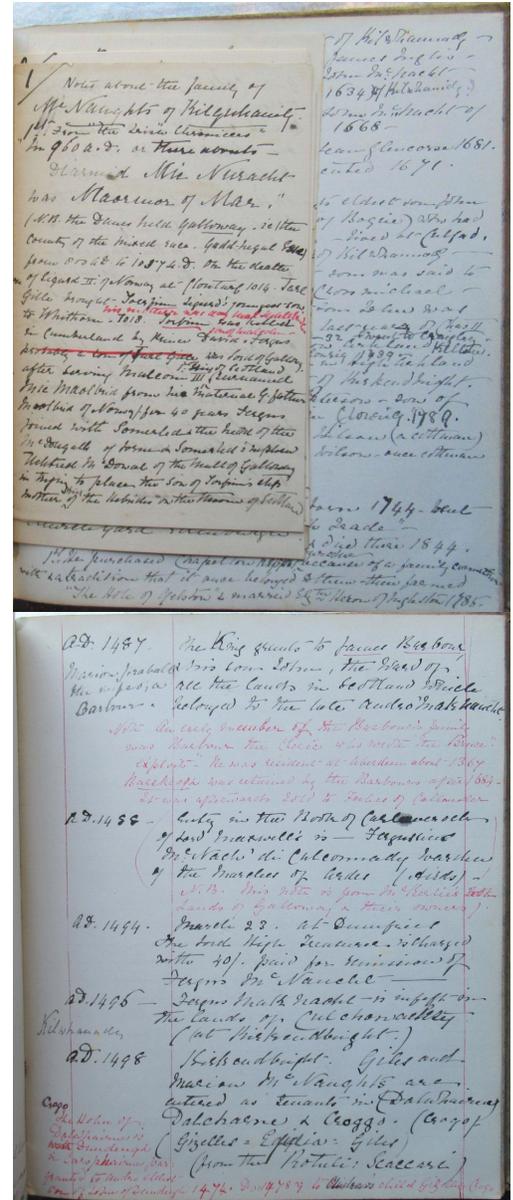
£350



3. A Victorian (1850s – 1890s) Scottish history manuscript, chiefly concerning the Makenaght / McKnight family.

172 pages approx., plus a further 20 loosely inserted sheets, sometimes folded and written on all sides. Firmly bound in soiled and bumped vellum with simple blue decorative borders to the front and rear boards. The endpapers and all edges of the text block are marbled. To the front pastedown is the bookplate of R. W. Morrell, F.A.E.S., author, academic and member of the Thomas Paine Society. The author of the manuscript is unclear, but it is an extremely impressive late-Victorian attempt to compile all available information regarding various branches of the Makenaght family, through the various alterations in the name, including McNaught of Kilquhanity and the Galloway McNaughts. The majority of the book is taken up by this history, which is quite legible and written chiefly in black or red ink with pencil corrections, most of which, where there are dates mentioned of searches in the records, seems to have been written during the late 1880s and early 1890s. To the rear of the book there are approximately 18 pages ranging from 1853 – 1881, a mixture of notes, accounts and some intriguing lists of silver and plate, with mentions of McKnight, suggesting that there was a family connection and perhaps the motivation for the research was a contested inheritance. There are also a further 11 pages written in purple copying pencil which have smudged slightly, and some pages of an earlier history, possibly attempting to trace the roots of the family back further to 600 A.D.. An intriguing, tactile and densely written volume, which with further investigation might yield more clues as to its provenance and purpose.

£120

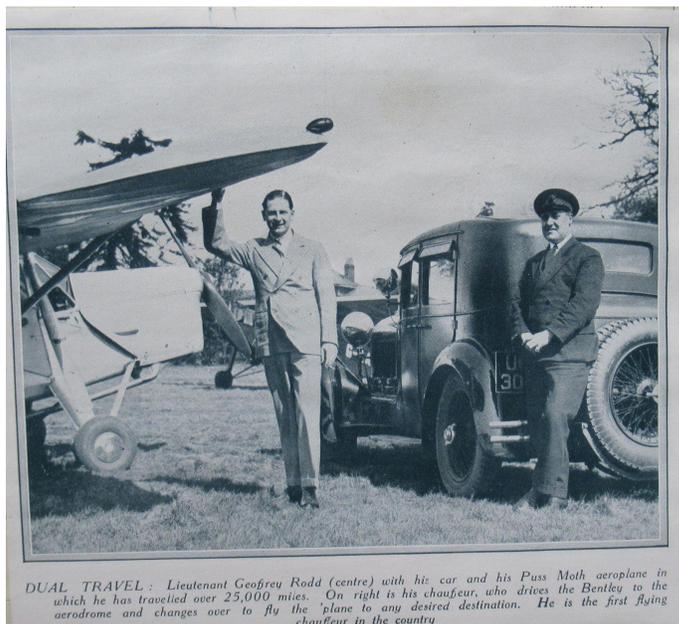


4. **Rodd, Lieut. Commander Patrick Geoffrey Tremayne (1901 – 1933). The Aviation Log Books (July 1930 – Jan 1933) of a naval gentleman and famous international playboy.**

Two large journey log books for aircraft G-AAYB, bound in full blue Morocco by fashionable bookbinders of the period, Truslove & Hanson of Sloane Street, both lettered in gilt to the front boards with marbled endpapers. Vol 1 approximately 301 pages, vol 2 approximately 381 pages, with much additional material tipped or pasted in. In a pocket to the rear of Vol 2 is a Certificate of Registration of Aircraft, a Civil Aircraft Inspection Record and a Certificate of Air Worthiness with stamps for the Periodic Overhauls, the last dated 28th July 1933. There are some minor marks and chips to the leather, the bindings are robust. Rodd's distinguished

naval career began at the age of 15, serving in the First World War (1917/18), before being promoted to the Royal Yacht in the 1920s. He learned to fly and to judge by his log books, which double as scrapbooks comprehensively and joyfully charting his exploits(aerial & social), gradually seems to swap naval duties for a life as a mixture of fast living international playboy, air-chauffeur to high society, fellow aviators(inc. Peggy Salaman) and the glitterati and all-round aerial daredevil, pushing self, plane and the patience of the authorities to their limits. In August 1932 he teaches Amy Johnson (AKA Mrs Mollison) "blind flying" and simultaneously has his car stolen by armed motor-bandits who use it in a smash-and-grab raid. According to the aviation safety records he was killed and his de Havilland DH. 80 Puss Moth destroyed on 31st January 1933 while attempting to take off from a frozen lake at St. Moritz, Switzerland. Vol 2 bears sad testament to this life cut tragically short, with no second date after the "To" on the front cover and the last entries dating from St. Moritz in January 1933. Rodd was taught to fly by WW1 flying ace, Maxwell H. Findlay, who also had access to the plane, with Max's signature appearing numerous times as the "officer in charge", as well as on occasion administering reprimands. Loosely inserted is a cutting from a Sotheby's catalogue which records that the log books were sold by auction in 1969. A fabulously comprehensive and deeply poignant relic of one of aviation's more glamorous and dangerous periods. (A summary of the contents is below)

£3,500



The first volume is more practical and less dramatic than the second as Rodd was gaining confidence in the air, there are flights to and from Paris, mostly with pasted in maps of the aerodromes and basic notes regarding weather conditions and cloud density, though a letter tipped-in from 25th September 1930 to the Accidents Investigation

Sub-Committee details a minor aerial collision in bad visibility. In August 1930 he drops handbills advertising “Navy Week at Chatham” and there is a letter of reprimand from the Hastings Chief Constable with a sample handbill tipped-in. In October 1930 Rodd is in trouble again, with letters from the Air Ministry regarding repeated swooping and diving over a prohibited area, a map to the opposite page showing the area in question. There follow detailed

statements from the Metropolitan Police regarding the specifics of the incident, with quotes from witnesses such as: “what’s this aeroplane doing? It should be reported”. There is a letter of support from a higher ranking naval officer and in January 1931 a copy of a letter of explanation from Rodd, beginning with an apology for the delay in replying due to: “a serious accident starting “G-AAYB”, involving amputation of my right thumb.”. In December 1930 Max Findlay pilots the play to Brussels and back, with several stamps from the journey. In March 1931 there is further trouble with the police, this time with a lengthy local newspaper cutting detailing a dangerous driving incident for which Rodd is fined. Another newspaper cutting from April 1931 shows an image of Rodd with his plane, car and chauffeur, boasting of having flown 25,000 miles since the previous summer. The chauffeur’s name is John Camp, who also flies and is sometimes listed as the pilot, being described in a better quality cutting a few pages later as: “the first flying chauffeur in the country”.

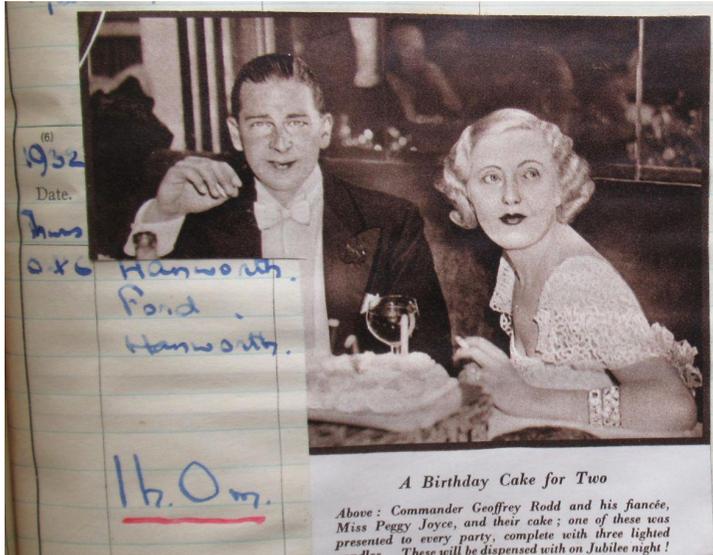
Vol 2 begins auspiciously with 7 pages devoted to cuttings, certificates and letters of congratulation for success in the King’s Cup Air Race in July 1931, achieving the fastest time of the day “(982.5 miles at 127.56 m.p.h)”, for which, Rodd notes, The De Havilland Aircraft Co Ltd presented him “with a silver model of Puss Moth.”. There are further congratulations from Shell-Mex Limited from whom he receives a: “silver relief map of England, showing course.”. On August 8th there is a note from Admiral R. Y. Tyrwhitt: “Lieutenant P. G. T. Rodd R. N., of H.M.S. Pembroke is granted short or weekend leave he often desires to fly to the continent.”. In September 1931 Australian aviator Guy Menzies is a

02/36/33

Kings Cup 2nd Day

6TH PUSS MOTH		Pilot: Lt. Com. C. RODD, R.N.		
Name	Duties	Observations	Aeronautical Authorities	Customs Authorities
C. Rodd	Pilot	Again a perfect day. Again averaged 128.25 mph. Engine running perfectly at 2325 revs. Finished 6th and 2nd in Saddle Trophy. won by Russian!		
Marie	back from Cambridge to Hannover by the plane			
Date	Place of departure, intermediate landings and arrival.	Time.	After Mr. Irwin and Mr. Broad, who both maintained their places of the day before, there was a good deal of shuffling. Mr. Hatterley lost three places to ninth, and Havilland maintained his ninth, and Mr. Strain, who to cross the line at the first attempt.	
Sat. 1 July	Brooklands (Bristol) (Northampton) (Stokeham) (Paultonmouth) (Bristol) Brooklands.	0h.42m. 46m. 32m. 17m. 16m. 35m. 42m.	Fig. Off. Edwards in the Arco Avion (Hermes III) was tenth on both days. Lord Maitland Douglas-Hamilton flew into seventh place on Saturday after being eleventh on the first day.	
	hannover.	3h.50m.	One of the most cheerful remarks was made by the pilot of a Puss Moth who was running Mr. Rutimann very close for the Saddle Trophy—presented by Sir John Siddle. Friday and halfway through Saturday he had kept his position, but could see no way of catching up the leader. And he remarked to me—Well, I hope he shows up before the finish. But I like him and I hope he gets down in a field without hurting himself.	
		4h.0m.	That I think is the best sporting spirit. And I only wish that there was more of it.	
(12) SIGNATURE OF OFFICER IN CHARGE		THE FIRST SIX The official arrival times of the first six machines and their average speed over the whole course were: 1. Capt. W. C. Hope (D.H. Fox Moth), 128.25 m.p.h. 2. Mr. Irwin (Puss Moth), 127.56 m.p.h. 3. Mr. Broad (D.H. Fox Moth), 127.56 m.p.h. 4. Mr. Strain (D.H. Fox Moth), 127.56 m.p.h. 5. Mr. Hatterley (D.H. Fox Moth), 127.56 m.p.h. 6. Lord Maitland Douglas-Hamilton (D.H. Fox Moth), 127.56 m.p.h.		

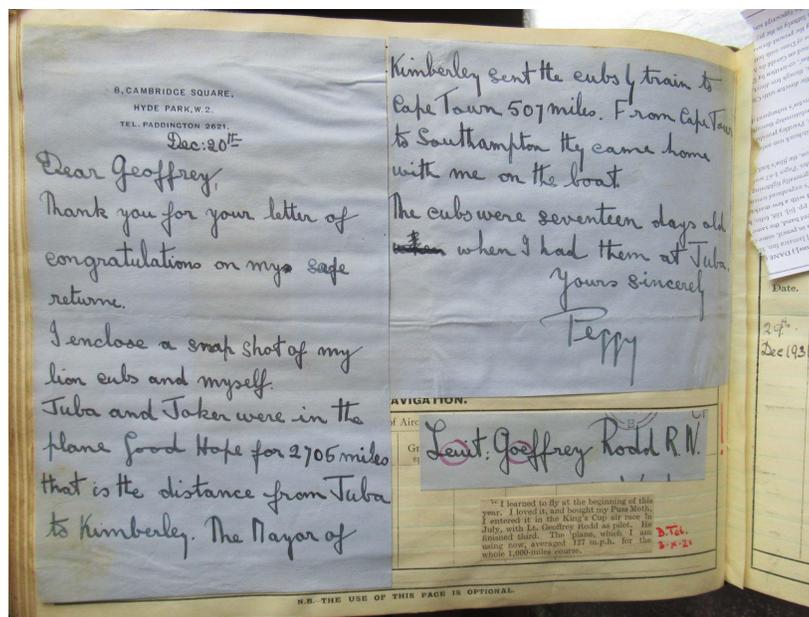
passenger, and later that month so is Barbara McCorquodale (better known as celebrated romance author Barbara Cartland), flying with Rodd again in October along with Sir Bolton ("Bobby") Eyres-Monsell. On 18th October there is a



tipped in letter from Max Findlay in his official capacity reprimanding Rodd for an "aerobatic landing", Rodd annotating the letter in red: "Max – at his heaviest". In November 1931 there are two pages of annotated cuttings devoted to record breaking aviator Peggy Salaman, not chiefly focussing on her recent achievement but on erroneous claims that it was she rather than Rodd who distinguished themselves earlier in the year in the King's Cup (apparently, she was definitely the passenger on that occasion: "without even a second control-stick"!).

Several pages later there is a chatty handwritten letter from Peggy to Rodd discussing her 7050 mile flight from Lypne to Cape Town, and the lion cubs she took with her. Intriguingly on two days in April 1932 actress Gloria Swanson is noted in the "Incidents and Observations" column. A few pages later there is a further note: "April 19 trip, Paris and return for Gloria Swanson". A cutting from May 1932 reads: "Commander Rodd's aeroplane and expert services are much in request by the fair sex, but he cannot take them all". In June 1932: "Watched the [Epsom] Derby at 2,000 ft.". Also in June 1932 are several pages devoted to night-flying as well as a long magazine cutting outlining Rodd's biography to date. On June 19th he takes up 70 "Joy-Riders" from a Hanworth Garden Party. In July there is "Practice for the King's Cup" and on July 4th notes regarding Rodd's retirement from the Navy: "to devote himself to commercial aviation". There follows 9 pages devoted to the 1932 King's Cup, with numerous charts and cuttings as well as a large photograph of Rodd with his aeroplane, on this occasion finishing in 6th place. In August 1932 Rodd is assisting in the making of the film 'The King's Cup' at Brooklands, supervising "the flying parts". August 1932 is a busy month, with Rodd running a "Blind-Flying" course and six pages devoted to the theft of his car by armed "motor-bandits", his pupil at this time being illustrious aviator Amy Johnson, who is mentioned in most of the cuttings as well as appearing on the passenger list. On Sept 3rd there is a cutting with a caricature of Rodd: "In evening dress because he flies by-night". In September 1932 he was: "in Biarritz, and had been doing some stunting with [Kyra] Alanova, the dancer"; the Russian-American ballet dancer, Alanova appears for several days as a passenger. On Sept. 20th 1932 there is a long account in red of "The worst trip I've had.". In October 1932 Rodd is pictured in the Bystander

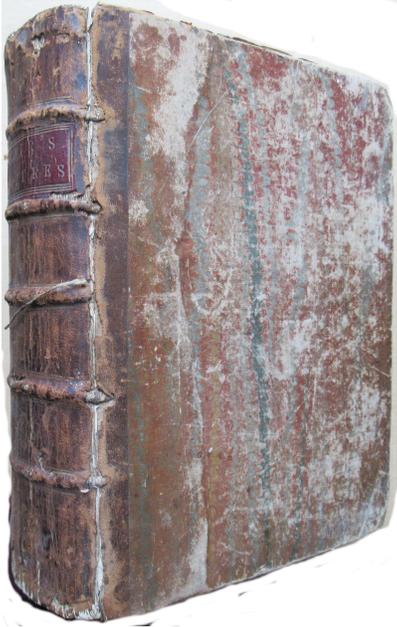
with Peggy Hopkins Joyce (actress, dancer, model and author of 'Men, Marriage and Me') as her fiancé, with a later article retracting this statement and apologising for the error. A report of a pioneering proposed Transatlantic return flight involving Rodd is annotated by him in December 1932 as: "Poppycock". The arrival in St. Moritz occurs on 7th January 1933. An ominous pasted in telegram dated January 20th reads: "Doubt whether Bert even reached Switzerland. Anyway either dead now or safe in house, so why risk more lives = Charles =". The final entries by Rodd mention difficulties taking off in the snow and there are cuttings from 17th & 18th January regarding the entertainment he is providing for the St. Moritz inhabitants such as: "ski-joring behind a plane". There, tragically, ends Rodd's dramatic life and career, he never left St. Moritz alive.



OPERATING CREW.		
(3) Names.	(4) Duties.	
G. Rodd.	Pilot.	N
Amy Johnson.	Passenger.	
Robert Fuller.	"	
Mansie Neeson.	"	
(6) Date.	(7) Places of Departure, of intern. landin. of ar	Times.
Wed	Har	
Apr 31	Har	

CAR STOLEN, THEN WRECKED
 Loss to Amy's Blind-Flying Tutor
 TAKEN FROM HOTEL DOOR
 A motor car owned by Commander Geoffrey Rodd, which was stolen during the week-end from outside an hotel in London, has been found abandoned.

(1) JOURNEY FROM		(2) To	
OPERATING CREW.		VISA.	
(a) Names.	(b) Duties.	(c) By the Consular Authorities.	(d) By the Customs Authorities.
G. Rodd.	Pilot.		
Camp. Mansie.	Passenger.		
Capt. Sutherland.	Admiral Snagge.		
(e) Date.	(f) Places of Departure, of intermediate landings and of arrival.	(g) Conditions.	(h) Remarks.
24/30	Harworth Heston London London Heston London Heston Harworth	B.D. Harworth all day Camea requested at Harworth out of action - rain Night flying over London at 7000 ft. Perfect night. Took off and landed from Harworth by Bentley head lights. Heston - Chance Flood Light.	
<p>1933 Lt-Com. Geoffrey Rodd, R.N. with Air-Admiral A. L. Snagge, on the right, photographed at Heston on their arrival by air to see a demonstration of the Shadow-Bear Floodlight, which has been designed to make night flying safer and cheaper. Air-Admiral Snagge is a qualified pilot and Chairman of the Royal Naval Flying Club, whilst Lt-Com. Rodd is a well-known private owner and has served for the King's Cup</p>			
P.O.D. O.H.O. 5248 21			



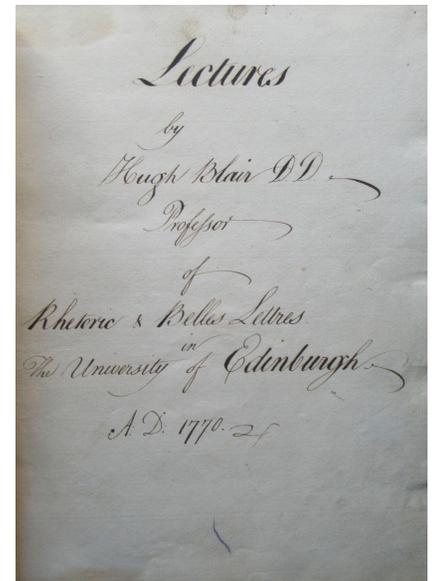
5. **Lectures by Hugh Blair D.D. Professor of Rhetoric & Belles Lettres in the University of Edinburgh A. D. 1770.**

369 pages of manuscript plus title page, with additional blanks, 2 to the front (one being the front endpaper which is long detached) and 5 to the rear. Comprising 39 complete lectures. In battered quarter-calf with exposed hinges, banded spine with chipped red title label reading "Blair's Lectures" and worn and chipped marbled boards, which are quite severely deteriorated to the corners. To the front pasted down is an armorial bookplate; the Blazon, an ever-symbolic pomegranate, unfurls under the scroll Non Deerit Alter [Aurelius], 'Another Golden Branch Succeeds', family motto, and below the insignia reads: Sir Alexander Don of Newton: Bart. Above this is a small label on which is written "R9 2353", which is presumably a shelf reference from Sir Alexander's library. The contents are well preserved with only light toning and minor foxing, though the detached front endpaper has suffered for its freedom and become a bit torn and ragged to the edges.

£5,000

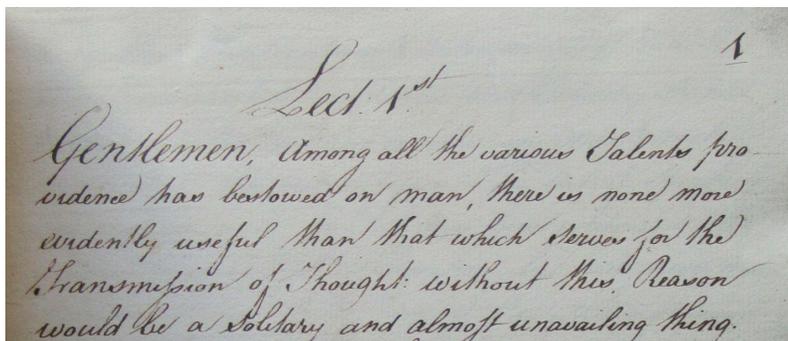
Hugh Blair (1718 – 1800) was a key figure in the Scottish enlightenment and the development of modern literary theory; he became Professor of Rhetoric at the University of Edinburgh in 1760, making him the first person to hold such a position dedicated to English in any University. He was particularly influential in the United States with both Yale and Harvard basing their teachings on his work. but he remains a somewhat elusive character, insisting in his will that all his personal papers and manuscripts be burnt upon his death.

Blair published his lectures in 1783 when he was nearing retirement, citing in his introduction the significant number of "bastardised" manuscript versions then circulating. Seven such manuscripts are presently recorded as surviving, 3 at the University of Edinburgh, 3 at the National Library of Scotland and 1 at the Bodleian Library, to which number can be added this eighth example. They vary considerably in quality, some are little more than student notes in brief, others, such as the copy held at the Bodleian, take obvious liberties in condensing the text and removing



unnecessary repetition. But in the absence of a definitive version of Blair's own lectures as they were spoken, a comparison of these "bastardised" versions is invaluable in attempting to discern the lectures as they would have been heard by his students and to enjoy Blair's notably fine oratorical style. There being enough similarities between all manuscript versions to be certain that the official text published in 1783 is considerably staid by comparison, focussing on the ideas and without the imperative to capture the attention of a student audience.

This present manuscript seems to be an unusually fine example, retaining rhetorical flourishes, subtle but important qualifications and recapitulations of the previous lectures at the start of the next. To the reverse of page 7 is an additional note quoting Edmund Burke, one of Blair's sources. A comparison of the opening line in this manuscript with three of the better surviving manuscript examples, and finally the published version, suffice to illustrate



both the differences between the manuscripts and the dryness of the latter:

"Gentlemen, among all the various talents providence has bestowed on man, there is none more evidently useful than that which serves for the transmigration of thought; without this reason would be a solitary and almost unavailing thing."
(present copy)

"Among all the various talents Providence has bestowed on man, there is none more eminently useful than those which serve for the transmigration of thought without which reason would be a solitary unavailing thing." (Ms.850, National Library of Scotland)

"Among all the various talents Providence has bestowed on man, there are none more eminently useful, than those which serve for the transmigration of thought. Without this reason would be a solitary & unavailing thing;" (D.C.3.42 University of Edinburgh Library)

"Among all the various talents which providence has bestowed on man, there is none more eminently useful than that which serves for the transmigration of thought – without this reason itself would be almost a solitary & unavailing thing"
(Dc.10.6 University of Edinburgh Library)

“One of the most distinguished privileges which Providence has conferred upon mankind, is the power of communicating their thoughts to one another. Destitute of this power, Reason would be a solitary, and, in some measure, an unavailing principle.” (published version)

All other than this example omit the word “Gentlemen”, with which one can be fairly certain Blair would have opened his remarks. The “evidently” rather than “eminently” is interesting as possibly indicating variations in Blair’s speech. Where and how each writer punctuates shifts the flow and emphasis and two of the four manuscript versions omit the crucial qualifying “almost”. Even the one that does include it other than this example misplaces it and slightly obscures Blair’s thought. One can see why Blair would have been appalled at the idea that these versions might be all that survived of his teachings, but clearly some are more diligently transcribed than others; it is likely that a student taking notes would condense and omit, but highly unlikely that they would add superfluous flourishes and repetitions.



The provenance implied by the armorial bookplate is intriguing; the country seat of the Don Baronetcy lies in the Lower Tweed Valley village of Newton Don, a day’s ride south-west from Edinburgh, where Blair had begun to teach literary theory at Edinburgh University in 1759. Though it is nigh on impossible to confirm which Sir Alexander (4th or 5th Bart.) pasted in his bookplate, the 1770 date to the manuscript would indicate the 5th Alexander as more likely to have been a student at the time. Comparison of the hand in this manuscript with two letters by Alexander dated 1779 & 1782 held at the National Library of Scotland show passing similarities, though the manuscript hand is more ornate.

Beyond this the provenance rapidly slides into obscurity; while the 6th Baronet, a further Alexander, took great pride and pains to improve the Newton Don estate, this led the family into severe financial straits and thus took place significant sales of the surrounding estate, with various household effects, including furniture, paintings and presumably the once quite lovely library being sold. The 7th Baronet was briefly in the military, before forging a career as a travelling actor. Upon the actor’s untimely death at the age of 47, leaving no children, the Baronetage passed to the nearest

living kinsman John Wauchope, who assumed the name Don-Wauchope, 8th Baronet. He was the son of Lieutenant-Colonel John Wauchope, great-great-grandson of Patrick Don (husband of Anne, sister of Andrew Wauchope), third son of the first Baronet.

The book resurfaced some years ago, when it was acquired by the most recent owner as part of an old estate in Watton, Norfolk, found in an old suitcase with eleven later, seemingly unconnected volumes. It bears no obvious tell-tale dealer or auction house marks, suggesting that it has been passed through succeeding hands to this point via gift or bequeathal. Though such is the sense of neglect that this is probably to glamourise its progress, and it is doubtful whether it has been accorded much significance since the death of the 5th Baronet in 1815.

6. **The Woman Freemason Triannual Magazine 1938 - 1946.**

The Original Pioneer All-Women's Masonic Fraternity. The only Masonic fraternity organised by women, for women.

Small quarto, bound in green cloth boards with title to spine in gilt. Corners and spine ends bumped, slightly rolled but remains tightly bound.

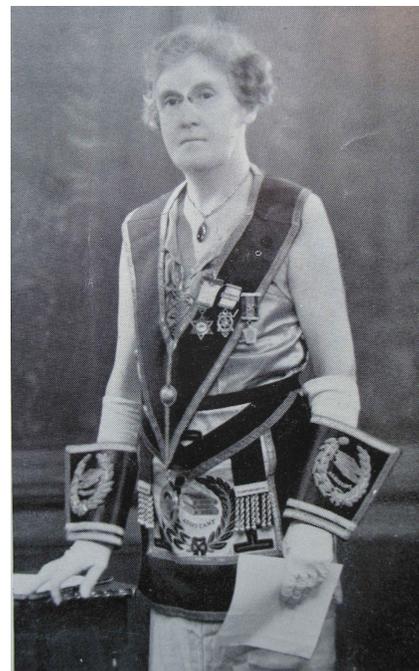
Twenty-four editions of The Woman Freemason magazine (HFAF) complete with full page portraits of members, and advertisements. Issue numbers 41 (Twenty-Fifth Anniversary Edition) through 64, minus 57. All editions were published in February, May and November, excluding issue 56, which was printed in October, with no explanation for this held within the following edition.

Each edition begins with the Grand Lodge update, followed by News from the Lodges. News from the Provinces, and a number of short articles on the subject of Masonry in relation to science, literature, and the arts submitted by members.

Despite being written for women, by women, the entries almost exclusively use male pronouns - and the pro-suffrage articles within have done little to update everyone's title from Brother to say, sister; a tradition that remains within

Women's Freemasonry today. However, two of the three tenements of Freemasonry are easily applied to feminist principle - those of Brotherly (eh, sisterly) Love, and Relief. Predominantly a charitable organisation for the upper and middle classes, each magazine details the maternalistic social efforts of women Freemasons throughout WWII, as well as their commentaries on contemporary events.

Formed in 1908, the Order of Women Freemasons is the oldest and largest Masonic organisation for women in this country and works in much the same way as male Freemasonry. Originally for both men and women, the Order became exclusively female in 1935.



Strangely, the Museum of Freemasonry does not hold the Women's Freemason Magazine online. I have been unable to identify any other issues of this magazine available for purchase or at auction.

£400



7. Harvey, Sir Charles. Log Book of the Schooner Yacht Daring. 1877 - 79.

Folio, original blue paper-covered boards, spine in black roan. Printed label completed in manuscript to front. Significant losses to the paper boards, the front one being almost entirely detached. List of Life-Boat stations printed to the inner front board, and information on signals. Board of Trade PSA Regulations for preventing collisions at sea and Treatment of the apparently drowned.

Pre-printed ruled log completed in pencil and ink, with additional sketches. The Log covers two separate jaunts in 1877 & 1879 on the yacht the Daring, owned and captained by 2nd Baronet of Crown Point, Norfolk Sir Charles Harvey.

More an informal diary, the log swiftly becomes entries regaling the adventures of the attendees. The first trip, Falmouth to Great Yarmouth, sees the mate laid up with Rheumatoid gout, and the newly wedded Mr & Mrs Ernest James come aboard at Ryde. Unfortunately sea-sickness struck Mrs James on 28th July, and she needed to be rescued to land by a steam tug boat appropriated by "her gallant captain". Other characters include E J Howes, J Reade (captain), Benjamin Payne, with Sir Charles, his wife and daughter joining on 2nd August. Howes writes of them "...they have all the world can give them, good health, wealth & rank and youth to enjoy, they do not seem much more contented than their poor friends the James' who have nothing. The last entry for the 1877 trip states simply: "Too sick to write in log"

The trip of 1879, Lowestoft to Margate, altogether sounds like a better time, with pencil sketches of “James repairing his trousers with a sail needle”, and “James coiling a rope after his trousers were mended”. Cast of characters include Sir Charles, E. C. F. James, described as “Very extremely ordinary”, O. W. Long an “easy going seaman”, and W. T. C. Wigstone “very ordinary seaman”. James, unfortunately, loses a £1000 bet to the Captain. Two songs are also included “The Amateur Cruise (I never was meant for the sea)” and Capstan Song.

An altogether excellent window into Victorian pleasure Yachting, whimsically picaresque. **£200**

8. Sketchbook of Nudes, from the Tyndall estate. (Circa 1975.)

Quarto. Cream paper-covered boards, felt tip pen scribble to front, “Arts Club £11.55” to back. Toned with some staining. Paper spine splitting but remains tightly bound. Pages are clean and bright.

Thirty-five female nude studies in pen or pastel. An additional cafe scene is in pencil to the rear. From the estate of esteemed children’s artist Robert James Tyndall (1928-2012) who was best known for his work on Noddy from 1953, wherein he took over illustrations on the death of the original artist Harmsen Van Der Beek. He had also previously illustrated Roberta Leigh’s popular comic strip The Adventures of Twizzle and the Larry the Lamb series.

His drawings of Noddy, Big Ears and Mr Plod the policeman were published in children’s classics such as Noddy and the Bunkey, Cheer Up Little Noddy and Noddy Goes to the Fair. His work also featured heavily in comic books, annuals and merchandise.

£280



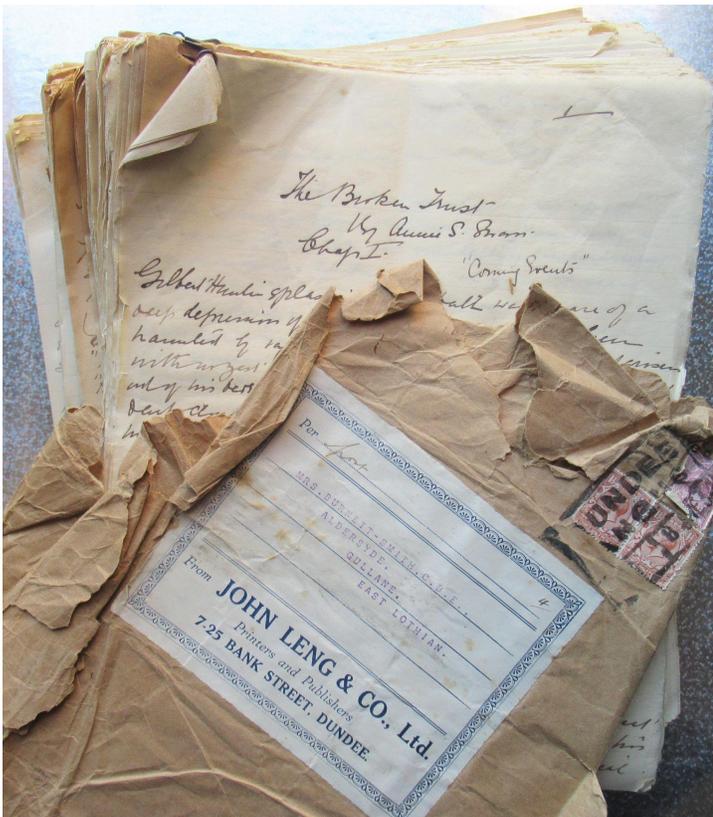
9. SWAN, Annie, [Mrs Burnett Smith]. The Birken Trust manuscript. (Circa 1934.)

516 lined loose leaf manuscript pages forming a novel with the working title of The Birkin Trust. 40 chapters individually paperclipped & paginated per chapter, each running on average 13 single sides apiece in Swan’s hand. Minor corrections in the same hand throughout. Two typewritten sheets clipped in (c9 & c34), one an apparent continuation of the story, the second the latter part of a letter intimating corrections. Two pages appear missing in chapter 20.

“Mrs Burnett-Smith CBE” appears on some versos. Remnants of the paper wrapping remain, the address label still clear, and a parcel postage stamp dated August 1934, being sent from major Dundee publishing house John Leng & Co. Ltd., dating the manuscript between 1930 and summer 1934.

Daughter of a farmer and potato merchant in the Scottish Lowlands, Annie Swan was not only one of the most prolific late Victorian writers of both novels and serials, but a suffragist, Liberal activist, and a founder-member and vice-president of the Scottish National Party.

Living at Kinghorn when WWI was declared and Kinghorn Fort requisitioned by the military, Swan and her remaining family moved to Hertford where in 1914 her new home was destroyed in a Zeppelin raid.



By this time established as one of the most commercially successful popular novelists of the later nineteenth and early twentieth centuries, Swan was asked to travel to the trenches in order to complete morale-boosting trips for soldiers (including those placed in a concentration camp and segregated for venereal disease) bringing messages of gratitude and encouragement from the home front. On her return she was charged with the position of Chairman of Hertford Committee, managing the temporary local resettlement of Belgian refugees. She then volunteered to travel to the United States, becoming a personal friend of Herbert Hoover whilst on several public speaking tours regarding the U.S. Food Administration wartime efforts to preserve supplies via voluntary austerity.

She was made a CBE in the 1930 Birthday Honours list for literary and public services. She died at her home in Gullane, East Lothian in June 1943, aged 80. She counted Lord Tennyson, Prime Minister Gladstone, and J. M. Barrie

amongst her fans.

Swan wrote extensively on the British Suffrage movement, sometimes using pseudonym David Lyall, (Margaret Holroyd: or, the Pioneers) which has a series of interconnecting characters dealing with many of the real problems faced by

women in the movement including family disapproval, physical exhaustion and the ethical dilemmas of rebelling against the social order.

Primarily a writer of light romance, Swan came into controversy with *The Pendulum*, 1929, written on the urging of Sir Ernest Hodder-Williams for a novel on the effects of the war on family life. Swan predicts the public reaction to such a stark deviation by using the foreword to set it out as a “true record”, rather than a work of fiction for which she would be entirely creatively responsible.

£2,500

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