THE BOND AND SHARE SOCIETY

NEWSLETTER

2/80

Friends of Financial History

A PUBLICATION OF R.M. SMYTHE & CO., INC.

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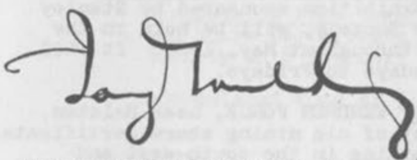
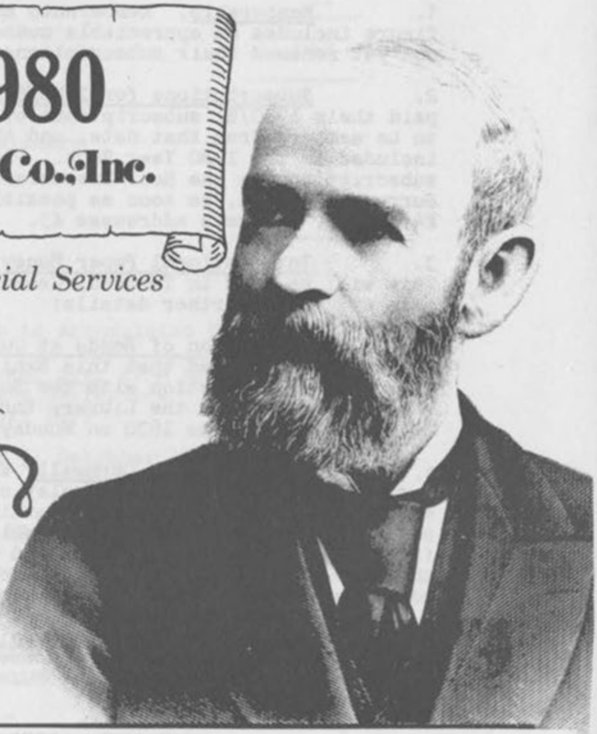
1880-1980

R.M. Smythe & Co., Inc.

A Century of Financial Services





Villain of the Erie Railroad saga, producer of Black Friday, September 24, 1869. His financier sons, George and Edwin, continued his railroad interests while daughter, Helen Miller Shepard, is known for her generous gifts to the citizens of New York.

Heatherdene,
Blackhall Lane,
Sevenoaks,
Kent.

May, 1980.

NEWS LETTER

2/80

Dear Collector,

1. Membership. Membership now exceeds 500 but this figure includes an appreciable number of members who have not yet renewed their subscriptions for 1980/81.

2. Subscriptions for 1980/81. Members who have not paid their 1980/81 subscriptions by 1st July, 1980, will cease to be members from that date, and their names will not be included in the 1980 Year Book. Please send outstanding subscriptions to the Hon. Treasurer, 56 The Avenue, Tadworth, Surrey, KT20 5DE, as soon as possible. Rates for U.K. addresses £4 and for overseas addresses £5.

3. International Paper Money Congress and Exhibition. This will be held in Toronto, Canada, in July 1981. Watch this space for further details!

4. Exhibition of Bonds at Guildhall Library, London. Members are reminded that this Exhibition sponsored by Stanley Gibbons, in conjunction with the Society, will be held in the Whittington Room at the Library throughout May, 1980. It will be open from 0930 to 1630 on Mondays to Fridays.

5. Exhibition in Cornwall. WENDRON FORGE, near Helston, Cornwall, is putting on a display of old mining share certificates and bonds issued by companies working in the south-west and covering a century of limited liability. The display is the first of its kind in Cornwall, and contains thirty specimens at the time of writing; each certificate has been "written up" in consultation with member Justin Brooke.

6. The Metzga Index of Russian and Chinese Bonds. Figures for the index which is based on six representative Chinese and six representative Russian bonds are as follows (base was 100 in April 1978):

December 1979	938.08
January 1980	923.10
February 1980	914.20
March 1980	897.62

7. Annual General Meeting. This was held at Basildon House on Tuesday, 5th February.

Officers of the Society were re-elected as follows:-

Chairman	J.P. Berthoud
Hon. Treasurer	B.W. Mills
Hon. Secretary	R.D. Ross
Committee Member	M. Moule

Richard Stokes was re-elected as Hon. Auditor, and Mr. R.E. Jackson was also elected to the Committee.

The accounts for the period 6th February, 1979 to 31st December, 1979 were approved. The following is a summary

	£
Receipts	
Subscriptions for year to 31 March 1980 less unexpired at 31 December 1979	1,379
Meeting fees	110
Donations	101
Auction commissions	60
Interest	11
	1,662
Expenditure	
Printing and Stationery	983
Postage	427
Miscellaneous	27
	1,437
Surplus transferred to Accumulated Fund	225
Accumulated Fund taken over from Bond and Share Certificate Collectors Society on 6 February 1979	84
Accumulated Fund at 31 December 1979	£309

8. Missing Renversaal No. 71 in Zake de Onderneming op The Lutine. Dr. L.J. Bonchez, Postbus Nr. 5505/1007 A M Amsterdam, writes to report that this document was stolen before the auction held in Amsterdam on 5th March. Any member sighting it is requested to inform him as soon as possible.

9. Future Meetings. These will be held at 6 p.m. and the main business for the evening will be scheduled for 6.30 p.m.

Tuesday, 6th May - Basildon House, 7/12 Moorgate

Wednesday, 4th June	At the Ski Club of
Tuesday, 1st July	Great Britain,
Tuesday, 7th October	118, Eaton Square,
Tuesday, 4th November	London, S.W.1.
Tuesday, 9th December	

PLEASE NOTE CHANGE OF VENUE FROM JUNE.

10. U.S. Chapter. A New York Chapter of the Society is in the course of being formed. Members interested in joining should approach the Hon. Secretary:-

Mrs. Diana E. Herzog,
c/o R.M. Smythe & Co., Inc.,
170 Broadway, N.Y. 10038. U.S.A.

11. U.K. Branches. The following wish to start local branches. Please write to them if you are interested in joining:-

Michael Laws,
29 Curzon Park South,
Chester.

Brian Hoyle,
2 Yew Tree Avenue,
Bradford, West Yorkshire.

12. Talks at London Meetings. Members have been privileged to attend talks by Derek Fawcett on Baku bonds and by Mr. Tom Ingram on Barings and the State of Buenos Ayres Loan of 1824. At the meeting to be held on 6th May, Lady Wagner will talk about 'Heraldry and Bonds.'

13. Membership. Dealers are very welcome as individual members of the Society but their personal membership does not extend to their firms nor entitle them to claim corporate membership on their note paper and advertising literature.

14. Advertising. Advertising Rates for insertions in the Newsletter are:-

	½ page	whole page
Single Insertion	£25	£50
Three consecutive insertions	£50	£100

Vignettes must be camera cut and proofs provided with exact layout and typescript as required. Applications for space in the September issue must reach J.P. Berthoud, Laurence Prust & Co., 7/11, Moorgate, London, E.C.2. not later than 1st July, 1980.

15. Newsletter 3/80. Please let me have your contributions and items for the Wants and For Sale section not later than 15th July and earlier if possible.

Yours sincerely,

Donald Ross.

Hon. Secretary

INFORMATION ABOUT BONDS

THE BOND & SHARE SOCIETY'S NEWSLETTER 2/80

NEW YORK CENTRAL RAILROAD 1915

When is the precursor of a bankrupt railroad fully encashable? Edwin Slade of Foreign Bond Recovery Systems, Las Vegas writes in to tell us that the First Mortgage of New York Central pledged as collateral all the land along Park Ave, New York. When the company merged into Penn Central and declared bankruptcy, the trustees, Girard Trust of Philadelphia honored the old bond and all coupons at face value. All other creditors holding the second mortgage or common stock got 4% or less of their claims, after years of litigation. However the First Mortgage was payed within 10 days from the sinking fund set aside for the purpose. This should encourage Bond collectors to read the fine print!

THE BALDWIN LOCOMOTIVE WORKS

This early locomotive construction company [redacted] situated at Eddystone, Pa., was founded by Matthias W. Baldwin, who completed his first locomotive the 'Old Ironsides', in 1832, surely one of the earlier American manufacturers. It proved to be an unqualified success and other orders followed. By the time of Baldwin's death, in 1866, the works had a capacity of 125 locomotives per annum, some for the home markets and many for the lucrative markets abroad. It was the American Railway locomotives who instigated the introduction of the 'Cowcatcher' the first one used on the Mowhawk and Hudson Railroad in 1832. This addition is only one of the many specialist devices employed on American locos to solve various new problems. By 1866 the company had built 1500 locomotives in total a quite considerable achievement. After Baldwin's death a new partnership was organised and this form of management was continued until 1909, when the works were finally incorporated. The plant was concentrated in Philadelphia until 1906, when a large tract was purchased in Eddystone about 12 miles from the city. To 1940 over 62,200 locomotives have been built by the company, the maximum output being in 1918 at 3,580.

The company's products now include all types of marine boilers, forging and steel castings, ferrous and non-ferrous castings, hydraulic press machinery, tensile and compression testing machines etc.

Timothy J. Robson

"COLLECTING PAPER MONEY AND BONDS," by Colin Narbeth, Robin Hendy and Christopher Stocker (Cassell - £6.95)

An introductory chapter on collecting advises "The first aim of any serious collector is to form a good library" to which might well have been added "and this book should certainly be in it."

The three authors, of whom it can not be said that too many cooks spoiled the broth, have been successful in showing the relationship of paper money, bank note printing and bonds. Of special interest to scripophilists will be their description of the various types of security printing and engraving - also the historical notes on de la Rue, Bradbury Wilkinson and the American Bank Note Company. The use of similar (or even the same) vignettes, designs and borders for both Bank Notes and Bonds is still an unexplored field on which it is hoped a member of the Society will soon submit an article!

In addition to providing an authoritative introduction to what Uli Drumm once lyrically described "as the beautiful world of bonds" the authors also offer sound advice to new collectors.

Two chapters are devoted to individual bonds and their stories. There are also useful lists of dealers, auction houses and clubs. The dust cover claims that the book is lavishly illustrated - and it is.

The authors are to be congratulated on what will quickly be acknowledged as a standard work which should be read by all new collectors with profit and by more experienced collectors with pleasure.

THE BAGHDAD RAILWAY

The Baghdad Railway is the collective name given to the plan for a railway to join Haidar Pasha on the Bosphoros, opposite Istanbul, to Baghdad. This plan came to fruition in July 1940,when following the completion of the Mosul-Baiji section, the first train ran between Haidar Pasha and Baghdad.

The very first plan for such a Railway had come from the British. This first plan had been made 80 years earlier but following the British interest in the Suez Canal lapsed, the idea then became mainly a German enterprise. Politically it's implications were far reaching it formed the mainstay of German expansionist policy in the Near East. Naturally the German activities were watched very closely by the other major powers. Undoubtedly it influenced the entrance of Turkey into the First World War.

The first major practical proposal was the formation of the Anatolian Railway Co. under the direction of the Deutsche Bank in 1889 to exploit concessions to construct railways from Haidar Pasha via Eskishehr to Ankara, and later from Eskishehr to Konia; this latter was completed in 1895-96. In 1902 the company received a concession for the line from Konia to Baghdad. The line was begun in 1903 also with German capital. The company was called the Imperial Ottoman Baghdad Railway Co.

Progress on the line was very erratic due to political, financial and technical difficulties, when war broke out in 1914 the line was far from complete. Events in the Near East thus gave the line tremendous strategical importance and work under the direction of the German military continued at a now fast pace. By the end of 1918 the line had reached as far as Nisibis and 85 miles at the Baghdad end had been completed. This left a gap in the middle of 300 miles.

The future history of the line is very complicated but briefly; after negotiations the line was split between the Turks, Syrians and Iraqis. The two German companies concessions were annulled. Throughout the Second World War the line once again held strategic value, but due to air transport across the difficult terrain as a freight carrier it lost it's significance. In 1942 with the joining of it with the Tripoli-Haifa line, it's own completion all the way to Baghdad it completed the dream; to be able to go from Europe and Baghdad to Cairo.

Timothy J. Robson

DEAD CERTS

Not being a racing man, the title of this article has only one meaning for me - share certificates and debentures issued by a company no longer extant. As part of an extensive study of the financial and legal history of mining in the south-west I have for many years collected them. The information they contain is often invaluable for building up a picture of a company's activities, since they bear details sometimes not obtainable or recorded elsewhere, such as names of directors and secretaries, registered offices, dates of incorporation, and occasionally an extract from the company's articles or deeds of settlement. Although graphology is not regarded as part of industrial archaeology, a flowing signature with a thick pen will frequently tell a researcher something about a company offical.

In Cornwall and Devon, for about two and a half centuries, up to 1920, mines were worked on what was known as the Cost-Book system. This was a simple form of partnership in transferable shares which grew up as part and parcel of the industry, and which was well adapted to the small mining ventures of past centuries. Evidence of the ownership of shares was the entry in the cost-book, at first a single volume which contained minutes of meetings, accounts, dividend payments, calls on shares, relinquishments and forfeitures of shares, and all the other information which custom required should be recorded. No certificates of title were issued for the shares, as the entry in the cost-book was accepted as prima facie evidence of ownership. In theory an adventurer holding a share in a cost-book company owned a fraction, the size of his share, of the company's assets, including its debit or credit balances, machinery, ores and equipment. About the middle of the last century, when a lively market in Cost-Book company shares had developed in the City of London (among the outside brokers who were not members of The Stock Exchange), company pursers (secretaries) begaa issuing receipts for transfers of shares. Although not accepted as evidence of title they were a convenience both for the investor and speculator, and they corresponded to inscribed stock receipts which used to be issued by the Bank of England, and a few companies not connected with mining, in respect of "inscribed" stocks. A few such receipts have survived, though not sufficient to enable one to determine whether their issue was a common practice; the oldest one I have seen is from Trelyon Consols Mine, Lelant (1849-77) and is dated 1857. It may be relevant to observe that the Cost-Book system spread from the south-west into Wales, Ireland, and the West Indies, and that the last one was the Levant Mining Company, St. Just, formed in 1870 as a reorganisation of another company started in 1820, and liquidated in 1920 on its property being acquired by a limited company.

Cornish and Devon mining company share certificates fall into two categories, joint stock and limited liability. The joint-stock system was adopted by London promoters of companies formed to work mines in the south-west in the 1820's, in an early attempt to introduce limited liability for shareholders, who, under the Cost-Book system, were individually liable for the whole of the company's debts. The first such company of which any record remains was the Wheal Concord Mining Company, wheal being a Cornish word for work and hence a mine working. The promoters of this company, which was formed to work a mine between Redruth and St. Agnes, issued certificates to the shareholders, stating that the named holder was the owner of a share or shares in the company whose name appeared at the head of the certificate. No mention was made of any interest in the company's property, but the certificates stated that their holders were entitled to "the

North Cornwall Silver, Lead, and Tin Mining Association.

No. 61

The Bearer hereof is entitled to FIVE Shares in the Capital of the North Cornwall Silver, Lead, and Tin Mining Association, on which £1 per Share has been paid.

London, April 20th., 1835.

Chas. Thomas
SECRETARY.

[illegible]
J. Champion
W. Tonkin
DIRECTORS.

This Company consists of 8,000 Shares of £5 each.

The affairs of the Company to be conducted by Three Directors as above, with power to add Two to their number.

The deposit of £1 per Share being paid, the Directors have the power of calling for £1 per Share more if required, and no further call will be made without the consent of the majority of the Proprietors at a public meeting convened for that purpose.

In the event of the non-payment of any one of the instalments within fifteen days after the same shall become due, the Directors shall at the first convenient opportunity, sell the Shares so in default and hold the proceeds thereof, after deducting the amount of the instalment which may be due (and interest thereon at £5 per cent. per annum) at the disposal of the Proprietors thereof.

The present Directors are to continue in office until the 1st. of June, 1838, at which period, and so successively in every following year, Two of the Directors shall retire from office, but to be considered as immediately re-eligible. Any vacancies which may arise in the Direction previously to the 1st. of June, 1838, to be filled up by the other Directors from Proprietors holding not less than 100 Shares.

One hundred shares shall be the qualification of a Director.

Two Auditors (being Proprietors of not less than 50 Shares each) shall be appointed by the Shareholders at the first Annual General Meeting, to audit the accounts of the Directors.

A General Meeting of the Shareholders shall be called on the first Monday in June, 1836, and afterwards on the same day annually, when the Directors shall lay before the Shareholders a full statement of the Company's affairs.

At all General Meetings of Shareholders, the right of voting shall be as follows:—

Each holder of	20 Shares	shall have	1 vote.
"	50	......	2 "
"	75	......	3 "
"	100	and upwards	4 "

Ten days notice of all meetings shall be given in the London Gazette, and two Morning Newspapers.

First Call of Ten Shillings pr. Share paid 22d. June 1836 G.T. Keogh Secy.
Second Call Five Shillings pr. Share paid 27th Dec 1836 G.T. Keogh Secy.

12

Royal Polberou Consols Mining Company.

No. 571 to 573

The Bearer hereof is entitled to THREE SHARES in this Company, subject to the Conditions endorsed.

London, 10th July, 1834.

Entd Fol. 25 / 18

Firmin de Tastet

Will. Lomax

24 July 1834 First Instalment due of £3 0 0 per Share. Entd G.P. Ward

21st Apr 1834 Second ditto 2 10 0 per Share. " G. Pollard

3rd Jany 1835 Third ditto 2 10 0 per Share. " G.P. Ward

26 Decr 1836 Fourth do 2 10 0 " T.C. Williams

profits and advantages" of the shares, and in one remarkable lawsuit it was ruled that a holder, Lady Anson, had no interest in the mine and was not liable for debts. Company promoters, anticipating legislation, promptly changed their practices and issued certificates in "bearer" form, and thus was born the "scrip" company. Scrip was an abbreviation for subscription receipt, which acknowledged the receipt of a cash deposit on a share, and which entitled its holder to a share on paying all the calls due on it. It could pass from hand to hand like a modern allotment letter. The disadvantage for a company of having nothing but anonymous shareholders who could only be advised of calls (or dividends) by advertisements in the newspapers is obvious; but for shareholders who wished to speculate scrip shares were ideal as there was no long chain of paperwork to be completed before they could be transferred from seller to buyer. Furthermore, the amount that could be called up on each share was limited to the figure given on the certificate. In theory, scrip shares could be exchanged for registered ones, but this does not appear to have been a very common practice. Scrip companies had the great advantage of being divided into a large number of shares, which were generally low-priced and which enjoyed what was virtually a free market among the outside brokers and mining brokers of the City. By contrast, cost-book companies might be divided into as few as 64 or 128 shares, which were a "negotiated" market.

Apart from a few Plymouth-based companies working mines near the river Tamar, the majority of scrip companies worked mines in the parishes of St. Agnes, Redruth, Perranzabuloe and St. Austell. The rest stretched from St. Just in the west to Hennock, in Devon, in the east. They were least highly thought of in the older mining areas of St. Just, St. Ives, Camborne and Redruth (the last two the centre of the mining industry). The last scrip company was incorporated in the mid-1850's, and the last one extant, Tincroft Mining Company, Illogan (1833-62), was turned into a cost-book company in 1863, when its scrip certificates were called in. On the impending change, James Crofts, a London sharebroker, observed: "Its well-thumbed parchment scrip attested its claim to antiquity as a mine, besides creating a species of fascination in its possessors as a tangible security that 'could be felt as well as seen'." Many scrip certificates were for multiples of five shares, sometimes for three, occasionally for one, as in the case of West Par Consols, St. Austell (1852-76), whose scrips were called in for registration when the company became a cost-book concern.

It is worth recording that the first successful investment trust, the West Cornwall Mines Investment Company, of Truro (1836-41), was a scrip company formed to hold heavily-priced mining company shares, with a view to spreading the risk for the individual shareholder. The company, which is thought to be this country's oldest investment trust, paid several dividends and was liquidated during the slump in copper and tin prices in the early 1840's. Other scrip companies were formed as holding companies to work several mines in different districts, as, for example, the East Cornwall Mining Association (1833-42), holding mines in the three adjoining parishes of Roche, St. Wenn and Withiel, and the Cornwall Great United Mines (1836-42), with properties in Linkinhorne, Wendron and St. Agnes. The 1830's were undoubtedly the heyday of the scrip company, one of these, the Royal Polberou Consols Mining Company (1834-48), working a large complex of mines in St. Agnes, having produced the oldest scrip certificates I have yet seen. Other successful concerns from this period include the Tamar Silver-Lead Mining Company, Bere Alston (1835-71), in which Percival Norton Johnson, one of the founders of Johnson, Matthey & Co., precious metal refiners, was a director in 1838-55. An unsuccessful one, which optimistically printed its shares on parchment like Tincroft, was the North Cornwall Silver, Lead, and Tin Mining Association, of Perranzabuloe (1835-38). The company appears to have produced nothing but copper, which was not the mineral sought, and to have closed as the result of its London secretary, George D. Keogh, having accepted a similar position in the St. John d'El Rey Mining Company, whose property was in Brazil.

Scrip companies had a high rate of failure, and by 1840 the term scrip company had become synonymous with bad management. The Mining Journal, in fact, exhorted its readers to thrust their scrip certificates in the fire, and called the promoters of scrip companies "wolves in sheeps' clothing," since the system was open to great abuse. Some scrip-holders nevertheless preferred to hide their certificates in papered-over cupboards, and one such hoard was found in Wales just after the last war. On the scanty information available it is not possible to identify all the scrip companies formed to work mines in the south-west, since there was no companies' registry at the time, though between 1822 and 1844 about 130 such concerns can be definitely identified as being on the scrip system. Scrip companies were made illegal by the 1862 Companies Act, which specified that each company had to keep a register of its shareholders.

Limited companies formed a more important category than scrip concerns. The first one formed to work a mine in Cornwall was the Cornwall Great Consolidated Lead and Copper Mining Company Limited, registered on 11th May 1857 to work a group of four mines at Latchley, on the river Tamar just above Gunnislake, with a capital of £24,000 in £2 shares. It lasted until 1861, when a shortage of capital made it necessary to liquidate and reorganise, as its articles did not permit the raising of additional capital. Seven days after its registration the first such Devon concern, the Okehampton Mining Company Limited, was registered, having been formed to work a mine lying west of the town near what is now (1980) Mine Farm. This only lasted until the board had had time to meet and resolve that they would not carry out any work, though the company was not struck off the Register until 1882. A branch register of limited companies was opened in Truro in 1863 and, after registering just over five hundred companies, including quarrying and china-clay concerns, was closed at the end of 1895. The first limited company working a Cornish mine to pay a dividend was the St. Just Amalgamated Mining Company, Limited, registered in 1862. It paid its first dividend in 1869 and its second and last in 1871, and went into liquidation in 1875.

Among the oddities can be listed the limited company with the longest name - The Plymouth Brickworks, Iron Ore, Ochre and Limestone Quarries (Ballot Tontine) Limited, registered in 1877 and struck off the Register seven years later. This was formed to continue the working of the Turnchapel and Mount Batten Iron Mine, Ochre, Umber, Stone Quarry, Brickworks, Lime Quarries and Rottenstone Works. Another was a Belgian company, the Compagnie Anglo-Belge pour l'Industrie de l'Étain, S.A., formed in 1908 to work Wheal Busy, between Redruth and Chacewater, and liquidated in 1921 after producing a few thousand pounds' worth of minerals, mainly tin and arsenic ores. Another, the Calstock Tin & Copper, Limited, (1900-14), had a great following in France, because one of the mines it worked was leased from the Prince of Wales (later Edward VII), who was a popular figure in Paris at the time, and after whom the mine was named. The company's shares were largely in bearer form, to comply with Continental preference, and were bilingual.

Scrip company share certificates were usually printed by letterpress, occasionally with lithographed borders, and limited companies until quite recently printed theirs by lithography, which permitted a more flamboyant design. The coming of the computer and the professional company registrar produced a more severe type of letterpress certificate, whose introduction is to be deplored. Illustrations were confined to prospectuses and prospectus maps, and collectors seeking the bizarre should look elsewhere for pictures of allegorical maidens en déshabille. In the meantime, I would value the sight of certificates of mining companies which worked in the south-west; from this century alone the list includes such unlikely titles as Argus, Associated Tamworth, Berrida, Bisichi, Burmese Minerals, Camlon Syndicate, Champion, Contin, Corderoy, Daneth, Diamantino, Geri River, Gurum River, Hillside, Jantar, New Options Syndicate, Nigel Trust, Riviera Syndicate, S.G. Minerals, South Mount Boppy, Sudan Exploration, Thermo-Electric, Universal, Uroz, W.A.G. Assets, and Yelwa.

Justin Brooke

(Note:- Justin Brooke has made a special study of the certificates of West Country mines and his book "Stannary Tales" is now in the printer's hands.

He offers to give members - over the 'phone - the history of about 11,000 mining companies in the south west going back to the fifteenth century for Cornwall and to the thirteenth for the Mendips.)

A BRIEF HISTORY OF THE NATIONAL FLYING SERVICES

In my collection of aviation share and bond certificates I have a large orange and black share certificate, it is one of this country's first popular flying schools.

National Flying Services was widely advertised on it's birth as being a training establishment for everybody. However, it was not long before the company realised the lucrative market of air transportation. The then superintendent of flight training N. Stack 'Stacko' for short soon found that his original ambitions were not to be, and so himself and half the management team resigned. Shortly after this mass resignation the company bought fifty-five, a sizeable order, sports coupes designed by the famed Desoutter to use as air taxis. The first service run by N.F.S. was initiated by Lord Brentford better known as the great 'Jix'. The company did well in their endeavour and purchased the manor at Hanworth Air Park as their headquarters. Something can be seen of their importance by the choice of their field at Hanworth as the start and finish of the Kings Cup Air Race. On the occasion one hundred and one aeroplanes took part, including seven women one of whom won - Miss Brown. The company were also the first in this country to obtain the rights, from the French, to banner towing. This new form of aerial advertising proved to be popular.

Following their financial success the company now had off-shoots in Nottingham, Hull, Blackpool and Reading. Although Heston was to become the 'Society's' centre of flying in the N.F.S. their field at Hanworth was for less wealthy individuals.

During 1930 a lot of aviation manufacturers and air companies suffered on the stock exchange. De Havilland for example fell from £1 to 12s, N.F.S. went from 6d to 8d, the comment in the press was 'I am told that the company is recapturing the goodwill of the British aviation world.' Many star-studded fly-ins were arranged by the N.F.S., one of them included Louis Bleriot and Sir Alliot Roe, these aimed at giving the company free publicity in the press which they hoped would make them attractive to the Socialites, after all these people were the only ones who could afford to fly. Perhaps their greatest event was the show that included the arrival over Hanworth of the Graf ZEPPELIN, this drew tremendous crowds and publicity.

The company also got involved with test flying, Capt. Henry Worrell test flew the new Tudor, he was the Chief Flying Instructor at N.F.S. in Leeds.

But all this lavish expenditure had a dramatic effect, with the Depression in full swing N.F.S. found their books in 1931 to be in a terrible state. Many noteable Board members beat a hasty retreat including Sir Allan Cobham (noted for his design work). A Mr. Sempill was called in and he gradually put things right.

But this reprieve was short-lived for in 1934 the company went into liquidation. By 1935 N.F.S. was no longer the remaining assets were bought up by British Pacific Trust.

For a company that had fostered the spirit of flight training and of air taxi work it was a sad ending. Their workshops had serviced record breaking attempts, such as that made in a compter swift in 1934.

I am keenly interested in any aviation ephemera, if you have any I will buy or swop for old English share certificates or American.

Timothy J. Robson

AN INTERESTING GERMAN REVENUE STAMP

A very rare revenue stamp appears on a few of the 5% Gold Loan Reorganisation 1913 £100 bonds. The stamp, which is only known to have been issued on one day only (22 July, 1920), shows the profile of a dog at Germania's throat. This was done by the Germans in protest at the terms of the Treaty of Versailles, which gave the stamp duty revenue to the French. The French ambassador protested about the "dog" duty stamp, which was removed the following day and so only appears on the one day.

(with acknowledgements to John Phillips of Nicevale)

REMOVAL OF SELLOTAPE

A professional conservationist has recommended the use of One-one-one Trichloroethane for removing Sellotape from bonds and share certificates. It should be applied with moderation and if there is ink under the sellotape special care should be used in case bleeding results. This Trichloroethane can be obtained from:-

Frank Joel Ltd.,
P.O. Box 6,
Downham Market,
Norfolk.

THE RUSSIAN CITIES

INDEX

ASTRAKHAN	MOSCOW	POTI	TIFLIS
BAKU	NIKOLAIEV	PSKOV	WARSAW
EKATERINOSLAW	ODESSA	ST. PETERSBURG	YALTA
KHARKOV	PERM	SARATOV	
KIEV	POLTAVA	SEVASTOPOL	

Spaces have been left available as new city issues are being found from time to time. Riga and Vilna, commonly listed as Russian, were in fact Baltic States' cities and have not been included. Both these issues have very complicated histories dissimilar to the Russian cities. They are of course both part of Russia now having been annexed in the last war. Warsaw is included as at the time of issue Poland did not exist, and Warsaw was part of Russia.

ASTRAKHAN 5% LOAN 1910

The City is situated at the northern end of the Caspian Sea some 400 miles north of Baku and 200 miles south of Saratov. At first sight the Bonds are very similar to Saratov and were issued in Frs.500 and Frs.2500 denominations. This is converted into £19.16s.10d. and £99.4s.2d. (or to be correct now £19.84 and £99.21 respectively). The issuing house was J.H. Schroeder Wagg & Co. and at one time the stock was quoted in London (it could still be but this is open to doubt). Stock Exchange Year Books up to about 1932 list the stock and also state that the vast majority of the issue was made in Russia, and this could account for their scarcity. As far as is known only 12 Bonds of the Frs.2500 (£99.4s.2d.) denomination have been seen. It could well be that the smaller denomination was only available as "change" for the Sinking Fund. This is thought to be the case with Saratov as well.

ISSUED	OUTSTANDING	FRS.500	FRS.2500	1st UNPAID COUPON
£582,016	£559,396	98	5847	15.1.18

BAKU 5% GOLD LOAN

The City is on the west shore of the Caspian Sea and is famous for its oil interests. To the railway enthusiast it is the Eastern Terminal of the Trans Caucasian & Wladikawkas Railways.

There is no doubt that there were four different issues. Two in 1910 @ 95%, the first in London, the second in Brussels. The third was in 1911 @ 96% and the fourth in 1913 and issued at 95%. There is no difference in the Bonds and it is only possible to differentiate between the issues by the Revenue Stamps. The first issue was stamped by the British Inland Revenue between 29.11.1910 and 1.12.1910. The second issue was not stamped at all in London and was comprised entirely of £20 Bonds. The third issue was stamped between 16th January and 19th January 1912. The fourth issue appears to have been issued principally in London, but bonds of this issue were obviously placed on the Continent as a number do not have U.K. revenue stamps.

The Coupons were originally payable in Brussels as well as London, but with the German advance in the First World War, the payment in Brussels ceased and only London became the paying agent. A number of Bonds are revenue stamped in 1915 as the stock was sold from the Continent.

By studying large numbers of Bonds, I have attempted to differentiate the issues by the Bond numbers, but these figures must be treated with caution, and should any member have bonds which disprove the figures please let me know so that we can achieve a higher degree of accuracy.

Only the 1st, 3rd and 4th Issues are officially quoted on the London Stock Exchange. Bonds of the 2nd Issue have however been seen.

1ST ISSUE - There are for certain 20,000 bonds of the £20 denomination and these are numbered 00001 - 20,000. The £100 bonds begin their numbers at 71,433 and it is estimated that this denomination stops at 74,982. Of the estimated 90 bonds of £500 denomination, these are thought to bear the numbers 84,293 - 84,382.

2ND ISSUE - Only £20 bonds were issued and these were numbered 20,001 - 47,000. It is thought that the last 13 bonds were never issued.

3RD ISSUE - It is thought that very few, if any, £20 bonds were issued. The £100 bonds are thought to be numbered 74,983 - 79,772 and the £500 bonds 84,383 - 84,424 both sets of figures inclusive.

4TH ISSUE - The latter numbers in the three denominations are almost certainly correct, but the first numbers are again estimates. Of the £20 denomination, it is estimated that 23,147 were issued abroad and it is known that only 1,285 were issued in London. These latter bonds were numbered 70,148 - 71,432. The Continental issues were thought to begin at 47,001 and go through to 70,147. The £100 denominations are thought to start at 79,773 and certainly finish at 84,292. The £500 denominations are thought to start at 84,425 and certainly finish at 84,577. It is estimated that 691 bonds of £20 were not issued.

EKATERINOSLAW 5% ISSUES

My historian friends tell me that it was here that the Czar met his end. There were 3 issues made by this City, all of which were comparitively small especially the 2nd Issue. All three issues carried a Sinking Fund.

YEAR	RATE	ISSUED	OUT-STANDING	DENOMINATION	NUMBERS IN ISSUE
1904	5%	Rbls.2,500,000	Rs.2,258,400	Rbls.200	12,500
1909	5%	Rbls.1,500,000	N/K	Rbls.200	7,500
1911	5%	F.Frs.6,933,000	N/K	Frs. 500	13,866

To be continued
D. Fawcett

JOINT STOCK COMPANIES PRE 1720

Justin Brooke has drawn attention to "The Constitution and Finance of English, Scottish and Irish Joint Stock Companies to 1720" by William R. Scott - published in three volumes by the Cambridge University Press - 1912. Obtainable through the British Library Service, - a copy is held in the Maidstone Public Library.

A cursory look at this work shows it to be a veritable mine of information and a real source of inspiration to members seeking subject matter for articles for future News Letters!

SOME OTHER NEW PUBLICATIONS

A second and revised edition of Confederate and Southern State Bonds by Grover C. Criswell - 374 pages in hardback. Obtainable from Criswell's, Fort McCoy, Florida, 32637 U.S.A. (Postpaid $24.95 - airmail $27.95) or from U.K. dealers.

The first volume of Swiss Non Valeurs News - a quarterly publication printed in both English and German. Annual subscription rates:

Europe (airmail)	Swiss Fr 28
USA and overseas	Swiss Fr 32

Write to Swiss Nonvaleurs News, P.O. Box 163, Ch-3000 Berne 15, Switzerland.

A second and revised edition of "Russian Railway Bonds" by Drumm and Henseler with the introductions now in English and French as well as German. This early classic, up dated with the fruits of further research, will be welcomed by all serious collectors. Obtainable from U.K. dealers.

UNCANCELLED BONDS - A REPLY TO A.E. DODDS' LETTER IN NL1/80

If the issuing state has ceased to exist, a bond may nevertheless still be "alive," just like the quoted Bonds of defunct states. Thus, for example, Imperial Russian Bonds are "busted bonds" with some possibility of ultimate repayment, but some are quoted and some are not. American Confederate Bonds now have no prospect of ever being repaid, and none of them are now quoted on any stock market.

If, on the other hand, the issuing state still exists, there seem to be two possibilities:-

(1) The Bond may be an unredeemed survivor of an issue the bulk of which has been redeemed. This could be explained by a previous owner of the bond having failed for some reason to apply for repayment. Such a bond could still qualify for repayment, though lapse of time could be an obstacle. The lack of cancellation might give the Bond a rarity value in scripophily.

(2) The Bond may be one of an issue which the issuing state later wholly or partly repudiated. Such Bonds are not physically cancelled or marked in any way, but their owners can never get repayment without successfully contesting the state's refusal to repay, which is difficult if the previous owners of the Bonds acquiesced in it, and becomes progressively more difficult as time goes by.

The more likely of these two possibilities is that the Bond is one of a repudiated issue. About a century or more ago the southern states of the U.S.A. repudiated their liabilities on many Bond issues. The following are three examples of different types of repudiations by the southern states:-

(a) The Union Bank Bonds and Planters Bank Bonds issued before the start of the Civil War in 1861. These Bonds were apparently issued by the Banks, but the State of Mississipi was liable to repay, probably as guarantor, and after the Banks went bust repudiated its liability. These Bonds were the subject of an article in NL 3/79.

(b) During the Civil War 1861-5 the southern states were part of the Confederate States, and some issued their own bonds. After the end of the Civil War the Confederacy ceased to exist, and all its Bond issues became "busted bonds," but the southern states continued to exist and had to negotiate their re-entry into the United States. The United States insisted, as a condition of re-entry, that they repudiate repayment of Bonds they had issued while they were members of the Confederate States, for raising money to fight the North, and the southern states had to do that.

(c) During a period of about ten years after the end of the Civil War in 1865 many of the southern states were governed unconstitutionally, because their governments were in the hands of "carpetbaggers" who had come down from the North and got themselves elected into the southern states governments on the Negro vote. They were called "carpetbaggers" because when they arrived from the North they carried their belongings in a carpetbag, the contents of which satisfied the property qualification for their election into the state government. During this period many loans were raised without any regard for the proper interests of the states. Some Bonds were issued for specific purposes, e.g. to finance railroads, but often the funds were misappropriated, and the railroads etc. were not built. When each state returned to constitutional government it investigated these loans and decided which of them it would or would not redeem, and the decision was incorporated into the state's constitution. Examples of southern state bonds which were repudiated in this way are:- Georgia $1000 (main vignette State Seal) Criswell 70A page 208; North Carolina $1000 (Wilmington and Rutherford Railroad) Criswell 69C page 250; South Carolina $1000 (main vignette George Washington) Criswell 69B page 260. An example of a southern state Bond of this period which was redeemed is South Carolina £100 Sterling (main vignette cotton boll) Criswell 71A page 262.

K.G. Morris

THE CACIQUE OF POYAIS

Somewhere between Nicaragua and England one Gregor MacGregor invented a kingdom and became its ruler. Adventurer and rolling stone, fighting for whatever country took his fancy at the time, he had already earned fame for his part in the South American wars of independence.

It was in 1811 that he was assigned to the staff of the Liberator, Bolivar's principal commander, General Miranda. Under his leadership MacGregor rose to be a General of Division in the Army of Venezuela. Bolivar himself decorated him with the Insignia of the Order of Libertadores.

At last the Spaniards were routed, but MacGregor collected a small force of brigs and schooners and landed in Nicaragua. There he discovered a swampy, mosquito-infested land inhabited by itinerant Central American Indians. They were a particularly inadequate breed, and the plausible Scot had little difficulty in obtaining territorial concessions. After all there was so much territory and none of it good.

It may be that his decision to publicise Poyais (as he called this territory) started as a joke. Whatever the truth he must have realised the terrible consequences when, on April 13, 1821, he set sail for England. He arrived at a time of post-war bleakness and discontent to find his fame as soldier of fortune had preceded him.

Quietly he told growing audiences about the land he had just left and of which he was recognised as Prince and ruler. He painted graphic pictures of noble mountains, clear streams and luxuriant plants. He spoke of growing cities. Gold, he said, was in the soil waiting to be mined, trade was ever-increasing and he, Gregor MacGregor, was the sovereign of it all - the Cacique of Poyais.

The populations of London and of Edinburgh continued the fable where MacGregor left off. Businessmen, eager to exploit the potential wealth of Poyais, sponsored publicity undertakings. Engravings of the imaginary metropolis were made available by the thousands and eagerly snapped up. MacGregor insisted that of all the people who would like to emigrate to Poyais only an acceptable few would be allowed to go.

What had started as a statement of attractive fiction soon developed into incredible proportions as the fable grew. Certain people "persuaded" MacGregor to appoint them to official status. A certain Thomas Strangeways became captain in the First Native Poyais Regiment and aide-de-camp to His Highness; he also wrote a detailed guide to Poyais especially for prospective colonists.

Small offices opened offering Poyais land at a few shillings an acre and 70,000 Poyais currency notes were printed at Edinburgh and exchanged for the emigrants' good British money.

On September 10, 1822, the Honduras Packet sailed from Leith with 50 hopeful travellers en route for a land they were told was flowing with milk and honey.

As the Honduras Packet sailed away the giant movement of deception gathered momentum. With so many people to be paid for their work in promoting the venture, with ships to be bought to carry the waiting emigrants, MacGregor's capital became low.

He visited Perring and Company, famous Cornhill bankers, with the ultimate result that the State of Poyais became richer by £200,000. A new army of stockholders joined the army of the deluded.

Meanwhile the first result of the gigantic hoax was a story of sickness and despair after the Honduras Packet arrived. Fifty starry-eyed settlers landed on a deserted mosquito-ridden shore awaiting a non-existent reception. In the tropical silence and humidity they made temporary living quarters and waited. Some of them set off into the interior hoping to find the city so appetisingly pictured in the pamphlets they had bought in Edinburgh and London.

Shortly the remainder were joined by another shipload of emigrants, including women and children. Altogether 200 people had arrived hoping to find the fulfilment of their dreams, but what they did find was - nothing.

Then the first tragedy occurred. A hurricane swept in from the Carribean. Both ships were torn from their moorings and carried out to sea with most of the settlers' belongings. Tropical heat and damp had their effect and before long many of the 200 had succumbed either to malaria or yellow-fever.

In desperation parties set off along the coast making for they knew not where. Fortunately, news of their tragic predicament travelled faster than their feet. Five hundred miles to the north the Governor of the British colony of Honduras was informed of their existence and their plight. Immediately he arranged for a schooner to be dispatched and hospitals at Belize were prepared to take in the sick.

Almost two-thirds of the 200 died, however, and the Governor, General Codd, had the unwelcome task of intercepting another five shiploads of prospective settlers before they too, landed and suffered the same fate as their predecessors.

No one in Europe had yet learned of the fiasco and Gregor MacGregor moved to Paris where he continued to exploit the swindle. The Parisians, too, believed his vicious tales and one ship sailed from Le Havre to Poyais. Now in 1825 he had fraudulently obtained a further £300,000 on the security of imaginery gold mines. The deception continued until a few shrewd questions reaching the ears of MacGregor told him that his time, at least in France, was up.

It so happened it was "up," even earlier in England. When he returned to London in 1827 MacGregor was arrested and imprisoned in Tothill Fields.

For his heartless fraud MacGregor was in prison only long enough for the case against him to be dropped. Greater names than his must have been involved.

He returned to France and to roughly the same situation. A short period in the Parisian prison of La Force - and then freedom again.

He had a certain amount of money left over from his venture - already a fable - enough to keep him in France until 1839. By then although he was devoid of friends and money his audacity and luck combined to save him yet again. He wrote to the Venezuelan Government, reminding them of his past services under the flag. An old comrade, General Soublette, was now a leader of the Republic.

As a result Gregor MacGregor's plea for Venezuelan naturalisation and reinstatement to his former army rank was granted and pension thrown in for good measure.

Six years later in palm-studded Caracas, a hero at least to South America, he died and was buried with full military honours.

(Reprinted from the "Evening News" of 28 November 1956. For a contemporary account of Gregor MacGregor, see "George St. George Julian, The Prince," by Henry Cockton, published in 1841. This novel, by a contemporary of Dickens, is highly entertaining and can be recommended to all who aspire to success the honest way.)

CHINESE INTERNAL LOANS

Member Michael Smedley has written to say that he will be in London for the week commencing 10th June. He is a specialist on Chinese Internal Loans and offered to give a talk, but unfortunately he will not be here for the June meeting. He has kindly said that any interested members who have queries can contact him through his London office, which is:-

Dominion Securities Ltd.,
Capital House, 22-24 City Road,
London, EC1Y 2DY. (Tel: 628-4266)

OLD RAILWAY COMPANIES R.E. Jackson

Most, if not all, collectors must by now have heard of the Stockton and Darlington Railway. If you have not heard of the Liverpool and Manchester Railway you will almost certainly know all about this company by the end of this year which commemorates the 150th Anniversary. On the 12th March the Post Office issued a series of new stamps which depicted the railway when it first opened in 1830.

The price of these companies share certificates are now out of the reach of most collectors and it is unlikely that any can be found tucked away in antique shops.

However, just supposing you did come across an old railway companies share certificate, you may wonder whether to pay £1 or £100 for it. Listed below are the major companies that were quoted on the various regional Stock Exchanges in the U.K. at the beginning of the 1840's. For additional interest, details of the number of shares issued are included and the length of line opened, the nominal and paid up value, plus the name of the Secretary in case you find a certificate registered in that gentleman's name.

The Liverpool and Manchester Railway Company.

£25 *Share.* No. 7135

These are to certify, *That* David Hodgson *of* Liverpool *in the County of* Lancaster Merchant *is the Proprietor of the above Share of the Liverpool and Manchester Railway, subject to the rules, regulations, and orders of the said Company, and is entitled, in respect of such Share, to participate in the whole profits and advantages of the said Company, in like manner as the holder of an original £100 Share, but in the proportion that £25 bears to £100.* **Given** *under the common Seal of the said Company, the first day of June,* 1829.

Entered,

Clerk of the said Company.

No 1[illegible]

Mid Wales Railway Company

CERTIFICATE OF SHARE.

This is to certify that John Edward Campbell [illegible] *of* London Esquire *is the Proprietor of* ONE SHARE *of £10* [illegible] *in the Mid Wales Railway Company, subject to the Rules, Regulations and Orders of the said Company.*

Given under the Common Seal of the said Company, the Seventh *day of* January *in the Year 18*[illegible]

John Wade

Secretary

THE CARMARTHEN & CARDIGAN Railway Company.

No. 64

I hereby Certify that a Deed of Assignment bearing date the Twenty Eighth day of August in the year of our Lord, One thousand eight hundred and sixty two of One Bond for securing the sum of Five hundred Pounds in the **CARMARTHEN AND CARDIGAN RAILWAY COMPANY,**

NUMBERED 243 from Howard Ashton Holden of Cannon House of Queen Street Cheapside Railway Contractor to George Frederick Bloxam of No. 5 Waterloo Place Pall Mall Gentleman

has been deposited in the Office of the said Company and Registered in their Books on the fourth day of September 1862

[illegible]

Secretary

C&CRC

The Shrewsbury and Hereford Railway Company.

Nº 24715 CERTIFICATE OF £20 SHARE.

THIS IS TO CERTIFY *that* John Hughson
of Liverpool
is the Proprietor of the Share Number 24715 *in the*
SHREWSBURY AND HEREFORD RAILWAY COMPANY, *subject to the Rules Orders and Regulations of the said Company.*

Given under the Common Seal of the said Company the twenty first day of August One thousand eight hundred and forty six.

Registered Nº 561

W Roberts
Secretary.

The bigger companies such as Birmingham and Gloucester, Great Western, London and Brighton, London and Birmingham, and North Midland had large issued capitals and their share certificates are still usually available. However, there are many companies that are not wellknown today that cover only a few miles of track. The Chester and Birkenhead and London and Greenwich, and the Sheffield and Manchester share certificates are probably not in existence any more.

There were many other companies quoted at that time which have not been included. The chances of picking up share certificates in these companies is so remote that I did not consider listing them.

For example, Aylesbury Railway (1835) only issued 2500 shares, Forest of Dean (1809) only issued 2500 shares, Leicester and Snannington (1830) 2300 shares, Pontop and South Shield 1300 shares, and Stockton and Hartlepool 1200 shares. To find a share certificate in a railway company that has only issued a similar amount of capital must be so rare that it would be worth buying at virtually any price.

The number of shares issued therefore give a clue to the size of the company and as a result the higher the figure is, the greater the chance of finding certificates. The smaller companies with fewer shares will obviously command greater prices.

ENGLISH RAILWAY COMPANIES QUOTED IN JUNE 1943

(SCOTTISH and IRISH RAILWAYS NOT INCLUDED.)

NAME OF RAILWAY	DATE OF ISSUE	MILES OPEN	Nº OF SHRS ISSUED	NOMINAL VALUE	PAID UP	CO. SECRETARY
BIRMINGHAM & DERBY JUNCTION	1836	48	6300	100	100	T. Kell Birmingh
— ditto ⅓ shrs	-		6300	33⅓	25	
BIRMINGHAM & GLOUCESTER	1836	55	9500	100	150	Geo King Birmingh
— ditto ¼ shrs			9500	25	17½	
BRISTOL and Exeter	1836	53¾	15000	100	70	J.B. Bradham Bristol
BRISTOL and Gloucester	1828	—	6000	50	20	Robt Fletcher Bristol
CHELTENHAM & Gt Western	1936	18	7500	100	80	A. M[illegible] Cirencester
CHESTER & BIRKENHEAD	1837	15	5000	50	50	John Tames Chester
— ditto ½ shrs	–	–	5000	25	25	
Eastern Counties	1836	50¼	64000	25	23	A. Bulkeley Shoreditch Stn
— ditto Debentures			64000	8⅓	8⅓	
GRAND JUNCTION	1833	97¼	10918	100	100	Capt Huish Liverpool
ditto ½ shares	—		10918	50	50	
GRAND JUNCTION CHESTR & CREWE	1833	21	5000	25	25	F. Trevithick Liverpool
Prt paid shares	–	–	17624	25	10	
GREAT Nth of ENGLAND	1836	45	10000	100	100	D. O'BRIAN DARLINGTN
GREAT Western	1835	118¼	25000	100	65	C.A. SAUNDERS & PRINCES
— ditto ½ shrs	–	–	25000	50	50	Street BANK LONDON
— ditto ⅕ shrs	–	–	37500	20	12	
Hartlepool Dock & RLWAY	1834	15	2000	100	100	T. WOOD, HARTLEPOOL
Hull & SELBY	1836	31	8000	50	50	G. LOCKING Hull
LANCASTER & PRESTON	1837	20⅜	5000	50	47½	S.E. BOLDEN LANCASTER
LLANELLY RLWAY & Dock	1828	26½	2000	100	87½	JOHN Bigg, 9 Old Jewry LNDN
LIVERPOOL & MANCHESTER	1826	31	7968¾	100	100	H. Booth LIVERPOOL
— ditto ½ Shares	–	–	7968	50	50	-
— ditto ¼	–	–	546	25	25	-
LONDON & BRIGHTON	1837	46 ~~112½~~	36000	50	50	C.R. Mackenzie. Angel Court LNDN.
— ditto Loan notes	–	–	200	10	10	–
London & BIRMINGHAM	1833	112½	25000	100	100	R. Creed BIRMINGHAM
— ditto ¼ shrs	-	–	25000	25	25	
— ditto ⅓ shrs	–	–	31250	32	32	
London and Blackwall	1836	3¾	48000	No Par	16⅔	J.F. Kennell Fenchurch Str.
London and Greenwich	1838	3¾	43077	No Par	12¾	J.Y. Akerman Canterbury.
— ditto preference shares	–	–	11136	—	18⅞	
London and South-western	1934	92¾	46200	No Par	41	Alf Morgan. Nine Elms
— ditto Bonds	—	-	—	-	100	Vauxhall
London and Croydon Trunk	1835	10½	33000	–	13¾	R.S. Young. Tooley Str London.

Maryport and Carlisle	1837	20	4000	£50	£50	H. Mitchell Maryport
Midland Counties	1836	57½	10 000	£100	£100	J F Bell Leicester
¼ shares	–	–	10 000	£25	£15	–
1/5 shares	–	–	10000	£20	£2	–
Newcastle and Carlisle	1829	60¼	3000	£100	£100	J. Adamson. Forth. Newcastle
¼ shares	–	–	3600	£25	£20	–
Northern and Eastern	1836	29	14400	£50	£45	Wm Bourne High st. Shoreditch London
Scrip shares	–	–	3136	£50	£15	–
¼ shares	–	–	12 208	£12½	£1¼	–
North Midland	1836	72¾	15 000	£100	£100	Peter Clarke Darby
½ shares	–	–	15000	£50	£40	–
⅓ shares	–	–	15000	£33	£21⅔	–
North Union	1834	22½	6400	£75	£75	J. Chapman Preston
Preston & Wyre	1835	19½	2600	£50	£50	H. Bazett Jones, Fleetwood
½ shares	–	–	6800	£25	£10	–
Sheffield and Manchester	1831	11	7000	£100	£82½	J. Platford. Piccadilly. Manchester
South-Eastern and Dover	–	57	28000	£50	£50	J. Whitehead. Station London
½ shares	–	–	28000	£25	£25	–
Stockton and Darlington	1821	43½	2000	£100	£100	S. Barnard Darlington
Taff Vale	1836	30	3000	£100	£100	F.W. James Jnr. Cardiff
West London	1836	–	7500	£20	£20	J. Thompson. Abchurch Lane London
Yarmouth and Norwich	–	–	7500	£20	£8	H. Patteson. 6 Watmford Ct London
York and North Midland	1836	28	6700	£50	£50	G. Baker. York
½ shares	–	–	6700	£25	£20	–

The Only Important France Railway Quoted in London

Paris and Rouen	1838	84	72000	£20	£20	M.A. Thibaudeau. Paris.

THE TURNPIKES

The Turnpike was a very short-lived type of transportation in the United States, most of them were built in the closing years of the eighteenth century and were rapidly overtaken by the later railroads.

Mostly they were built by private corporations and a toll charged for passage on their surfaces. They found their origins due to the need for a wider-surfaced roadway to carry wagons. High-value products could be carried by pack-horse quite profitably but for grain the cost of transportation, if at all in some cases, was astronomical. The first were designed to link the Eastern cities, but a few served the tramontane West. By the 1820's migrants could follow the Baltimore Turnpike to Cumberland, Maryland, and then the National Road to Wheeling; the Lancaster Turnpike and Forbes Road to Pittsburg; or the Mohawk and Generee Turnpike to Lake Erie.

These roads caused a substantial saving in transportation costs and thus stimulated the commercialisation of agriculture along their routes.

Two developments killed the turnpikes firstly the steamboat and secondly the railroad.

T.J. Robson

JAY GOULD AND THE RAILROADS

Jay Gould, whose signature can be found on many certificates, especially the more common Texan railroads, was one of the most notorious land pirates of all the railroad barons.

Having looted the Erie and left it in ruins in 1873, he next seized control of the Union Pacific and forced its directors to buy up at exorbitant prices some lines that he had pieced together as a potential competition. Turning his attention to the Southwest, Gould won control of the Texas and Pacific and employed the same tactics to force his way into the Southern Pacific. Using a combination of the Texas and Pacific and the Missouri, Kansas, and Texas ('Katy') line, he threatened to block Huntington's (another Baron) way through the state of Texas. He now held a virtual monopoly of Texas. He relented only after exacting a traffic-sharing agreement from Huntington and a large influence in the Southern Pacific. The Gould and Huntington lines joined near El Paso in Texas in 1882, and two years later the Southern Pacific reached New Orleans.

About the same time another major line threatened the Huntington/Gould monopoly namely the Atchinson, Topeka and Santa Fe. Financed by northern capital this line cut across Kansas and a corner of Colorado to reach Santa Fe, New Mexico. However, the duo were not to be outwitted and cleverly thwarted the Santa Fe's efforts to gain direct access to the coast by buying up their charter. In 1883 the Southern Pacific, on its own terms, permitted the Santa Fe to enter California on Southern Pacific lines. The competing Santa Fe was then subordinated to the monopoly, and by 1890 Gould was the virtual dictator of transportation in the Southwest.

Jay Gould also owned railroads in the North, one of his was an elevated railway in New York, but his main area was the Southwest. He was amongst the wealthiest men in the U.S.A. and was hated by the general public, his railroads were attacked for political gain.

T.J. Robson

RAREST U.S. BOND FOUND IN ESTATE

The only known example of the $3\frac{1}{2}$% 1904 City of Hartford $1000 bond was located recently, with interesting documents attached.

During World War II the U.S. Government seized the property underlying the bond on the grounds it was owned by an enemy alien. The Federal Government obtained a vesting order and received payment from the issuer without having possession of the actual bond (in 1954).

Now that collectors are especially interested in the engraving, one well executed example of this issue (brown and black) exists, all others having been redeemed and destroyed.

The bond will go at auction in the next Phillips' Bond Sale.

(Technically, the bond cannot be sold in the U.S. because it too is subject to seizure).

Edwin Slade

ALTERNATIVE INVESTMENTS

Alternative investment was the buzzword of the '70s - the decade that saw shares and cash shrink before the tide of inflation. Fantastic gains were made, at least in Press releases emanating from the scores of organisations, some respected and long established, others brash and full of new ideas, that set out to tap the demand.

But the '80s are likely to see a more realistic approach to alternative investments, which are now split into two categories - collectables and what may be termed pseudo-commodities, the latter embracing items such as Kruger-rands and industrial gemstones, which have little more aesthetic appeal than a bag of soyameat or a 25 tonne lot of copper wire-bars.

Collecting share certificates - or scripophily as it has been baptised - appears to be a growth area. Many old bonds are attractive to frame and there is a certain historical interest, while cataloguing and calculating the numbers issued is somewhat easier than matchbox label collecting.

Many of the most spectacular gains have been in bonds that still have some hope of redemption and continue to be quoted on stock markets. This is an area, according to John Jenkins of Non Valeurs, where investors need to tread warily.

As a stock jobber with S. Jenkins & Son, Mr. Jenkins cannot deal in any quoted bond - implied in the name Non Valeurs. In general, investors should avoid dealers who tell clients that a price of a Chinese or Russian bond is underpinned by the stock market. In theory this is true, but in practice some low denomination bonds may fetch no more than your stockbroker's minimum commission.

Mr. Jenkins's advice for new collectors is to collect thematically. Find a theme that interests you - railways, mining, the Far East or textiles - and devote your energies and cash to one area. As a beginner, it is possible to buy 200 or 300 certificates for well under £1,000 but it would be rather like buying one of those packets that Woolworths used to offer which contained 150 stamps for one shilling.

Genuine collectors are becoming more discerning, and a collection with purpose is more likely to succeed at auction. But for a new investor without any particular preference, Mr. Jenkins would advise those spectacularly busted bonds of the Confederate States of America.

At Herzog Hollander Phillip, Keith Hollander endorses investment in Confederate issues. Selling items for as low as 75p. Mr. Hollander sees bonds replacing stamps as the investment medium for the '80s. Stamps, he says, are out of control and out of the reach of many collectors' pockets. And that is the essential balancing item for an investment market.

Prospective investors in bonds should remember that dealers' buying-in prices are low. One catalogue quotes Oriental Telephone on offer at £20 and Ho Chin Rickshaw on offer at £100. But this dealer is prepared to buy back at only £12 and £60 respectively.

Tony Levene

(Reproduced from the Financial Weekly dated 8 February 1980, to whom acknowledgements are due).

COMPETITION

The Members knowledge of Bond and Share Certificates has never failed to amaze me.

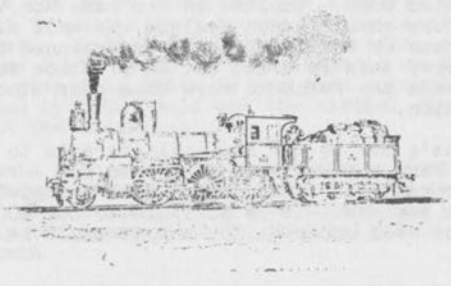
Not only do they know and recognise all the different variations but also the number of Bonds withdrawn, redeemed, or cancelled, and as a result the number left in issue.

In each Newsletter issued will be a competition. I will publish part of a Bond or Share Certificate and the first Member to write by post to me with the correct answer will receive a bottle of scotch.

Competition No. 1 is a vignette of a train and on this occasion the only clue is - brown - .

Answers on a postcard to:-

Mr. R.E. Jackson,
24, Ullswater Road,
Barnes, S.W.13.



WANTS AND FOR SALE

(This section of the News Letter is designed to provide collectors with an opportunity for "dealing" with other collectors. In future the Editor will reserve the right to exclude "commercial" entries from known dealers)

E.A. Little, The Bungalow, Letcombe Hill, East Challow, Wantage.

seeks Confederate and Southern State Bonds.

Charles Hadfield, The White Cottage, 21 Randolph Road, London W9 1AN

seeks certificates and documents of canal, river navigation, lake transport or ship railway interest, except those from the British Isles.

Brian P. Kissane, 5901, Cicero Avenue, Chicago, Illinois 60646

seeks Shanghai Power Company (unstamped) 5½% First Mortgage Debenture series due 1973

Shanghai Power Company silver preferred stock (sometimes known as 6 Tael stock).

K. van der Wolf, Viltmakersdonk 115, 7326 LJ Apeldoorn, Holland

seeks old bonds of Turkey, Greece and Confederate States.

David Beach,Box 803, Pratt, Kansas 67124

buys and sells U.S. Railroad bonds and particularly seeks quality engravings pre 1910

Kurt Holm, SFHV, Box 162 46, 103 25 Stockholm, Sweden

seeks aviation share certificates

Brian Hoyle, Yew Trees, 2 Yew Tree Avenue, Bradford, West Yorks.

has a list of items for sale

Bernd Breilfield, Postfach 1126, 3063 Obernkitchen, West Germany

has published "Deutsche Aktien Band I," also reprintings of 6 very decorative and rare shares. Further details from him on request.

Chester Scripophily Company

is now operating under the supervision of member Michael Laws, 29, Curzon Park, South Chester.

Laurens W.A. Bogers, Oudegracht 183, 3511 NE Utrecht Holland.

has for sale many Russian Railroad etc. Bonds at 50% to 60% off Gibbons lists. Also Poyasian Land Grants. 100 USA certificates, all traded, with vignettes for £ 25.- Seeks Dutch items before 1920 and vignetted transporation items before 1900. All enquiries welcome.

Sten Luther, Box 19525 Stockholm S-10432 Sweden.

wants to buy Swedish items and European items pre 1930 with decorative vignettes.

Brian Mills, 56 The Avenue, Tadworth, Surrey, KT20 5DE

wants to buy or exchange pre 1900 U.S. Rails and pre 1850 U.S. anything.

Frank G. Dawson, 62 Sheffield Terrace, London, W.8.

is looking for Poyaisian bonds, land grants and certificates and particularly for the 1831 Poyaisian New Three Per Cent Consolidated Stock Certificate and bonds evidencing the 1826 £300,000 Government of Poyaisia Loan.

Santosh Kumar, 49 G Block, Connaught Circus, New Delhi

has sent a list of Indian certificates for sale which is unfortunately too long to include. Please contact him direct for further particulars.

R. Haguw, 24 Upper Grove, South Norwood, London, S.E.25.

wants Chinese CA 103, 108, 109, 110,
126 a-h, 181 a-c,
208 a-c

Russian SU 1019B, 1020A, 1020B

Robert Ferrier, Flat No. 211, Duncan House, Dolphin Square, London, SW1V 3P

wants early American Railway bonds and shares, English canals and early Australian.

Alan T. Willis, 153 Gaffney Lane, Broken Hill, N.S.W. 2800, Australia

would like to buy pre-1930 Mining Shares in the following categories:-

those with vignettes of underground mining scenes,
Australian (especially Broken Hill),
Pre - 1850

BEDFORDIA ASSOCIATES

London Office:
25 BEDFORD ROW,
LONDON, W.C.1.
ENGLAND.
TEL: (01) 242-4042
CABLES: BEDFORDIA, TELEX, LONDON
TELEX: 26 12 25 (BEDFORDIA)
Please reply to:

WE ARE PLEASED TO ANNOUNCE:

Our Scripophily Department deals internationally in Old/Rare Securities by way of Mail Auctions.

We hold at present some 250 different Bonds and Shares with an estimated market value from £15 to £2,000 each. On a double-page of this Newsletter we advertise a small selection of our stock.

We hope that some of the Securities listed will be of interest to you.
If so, please mark and send us the page showing your bids in time for the Auction Date: 5th May 1980.

No money should be sent with your bid(s).

PLEASE CONTACT US FOR OUR FREE LIST OF OTHER SECURITIES ON OFFER.

(1) HOW THE MAIL-BID WORKS: The column marked *"Reserve"* (heavy border) shows the Reserve Price sent by the Owner, who *must* sell the Security at the Reserve Price *unless higher offers have been received* in good time. We consider each Reserve Price to be the minimum fair market value of the item.
If you wish to bid *less* than the Reserve Price,please show this in the first column headed *"Less."* Insert the £-amount you wish to pay. Unless better offers have been received we will then negotiate with the Owner on your behalf for the Security.
If you are prepared to pay for the Security *the Reserve Price or more,* please show the £-amount of your offer in the column *"Bid."* We must (a) accept the highest bid and (b) obtain the item at the lowest possible price for the bidder. Example: Reserve Price £200. Your offer under *"Bid"*: £250. If you are the only party to offer more than the £200-Reserve Price, the items become your property for £220 (raises are by 10%).
If several offers arrive for the same Security then — on opening the mail — *we raise the price each time by 10%* (From £100 to 110 to 121 to 133 to 146 = 4 raises).
If you wish to take part in the bidding, please show in the column headed *"Raises"* how often you wish to increase your offer.
The column *"Raises"* should therefore be completed with a figure from "1" upwards.

(2) We charge the Seller a commission of 10% provided the Security is sold. We make no other charge (except postage & packing if the Buyer does not collect the item(s) from our premises). The Securities are free of any Tax. Our commission attract VAT if the Buyer is resident in Great Britain.
We offer only Securities which are under our control and which can be inspected at our premises or elsewhere by arrangement.

(3) Sellers are requested to hand-in Securities at least 30 days before the applicable Auction Date. Payments are made 14 days after the Auction Date. Unsold/unpaid lots may be re-auctioned.

No	Year Issued	Size Approx.	Grading	Description	Less £	Reserve Price £	Bid £	Raises £
801	1836	11x8½"	EF	**BRITAIN** Certificate for 5 shares of £5 each in The North Cornwall Silver, Lead & Tin Association. Black on white with 4 hand signatures. Rare and in mint condition. (Face value £25).		120		
802	1859	10x8"	VF	Certificate for 1 share in The Great Ship Co. Ltd., printed in green with hand-signatures and embossed seal showing the Great Eastern. (Face value £1).		70		
803	1865	10x9"	EF	Certificate for 1 share in The London Mortgage & Guarantee Society Ltd. Black on white with 3 hand signatures. Scrolled lettering and embossed seal. (Face value £50).		45		
804	1864	8½x7½"	EF	**(British Companies operating Overseas)** Certificate for 1 share in The British Honduras Co. Ltd. Printed black on white. 3 hand-signatures and embossed seal. (Face value £5).		35		
805	1882	11x18"	VF	Certificate for 25 £1 Bonds in the Victoria Gold Mining Co. Ltd. London, (South African Mine). Black on white with embossed seal and red duty stamp. Signature and 9 coupons. (Face value £25).		40		
806	1898	12x18"	EF	**CHINA** Unissued Bearer Bond (reserve stock printed orange over lilac by Deutsch-Asiatische Bank for Chinese Imperial Government) ant). Full Full coupon sheet. Most rare, less than 50 examples believed to exist. (Face value £50).		1.800		
807	1759	12x10"	VF	**FRANCE** Hereditary Annuity issued on behalf of the King of France by the Royal Treasurer. Printed on Vellum in black on white with hand-signatures. Enclosed in relevant French Law of 1758. (Face value 20,000 Livres).		120		
808	1901	14x9"	VF	**(French Companies operating Overseas)** Bearer Bond of Chemins de Fer de l'Indo-Chine & du Yunnan. Printed black on grey, rich, oriental illustrations. Original fluted edge, signatures and 20 coupons attached. (Face value Fr. 500).		700		
809	1891	8x11½"	F	**GERMANY** Obligation issued by the German Empire. Printed brown on green with illustrations including Eagle and Crown. Embossed seal, 7 printed- 1 hand signature. 16 coupons. (Face value 200 Marks).		15		
810	1892	8x11½"	EF	— as above but rare in this condition. (Face value 500 Marks).		25		
811	1925	12x10"	VF	Bearer Bond for the External Loan by the City of Cologne, printed in orange and bearing signature of Konrad Adenauer as Chief Mayor, also printed. (Face value US$1,000).		70		
812	1909	11½x17"	EF	**MEXICO** Railway Bond in various currency of "Compania des Ferrocarril Nacional de Tehusntepec.". Green/grey with black print and two signatures. A particularly decorative Bond.(Face value £20).		17		
813	1892	8½x6½"	VF	**NEW ZEALAND** A Government of New Zealand Stock Certificate, transferable at the Bank of England. Printed black on white with two signatures. (Face value £650-4-6d).		15		
814	1871	14x9"	VF	**PERU** A Construction Bond guaranteed by the Government of Peru. Printed in black and green on white and richly illustrated with Arms and Flags. Embossed seal and three hand-signatures. 48 coupons attached. (Face value 100 Soles).		65		
815	1929	10x13"	EF	**POLAND** A Share Certificate in the Siersza Mines printed in yellow, blue and orange. Embossed seal and two signatures. Original fluted edge and 18 coupons plus talon. Artistically one of the most beautiful Securities created. (Face value 100 Zloty).		50		
816	1869	14x8½"	VF	**RUSSIA** Bond issued by the Moscow-Smolensk Railway. Printed brown on white and illustrated with locomotive. Fluted edge and four signatures. (Face value 200 Prussian Thalers).		50		
817	1895	14½x10"	F	**SOUTH AFRICA** Certificate for 25 Shares of £1 each in The Transvaal Consolidated Land & Exploration Company Ltd., Pretoria. Printed in green and black on yellow. Well illustrated with buildings, oxen-cart etc. Three hand-signatures and 12 coupons. (Face value £25).		45		
818	1795	12x9½"	EF	**UNITED STATES OF AMERICA** Certificate for 5 Shares of $6 each in the North American Land Company — one of the earliest US-Securities. Printed in scroll-lettering black on white and bearing two hand-signatures including that of Robert Morris (co-signatory of American DecLration of Independence). Note: The Company owned some 6 mio. acres of American Land. (Face value $30).		200		
819	1847	7½x5"	VF	Certificate for 10 Shares of $100 each in the Granite Manufacturing Company of Maryland. Printed black on blue with one hand-signature. (Face value $1,000).		55		
820	1875	13x9"	EF	Certificate for 5 Shares of $100 each in the Standard Oil Company, Cleveland, issued by John D. Rockefeller as President to himself and cashed by his signature on reverse. The Company was renamed Standard Oil Trust seven years later and the Security offered is very rare. (Face value $500).		1.200		
821	1884	14x10"	F	High Value Bond by Philadelphia "For the Defence of the City." Showing George Washington and six other pictures. Printed blue on grey with four hand-signatures. (Face value $10,000).		90		
822	1861	14x9½"	EF	**(Confederate and Southern States)** Government Bond showing Thomas Bragg. Printed black on white, 1 signature. 30 coupons attached. Only 1768 such Bonds were issued. Listed by Col. Criswell (on his Rarity Scale 1-10) as Rarity Grade 7. (Face value $100).		105		
823	1869	14x9"	VF	Bond by the State of Carolina showing George Washington among numerous other illustrations. Printed green/black on white. Embossed seal and two hand-signatures. 34 coupons attached. Criswell Rarity Grade 6. (Face value $1,000).		90		

DECLARATION AND UNDERTAKING

I, the undersigned am above the age of 18 years and herewith undertake to acquire and pay within seven days items for which I have made a successful bid. The forementioned period of seven days counts from the day notification reaches me from BEDFORDIA ASSOCIATES of 25 Bedford Row, London W.C.1 to whom I will send this form with my bids and to whom I will make payment for Securities acquired.

NAME .... SIGNATURE

ADDRESS .... DATE

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