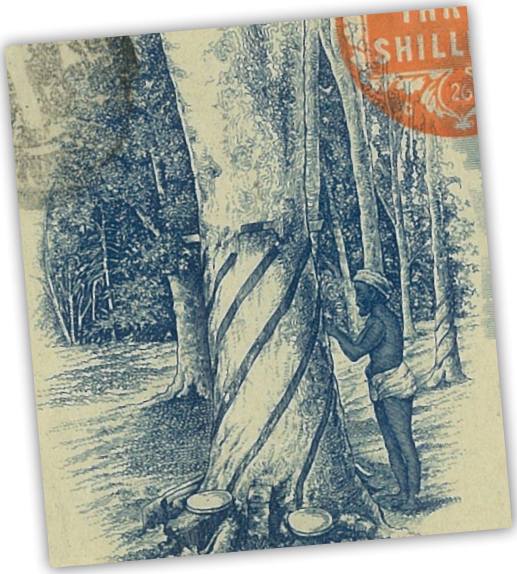
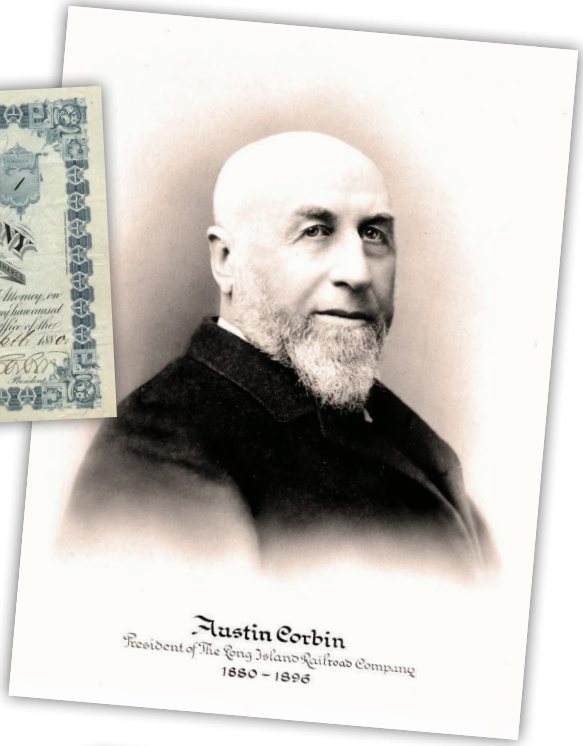
THE JOURNAL OF THE INTERNATIONAL BOND & SHARE SOCIETY

SCRIPOPHILY

ENCOURAGING COLLECTING SINCE 1978

NO.115 - APRIL 2021





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APRIL 2021 • ISSUE 115

The journal of the
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BREAKING NEWS:

Larry Falater Home Burned Out

On Monday March 15 pine needles ignited in high winds at Larry's home and the residence was fully engaged with fire before the alarm could be called. Larry and his wife fled the home without physical injury and are now staying in an apartment provided by insurance. Major losses were sustained to Larry's show inventory and collections of books, ephemera, stocks, bonds and paper money, although his better Michigan mining and bank notes were in the bank. The major headaches are losses of everyday items like clothing and business records like 60 1099s and tax records.

He wants to tell everyone that he is fine and upbeat despite the tragedy and is continuing in business. His first request to me was for an IBSS Directory since "every piece of paper in the house was destroyed." He can be reached at 517-869-0541 and by mail at PO Box 81 Allen Michigan 49227. He says that anyone contacting him please communicate your address, email and phone number so he can reconstitute his records.

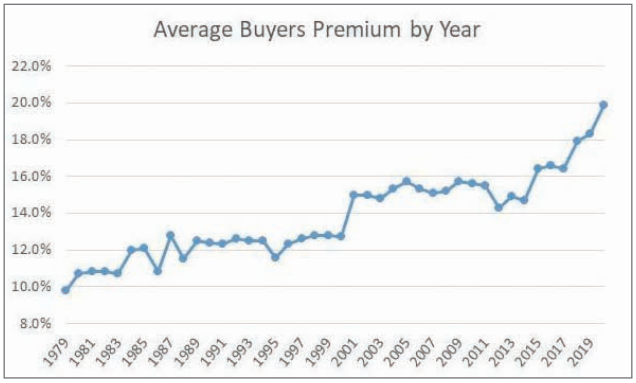
Our best wishes go out to the Falaters, along with our prayers for a speedy return to normal.

The Growth in Buyer's Premium – From a Minor Expense to a Significant Cost of Buying at Auction

By Timothy V. Welo

Buyer's Premium is something I hear people comment on almost every time scripophily buyers gather. In 1975 both Christies and Sotheby's instituted buyer's premiums of ten percent. And the rest of the auction world has followed suit.

As many of you know, I have been gathering scripophily auction data for quite a while now. In a recent conversation, Andreas Reineke suggested that I should write something about this cost and how it has changed over time. So I decided to look at the data. Please note that for this analysis and report I am using the buyer's premium but not including any VAT, sales tax or other charges.



The graph pretty much says it all. In 1979, the first year, there were enough scripophily auctions to consider, the buyer's premium averaged 9.8% of the hammer price.

From 1980 through 1983 the buyer's premium averaged a little less than eleven percent of the hammer price. You could call this the ten percent years.

From 1984 through 2000, this cost averaged between almost eleven percent and almost thirteen percent. You could call these 16 years as the years of the 12% premium.

The year 2001 saw the average jump up to 15% and hovered around that figure for the next 13 years.

Between 2015 and 2020 the premium has gone from a little over sixteen percent to almost twenty percent. I am guessing it will hover around the twenty percent figure, on average, for the foreseeable future.

An interesting bit of data is the difference between for-profit auction firms and societies or clubs. Over all the years of data, for-profit firms average a buyer's premium of 14.8% while the average for clubs and societies is 9.7%.

Also, scripophily-only auctions have a slightly lower premium (13.8%) than mixed auctions (i.e., auctions that include coins, banknotes, autographs, etc.) with an overall average of 15.1%.

While the buyer's premium has increased recently, it should be noted that the figures used in this analysis are the premiums listed as though a buyer were purchasing directly from the auction firm. For example, Archives International lists a buyer's premium of 22% for its most recent auction and that is the figure used in this work. But it should be noted that they also list a premium of 25% if buying through Invaluable.com or any other third party. Buyers need to read the "fine print" to make sure they get the best deal possible.

In addition to buyer's premiums as analyzed here, the buyers face additional charges that add to their cost. Many places around the world charge a VAT (value added tax) or sales tax on the buyer's premium which can add more, sometimes substantially more, to the cost. Also, auction companies charge when paid by certain methods. For example Archives International charges two percent when paying by credit card and 4.5% if using PayPal. However, buyers can skip these charges when paying by check. And, of course, there is usually a charge for shipping.

An interesting question is, do these increased charges alter what people bid? And that will be the area I work on next! ◆

IBSS AGM 2021

It is not possible at the moment, because of the ongoing restrictions resulting from the coronavirus pandemic, to schedule a date for the IBSS 2021 AGM. As in 2020, we will publish the reports that would have been presented at the 2021 AGM in the mid year issue of *Scripophily*. If it is possible to schedule a date for the 2021 AGM later in the year we will advise that date in that next issue of *Scripophily*. All the formal resolutions requiring approval and held over from the 2020 AGM will be dealt with at the next AGM. If it is not possible to hold an AGM in 2021 those 2020 resolutions and the 2021 resolutions will be held over to the 2022 AGM. The current Officers and Committee Members will be retained until we are able to hold an AGM. ◆

Paper Money Guaranty Servicing Scripophily

The Paper Money Guaranty® (PMG) eNotes offered up an article on historical **Gran Columbian** bonds that have been graded and encapsulated by the company. Check it out at https://www.pmgnotes.com/news/article/8834/Gran-Colombian-Bonds/. PMG began authenticating, grading and encapsulating stocks and bonds a little over a year ago at $45 per each up to $1,000 market value, $75 for greater than $1,000. For more see https://www.pmgnotes.com/news/article/7703/. Scott Winslow and the LaBarre's have been doing this for years, but it is nice to get more publicity for the hobby. ◆

Events Calendar 2020/2021

As the planning of events becomes more difficult we will make our list longer in the future. Be sure to check with auctioneers / on their websites if and how events take place finally. With our public Facebook group open for everyone to post relevant facts and pictures we no longer do detailed auction previews.

May

- April 20-May 11 – Spink e-Auction – London - UK
- 7-8* – Spink – Hong Kong – China
- 25-June 15 – Spink e-Auction – London – UK
- 29 – HSK – Hamburg – Germany

June

- 5-6* – London Coins – Bracknell – UK

July

- 1 – DWA – Germany

September

- 4-5* – London Coins – Bracknell – UK
- 10-11* – Sberatel Collector Fair – Prague – Czech Republic
- 18 – HWPH – Würzburg – Germany
- 20 – HWPH Online Auction – Germany

October

- 16-17 – Mario Boone Auction and Bourse – Antwerp – Belgium
- 23 – Portafoglio Storio – Bologna – Italy
- 23* – AWS – Dusseldorf – Germany
- 23-24* – Paper Money Fair – Netherlands

Check our Facebook page for the current status of these events (facebook.com/Scriposociety)
(* = Scripophily and other items)

Obituary arne metzger

I am sorry to report that arne metzger passed away in the early days of December 2020. He embodied a variety of different qualities that made him likeable and a gem for our hobby. Being very sociable, he was an important incubator and switching station in the early days of scripophily in Germany. He brought the market participants together and knew how to make supply and demand meet. Being a real "one of a kind type" he wrote everything in lower case, even names. And by hand. He never used a computer and did not have an email address. To every social event he brought his small book where everybody known to him had to sign on the page of the event.

Over the decades he must have collected dozens of these books - "data mining" at its best. Financial securities were around him all of his life. He worked as a dealer at the Berlin stock exchange. In the early 1990s he was a guest at the Strasburg show – without any real knowledge of English. Later he was among the founder members of the Berlin Scripo Club and regularly attended the meetings.

His remaining and most valuable contribution to scripophily is the catalogue on Zoo securities, which he co-authored. arne metzger will not be forgotten. ◆

Martin Zanke

Letters to the Editor...

Dear Mr Hensley:

I want to express my thanks and admiration for the professional, dedicated and active way you and your colleagues of the Society have handled the contacts with me for publication of my Russian scripophily article in the December *Scripophily*. After submitting the first version of my article, upon your own general editorial request for such articles, you have advised and accompanied me by every step leading to the final publication. I can understand now that our cherished journals are of such quality, regular timing and good reading! And your involvement goes even further. A small suggestion from my side spurs you once again into action by asking me to work this suggestion out in a "Letter to the Editor". I happily accept this invitation if it may be for the good of our society. During my active life as a civil servant the official reaction to my (new) ideas generally was the reverse. I come to the point.

The auction reports have always been to me the most valued part of the journal. They give us collectors a link with the overall market development and usually they inspire to continue with collecting since one is apparently not alone. Especially in these days of internet and being stuck to one's own home this insight and information is crucial for a striving collector's community. It strikes me that these auction reports in recent years seem to be even more elaborate and accurate than before. What energy and idealism must be put into this work which is so important for our community by so many colleagues.

The overall data of the results are generally for 3-4 months which certainly has to do with the publication frequency. However, for comparison reasons and insight in the development of the market, it might be useful to add/give overall data per calendar year in the first issue of the new year. Though the bulk of the results are reported per auction (House), for this scheme such a distinction would not be needed. There is also no need/reason to make a distinction by country. In my eyes it is all about the total value of traded items from year to year. I think such an overall figure might give an insight of market conditions. Of course, a rise of such amount in a certain year can mean two things. Either prices have gone up or more money is invested that year in bonds and shares. The reverse is also possible of course. Generally, I think a rise or fall is a combination of the two elements. The only useful distinction may be between all auction results, eBay gross sales, and other (sales, e.g., of dealers if available). I have no idea what it means for workload to produce such data and if they are available. In case it is possible and feasible, I would welcome such information.

Wish you and all colleagues a good collector's year.

All the best once again,

Peter Theunissen

Hoen & Co

Sir: In your article on the Hoen & Co printing company in the last issue you requested images of other Hoen & Co scripophily. Over the past 30 years I've only recorded one Hoen certificate but I admit I do not specialize in American scripophily.

This $500 bond in **The Western Maryland Rail Road Co** was issued in 1867, earlier than the ones shown in *Scripophily*. The embossed company seal (lower left corner) dates the year of organization to 1852.

Franky Leeuwerck

Sir: Here are two stocks printed by Hoen & Co, the **Spruce Hill Coal Co** issued in 1867 and the **Big Vein Coal Co** from 1905 ("A. Hoen & Co").

Dr. Heiko Graffstädt

Sir: I recently picked up an item of interest – a relatively modern stock certificate of the **Long Island Lighting Co** with the issuing information (name, shares, issue date) mistakenly printed upside down. I suspect this was done by a brokerage, feeding it into the printer the wrong way. It looks like they caught it right away and voided the certificate. I was surprised it wasn't just shredded, but when I showed it to Terry Cox he explained that the clearing house accountants would have had a conniption if a certificate went missing, but a voided one was acceptable.

As errors go, this didn't strike me (or the seller) as anything spectacular. But it later occurred to me that in 40+ years of collecting I can't recall seeing any other errors on stocks or bonds. You would think a few printing glitches would have escaped into the wild, amongst the millions printed over the decades. But Terry had never seen anything like this either.

What think you? Are you aware of any other errors in the field of scripophily?

Greg Alexander

Ed Reply: I cannot recall an error in printing of any stock or bond, but then I am most familiar with products of high-end printing companies like American Bank Note Co prior to about 1935 – which are least likely to contain errors. On the other hand, I have seen accomplishment errors like yours where clerks made mistakes, in particular two instances where the counter states a number of shares differing from the cursive amount. Some "errors" are ambiguous, for example when issuers employ an inappropriate denomination like a "less than 100" preprinted certificate for 200 shares - although this could just as well be attributed to economizing than a mistake. And as we have seen from the Norfolk & Western tale we reported previously, counterfeit certificates can have what appear to be errors. Can readers add anything else?

Stuart Mackenzie RIP

Stu MacKenzie at his table in Strasburg ca 1998

Stuart "Scotty" Mackenzie (1942-2020) of Chinook, Montana, passed away in October, 2020. Stuart was a die-hard Montana "paper" collector. His love of historical documents may have come from his profession as a lawyer for nearly 50 years, always delving into documents.

Fred Holabird recollects, "I first met Stuart at the first Strasburg, PA scripophily show sponsored by John and Diana Herzog (R.M. Smythe & Co.) in the early 1980s. Those early shows were exceptionally important to the scripophily hobby and business. Many of us from those early days formed life-long and lasting friendships, particularly: Stu Mackenzie, Ted Robinson, Frank Hammelbacher, John Heleva, Dave Strebe and myself. There were more- some now gone."

"Mackenzie was always a "hit" at every trade show. He'd scour the backroads of Montana for collections, coming up with fantastic material. Everybody clamored to be the first to see what he had for sale. One of his great finds was the archive of the Pony, Montana Miners Union with all their banners, badges and accoutrements."

"Mackenzie discovered literally tons of mining stocks. He single-handedly brought Montana to the forefront when he acquired the huge holdings of the Butte mines. Armed with thousands of stocks signed by mining magnate *William A. Clark*, Mackenzie fed these marvelous pieces into the international certificate market, increasing demand worldwide for American material. Mackenzie's discoveries were so massive, that if you have Montana billheads, letterheads, or stocks in your collection today, they probably originated with him. He was the Master."

Bob Schell recalls that Stu was a regular supplier of Montana stocks: "He arrived at Strasburg with a bunch of Yellowstone certificates (illustrated) 20 years ago. He gave me this certificate for lugging a 100-pound trunk of his show stuff from a disaster of a show held in Orlando that year to the Strasburg show two weeks later. That trunk traveled in the back of my pickup truck all the way to Key West first – then back up north to PA." ◆

One of Stu MacKenzie's many Montana stock finds

BOB GREENAWALT RIP

Bob would always appear at scripophily shows in his usual attire, a wool watch cap which never left his (very bald) head. An enthusiastic and voracious collector, he was one of *Scripophily's* frequent authors on mining and rail subjects. We will miss his contributions.

Bob's favorite non-scripophily activity was hiking and exploring in Death Valley, the location he most loved. He was an avid member of the Death Valley Hikers Association where he was affectionately known as 'Drycamp'. Here he is in about 2014 with Esperanza Hernández (left) and Silvia Schreiber at Emigrant Campground in Death Valley

Robert Oliver Greenawalt, or Bob as he was known to his friends, was born in 1921 in Los Angeles, California. He was a mechanic in the United States Army in the Second World War installing engines in B-29s. Afterwards he attended Cal Berkeley graduating with a bachelor's degree in engineering in 1947 and a master's degree in civil engineering from USC in 1949. He worked on top-secret projects as a civil engineer at Aerojet General and the San Onofre nuclear power plant.

Visiting Bob at home in Rosemead, California, to see his collection was a memorable experience. His collection was housed in two antique safes in a ramshackle garage. I feared the wooden garage (shared with his ancient pickup truck) would burn down and destroy the collection. You had to "go" before you went. You couldn't use the bathroom in the house because it was always "under repair". You could tell from this alone that he was a confirmed single, and in fact he never did marry or have any children.

Bob's "show" would start with him bringing out ring binders with sleeves organized by state and field, either mining or railroad. He had no database or registry so a refined search was not possible, although he often could find specific items by plumbing his prodigious memory. The collection was rich in Nevada and other western mining. He particularly liked the Bullfrog locale, and even wrote an article on it for *Scripophily.* I don't recall seeing much eastern mining, like coal. His rail holdings were more ecumenical, from both eastern and western states. He liked to collect "sisters," meaning color variations of the same stock, so the collection was comprehensive where he focused.

He refused to collect specimens, unbuilt railroads, or unissued material, and wanted stocks rather than bonds.

About 2015 Bob seriously injured his head on his garage door and needed to go into a nursing home, bringing those wonderful show-and-tell visits to an end.

According to Sam Withers, "Bob began collecting sometime in the late 1940's, before hardly anyone else had even thought about collecting stock certificates. Since there were no stock and bond dealers or shows at the time, he acquired certificates by visiting antique stores and stamp shops where certificates, when found, could be bought cheaply. He got some certificates by writing to companies asking them for "samples" and may have acquired a lot of certificates this way. He was used to not paying much to build his collection which is probably why his preferred method of acquisition was trade rather than purchase. Bob always had several folders of what he called "swapum" which usually contained a variety of certificates, many common but some rare, that he used to tempt other collectors and dealers into trade deals. Trades could be fairly easy if you had access to a hoard that had not yet made its way to him, and you did not expect anything particularly rare in exchange. Trading could be difficult when it involved rare and desirable certificates. Bob was an astute trader who drove a hard bargain, but always insisted that in trades both parties had to be satisfied. One trade I had with him seemed to go on forever. I offered a rare railroad stock which he did not have. He showed me a few items to trade and I picked out what I considered the best one. He did not think what I offered was equal to what he was offering and wanted something more which I did not have at the time. In baseball trade lingo this would be "a player to be named later." It took me nearly three years to find another certificate that Bob would accept to complete the trade."

Sam goes on to say, "In the early 1980s Bob bought the Erie hoard, thousands of railroad certificates from the Erie Railroad and related lines which comprised over 100 different certificates (with many multiples of some, but no Erie stocks per se). He organized these, in typical engineering fashion, by railroad, serial number and condition, sorting them into 12 collections starting with the lowest serial number and best condition and naming them after the railroads that made up the Erie such as the "Binghamton Collection", the "Buffalo Collection", the Corning Collection", etc. The best of the collections was "The Binghamton Collection", which had 115 pieces and was priced at $2,325. Prices and quality descended from there. ☞

Bob did not contribute to Coxrail, so a visit to his collection was an adventure in undiscovered rail scripophily prizes. One of Bob's certificates was this number one share in the 1888 recapitalization of the Virginia and Truckee Railroad, issued to San Francisco financier D.O. Mills (but not endorsed by him)

You could buy individually the certificates that were not part of the collections. Several years after offering these by catalogue he had sold only five of the 12 collections. Of course, he was always happy to trade. As far as I know he did not wholesale any of this until twenty years or so later. This may be why he always said that buying the Erie hoard was the worst deal he ever made.

"Bob always had something interesting to say and could be very entertaining, but he could also be very opinionated and obstinate. Once he made up his mind about something, nothing you could say or do would change his mind, which may have been part of his charm. Most of all, he was an endearing person who will be greatly missed."

Fred Holabird says, "Once Bob got the railroad 'bug' he was off - literally. He'd travel all over the US hiking on old railroad rights-of-way, and met hundreds of people and collectors along the way. Always careful with his money, he'd take the bus or train everywhere. We talked about the desert mining camps regularly.

'He was a regular at the Strasburg stock and bond shows, and attended the western shows at the LA County show grounds in Pomona and sometimes at the Long Beach coin show. We'd visit when we were near, whether Nevada or California."

Jim Hutzler remembers visits to Bob's place. "The most memorable was an ascension of Mt. Lowe in the San Gabriel Mountains above Pasadena. If my memory is correct, this was in 2002. Bob was at least 80 years old, but he wouldn't tell you his age. I met him at his house at 6AM or so, and Bob was preparing his signature breakfast of any and all fruits and vegetables, and God knows what else, all thrown into a large blender and then poured into a big glass. And then there was lunch preparation - what he always took on his hikes.... More healthy greens and grains rolled up into a large burrito.'

'Mt. Lowe was a most popular leisure destination of the **Pacific Electric Railway** between 1893 and 1938. From Los Angeles to Altadena, above Pasadena, one would ride an interurban electric train. From there one rode an excitingly steep incline railway to Echo Mountain where there were dining, dancing and lodging facilities, and an observatory. From Echo Mountain further up the mountain to "Ye Alpine Tavern", one would ride an open bench trolley car, and if energetic, a climb or donkey ride to the summit of Mt. Lowe. Today, the only way one can do this is all on foot. We parked at the bottom of the mountain and walked the trail (not the route of the incline) to Echo Mountain, then walked the trolley line and trail to the summit. Building foundations can be seen. Bob talked the whole way up while I was panting and trying to get Bob to slow down, never mind I was about 30 years his junior. We descended via a different route, and I think the next day I was so sore I could hardly walk, but Bob was an inspiration, and I ended up doing a few thousand miles of hiking over the following 10 years thanks to his example.'

'A couple of other fun facts - Bob did not like to sleep on a bed. When he was in a hotel room, he would often sleep on the floor in his sleeping bag, with or without a mattress…. He just loved to talk, and I think he would have talked all night if you didn't remind Bob that getting some sleep was a good idea.'

'An amazing person. Truly an inspiration. I will always miss Bob."

In December 2019 Bob gave his collection to the Huntington Library, Art Museum and Botanical Gardens. He felt he owed a debt to the Library because someone there had given him some Poors Manuals years before, and he loved the Gardens' cactus collection. He died on December 30, 2020 from COVID-19 at age 99 in Alhambra, not far from his childhood home in Rosemead. ◆

Max Hensley

Is there Anything Amusing About this Stock?

Bob Kerstein supplied this certificate in the fraudulent **High Gravity Oil Co** (it was gonna sink!) for our entertainment. Hint: President Hole was responsible for this endeavor. Non-native English-speakers may need a little help. ◆

German Historical Museum Seeks Applicant with Scripophily Skills

The German Historical Museum (Deutsches Historisches Museum) in Berlin is the most important museum dedicated to German history. The museum runs a numismatic department with about 80,000 objects including many securities. Early March 2021, the DHM posted a job vacancy for a 'Museologist' in the field of finance and economic history, more specifically the collection area of coins, medals, plaques, historical banknotes and, yes, securities!

The news was reported on the MünzenWoche website, and applicants can find more information on this page: https://muenzenwoche.de/stellenmarkt/museologe-m-w-d-finanz-und-wirtschaftsgeschichte ◆

Mining and Minerals Museum to Display Scripophily

Anyone interested in US Western mining scripophily should notch their post-Covid getaway calendar for the opening of the *University of Arizona Alfie Norville Gem & Mineral* Museum in Tucson Arizona around the time of the mineral shows there in late January to early February 2022 (date remains uncertain because of Covid). One of our members offered to the Museum high-def scans of a selection of Arizona scripophily. Curators selected some for inclusion in slide show displays on large screen televisions (illustrated), for inclusion with photos of mining camps and the like. http://gemandmineralmuseum.arizona.edu/ ◆

Rotating scripophily will be displayed on a reader-rail adjacent to the "Azurite Stope" at the new Alfie Norville Gem and Mineral Museum in Tucson Arizona

What's Hot?

If you've been following the financial press in the US you'd have heard about the battle between short-sellers and hedge funds buying some beaten-down stocks, in particular movie house **AMC** (on its knees because of Covid restrictions) and **GameStop**, a purveyor of video games also hurting because it persisted with "brick and mortar" stores rather than moving to on-line retailing. They had been extensively short sold by hedge funds before a gang of speculators started buying them and set off a short-squeeze buying panic. This conflict was narrated as a battle between little people organized onto the on-line investment forum Reddit and the "elite" wealthy hedge funds. The "system" struck back when brokers suspended trading in the key speculative stock Gamestop, thereby breaking the momentum of the short squeeze. Thanks to Bob Kerstein for providing examples of both stocks in their paper form. ◆

COX'S CORNER #36

The More Things Change…

I went to a hardware store yesterday to get a part to repair a faucet. The clerk helping me was apologetic for needing to ask the store owner for help finding the exact match. "I'm sorry, I've been working in this store for four years and still don't know the plumbing section very well." Of course the owner found the item in seconds and I went on my merry way. The scene that had just played out was an exact replica of one in which I was one of the players some fifty-five years previous. Replete, even, with the discussion about how the numbers of faucet parts had grown so much.

All of which got me thinking about the inviolable truth of, "The more things change, the more they stay the same."

That phrase doesn't come to mind that often, because most of the time I don't think we pay much attention to things that don't change. Sure, we complain about roads never getting repaired and prices always rising. Or maybe why it always rains the day after we wash the car. Those kinds of things are constant. Irritating, but constant.

What really gets under our skin are the changes that don't seem necessary. Those kinds of changes are easy to spot because they raise our blood pressure. "Why don't they leave things alone?" "Do we really need ...?" I don't know about you, but some of the changes I have railed about in the past have turned out to be beneficial long term. That is, once I got used to them and learned how to use them in my world.

For instance, the way my contributors and I correspond has changed *radically*. Inquiries no longer require stamps, envelopes and a week to answer. Collectors still send images of their certificates, but all are now electronic. Those changes allowed me to collect and display over 19,400 (!) small images on my website, plus an additional 9,600 images that are three times larger. I never imagined something like that would have been possible when I started my catalog project. And it definitely would have been impossible without collectors and dealers learning how to adapt to those radical changes.

Everyone in this and other hobbies knows those very same changes have completely changed collecting. Collectors and dealers alike have struggled – and cursed – those changes, so there is nothing I can possibly add.

Yet some changes have been highly beneficial. Take, for instance, the ability for dealers to display certificates larger in full color. While building a website is no picnic for the technologically-challenged, the actual costs of maintaining one have dropped so much that it is now possible to display large images almost for free. Again, that was something else I had not imagined. Ready access to the web has allowed dealers to display more of their inventory and eliminate their printed price lists and catalogs.

Auction houses have not been quite so lucky. Yes, changes brought access to the web and ways to display all their lots. But those same electronic improvements also forced tremendously higher costs upon them. What auction company could survive by mailing black and white offerings that couldn't stack up to their competitors' beautiful and expensive full-color catalogs? Bidding seemed to get simpler, but collectors had no way of knowing the scale of new overhead costs that their sellers were incurring behind the scenes. It is no accident that auction commissions rose from 10% in the 1990s to those common today.

Technology has brought measurable changes to our hobby, both incredibly positive and the exact opposite. At this very moment, we hold an impressive full-color magazine in our hands that would have been impossibly costly to produce when our hobby began. And yet, cultural changes, many brought on by technology, have diminished the numbers of collectors in this and practically all hobbies. *The more things change…*

However, and this is crucial to appreciate, the basic instincts and desires of many collectors has stayed remarkably strong and constant. Some of the collectors I correspond with now are among the most rabid I've ever experienced. There remains a huge thirst for information. And I can absolutely guarantee that collectors thrive on contributing to this hobby when given the opportunity. How in the world could I have ever amassed information about 23,255 varieties and sub-varieties of North American railroad certificates without their help?

While most of the dealers I know have web presences and sell electronically, most of the rest of their business practices remain anchored in the mail order business. Yes, the mail order business! The main thing that has changed is the acquisition of customers. Print advertising is still around, but hardly anyone is using it. Everyone is trying to capture collectors from the web because there are so many eyeballs. Yet capturing those eyeballs is a real challenge and I don't know many people who've learned how to pull them in like they once did.

But you see, mail order is NOT a bad thing. The great thing about it is that all the relationship "rules" preached in hundreds of books about mail order still apply. I know that because collectors tell me. They all still *want* and *need* dealers to dispel their fears about buying from people they will never meet. They want to buy from someone they trust. They demand rock-solid return guarantees. They want to know that dealers appreciate certificates the way they do. In a way, they want partnerships. They really yearn for dealers and auction houses to be on their side and help them add to their collections.

Yes, eBay is a thorn in the sides of professional dealers. Still, I think we all know that amateur part-time sellers liquidating flea-market certificates are never going to fill the role of cultivating relationships like professionals can.

Personally, I think relationships are the single most important parts of the collecting equation. If there is one clue in *…the more things stay the same,* it is that humans are inextricably wired for relationships. Stable relationships. In the midst of never-ending change, we can rely on that single fact. Leverage that and both parties to relationships benefit. ◆

Terry Cox tcox@coxrail.com is the author and publisher of the price guide 'Collectible Stocks and Bonds from North American Railroads' and of the regular 'Update' newsletter. See the article on scripophily databases in Scripophily No.84, December 2010, for more on Cox's rails database.

Jokichi Takamine Sr., Japanese Cultural and Scientific Pioneer

By Max Hensley

Collecting scripophily is a lot like attending a cocktail party where we are introduced to remarkable persons we never knew about. Of course, we are already familiar with the icons of American capitalism like Hetty Green or Commodore Vanderbilt, but thanks to a **Takamine Ferment Co** stock certificate (Fig. 1) I just met someone in scripophily who probably is new to you and certainly was to me, Jokichi Takamine Sr (pronounced *Jakichi Tahkahmineh*).

Fig. 1 1936 stock certificate in Takamine Ferment Co with vignette of Jokichi Takamine

My career in biotech pharmaceuticals taught me that many modern-day advances spring from the ancient art of brewing and fermentation. Takamine was an early worker in this field. Collaborating with drug company Parke-Davis in the early 1890s in Chicago he patented a starch metabolizing enzyme composition from koji (a fungal culture used in Japan for the decomposition of grains to make soy sauce and other products). This was the first patent on a microbial enzyme in the US, which he trademarked as Taka-Diastase (Fig. 2). He licensed it to Parke-Davis as a digestive aid for treatment of dyspepsia.

Fig. 2 Taka-Diastase, a dietary aid, one of Jokichi Takamine's first commercially successful products

But I'm a bit ahead of myself. Lauded as one of the most famous Nikkei (Japanese expatriates) Jokichi Takamine Sr. was born in 1854 in Takaoka, Japan. His father was a doctor in the Kaga domain. Jokichi (age 12) was sent to Nagasaki (600 miles away) where he stayed with Portuguese Consul Lorero to learn basic English. He was educated in science at the Osaka Medical School, becoming one of the first Japanese university graduates, and then was sent to Scotland by the Meiji Japanese government for a year of post-graduate education in industrial chemistry and electro-chemistry.

In 1883 the Japanese government sent him to serve as co-commissioner of the Japanese pavilion at the New Orleans World's Fair and Cotton Centennial Exposition, where he stayed at the home of Col. Ebenezer Hitch, a Union Army veteran.

Romance and courtship in 1880s New Orleans was a pretty formal process. As reported in the Dec. 14, 1884 Times Picayune, "A very enjoyable affair was given last Thursday evening at the residence of Capt. E.V. Hitch by a number of young gentlemen in compliment of charming young ladies who had a week previously acted as hosts." Among the "pretty young ladies" at the soirée was Carrie Hitch (Caroline, then 18, Fig 3). The gentlemen hosts included J. Takamini [sic]. And again, "A party of young ladies and gentlemen, chaperoned by Mr. and Mrs. Ralston, of California, witnessed the performance at the St. Charles Theatre last Friday evening." Included in the party were "Mr. J. Takamine, a distinguished Japanese nobleman now on a mission to the Exposition;" and "Miss Carrie Hitch."

Fig. 3 The beautiful Caroline Field Hitch ca 1890 MikeHitch.com

The introductions bore fruit and the two married. On his honeymoon Jokichi collected South Carolina rock phosphate. He also studied fertilizer manufacturers in South Carolina, where phosphate fertilizer was the key to resuscitating cotton culture-depleted fields. Despite this romance-deficient activity, Caroline didn't walk out, another thing marking the newly-weds as very unusual people. Jokichi interned at the US Patent Office, and then they moved to Tokyo. His work on that honeymoon rock phosphate soon led to success in the industrial production of superphosphate fertilizer, Jokichi's first big financial breakthrough.

Caroline Hitch was an outlier in the post-Reconstruction racist South. It took rare open-mindedness at the time to marry an ☞

exotic foreigner and relocate to his country (which itself had just emerged from 300 years of isolation). In fact, I've wondered if the couple wasn't a metaphor for the entire cultural and economic transformation wrought by Meiji-restoration Japan.

The couple did not stay long in Japan. I'm just speculating, but I doubt that Caroline found Japanese cultural expectations for the wife's place to be "her cup of tea." By 1890 they moved to Chicago, with Caroline's parent's assistance. Takamine's Chicago endeavors took him into the successful study of substitutes for malt, an expensive component used in whiskey-making. His work intrigued the **Whiskey Trust** in Peoria, Illinois (reorganized as the **Distillers and Cattle Feeders Co** after antitrust attacks)[1].

Takamine Ferment Co

Takamine Ferment Co was organized by the **Whiskey Trust** March 7 1891, with capital stock of $10 million, to commercialize Takamine's new malt substitute. I have only seen one certificate of the original company, issued and cancelled with heavy marginal glue residue and signed by Jokichi Takamine (Ghosts of Wall Street website). This stock's stated capital on the 1897 issue date had declined to $5 million.

The only other Ferment Co certificate I have seen was issued in 1936 (Fig. 1). The printed capital had been reduced to $500,000 and an over-stamp reduced it further to 25,000 shares of $4 each.

It is likely the company was weakened by Prohibition and the Depression, as reflected in declining capital. The "Takamine" signing as president on this certificate was not Jokichi – he had died in 1922 – but rather his only surviving son, Eben[ezer].

In 1954 Caroline Takamine passed away. Her estate contained 2,100 shares of **Takamine Ferment Co** stock (according to the estate accounting worth about $14,000, not including dividends). The disposition of this stock is unknown, but remarkably the company was still "alive" and valuable in 1955.

The certificate is unusual in that it sports a "special" engraving of Jokichi. This was an expensive option, and unusual (but not unheard of) on a stock by the New York Bank Note Co. An agricultural allegory with wheat is on the right.

I have never seen a certificate in the Distillers and Cattle Feeders Co, which is surprising. The trusts usually hired first-line printers like American Bank Note, and the archives of such printers often contained specimens. The Distillers and Cattle Feeders Co later re-organized as the **Kentucky Distillers and Warehouse Co** (Fig 4), established as a subsidiary of the **Distillers Securities Corporation** (Fig 5) which later changed to the **US Food Products Corporation** (Fig. 6, see overleaf).

In 1895 Takamine moved to New York with Parke-Davis & Co as patron and established a research lab using his royalty income. In 1899 he was granted a doctorate in chemical engineering from the Imperial University in Tokyo (in 1906 he would be granted a second doctorate in pharmacology, both based on his published research). In 1900, his lab succeeded in crystallizing adrenalin extracted from the adrenal gland, used pharmaceutically to raise blood pressure when injected intravenously. Takamine dubbed the product Adrenalin, and secured a patent on the crystallized product (ultimately upheld in Federal Court in 1911).

With these profits he founded the Sankyo Pharmaceutical Co in Japan (now Diichi Sanko) and became its first president. In 1915 he moved his NY laboratory to ☞

Fig. 4 American Bank Note Co specimen stock in the Kentucky Distilleries and Warehouse Co ca 1900, successor to the Whiskey Trust, with map of Kentucky and frontier allegories. These are also found in blue and in green, and probably one more color, representing odd lots and 100s in preferred and common. Many have rough top margins. None are known issued

Fig. 5 International Bank Note Co specimen odd lot certificate in Distillers Securities Co ca 1905 Jersey City, NJ, Whiskey Trust progeny. One is known to the author in issued cancelled form, serial number B42558 and another in unknown color serial number C4068. 1902 specimen $1,000 bonds are also known

Footnotes:

[1]The "Cattle Feeding" refers to the use of the company's fermentation waste products for cattle food.

Clifton NJ and installed his son Jokichi Jr as president. Thereafter he occupied himself with many philanthropic activities and moved to Merriwold Park NY. He arranged in 1912 for the mayor of Tokyo to offer 2,100 cherry trees to the US for the famous Tidal Basin plantings.

Fig. 6 Certificate in the US Food Co, distant successor to the Whiskey Trust. The author knows of two others in blue, and three others in olive (odd lot) all issued uncancelled

Jokichi Tamamine died of kidney disease in New York City in 1922. A memorial service was held at the Nippon Club (which he had founded) in the City, "his coffin surrounded by more than 300 floral pieces from prominent Japanese and American friends." He earlier had joined Caroline in converting to Roman Catholicism. Jokichi never become a US citizen because, prior to 1952, Japanese were considered "unassimilable" and barred from naturalization.

Ever open-minded, in 1926 Caroline married a ranch hand living near Vail Arizona, south of Tucson.

According to Wikipedia two films about the life of Jokichi Takamine have been made. In the 2010 film *Sakura* directed by Toru Ichikawa, Takamine was portrayed by Masaya Kato. A sequel titled *Takamine*, also directed by Ichikawa and starring Hatsunori Hasegawa, was released in 2011. ◆

Sources

Jokichi is something of a icon from Japan's 19th century age of industrial development, a "home town" celebrity success story from Japan's entry into the world economy. Consequently, I was blessed to find a wealth of extremely detailed source material. If you want to know more consult these.

https://www.soyinfocenter.com/pdf/155/Taka.pdf

https://moonshineuniversity.com/the-rise-fall-of-the-whiskey-trust

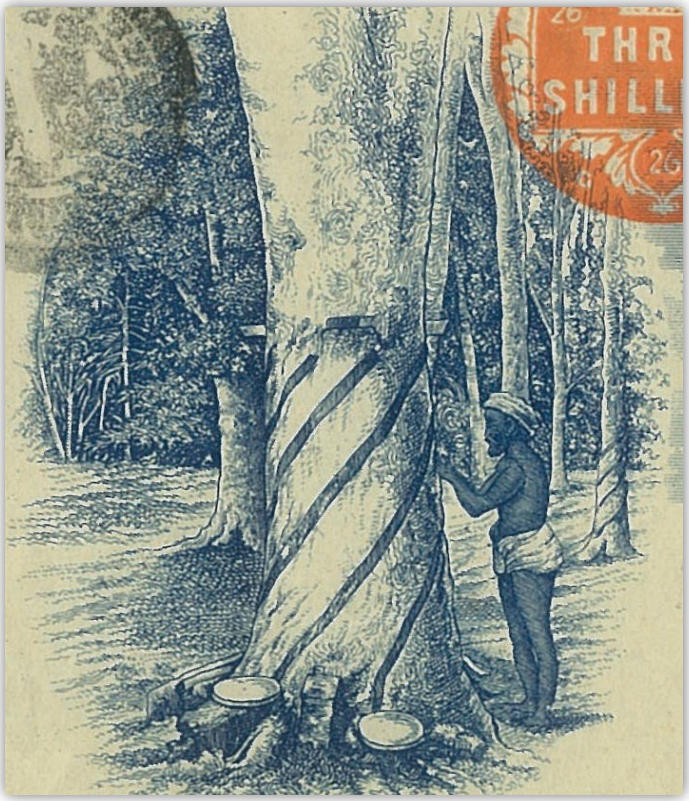
https://en.wikipedia.org/wiki/Takamine_J%C5%8Dkichi

RUBBER IN THE DUTCH EAST INDIES

by Joost Veldman

From seeds to rubber

Centuries ago, the Ancient Mesoamerican people used rubber mostly from the plant known as *Castilla elastica*. They had a ball game using bouncing rubber balls. Rubber was also used in other contexts, such as for strips to hold stone and metal tools to wooden handles, and padding for the tool handles. Natural rubber is an elastic, hydrocarbon polymer that occurs as a milky, colloidal suspension (known as latex) in the sap of several varieties of plants.



Shares from The United Sumatra Rubber Estates Ltd show a vignette of a rubber tapper at work

Rubber trees thrive within wide limits, as regards climate and soil conditions, but prefer damp low-lying lands with equable temperatures. Plantations are mostly located below 500 m. Above 500 m growth is slower and tapping can only be done with mature trees. Therefore, higher cultivation is less profitable.

After planting seeds, few cultivation operations are required: no pruning like that demanded by tea, no soil conservation as necessary for coffee and no insect control as indispensable for cocoa. But serious work is required when the trees mature (after 5 to 6 years) and the latex has to be harvested. This is done by every second day opening up rather superficial sloping cuts at some distance, leading the latex to drip into collecting bowls.

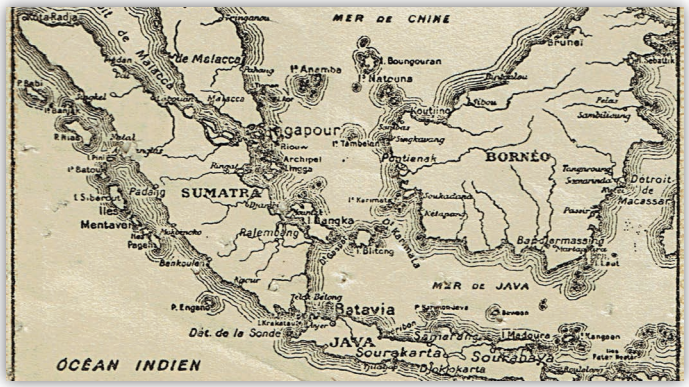
At the processing facility acids are added to the latex causing coagulation: the liquid changes to a solid or semi-solid state and small rubber particles are formed. The product is then further processed either into crêpe sheet or, after kiln-drying, into "smoked" sheets. These two forms of sheets are the raw materials for the production of natural rubber.

Cultivation spreads to other continents

In the 19th century the then British-Indian government foresaw the potential for large scale cultivation and in 1876 contracted with the Englishman Henry A. Wickham to collect seeds from the Brazilian para rubber tree *Hevea brasiliensis* and deliver them to England. He collected (stole) some 70,000 seeds from the area of the Rio Tapajoz, a branch of the Amazon River, and delivered them to the Royal Botanic Gardens at Kew on June 14, 1876. Only a small portion germinated and these seedlings were sent off to various botanical gardens in South East Asia.

For many years Brazil provided the world's requirements for seeds collected in the primary rainforests. But at the beginning of the 20th century the automobile-industry started to take off, so the demand for rubber car tyres rose steeply. Brazil could no longer supply enough quantities. Rubber prices skyrocketed, peaking in 1910. The British were the first to start developing large scale *Hevea brasiliensis* plantations.

All rubber plantations in South-East Asia have been planted by seeds or seedlings descending from the ones stolen and smuggled in the last quarter of the 19th century!



The Fransch-Nederlandsche Maatschappij voor Exploitatie en Handel was founded in 1908 by a group of Dutch and French investors including Dutch Indies army lieutenant-general Gijsbertus Johannes van Kooten. The company, also registered under its French name, the Société Franco-Néerlandaise de Culture et de Commerce, was active in the field of tobacco, rubber, coffee and tea. A map on its founder shares shows a large part of the Dutch East Indies

Rubber in the Dutch East Indies

Kew Garden seedlings had also been sent to the National Gardens at Buitenzorg (now called Bogor on the island of Java). Some propagation experiments were carried out, but as the commercial value of rubber was not yet recognised, only modest interest was shown in pursuing larger scale trials.

Nevertheless, some private rubber plantations as well as rubber companies were established as early as in the last quarter of the 19th century, e.g.:

- Cultuur Maatschappij Gogo Niti (1878);
- CM Batoe Djamoes (1886);
- Deli-Bila Maatschappij (1895); and
- CM Badek (1899). ☞

Soon after corporations started planting rubber, so did the local population. The people of Borneo and the eastern part of Sumatra were familiar with Malayan rubber companies, because many of them worked for these companies. There they got to know the rubber culture and on their return to the Dutch East Indies they brought seeds and plants with them. In the early 1900's small scale rubber cultivation started in Djambi and South East Borneo.


Bewijs van Aandeel

GROOT

EEN DUIZEND GULDEN,

IN DE

NAAMLOOZE VENNOOTSCHAP

ROTTERDAM-BORNEO MAATSCHAPPIJ,

gevestigd te ROTTERDAM.

N° 58

Eerste Serie.

De Heer Jacobus Johannes Tiele,

is gerechtigd tot een AANDEEL, groot **Een Duizend Gulden**, volgefourneerd, in de Naamlooze Vennootschap

„Rotterdam-Borneo Maatschappij,"

gevestigd te *Rotterdam*, opgericht bij acte, op den 14 October 1887 voor den te *Rotterdam* residerenden Notaris P. C. van Vollenhoven gepasseerd, op het Ontwerp waarvan de Koninklijke Bewilliging is verleend, bij Besluit van den 30 September 1887 No. 36.

Rotterdam, den 1 Februari 1888.

Commissaris. Directeur.

Aandeel zijn gevoegd 18 Dividendbewijzen en een Talon.

This early 1000 Gulden share was issued in 1888 by the Rotterdam-Borneo Maatschappij. The company was founded in 1887 and like some other planters it issued its own coins. Plantation money made its appearance in the Dutch East Indies from around 1870 onwards. It was mainly used as payment for their contract workers. The use of this money was necessary due to a shortage of government-issued coins The nickel half dollar coin shown here (rare) was issued by the Rotterdam-Borneo company in the first half of the 20th century. (image Museum Rotterdam 76722 licensed under CC BY 2.0)

20th Century needs more rubber

From 1910 the large-scale cultivation of rubber really took off, anticipating profitable rubber latex and sheet production at a time of a strong growing demand for rubber. Large jungle areas were cleared on Java, Sumatra's East coast and on Borneo.

Coincidentally around 1910 Arabica-coffee plantations on Java were badly stricken by a persistent leaf disease, and at the same time tobacco yields were very disappointing. Therefore, many Dutch East Indies plantation companies were on the brink of collapse and could be acquired at very low cost. Quite a number of British plantation companies were established to acquire these failed coffee and tobacco plantations for redevelopment with *Hevea brasiliensis* trees.

To name just a few:

- Aengsono (Java) Rubber Plantations, Ltd. was founded to acquire Dutch owned Landbouw Maatschappij Aengsono (LM = Agriculture Company) in November 1909;
- British Rubber Estates of Java, Ltd. was founded to acquire Dutch owned Cultuur Maatschappij Kali Doeren in May 1910; and
- Djaboong (Java) Rubber Estates, Ltd. acquired Dutch owned Djaboong Rubber Mij. in April 1910.


NUMBER N 0269

INCORPORATED UNDER THE COMPANIES' ORDINANCES OF HONG KONG

SHARES 25

ANGLO-JAVA ESTATES, LIMITED

CAPITAL £ 250,000

DIVIDED INTO 500,000 SHARES OF 10 SHILLINGS EACH

This is to Certify that Mrs. Margaret Jean Young of Glasgow, S.1. is the Registered Holder of Twenty-four Shares of Ten Shillings each Fully Paid Numbered as on the Back Hereof in the above Named Company, Subject to the Memorandum and Articles of Association thereof.

Given under the Common Seal of the Company This 14th day of February 1950

FOR AND ON BEHALF OF J. A. WATTIE & CO., LTD.

DIRECTOR SECRETARIES & MANAGERS

Register Folio 93

DIRECTOR

NOTE: NO TRANSFER OF ANY PORTION OF THE SHARES COMPRISED IN THIS CERTIFICATE CAN BE REGISTERED UNLESS ACCOMPANIED BY THIS CERTIFICATE

Founded in 1910 in Shanghai, the Anglo-Java Estates, Limited acquired the Dutch plantation company "NV De Limburg Landen" with the aim of converting it into to a rubber plantation. In the same year the company also acquired Goenoengsari Pengoeloeran Estates, Ltd. Both companies then cultivated rubber, coffee, peppers, cocoa, coconuts and nutmeg on Java under 75-year leaseholds. To comply with Government legislation, the companies remained in the name of the original owners

Production exceeds demand

Towards the first half of the 1930s the area planted with rubber trees had grown so large that production exceeded demand, resulting in huge stocks and alarmingly low prices. In order to improve the production/demand balance and bring prices back to more profitable levels, the then most important rubber producing countries (British, French and Dutch colonies) agreed to limiting their export of rubber from 1934.

An international committee annually determined which share each country could have of the world export, and quarterly which quantities were allowed to be exported in the next quarter. Unrestricted rubber cultivating was halted and exports were artificially kept on levels supposedly in balance with world demand. In the various countries the local government further determined which share each and every local rubber producer was entitled to within the country's allowance.

The big companies did not present the Government with any difficulties in observing the international agreement. However, it was different with the native rubber plantings. These were not registered and, therefore, individual restrictions could not be enforced. ☞

To solve the problem another method was adopted, namely the levying of an export tax. This reduced the exporter's rubber proceeds, reduced the prices paid to the native planters and even forced them to stop tapping.

After some time, the Government started to register all rubber plantings. By the end of 1936 individual restrictions were also applied to local farmers. When demand returned, the system of production limitation was eventually abandoned.

1958 Dutch enterprises nationalized

Rubber produced in the Dutch East Indies was almost entirely exported, only a very small part was processed locally, e.g., by a Goodyear tire factory at Buitenzorg.

By 1954 some 50 Dutch Indies rubber companies were listed on the Amsterdam Stock Exchange. In 1958 all Dutch owned enterprises and companies were nationalised by the then independent Republik Indonesia. On the basis of their specific crop, they were combined into large government operated plantation enterprises.

The world production of natural rubber aggregated to 8.510 million tonnes in 2018. With 28% market share Indonesia has become the second largest rubber producer in the world!

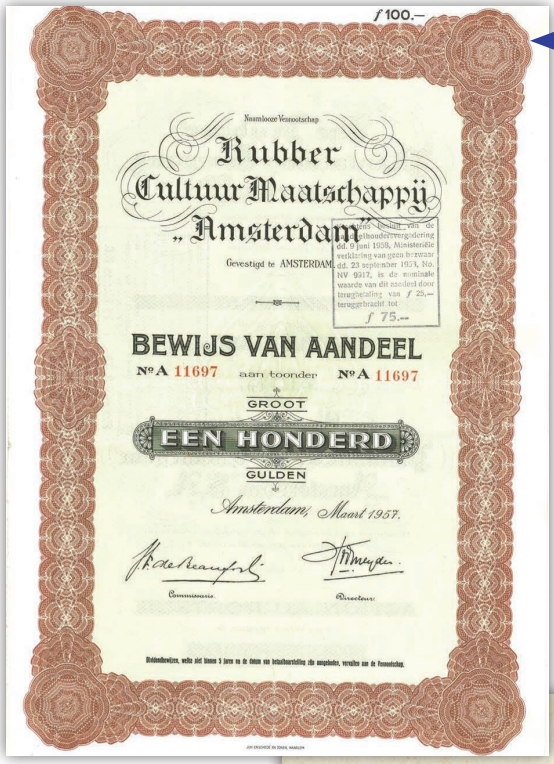
Indonesia Rubber in scripophily

All together some 750 rubber plantation companies, and an uncountable number of private plantations, were operating in the Dutch East Indies during some time in the period 1875 - 1958. A number of the non-Dutch companies are still operating.

Most scripophily in this field is seen from companies registered in the Netherlands, the Dutch East Indies, and today's Indonesia. But several shares are known from companies elsewhere. Some examples of non-Netherlands issued certificates:

- Indonesia, PT Indonesia Rubber Industri
- UK, Anglo-Java Rubber & Produce Co Ltd
- Belgium, Plantations Nord Sumatra SA
- Indochina, Cie des Caoutchoucs de Padang
- France, SA des Plantations de Caoutchouc de Djember
- USA, Hawaiian Sumatra Plantations, Ltd

Mario Boone included in his 64th auction catalog (April, 2020) a comprehensive history of the Netherlands-Indies. ◆


f 100.–

Naamlooze Vennootschap

Rubber Cultuur Maatschappij „Amsterdam"

Gevestigd te AMSTERDAM

BEWIJS VAN AANDEEL

Nº A 11697 aan toonder Nº A 11697

GROOT

EEN HONDERD

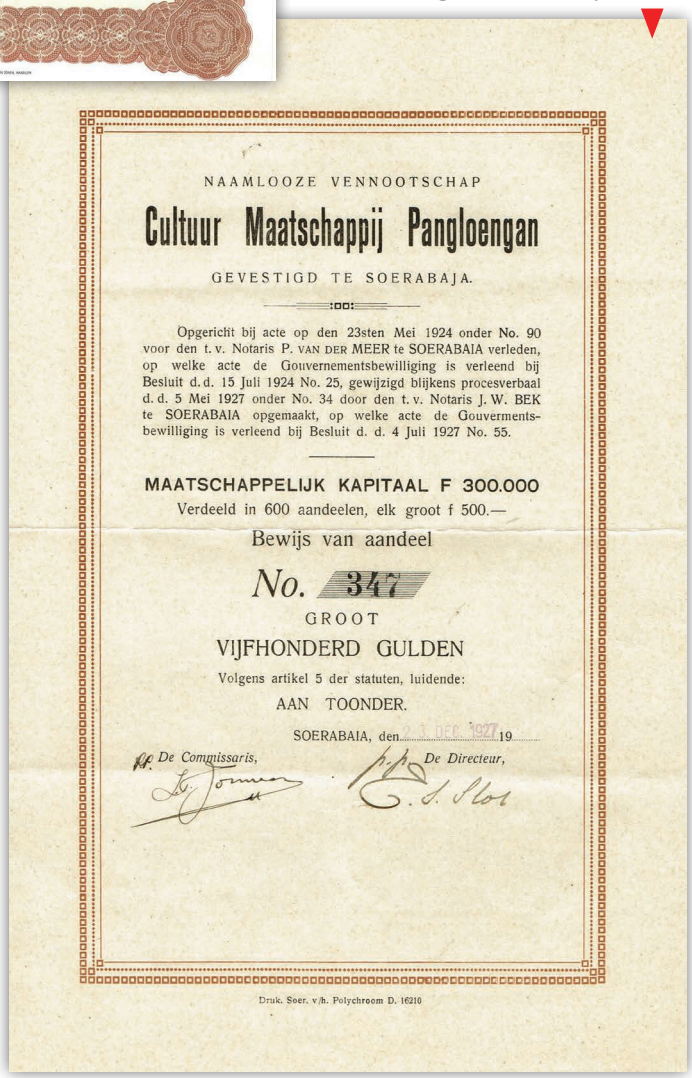
GULDEN

Amsterdam, Maart 1957.

Commissaris. Directeur.

The Rubber Cultuur Maatschappij "Amsterdam" was set up in 1908. After starting a rubber plantation on Java, the company diversified into cultivating coffee, tea and oil palm and taking over plantations and rubber companies in the Dutch colony. RCMA expanded internationally, e.g., they set up a sisal plantation in Tanzania. Toward the end of 1956, RCMA had become probably the largest rubber company in the Dutch East Indies. By then it exploited 92,500 acres, half for rubber production. The company's assets in Indonesia were nationalized in 1958

For centuries Surabaya has been the main trading centre of eastern Java. From its port, rubber as well as coffee, tobacco, teak, cassava, sugar, spices, vegetable oils, and petroleum products are shipped to the rest of the world. The Cultuur Maatschappij Pangloengan was registered in Surabaya in 1924


NAAMLOOZE VENNOOTSCHAP

Cultuur Maatschappij Pangloengan

GEVESTIGD TE SOERABAJA.

Opgerichtt bij acte op den 23sten Mei 1924 onder No. 90 voor den t. v. Notaris P. VAN DER MEER te SOERABAIA verleden, op welke acte de Gouvernementsbewilliging is verleend bij Besluit d.d. 15 Juli 1924 No. 25, gewijzigd blijkens procesverbaal d. d. 5 Mei 1927 onder No. 34 door den t. v. Notaris J. W. BEK te SOERABAIA opgemaakt, op welke acte de Gouvermentsbewilliging is verleend bij Besluit d. d. 4 Juli 1927 No. 55.

MAATSCHAPPELIJK KAPITAAL F 300.000

Verdeeld in 600 aandeelen, elk groot f 500.—

Bewijs van aandeel

No. 347

GROOT

VIJFHONDERD GULDEN

Volgens artikel 5 der statuten, luidende:

AAN TOONDER.

SOERABAIA, den 23 DEC. 1927 19

De Commissaris, De Directeur,

Druk. Soer. v/h. Polychroom D. 16210

Biography

Dutch resident Joost Veldman is a retired economist with a very diversified career in agriculture, bio-chemical industry and institutional investment management. He lived and worked in Ghana, Indonesia, the United States and the Netherlands. He partly grew up in Indonesia and also worked there as a consultant in the large-scale tropical plantation industry. That caused his interest in Dutch Indies' agriculture and in collecting stocks and bonds of now defunct companies. Joost is chairman of the Dutch scripophily society "Vereniging van Verzamelaars van Oude Fondsen": www.vvof.nl. You may contact him at veldman2016@gmail.com.

The Formation of the New York Central Rail Road

By Bernhard Wilde

Introduction: A Passage West

Even before the United States of America was formed in the late 18th century, there was a push to expand westwards to the Great Lakes and beyond. The Louisiana Purchase from France in 1803 of land beyond the Mississippi River guaranteed the "manifest destiny" of expansion to the Pacific Ocean. The greatest obstacle during the early expansion was the 2,000-meter-high Appalachian Mountains that extended from the state of New York down to Alabama. Since the mountains are made of north-south trending alternating ridges and valleys, travel westward was difficult. Fortunately, there was an east-west valley formed by the Mohawk River and the southern shore of Lake Ontario running from Albany, New York to the Niagara River and Lake Erie as shown in Figure 1.

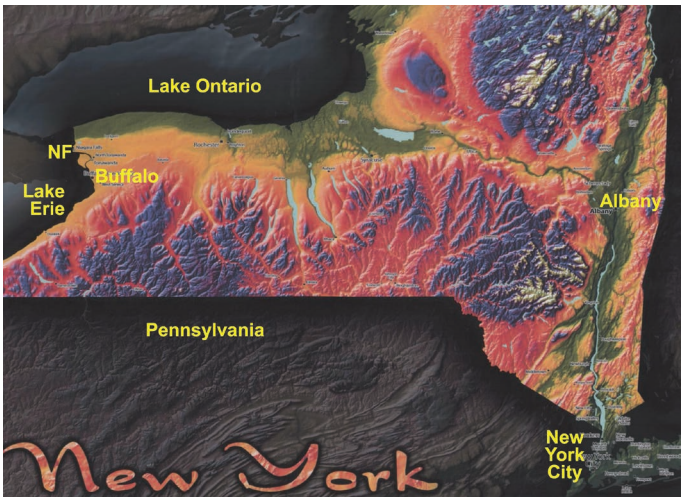


Figure 1. The Hudson and Mohawk valleys connecting New York City to the Niagara River

This valley was used to create what some consider to be the eighth wonder of the world, The Erie Canal. As the green part of the map shows, the Hudson River valley provided a way from Albany to New York City on the Atlantic Ocean. The Erie canal running west from Albany to Buffalo was begun in 1817. It was championed by the Governor of New York, DeWitt Clinton, and was finished on October 26, 1825. To celebrate this accomplishment Clinton travelled from Buffalo on the canal and the Hudson River to New York City and poured a jug of Lake Erie fresh water into the salt water of the Atlantic Ocean in a ceremony dubbed *The Wedding of the Waters.*

As the Erie canal was being built, a new mode of transportation, the steam powered railway, was invented in England. In 1825, George Stephenson built a steam locomotive, *The Locomotion*, for the first public steam-driven railway in the world, **The Stockton and Darlington Railway**. In 1826 on a circular track in Hoboken, New Jersey, John Stevens demonstrated the feasibility of steam locomotion in America. **The Baltimore and Ohio Rail Road** built 14 miles of tracks in 1830 but relied upon horse power until 1831 when an American built steam locomotive was put into service. In order to provide rail transportation, for both people and cargo, to and from the western regions of the United States, it was inevitable that the first solution would be via the same valley used by the Erie Canal. Due to the lack of power of the early locomotives, this valley was not an easy proposition since the train would have to overcome 550 feet of elevation change from Albany to Buffalo. The canals accomplished this via locks while early railroads would overcome the elevation change via inclined planes. New York was ready to enter the "Age of the Iron Horse."

An Interesting Stock Certificate

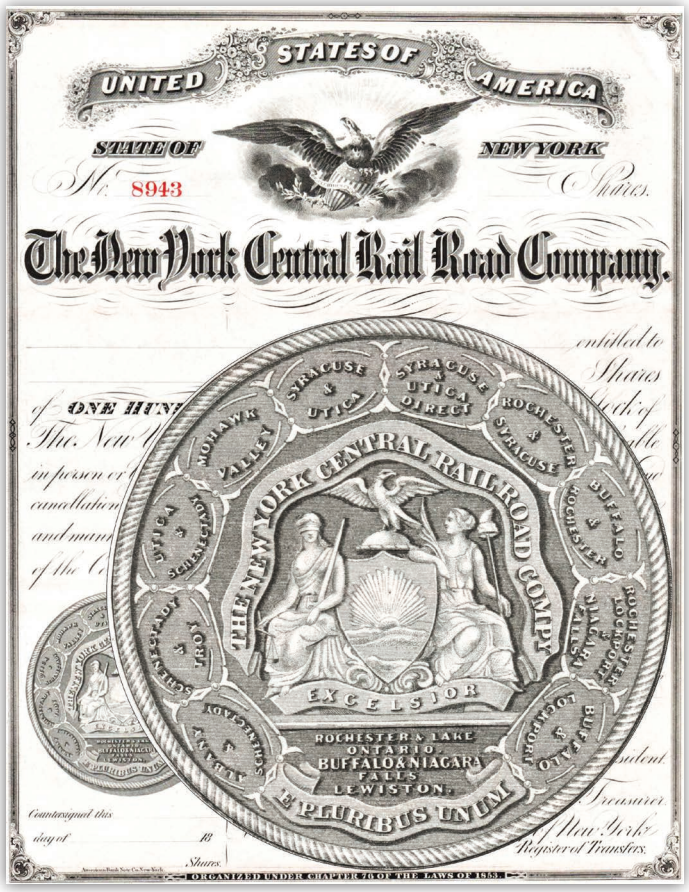


Figure 2. Stock certificate of The New York Central Rail Road Company with a seal (enlarged in overlay) showing its predecessors

Over the last three decades, this author has studied the economic, transportation and engineering development of the Niagara River region. This naturally included the Erie Canal and the railroads leading towards the Niagara River. This study was accomplished via the collecting and documentation of banknotes, stocks, bonds, and other ephemera. A paper on the New York Central Rail Road that consolidated over ten small railroads from Albany to Buffalo was anticipated. Thus, many stock certificates were collected. Since most of these certificates were unissued and few such early ones had large and beautiful vignettes, this author did not notice the significance of the seal seen on the stock certificate of Figure 2 until recently during preparations for this article. The enlarged insert in the figure shows the names of all of the railroad companies that formed the **New York Central Rail Road Co** on May 17, 1853. Although no issued certificate is listed in Terry Cox's online catalog of railroad stocks and bonds (NEW-530a-S30), it must have been issued after 1858 since the imprint is of the **American Bank Note Co.** ☞

Rail Road Name	Char	Open	Closed	From	To	Miles	Coxrail #		Vignette
Mohawk & Hudson	1826	1831	1847	Albany	Schenectady	17	MOH-308	S30-50; B40	None; Train
Albany & Schenectady	1847	1847	1853	Albany	Schenectady	17	ALB-354	B40-50	Train
Schenectady & Troy	1836	1842	1853	Troy	Schenectady	21	SCH-231	NK	
Utica & Schenectady	1833	1836	1853	Schenectady	Utica	78	UTI-688	S40-5;47-52	Train;Train
Mohawk Valley (nothing built)	1851		1853	Schenectady	Utica	0	MOH-769	S40-50	Train
Syracuse & Utica	1836	1839	1853	Utica	Syracuse	53	SYR-920	S40; S50-52	Train;Wharf
Syracuse & Utica Direct (nothing built)	1853		1853	Utica	Syracuse	0	SYR-960	NK	
Auburn & Syracuse	1834	1838	1850	Syracuse	Auburn	26	AUB-769	NK	
Auburn & Rochester	1836	1841	1850	Auburn	Rochester	78	AUB-692	NK	
Rochester & Syracuse	1850	1850	1853	Syracuse	Rochester	81	ROC-281	S20	Train
The Tonawanda	1832	1837	1850	Rochester	Attica	44	TON-190	NK	
Attica & Buffalo	1836	1842	1850	Attica	Buffalo	32	ATT-333	S50	Train
Buffalo & Rochester	1850	1850	1853	Rochester	Buffalo	69	BUF-717	S40	Train
Lockport & Niagara Falls	1834	1838	1850	Lockport	Niagara Falls	23	LOC-667	B30	None
Rochester Lockport & Niagara Falls	1850	1852	1853	Rochester	Niagara Falls	77	ROC-150	S50	Train
Buffalo & Lockport RW	1852	1854	1853	Lockport	Buffalo	12	BUF-500	S31	Female
Rochester & Lake Ontario	1852	1853	1855	Rochester	Charlette	7	ROC-121	S50	Train
Buffalo & Niagara Falls	1834	1837	1855	Buffalo	Niagara Falls	22	BUF-610	S50	Train
Lewiston RR	1836	1837	1855	Niagara Falls	Lewiston	6	LEW-500	NK	

Figure 3. All of the railroad companies and their characteristics that formed The New York Central Rail Road in 1853

Figure 3 gives details about the merging companies. The first column lists the names of the companies. The ones in red are listed on the seal of Figure 2. The ones in bold red are those that circle the seal of New York State and actually merged on May 17, 1853. The three in light red are seen at the bottom of the seal and were leased in 1853 to the New York Central until 1855 when they were also absorbed. The ones in black were either renamed or absorbed before 1853. The next three columns give the dates of being chartered, opened and closed. The following three columns give the terminal cities and the rail distance between them. The final three columns are information from coxrail.com giving the Cox numbers of the stocks and bonds and their vignettes. "NK" indicates "None Known," that is, there are no stocks or bonds known to Terry Cox.

At the bottom of the New York seal (Figure 2) is the Latin word "Excelsior", the official motto of the state of New York and meaning "Ever Upward." At the bottom of the New York Central seal is the traditional motto of the United States, again in Latin: "e pluribus unum" or "out of many, one," presumedly referring to the joining of the thirteen railroads into the New York Central. The central upper vignette of the stock also shows this motto on the ribbon over the shield (with 13 stars and stripes representing the original 13 states) carried by a bald eagle, the official national bird of the United States. And thus, this stock certificate turns out to have much more meaning than this author initially noticed.

The above table plus the map of the New York Central Rail Road in Figure 4 should help the reader appreciate the complexity of the nineteen railroads that eventually became the company on May 17, 1853. From the black dashed line that indicates the route of the Erie Canal, one can see that the New York Central basically followed the path of least resistance. This, of course was not appreciated by the Erie Canal since it would take much of its business, especially the passenger and later the freight.

Stocks and Bonds from the Merged Companies

The **Mohawk and Hudson Rail Road Co** was the first railroad company chartered in the state of New York on April 17, 1826, less than a year after the completion of the Erie Canal. The application for the charter was conceived by *George. W. Featherstonhaugh*, only a few days after the completion of the canal. It would become the first leg (17 miles) of the future New York Central Rail Road from Albany on the Hudson River to Schenectady on the Mohawk River. Featherstonhaugh argued that the trip would be reduced from three days to three hours. $100 stocks that were first issued for the company on June 26, 1826 were eagerly bought by capitalists and were valued as high as $197 in 1831 on the New York Exchange. According to Cox, the earliest stock known was from 1834. However, local museums might have earlier examples. The top stock (MOH-308-S30, image from Cox) in Figure 5 is from 1837 and probably is similar to those issued earlier in 1826.

Although there seemed to be an early run on the stock of The Mohawk and Hudson, work on the tracks did not start until August of 1830. By summer of 1831, the 17 miles from Albany to Schenectady were completed at a cost of about $15,000 per mile. After a few miles of track were finished, the rails were used by horse-drawn wagons, probably to carry rails and other supplies to the front. Relatively shallow, but very long inclined planes, driven by stationary engines, were used near Albany and near Schenectady to raise the railroad some 226 feet above the level of the Hudson River. In early July 1831, the **West Point** ☞

Figure 5. Stock and bond certificates from The Mohawk and Hudson and from its new name of the Albany and Schenectady Railroad Co

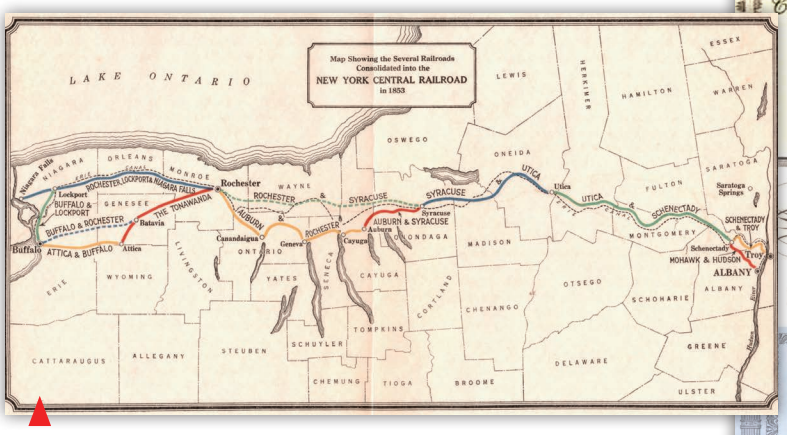


Figure 4. Map of central New York showing the railroads that formed The New York Central Rail Road from the Hudson River to the Niagara River

Foundry delivered the third American built locomotive, the DeWitt Clinton, that would actually pull a train. On August 9, 1831 a gala opening event occurred when the train made the trip to Schenectady in 105 minutes with an average speed of 10 mi/hr and peak speeds of 30 mi/hr. Ladies dresses caught fire and horses became skittish; however, it was declared to be a great success. The return trip took less than an hour and New York had now entered the "Age of the Iron Horse."

Figure 6 shows a c1832 ticket for the "Rail Road Line from New York to Buffalo." It offers passage with a steamer up the Hudson River to Albany, then the 17 miles (<4% of the total distance) by railroad from Albany to Schenectady, and finishing at Buffalo via a mule-pulled Erie Canal boat. This ticket was general enough such that it could be used for years as railroad construction moved westward.

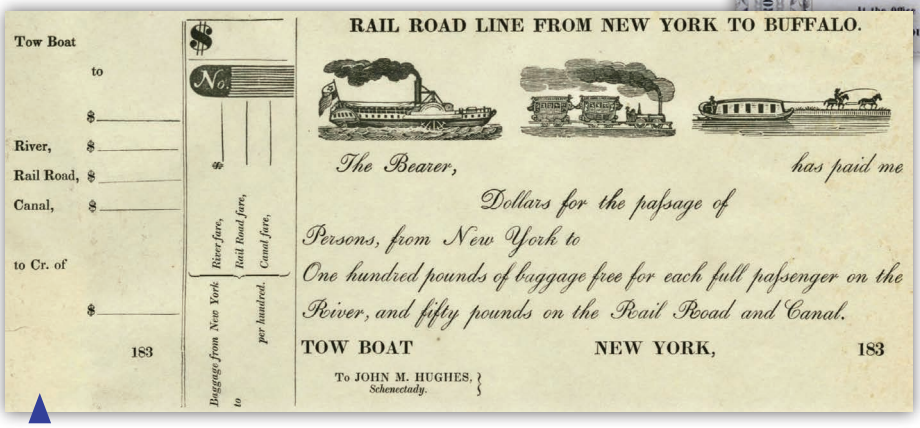


Figure 6. An early "railroad ticket" from New York to Buffalo. The Henry Ford Museum of American Innovation

The middle bond (MOH-308-B40) in Figure 5 is an un-issued bond from the early 1840's. It shows a nice but unusual train receding from the viewer. The bond was printed by *John H. Hall*, an Albany wood engraver and seems to be quite rare. In 1847, The Mohawk and Hudson was renamed **The Albany and Schenectady Railroad Co** (ALB-354-B45) to better represent the terminal cities as opposed to the rivers. A competing run along the path of the Erie Canal by the **Schenectady and Troy Rail Road** (SCH-231) has no known stocks or bonds.

The next two parts of the railroad were from Schenectady to Utica and then on to Syracuse, a distance of (78+53) miles. Since these segments paralleled the Erie Canal, they had significant restrictions of carrying freight until 1847, when they only had to pay the equivalent of canal tolls to the state. Figure 7 shows unissued late 1830's to early 1850's stocks from the **Utica and Schenectady Railroad Co** (UTI-688), the **Syracuse and Utica Railroad Co** (SYR-920), and the **Mohawk Valley Rail Road Co** (MOH-769, Cox). The latter company had built no tracks when it was assimilated. The horizontal early trains in the figure were actually vertically located on the left side of the certificates. The vignette showing a wharf scene with ships, a wagon, and a train, was a generic engraving done by **Rawdon, Wright & Hatch** that was also used on several US obsolete and Canadian banknotes.

Figure 7. Unissued stock certificates between Schenectady & Utica and between Utica and Syracuse

Figure 8. An issued 1853 stock from the Rochester and Syracuse Rail-Road and an unissued stock from the Rochester and Lake Ontario Rail-Road

The leg from Syracuse to Rochester was initially built as a "milk run" through towns at the northern tips of the Finger Lakes that were not directly served by the Erie Canal (see Fig. 4). Unfortunately, there are no stocks or bonds known from either the **Auburn and Syracuse** or from the **Auburn and Rochester** railroads; however, there are several $1000 generic bonds known that were issued by the State of New York in aid of The Auburn & Syracuse Rail Road Co (NEW-786.5-B-50). The more direct route, located just north of the Erie Canal, was built in the early 1850's by the **Rochester and Syracuse Rail Road**. The top of Figure 8 shows a rare issued stock certificate (ROC-281-S20, image from Cox) from this company dated 7th of January 1853, just a few months before assimilation.

The bottom of Figure 8 shows an unissued stock certificate from the **Rochester and Lake Ontario Rail-Road Co** (ROC-121-S50, image from Cox) with a vignette of a small train. This company was one of three that was leased ☞

to the New York Central in 1853 and finally joined in 1855. The train travelled between Rochester and Charlette which was located seven miles straight north near Lake Ontario.

From Rochester to the Niagara River, the railroads either took the southern route to Buffalo or the northern route to Niagara Falls. While Buffalo was a much larger city than Niagara Falls, the falls was a huge tourist attraction. In addition, The Niagara Falls Railroad Suspension bridge across the Niagara River Gorge was to connect the railroads of the United States to those in Canada. After crossing the river, this route would travel north of Lake Erie to Detroit and beyond to Chicago.

The route to Buffalo from Rochester went first to Batavia and then to Attica via the **Tonawanda Rail Road Co**. Unfortunately, there are no known certificates according to Cox. Fortunately, there are a few unissued stocks for the next leg via the **Attica & Buffalo Rail Road Co** (ATT-333-S50) shown in Figure 9. It was the completion of this leg that created the last link of the railroad from Albany to Buffalo in December of 1842, eleven years after the first leg was finished in 1831. A poster from 1843 (Figure 10), shows three daily "lines" from Buffalo to Albany taking 25 hours and costing $11.50 for the best seats. They were not really through trains until almost ten years later, since among the seven companies, passengers and baggage needed to be transferred via stage coaches. In 1850, the above two railroads merged to form the **Buffalo & Rochester Co** and bypassed Attica, in 1852, for a more direct route to Buffalo saving about seven miles. A few stock certificates (BUF-717-S40) exist that are essentially the same as the one in Figure 9, except for the change in name.

The Erie Canal used five locks (60 feet) to scale the Niagara Escarpment at Lockport. The canal then went on to Buffalo via Tonawanda. A connection from Lockport to Niagara Falls was required. After the canal was finished in 1826, there were probably frequent stage coaches going to the falls. In 1834, the **Lockport and Niagara Falls Rail-Road Co** was incorporated and provided regular service as early as 1838. Figure 11 shows one of the earliest issued bonds (LOC-667-B30) known from any of the companies that merged to become the New York Central. The enlarged green seal shows a stretched stage-coach train car. The bond was quite rare twenty years ago; however, there are now seven serial numbers recorded.

In 1850, the Lockport & Niagara Falls changed its name to the **Rochester, Lockport & Niagara Falls Rail Road Co**. and built the last leg to Rochester, which completed the railroad from Niagara Falls to Albany in July of 1852. Figure 12 shows one of only two issued stocks (ROC-150-S50) known from this company. The connection between Buffalo and Lockport was not finished until 1854 after the **Buffalo and Lockport Railway Co** (BUF-500) already had been absorbed by the New York Central in 1853. ☞

Figure 9. An unissued stock certificate from the Attica & Buffalo Rail Road Company

Figure 12. An 1851 issued stock certificate from the Rochester, Lockport & Niagara Falls Rail Road Co

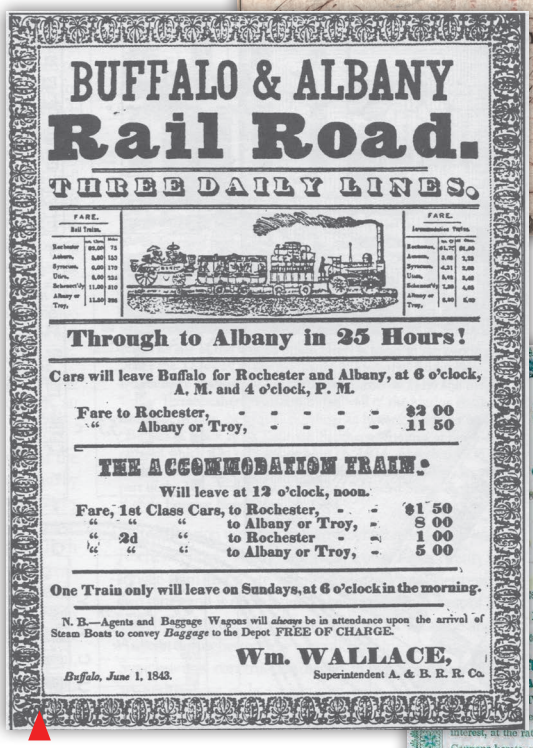


Figure 10. Buffalo & Albany Rail Road poster

Figure 11. An 1838 bond from the Lockport and Niagara Falls

Figure 13. Unissued stock certificate of the Buffalo & Niagara Falls Rail-Road Co

Travel along the touristic Niagara River was always an issue on both sides of the US and Canadian border. The Canadian railroads will be discussed in another article. On the American side, the main link was between Buffalo and Niagara Falls via the **Buffalo and Niagara Falls Rail-Road Co** (BUF-610-S-50 in Figure 13) which was chartered in 1834 and completed the 22 miles in 1837. It was leased by the New York Central between 1853 and 1855 when it was assimilated. The railroad was extended from Niagara Falls north 6 miles to Lewiston via the **Lewiston Rail Road Co** (LEW-500) in 1837 using horse-drawn rail cars. No stocks or bonds are known from this company.

The first Bond from The New York Central Rail Road Co

This long journey from 1826 through the formation of the New York Central Rail Road company in 1853 ends with a very intricate and beautiful bond (NEW-530a-B11) issued on August 1, 1853 by this company and shown in Figure 14. The upper central vignette shows a different version of the New York seal from the one on the stock certificate of Figure 2. The left vignette shows an idealized stretched version of the Niagara River with Charles Ellet's carriage bridge crossing the Niagara Gorge. The right vignette has a map of the 1853 New York Central Rail-Road lines from Albany to the Niagara River. It looks like it might have been used to create the map in Figure 4. It also shows vignettes of Albany and Buffalo at the termini of the railroad in 1853. It is signed by *Erastus Corning*, a stock holder of the Mohawk & Hudson, mayor of Albany (1834-7), former president of the Utica & Schenectady, the first president of the New York Central, and namesake of Corning, NY. This bond and a similar one for $500 are easily available for less than $50.

By the end of September 1855, the New York Central Rail Road employed 5,583 people, owned 188 locomotives that pulled a total of 325 passenger and 2,100 freight cars. The railroad served a total of 2.7 million passengers for the year, some at 35 miles/hour on the express trains. A first class ticket between Albany and Buffalo cost $6 for the 298 miles. The average cost of freight, dominated by vegetables, was 4 cents per mile per ton or about $12 per ton for the 298 miles. 26 people were injured and 24 killed on the tracks, many "supposed to be intoxicated." In 1855, its income was $6.6 million with expenses of $3.4 million and interest/dividends of $3.8 million on $23 million in stocks/bonds.

Notes and Bibliography

The images in this article are generally from the author's collection, except where explicitly stated otherwise. If anyone knows of other early stocks or bonds, especially issued ones, before the 1853 formation of the New York Central, please contact me at cuf@earthlink.net. Any other comments are always appreciated.

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Figure 14. An 1853 $1000 issued bond from the New-York Central Rail Road Company and redeemed in May of 1905. Heritage 2003

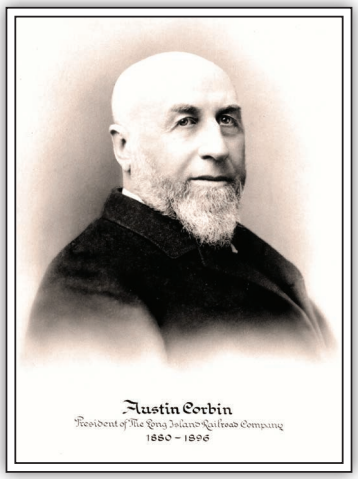
BALES & RAILS

By Max Hensley

The Ugly Life of Austin Corbin

If Hollywood wanted to concoct a character for the worst 19th century US capitalist, there's no need to resort to fiction. The real thing was Austin Corbin who, in one lifetime, managed to combine Native American exploitation, convict labor, usury, human trafficking, land fraud, sexual harassment, worker oppression and bigotry. But he did build the Long Island Railroad's Montauk Station and started the Coney Island development boom, so he's not all bad.

Austin Corbin, Jr. was born in 1827 in Newport, New Hampshire to Austin Corbin, a prosperous farmer and timberman. His brother, *Daniel Chase Corbin*, followed in 1832. Both brothers attended local public schools. Austin went to Harvard Law School. Daniel migrated west to Spokane and became a successful mining and railroad entrepreneur, leading an exemplary and productive life. Austin was to make a different mark.



After graduating from Harvard, Austin went to work for *Ralph Metcalf*, Newport's politically-connected lawyer and former New Hampshire secretary of state. In 1851 Corbin struck out for the western frontier, which at the time was Iowa (brother Daniel also got his start in Iowa). Austin got a boost from his and Metcalf's connections and $1,200 from Metcalf. Arriving in Davenport, Iowa, he began working as a lawyer. However, he quickly jumped into the more lucrative real estate and banking trades. He got his first experience in the profitable business of selling mortgages to the immigrant flood relocating to the Midwest.

Banking in mid-1800s was a state-by-state business, with banks each issuing their own currencies supported by their gold reserves and their own credit from lenders. The system was unstable, with "wildcat" banks issuing poorly backed currency. Good currency was widely counterfeited.

Banking on Success

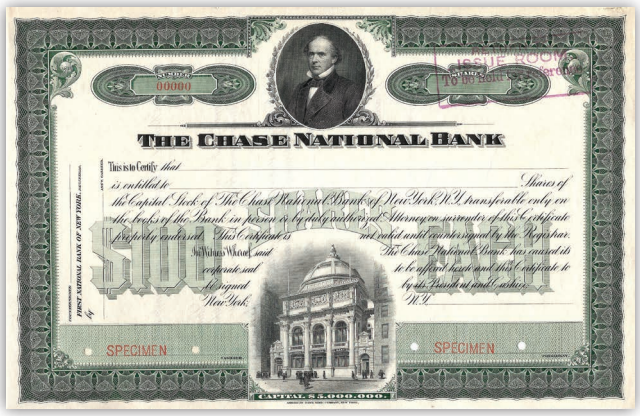
Austin Corbin succeeded in this tough business. He ran one of the few banking concerns in Davenport that did not fail in the panic of 1857. However, he was also intimately familiar with the weaknesses of state-by-state banking. When Congress passed the National Banking and Currency Act of 1863, Austin Corbin and a group of associates received a charter for the First National Bank of Davenport. It was the first national bank anywhere under the new rules, according to the bank's published history.

Established banks resented the national bank system and uniform currency. They were accustomed to making money off issuing their own currency. But the politicians of the day desperately needed to stabilize the financial markets and gain a new source of revenue for the fast-accumulating Civil War debt. The national banks, operated by the Republican-friendly businessmen who won their charters, provided a supply of customers for that debt.

In addition to his political insights, Corbin also had another asset that may have helped clear the way for his banking venture. President Lincoln's treasury secretary, *Salmon Chase*.

Another Friend

Chase, who wrote the National Banking and Currency Act and who was responsible for issuing the charters, was also from New Hampshire. Originally from Cornwall, Chase had moved to Cincinnati, Ohio, in the 1830s. He won election as both senator and governor before Lincoln chose him as his treasury secretary. He was also Austin Corbin's cousin.



The young Austin Corbin actively courted powerful and influential men like Salmon Chase, depicted on this ca 1900 ABNCo specimen stock in the Chase National Bank

The relationship between Corbin and Chase is not clearly understood, but may have hinged on personal matters. Chase's daughter had a turbulent and scandalous marriage with infidelity on both sides. On one well-documented occasion, Chase's daughter was ejected from her Rhode Island mansion. Corbin gave her shelter and, more importantly, rose to her defense in the press. ☞

For two years, Corbin acted as the Iowa bank's president, and when he resigned in 1865 the bank's assets had grown from $100,000 to more than $500,000. National charters had been a goldmine for banks that seized the opportunity. Their single, uniform currency made them wildly popular with the stability-seeking public. Local currencies, known today by collectors as "broken bank notes", gradually left circulation.

The future for the national banks looked bright, but Austin Corbin decided his interests would be better served in New York. So, he took his fortune to Manhattan where he could profit by connecting eastern capital with western farmers.

"Friend" to the Farmer

Corbin saw an opportunity in the rewritten banking act. Congress restricted commercial banks from holding mortgages. While this protected the national currency from being tied to profligate institutions, it also created a business opportunity for Corbin. He worked with mortgage companies and a network of brokers to sell mortgages to farmers in the frontier states. The mortgages would be profitable enough, paying 7 to 10 percent. But Corbin improved on that.

His mortgage brokers employed a number of sharp practices that culminated in Corbin being convicted of usury (charging more than the legal limit for interest). However, he got away with it more frequently than he got caught. Ripping off farmers was profitable, but the real action was in railroads, and that's where he next focused his energy.

Railroads

Corbin's first venture was bringing the **Indiana, Bloomington, and Western Railroad** out of receivership as its president. It connected Springfield, Ohio with points in Illinois. Corbin quickly saw how the industry worked. The I.B.&WRR was hampered by financial mismanagement and corruption in the smaller lines brought together to form it.

After Austin Corbin took the railroad through receivership in 1870, it racked up a remarkable $13 million in new debt. The books were a tangle of self-dealing, and there was little to recover. By 1888 the ruins of the I.B. & WRR were reconstituted as the **Ohio, Indiana and Western Railway** – captained by no less than Austin Corbin. An 1889 stock certificate in this railroad signed by Corbin as president is illustrated nearby. This project gave Corbin a taste for what railroading could yield.

More Corbin Railroad Adventures – the Reading Railroad

The **Philadelphia and Reading Railroad** (illustrated) had a profitable business transporting anthracite coal from the Schuylkill County region of Pennsylvania to Philadelphia, where it could be shipped to other destinations. The Reading also owned the **Philadelphia and Reading Coal and Iron Co** mines which supplied the coal.

This Philadelphia and Reading Railroad share was issued in 1892, two years after Corbin mysteriously moved on from his position as president under JP Morgan's tutelage. The building is Reading Terminal Station in Philadelphia, now a popular tourist market. Coxrail lists six others in several denominations

The Reading held a virtual monopoly on shipping anthracite coal. Despite this the railroad went into bankruptcy twice. In 1887 J.P. Morgan created a trust to run it with Austin Corbin as president. Corbin reorganized the line to much fanfare.

From December 1887 to April, 1888, the Reading was beset with strikes which Corbin busted with scabs (non-union workers used to displace strikers). Congressional investigations exposed the Reading's nefarious activities. *Locomotive Firemen's Magazine*, representing the general view of the workers, described Corbin as belonging to "that tribe of human monsters who prey upon poor men, who combine the natures of hog and shark, who, being influenced by greed, make war upon the weak, regardless of right." ☞

Corbin was active in many railroad ventures, including the Ohio, Indiana and Western Railway Co. This certificate (unique in Coxrail.com) is signed by Austin Corbin as president

For Austin Corbin, however, there were greater problems than disgruntled workers. While Morgan had wiped out the competition for the Reading once before, the remnants of the old management weren't entirely silenced. The trust had control, but the stockholders were still playing games with the company.

Corbin's critics constantly harassed him. They accused him, for instance, of storing coal cars on sidings to drive up coal prices by denying the cars to competitors. And there were other sharp practices and insider trading that irritated investors. Notwithstanding all this, he managed to continue on as president. But in 1890 he abruptly resigned. In 1893 the Reading defaulted again.

Long Island Railroad and the Montauk Port Scheme

Corbin combined land development with his railroad enterprises. This was not unusual. Railroads frequently developed land along their lines for sale to settlers or for industrial projects. But Corbin accomplished his plans by some particularly abusive practices.

Corbin focused on Long Island railroads. Corbin's most ambitious plan, started in the early 1880s, was a 20-mile extension of his **Long Island Railroad** from Bridgehampton to Montauk, NY at the far east end of Long Island. He planned to dredge a deep-water port at Montauk to save a day from European steamer transit time. Theoretically, ships would dock at the Fort Pond Bay terminal and passengers would travel by rail to New York City at 60 miles per hour, thereby taking a day off the Atlantic voyage. However, Corbin needed 10,000 acres of land around Montauk for his scheme. The land was owned by the Montaukett tribe. By 1882 he and his friend Arthur Benson had squeezed the Indians off their land using abusive strong-arm techniques.

Corbin floated bonds in 1893 for the Montauk Extension Railroad Co to finance the Bridgehampton extension (illustration) and two years later the first train pulled into Montauk. However, the plan to turn Montauk into a major seaport never materialized because Fort Bay Pond in Montauk had a rocky bottom and could not be dredged to handle seagoing vessels. New York commuters remain grateful, however – the Long Island Railroad maintains a station at Montauk to this day.

Manhattan Beach – Jews Need Not Apply

Corbin also took an interest in the southern coast of Long Island. A doctor advised that the ocean air would be beneficial to his sickly boy, so

The Manhattan Beach Co was used to finance Corbin's Manhattan Beach Hotel and development. He signed this one as president. American Bank Note Co specimens in brown and in blue are also known, along with a brown proof. John Herzog archive www.scripophily.org

he visited Coney Island, which at the time was occupied by low class hotels and trashy entertainments. While none of this turned out to be useful as a cure, his real estate developer eye found lucrative potential.

Manhattan Beach in Gravesend, on the east end of Coney Island, was mostly vacant land. The town was poorly managed and, while there were property claims to all the beach parcels they weren't particularly well-defined. Corbin's solution was to hire the town's corrupt surveyor *John McKane*, a Tammany Hall associate. Tammany Hall was the corrupt New York City political machine. Corbin had McKane acquire land by hook or by crook. He bought some (such as the site of the Manhattan Beach Hotel), others he just surveyed out of existence.

Once Corbin had title to the Manhattan Beach property, he constructed the Manhattan Beach Hotel, opening it in 1877 with 108,000 sq. feet, 250 rooms, and a veranda 30-feet wide and 600 feet long. It catered to wealthy and famous New Yorkers of the day, transported on his **New York and Manhattan Beach Railroad**. Access to the grounds and beaches was tightly controlled. Corbin retained the Pinkerton guards he used in the Pennsylvania strikes to patrol the property and keep out those he considered ☞

Corbin built the New York and Manhattan Beach Railway to link Manhattan to his Manhattan Beach property. It opened in 1877 and ran from Whitehall St. in Manhattan via steamboat and rail to the hotel. Known only from specimens and this proof (no approval signature)

undesirable who came in from the "bad" end of the beach. Visitors were subject to search and inspection before entering. Two years after the hotel opened he moved to bar Jewish patrons.

The Manhattan Hotel ca. 1890. It was flanked to the east by another Corbin luxury hotel named the Oriental

Austin Corbin, Bigot

Anti-Semitism was widespread but controversial at that time. Hotel operator and judge Henry Hilton (no relation to the Hilton of today's hotels) refused to admit a Jewish patron to his Saratoga Springs hotel in upstate New York. Corbin took a similar stance at his Manhattan Beach hotel to widespread public disapproval reflected in a critical Puck cartoon (illustrated), depicting caricatures of the hoteliers churlishly harassing a Jewish figure. Corbin also had no use for Chinese.

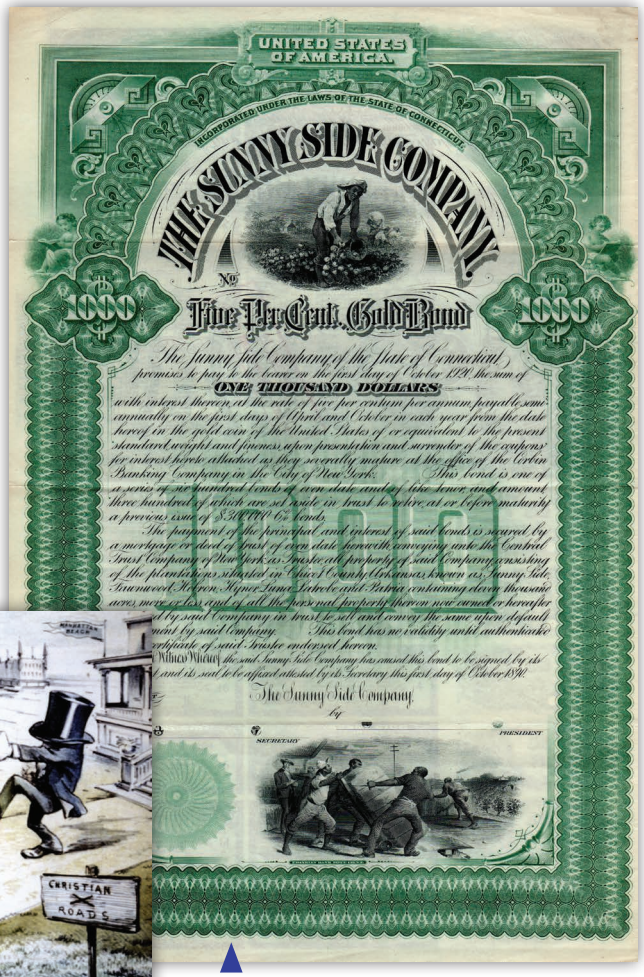
This 1880 cartoon in the humor magazine Puck lampoons leading anti-Semitic hoteliers of the time, Hilton (not related to Conrad Hilton of today) and Corbin. It depicts (left to right) Hilton, (German Chancellor) Bismarck and Corbin harassing a Jewish peddler who offers "music", "poetry, "sobriety", "industry" and "prosperity"

Controversy aside, the Manhattan Beach hotel prospered and Corbin set his sights on establishing a second hotel on the ocean: the Oriental. He resorted to Tammany gangster John McKane again for assistance. He effectively stole the east end of Coney Island for $1,500 from its owners on the theory that the undeveloped sand dunes were not worth any more than that because they were vacant.

The South Shall Rise Again – Corbin Becomes a Plantation Owner

Corbin's strangest venture had to be Sunnyside Plantation.

Corbin financed southern aristocrat John C Calhoun II's 1869 acquisition of Sunnyside Plantation, located in the Mississippi delta region of southeast Arkansas. Calhoun thought he could make money by operating plantations with hired former slaves for labor. The Civil War had freed them but the South's wrecked plantation economy provided few opportunities. The idea was to bring them back as an employee class.



$1,000 Franklin Bank Note Co 1890 specimen bond in the Sunnyside Co (CT) secured by a mortgage on "plantations situated in Chicot County, Arkansas, known as Sunny Side, Fawnwood, Hebron, Hyner, Luna, Latrobe and Patria containing eleven thousand acres, more or less". No stocks are known, nor is this bond known issued

But Sunnyside was never a great success. While the system of paying for labor through sharecropping and tenant-farmer relationships, as well as traditional wages, may have worked to some degree, the uncertainties of agriculture were beyond anyone's control. Creditors expected payment, regardless of the quality of the crop or the price for commodities. After several reorganizations, the property finally reverted to Corbin in 1886. ☞

The project was a bust for Corbin too. The African Americans who had been willing to work for Calhoun rejected his skinflint terms. In addition, the farming economy was depressed. For several years, most of the plantation was fallow.

Corbin worked hard on the investment, but found the "cotton pickin'" labor problem insurmountable. The climate in southeastern Arkansas is, to put it mildly, uncomfortable. Heat and humidity are oppressive, and snakes and bugs are prolific. And the discomfort doesn't stop at the environment. 19th century cotton cultivation required miserable stoop-labor weeding and picking.

He tried a "chain gang" of 250 prisoners from the local government to pick cotton, and promised Arkansas he'd build a railroad nearby which would both serve the local needs and add a much-needed east-west line. Corbin built a tiny rail system to bring his cotton from the field to his gin, but that's it. The cross-state railroad never materialized[1].

Corbin had another idea for his labor problem: Bring destitute Italians from Italy. *Emanuele Ruspolii*, 1st Prince of Poggio Suasa, who served as the Mayor of Rome from 1892 to 1899, was just the person to supply them. He was a rascal who, for a fee, would recruit Italians and ship them over to Corbin. Corbin charged them inflated prices for everything from boat passage to the tools and equipment they would need to work the land assigned to them. If they lasted 20 years, they would own their plot.

One of those immigrants, Flowers Pierini from Ancona, Italy, in a 1977 interview said, "I like the USA. It is my home. In Italy when I left, you had to give half of everything you made to the government. You could not make but seven or eight cents a day working in the fields, with only a piece of bread for lunch".

Not all the Italians adapted. Pierini said, "I had an uncle, Mario Pierini, who got so scared because the frogs croaked so loud, that he caught a train, and we never heard from him again".

Sunnyside was one of the largest plantations in the area. A tram moved the Italians around the plantation. The tenants went to school and to church on the tram. There was also a large cemetery, hosting about 750 Italian burials, that is still used by the people of Italian descent who live in the county.

The plan did establish some pockets of Italian-Americans in Arkansas, but did not accomplish one of Corbin's central goals – directing Italian immigration away from New York and toward agriculture in the south.

Sunnyside Plantation suffered badly after Corbin's death in 1896. None of his children took any interest in the property. Promised improvements to the irrigation system were never completed, and the Italian immigrant laborers were beset with malaria. Many simply moved on, disillusioned by unfair treatment and illness. Within a few years, the plantation was a wreck.

Legacy

Austin Corbin managed to touch all the 19th century Bad Capitalist hot-buttons, but he did leave behind some landmarks, most notably 20,000-acre Corbin Park (now a private New Hampshire hunting preserve), Long Island transportation networks and Coney Island development. His Montauk venture might have been a boon, except that he missed details like the rocky bottom at his Montauk "port." Still, he was pursuing his schemes well into the 1890s – his seaport, his real estate projects and his railroad expansions, right up until June 4, 1896. While riding in a carriage on his New Hampshire estate, he snapped open an umbrella to get some shade from the sun and frightened his horses. They bolted and dumped him eight feet onto a rock wall. Corbin died six hours later.

The Manhattan Beach hotel was torn down in 1911. The Philadelphia and Reading Railroad continued until 1976 when the last of its rail assets, known then as the Reading Railroad, were sold to **Conrail**. The Long Island Railroad was taken over by the State of New York in 1966. Most of the New York and Manhattan Beach Railroad was abandoned. The Sunnyside land continues to grow cotton, but it is mechanized now.

His New Hampshire family home (illustration) still stands, a peculiar monument to sentimentality (or megalomania). It was expanded over his life to 7,500 sq. feet. But he would never touch one little part of the original family home – his childhood bedroom. ☞

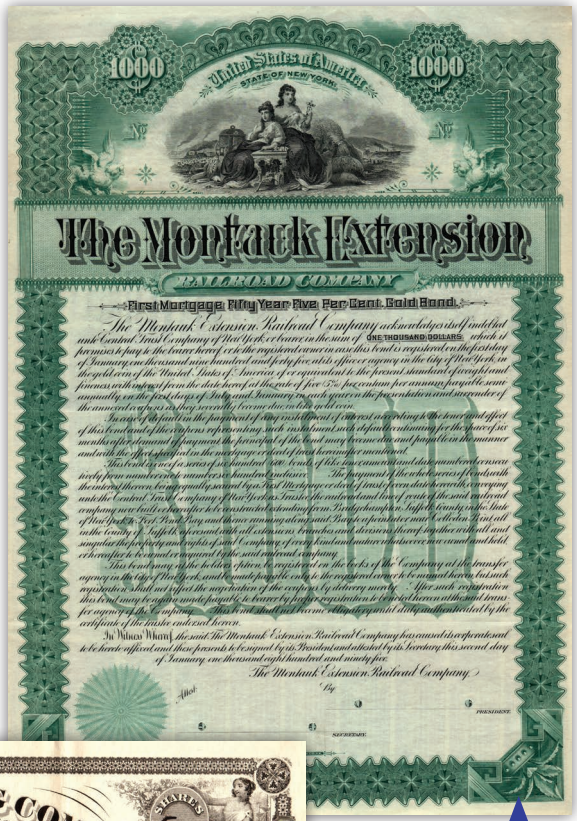
This is Corbin's New Hampshire mansion. The Wall Street Journal featured the Corbin estate as House of the Day in 2012. The renovated house, with numerous outbuildings and 500 acres was listed for $3.75 million. The residence finally sold for $612,733

Footnote:

[1]For an entertaining depiction of chain gang labor in the south, stream the movie "Cool Hand Luke" on Netflix, starring Paul Newman. Stay alert for the car wash scene and the asphalt-laying face-off.

Naturally, controversy followed his death, including posthumous lawsuits by his daughter alleging that she had been ripped off by wasteful spending by the estate ($200,000 alone on Sunnyside). His wife's Swedish maid sued on the basis that Austin had promised support based on services rendered, or something like that. It should be noted that brother Daniel Corbin was not as wicked as Austin – he actually *married* his Swedish maid. ◆

Austin Corbin's brother, Daniel C Austin avoided Austin's projects. He focused on western mining and rails, as illustrated by this stock in the Helena (Montana) Mining and Reduction Co issued to the DC Corbin Co.



In 1893 the Montauk Extension Railroad Co was organized to build a railroad from Bridgehampton to Fort Pond Bay, on Montauk Point, to facilitate Crobin's scheme to use the Bay as a transatlantic steamer terminal. It is now operated by the Long Island Railroad Co as a leased line

This certificate in the Rumley Mining Co (Montana), one of Daniel's mining ventures, is signed by DC Corbin as treasurer

Source

The most comprehensive source I found on Austin Corbin was an excellent anonymous two-part article in the New England Historical Society website (ca 2019). One part is here http://www.newenglandhistoricalsociety.com/the-robber-baron-of-new-hampshire-part-hog-part-shark/

Java – Its Sugar Industry and Scripophily

By Michael Fraikin

This article provides an overview of the evolution of the sugar industry in the region and its scripophily. The information on the Javanese industry is very largely based on Roger Wiseman's PhD thesis "*Three Crises. Management in the Colonial Java Sugar Industry*". I would also like to thank *Joost Veldman* for his very helpful comments. He not only spent part of his life in Indonesia but is also a long-time collector of Dutch-Indies scripophily and a plantation industry veteran.

It is not precisely known when sugar cane was introduced to the island of Java (now part of Indonesia) but that certainly happened before contact with Europeans and possibly some variants of the plant may have been growing on the island before the arrival of humans. But it is known that the **Dutch East Indies Co** (V.O.C.) encouraged its local cultivation by releasing land to Chinese sugar manufacturers. As early as around 1710 there were some 130 sugar mills owned by more than 80 entrepreneurs, mostly Chinese, in the area in the area around Batavia. Because the producers were obliged to deliver the sugar to the V.O.C. the industry did not really develop and almost completely disappeared in the Napoleonic era. The growth of a major industry began in the 19th century under British and Dutch administration. By the end of the 19th century Java was the largest cane sugar producer in the world (670,000 tons in 1901) and retained an important position up to the Japanese occupation during WWII. After the war and independence, the importance of the island dwindled and today Indonesia is relying on imports to meet much of its sugar demand - partially also because Indonesians are said to have a sweet tooth - soft drinks are sweeter there and the famous clove cigarettes have sweetened filters.

Some aspects of sugar production are universal and broadly the same for cane and beet sugars. But the cultivation of cane is totally different from beets, and Java was in some ways unique. Initially the British who were in possession of Java during the Napoleonic wars distributed land to sugar planters who initially (and in keeping with the times) ran quite small and artisanal operations – at least seen from a later perspective. The Dutch from 1816 ran the sugar economy differently – after 1830 the colonial administration was under the "Cultivation System" responsible for growing and harvesting of cane and its delivery to the privately owned factories which in turn had to deliver a sugar quota for export to the government. The land on which the cane was grown was owned by local farmers and its purchase by the companies or by "Europeans" was prohibited. From 1870 this system was being phased out and the companies were themselves increasingly running the planting and harvesting as well as the selling of sugar. What however remained was a requirement to rent land from Indonesian landowners and throughout the period and different from all other countries. I have come across there was a legal requirement to have crop rotation – which meant that companies had to restore the land after each harvesting to be ready for an alternate use – usually rice. One problem for the industry all over the world – competition for raw material – was solved by the colonial administration that created zones for each factory in which only that factory was allowed to grow cane. New factories were set up only on new territory or when swamp land was made fit for agriculture. Whilst there is no doubt that Java and its inhabitants were exploited there were no slaves, indentured labourers or migrant labor, plus the land ownership remained with Javanese.

Although the overwhelming majority of factories were owned by Dutch corporations and families a notable minority was owned by Chinese families and two factories by an Indonesian princely family (the so-called principalities differed from the rest of Java in a number of ways and effectively retained a feudal system into the 1920s). Virtually all however were managed by "Europeans" – often newcomers from the Netherlands with advanced education and technical training – which was only later also available to a quite limited degree in Java. There were ☞


CULTUUR-MAATSCHAPPIJ „SEBOROH",
Gevestigd te AMSTERDAM.
Maatschappelijk Kapitaal f 450,000.— verdeeld in: 250 Aandeelen à f 1000.—. Letter A. 200 Aandeelen à f 1000.—. Letter B.
Winstverdeeling overeenkomstig het aan de ommezijde dezer afgedrukte Artikel 15 der Statuten.
Bewijs van Aandeel No 066
Behoorende bij de Aandeelen Letter A
groot DUIZEND GULDEN,
in het Maatschappelijk Kapitaal der Naaml. Vennootschap Cultuur-Maatschappij
Afgegeven aan Toonder
AMSTERDAM,
Commissaris.
Hierbij zijn afgegeven 30 Dividend-Bewijzen met Talon.

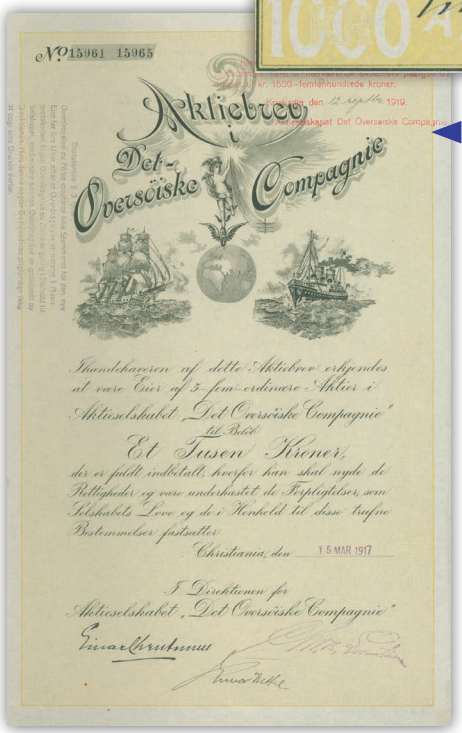
One of the earlier pieces of a company operating a sugar factory. A total of 250 A and 200 B shares were issued in 1890 to acquire the Seboroh factory operating from 1874


KOLONIALE BANK N.V.,
GEVESTIGD TE AMSTERDAM.
Maatschappelijk Kapitaal Twaalf Millioen Vijfhonderdduizend Gulden,
verdeeld in 25.000 Aandeelen ieder groot VIJFHONDERD GULDEN, waarvan geplaatst en volgestort f 8.250.000,—.
500 No. 03964 Bewijs van Aandeel aan Toonder No. 03964 500
GROOT
VIJFHONDERD GULDEN.
AMSTERDAM, 21 Januari 1937.
Commissaris. Directeur

A late piece by the Koloniale Bank issued in 1937 – a major financing company active in the Javanese sugar industry setting up and owning factories.

also experts and entrepreneurs coming from other European countries including Germany, the leading manufacturer towards the end of the 19th century. An apparent exception were teams of Chinese sugar cookers who were masters of their art and worked in closely-knit teams. Before and especially after WWI Japanese capital also began to play a role.

For all the 19th century and at least up to the Japanese occupation sugar companies on Java – like everywhere else – tended to become larger, more efficient and more technologically advanced. Whilst the average factory of the year 1900 would have produced about 3,500 tons sugar annually its German equivalent would have produced about 5,000 tons. This however still means that the Javanese companies were on average very large enterprises in their area and compared to most other countries growing cane. Approximately 90,000 permanent staff and 1 million temporary staff would have worked in the industry around the year 1900.



5 shares with a nominal value of 200 Kroner each issued in 1917 by the Det Oversøiske Compagnie. The company was in its day the largest Norwegian trading company and had numerous subsidiaries on Java also active in trading sugar. All other certificates of this company that I have seen are quite pale but originally were likely in the same yellow as the attached talon

Growing cane and producing sugar from it was a very capital-intensive business. The required machinery, the workers and the land needed to be paid for and the comparatively long growing period of cane meant that any sugar sales would only come in much later, creating a large financing requirement. During this time, virtually all factories were privately owned this later evolved for a number of reasons. On the one hand companies grew and increasingly needed more professional management and on the other it seems that the families that initially frequently lived on-site tended to prefer living either in cities on Java or in the Netherlands and of course the growth of the industry attracted fresh capital – usually from the Netherlands. A system where capital-intensive companies operate in a cyclical industry and have limited access to fresh capital – as privately owned companies typically do – is inherently unstable. Significant falls in sugar prices or drops in volumes would create crises.

Differentiation evolved. The ownership, the management and the financing of the factories could be with different participants who increasingly spread across factories and across functions. Initially the owners would practically always operate the factories (and typically only one) and be financed by a specialist company.

In 1884 the global industry ran into trouble. The rapid expansion of beet sugar production in beet growing countries like Germany, Austria-Hungary and Russia led to a collapse in prices. This wreaked havoc on Java (and practically everywhere else) as far as the sugar industry is concerned. As a consequence, many factories were unable to service their debts and came to be owned at least in part by financing companies or by newly established owning companies. Over the next decades increasingly factories went from being owned by families to being owned and run by corporations. In the aftermath the Javanese industry was troubled by a disease of the cane plant - *Sereh* - causing significant losses to the affected plantations.

The six major financing companies (**Cultuur Mij der Vorstenlande, Handelsvereeniging "Amsterdam", Internatio**, **Koloniale Bank, Nederlandsche Handel-Mij,** and **Nederland-Indische Handel Mij**) – to varying degrees – moved from financing other enterprises to owning and running companies and typically financed their owned or partly owned factories. At the same time corporations sought to own and operate an increasing number of factories unlocking operational and management synergies. So, the industry moved from being run by sole proprietors to being dominated by large corporations that nevertheless remained far from individually controlling the industry. Unlike in other countries, sugar exporters played only a small role. Specialist plantation companies also existed but were a very marginal phenomenon.

The next major crisis occurred during WWI. Initially, rising prices were a boon to the industry – but then a severe decline in available shipping caused prices to collapse and required expensive storage capacity to be built and run. In the aftermath of WWI, the Norwegian trading company "Det Oversøiske Compagnie" became the most attractive (from a scripophily certificate perspective) victim of the price gyrations. Speculative purchases of two subsidiaries active on Java initially coincided with rising prices but then caused the downfall of the parent company in 1921 when prices fell.

The Great Depression in the late 1920s and 1930s again caused major economic decline and hardship. A large number of factories closed, companies at least stopped paying dividends and many collapsed. In response, the colonial government tightly regulated production and trade. When at last recovery set in in the second half of the 1930s the industry slowly recovered but approximately half the factories never reopened. WWII and Japanese occupation put a stop to that. The Japanese interned "Europeans" (and with that practically all management) and demolished a number of factories. The Dutch were not able to reimpose their rule on Indonesia after WWII and in the second half of the 1950s Dutch-owned sugar companies were nationalized. As far as I am aware none of ☞

the companies of the time have survived producing sugar to today – but I can certainly see evidence for their continued – at least legal – existence after 1945. However, I have only one Indonesian (i.e., a company incorporated in Indonesia) example in my collection.

The vast majority of Javanese sugar was exported – first to Europe – later and especially after the 1902 Brussels convention that restrained protection and export subsidies, increasingly to British-India. By 1920 most of the sugar exported was "white", i.e., refined sugar with a high reputation for quality.

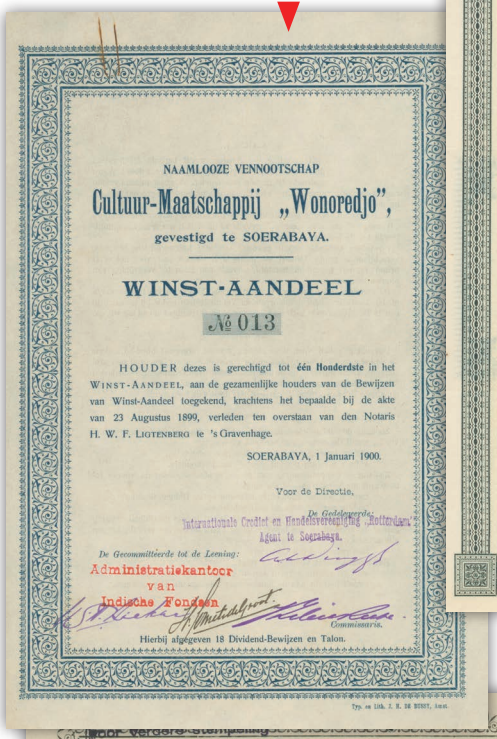
In terms of scripophily, we find most types of securities known to Dutch enterprises were also issued by sugar companies active on Java. A clear majority of the companies were seated in the Netherlands (usually Amsterdam or The Hague) the remainder were seated in Java (usually Semarang or Surabaya). They are quite sober compared to typical Cuban, Czech or early German pieces – with the borders usually the only decorative element.

Let us look at some pieces as illustrations of the type of securities: (a) a "Bewijs van Aandeel" (share) issued by **Suikeronderneming Koning Willem II** in 1891 (b) In my view the most decorative Dutch-Indies piece, a "Bewijs van Deelgerechtigdheid" (a type of hybrid equity security) issued by **Cultuur-Ondernemingen van E. Moormann & Co** in 1921 (c) a specimen of an Obligatie (a bond – these were rarely issued as securities) issued by **Cultuur-Maatschappij "Tangkil"** in 1896, (d) a Winst-Aandeel (profit share) issued by **Cultuur-Maatschappij "Wonoredjo"** in 1900 and finally (e) a "Certificaat" issued in 1920 representing 1/10th of a share issued by **Javasche Cultuur Maatschappij** (The "certificaats" in this case are effectively "Dutch Depositary Receipts" issued by an administration company). There are also other types such as a "Recepis" (acknowledging subscription payments - example illustrated) or "Claim Coupons" that entitle the holder to participate in raising new capital. ☞

c


NAAMLOOZE VENNOOTSCHAP
Cultuur-Maatschappij „Tangkil",
gevestigd te AMSTERDAM.
OBLIGATIE
GROOT DUIZEND GULDEN.
HOUDER dezes is gerechtigd tot een bedrag van Duizend Gulden in de HYPOTHECAIRE GELDLEENING groot f 60.000.—, rentende 5 pCt. 's jaars, uitgegeven krachtens Artikel 18 der Statuten en goedgekeurd in de Vergadering van Commissarissen van 23 Maart 1896, aangegaan op de voorwaarden, vervat in de acte, verleden voor den Notaris J. P. SMITS, te Amsterdam, op 2 Juni 1896.
AMSTERDAM, 1 December 1896.
Commissaris
Directeur
DE NEDERLANDSCHE TRUST-MAATSCHAPPIJ,
HIERBIJ AFGEGEVEN 80 COUPONS.

d


NAAMLOOZE VENNOOTSCHAP
Cultuur-Maatschappij „Wonoredjo",
gevestigd te SOERABAYA.
WINST-AANDEEL
№ 013
HOUDER dezes is gerechtigd tot één Honderdste in het WINST-AANDEEL, aan de gezamenlijke houders van de Bewijzen van Winst-Aandeel toegekend, krachtens het bepaalde bij de akte van 23 Augustus 1899, verleden ten overstaan van den Notaris H. W. F. LIGTENBERG te 's Gravenhage.
SOERABAYA, 1 Januari 1900.
Voor de Directie,
De Gedelegeerde:
Internationale Crediet en Handelsvereeniging „Rotterdam"
Agent te Soerabaya.
De Gecommitteerde tot de Leening:
Administratiekantoor van Indische Fonden
Commissaris.
Hierbij afgegeven 18 Dividend-Bewijzen en Talon.

e


Administratie-Kantoor van Aandeelen in Vennootschappen en in Binnen- en Buitenlandsche Leeningen.
Naamlooze Vennootschap, gevestigd te Amsterdam, goedgekeurd bij Koninklijk Besluit dato 21 April 1885, №. 37.
Aandeelen JAVASCHE CULTUUR MAATSCHAPPIJ, te Amsterdam.
CERTIFICAAT №. 1196
GROOT
HONDERD GULDEN
AMSTERDAM, 20 November 1920
Gezien door mij:
Notaris.
Bestuurders.

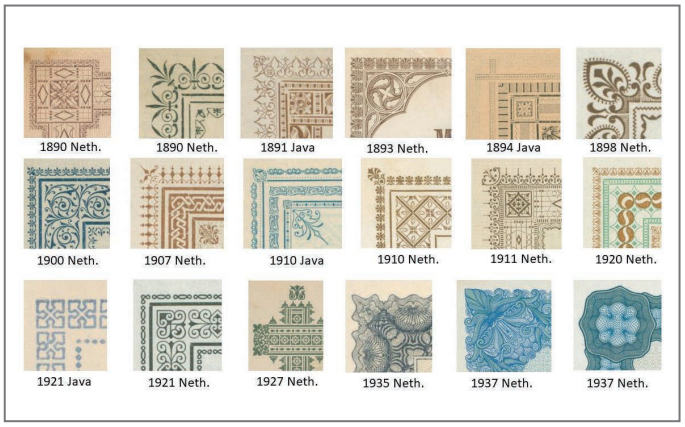
b


NAAMLOOZE VENNOOTSCHAP
Maatschappij tot Exploitatie der Cultuur-Ondernemingen van E. MOORMANN & Co.
GEVESTIGD TE AMSTERDAM.
MAATSCHAPPELIJK KAPITAAL f 5.000.000.—,
verdeeld in 2000 Gewone Aandeelen, elk groot f 1000.-,
2137 6% Cumulatief Preferent Winstdeelende Aandeelen A elk groot f 1000.- en
863 6% Cumulatief Preferent Winstdeelende Aandeelen B elk groot f 1000.-.
Bewijs van Deelgerechtigdheid
№. 1268
AAN TOONDER
recht gevende op een aandeel in de overwinst als omschreven in art. 25 en 25a der Statuten.
AMSTERDAM, FEBRUARI 1921
COMMISSARIS.
DIRECTIE.

a


NAAMLOOZE VENNOOTSCHAP
MAATSCHAPPIJ TOT EXPLOITATIE VAN DE
Suikerunderneming Koning Willem II
GEVESTIGD TE SOERABAIA.
MAATSCHAPPELIJK KAPITAAL F 492.000,
Bewijs van Aandeel № 608
GROOT
VIJF HONDERD GULDEN,
toebehoorende aan

The pieces were printed in the Netherlands for companies seated in the Netherlands and in Java for those seated there. By far the most frequent printing company was Amsterdam printer **J.H. de Bussy**, also publisher of yearbooks for the Javanese sugar industry. Many pieces however do not state the printing company. Almost none of the Dutch-Indies pieces in my collection have any vignette and most are monochrome – however they are quite attractive when looked at closely and there is some clear evolution as can be seen in the collection of ornate borders on the pieces, with arguably the Java-designed pieces possibly being slightly simpler:



Border design of Dutch-Indies pieces

Whereas in many countries, pieces in more than one language are common, in the Dutch-Indies context I have come across something unusual: pieces that have been translated into English for functionally the same thing. Maybe even more perplexing is that there are material differences between them in at least in one example (illustrated): whereas the Dutch "Recepis" promises four bonus shares for subscribing to four shares – the English share subscription promises one bonus share for the subscription of two shares. I do not know whether this was a mistake or represents different stages of the genesis of the issuance process or perhaps there's another explanation.

It is not precisely known how many different securities from how many companies have survived or how many existed to start with. My collection currently has well over 100 securities from 59 different companies. There were 185 sugar factories in 1912 of which 166 belonged to corporations - but quite a few corporations owned more than one factory. By 1930 nine corporations owned 48 factories.

Javanese sugar company's certificates are – I believe – a collection opportunity. The more common securities will trade for around 10 Euros and many will be available for 20-30 Euros. Rarely will any cost close to or above 100 Euros. This is a clearly defined area with available material limited to likely less than 100 issuers and many securities issued in the 19th or early 20th century. It also has an exotic catch to it and in its heyday was of global importance. I think this clearly has potential – especially if one day Indonesians should discover it. ◆

Biography

I started collecting scripophily as a student in 1990 having seen an article on it in a German newspaper – and immediately fell in love. From those days I recall IBSS-meetings in I believe the Royal Ski Club in London. My first piece was actually a Czech sugar company issued in 1870 - I thought $25 US for a beautiful limited edition 19th century print cannot be wrong. Influenced by family history (one of my earliest memories is delivering beets to a factory) and some research I focused on the sugar industry and have done so ever since. Today my collection has around 1200 pieces and I have begun to build my own website (www.museum-fraikin.de).


Share Certificate
for 2 Shares of f 1000.– each, Dutch currency
IN THE
Sugar estate „KALIREDJO
Established at Amsterdam and legalised by notarial act under date of 2
by Mr. F. H. VAN DEN HELM, Public Notary, Amsterdam
Capital f 2.000.000.–
devided in 2000 shares of f 1000.– eac
PAYMENTS by instalments.
First 20 percent on applica
Mr
is entitled on delivery of this Share certificate (o
full payment has been effected) to receive 2 Shares
each and a further bonus share to event surplus profi
with Articles of Association
AMSTERDAM, 3 J

RECEPIS
VOOR
Vier Aandeelen, elk groot f 1000.–
IN DE
NAAMLOOZE VENNOOTSCHAP
SUIKERFABRIEK „KALIREDJO",
gevestigd te AMSTERDAM.
Opgericht bij akte van 20 November 1909, gepasseerd voor den Notaris
F. H. VAN DEN HELM te Amsterdam.
Maatschappelijk Kapitaal f 2.000.000.–
verdeeld in 2000 Aandeelen van f 1000.– elk.
De EERSTE Storting ad 20 pCt. is op dit Recepis voldaan.
is gerechtigd tegen intrekking van dit Recepis, mits al de stortingen daarop zijn voldaan, te ontvangen vier aandeelen elk groot f 1000.–
en vier winstbewijzen in bovengenoemde Vennootschap.
AMSTERDAM, 3 Januari 1910.

Unsolved mystery – English or Dutch? 1 for 2 or 4 for 4?

AUCTION NEWS and REVIEWS

WORLD WIDE AUCTION SALES – FOUR MONTHS TO DEC 2020

Firm	Date	Place	Scripophily lots offered	% lots sold	Total sales including buyer's premium €	£	$
HWPH	12 Sep	Zorneding	928	55%	246,781	222,609	288,156
HWPH	13 Sep	Internet	1,481	37%	61,910	55,846	72,289
Papierania	19 Sep	mail bid	335	6%	2,478	2,235	2,893
FHW	3 Oct	Wolfenbüttel	1,564	55%	283,626	255,845	331,178
AWS	17 Oct	Düsseldorf	1,239	33%	30,130	27,179	35,182
AWS	19 Oct	mail bid	1,102	28%	5,869	5,294	6,853
DWA	5 Nov	Internet	1,458	31%	33,275	30,016	38,854
Gutowski	7 Dec	Mail bid	1,032	74%	108,658	98,015	126,875
		GERMANY	9,139	42%	772,727	697,038	902,280
University Archives	30 Sep	Westport, CT	14	86%	19,462	17,556	22,725
AIA	4-5 Oct	Ft. Lee, NJ	670	45%	34,469	31,093	40,248
AIA	29 Oct	Ft. Lee, NJ	540	25%	14,847	13,393	17,336
Early American Hist	31 Oct	Rancho Santa Fe, CA	4	100%	4,550	4,104	5,313
Holabird	29 Oct - 2 Nov	Reno, NV	676	76%	51,749	46,680	60,425
Heritage Auctions	4-5 Nov	Dallas, TX	6	100%	27,645	24,937	32,280
AIA	9-10 Dec	Fort Lee, NJ	973	37%	40,059	36,135	46,775
Holabird	17-21 Dec	Reno, NV	870	73%	76,151	68,692	88,919
		USA	3753	52%	268,931	242,590	314,020
Hiwepa	5 Sep	Internet	466	38%	16,568	14,945	19,346
Wojcicki	13 Sep	Internet	228	80%	12,441	11,222	14,527
Spink UK	22 Sep	Internet	655	29%	39,962	36,048	46,662
Marciniak	3 Oct	Internet	572	65%	21,021	18,962	24,546
Portafoglio Storico	17 Oct	Internet	353	70%	41,248	37,208	48,164
Boone	31 Oct	Internet	1,332	43%	114,598	103,373	133,812
NSFK	7 Nov	Kristiansand	328	81%	16,662	15,030	19,456
Hiwepa	14 Nov	Dornach	447	45%	61,877	55,816	72,251
NumisPoland	21 Nov	Internet	101	78%	6,190	5,584	7,228
Yangming	13 Dec	Shanghai	588	68%	267,938	241,694	312,861
Spink UK	15 Dec	Internet	608	48%	40,814	36,816	52,831
		REST OF WORLD	5678	52%	639,319	576,699	751,682
		WORLD (ex eBay)	18570	47%	1,680,978	1,516,327	1,967,982

MARKET SHARES – ex eBay

	lots offered	lot sold	amount sold
Germany	49%	44%	46%
USA	20%	22%	16%
Rest of the World	31%	34%	38%

Currencies: **$1** = €0.856415 = £0.772529, **€1** = $1.167658 = £0.902050, **£1** = $1.294449 = €1.108586, **CHF1** = $1.089958 = €0.933457 = £0.842025, **PLN1** = $0.252885 = €0.216574 = £0.195361, **NOK1** = $0.104805 = €0.089757 = £0.080965, **CNY1** = $0.149422 = €0.127967 = £0.115433.

Buyer's Premium: *Auctioneers charge a premium to the buyer (as well as sales commission paid by the seller), generally in the range 15-25% of the hammer price, plus local taxes. Unless otherwise stated, the figures in our auction reviews are hammer prices, not including the buyer's premium. The totals in the table above include the premium.*

Auction report contributors: *Dirk Brodowski, Max Hensley, Geert Leemeijer, Franky Leeuwerck, Brian Mills, Andreas Reineke.*

eBay US

eBay images are too low resolution for us to use. So if you buy a 'treasure' on eBay send us the information and a 300 dpi or better scan!

During the survey period about 18,800 items were listed and 7,200 sold (38%).

A matted and framed 1874 "Directors" stock certificate in the **Wells Fargo and Co** signed by *William Fargo* (illustrated) was sold for $3,550. The seller gto455668, located in Los Altos, California (Silicon Valley), admitted "we are not professionals".

The first Wells Fargo "Directors'" share was offered by another Silicon Valley seller in 2013. See *Scripophily* April 2013 and August 2013, pages 24 and 26, respectively. Briefly, in the late 1990s Wells Fargo stocks were removed from the corporate archives in San Francisco, framed and awarded to retiring bank directors. We said we expected more to appear, and lo, it has come to pass.

The backing sheet on this one was almost entirely torn off, leaving only the signature of one director, *Judith M Runstad*, who joined the Wells Fargo board in 1998. The company has discontinued awarding these stock gifts to retiring directors.

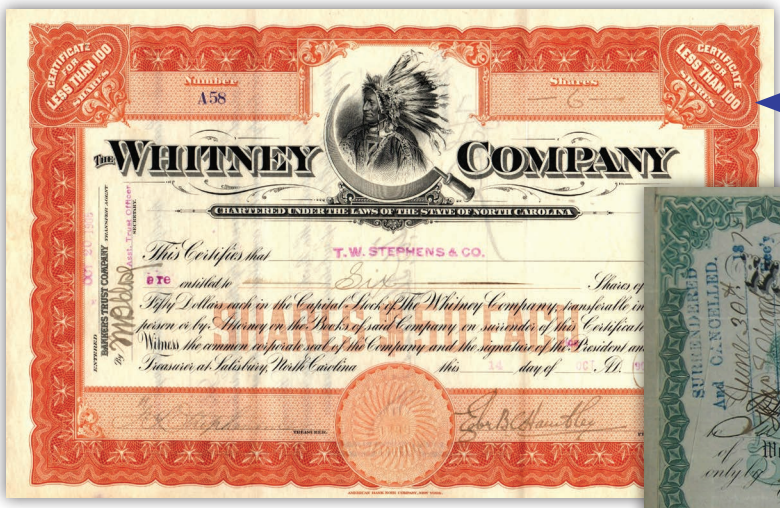
Five bidders competed. The winner was a***4 (bidder y***r), whose history suggests omnivorous interests, including "Collectibles > brochures" "Collectibles – Jars" and "Collectibles – Pre-1800". No scripophily dealers or auctioneers could be identified among the five, unlike 2013 when at least two scripophily dealers participated.

A 1905 stock in the **Whitney Co** (illustrated) with sickle and Indian vignette looks like it ought to have been an agricultural firm, but strangely enough it was a holding company for North Carolina mines and power companies. *E(gbert) B(arry) C(ornwall) Hambley* signs as vice-president.

Shortly after 1900, Hambley, a British mining engineer and entrepreneur, "engaged the interest of *George I. Whitney*, a financier from Pittsburgh and a member of the banking and brokerage firm of Whitney and Stephenson. Whitney purchased a controlling share in a hydroelectric power co on the Yadkin River and formed Whitney Co, with Hambley as vice-president and general manager. The Whitney Co became a holding company for the Whitney Reduction Works at Gold Hill, the Rowan Granite Co, the Barringer Gold Mining Co near New London, the Yadkin Land Co, the Yadkin River Electric Power Co, the Yadkin Mines Consolidated Co and the Virginia Copper and Land Co" *NCPedia*. Hambley fell victim at age 44 to typhoid fever in the summer of 1906 just after getting the new enterprise off the ground. He was a pivotal force in the company, which withered away in his absence. The Crash of 1907 delivered the coup de grace. Hambley's palatial home still stands in Salisbury, North Carolina.

High grossing eBay lots were bulk offerings of the usual speculative Chinese bonds. However, one Chinese bond seemed to be authentic scripophily and brought the period's top price from three bidders reported at $26,000 despite condition problems. The seller in Atlanta Georgia had no prior sales on eBay. The item description was "It's in ok condition 250k Chinese Farmers Bond VERY RARE W Passco If I don't get a good offer I will not sell." Scott Winslow's Passco description was better. The lot was a red Farmers Bank of China CN250,000 bond no. 12144 having five coupons attached (no issue date noted). This was one of the four major banks of the Republican period which also issued currency up until 1942. A post-auction inquiry to the seller asking "did you actually get paid for this?" brought this response: "It's still available he took forever to pay so I canceled it. He was trying to trade me items for it I just wanted money." eBay life can be a hard thing.

Partly-issued, uncancelled 1913 stock certificates in the **Cuyutlan Gold Mines** with the vignette of Napoleon were "hot" years ago during the Mexican speculation boom, when they sold for around $10,000. One was offered with a market-clearing $50 start. The old fellow still has some staying power, not from speculation, but rather from its autograph of *Herbert Hoover's* brother, Theodore, signing as assistant treasurer. It brought $514 from three bidders. ☞



The Whitney Co was a North Carolina holding company with an interesting and tragic history. The seller had two of these in orange, the first this writer has seen issued. $45

Another Directors share in Wells Fargo & Co popped up in December 2020 from a Silicon Valley seller. At $3,550 it brought almost the same price as the last one to appear on eBay in 2013

As usual, Michigan copper mining was in the top echelon. An 1845 stock in the **Albion Mining Co** brought $1,255 from five bidders. The seller (auctionplanner, Reading, PA) said the estate "had a run of seven consecutive share numbers [this one was #169] which I may be able to obtain." The same seller had an 1855 **Minesota Mining Co** share (that's the correct spelling) which brought $1,075 from five bidders. There apparently were no more of these.

Issued uncancelled 1990s **Walt Disney Co** color cartoon vignette stocks brought a strange range of prices: $163 (framed employee edition), $91, 111, $120, $152, $169, $206, $203, $178 and $510; issued **Apples** sold for $288 (no celebrity signature) up to $400; **Pixars** sold for $240 to $400. Several 1924 German Dawes Gold bonds brought around $500 each. Trump is still selling on eBay – a **Hotels and Casino Resorts** brought $200 from one bidder. Two Russian language 1909 Aktie in the "**Baltic Cotton Spinning and Weaving Manufacturing Co"** (Tallinn, Estonia) were sold by a Russian Federation seller (scripokz) for $500 each.

The initial mining boom in Globe Arizona was in silver. Native silver nuggets in the surface "float" in the Richmond Basin near Globe. The Silver Era Mining Co was formed to exploit these silver deposits, but by the time this certificate was issued in 1880 the silver had been mined out and the district had moved on to copper. $67

The top single rail was an iu 1888 **Peoples Cable Railway Co of Kansas City Mo** (the only one in Cox) bringing $245. An ABNCo proof 10 share-certificate in the **Lake Shore and Michigan Southern Railway** (the Cox plate image and R7) brought a reasonable $60 from one bidder. A **Tucker** brought $240, a plain **Duesenberg** $243 and an iu 1900 **American Electric Vehicle Co** $180. An uu **Sharps Rifle** #144 sold for $235.

Cliff Priest sold this Cox-unique 1910 stock in the Elizabeth & Trenton Railroad on eBay for $147

Sloveniacoins sold an 1895 stock in the Czech Budweis brewery **Česke Budejovice** for $123 to seven bidders. Interestingly, this seller will only ship to Qatar, Saudi Arabia, United Arab Emirates, Uruguay, Paraguay, Chile, Macao, Taiwan & Albania by DHL, where evidently there are postal problems. US eBay is seeing a lot of Czech material, most of which is very decorative.

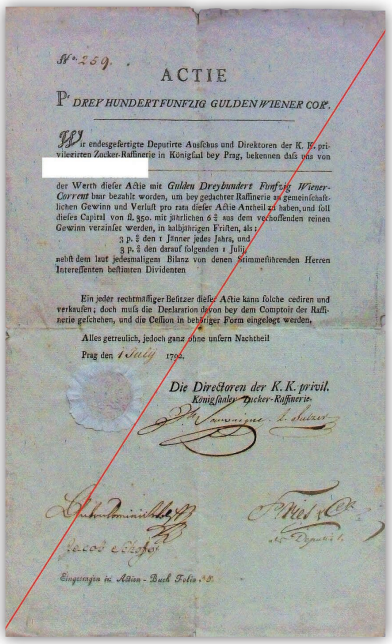
Don't despair if you lost out on a certificate in one of those Holabird large lots to a dealer. We have seen the buyers list at least a half dozen of them on eBay later. ◆

eBay UK

Again, China dominated the top of the sale list. Only three single-item listings sold above £50, all from the same seller for **The Clyde Cycle and Motor Car Co.** An 1897 certificate for 500 ordinary shares sold for £86, a 1903 certificate for 1,330 cumulative preferred shares sold for £62 and a 1903 certificate for 75 ordinary shares for £56. All three were issued to the founder of the company *George Harry Wait*.

eBay Germany

On eBay Germany seven bidders fought over a 1792 share of the **Königsaaler Zucker-Raffinerie.** It sold for €4,270 from a start price of €1! This was the highest price by far for this period. The seller only provided an image with a digitally rendered red diagonal line and a white rectangle overlapping the original purchaser. Speaking of complying with privacy rules! ☞



The second highest price was €1,072 for a share of the **Essener Bergwerks "Centrum",** 1873. A 7% $1000 bond of **The Accessory Transit Co. of Nicaragua** with nice ship vignette, 1855 sold for €337.

eBay France

Only one single non-Chinese certificate was listed in the top ten on eBay France. A 1,000 marks share of the German **Allgemeine Elektricitäts Gessellschaft** 1890 sold for €727. A 1000 roubles 4.5% railroad bond of the **Koursk Kieff Railway**, 1892 sold for €301 (illustrated). This was the same issue as in our previous report - not listed in Drumm and Henseler. An 1873 Spanish share, **Real Hacienda**, for 500 reales sold for €256. ◆

DWA Deutsche Wertpapierauktionen GmbH
Wolfenbüttel, 7th November 2020

The total start-price of DWA's 32nd Live Auction, more than €100,000, was higher than previously, the number of lots remained almost unchanged at 1458. Again, the catalogue was available printed and online at http://www.dwalive.de/ .

The German section, split by the year 1948, dominated the auction at 62% or 907 lots. At 313 lots, or 22%, US certificates were the only other major part in the catalogue. Austria and the Austro-Hungarian Empire contributed 38 lots, France 20 and the UK 15. Most entries were called at the 2-digits or low 3-digits €-range. The highest offer as well as the highest sale was at €600.

Both the highest sales came from the US. **Columbus Zoological Co**, share $5, Columbus, Ohio, 1902, sold at its start-price of €600. **Jacksonville, St Augustine & Halifax River RW Co**, share $100, Florida 1894, moved up one step from €400 to €440.

At 45x38 cm (18x15 inch) one of the largest US RR bonds **South Mountain RR Co**, 7% Gold bond $1,000, Pennsylvania 1873, sold at €300 start-price.

In the German section **Concordia Bergbau AG** (mining), founder-share 1,000 Mark, Oberhausen 1890, sold at €300 start-price. In the British section the world's first railway engine works, **Robert Stevenson & Co Ltd**, 150 shares £1 each, 1907, sold at €100 start-price.

All together 445 lots sold, 31%, for a combined total of €27,500. ◆

Only six of these 1000 Mark shares, issued in 1910, were found in the Reichsbank hoard. **J Pohlig AG** *from Cologne, built aerial cableways, like the Sugarloaf Cable Car, Rio de Janeiro, in 1912. €300*

Yangming
Shanghai, 13th December 2020

Besides insurance policies, land deeds, and other ephemera, the auction contained 588 lots of scripophily and related. 68% (399) of the lots sold for CNY1,820,700, excluding 15% premium (about $278,185 = €229,705 = £210,335).

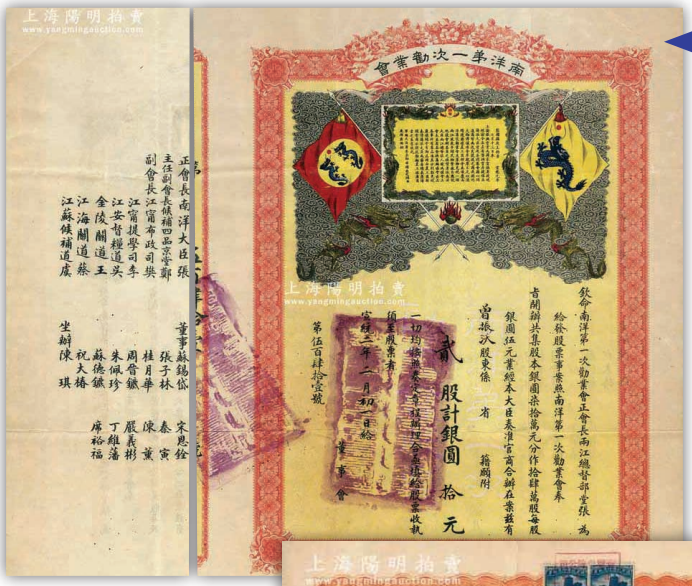
Top seller was an extremely rare share in the **Nanyang Industrial Exposition of 1910**, offered with original envelope at CNY50,000. It rose to CNY610,000 ($93,200 = €76,960 = £70,470).

The 5 yuan share in the **Kiangsu Provincial Railway Co**, 1907, signatures of high officials, has a locomotive vignette and English text on the back. Yangming sold a similar but orange (ordinary) share in its 2015 Dec sale for CNY82,800 (see image in Scripophily issue No 100, Apr. 2016). This one was a red preference share, with heavy folds, and went for CNY58,000.

A certificate for 10 shares of 50 yuan in the **Yingkow Chao-Hsing Steamship Co**, was offered at CNY1,000. The company, founded in 1909, was one of the largest shipping companies in Yingkow. Its Japanese style share, issued 1930, with green border of flowers and red-yellow shipping flag vignette, jumped to CNY18,000.

The Ka Wah Savings Bank, Ltd, founded in 1924, is still in business today under the name CITIC Bank International. Its $10 Hong Kong currency shares certificate, 1927, fetched CNY38,000.

CNY20,000 was paid for a colorful **Wuhu Electricity Co** 25 yuan shares certificate from 1935 adorned with a black and grey printed yin and yang symbol. The company was the largest electric company in the Anhui province. ◆



The Nanyang Industrial Expostion of 1910 *was the official world's fair that took place in Nanking from Jun 5 through Nov 29. The company was organized with a capital of 700,000 yuan. The event was a major attempt by the Qing government to have the competing Chinese regions co-operate with each other and boost national pride. Fourteen foreign countries took part including Japan, the United States, France, Great Britain, and Germany. The fair drew hundreds of thousands of paying visitors. CNY610,000*

This China Assurance Corp Ltd *was a sino-british joint venture founded in 1931 with a capital of 500,000 yuan. Its Hong Kong subsidiary still exists today. The share from 1938 with city skyline sold for CNY5,400*

The West Lake Condensed Milk Co, *organized in 1931 in Chekiang, was the first Chinese company to produce milk powder. It produced milk products under the "Yan" brand. The company was destroyed during the Sino-Japanese war but restarted in 1941. The Yan milk-brand still exists today. CNY26,000*

A rare founder share from The Bank of Canton Ltd, *Hong Kong, 1922, was offered for the first time at auction, together with shareholder meeting minutes, and other financial documents from the company. CNY40,000*

Sale 63 was a live Internet - phone bidding – absentee bidding auction, without catalog and with no list of prices realized, though the lot-by-lot realizations are reported on the company's website. 973 lots of scripophily were offered and 356 sold (37%) for a total of $46,375 with 22% premium.

The highest grossing lot was an 1873 **American Bank Note Co** certificate, issued and punch cancelled, black on red and black border and underprint with Franklin and Washington on upper left and right corners, seated allegorical Liberty with eagle and flag superimposed over U.S. Shield under ornate curved title, S/N 1701, Issued to *James H. Comfort* and signed by *John Gavit* as President and *Theodore H. Freeland* as Secretary, VF with toning on the top left corner, red pen cancelled and punch out cancellation holes in signature blocks. Type with screaming eagle logo in the seal location lower left. Without imprinted revenue. $2,900

1887 $1,000 Rocky Fork and Cooke City Railway Co ABNCo specimen coupon bond, "Unlisted in bond format in Cox, two examples found in the ABN Archives in 2002, this is the only example available. Rare and historic territorial railroad certificate." Unsold at $500

Kansas was popular again. Three bonds were bought by a single bidder: An 1870 $500 Proof $1,000 **Atchison, Topeka and Santa Fe Railroad Co** 7% Land Grant coupon bond for $800 despite splitting and damage along folds ("unique in archives"), an 1880 $1,000 Specimen **Southern Kansas and Western Railroad Co** 7% First Mortgage coupon bond, to quote the catalog "another very possibly unique bond from the ATSF RR's Comptroller's office where this was kept as a specimen (Ex-R.M.Smythe - Strasburg Auction #235, 2004)" selling at $700, and an 1887 **Southern Kansas Railway** $100 specimen coupon bond ("this is the bond pictured in Cox and very possibly unique. (Ex-R.M.Smythe - Strasburg Auction #206, 2001") for $650.

An 1855 **Cincinnati and Chicago Rail Road Co**, Cincinnati, Ohio, stock was offered, according to the catalog, a "rare and early Ohio railroad. Only one other stock is reported in Cox, Signed by *Caleb Blood Smith* as President. Smith was an Indiana politician; a State representative (1833-1837 and 1840-1841); a U.S. Representative (1843-1849). Smith was rewarded for helping secure Lincoln's nomination in 1860 with position of Secretary of the Interior (1861-1862); he was also a U.S. District Court judge 1863-1864 before joining the railroad." Another one is listed the Bill Knadler Ohio stocks in the members-only section of the Society website. It priced out at the top of the estimate range, $280.

An 1881 **Oregon Railway and Navigation Co** $500 specimen coupon bond with woman reclining at center flanked by railroad and ship scenes was unsold on a $325 start. This was a "listed railroad in Cox but date and type unlisted – unique in the ABN Archives in 2002". Another specimen bond from the same company for $1,000 in a different style, 1885, failed to sell on a $400 start.

An **American Petroleum Co** 1882 proof stock, Pennsylvania state seal top center, went into business distributing petroleum products, but the interesting thing is how it proposed to succeed against the Standard Oil Trust. Perhaps is was formed to pressure Standard Oil. An interesting research project but sadly it got no bids on a $75 start.

An 1885 **St. Johns and Indian River Railway Co** $1,000 specimen bond with eagle in oval frame depicted top center. As described, in fine condition with splitting and chipping along fold lines and margins. Known railroad, previous examples unknown and unreported. Unique in the ABN Archives. $575 ☞

The Busk Tunnel Railway in Colorado actually was less of a railroad than a tunnel. The Busk–Ivanhoe Tunnel, built in 1891, was nearly two miles long and connected Leadville and Basalt/Aspen for the Colorado Midland Railroad over Hagerman Pass. This $1,000 specimen bond brought $650. According to the catalog this is the only scripophily listed for this railroad, only two examples were found in the ABN Archives in 2002 and this is the only example available. Rare and very attractive." The portal is still visible from the 4X4 road that follows the old Colorado Midland route over Hagerman Pass

AIA is known for specimens, and Holabird for issued scripophily lately. However, this time AIA offered an issued uncancelled **Alaska Gold Co** certificate in brown with a ship docked at pier with mountains and mine behind. "Any Alaska mining stock certificates pre-1890 are extremely rare. This is the first I have seen of this certificate and it was the only one found. A trophy for the advanced Alaska collector". $475. Another issued uncancelled stock was on offer, an 1886 **Standard Acoustic Telephone Co** of New York, "black on yellow border, telephone poles on left and right with wires on top... attractive and rare and extremely early for telephone companies. From a new estate find." $65

Out of ten Republic of Poland mostly specimen bonds from the 1920s – 1930s, six sold to the same buyer for around $400 each. A City of Berne 1920 specimen $500 bond brought over estimate at $500, despite extensive reinforced fold splits ("two found in archive"). Two Swiss Confederation specimen bonds from the 20s in similar condition brought $535 and $550.

A 1924 Maxwell Motor $1,000 specimen coupon bond, black text with green border and undertint and allegorical woman reclining with lion at top center, brought $85. ◆

Numis Poland
Internet auction, 21st November 2020

This auctioneer's 6th auction included 101 scripophily lots. 79 sold for a combined total of zl 24,855 (= $6,595 = €5,560 = £4,965). Highest result was achieved by two lots: zl 2,800 (about $745 = €625 = £560). The first one was a 5 shares certificate in the **Pierwsza Fabryka Lokomotyw w Polsce**, 1919, with the famous Józef Mehoffer design which we illustrated in *Scripophily* No. 114. The other best seller was a 700-marks share in an oil company, **Chłopska Nafta Spółka Akcyjna we Lwowie**, issued in 1920.

Almost half of the offerings sold below 70 zl ($20). Lowest price, 20 zl was paid for a Brussels issued 250 Francs share in the **Manufacture Russe de Feutres et Chapeaux à Varsovie** company with heavy adhesive tape remnants along the border. ◆

Norsk Aksjebrev Forening
Kristiansand, 7th November 2020

The Sørlandets Aksjebrev Forening, the southern branch of the Norwegian Scripophily Society, prepared 328 lots for their auction in the Samsen Kulturhus, Kristiansand. Only the last day before the event the society was notified that attendance had to be restricted to only 16 people due to last minute COVID-19 regulations. Nevertheless, the organizers were able to have the auction as planned and to allow a few more participants.

The sale was a success with 39 mail bidders bidding on two thirds of the lots in advance. 19 collectors attended the event in the room, some of them participated on behalf of absentees as well. 266 lots were hammered, 81%, for a total amount of NOK168,760 (ca. $18,440 = €15,520 = £14,030).

Popular themes were local businesses, shipping, banking and modern certificates.

Two fishery shares from Arendal, both without vignette but unique, made a lot of noise in the room. **Arendals Fiskeriselskab**, 1881, started at NOK1,800 and rose to NOK8,100 (about $885 = €745 = £675), the highest result. **Arendals Østerskampani (A-Ø)**, 1935, more than quadrupled its start price and realized NOK6,100.

The **Dampskibsinteressentskabet "Garonne"**, Kristiana, served the route to Bordeaux. Its 1919 share, steamer vignette, considered to be unique, went for NOK4,700.

A 1909 preference share in the **Evje Nikkelverk**, a nickel plant founded in 1873, with mining vignette, was hammered at NOK5,200.

A small collectors bourse followed the event and participants could meet afterwards at a nearby restaurant.

Thanks to Leif O. Bjornes for bringing this to our attention. ◆

The auction included several modern certificates like this 1970 share in the Tor *insurance company from Tromsø. The company was absorbed in 1976 by the* Norske Forsikrings-forening. *This share has a large underprint of a speeding Tor, god of lightning, thunder, storms and the protection of mankind. NOK125*

This 1904 Aktieselskabet "Bonheur" *share was signed by Thomas Fredrik Olsen (1857-1933) aka Fred. Olsen. After taking over his father's sailing ships, Fred. Olsen invested in steam ships and turned the business into a multinational shipping and ship building group.* Bonheur ASA *is today the family's holding company and is listed on the Oslo Stock Exchange. Runner up in the sale at NOK6,200.*

Auktionshaus Vladimir Gutowski
72nd Mail-bid Auction, 7th December 2020

With almost the same number of lots this auction's total start-price was about 15% lower compared to Gutowski's last auction, but the total hammer-price was 20% higher, demonstrated by a rate of lots sold of almost 75%, remarkable for a scripophily auction! The catalogue was available printed and online. As usual all lots were tagged with a high estimate and a much lower start-price.

German lots dominated at 70% or 720 lots, followed by the US with 218 lots or 21%.

31 lots came from Austria and the Austro-Hungarian Empire, 14 from the UK plus another 6 from Ireland. Only three lots were offered above €1,000 and five sold in this price range.

Highest sale at €2,600 was **Lese-Gesellschaft in Köln** (meaning Reading Society, this was a publishing house) 4½% loan 300 Mark, Cologne 1881, issued to *Ludwig DuMont*. The bond had been in possession of this media family for more than 100 years. At €1,450 it was the highest start-price of the auction.

An attic-find, actually found by a roofer, were shares of **Lloyd Werft AG**, Hamburg 1922-1923. A group of four certificates 1,000 Mark, 1923, was offered at €100, another one of eight certificates 1,000 Mark, 1922, at €150, and one of eight 10,000 Mark, 1923, at €175. Each of these lots sky-rocketed to €1,100! **Maschinenbau-Anstalt Humboldt**, (later **Klöckner-Humboldt-Deutz AG**) 5% partial debenture 1,000 Mark, Cologne 1913, the earliest known scripophily of this company, reached €660 from €450 start-price.

Runner-up at sale-price was **Silesian-American Corp**, 7% Gold-Bond $500, New York 1926. Managing director of **SACO** was *Prescott Bush*, father of US President *George H W Bush* - no autograph though. Offered at €1,250 this certificate reached €1,350.

US railroads once again did very well. **Raleigh & Gaston RR Co**, 20 shares $100 each, Raleigh 1838, the only known certificate from its founding year, sold at €500 start-price. ☞

Only a handful of these 200 Thaler shares from 1873 were found. Real estate developer AG Berliner Neustadt owned 462 Morgen (115,5 hectares = 285,4 acres) between Berlin's central stockyard, the Ringbahn and the Frankfurter Allee. Two of these shares were offered at €275 and sold for €480

The Württembergische Weinbau-AG was founded in July, 1923, Stuttgart, during the Weimar hyperinflation period. By the end of November hyperinflation peaked that year at nearly 30,000%. After the hyperinflation, the company's capital of 202 million marks was converted to only 20,200 RM in 1924. This founder share nearly doubled its €150 start price and realized €280

The Wintersport Tirol AG founded in 1968 built and operated several ski and gondola lifts in Unterinntal, Tirol. The company built its Happy Stubai hotel in Neustift the year (1976) when the Winter Olympics were hosted in Innsbruck for the second time. This 1000 schilling proof share certificate from 1975 went for €75

A ships-pass for the **Barque Emma**, Washington DC, 1840, with autograph of the 8th US President *Martin van Buren*, climbed to €610 from €450 start-price.

At the end, out of 1032 lots 765 sold for a combined total of €89,800.

Gutowski is planning two mail-bid auctions in 2021, on April 26th and on December 12th. ◆


Ordinary Shares. No. 15.7

THE IMPERIAL BRITISH EAST AFRICA COMPANY.

INCORPORATED BY ROYAL CHARTER SEP. 3. 1888.

CAPITAL £2,000,000 IN 100,000 SHARES OF £20 EACH.

This is to Certify that John Mackinnon Esq. of Winchester House, Old Broad St., London Ec. is the registered Proprietor of five hundred & fifty ORDINARY Shares of £20 each No. 6251 to 6500 inclusive in the Capital of The Imperial British East Africa Company subject to the Deed of Settlement and the Rules and Regulations of the Company for the time being in force and that up to this date there has been paid in respect of each of such Shares the sum of Four POUNDS.

Given under the Common Seal of the Company. London the 16th day of Dec. 1889

R. S. Hardinge

W. Price

DIRECTORS.

W. Alwards Mac SECRETARY.

The Imperial British East Africa Company was founded in 1888 to develop African trade in the areas controlled by the British Empire. The company obtained administration rights of a territory of about 246,800 square miles (639,000 sq km) along the eastern coast of Africa. Mombasa and its harbor were central to its operations. It failed to construct a railway between Mombasa and Lake Victoria but built a 600 miles ox cart track from Mombasa to Busia on the Uganda border. Dissolved in 1894 after bankruptcy. This 1889 share, adorned with flowers, an elephant, a lion, spears and the British crown, was wanted at €330.

DWA Deutsche Wertpapierauktionen GmbH

33rd Live Auction, Wolfenbüttel, 7th January 2021

At 1,379 the number of lots was reduced by 5%, the total start-price by 25% though.

The catalogue was available printed and online at http://www.dwalive.de/ .

Split by the year 1948, German lots dominated the auction at 74% or 1,021 lots. With not much left US scripophily at 155 lots or 11.2% were the only other major part in this auction. Austria and the Austro-Hungarian Empire contributed 45 lots, France 21 and the UK 15.

As usual most lots were called at the 2-digits, starting with €20, or low 3-digits €-range. There was no offer or sale above €1,000.

Offered at €700 the highest sale of the auction was **Farbenfabriken vorm Friedr Bayer & Co**, share 1,000 Mark, Leverkusen 1921, at €800. Only 10 of these shares were found in the Reichsbank Hoard.

Being one of the few un-cancelled **South Park & Leadville Shortline RR Co**, 10 shares $100 each, Colorado 1892, sold at €300 start-price.

Valdez-Yukon RR Co, 50 shares $100 each, Virginia 1911, this serial was the one only listed in *COX*, did not find a buyer at €700 start-price.

From Belgium **Cie Nationale Belge de Transports Maritime SA**, founder-share 1,000 Francs, Antwerp 1899, was offered €220 and sold at €480.

From the UK **Cunard Steam Ship Co Ltd**, 4.5% Mortgage Debenture Stock £100, Liverpool 1910, moved one step from €90 and sold at €95.

The second highest offer of the auction **Eisenbahn Wagenbau Anstalt**, share 200 Thaler, Hamburg 1871, remained unsold at €750 start-price.

All together, 504 lots sold, 37%, realizing €29,543. The next DWALive auctions will be held on April 1st and July 1st 2021. ◆


100 SHARES

No. A388

THE KENTUCKY CENTRAL RAILWAY COMPANY

CAPITAL $ 7.000.000.

This is to certify that H. B. Morehead & Co.

is entitled to ONE HUNDRED Shares of One Hundred Dollars each of the Capital Stock of the Kentucky Central Railway Company, transferable only on the books of the Company in person or by Attorney, upon the surrender of this Certificate. In Witness Whereof, the said Company has caused this Certificate to be signed by its President and Secretary, Covington, Ky. 14 1888

New York, Nov. 14 1888

Countersigned Geo. Starkweather Transfer Agent.

C. Giles PRESIDENT

L. Hall SECRETARY

SHARES $100 EACH

Out of around half a dozen US railway lots offered all at €500, only **Kentucky Central RW Co**, *100 shares $100 each, Covington KY 1888, sold, being the second highest sale at €750.*

HIWEPA
Dornach, 14th November 2020

In its 41st sale HIWEPA auctioned over 10,000 certificates from the Ottoman Empire and the early Turkish Republic. These bonds and shares came from the former German Reichsbank cellars and were consigned by the "Bundesamts für zentrale Dienste und offene Vermögensfragen", in short : BADV (Federal Office for Central Services and Unresolved Property Issues). The benefits went to the Compensation Fund for the Reparation of Nazi Injustice. With so many Ottoman BADV lots, nearly 50 of them "had to go". These were therefore priced cheaply and all attracted bids.

The auction featured 447 lots, 201 sold, 45%, for a total amount of CHF55,704 (about $61,040 = €51,580 = £46,250).

Top lot in the auction was a group of 7 **Soc du Port de Haidar Pacha** Mk. 2040 = Fr. 2500 5% bonds, issued in 1902 for the development of the Port of Haydarpaşa, terminus of the Anatolian Railway in Istanbul. Starting at CHF50 it rose sky-high to CHF4,000, roughly at $626 price per unit. From the same company loan a group lot of 65 Mk. 408 = Fr. 500 bonds, offered at CHF200, accelerated to CHF3,400, or $57 ppu.

A group lot of 990 green Fr. 500 = RM 408= £Stg. 30 shares, 50% paid up, 1903, from the **Kaiserlich Ottomanische Gesellschaft der Bagdadbahn**, underprint of star and moon, text in German, Arabic and French, finally sold at CHF3,400, or almost $4 ppu.

A group lot of 9 20x500Fr. share certificates in the **Comptoir de Constantinople SA de Banque et de Commission**, 1872, plain design, offered at CHF20, culminated at CHF3,200, $390 ppu.

Three group lots consisted of a pile of **Turkish Debt 7.5% Bonds 1933**, Fr. 500 denomination. 1250 certificates, red, 1st series, sold at CHF180, 1500 blue 2nd series went CHF420 and 1200 green 3rd series found a buyer for CHF45.

A **Berninabahn AG in Poschiavo** group lot, including, a 250 Fr., series A, a 50 Fr., series C, a 125 Fr., series B, and a 25 Fr., series D share, all from 1933, hammered at CHF1,100. **Schöllenbahn (Göschen-Andermatt)**, 10 Fr. share, 1937, CHF800.

Cie Nouvelle du Canal de Panama, share, 1894, allegorical ladies with train and ship vignette, CHF850. From 1825, **Soc Parisienne pour les Bateaux en Fer sur la Seine**, Frcs 4000 share and signed on reverse by financier *Vicomte Legrand de Boislandry*, rare, was wanted at CHF850. ◆

The **Brasseries Turques (Bomonti-Nectar) SA Turque**, *Istanbul, one of the largest breweries in the Ottoman Empire was taken over by Swiss investors in 1901. Following the founding of the Turkish Republic the company reincorporated. A group lot for 57 green share certificates, 1928, sold for CHF800, and a single similar 5 share denomination went for CHF380. This 10 share fetched CHF550.*

The **Brienz Rothorn Bahn**, *a Swiss tourist rack railway dates from 1892. It runs from Brienz to the summit of the Brienzer Rothorn. Not electrified it offers mostly steam services. This uncancelled Prioritätsaktie, series C, Fr.500, 1988, changed hands for CHF170*

Top single item was a rare **Fabbrica Tabacchi Del Verbano**, *Fr. 600 share, 1861, Ascona, small vignette of ship on the Lago Maggiore, CHF1,000.*

Archives International Auctions LLC
River Edge NJ, 26th and 27th January 2021

Sale 64 was held under the same conditions as Sale 63. 959 lots of scripophily were offered and 329 sold (34%) for a total of $48,874 with 22% premium. All specimens were American Bank Note unless otherwise noted. Quotes are from the catalog.

The highest grossing lot was a 1921 **Chinese Government** $1,000 specimen Chinese Federal Radio Administration coupon bond, black on green border and underprint, allegorical women flanking globe with radio towers, bottom with large red Chinese seal. Significant archival reinforcement at folds didn't slow down the bidders who ran it up to $5,500 from a $140 start. Chinese "anything" is a lottery ticket these days!

1920s Polish bond specimens were as hot as they were in the December auction, averaging around $400 each. So again was the **Atchison, Topeka and Santa Fe Railroad**. An 1887 $500 specimen bond "unlisted design in Cox," $700. An early **Pixar** specimen stock with the usual animation characters on bottom sold for $290.

Two 1896 **Government of the Republic of Hawaii** bonds were offered, but neither sold on $3,750 starts. One in green, series A, was for $1,000, the other, series B in brown was for $500. Otherwise *Sanford Dole*, as President of Hawaii, signed in facsimile signature lower right with his portrait at upper left. Hawaiian Arms top center, with the crown removed. All coupons were present ("coupons have sold for up to $100 as single Hawaiian fiscal rarities"). A number of the folds on both bonds had archival reinforcement of slight splitting at the folds. These bonds financed the Hawaiian government after the overthrow in 1893 of Queen Regent Liliuokalani, last of the Hawaiian monarchs.

An 1891 specimen $500 bond in the **Deutscher Verein,** New York & Germany, with seal of New York City printed at top center. "Deutscher Verein is the 2nd oldest Social Club still in existence in New York City. It was founded in 1842 with the objective to provide a platform for the intellectual, cultural and social life of Germans and Americans of German ancestry living in the New York City area. Rare bond with only 3 examples found and this is the only one available." $65

There was strong bidding for Florida railroad specimens, all sold to the same bidder. An 1888 **Jacksonville, Tampa and Key West Railway** $1,000 specimen with archivally reinforced fold lines brought $375. Another bond of the same issuer, an 1889 $500 specimen Equipment Coupon Bond, "listed railroad in Cox, unlisted Bond Type, design and date. Unique. This was the only example found in the ABN Archives." $425. ◆

1904 American-LaFrance Fire Engine Co $500 specimen bond. $130

This 1888 Georgia Southern and Florida Railway *$500 specimen with alligator was a "listed railroad in Cox, unlisted Bond Type, design and date was the only example found in the ABN Archives." $600*

This was a specimen Amazon stock with winding river vignette before it adopted its "stick it to you" bent-arrow logo; Jeff Bezos facsimile signature, "very possibly the IPO stock certificate with an earlier logo that evidently was abandoned. SC-USBN/ABNC." $500, one of the highest modern specimen realizations other than early IBM specimens

Spink e-auction
15th December 2020

This timed e-sale saw 48% of 608 lots sold for a hammer total of £30,680, almost exactly the same total as in the September sale. As always in this series, the Chinese section did best with 90% of its 48 lots sold, many in group lots. The 1911 5% **Hukuang Railways** Gold Loan was much wanted, three lots selling for three or four times their top estimates; these included a group of 16 £100 bonds issued by Deutsch-Asiatische Bank, selling for £3,200.

Two bonds issued in England – one for Russia, one for Spain - in poor state – see our illustrations – sold for good prices, showing that 'condition' in scripophily is nothing like as important as for coins and stamps. History wins. Forty years ago some early scripophilists (your reviewer included) though that certificates in 'mint' unissued state might prove, as with stamps, to be more valuable than issued. Wrong! Only very rare unissued pieces, usually from printers' archives, fetch high prices.

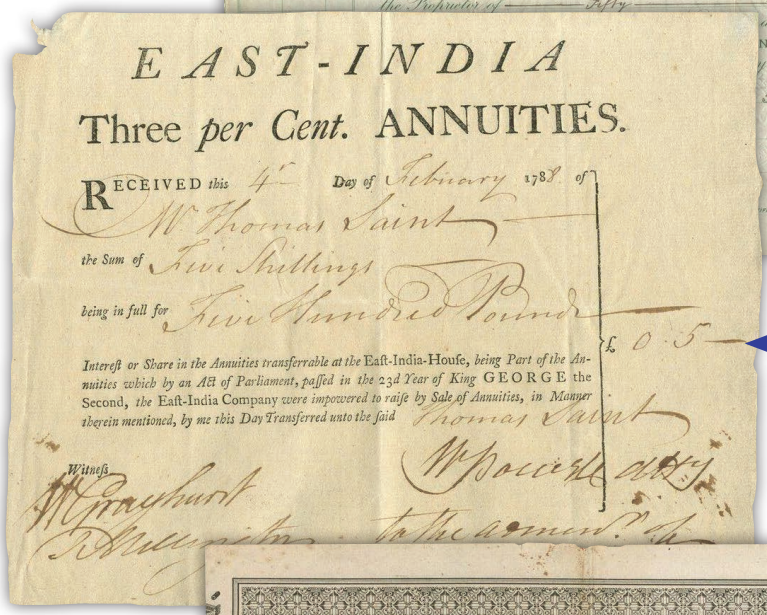
India did well, with 8 out of 10 selling. A rare **Sind Light Railways Ltd** share, 1908, train and camel vignette, Waterlow & Son, sold for £120. The same price was paid for an early **Hope Town Tea Association Ltd** share from 1859, and also for an 1872 share in **The Majagram Tea Co Ltd**, both from Calcutta.

More than half of an interesting section of 19 Rhodesian pieces were wanted but only 4 out of 36 South African lots were sold. Australians also struggled (5 sold out of 20) but no sectors did quite as badly as the Mexicans which saw no sales from 9 lots. Canada achieved 67% success and Russia 42% of which the best was £400 for a rare **Fastovo Railway**, 5 jouissance shares with coupons, St Petersburg 1885.

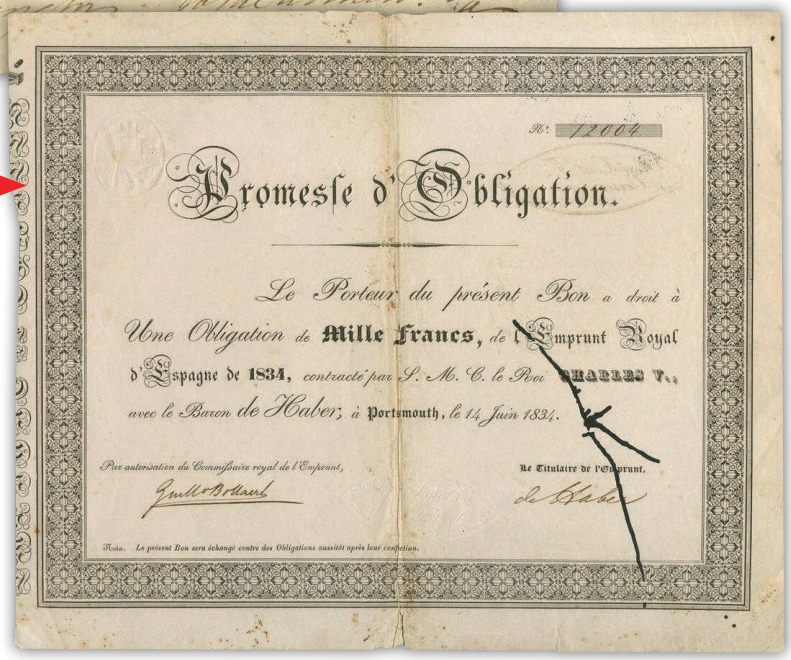
The US section was the largest, with 150 lots, of which 56 were sold. Most were estimated in the £30-£80 range. Mines did better than railroads with 35% of 80 lots ☞

Anglo-Ottoman Oilfields Limited bearer warrant for 100 shares of 5/-, 1910, name changed to Anglo Bulgarian Oilfields Ltd in 1915 and to Anglo Hellenic Oilfields Ltd in 1920. Sold for £750, almost double the top estimate

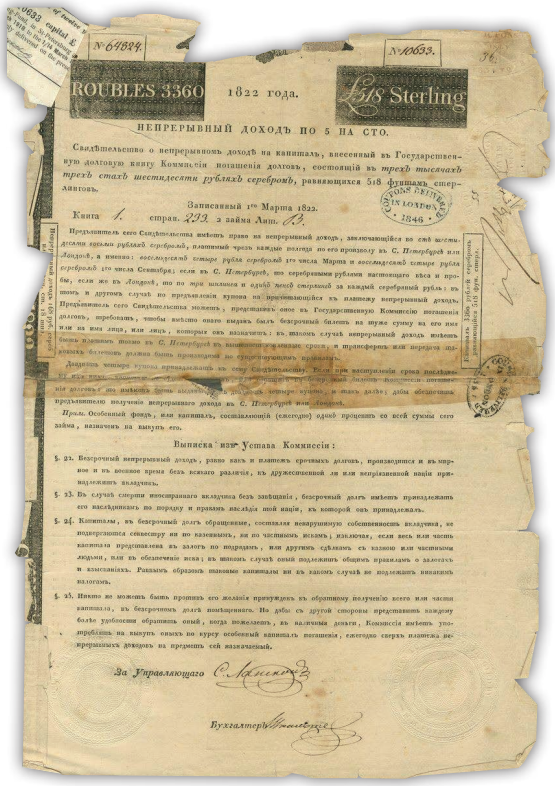
Top-selling Rhodesian piece: The Anglo-French Matabeleland Co mining share 1895, sold well above estimate at £160



Inscribed stock receipt dated 1788 for £500 of East India Company annuities, which rose to £800 in heated bidding, against an estimate of £150-£200



Worms had the first nibble at this 1834 Royal Loan of Charles V, Pretender to the Spanish throne, 1000 francs, issued in exile in Portsmouth, England, and signed by financier Solomon Baron von Haber as agent for the loan. Competitive bids took it up to £190, double the top estimate. We have only seen one other



sold compared with 29% of 41 railroads. A certificate for 25,000 shares in **The Colorado & Cape Nome Mining Co** issued in Colorado Springs in 1908 for gold mines in Nevada and Alaska made £90, well above estimate. A splendid-looking $1000 bond of 1862 of the County of St Clara, for subscription to the **San Francisco & San Jose Rail Road** sold for £75. The highest price realised for a single-piece lot was £130, within the estimates, for an 1865 **American Express Co** share in not very good condition but signed by *Henry Wells* and *Wm G Fargo*.

Great Britain had almost as many lots as the US - 132, 58% sold. The highest successful bid in this section was £800 for an **East India Company** stock receipt of 1788, followed by £200 for a 1936 preference share of the well-known cycle/motorcycle/car maker **Humber Limited**. Both of these are scarce and were bid to more than three times their top estimates. The Humber was one of some fifty motorcar and other engineering stocks of which more than 90% were sold. Three **British government stock receipts** also fetched well above their estimates at £65 each; all were dated 1788. ◆

The 3,360-rouble bond is the scarcest of the four denominations in Nathan Mayer Rothschild's 1822 Russian bond issue. Despite its very tatty condition, this one fetched £180, much more than is usually obtained for other denominations in better state, and more than twice its estimate

Spink China
Hong Kong, January, 2021

There were double session sales held on 8-9 Jan & 10-11 Jan. Both the CSS57 and CSS58-labeled sales offered mainly coins and banknotes. Both had a small portion of scripophily.

The first sale mainly offered external Chinese Government bonds, several in group lots. **The China Railway and Mining Corp** was organized in 1900 to build a railway from Hankow to Nanking but could not finish the project. Its 1900 share of plain design was wanted at HK$10,000. A 1915 share in **The Shanghai Fire and Marine Insurance Co Ltd**, Chinese text on brown/blue color print and, on the reverse, English text on green/yellow print, sold for HK$6,000.

The second sale featured several Chinese company certificates. **The On Lok Yuen Co Ltd** made ice cream, biscuits and confectionary in Hong Kong since 1921. A 20x10 shares certificate, issued 1970, with dividend book, fetched HK$3,500. A group lot of 32 $5 **Second Nationalist Government Lottery Loan** bonds, 1926, went HK$1,200, about HK$38 ppe.

All together 42 scripopohly lots were offered, 26 sold (62%), making a total of HK$142,300 (about $18,345 = €15,005 = £13,520). ◆

The Hongkong & Yaumati Ferry Co Ltd *founded in 1923, Hong Kong, still exists under the name "HK Ferry Company" and is listed at the Hongkong stock exchange. This founders share from 1923, offered at HK$5,000 rose to HKD$32,000 (about $4,125)*

In May 2020 Spink China sold a **Kwong An Steamship Co Ltd,** *Hong Kong, share at HK$28,000. A similar one, issued in 1930, hammered here at HK$20,000*

Holabird Western Americana
Reno, Nevada 17th – 21st December, 2020

The great fount of Ken Prag's stock and bond holdings continued with this sale, which have settled into a new auction every two months or so. This time 870 scripophily lots were offered and 631 of them sold (73 %), earning a total of $88,919 including premium. Again, printed catalogs were issued.

The highest lot price realized was, naturally, Chinese-connected. A tussle between a "floor" bidder (probably on the internet) and a Beijing bidder drove the price of two California Chinese publishing companies to $1,700, far above the $200 - $500 estimate. One was a 1920 **Young China Publishing Co** and the other a 1927 **Chinese Times**, both with condition issues.

Spencer Arms Co was a famous shotgun maker. $425

The Ken Prag mining material generally brought from $5 - $20 each in group lots. Major buyer locales were Half Moon Bay, California, Tucson, Arizona, Overland, Colorado and many more "floor" bidders than in prior auctions. The **Gunsight Mining Co**, a popular Arizona share, sold for $90. Whaco lists 14 sales for $150 to $175 each from 1997 to 2006. The **Big Stick Gold Mining Co** is another popular certificate, featuring a vignette of a large club inspired by Teddy Roosevelt's admonition to "Speak Softly and Carry a Big Stick." Holabird egged on bidders by mentioning prior sales for this stock around $300 but passed when the best he could get was $140. Whaco lists five of them from 2001 – 2005 going for $60 to $150. An 1856 certificate in the "extra rare" Merced Mining Co sold for $650; Holabird said in the live auction it was extra rare and "not in the Holabird indexes" – apparently a secret database.

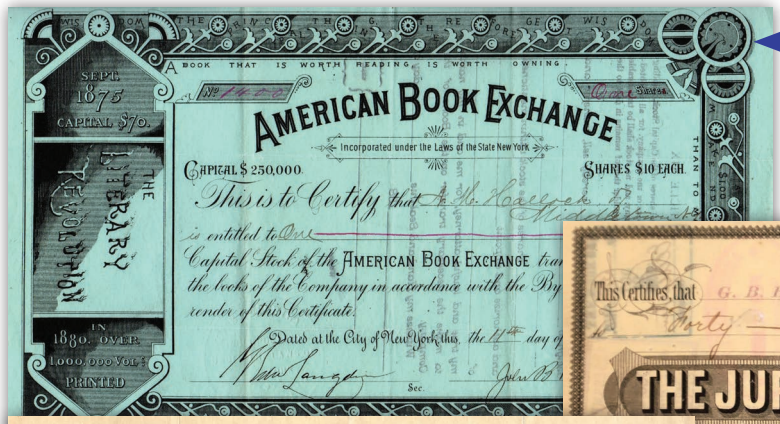
Thirty-six lots of Bodie, California, mining companies mostly from the 1870s were offered. These were not from the Prag Collection. The highest price was an unissued **Bodie Bluff Mining Co** share with *Leland Stanford* signature and a page of non-Stanford manuscript correspondence. It brought $800 on a $1,500 - $2,000 estimate. This seems to be the accepted price no matter how many have flooded the market. Most of the other Bodies were estimated at around $400 each. Only 16 of these usual high-flyers sold, mostly in the $200 range. At one time Bodie material was as hot as Michigan copper mining, but the bidding for this group was rather subdued, plus Holabird could only offer nominal cuts on the high start prices. Holabird's usual practice with the Prag material is to cut the starts until someone bites, but not with the Bodies probably because the consignor forbade it. So, over half these lots went home to roost. Also unsold was a 1903 stock in a motorcycle company, **Manson Bicycle Co** with charming bike vignette, which failed to move on a $2,000 start even with a drop to $750.

The many entertainment stocks were new to these auctions. A single lot containing a **Schubert Theatre** bond and a stock with beautiful arts allegory brought $375. A run of **Amex** certificates was led by an 1856 **American Express Co** stock signed by *Butterfield, Fargo* and *Holland,* bringing $475 on a $700 estimate. The rest of the Amex went for $200 - $300 or so. There's a bridge collector or so out there. A lot of nine mostly ic bridge scripophily went for the $400 top estimate. 156 strange and/or exotic industrial stocks in various lots grouped under "miscellaneous" sold out almost completely – only 20 were left behind. Clearly, Holabird makes a market in stocks outside mining and rails. The most surprising of these was a lot containing 30 glass companies, $950 to a person who is assumed to be a bottle collector. Another specialty interest was "number 1's": a lot containing about 60 of those sold for $350. Sometimes lots contain "sleepers". One must have been in lot 1524, a group of 11 amusement companies (including one zoo, the **Iowa State Zoo and Amusement Co**), which brough $1050 - nearly 3 times the top estimate, from a German bidder location.

Every auction has a "mystery" realization. Here it was $550 for an 1857 **Buffalo City**, Kansas, town stock not having any apparent celebrity signature or noteworthy history (lot 485 – we are taking input on this!) Disneyania collectors and dealers should have jumped on a lot of 10 Disney stocks issued 1992 – 2003 going for only $475.

In addition to the illustrated (next page) Penrose-signed **Broadmoor Hotel** stock, other autographs included an **Edison Storage Battery** preferred stock signed twice by *Thomas Edison.* $1,400, second highest sale of the auction, with one signature punch cancelled. Three Edison phonograph companies (including one of the spectacular **Phonograph Toy Manufacturing Co**) sold for $1,250 (third highest price). ☞

This 1876 Inyo County California stock serial number 142 with vignette of Italian statesman Garibaldi printed by G.T. Brown sold for $375. This same certificate was offered for $150 in Holabird's sale of the Al Adams collection in March 2018 and failed to sell



The American Book Exchange company was founded by John B. Alden (signing as president) in 1874 as a second-hand book business, but soon was publishing inexpensive books for the masses. It went bankrupt in late 1881. The certificate design is stylistically reminiscent of the Arts and Crafts movement. In 1875 the entire corporate capital was $70, in 1881 it was $250,000, and the 2020 auction price for this certificate was $70

This certificate in the Jupiter Mining Co from Bodie, California, failed to attract a buyer on a fatally rigid $600 start

This 1896 Yellow Pine Co stock was in a group lot of 38 lumber companies sold for $160. This company was formed by eight big New York City area yellow pine lumber dealers who fixed prices and apportioned markets, i.e., a "baby" trust. Large dimension Yellow pine from the US South mainly was used for New York City factory floors (back when they made things there). It is now popular salvage from demolished obsolete buildings

The Parmachenee Club was a hunting and fishing camp formed in 1890 on 120,000 acres of leased land in northern Maine adjoining the Canadian border. Membership comprised Gilded Age potentates and New York City lawyers. It disbanded in the 1960s. The club also issued a plain certificate without vignette (now on sale by scripophily.com). Signed as president by industrial and railroad directory publisher Henry W Poor. $650

These sales have not been heavy in autographs, but Prag had an interesting one this time - a rare certificate in the famous Broadmoor Hotel of Colorado Springs, Colorado, signed by developer and mining entrepreneur Spencer Penrose. $250

Old standbys are found in these auctions too. A 1795 **North American Land Co** certificate signed by *Robert Morris,* in better condition than most, brought $550.

Ex-US bidders participated again, mostly from Germany, where they liked railroads and navigation.

Those commonly available **Alaska United Gold Mining Co** certificates originally may have come from Ken Prag. There were "dozens and dozens of this company's certificates in the Prag Collection [but only two were uncancelled]," according to the catalog. The cancelled ones brought around $15 each in group lots, the uncancelled ones $50 in single lots.

Some of this material is making its way to scripophily professionals, either directly or indirectly. For example, certificates in the **Century Opera Co** and the **Council City and Solomon River Railroad** are being offered by Archives International Auctions LLC in its sale 65. ◆

The Beaver Park Land & Water Co in Teller County Colorado found a new home for $140

HWPH Historisches Wertpapierhaus, Matthias Schmitt
58th online auction, 30th January 2021

From the start planned as an online auction this was HWPH's first auction without a printed catalogue. The auction started with a section of more than 250 lots related to Russia, and it included the highest sale of the auction. **Commercial Bank of Riga**, 5 shares 250 Rbls each, third emission, 1898, bilingual in Russian and German, offered at 1,700 it climbed to €4,400.

In general, Russian railways did very well. **Moscow Windau Rybinsk RW Co**, specimen of 4% obligation of £1,000/9,450 Rbls/20,400 Mark/12,000 Dutch Guilders, St Petersburg 1899, trilingual in Russian, English and German, reached €3,100 from €900 start-price.

Moscow Yaroslaw Archangelsk RW Co, specimen 4% obligation of 5,000 Rbls, Moscow 1895, had a similar rise when is climbed from €850 to €2,800.

A **USSR** 9% railway bond of 25 Chervonets, again specimen, Moscow 1927, was offered at €1,500 and sold at €3,000.

In the German section **Allgemeine Elektricitäts Gesellschaft** (AEG), share 1,000 Mark, Berlin 1890, a rare emission with only one other certificate known, start-price €1,500, reached €3,200.

From the Americas **Real Compañia de la Habana**, share 250 pesos, Madrid 1791, sold at €2,200.

Highest sale from the US was a 1778 **United States of America** bill of exchange $36 = 180 Livres Tournois, with *Francis Hopkinson* and, on the back, *William Bingham* autograph, at €600 start-price.

A **Standard Oil Co**, 611 shares of $100, Cleveland 1878, with triple *Henry M. Flagler* and a single *John D Rockefeller* autograph, remained unsold at €4,000. This was one of the very few higher priced certificates that didn't find a buyer in this auction.

The next HWPH auction is planned as a public auction again on September 18th 2021.

Altogether, 49% of 1,592 lots sold, realizing a total of €146,959. ◆

This 1930 share in the Prvni Pražský Měštanský Pivovar, *in English : The First Prague Civic Brewery, a multicolor print with brewing vignettes and of course, a drinking King, €190*

In 1878 the British and North American Royal Mail Steam Packet Co was reorganised into a limited company named The Cunard Steam-Ship Co Ltd. *The move allowed the company to build larger and more expensive ships. The vignette shows Cunard's SS Servia, a transatlantic passenger and mail steamer. Built of steel instead of iron it made her 515 ft (157m) long and 52.1 ft (15.9 m) wide body stronger and lighter. Launched in 1881 it was the first Cunard ship with electric lighting. This 1888 share, the oldest known Cunard Steam Ship share, climbed to €1,500 from only €250 start-price*

The sale included two 1993, unissued, hole-cancelled Global-Namensaktie shares from the Alte Leipziger Versicherung AG. *The concept of a Global-Namensaktie is typical for modern German scripophily (DM). Odd lot share certificates from other countries mention the quantity and value of the shares issued either in a hand-written or type-written way. A Global-Namensaktie represents a registered, large odd lot certificate, with the quantity, value, and sometimes the owner, preprinted in the design. Certificates like this were meant for big long-term shareholders and were not really traded in the market. The Alte Leipziger Versicherung was founded as a fire insurance company back in 1819. A certificate for 3,000 x 100 DM shares, series C, and a similar one but for 60,000 x 100 DM shares, were offered at €150 each. The 60 million DM certificate fetched €350*

The Commercial bank of Riga *was founded in 1871. This 5-shares certificate, issued in 1898 and probably unique, has an unusual large underprint of an imperial double-headed eagle holding the arms of the city of Riga, then still part of the Russian Empire. Top sale in the auction at €4,400*

Holabird Western Americana Auctions
29th – 30th October and 1st – 3rd November, Reno Nevada

Named the "Spooktacular" sale since it occurred over the Halloween weekend, this was a continued dispersal of the gigantic Prag collection. It was more modest than many in the past – only 676 scripophily lots – as scripophily had been shunted aside to make room for large groups of other collectibles. 513/676 lots sold, bringing $60,425 with the 25% buyer's premium (22 % when paying by check). The sell-through rate of 76% was phenomenal for scripophily auctions but typical for these.

As these sales have progressed, the Holabird team has greatly improved its lot descriptions, at least for individually lotted items. Furthermore, calling for more info will produce a prompt response. So far, these sales have had a printed catalog.

The highest price in the scripophily was $2,300 for an 1870 **Wells Fargo and Co** share. This certificate was one of the last of Wells Fargo stagecoach-era regime, a very plain pen-cancelled certificate signed by *Ashbel Barney* as president, *C Goddard* as treasurer and *George K Otis* as secretary. It was issued after the "Grand Consolidation" of 1866 when the Wells Fargo, Holladay and Overland Mail stage lines were united under the Wells Fargo name and the company began its domination of western stage lines and banking. But Wells Fargo and Co had not foreseen the devastating impact of the transcontinental railroad on its stage coach business in 1870. Financial distress led to the reorganization of the company and the issuance of engraved shares like the one in our eBay report elsewhere in this issue.

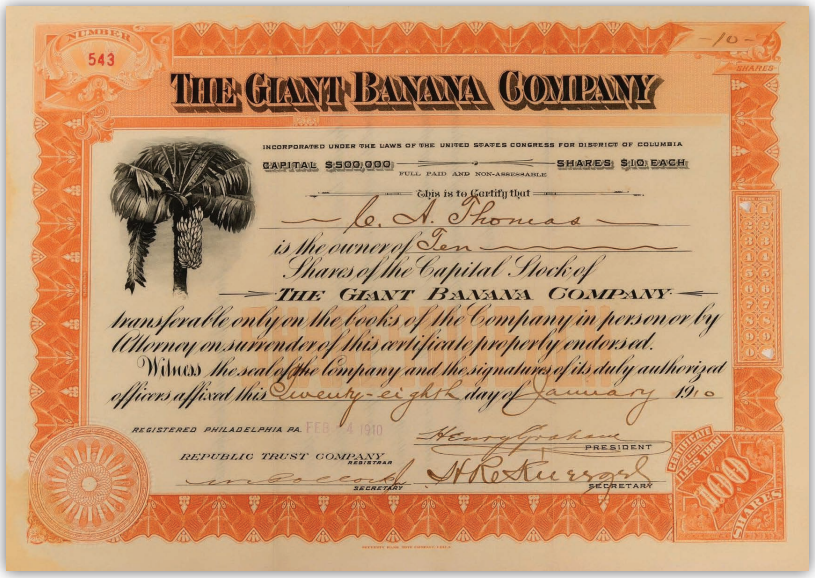
The second highest sale for $900 (within estimate) was a share in the **Metallic Consolidated Gold and Silver Mining Co** from the Mammoth or Lake District in southwestern Mono County, California**.** This sale had many lots from this area. Another one from this District, an 1879 share in the **East Mammoth Gold and Silver Mining Co,** brought $550, seventh highest sales price for the scripophily.

A familiar Bodie California certificate, the unissued *Leland Stanford*-signed **Bodie Bluff Consolidated Mining Co**, hammered at $800. Other Bodies included an 1877 **South Standard Mining Co** for $400 and a rare **Isabella Consolidated Gold and Silver Mining Co** with correspondence for $350.

Stocks from the early days of the Comstock are rare. One was offered this time, an 1865 **Gould & Curry Mining Co** "one of possibly one dozen known" of this key producer, bringing $700. A **Lucky Coon Mining Co** brought $375 – another one was offered in Holabird's Jan. 2019 auction. This was unusual as there has been surprisingly little sale-to-sale certificate duplication in these auctions. ☞

This founding-year 1893 certificate in famous Chicago meat packer **Swift and Co**, *signed by G.F. Swift as president, was peeking out of a group lot photo of 23 food related business stock certificates that sold for $100. Specimens of similar but later design are available but this is the first issued one seen*

There was some cross-over bidding from other collecting fields. For example, an Owl Drug Co stock was touted as a "great companion piece to your Owl bottles." Bottle collectors helped bid the item up to $500. A different Owl Drug Co stock brought $425



The Giant Banana Co was one of the many food stocks that emerged in this sale. The company was located in Mexico. The whole bunch went for $50

Member James Copeland's mining stock certificate serial number analysis for the November 2 auction day revealed that most of the mining stocks had been previously listed in prior Holabird auctions, although a few of them had formerly been sold on eBay or by other dealers. This suggested that the material was mostly a "clean up" sale of left-over miners from prior auctions, not surprising considering that Holabird has offered (and mostly sold) thousands of Prag mining certificates over the prior year.

This sale moved into more ecumenical fields we're not seen much of previously: agriculture, beverage and brewing, fisheries and food, industrial, marine, military, petroleum, pharmaceutical, tobacco and transportation. Bidding was strong for most of this, although it seemed weak in 20th century oils, probably because there were so many.

A little group of 12 mostly baseball stocks from the Prag collection attracted attention and all of them found new homes. The highest gross was for a predecessor to the **Boston Red Sox**, a 1922 **Boston American League Base-Ball Club** stock that brought $750 on a $200 - $500 estimate. A plain 1873 certificate in the **Boston Base Ball Association** sold for $375 on a $1,000 - $1,500 estimate. It ultimately became the Atlanta Braves. It's a testament to Ken Prag's wide-ranging interests that among tens of thousands, if not more, mining stocks he found time and motivation to buy baseball too. ◆


No. 509 — 50 SHARES

Coca-Cola Bottling Corporation

INCORPORATED UNDER THE LAWS OF THE STATE OF MASSACHUSETTS

AUTHORIZED COMMON STOCK $250,000 — AUTHORIZED PREFERRED STOCK $250,000

This is to Certify that John B. Jameson is entitled to Fifty fully paid non-assessable shares of the par value of One Hundred ($100.00) Dollars each of the Preferred Capital Stock of the Coca-Cola Bottling Corporation, transferable only on the books of the Corporation in person or by attorney upon the surrender of this certificate.

The holders of Preferred Stock are entitled out of any and all surplus net profits whenever ascertained to cumulative dividends at the rate of and not exceeding Seven (7%) per cent. per annum payable quarterly, July, October, January and April, in the year beginning on the first day of April, 1919, and in each and every year thereafter in preference and priority to any payment of any dividend on the Common Stock for such year in accordance with the terms and conditions of the Charter and Article of Incorporation of this company.

This stock may be retired by the corporation at any time at the option of the corporation upon payment to the holder $105.00 per share and accrued interest thereon.

In Witness Whereof the corporation has issued this certificate to be signed by its President or Vice-President and its Treasurer or Assistant-Treasurer at Boston this 28th day of May 1928

TREASURER — PRESIDENT

SHARES $100. EACH

$350 bought this 1928 certificate in the Coca-Cola Bottling Corporation. This may be one of the licensed local bottling companies, which were distinct from the Coca-Cola company itself (and often made more money, depending upon their territory)

Scripophily Auction Results in 2020 vs 2019

In 2020 nearly 40,000 lots were offered in auctions, over 1,000 less than in 2019. 50% was sold, compared to 52% in the year before. Total sales increased barely from $5,159,254 to $5,206,981. However, if we exclude the exceptional sale by Sotheby's of a *Duchamp* bond for $634,627 (see *Scripophily* 112), the 2020 turnover dropped to $4,572,354.

All amounts include buyer's premiums. In general, the term *lot* refers to a single item, but almost all auctions include a few multi-item lots (especially Holabird, who has been offering numerous multi-item lots from the Prag collection). Obvious to mention but excluded from the numbers are any auctioneer's retail sales. Also, sales from online platforms like eBay, Delcampe, and the like, are not included.

Germany increased its turnover from $1,683,900 to $2,048,927, +22%, and did so by offering and selling ca. 25% more lots. Looking at individual auction houses, then HWPH was the auctioneer that sold the most lots in Germany, 2,046, closely followed by FHW, 1,986. HWPH's turnover amounted to $725,184, +64%, and that is the best global result in 2020. The AG für Historische Wertpapiere, which operates through subsidiaries FHW, HSK, DWA and Gutowski, realized $1,278,815, good for 62% of German market, or 25% globally.

On the other side of the Atlantic, American auctioneers offered and sold about 40% less lots. US sales dropped from $1,237,402 to $871,391, -30%. Here Holabird was the auctioneer that sold globally the most lots, 3,279.

Rest-of-World performed rather similar both in terms of quantities and amounts. Except for Spink UK and Spink China, the traditional auction houses saw a significant decline in sales. The ROW drop was countered with the above-mentioned exceptional sale by Sotheby's. ◆

	Nr of lots offered	Nr of lots sold	Ratio sold	Sales Amt $ incl BP	Average price $ per lot
GERMANY					
2018	21 911	9 496	43%	2 192 524	230,9
2019	16 911	6 984	41%	1 683 900	241,1
2020	20 431	8 731	43%	2 048 927	234,7
ROW					
2018	9 290	5 419	58%	1 861 498	343,5
2019	10 826	6 900	64%	2 237 952	324,3
2020	11 641	6 494	56%	2 286 662	352,1
USA					
2018	7 945	4 527	57%	1 329 883	293,8
2019	13 643	7 724	57%	1 237 402	160,2
2020	7 877	4 713	60%	871 392	184,9

Note: *Average lot price $ in ROW is higher than in the other regions because included in ROW are the results of Yangming where average lot prices tend be the double of those elsewhere.*