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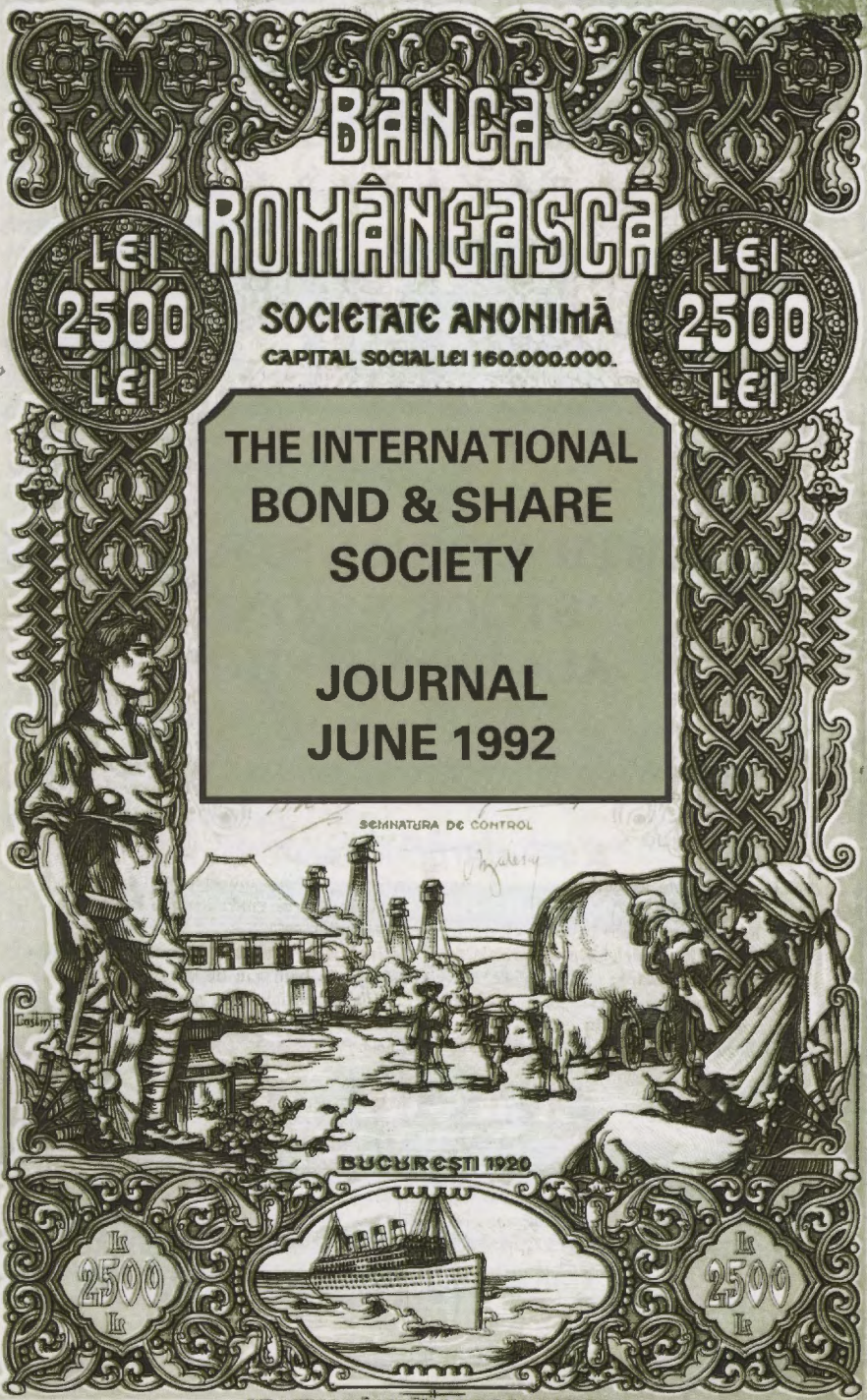


# THE INTERNATIONAL BOND & SHARE SOCIETY

# JOURNAL
# JUNE 1992

– LITT. CARTICA ROMÂNEASCĂ S.A. SEDIUL PASINESCU BUC. –

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**SECRETARY/TREASURER**
Nancy McKenna, 6 Regency Court, Oakville, Ontario L6H 2P7

Membership list on page 2 removed
to comply with privacy requirements.

## FUTURE EVENTS

**September**

| | |
|---|---|
| 1 | International Bond & Share Society Meeting, London<br>Auction, H.P., Bern |
| 19/20 | Auction & Bourse, F.H.W., Frankfurt |
| 28 | South African Bond & Share Soc. Meeting, Johannesburg |

**October**

| | |
|---|---|
| 6 | International Bond & Share Society Meeting, London |
| 17 | Auction, Portafoglio Storico/ Finterbank/H.P., Lugano |
| 24 | Auction, Boone, Antwerp |

**November**

| | |
|---|---|
| 3 | International Bond & Share Society Meeting, London |
| 20 | Auction, M. Veissid, and IBSS bourse, London |
| 23 | South African Bond & Share Soc. Meeting, Johannesburg |

**December**

| | |
|---|---|
| 1 | International Bond & Share Society Meeting, London |
| 5 | Auction, Tschöpe, Düsseldorf |

Society meetings in London are held at the Ski Club of Great Britain, Eaton Square (near Victoria station), and start at 6 p.m. Visitors are always welcome.

**MEMBERS SHOULD NOTE THAT THERE WILL BE NO LONDON MEETING IN AUGUST**

## DONALD ROSS

Early members of the Society will be very sorry to hear the latest news about Donald Ross, who was the inspiration for the foundation of the Society in 1978. He is now suffering from senile dementia, and his condition can only continue to degenerate. Donald is our only life member, but sadly is no longer able to appreciate our activities. He is living in a nursing-home in Sussex.

## INTERNATIONAL BOND & SHARE SOCIETY ANNUAL GENERAL MEETING

The 1992 A.G.M. was held in London on 2 June. The Chairman's Report and the Accounts are given in full elsewhere in this Journal.

Other main points arising were as follows:-

**Committee:**

Howard Shakespeare did not stand for re-election; Brian Mills was elected in his place. However, HS remains as editor of this Journal. All other members of the committee offered themselves for re-election, and were duly re-elected. It was decided that the growth of membership in continental Europe requires a committee member to look after the interests of those members (as already exists for American, Canadian & South African members), and Erik Boone of Belgium, was elected as that member.

**Rules:**

The Rules of the Society have been thoroughly reviewed recently, and a number of fairly minor changes were proposed and agreed. Any member may obtain a copy of the revised Rules from the Hon. Secretary.

## THE SOCIETY'S MEMBERSHIP

The newsletter of the collectors' club in a European country has described our membership of 500/600 as rather poor, since we spread over so many English-speaking countries, while that club has over 200 in its country alone. We are inclined to agree - we feel that the potential exists for a club with a much larger membership world-wide. However, we must challenge the reference to 'English-speaking countries'. Elsewhere we publish an analysis of the country of residence of our members, which shows that nearly 100, or 18%, live in non-English speaking countries. Happily, this figure is growing quickly.

## BRIAN MILLS, OUR NEW CHAIRMAN

As the new Chairman of the Society, Brian Mills is returning to familiar territory. He was Membership Secretary and Treasurer of the founding committee in 1978 and continued as Treasurer until 1988. He says he is particularly pleased about his role in setting up the overseas chapter system.

Brian is known to a lot of our members in many countries as a fanatical collector. In the early 1980s he frequented Frankfurt, Memphis and the London auctions, collecting U.S. and British railway stocks. More recently he has been building a collection of pre-1840 English-language stocks, especially 18th-century U.S. and G.B. business companies.

In real life Brian runs a microcomputer business, deals with mergers and investments in computer companies, and works for various health charities.

Asked about his main aim on becoming Chairman, Brian says the Committee and the Society are functioning well, and the main focus now is to find ways to increase the membership of the Society and of the hobby. "With more widespread knowledge about scripophily, more collecting material will come on the market - I hope! I think the right place to start is to find out what existing members want from us. I hope members will participate, and tell me what they hope to gain by belonging to the Society."

## THE U.K., TOO

In our last Journal we published reports on the scripophily scene in various countries. The chairman of the collectors' club of one country, on which our report was not wholly favourable, was unhappy, although admitting that we were not entirely wrong! He made the perfectly reasonable point that scripophily was not entirely healthy in the U.K. either (although we do not understand his suggested reason for this - the immoral litany of conjugal 'affairs' within our royal family). We should have commented on the situation in the U.K., too, and we do so in this issue.

## I.B.S.S. AWARD, 1992/93

The time has come to invite nominations for the International Bond & Share Society Award for 1992/93. We remind members that the Award for 1990/91 was given to Uli Drumm and Alfons Henseler, and that for 1991/92 to John and Diana Herzog. Illustrious names indeed!

We have already received two nominations for this year, one from members of the Society here in the U.K., the other from the American chapter. We welcome further nominations from members; these should be with us by **31 October, 1992.** After this date an election will be made by the four societies/ chapters, and the winner announced to the awaiting world!

We remind members that the Award is given to people who have made a major contribution to the advance of scripophily, **over and above earning a living from it.** Thus, dealers and auctioneers are not excluded from nomination, but they must have given much more to scripophily than their trade, in ways which will not have brought them any material reward. This is, of course, very much the case with previous years' winners.

## MEMBERSHIP LIST 1991/2 - ALEX. WITULA

We very much regret that the name of Alex Witula, the 'numero uno' of Italian scripophily, was omitted from the 1991/2 membership list. Alex is a valued ten-year member, and we express our apologies for this unfortunate mistake.

### PAYMENTS TO THE SOCIETY

Would members please note that all payments to the Society by cheque or bank draft must be written in favour of the International Bond & Share Society (or IBSS), not of individual members of the committee.

**CHAIRMAN'S REPORT 2 June 1992**

The difficult economic circumstances of the last twelve months should have been a difficult time for scripophily, in view of the fact that, when cash is short, optional spending such as collecting is the first thing to be cut back. And, it must be admitted, that at home in U.K., collectors have not been spending as much on developing their collections as they did last year. In some other European countries, e.g. France, the same is true. However, in other European countries, and U.S.A. and Canada, collectors seem to have been able to find the cash to indulge their collecting desires. Auction results have, in general, been excellent (helped by the steadily rising quality of catalogues); poor results have reflected the individual auction, rather than a general trend. The sudden growth in the U.S.A. is particularly heartening. The potential number of collectors in such a business-orientated country is enormous, and it has always been difficult to understand why scripophily has not taken off there. Perhaps now, at last, it is ready for blast-off.

It is essential that collectors do not lose interest because they cannot find new material to enrich their collections. Without a steady flow of new material or new collectors, the dealers and auctioneers cannot flourish, and without the dealers and auctioneers, there would be no serious scripophily. Fortunately, fine and attractive new pieces keep on emerging, although it gets harder every year to find them, and prices rise accordingly. Demand for particularly decorative pieces remains high, but collectors are very selective on historical material. Sadly, not many collectors seem to be seriously interested in the history of their certificates; too many are satisfied with pretty pictures, which, while very pleasant, is not primarily what scripophily is about. It should appeal to the brain as well as to the eye.

**Membership**

Your Society has had a generally satisfactory year. Membership has stayed around the same level, with about 550 paid up to 31 March 1992 or joined since that date. U.K. membership is slightly lower, that in the U.S.A. is about the same, while that in continental Europe has increased strongly. The ten-year subscription has remained popular, and over 25% of our members are on this basis, which not only gives us a solid base for future years, but is very encouraging to those of us involved in running the society. It's pleasing to know so many people have confidence in us.

**Finance**

After the considerable deterioration in the Society's finances in 1990/91, the position has come much closer to being in balance in the year just ended. It is essential that subscription income exceeds the net cost (after advertising revenue) of publishing and sending out the Journals. Last year we failed to do this; this year we have achieved this aim, and it must be the committee's prime objective to stay in this position.

**Committee**

The Annual General Meeting last year agreed to expand the committee to make the chairmen of the Canadian, South African and United States societies ex-officio members. In view of the growth of European membership and interest, it is proposed also to elect a member specifically to look after the interests of the European members. All the 'working' members of the committee are resident in the U.K.; this is very unsatisfactory for a Society that considers itself international. We very much hope that, in future years, with the ready availability of fax, etc, it will be possible to make the committee more genuinely international.

Unfortunately, our hope of reviving the Australian chapter of the Society has come to nothing. We would very much like to achieve this, and if any Australian member reading this would care to have a go, we would be delighted to give all possible help. Surely, with all the brokers, bankers,

etc, especially in Melbourne and Sydney, a flourishing club must be possible.

The international Bond and Share Society Award for 1991/92 was given to John and Diana Herzog, leading lights in American scripophily from the early days right up to today. We look forward to nominations for the 1992/93 Award; one has already been received.

**The Past Year**

After all the innovations of 1990/91 (name change, restructuring of publications, new-style membership form, the Guide for Collectors, introduction of credit cards for membership, auction settlements, etc, and the new location for London meetings), this has been a quieter year. To an extent, the essentials have been done, but there remains much more to do, to promote scripophily and the interests of our members. A problem here is knowing what our members expect of us; the response to any request for opinions or suggestions is negligible, and the feedback from the Journal is also minimal. Sadly, very many members don't do much other than pay their subscriptions. While their subscriptions are always very welcome (and we would not survive without them), it would be splendid if the committee were to be bombarded with ideas, suggestions, propositions (or even complaints), just so that we know there is a real interest in what we do, and guidance to us in helping your Society give the best possible service to its members.

There have been four Journals in the last year, fewer than we had hoped to produce, but we believe that members will feel that, in size and quality, both of content and production, they are among the best produced by the Society since its start in 1978.

1991/2 has seen only one new catalogue - Alexander's Kipfer's fine work on Spanish 18th century paper - but 1992/3 should be an excellent year for new reference works. Both the Veissid 'Russia' and the Shakespeare/Boone 'Spanish/Portuguese Railways and Tramways' have their typesetting well advanced, and should be out later this year. Then the Shakespeare/ Veissid 'Latin America' (or at least volume 1 of it), written but yet to be typeset, should appear before this time next year.

**A Personal Note**

After four years, I have decided to step down from the office of Chairman. Most of the things I wanted to introduce when I took on the office in 1988 have now been introduced, and it is now time for someone with fresh ideas. One very strong candidate has been nominated, a person to whom I can pass the Chairmanship with confidence; at the time of writing this, there is no other nomination, although there may of course be one at the meeting. I will continue, if the Society wishes, as editor of the Journal. This is very time-consuming, and is enough to do in itself. It is also undesirable that the Society should be too closely connected with one person - a risk if the chairman and editor are one and the same person.

I must thank the committee for its excellent support during the year. All have done all the Society could expect of them, and happily all are willing to continue to serve, if the Society wishes tonight, so that your new Chairman will have an experienced, capable and hard-working team to help him.

---

**ADVERTISING**

The Society will be very pleased to accept advertising in its 1992 publications. Rates will be as follows:-

| | |
|---|---|
| Inside back cover | 55 |
| Full page | 50 |
| Half page | 30 |
| Quarter page | 18 |
| Eighth page (minimum) | 11 |

The back cover and inside front cover are already reserved for the whole of 1992.

## AUCTIONS

In terms in number (but not value) of public scripophily auctions, the U.K. is now the second country in the world. We calculate the number of auctions in the first half of 1992 as follows:

| | | |
|---|---|---|
| Germany | 8 | (plus 3 postal auctions) |
| U.K. | 4 | |
| U.S.A. | 2 | |
| Austria | 1 | |
| Belgium | 1 | |
| Canada | 1 | |
| Italy | 1 | |
| Netherlands | 1 | |
| Norway | 1 | |
| Portugal | 1 | |
| Sweden | 1 | |
| Switzerland | 1 | |

## IDENTIFICATION SERVICE

Sadly, very little use is made of the Society's identification service. For the benefit of new members, and older members who may have forgotten, the Society offers to try to help members identify the function and location of companies whose certificates they hold. Where did that mine work, and what did it produce? What did that company manufacture? Where exactly did that railway run? This type of question often troubles collectors, and we can help through our access to knowledgeable collectors and various reference books, specialised libraries, etc. Why not give us a try? It's free, to members only.

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## INCOME & EXPENDITURE ACCOUNT

for the year ending 31 March 1992

| 1991 | | 1992 |
|---|---|---|
| 2,778 | Subscriptions & Donations | 4,438 |
| 1,849 | Newsletter/Journal Advertising | 1,517 |
| 204 | Auction Commission | 213 |
| - | Interest Received (net) | 215 |
| 598 | " " (gross) | 209 |
| 5,429 | Total Income | 6,592 |
| 5,182 | Production Cost, Publications | 3,796 |
| 843 | Postage, Publications | 1,130 |
| 545 | Computer, Office & Committee Expenses | 400 |
| 150 | Stationery | 721 |
| 333 | Meeting Costs, less Fees | 316 |
| - | Bourse etc. Costs, less Fees | 218 |
| 105 | Bank Charges | 206 |
| 150 | The Award | 150 |
| 105 | General Advertising | - |
| 149 | Taxation on Interest | 52 |
| 7,652 | Total Expenditure | 6,989 |
| (2,133) | Deficit for Period | (397) |

## BALANCE - SHEET AS AT 31 March 1992

| 1991 | | | | 1992 |
|---|---|---|---|---|
| 4,734 | Accumulated Fund Brought Forward | | | 2,601 |
| (2,133) | Deficit for Period | | | (397) |
| 2,601 | | | | 2,204 |
| Represented by: | | | | |
| 273 | Loan to Canada | | | 151 |
| 5,188 | Bank Deposit Accounts | | | 5,735 |
| 498 | Bank & Cash Balances | | | 510 |
| | Sundry Debtors & Prepayments | | | |
| | - Debtors - | | | |
| | March Journal Advertising | 549 | | |
| | Part Paid Subscriptions | 200 | | |
| | - Prepayment - | | | |
| | Meeting Room Rent, 1992 | 360 | | |
| 1,459 | | | | 1,109 |
| 1,199 | Stocks & Work in Progress | | | 958 |
| 8,617 | Total Assets | | | 8,463 |
| Less Liabilities | | | | |
| 4,563 | Unexpired Subscriptions | | | 4,789 |
| | Sundry Creditors & Accruals - | | | |
| | - March Journal Printing & Postage | | 1,218 | |
| | Award | | 150 | |
| | Sundry | | 50 | |
| 1,214 | | | | 1,418 |
| 149 | Taxation | | | 52 |
| 6,016 | | | | 6,259 |
| 2,601 | | | | 2,204 |

## REPORT OF THE AUDITOR TO THE MEMBERS

I have examined the accounts of the International Bond & Share Society above. In my opinion they give a true picture of the state of affairs as at 31 March 1992 and of the year then ending.

Colchester, 1 June, 1992

**GEOFFREY H. METZGER**
**Hon. Auditor**

## SUBSCRIPTIONS 1992/1993

We mention that the 1992/93 subscriptions were due on 1 April. Members will perhaps remember that the Society now accepts Visa, Mastercard and Eurocard and we are delighted to charge your subscription to your card. We can, of course, accept an instruction to charge your card automatically on 1 April each year.

We mention, too, the large saving made by taking a 10-year subscription, as **OVER 150 MEMBERS HAVE ALREADY DONE.**

There is also money to be saved by members, wherever, they live, who can arrange to pay by standing order through a bank in the U.K.

Current rates are:-

| 1 Year | | | 10 Years |
|---|---|---|---|
| £10* | United Kingdom & Europe | | £70 |
| $25 | U.S.A. | † | $175 |
| $35 | Canada | † | $250 |
| R60 | South Africa | † | -- |
| £12* | Rest of the World | | £80 |

† Through our affiliated society or chapter.

* Payment by STANDING ORDER is available on U.K. bank accounts, at £9 (UK & Europe) or £11 (Rest of the World).

Subscriptions, other than from countries marked '†' can be paid by cheque/Eurocheque in sterling, or cash in major currencies (rounded to nearest $/DM5/FF10, etc.)

The subscription year is 1 April to 31 March. Members joining well into the year pay a reduced rate to 31 March.

## ANALYSIS OF MEMBERSHIP OF THE IBSS, 31.5.92

Membership list 1991/2 + New members in Journal 3/92 and subsequent further new members.

| | | |
|---|---|---|
| Australia | 8 | (all ten-year members) |
| Austria | 1 | (ten-year member) |
| Belgium | 14 | (4 ten-year members) |
| Canada | 39 | (11 ten-year members) |
| Finland | 1 | (ten-year member) |
| France | 4 | (1 ten-year member) |
| Germany | 35 | (21 ten-year members) |
| Haiti | 1 | (ten-year member) |
| HongKong | 1 | (ten-year member) |
| India | 2 | |
| Israel | 1 | |
| Italy | 3 | (1 ten-year member) |
| Japan | 1 | (ten-year member) |
| Netherlands | 5 | (2 ten-year members) |
| Norway | 11 | (5 ten-year members) |
| Portugal | 1 | (ten-year member) |
| S/ Africa | 24 | |
| Spain | 3 | |
| Sweden | 2 | (1 ten-year member) |
| Switzerland | 13 | (2 ten-year members) |
| Taiwan | 1 | |
| Thailand | 1 | (ten-year member) |
| Turkey | 1 | |
| U.A.E. | 1 | |
| U.K. | 256 | (80 ten-year members) |
| U.S.A. | 106 | (3 ten-year members) |
| Uruguay | 1 | |
| Total | 540 | (146 ten-year members) |

### LONDON MINI-AUCTIONS

As always, our auctioneer, Bruce Castlo, is looking for material for the mini-auctions, held at our London meetings. You can put on your reserve (which should be realistic), and we pay promptly, with a deduction of only 10%. Please send your spare certificates to Bruce.

## THE TOP TEN OF 1991

In a previous issue we gave the top ten auction prices for the first half of 1991. We now give the consolidated figures for the whole year. Compiled by Jakob Schmitz, and reprinted by permission of himself and H.P. Magazin.

1. Habsburg loan of 1541, with the signature of Kaiser Ferdinand I - DM 32,400 (£11,000/$18,900), Gutowski, Bonn, 25.5.1991.

2. and 3. Share of Komische Oper, Vienna, 1873, with the signature of Johann Strauss -DM 31,600, Tschöpe, Düsseldorf, 7.12.1991. AND
Share of Badische Schifffahrts-Assekuranz Ges., 1840 - DM 31,600 - F.H.W., Frankfurt, 21.9.1991.

4. and 5. Share of 13th & 15th Street Passenger Railway Co., 1894, with the signature of Meyer Guggenheim - DM 21,200, Tschöpe, Düsseldorf, 7.12.1991. AND
Share of Fabrica de Faianças das Caldas da Rainha, 1894 - DM 21,200, Tschöpe, Düsseldorf, 15.6.1991.

6. Habsburg loan of 1732, with the signature of Kaiser Karl VI - DM 21,000, Gutowski, Wiesbaden, 16.11.1991.

7. Share of Real Compañía de San Fernando de Sevilla, 1748 - BF 420,000, Boone, Antwerp, 26.10.1991.

8. Share of Standard Oil Co., 1881, with the signature of John D. Rockefeller - $13,200, R.M.Smythe, Strasburg, 25/26.1.1991.

9. Share of American Express Co., (type 1), 1853, with the signatures of Wells and Fargo - $12,100, R.M.Smythe, Strasburg, 25/26.1.1991.

10. Share of Standard Oil Co., 1875, with the signature of John D. Rockefeller - DM 19,200, Gutowski, Wiesbaden, 16.11.1991.

The next five places were taken by pieces sold in Germany (4) and Belgium(1).

## THE TOP TEN, 1982-1991

These have also been compiled by Jakob Schmitz, and are reprinted from H.P. Magazin.

1. Loan of Chur-Brandenburg, 1724, with the signature of King Friedrich Wilhelm I of Prussia - DM 92,000, Classic Effekten, Düsseldorf, 1990.

2. Stock Receipt of the (English) East India Company, 1657 - DM 79,800, Classic Effekten, Krefeld, 1989.

3. Silesian Loan of the Habsburg empire, 1736, with the signature of Kaiser Karl VI - DM 78,100, Classic Effekten, Krefeld, 1989.

4. English royal loan, 1568, with the signature of Queen Elizabeth I - DM 61,400, Classic Effekten, Wiesbaden, 1988.

5. Share of Compañía de Reales Diligencias, 1831 - DM 46,000, Tschpe, Düsseldorf, 1989.

6. English royal loan of William III, 1692 - DM 44,000, Classic Effekten, Dússeldorf, 1990.

7. Share of Standard Oil Co., 1876, with the signature of John D. Rockefeller - DM 41,000, Classic Effekten, Krefeld, 1989.

8. Share of 'Hortus', 1901 - BF 720,000, Boone, Antwerp, 1989.

9. Share of Ilmenauer Kupfer- und Silber-bergwerks Ges., undated, with the signature of Goethe - DM 35,000, Classic Effekten, Düsseldorf, 1990

10. Share of Standard Oil Co., 1877, with the signature of John D. Rockefeller - DM 34,200, Classic-Effekten, Krefeld, 1898.

The next five places were taken by pieces sold in Germany.

We appreciate that, over such a long period, such an order can be greatly affected by changes in exchange rates, but we give the order as shown in H.P.

**H. P. MAGAZIN**

We advise that the leading articles in H. P. so far this year have been as follows:

January - The Medicis of Today are Named Agnelli - a survey of Italian business from 1419 to the present, by Jakob Schmitz.

- The Anaconda Company is Already History - the great mining company of Montana, by Alexander Kipfer.

February - A survey of scripophily (primarily in Germany) in 1991.

- A report on the top-selling pieces of 1991, by Jakob Schmitz.

March - A survey of scripophily's top pieces over 10 years, by Jakob Schmitz.

- The Neu-Schrepkow-Mayenburger-Aktien-Chaussee- Gesellschaft zu Pritzwalk, the story of a trading-highway in Brandenburg, from the days of the Hansa league, by Manfred Denecke.

April - The Westphalian Zoological Garden of Münster, by Manfred Denecke.

- The Oschersleben-Schninger Railway ( a small line in the Brauschweig/Magdeburg area of Germany), by Bernhard Klobedanz.

- Johann Daniel Hirter and Swiss National Bank.

May - Portugal and its companies, by Jakob Schmitz.

- The Saal-Unstrut Railway (a small line in Thuringia), by Manfred Denecke.

- The Real del Monte Mining Co. (Brazil), by Alexander Kipfer.

The above articles are, of course, all in German.

**THE ASSOCIATION OF BOND & SHARE DEALERS (VERBAND DER HÄNDLER FÜR HISTORISCHE WERTPAPIERE)**

We mentioned in a recent Journal the formation of the above group, and expressed the hope that it would fulfil its expressed intention of being an international body.

However, as we feared, it seems to be very German- orientated. It has produced a very attractive booklet, both to promote the hobby and to introduce the Association. The booklet is illustrated by 50 good photographs of decorative certificates, but with text in German only, and including a list of the 15 members, of whom 13 are German, one Austrian and one Belgian.

This is disappointing, but not surprising, since the Association has not yet made any great efforts to recruit members outside Germany. It is to be hoped that this is just the first stage of its growth, and that it will develop into the planned international group before long.

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**HERR HANSPETER ALBISSER**

We were very sorry to hear of the death, in April, of Hanspeter Albisser, one of the true pioneers of scripophily, after suffering for a long time from a serious illness.

In tribute, we quote (and have slightly amended) the brief article on him, from the back cover of the catalogue of Erik Boone's April auction (which featured some of the finest pieces from his personal collection).

In August 1970 Hanspeter Albisser, a restaurant-owner from Basel, was lying on a beach in the Canary Islands, getting a sun-tan, and reading a Zürich financial newspaper. He saw a small advertisement from someone in Bern, asking for old shares for 'documentation purposes'. On his return home he visited Bern, and realised in a flash the potential of these old papers. He started to buy all he could find, and built up a collection, although in an amateurish and unsystematic way. This approach cost him money, but interest grew, as Albisser soon found out at collectors' fairs, and convinced him he was on the right track.

In 1977 he gave up all his other activities, and opened in Basel the 'Galerie Sevogel', which was to be his business and his life for more than ten years.

He was extremely active in developing his business, and was always to be seen at auctions all round Europe and in America. He brought integrity and openness to all he did, and his light-hearted, friendly and apparently casual exterior concealed a very sharp commercial brain, which enabled him to build up an immensely successful business. The Galerie was renowned for its sophisticated computer control methods, far in advance of elsewhere in scripophily. Herr Albisser specialised in high-quality material, of which he had a very fine stock, and which he offered at the top end of the market.

Between 1980 and 1984 he produced three volumes of a book, called 'Historische Wertpapiere'. As far as we know, these were never on sale to the public, but were used as sales aids for his Galerie Sevogel business. This said, the books were beautifully printed and illustrated, and must have attracted many new people into the world of the finest old papers.

Sadly, his health began to deteriorate from 1988, and he had to give up active participation in the business. Most of his stock has been sold to the German dealing world, and his personal collection is being sold through auctions. He established a foundation to advance research into the disease from which he suffered, and the proceeds from the sale of his collection is being devoted entirely to the foundation.

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## BONDS AND SHARES OF THE SPANISH ROYAL AND PRIVATE TRADING COMPANIES OF THE 18TH CENTURY

In our September 1991 issue we reviewed the superb work by Alexander Kipfer on these certificates, always a favourite theme in scripophily.

The April issue of HP Magazin included a very detailed 4-page update on this work. It includes information on new types of certificate of the Real Compañía Guipuzcoana de Caracas, the Real Compañía de San Fernando de Sevilla, and the Compañía General de los Cinco Gremios Mayores de Madrid. Some of this information has already been published in different issues of our Journal in 1991. Herr Kipfer's book listed every individual certificate then known to him; now he lists others, some newly discovered, others held in collections not known to him at the time. The standard of scholarship displayed in the book is obvious again in the supplement.

The supplement is perhaps too specialised to reprint in full in this Journal, but we shall be pleased to supply a copy (in German) to interested readers.

## DUPLICATE SHARES OF THE REAL COMPANIA DE SAN FERNANDO DE SEVILLA

While a business report of the above company (dated 1782) gave the number of shares issued as 3,429, and almost all shares seen are numbered below 2,000, a very few have been seen with numbers over 20,000. Research by Hans Braun, of Wiesbaden, has revealed that these are duplicates, issued in 1789 in replacement of original shares (presumably lost or destroyed).

The replacement shares, prepared on certificates of the last plate, no.3, carry an additional paragraph of text, stating that they are issued as replacements for original shares, and have only one signature, compared with five on the normal shares. The pieces seen are numbered in the range 20369 to 20377 (although 20367 has been reported also), and replaced original certificates 369 to 377.

We do not know the date of liquidation of the Sevilla company, but it was believed to be in the 1780s. However, since duplicate shares were being issued as late as 1789 (and dated October), then presumably the company was still in existence at that date, and probably survived into the 1790s.

## SUPPES 92/93

We advise that the latest edition of the Suppes catalogue has now been published. While we appreciate that most of our members likely to be interested will be aware of this, we mention it to give as full a service as possible to members.

'Suppes' first appeared in 1989 as a catalogue of values of German bonds and shares, has realised in auctions. The second edition, for 1990/91 also covered Austrian and Swiss material, and the latest has again been extended to include also French, Spanish and Portuguese pieces. It takes each country in turn, and lists all pieces sold in auction, in alphabetical order, with very basic facts and the auction price. There are problems. Where a piece has not appeared in auction recently, it does not appear. We are not sure whether it covers all auctions in the world or just those of certain countries, the date of the auction is not shown, nor is the condition of the piece. The abbreviations of names sometimes make identification difficult. Clearly there are limitations on what can be put into such a work, without it becoming too big and expensive. Printing and paper are of high quality, Herr Suppes must have dedicated a tremendous amount of time and energy to this work, which is clearly most useful to collectors in the fields it covers.

'Suppes' (both the current and earlier editions, can be acquired from the publisher, WWA Suppes, Mühlhohle 2, 6200 Wiesbaden, Germany, or from many larger dealers. Prices are - 1992/3, DM69; 1990/1, DM35; 1989 DM25, plus DM5 postage, where appropriate.

### THE MAN WHO SHOT BILLY THE KID

Bill Schmidt has told us of a most interesting American share recently offered by an autograph dealer over there - the Alabama Gold and Copper Company, of 1899, signed as secretary by Pat Garrett. Garrett led a varied life, working at one time or another as a cowboy, buffalo hunter, gambler, law officer, rancher and stable owner. Garrett and Billy the Kid were friends, but when Garrett was elected sheriff of Lincoln county, Arizona, in 1880, his first point of business was to bring in Billy. Garrett captured him once but Billy broke out of jail after killing two guards. Garrett finally caught up with him a second time in 1881 and shot him dead. In 1908 Garrett was shot to death himself; the killer was never found.

The company's mine was at Jarilla, New Mexico. The share is a 'territorial', but this is not as significant in New Mexico as in most other states since it did not achieve statehood until 1912.

### THE BALDWIN AIRSHIP COMPANY

A recent auction catalogue includes a rare and interesting American airship share. Thomas Scott Baldwin (1864-1923) was a leading U.S. aviator, who, in 1904, began to build America's first airship. He named it the California Arrow; it was 47 feet (16 metres) long.

### A FINE NEW SPANISH TRAMWAY

The share of the Tranvia de Miranda (being Miranda de Ebro, in northern Spain, between Burgos and Bilbao) was not known until recently, but is now available to collectors.

As the photo shows, it is an attractive piece. There are two types, of similar printing but different shades, the blue/green being issued in 1912 and the blue in 1913.

This is the first 'new' Spanish tramway for several years.

### TRAINS RENARD

Members may recall the article in our Journal of September 1991 on the Trains Renard. A recent auction in Paris included another Renard piece, previously unknown to us.

It is the Cie Gle d'Exploitation des Trains Renard Bretons, dated 1908, covering the Lamballe to Pleneuf-Val-André section of the Brittany coastal line from St.Brieuc to Dinard. It has a good vignette of the tractor and first carriage of the train.

### SWEDEN

We mentioned in our last Journal that we had been trying to get in touch with the Swedish collectors' club, but with no success. Happily they have now contacted us, and we are very pleased to see that they are doing well, with 200 members (a fine figure for a country of its size), and are holding auctions of Swedish material. The latest, on 23 April, featured nearly 150 lots, mostly inexpensive but rising to a start-price of Kr.9,000 (£900/$1,600). The club issues a newsletter, and has meetings in Stockholm and elsewhere. Annual subscription is Kr.150 (£15/$27).

## HISPANO-SUIZA

We are well used to seeing the Spanish car share Hispano-Suiza in auctions, usually of the latest issues, the 7th or 8th. However, a recent auction has included a lot of all eight, which is most unusual and perhaps unprecedented. The early issues are quite hard to find, and putting together the full set of eight today would be a pretty difficult task. The eight issues were made in 1904, 1905, 1906, 1910, 1915, 1916, 1919 and 1940. We are sure that collectors would like to know that the elegant lady shown on the certificate is the Italian actress Teresa Mariani.

## SOMETHING NEW FOR THE HORSE COLLECTORS

A newly-discovered Belgian share, the Société du Manège of Verviers, dated 1859, adds attractively to the small number of 'horse' pieces. A manège is a riding-school; these seem to be some of the more capable students!

## CORRECTION

In our last issue we gave an incorrect address for the D.G.W. club in Germany. The correct addresses are:

Chairman - Dr H. W. Thiede, Myliusgarten 30, O-1162 Berlin
Editor - J. Morgenstern, Pöhlbergstr. 30, O-1140, Berlin.

## BELGIUM

The address of the Association Belge de Scriptophilie (Belgische Vereniging voor Scriptophilie) is:-
107, avenue de Chérémont, 1300 Wavre.

## STATISTICS

We read the following statistics (offered as a hypothesis) in H.P. Magazin:-

Worldwide sales of stocks and bonds in 1991 amounted to DM 30,000,000 (£10,000,000/$17,500,000).

The number of serious collectors in German-speaking Europe alone was 12,000.

It is only fair to add that some knowledgeable observers believe the true figures to be very much lower than these, but it is, of course, impossible to make an accurate calculation.

## STOLEN

The following certificates have been stolen in London:

Birkenhead Tramways Co. Ltd, pref. shares, 1881 - a very rare share, the finest of British tramway pieces, red, with a fine vignette of the Birkenhead Mersey Ferry Terminal.

Tramways Electriques de Ténériffe, obligation, 1902 - also a very rare piece, with a large photovignette of the city of Santa Cruz de Tenerife.

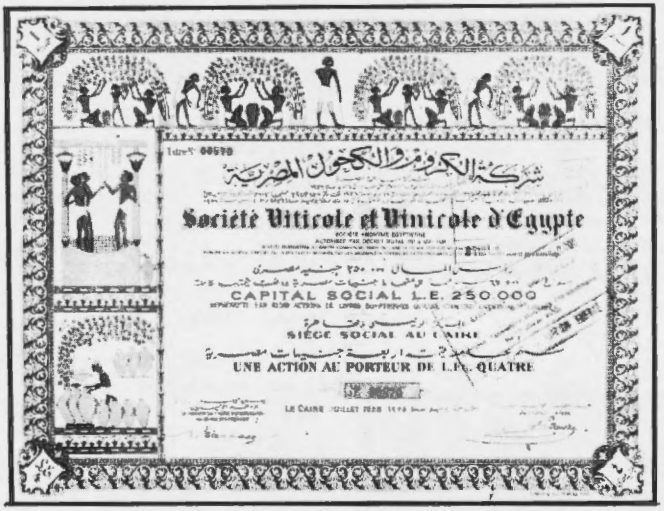
Will any member who has been offered these pieces please tell the Editor - in confidence, of course.

**EGYPT**

A recent auction catalogue had some very nice Egyptian shares, including specimens of otherwise unknown pieces, from the National Bank of Egypt. We show two of the most interesting:

1. Société Viticole & Vinicole d'Egypte, share of 1938, in a grape-growing and wine-making company. The Egyptian vineyards are near Alexandria, and produce today. The share shows scenes of wine-making from ancient tomb-paintings of 2,500 years ago. Some years ago, Egyptian airlines was advertising itself as the only airline in the world to serve Egyptian wines!!!

2. Ismailia Misr Poultry Company, an undated (but fairly modern) specimen. Ismailia is on the Suez Canal, and Misr is the Arabic name for Egypt. The border needs no description from us.



# AUCTION REPORTS

**F.H.W., Frankfurt 21 March**

Shortly after lunch (consisting of an appallingly-made and overpriced chicken sandwich) began the 30th Freunde Historische Wertpapiere auction.

Five hours and twenty minutes later it ended.

This is not a plea for sympathy, since my time was largely spent asleep, but many, at least 150-200 people, conscientiously wrote down the price of every item sold. And many items (68%) were indeed sold, often well above their estimate. The auction was once again a great success, realising DM 307,256, excluding commission. Before giving a few price examples, let me first say a few words about the auction and its atmosphere.

**Auction Development**

Many of you will be aware that the Frankfurt event was started by Uli Drumm and Alfons Henseler in 1977. These two 'fathers' of scripophily did a fine job of promoting the hobby by their auctions and books. Over the years Frankfurt, with its biannual events, has become the main meeting-place of dealers and collectors. Ownership of the auction has now passed to Jörg Benecke, of Benecke & Rehse, who is determined to maintain the importance of the event, and, where possible, make improvements. Two such improvements were apparent this time; the first was a rather more updated catalogue format (designed in the former East Germany), and the second was the display of each lot by colour transparency on a screen behind the auctioneer. This was an excellent idea, and enabled each lot to be seen clearly by the whole room. It also overcame the Phillips technique of holding the occasional lot upside down.

**Results**

And so to the results. Approximately one-third of the auction (including almost all of the top pieces), is devoted to German material. Unlike Britain, where local items are often ignored by collectors and considerably underpriced, Germany really goes for its own pieces. 13 lots exceeded £1,000, with the top price of DM 14,000 (£5,185) paid for a share in the Fünfte Assecuranz- Kompagnie, of Hamburg, and dated 1808.

The American section was not particularly active, but even so an 1863 American Express, signed by our heroes, achieved DM2,900 (£1,070), and an issued Playboy share of 1975 DM450 (£165). There were few Chinese pieces, but those on offer made respectable prices:- £120 for a 1905 Honan Railway and £240 for a 1937 Pacific Development loan for $1000.

A Colt Gun & Carriage Company failed to sell, but perhaps this was not surprising in view of the £700 estimate, even if it was made out to John Bertram Russell (the famous philosopher?); on the other hand, a Tottenham Hotspur share sold for £55, three times estimate. A share in the Vienna Great Wheel, of 'Third Man' film fame realised DM1800 (£660) and a £500 bond of the Black Sea-Kuban Railway went for £85.

One of the early Spanish trading-company shares, this one dated 1748, of the Real Compañía de San Fernando de Sevilla -no connection with Expo 92 - achieved DM 9100 (£3370), not a bad price, considering that the borders and seal were defective. A Whitehead Aircraft share went for £185 and one in the Ceylon Company, dated 1862, and estimated at DM 60 achieved DM 300 (£110).

Auction over, it was party time, and as usual all were invited to partake of large quantities of excellent German beer, excellent sausages and not so excellent sauerkraut (an acquired taste, no doubt!).

**Bourse Activity**

Sunday saw the setting-up of the bourse, this time in rather more cramped quarters than usual. As always, it was well attended, and many of the dealers confirmed they had had a successful day. There was not a lot of new material, however, and prices were firm.

**The Overseas Market**

A visit from U.K. to Frankfurt provides the opportunity to talk to people from across Europe. All countries are experiencing economic recession to a greater or lesser extent, but despite this, activity in the scripophily market continues unabated. There are large amounts of money flowing into the business from individuals and banks, and, whereas we in Britain often view the subject more with amusement than seriousness, on the Continent it is a multi-million pound business, and hardly a week passes without some mention in the local media.

All in all, an enjoyable weekend, with congratulations and thanks to Jörg Benecke.

Keith Hollender

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**WITULA, Bologna, 28 March**

The catalogue for Alex Witula's spring auction, at the Hotel Corona d'Oro, Bologna, was nicely printed and well-illustrated, showing 700 lots. Of these, about 45% were Italian, most of which sold. Overall, 76% sold, for a total hammer-price of over 75 million lire (£36,000/$65,000), to which should be added 15% plus twice 19% of the 15%. We hope that is clear to readers! In effect, the premium, including tax, is just over 20%. There were over 40 visitors to the event.

Top piece, and top price, was a Real Compañía de Barcelona, of 1756, in nice condition except for tight margins. This sold at a hammer-price of 5.4 million lire (£2,550/$4,600), a little on the low side, but there have been a number on offer recently, including the previous week in Frankfurt, and also in Antwerp, where similar prices were realised. Other good prices were paid for two Florence Monte di Piet (charity loan) pieces, both early (1645 and 1661) and decorative; these brought a hammer-price around 2.5 million lire (£1,200/$2,200). The earliest known car piece, the Nuovo Motore Barsanti Matteucci, of 1860, was wanted to 2.4 million lire. One rare and strange piece, the Banco Popolare Segestana, showing the Greek temple at Segesta, Sicily, and the town, sold well, partly because it is four times as high as it is wide! The Trieste company, of 1781, was a bargain at 1.1 million.

Generally speaking, the Italian pieces were more interesting than the foreign, and deservedly attracted the best prices. The decorative Italian bank and food company pieces sold well. An unusual feature was the collection of very decorative U.S.A. insurance policies.

The party afterwards was enjoyed by all.

Alex's next auction is a joint venture with Finterbank and H.P. Magazin, in Lugano, Switzerland, on 17 October.

# AUCTION

## LUGANO, SWITZERLAND
## 17 October 1992

by **PORTAFOGLIO STORICO**
*(Alex Witula)*

Finterbank S.A.
H.P. Verlag A.G.

*Catalogues from:-*
PORTAFOGLIO STORICO, Via Malvasia 1, 1-40131, Bologna, Italy
Tel: xx39.51.520.992 Fax: xx39.51.649.0622

**BOONE, Antwerp, 11 April**

Erik Boone's 17th auction was held in the usual place, the Scandic Crown Hotel, and was, as always, drew a large multi-national crowd. The catalogue was a standard excellent Boone product, which attracted heavy postal bidding, covering 85% of the lots! A feature is the steadily-improving index, now including German Länder, Swiss cantons, countries such as Moldova and Croatia, and new themes. The back cover gave a tribute to Hanspeter Albisser (who died a week after the auction), part of whose collection was offered on this occasion. A German television team filmed the auction, Erik's stock and offices, and your Society's publications display, for a Cologne news magazine programme.

Total sales, including the 20% premium, were just under BF 9,000,000 (£150,000/ $260,000). Over 92% of lots were sold -an exceptionally high figure.

The auction started, as usual, with U.S. rails, and a fine piece here was the New Castle and French Town Turnpike & Railroad Co., of 1831 - possibly the earliest U.S. rail ever seen; it sold at its start-price of BF 50,000 (£830/$1,450). A surprise in rails was the Austrian Gaisbergbahn, which rose from its start at 6,500 BF to no less than 50,000 BF - eight times its start - after a real battle. This turned out to be only the first of many battles in the room that day. The large autos section was notable for three fine pieces of Italian interest - FIAT Motor Cab Co. (of London) of 1908, the late but superb FIAT share of 1959, and the also superb Türkheimer Autos, of 1907, all of which sold very well. Erik's usual endless banks had many nice pieces, but little that was really remarkable. However, the lovely Foncière de Syrie, with fine views of Syrian cities, prompted the second battle of the day, rising from BF 15,000 to 65,000 (£1,080/ $1,900). The same was paid for a delicate and beautiful Prussian bank share of 1856.

Nice German shipping pieces sold well. A fine, previously- unseen riding-school share from Verviers, in eastern Belgium, hit the BF 100,000 mark, but another (and better-known) riding-school share, from Göteborg, Sweden, was unsold at BF 80,000.

Another great battle broke out in the textiles, with fierce bidding for the fine Hellenic Carpet Manufacturing Co. share, which rose from BF 7,000 to no less than 75,000! And shortly afterwards came the Home-Décor, the classic and perhaps unique Jugendstil/Art Nouveau share shown on the cover of the catalogue. This started at BF 150,000, and rose to BF 280,000 (£4,650/ $8,150) before the competition surrendered. The share of a company formed to promote caves near Monaco (and featured in our last Journal) caused another battle, in its rise from a start of BF 45,000 to 150,000 (£2,500/ $4,375).

The 18th century section had very good pieces, but most were well-known on the market. Best was the Spanish Real Compañía de Seguros Terrestres y Maritimos, of 1789 (also featured in our last Journal), one of only two known, which rose from BF 200,000 to BF 350,000 (£5,800/$10,200). Next was a Sevilla Co. share, fetching a good BF 280,000. A Barcelona, at BF 152,000 brought a reasonable price, but a fine Toledo share, one of perhaps only 3 or 4 known, was underpriced, and yet brought only BF 160,000 (£2,650/$4,650); this may have been due to the fact that one of the other 2 or 3 pieces was being offered around by a dealer. In the limited market that exists for these top-of-the-market pieces, this is bad news for an auction. The Cie Impériale et Royale d'Assurances, of Antwerp, 1756, sold well at BF 130,000. The handwritten share of a very obscure Cologne bank was clearly overpriced, and unwanted at BF 280,000.

In the mining section, a Great Cariboo Gold brought the price we have seen in America, even though the U.S. sale was regarded in some quarters as a fluke. Another good mining price was the finely-engraved British share of the Northern Coal Mining Co., reaching BF 95,000, nearly three times its start. Zoos were a good feature, with strong demand and high prices for the pieces that sold, but the best piece, of the Basel zoo, was clearly overpriced at BF 290,000, and, quite rightly, rejected.

To the bewilderment of the room, a nice but not very special Greek watch company share, starting at a fair price of BF 8,000, shot up to BF 75,000 - doubtless the top bidder and the under- bidder had good reasons for their offers.

Autographs are never one of the strong features of the Antwerp auctions. This was no exception, with only 4 lots, all well-known. The Standard Oil Co. made BF 185,000 (£3,080/$5,400) - not a good result; perhaps there are just too many on offer these days.

Getting to the end, the best was the Fabrica de Faianças, the glorious Portuguese ceramic share. Becoming a bit familiar at auctions these days, it still seems to go up and up, going for BF 240,000 (£4,000/$7,000) on this occasion. This was followed by a charming Yugoslav loan of 1921, unfortunately illustrated in black & white only in the catalogue, but one of the finest of the many fine pieces to have emerged from Yugoslavia in the last 3 years or so. It started at BF 6,000, and was fought up to BF 55,000. This seems very high for such a piece, but it is exceptionally decorative. Right at the end, the U.S. Centennial Exhibition, of (naturally) 1876, went for BF 110,000 (£1,830/ $3,200).

The usual bourse followed the auction, and, while not to be compared with the bourse at Frankfurt, many people found useful pieces to buy.

(Note - a premium of 20% should be added to all prices quoted above)

**HISTORISCHE WERTPAPIERE, Bern, 25 April**

H.P.'s 26th auction was held at the Bellevue Hotel, Bern. There were 330 lots, making it one of the smaller auctions these days.

As is the case with Belgian auctions, the proportion of 'own country' material is low compared with elsewhere - only 26% in this case. Nearly 90% of lots were sold, for a total hammer-price of SwFr.203,416, which is very high for a fairly small auction, giving a high average value per lot sold. Most of the unsolds were among the cheaper pieces on offer.

Swiss pieces were much the best in the auction, and sold at prices well reflecting their quality. They were (a) the Aktienbrauerei Thun, a fine brewery share of 1895, with a fine vignette of the brewery, with the Alps behind (SF.20,000/ £8,000/ $14,400), and (b) the Stadttheater in St.Gallen (the city theatre of St.Gallen), of 1856, also very attractive (SF.15,000/ £6,000/$10,800).

The fine Hamburg and Dresden zoo shares sold very well, although well below their high estimates. Zoo certificates showing lots of animals are always wanted by collectors. Among good salews of foreign shares were three different American Express pieces, an Edison Phonographs, issued to, and signed by Edison himself, and a Coca-Cola Co. piece of 1929. This last is not attractive or interesting in itself, but has risen to this value of SF.2000/£800/ $1,440 (plus premium) simply because it is Coca-Cola. SF.2,500 (plus premium) was paid for the Buffalo & State Line Rail Road Co., of 1854, issued to, and signed by, Daniel Drew.

**M. VEISSID & CO., London, 16 May**

The usual small band of people were in attendance at the Britannia Hotel, with overseas visitors nearly outnumbering the British! Although the auctioneer was, unfortunately, very boring, and failed to liven up the room, postal bidding was quite good, and about 80% of lots were sold.

A surprising result was the amounts paid for Stock Exchange Year Books from the 1920s and 1930s. They started at the usual £30 to £40, but by the last few lots they were being knocked down at £60 and £65, with overseas dealers adding to their libraries.

The Australian market is still in the doldrums, with very few serious buyers on the scene. The best result was £105, paid for the very decorative Lake View South Gold Mine share of 1897, but many other Australian pieces failed to find buyers. The opposite was true of New Zealand! There is a growing band of collectors in the country, and they are eager to acquire their history.

Scarce pieces from China and Japan are selling quite well. The Chinese 6% loan of 1912 (Kuhlmann 269G) sold at £450, and the City of Nagasaki Harbour Loan of 1898 sold at £400.

Although small, the European section contained e few pieces of interest. The scarce Wiener Wechslerbank share sold at £95, against an estimate of £80. The Aeroplan Plovdiv share of 1912 was knocked down in the room at £400, well below the estimate of £500 (but several other pieces have appeared in recent European auctions!) The Monte Carlo casino piece made a healthy £180 (estimate £120), and the certificate of the Spanish National debt of 1835 sold at well over its estimate of £120, at £210.

One of the largest sections, as usual, was the British, and it contained many pieces not seen before. The Perran Consolidated Tin, Copper, Lead and Silver Mining Co., signed by Percival Johnson, founder of Johnson, Matthey, sold at £250, and a rare share in the Commercial Bank of England, 1835, sold at £240.

Interest in early Latin America is growing, and the Colombian Loan of 1824 sold at £210, followed by the Colombian Mining Association share of 1825, knocked down at £200. The overestimated Anglo-Mexican Mining Association, of 1824, failed to sell.

Russian pieces attracted some interest, but was quieter than usual. A rare Kokand-Namangan Railway £500 bond - one of only 18 issued- sold at only £350, but the Wladikavkaz Railway $1,000 bond reached £120. The rare £500 denomination of the St.Petersburg Land & Mortgage Company sold at £100.

Signatures were the main attraction of South African pieces. A Main Reef Gold Mining Co. share, signed by Harry Mosenthal in 1895 sold at £45, against an estimate of £35, and a W.H.Rogers signature on a share of South African Prospectors Ltd sold extremely well at £60, against an estimate of only £20.

The universally popular American section did quite well, with the usual interest in railroads and gold mines. Almost all of these lots sold well, with much activity in the room. This was quite fortunate, as it stopped the auctioneer having a nap between lots! The Confederates section at the end of the catalogue brought a fair amount of interest, and every lot sold, although many at the reserve. It was the last few lots, with some of the scarce pieces, that brought heavy competition between 3 room bidders. The set of Cotton Loan bonds sold at £450; an example of Criswell 133, of which only 18 are reputedly issued, sold at £460 (against an estimate of £300),and the rare $5,000 bond of 1864 sold at £480, again against an estimate of £300.

## FROM THE VEISSID AUCTION

On the occasion of the last Veissid auction, in November, the auction attracted quite a good number of British collectors, and your society decided to offer a bourse, to follow this May auction. However, not many dealers took tables, there was little new material, and a serious shortage of clients! Business was done, much with the various overseas visitors, but not on the scale your committee had hoped. Those present enjoyed the fine buffet arranged by Mike Veissid, but perhaps the atmosphere was one of disappointment that yet another attempt to stimulate the British collector had not worked out better. It is very much to be hoped that Mike will persevere in his auction efforts, in the hope of long-term success. If so, your Society will be encouraged also to persevere with bourses.

(Premium of 11.75%, including tax, to be added to all prices)

**PHILLIPS, London, June 4**

This time there were only 20 or so people in the room, but it made no difference to the usual level of prices at Phillips - common pieces and bulk lots at trade prices, but rarities fetching high prices. Phillips provided 121 scripophily lots in their joint scripophily/paper money sale. The scripophily lots were sold for a total of £20,750, being over 80% sold.

The most excitement was caused by a subscription receipt of the Company of Mine Adventurers of England, dated 1713. This Welsh lead and silver mine venture was an important company in English business history. It was the immediate successor to Sir Carbery Pryse's company, which was the first successfully to contest the claims of the Company of Mines Royal (a 16th-century royal chartered monopoly) to a royalty on all metal mining in the Kingdom. The Mine Adventurers also established a banking subsidiary, an action which led to changes in English banking law. It ended in tears, impeachments and Parliamentary reconstruction. of which this subscription was part. All this was presumably known to the bidders. Against a pre-sale estimate of £1,500/2,000 (which I had thought high for a manuscript item - although not described as such in the catalogue), bidding opened with a mail bid of £1,900 and went to £2,600.

Another English piece was one of the vignetted first-issue shares of the Liverpool and Manchester Railway (the first inter-city!), on vellum, showing the Exchange buildings of each city, linked by a railway. This example, dated 1827 but marred by a cut-corner cancellation, sold for £1,600 (estimate £700-900).

Other early English rails, from a collection being dispersed, included a Grand Junction Railway £25 share of 1838 in dirty condition at £360 (estimate £200-250) and a Manchester and Leeds Railway £50 B share of 1839 (lotted with an 1841 C share) at £320 the pair, both with cut corners. These were important companies; the G.J.B. connected the London to Birmingham Railway to the Liverpool and Manchester, making the first national spine system. The M & LR became the Lancashire and Yorkshire Railway. Yet apparently similar shares for these same companies dated in the 1840s sold below estimate in the £100 region, or went unsold.

These highlights apart, there were the usual attractively-priced Phillips bulk lots and theme albums, many being bought up by a mysterious telephone bidder (a new feature for these sales?). One of the 'steals' was a group of nine 19th-century Irish shares, including a vellum Ulster Railway of 1833, which sold for £110 the lot to a well-known dealer.

If I have concentrated on early English material this time, that's the way it was. My personal 'best buy' was a vast five-page vellum deed dated 1830, signed by several hundred subscribers to the Preston and Wigan Railway. This cost £75, together with another vellum deed. I have not yet found George Stephenson's signature - still looking!

Brian Mills

**Strasburg, January 1992**

An unfortunate error in compiling the March Journal gave a false impression of the Strasburg auction and fair. We express our apologies to R.M. Smythe & Co, and give the report as it should have appeared.

**R. M. SMYTHE, Strasburg, Pennsylvania, 25 & 26 January**

**Auction** - The auction, held in the Strasburg Inn, was held in two evening sessions. On the Friday night the room was packed, bringing back memories of the old days - standing room only. There was plenty of activity, both by mail bidders and from the floor.

Most of the material on offer was American, and included a large number of proofs and specimens from a large archive. There was some doubt before the auction whether so many would sell, but they did, and mostly above estimate, too. A rather spectacular coloured proof of a Union Pacific Railroad bond of 1878 sold at $852, and another O.P. proof at $880. Two unique Confederate proofs (captured by Federal agents at the American Bank Note Co., New York) were also on offer; these attracted considerable interest, and sold at $7,810 and $4,180. Two Hawaiian specimen bonds also sold well, with both the Kingdom 1882 and the later Republic 1893 bonds each bringing $2,365. These results certainly place specimens and proofs in the mainstream of collecting. Most such items, of course, will not be available in issued form, being fully redeemed, so it makes sense that they are well collected.

As usual, signatures sold well, with noticeably more collectors taking an interest in this area. Thomas A. Edison's signature, as president of the New Jersey Patent Company, made $3,190; an unusual type of the New York and Harlem Railroad, signed by 'Commodore' Vanderbilt in 1865 sold at $13,200 (top price of the event), against an estimate of $4,000, and a scarce Texian Loan certificate, signed by Stephen Austin, was knocked down at $1,485. $9,570 was paid for a certificate of the Standard Oil Company, signed by John D. Rockefeller and Henry M. Flagler, in line with current prices elsewhere for this piece.

Companies of historic importance were also popular. A cancelled share in the American Bank Note Company, 1874, sold above estimate at $2,090. The World's Columbian Exposition share of 1892 made $396.

Railways, mining and oil remained very popular, especially well illustrated examples. Colorado gold mines fetched very healthy prices, as did the unusually large variety of 1860s oil certificates.

Auto shares went well, perhaps because virtually nothing in this field was to be found in the bazaar.

A small but useful range of foreign pieces completed the sale. Again, the few specimens present sold very well. Two Chinese $1,000 bonds of 1916, of differing format, sold at $1,870, against an estimate of $500, and the Irish Free State specimen of 1921 sold at $297. The attractive pieces brought many bids from collectors, and generally sold well above estimate. A Paris Gigantic Wheel Company certificate made $374, and an Ethiopian Railway share sold at $253.

(Note: all prices quoted include the 10% premium)

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# SPANISH RAILWAYS

**by Martyn Probyn**

This article forms part of the introduction to the Shakespeare/ Boone catalogue of Spanish and Portuguese railway and tramway companies, and their bonds and shares, to be published shortly in Belgium).

The most complete information on the very early railway history of Spain appears in 'Los Ferrocarriles de España, 1848-1958', published by RENFE, the Spanish state railway company. It states that the first concession to be granted was by royal decree of 23.9.1829 to Don José Diez Imbrechts, for 'un camino de hierro con máquina de locomoción' (an iron way with a locomotive engine), from Jerez to El Portal (a wharf on the Guadalete river, doubtless for export of sherry wine). The length was 7,000 varas (about 3.5 miles or 5.5 km). Shares were issued, but there were insufficient subscribers; the text does not say if the concession lapsed.

The second concession was granted on 28.3.1839 to Don Marcelino Calero Portocarrero for a line from Jerez to Puerto de Santa Maria (again, presumably for the export of sherry); it lapsed in 1838 'for the same reason' as the preceding one. However, we have seen a certificate dated 1831 in the Cía de Camino de Hierro de la Reina Cristina, issued in Cadiz, for 1 share of 50 pesos fuertes. It seems very probable that the concession and the company represent the same operation. There is no evidence that a line was built at the time, but a line between these two points was opened in 1854. Perhaps the early El Portal concession was kept alive, and the line extended to Puerto de Santa María.

The third concession, in 1834, was for a line Tarragona-Reus, south of Barcelona; this also lapsed. The fourth was for a line in Cuba (Havana to Guinés), which was actually built, and opened in 1837 - probably the earliest railway in Latin America. Bonds from the 1850s of this company (Cía de los Caminos de Hierro de la Habana) have been seen. Following this came that of 1843 for a line Barcelona - Mataró, which opened in 1848; this had a complicated history, as it changed its name twice (to reflect extensions), and then in 1862 merged with the Barcelona-Granollers-Gerona company.

The next lines to be built were:-

(a) from Madrid to Aranjuez (in the direction of Alicante).
This opened in 1851, and became part of the Madrid-Zaragoza-Alicante, when that was formed;

(b) from Sama de Langreo to Gijón. This 38km narrow-gauge mining line in the north, was built by the Soc. del Ferrocarril de Langreo en Asturias, formed in 1847; work began in 1851. This company survived an amazingly long time; its shares were publicly quoted until at least 1941, and it seems to have been active well into the 1960s.

(c) from Barcelona to Granollers, to the north. This line (30km) was built by the Camino de Hierro del Norte, but the company changed its name three more times (twice on extensions and once on a merger, before becoming part of the Tarragona a Barcelona y Francia company, which itself was merged with the large Madrid-Zaragoza-Alicante network in 1898.

No less than 25 concessions were granted in the three years 1843-46, mostly to French or British interests; many of these lines were actually built, and by the early 1850s the core of the Spanish rail network was under construction.

The first railway shares to be quoted on the Madrid bourse were those of the Soc. del Ferrocarril Madrid-Aranjuez, included in the lists in 1847.

**'The Railway Age'**

The railway age in Spain can be dated at roughly 1880 to 1932. By 1880 the railway map was pretty well complete; by 1932 even the two principal railway companies

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were sliding into bankruptcy, before the motor car and World War II affected railways in the rest of Europe. The Spanish Civil War of 1936-39 completed the financial ruin, leading to the organisation of the nationalised railway system (mainly RENFE) in 1941.

**The Giants**

During the railway age there were two principal companies, between them operating about half of the total route kilometrage: the Norte (northern) and the MZA. They worked about 3,600km each, overlapping somewhat around Barcelona and Valencia, but the Norte ran mainly in the north and east, the MZA in the east, south-east and south-west.

The Norte 's full title was the Compania de los Caminos de Hierro del Norte de Espana (although it seems to be unsure of its own name, since the underprint and seal on the earlier paper refer to it as the Compania de los Ferrocarriles del Norte de Espana. It was authorised by royal decree on 18.12.1858.

The MZA's full title was the Compania de los Ferro-Carriles de Madrid a Zaragoza y a Alicante, and it was authorised on 26.1.1857.

Both were formed by French interests, although incorporated in Spain, and raised over 50% of their capital in France. A number of loans were raised to take the capital in loans and equity to nearly ƒ50 million in the money of 1912, and both paid the loan interest and met their loan redemption plans until the Civil War. They frequently, but not continually, paid dividends to their share-holders. They both

expanded from a base of their original concession by means of acquisitions, each absorbing a number of other companies; many of these acquisitions can be related to particular issues of new shares or bonds.

**The Other Big Players**

Next in order of kilometrage, the Ferrocarriles Andaluces, working about 1,600 km in Andalucia, and the Madrid-Cáceres-Portugal, with about 800 km, followed the big two. Both were financially unsuccessful.

The Andaluces was formed in 1869, principally with French capital. It gradually expanded by take-overs and amalgamations. However, it was frequently unable to meet interest due on its bonds, and its affairs became very complicated, as is the apparent from the many stamps on the bonds.

The Madrid-Cáceres-Portugal was formed in 1880, and amalgamated with the Oeste de España (West of Spain) in 1895. Perhaps on account of the poor and thinly-populated agricultural areas it served, it never made any money, and was the first major company to come under state control, in 1928/9.

**A Trap for Collectors**

A regular feature of the acquisitions and amalgamations around the turn of the century was the practice of the acquiring company, instead of replacing the bonds of the company being acquired with its own bonds, simply took over the servicing of the existing bonds, or, sometimes, reissued then in identical form when fresh coupons were needed. Often only a small block, or even a date in the printer's imprint, reveals that the bonds were actually issued long after the apparent date of issue of the bond.

Many companies issued Founders' shares, of no nominal value, to their shareholders at the same time as they issued their original share capital. These are similar to the 'Action de Dividende' found in France and Belgium. The normal pattern was also to make a bond issue, secured by a first mortgage, at the same time. If bonds are found secured by a second mortgage, or with variable interest, it usually means that the company had got into trouble.

### Later Developments

There were 80 or so companies operating in 1912, many with only a few kilometres of line. Very many other companies had disappeared by that date due to amalgamations; yet other companies appear to have issued certificates, but never operated any lines. A number of small companies were formed between 1920 and 1934, and in addition the two Metropolitano de Barcelona companies were formed to build the Barcelona underground, but I suspect that many of these companies were formed for the purpose of 'repatriating' companies originally incorporated in Belgium or France or to facilitate amalgamations.

### RENFE

When the Spanish state set up the national rail network (Red Nacional de los Ferrocarriles Españoles, or RENFE) in 1941, the railway undertakings of the broad-gauge companies were incorporated into it; this was legally not so much an act of nationalisation but rather an early termination of the concessions, under which the undertakings were due to revert to the State (in most cases, 99 years after the date of the original grant). Non-railway activities, such as hotels, shipping and mines, were excluded, which meant that, in some case, the companies continued to trade and kept their quotations on the Bolsas.

It appears that the compensation terms were not finalised until 1943, when 3.5% RENFE bonds were offered (to Spanish nationals only), presumably in exchange for all outstanding bonds, and apparently in exchange for certain shares also. Non-assenting and foreign shareholders and bondholders had to wait for the subsequent liquidation of the companies.

Considerable numbers of railway securities must have been presented for exchange, but the precise terms of the exchange and compensation offer still need to be studied.

What is curious is that there are duplicates of Andaluces shares and bonds, which were presented to a bank in Barcelona for some reason for 'justification' as late as 1947. If it was worth the trouble of presenting them to a bank, they presumably still had a value.


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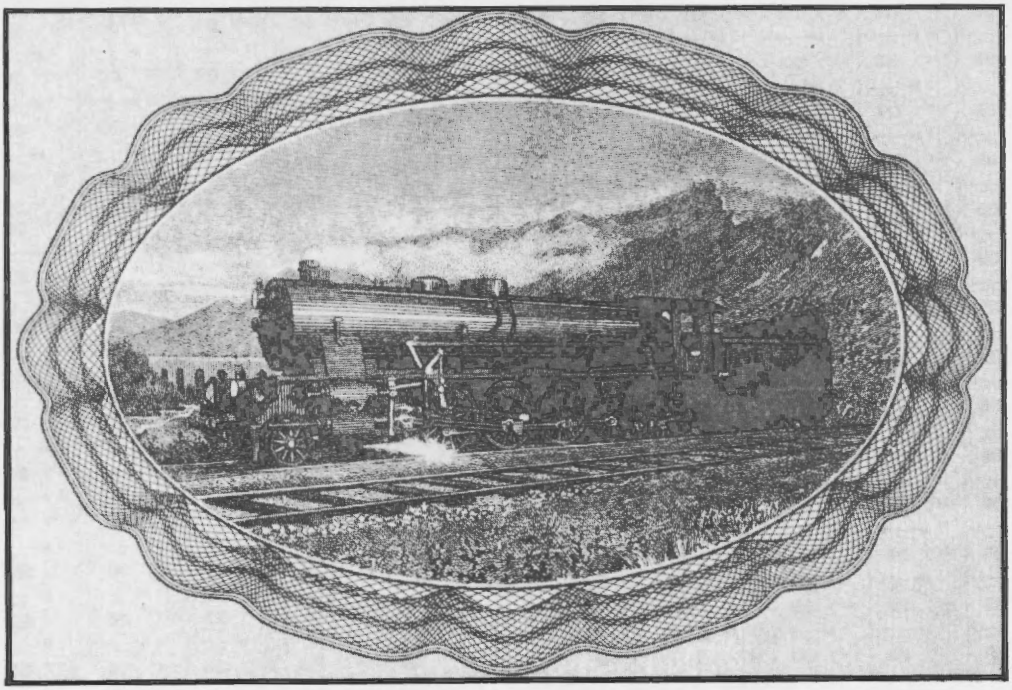
**Narrow-Gauge**

The many narrow-gauge lines were not incorporated into RENFE. By 1960 the State was operating some of them, which had presumably been abandoned by their owners, but it seems that some of the operating companies still had a form of independence (even if dependent on subsidies) as late as 1973. State narrow-gauge lines were held under the group name FEVE (Ferrocarriles del Estado a Via Estrecha), but following the development of regional autonomy regional systems have been established.

**Attractive Certificates**

As far as aesthetics go, Spanish railway certificates offer great variety. The designs used for many issues of the Norte and the MZA were created and printed in France until after World War I. The MZA design was uninspired. The Norte design has some nice livestock, machinery, a canal



and some succulent-looking fish. Among the Paris printers used is the doyen of French railway publishers who gave his name Chaix to the French railway guide.

Three widely differing examples are my personal preferences:

(a) The very handsome bonds issued in 1863 by the Ferrocarril Isabel II de Alar del Rey a Santander, printed in Santander and probably designed locally; the design is boldly executed in the classical style, with an especially attractive vignette of shipping, at the bottom, and, at the top, two figures of Neptune, one accompanied by what appears to be a salamander.

(b) The well-known 1902 bonds of the Ferrocarriles Económicos Villena-Alcoy-Yecla (Valencia region) in a sort of art-nouveau style. There is a enormous tapestry acting as a backcloth, a winged Victory wearing a bat (symbol of Valencia) as crest, and in a semi-underprint a photographic portrayal of an elderly freight locomotive, but one which never ran on a Spanish narrow-gauge line. It looks like a Glasgow product.

(c) In 1888 the Compañía del Ferrocarril Amorebieta-Guernica-Luno, of Bilbao, issued shares in a small format, with four vignettes and rather standardised motifs, which might have been taken from a collection of standard decorative blocks. The printer is modestly shown as the 'Widow Delmas'. One imagines the directores going along to the widow, and asking her to run them off something cheap with a few appropriate pictures on.

**Why So Many Certificates?**

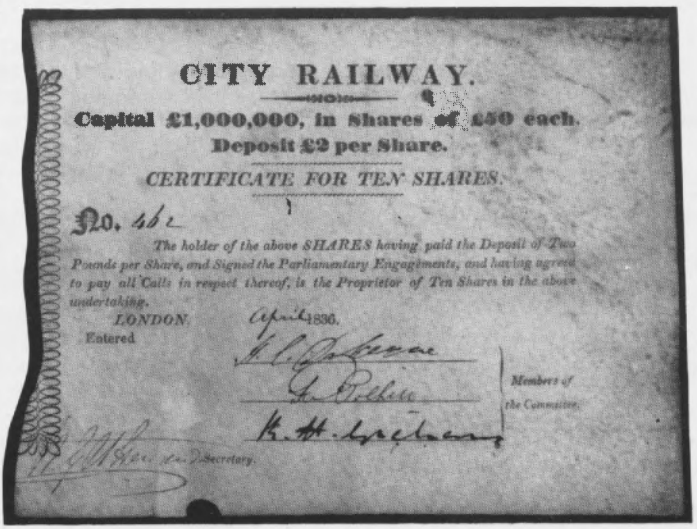
Many more different types of certificate have been seen than is the case with the U.K., which had a much greater mileage, and, I suspect, a greater number of companies formed. The main reason, I suggest, is that many Spanish companies got into difficulties before being rescued by the profitable Norte or MZA companies, or later on by the Spanish state, their net worth having become zero or negative and their shares therefore worthless. The shares were then left in the hands of the shareholders. Furthermore, at the creation of RENFE in 1941, it appears that compensation was offered only to Spanish residents, with foreign (mainly French) investors offered nothing.

# EARLY RAILWAY INVESTMENT IN BRITAIN (1830-1845)

## by Anne-Marie Hendy

The flotation of a new railway company normally followed a well-established pattern. After preliminary meetings to launch the new company and set up a provisional committee, the next step was usually to issue a prospectus and invite subscriptions. Normal practice was to insert a prospectus in the local press and in one or more London and provincial newspapers, as well as in the specialist railway journals (the railway press emerged in the 1830s). Prospectuses would also be circulated to influential individuals and people likely to be interested in the scheme. When a new line was planned to connect with an existing railway, the shareholders of the existing company would all be circularised. Other channels also proved useful in arousing interest in a new scheme, such as personal contacts to notify potential subscribers of schemes outside their immediate locality, as well as widespread canvassing in the region affected by the proposed railway.

Increasing demand for railway finance on the capital market was accompanied by the growth of new stock exchanges. The London Stock Exchange had developed in the 18th century to serve the market in government securities and in the stock of the historic chartered companies. In the early years of the 19th century, before the coming of the railway, the most important expansion in the Stock Exchange was the setting-up of the Foreign Room, in 1823, to handle the growing business in foreign loans. Shares in canal and utility companies were transacted in a corner of the Foreign Room. Although the company boom of 1824-25 produced a wider interest in shares, it is doubtful whether, at normal times, there was an active market in most company securities. An alternative method of share disposal, which was also used in those days, was the auctioning of shares.


CITY RAILWAY.

Capital £1,000,000, in Shares of £50 each.

Deposit £2 per Share.

CERTIFICATE FOR TEN SHARES.

No. 462

The holder of the above SHARES having paid the Deposit of Two Pounds per Share, and Signed the Parliamentary Engagements, and having agreed to pay all Calls in respect thereof, is the Proprietor of Ten Shares in the above undertaking.

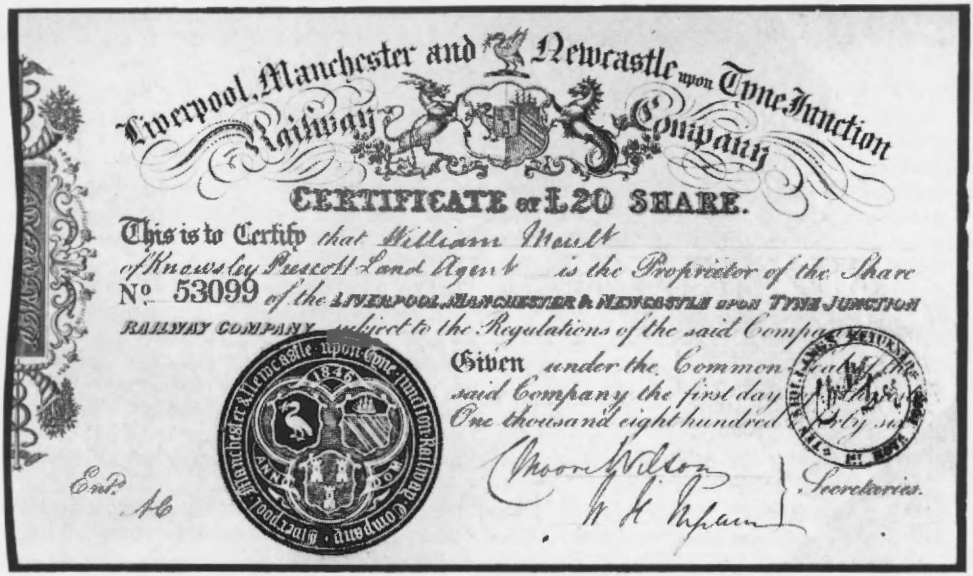
LONDON, April 1836.

Entered

Members of the Committee.

Secretary.

THE CITY RAILWAY: certificate for 10 shares of £50 each, with £2 paid, dated April, 1836. During the first railway boom of 1834-36 claims were often made that companies were being promoted for purely speculative reasons. Of 7 railway companies investigated by the Select Committee in 1837, the City Railway was the only one with speculative origins. It was the brainchild of two engineers who, having obtained a board of directors entirely by introductions, intended to proceed only far enough in their application to satisfy their subscribers that an attempt had been made to secure an Act.


Liverpool, Manchester and Newcastle upon Tyne Junction Railway Company

CERTIFICATE of £20 SHARE.

This is to Certify that William Mault of Knowsley Prescott Land Agent is the Proprietor of the Share No. 53099 of the LIVERPOOL, MANCHESTER & NEWCASTLE upon TYNE JUNCTION RAILWAY COMPANY subject to the Regulations of the said Company.

Given under the Common Seal of the said Company the first day of August One thousand eight hundred [illegible]

Secretaries.

Entd. 46

LIVERPOOL, MANCHESTER AND NEWCASTLE JUNCTION RAILWAY: certificate of a £20 share, dated 1 August 1846. The company was incorporated in 1846, at the end of the second railway boom. By 1852 its total capital stood at £1,913,333.

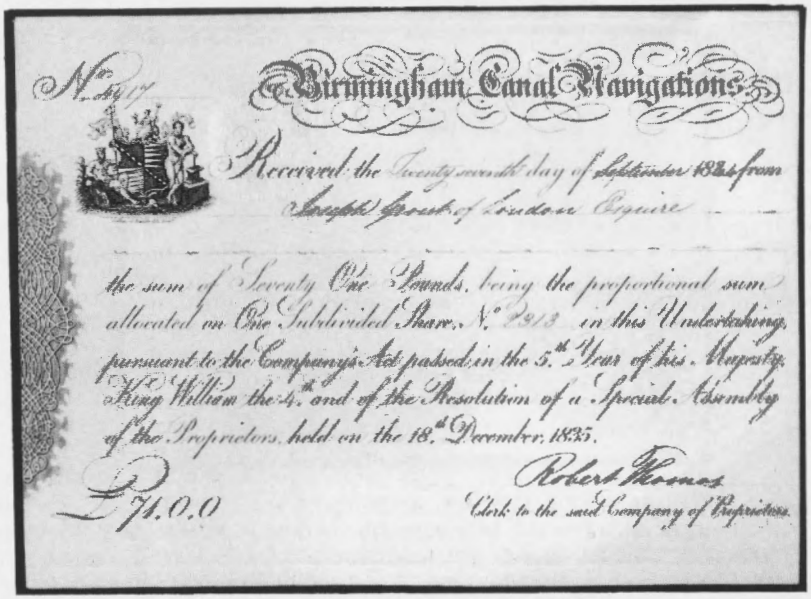
As late as 1838, when railways were already well established, the London and Birmingham Railway sold some shares at the Auction Mart. In the first two or three decades of the 19th century, company securities were only of peripheral interest on the Stock Exchange, while government issues, both domestic and foreign, dominated the market.

However, from 1830 onwards, Stock Exchange business in railway shares increased sharply. Whereas in 1830 only four railway companies were listed in 'The Course of the Exchange', by 1836 their number had multiplied to 62. After the collapse of the railway boom, the number of listed companies declined to 37 at the end of 1843. But by July 1844 the upturn had already begun, and the railway sector, previously occupied by a small number of jobbers and brokers, became the main focus of business. Accounts which could previously be settled in one or two days took almost a week. The growth had already started in the 1830s, when railway shares provided a considerable amount of business. In addition to sound stocks. much activity was done in 'light paper', closely related to the fringe market in letters of allotment and in the promotion of companies waiting for incorporation. Fenn's Compendium of English and Foreign Funds, of 1854, states that railway stocks 'are now ranked amongst the principal investments of the country, and they are now considered of so much importance on the Stock Exchange that a separate department is arranged for the regulation of railway business'.

For the Stock Exchange, railway shares offered greater opportunities for maintaining a market, as railway companies not only required much more capital than other non-governmental users, but also issued a bigger volume of shares than any other category of company. For instance, the largest inter-regional canal, the Grand Junction Canal, was capitalised at only £1.5 million, whereas the London and North-Western Railway had an authorised capital of £38.7 million.

Railway shares benefited most provincial brokers. As the London Stock Exchange completely dominated the market in government stocks, the only business open to provincial brokers used to be that of relatively small local canal and utility companies, generally handled by accountants, auctioneers, solicitors, bankers, etc. It was not until the growth in the number of railway companies in the 1820s and 1830s that sharebroking emerged as a separate profession in the provinces. In the early 1830s, the provincial share market was in the transitional phase.

In the next stage, more active markets emerged, culminating in the creation of formal provincial stock exchanges, which coincided with the growth of railway business. The Liverpool Sharebrokers Association was formed in April 1836, with 30 members. 14 further members joined by the end of 1836, but the rate of admission slowed down afterwards. The Manchester Stock Exchange was created in May 1836, with 20 members. Most of the other provincial exchanges emerged around 1844-45 (Glasgow, Leeds, Edinburgh, Bristol, Birmingham, Newcastle, etc.). Thus, the railway booms of 1836 and 1844-45 led to the creation of the major provincial exchanges. The 'Circular to Bankers' of 11 July 1845 commented that 'Railway speculation has created the markets for shares of Leeds, Wakefield, Bradford,... and many other inland towns, and in the great cities of Paris, Dublin and London it has rendered the market for government securities an object of inferior interest'.




BIRMINGHAM CANAL NAVIGATIONS: certificate for 1 subdivided share of £71, dated 18 December 1835. After some 70 years of canal investment, the total amount of capital invested in canal companies by 1824 was £14.4 million. In 1843 there were 70 railway companies quoted on the London Stock Exchange, with a total capital of £57,447,903, whereas there were 59 canal companies (including main lines, branches and feeders), representing a total invested capital of £17,862,445 (Source: W.F.Spackman: 'Statistical Tables of the United Kingdom down to 1843'). Most canal companies had a share capital of less than £500,000. By 1842 railway companies represented the largest group of joint-stock companies quoted in London. The other companies with physical assets, such as canals, docks, utilities, mines, etc., had a combined capital totalling less than that of the railways.

The initial dependence of provincial exchanges on speculative railway share business is indicated by their decline after 'railway mania'. In 1849, the chairman of the Glasgow Stock Exchange stated that the number of daily bargains had dropped to only five or six, instead of the 400 or so which had been usually transacted at the height of the boom. The admission of new members also declined; no new members were admitted to the Glasgow Stock Exchange between 1848 and 1851. At Liverpool, the largest provincial exchange, only 19 new members were admitted during 1848-51, compared with 51 new members in 1844 and 84 in 1845. In 1850, the Birmingham Stock Exchange let its premises for evening meetings; it gave up altogether in 1854, using an hotel room for business.

The development of the electric telegraph was another reason for the temporary decline of the provincial exchanges. It gave ready access to the London Stock Exchange, whose sheer size, backed by the resources of the London money market, gave it long-term advantages over the provincial exchanges.

The history of the stock exchanges is thus closely linked to railway development and the speculative element in early railway promotion. Railway demands stimulated investment and raised the levels of savings in Britain. Encouraged by the success of railways at home, British investors began to look for similar opportunities overseas, where, in building up investment income abroad, their capital helped to create an export demand for British railway equipment, technical know-how and specialised services.

The Great Western Railway Company.

CERTIFICATE of £100 SHARE.

GREAT WESTERN RAILWAY COMPANY,

REGISTERED

GREAT WESTERN RAILWAY COMPANY: share certificate of £100, dated 12 February, 1836. The company was formed at a meeting in Bristol of delegates from the city Corporation and four local bodies. Then, a deputation was sent to London to raise support. After the House of Lords rejected the project in 1834, the secretary of the GWR spent the winter of 1834-35 canvassing in the South Wales and Gloucestershire area before the subscription contract was completed. He commented in a letter 'it is sad harrassing work that I have encountered in calling on and pressing perfect strangers to contribute.' The company was incorporated in 1835, having succeeded in obtaining an act authorising the construction of a line from Bristol to London, despite the efforts of the London & Southampton Railway in promoting a rival line from Basingstoke to Bath, and the combined opposition to the scheme by Oxford and Eton - the one refusing a branch to Oxford, and the other a station at Slough! The construction of the GWR was a slow and expensive task, with the final sections of the 120-mile long trunk route only completed in 1841.

(On a frivolous note, some members may not be aware that the many enthusiasts of the GWR reckoned that the letters stood for God's Wonderful Railway - editor.)

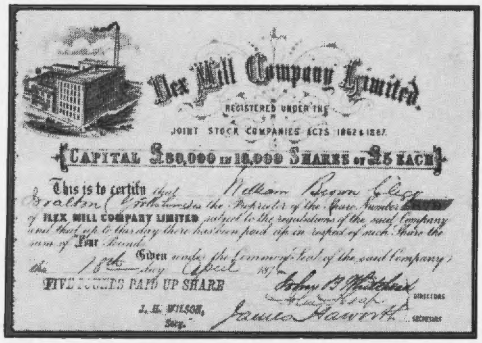
# A selection of British certificates from stock.

TEXTILES

Atherton Cotton Manufacturing Company Ltd., £5 share, 1867 £18

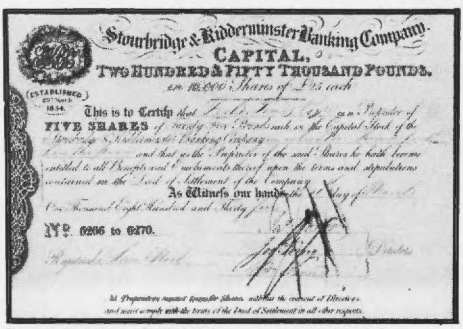
Crosses & Winkworth Consolidated Mills Ltd., 1/- shares, 1928 £5

Higginshaw Mills and Spinning Co. Ltd., £5 share, 1884 £15




Ilex Mill Company Ltd., £5 shares, 1876, vignette of mill at left £35

Longfield Cotton Spinning Co. Ltd., £5 share, 1878 £18




Stourbridge & Kidderminster Banking Company, £25 share, 1835 £85

Associated County Halls & Theatres Ltd., share certificates, 1912:

ordinary shares, blue £12

preferred shares, red £12

Wath-upon-Dearne Gas and Coke Co., share certificate, 1844, ornate blue underprint £38

General Printing and Publishing Co. Ltd., Sheffield, Yorks., £1 share, 1873 £15

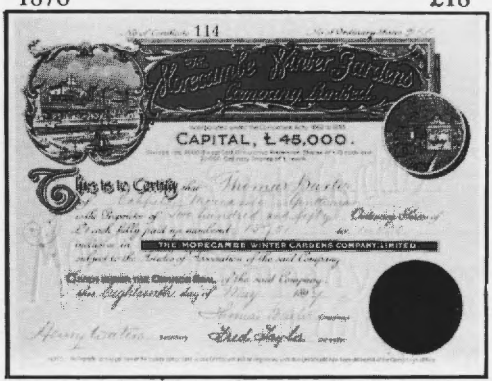
Southampton Steam Collier & Coal Co. Ltd., £20 share, 1865 £20

Newry, Warrenpoint & Rostrevor Railway Company, share certificate, 1846, on vellum, red paper seal £85

Manchester Sugar Refining Co. Ltd., £10 share, 1876 £15

New Brewery Company, Carlisle, Ltd., £7 shares, 1879 £8

Tonbridge Public Hall Co. Ltd., £5 share, 1876 £18




Morecambe Winter Gardens Co. Ltd., £1 shares, 1897 £35

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# Davison Dalziel Millionaire Entrepreneur

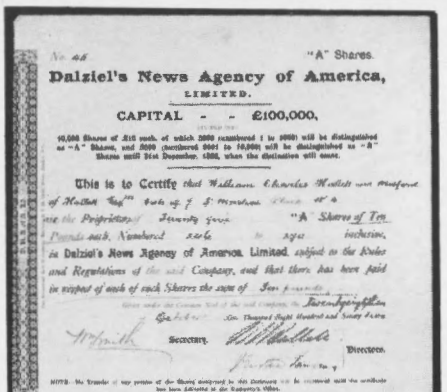
## by Michael Veissid

Davison Alexander Dalziel (pronounced Dee-el), was one of a group of entrepreneurs who became involved in the company promotion boom of the 1890's. Unlike many of the others, however, he remained on the board of his creations for many years. Like many of our millionaire businessmen he is, some 80 years later, not well known outside academic circles, but he is worthy of further investigation.

Born in London in 1852 to fairly well off parents, Davison became a journalist and later travelled to Australia to work on the Sydney Echo, where he met and married his wife in 1876.

Davison's early life must have been quite interesting; his father was one of eight brothers and the only one to enter the commercial world. All seven others were artists, four of whom became known as the Brothers Dalziel for their woodcut engravings of Victorian Art. Their collection of engravings was presented to the Borough of Hampstead by Davison's cousin Gilbert in 1909.

Leaving Australia for the Americas, Davison continued with his journalism in America. He already had the taste for company promotion and his first was not a quiet affair. In 1885 he bought the National Printing Company and sold it again to a new company called the Dalziel Printing Company of Chicago. Although Dalziel was apparently sued by the company's


"A" Shares.

Dalziel's News Agency of America,

LIMITED.

CAPITAL - - £100,000,

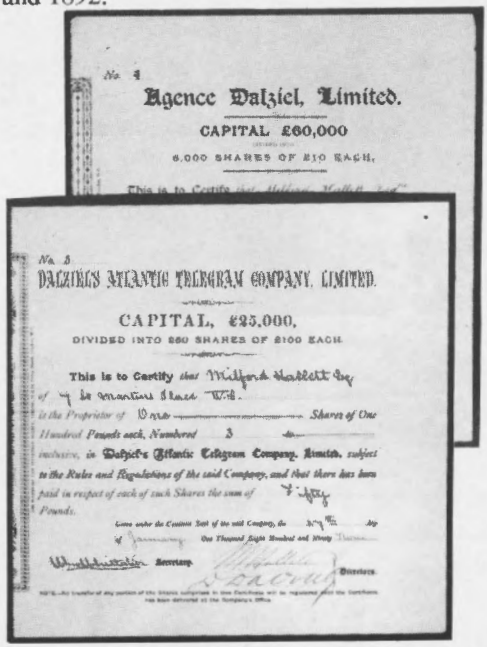
This is to Certify that William Charles Hallett was Member of Hallett Tax ... of ... "A" Shares of Ten Pounds each, Numbered ... to ... inclusive, in Dalziel's News Agency of America, Limited, subject to the Rules and Regulations of the said Company, and that there has been paid in respect of each of such Shares the sum of Ten pounds.

Secretary. Directors.

bankers, claiming that the sale and resale was fraudulent and that Dalziel issued counter-suits for libel, it is not known what the outcome was without further research. It is also known that, in 1890, a Chicago banker obtained judgement against Dalziel for debt, but again the details are not available.

Shortly afterwards Dalziel returned to his native England, with considerable American financial backing, to set up business. At this time many Provincial newspapers obtained their international news via Reuters but were unhappy at the high subscription rates. Dalziels idea was to take business away from Reuters by having lower subscription rates which were payable half in cash and half in free advertising space. Three companies were set up in England; the main vehicle was

Dalziels News Agency of America Ltd and its offshoots were Dalziels Atlantic Telegram Company Ltd. and Agence Dalziel Ltd. to operate the business on the Continent. These were all formed in 1891 and 1892.


No. 4
Agence Dalziel, Limited.
CAPITAL £60,000
6,000 SHARES OF £10 EACH.

No. 5
DALZIEL'S ATLANTIC TELEGRAM COMPANY, LIMITED.
CAPITAL, £25,000,
DIVIDED INTO 250 SHARES OF £100 EACH.
This is to Certify that Milford Hallett Esq
of 7 St Martins Place W.C.
is the Proprietor of One Shares of One Hundred Pounds each, Numbered 3 to
inclusive, in Dalziel's Atlantic Telegram Company, Limited, subject to the Rules and Regulations of the said Company, and that there has been paid in respect of each of such Shares the sum of Fifty Pounds.
Given under the Contents Seal of the said Company, the 3rd day of January One Thousand Eight Hundred and Ninety Three
Secretary. Directors.

*certificates of the remaining companies. Note Dalziel's distinctive signature at the bottom.*

Initially successful, Dalziel found that the newspapers gradually withdrew from his companies. His style of journalism lacked the facts required by middle class provincial editors and the subject matter became rather limited. By 1895 business had slowed to such an extent that Dalziel left journalism for good to concentrate on company promotion.

The boom years of 1895/6 were kind to Dalziel. He co-founded Southern Development Ltd in 1895 to act as his promotion vehicle. The first few ventures were in mining. Copper King Ltd was incorporated in 1899 to work a large mine near Fresno, California, with Dalziel as a director. A large smelting works was erected but a downturn in the economy forced the company into voluntary liquidation in 1903. Other mining ventures were floated, some with Dalziel on the board of directors but many with his brother George, a former co-director of Dalziels News Agency.

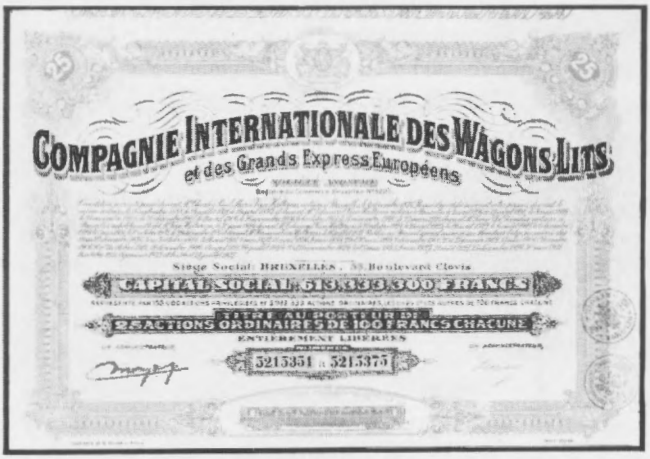
A great believer in communications between countries, Dalziel had become involved in Compagnie Internationale des Wagons-Lits, formed in 1876 in Belgium by Georges Nagelmackers. Using his media influence, Dalziel tried to encourage English travellers onto the Continent using Wagons-Lits services. His involvement grew steadily; his daughter married Nagelmakers son René; he joined the Conseil d'Administration (Board of directors) in 1902, becoming President in 1919.

Dalziel's interests in railway travel was not limited to this large and important company. In 1882 The American company Pullman Palace Car Co., which had been incorporated in 1867 in Illinois, formed the Pullman Company Ltd. under English law to introduce their services to UK railways. Dalziel acquired control of the company in 1906 and proceeded to expand operations. In 1915 the name of the company was changed to Drawing Room Cars Co. Ltd. and all of its stock, work in hand and goodwill was acquired by a new Dalziel flotation - Pullman Car Company Ltd., with Dalziel as Chairman and Permanent Managing Director.

From being competitors, Wagons-Lits and Pullman were drawn closer together by the chairmanship of Dalziel and eventually routes were operated jointly.

Dalziel had long been interested in operating a through route from London to

Cairo and the main agents for Egyptian travel were Thomas Cook & Son (Egypt) Ltd, formed in 1894. All the shares in this company were held by Thomas Cook and Son, who took over the operations after the former's liquidation in 1923 and became a limited company. Control of the company was acquired by Wagons-Lits in 1927.


COMPAGNIE INTERNATIONALE DES WAGONS-LITS
et des Grands Express Européens
Siège Social: BRUXELLES, 30, Boulevard Clovis
CAPITAL SOCIAL: 60.000.000 FRANCS
DIVISÉ EN 120.000 ACTIONS ORDINAIRES DE 1000 FRANCS CHACUNE
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Another venture was the motor car business and the introduction of taxi-cabs in major cities in Europe and in New York. Dalziel had been involved with the French motor industry since about 1900. In 1906 Charron Ltd. was formed to acquire the business and property of Societe Anonyme Charron, Girardot & Voigt, manufacturers in Paris, with Dalziel again as Chairman. In the same year the General Motor Cab Company Ltd. was formed with both English and French directors. In the following year the company acquired the United Motor Cab Company Ltd. which had been formed in 1906 to take over the City and Suburban Motor Cab Company, which was controlled by some of Dalziel's friends. Other interests were companies operating in Berlin, Brussels and New York.

Dalziel was also Chairman of F.W.Berwick Ltd., and Sizaire Berwick Ltd. until the company was reconstructed in 1920 with Herbert Austin in the driving seat.

In 1910, Dalziel fleetingly came back to his origins with the purchase, with Sir Alexander Henderson, of Standard Newspapers Ltd., then publishing the Standard and Evening Standard.

Unfortunately the outbreak of war in 1914 had adverse effects on many of Dalziels businesses. The Standard lost money for 2 years and it was offered for sale in 1916 but without any takers. The Evening Standard also was losing money, but this was successfully sold in the same year, the title still remaining today.

Anglo-French trade was always a prime interest and to this end Dalziel was involved in several English companies owning businesses in France. He was chairman of the following concerns in 1911;

CHARRON LIMITED
Capital £350,000.
CHARRON LIMITED

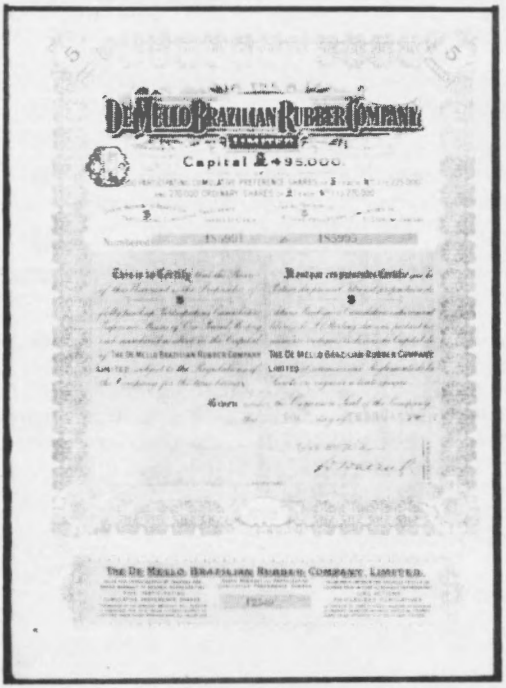
*Ch. Drecoll Ltd., dressmakers and furriers.*
*Aux Classes Laborieuses Ltd., drapers and furnishers in Paris.*
*Bloch & Behr Ltd., wholesale clothiers.*
*(Reconstructed in 1913 as Les Galeries Universelles Ltd.)*
*Elysée Palace Hotel Company Ltd., Paris.*

Other interests were widespread. Directorships of De Mello Brazilian Rubber Co. Ltd., formed to plant 700,000 acres along the river Acre in Brazil and and Liberian Rubber Corporation Limited (the latter with Alfred du Cros of Dunlop fame) assured the supply of rubber for the tyre industry, of which his companies were major users.

Involvement in the oil industry in Russia was mainly with the Cheleken Oilfields Ltd. who owned property by the Caspian Sea.

Like many men of his time, Dalziel could not resist politics. He became MP for Brixton, South London in 1910 but was not an active member except when his own business interests demanded it. For his Anglo-French operations he was awarded the Légion d'Honneur in 1907. After the war he was awarded a baronetcy and was later created Baron Dalziel of Wooler, Northumberland. Dalziel died the following year, 1928 following a short illness. He left over £2 million.

I regret that this is not more of an in-depth article but the research always led to other areas and space does not permit anything much longer. Dalziel was an important businessman during the early years of this century and is deserving of much more study.




*In typical Dalziel style, this company produced only bearer shares, was registered in England but raised much of its capital in France. The signature is only a facsimile.*
*Only his signatures on the early pieces from 1891/2 are by hand. All others seen are in the above form.*

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# AMERICAN EXPRESS

(Supplement to our article in the March 1992 Journal)

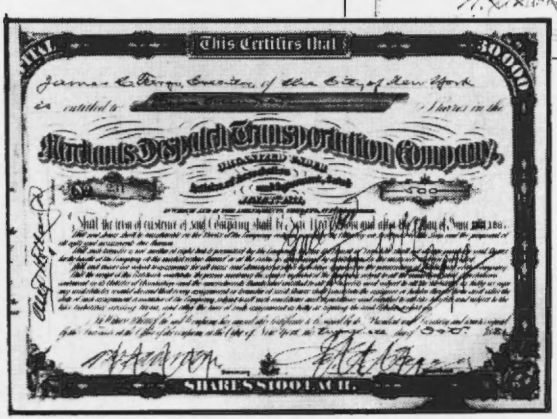
It turns out that our coverage of the Merchants Despatch Transportation Company was incomplete, so we now give a fresh report of this company's shares.

**Merchants Despatch Transportation Company**

Established 1857, and originally a competitor of American Express, running rail freight services over what became the New York Central lines. Taken over by Amex in 1871, when the company was reorganised, and owned jointly by Amex and the New York Central Railroad. We believe that no shares are known from the pre-Amex period.

3 types of share are known. All are signed by James C. Fargo (1829-1915) as president.

- Type 1, dates around 1873. Vignette of the company's offices and terminal.
- Type 2a, dates around 1881, after the capital increase to $3,000,000, in 30,000 shares of $100 each. No vignette.
- Type 2b, dates around 1889, after a further capital increase to $5,000,000, in 50,000 shares of $100 each. No vignette; very similar design to 2a, with slight change to border.



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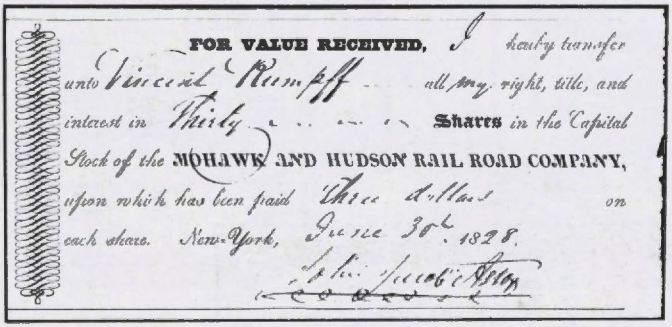

FOR VALUE RECEIVED, I hereby transfer unto Vincent Rumpff all my right, title, and interest in Thirty Shares in the Capital Stock of the MOHAWK AND HUDSON RAIL ROAD COMPANY, upon which has been paid Three Dollars on each share. New-York, June 30th. 1828.

John Jacob Astor

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