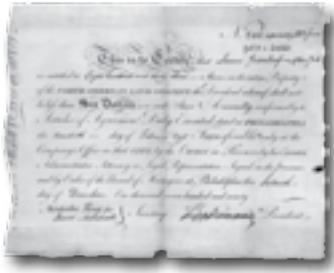


EARLY STOCKS AND BONDS



**NORTH AMERICAN
LAND COMPANY STOCK
CERTIFICATE ISSUED
TO JAMES GREENLEAF
AND SIGNED BY
ROBERT MORRIS**

*** 1**
1795, Pennsylvania. North American Land Company stock certificate number 2101 for eight hundred and thirty-three shares issued to JAMES GREENLEAF, who organized the North American Land Company along with Robert Morris and John Nicholson in February 1795, the month this certificate was issued. The company was formed by the men in order to sell six million acres of land in Pennsylvania, Virginia, George, Kentucky and the Carolinas. The certificate is also signed as president by ROBERT MORRIS (1734-1806) Philadelphia merchant and businessman who served as a delegate to the Continental Congress and Signed the Declaration of Independence. In addition, Morris also founded the Bank of North America, the first private commercial bank in the nation. Unfortunately for Morris and his partners, the stock of the North American Land Company sold slowly and land values did not increase as they hoped. This, coupled with financial difficulties in England, led to the collapse of the company and Morris' imprisonment in Prune Street Debtor's Prison. Pen cancellation affects Morris' signature as president. Scalloped left edge and uneven right edge. Slight paper loss at lower edge, not affecting text. Overall a Very Good early American certificate with fine associations. \$900 - up



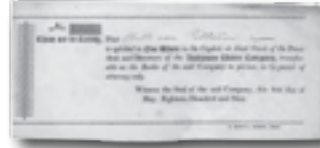
**HORSES FOR
WASHINGTON'S ARMY**

*** 2**
1780, PA Anderson PA1. York County, Pennsylvania bond issued in which Lawrence Minfore"...has furnished this State, for the use of the United States, with one dark brown Horse 5 years old, 15 hands high for a waggon which has been appraised by two freeholders. Very Fine. \$500 - up



**COMMONWEALTH OF
MASSACHUSETTS BOND**

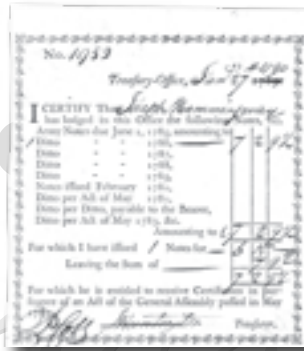
*** 3**
Anderson MA-34. Massachusetts. October 1783. Partly-printed bond in which the state has "Borrowed and received of Johnathan Gould twelve pounds six shillings & six pence...to pay to said Jonathan Gould on fourth part thereof on the 1st day of October...in EARLY GOLD and SILVER..." These were issued to for general borrowing purposes and the redemption of outstanding debt securities not promising to pay in gold or silver, or other commodities. Pen and punch cancelled. Extremely Fine. \$400 - up



**BALTIMORE WATER
COMPANY**

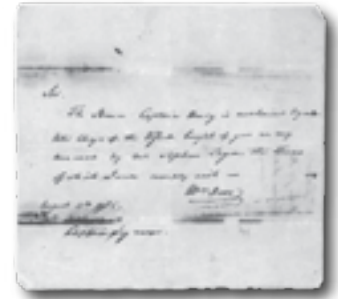
*** 4**
1809, Maryland. Partially printed early stock certificate with the appearance of a check for one share. Blind embossed company seal. Some toning at edges. Overall Fine.

Founded in 1804, the Baltimore Water Company operated for fifty years before it was purchased by the city of Baltimore for over one million dollars, resulting in the founding of the Baltimore Water Department. \$ 300 - up



**REVOLUTIONARY WAR
GENERAL**

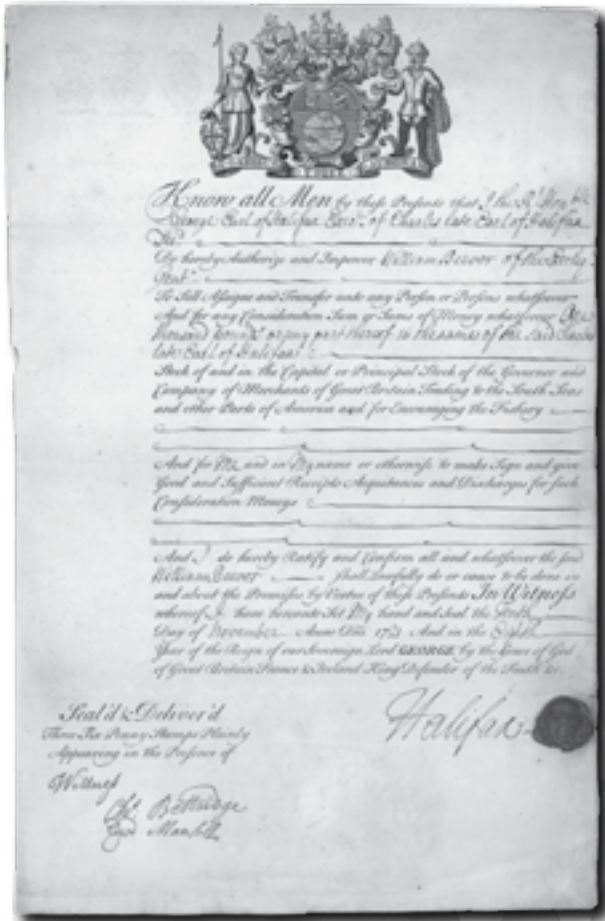
*** 5**
1790, Connecticut. Anderson CT 27. Treasury office transfer certificate certifying the transfer of old notes for new issues. Issued under an act of the General Assembly passed in May 1789. Signed by JEDIDIAH HUNTINGTON (1743 - 1818); Brigadier-General during the Revolutionary War; and by PETER COLT. Huntington's signature has been pen cancelled. A Fine example of the numerous paper games played during the newly forming government's refinancing of the revolutionary war debt. Excellent. \$100 - up



**NOTED SPECULATOR
WILLIAM DUER**

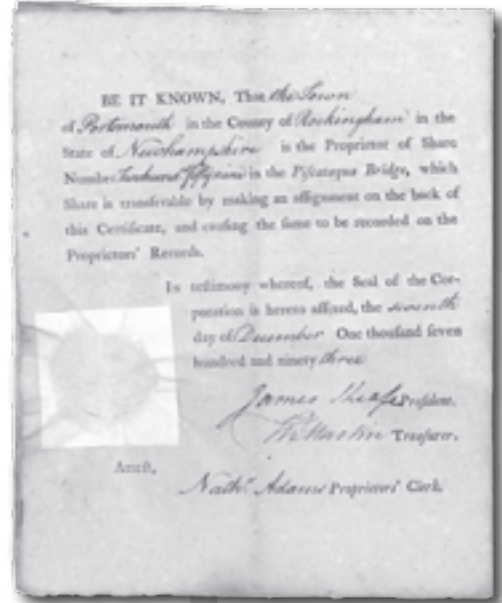
*** 6**
WILLIAM DUER (1747-1799) Revolutionary War soldier, financier, land speculator and aristocrat. Autograph Document Signed, "Wm. Duer." One page, 7 3/8" x 6 3/4". No place. August 11, 1785. Duer writes to Captain Seymour: " Sir, the Bearer Captain Henry is authorized by me [to] take charge of the Vessel [sic] bought of you on my account by Mr. Stephen Sayre, the terms of which I will comply with- Wm. Duer."

Duer's financial downfall during the 1790s precipitated the first major US Panic, during which the market dropped dramatically and many investors were ruined. Having made a fortune in land and speculating on the Revolutionary debt, William Duer partnered with Alexander Macomb, one of New York's richest and most prominent citizens, and continued in the speculative markets during the American nation's early years. While Duer's speculations relied on a continued rise in value, the prominent Livingston family simultaneously sought to bring about a drop in prices. Withdrawing gold and silver from their bank deposits, the Livingstons caused a contraction in the local money supply, thus instituting a credit squeeze as banks hurried to call in outstanding loans. Duer, unable to pay his mounting debts, soon found himself in debtors prison, where, despite Alexander Hamilton's efforts to secure his release, he died in 1799. Some toning at folds. Overall Very Fine. \$750 - up



THE FIRST EARL OF HALIFAX AUTHORIZES THE TRANSFER OR SALE OF HIS LATE FATHER'S STOCK IN THE SOUTH SEAS COMPANY

*** 7**
 GEORGE MONTAGU, 1st EARL OF HALIFAX. (1684-1739) British politician. Partly printed document Signed "Halifax." One page, 9 1/4" x 14 1/2". November 10, 1721. The document reads, in part: "Know all Men by these presents that I R. Honble George Earl of Halifax Exec. Of Charles late Earl Halifax Decd do hereby Authorize and Impower William Beever of the Excheq. Gent. To Sell Assigne and Transfer to any Person or PersonsOne thousand pounds or any part thereof in the name of said Charles late Earl of Halifax Stock of and in the Capital or Principal Stock of the Governor and Company of Merchants of Great Britain Trading to the South Seas and other Parts of America..." Signed by Halifax at the conclusion. Beautiful vignette at top center depicting a globe, sailing ship, scroll work, standing woman and man. Three embossed revenue stamps at top left. Two slight tear at top edge. Overall Very Fine. \$2,500 - up



AN EIGHTEENTH CENTURY PISCATAQUA BRIDGE COMPANY STOCK

*** 8**
 Partly printed Manuscript Document Signed. December 7, 1793. 2pp. 6 1/2" x 8 1/2". Signed by James Sheafe, and Nathaniel Adams, as President, Treasurer and Proprietors Clerk, respectively. In a clean, bright presentation on watermarked ragpaper: the Subscription of the Town of Portsmouth as Proprietor of a Share in the Piscataqua Bridge; nice impressed "Seal of the Proprietors" that displaying an image of what the bridge would look like. At the time it was built, in 1794, the Piscataqua Bridge, built between Dover and Newington across the "Great Bay of the Piscataqua River" was an enormous engineering feat. Its builder, Timothy Palmer, had designed what was to be the longest span bridge in the world. As our newly established nation was beginning to develop and build, NH took a leading role in the incorporation of bridge companies. In December of 1792, a petition was submitted for this important bridge to be built and in 1793 the NH legislatures granted petitioners the exclusive right of building this toll bridge over the Piscataqua River. The subscription of 500 shares was filled at Portsmouth, numerous shares being taken by Bostonian men. The town of Portsmouth subscribed 1000 pounds. "The total bridge was 2,360 feet long and 38-feet wide. Palmer designed and built a main span over the navigable channel of 244 feet. The water at the bridge site was about 52-feet deep, thus requiring major falsework. Prior to this he had the deck resting on the bottom chord of the truss with overhead bracing. At Piscataqua he introduced another tier of timber located near the top of the truss on which the deck was placed and put bracing under the deck. His top chord, in addition to its contribution to the truss, was also the bridge railing. He ordered timbers up to 16 x 18-inches in sections, over 50-feet long with a natural curvature to match the curvature of his three chord members." - [Timothy Palmer, The Nestor of American Bridge Builders, Griggs.] In Very Fine condition. An important part of engineering and New England history. \$1,500 - up



PROVIDENCE GREAT-BRIDGE LOTTERY

*** 9**
 Fourth Class Providence Great-Bridge Lottery Ticket. 4 1/2" x 2 3/8". The six dollar ticket reads, in part: "... This ticket intitles the possessor to such Prize as may be drawn against its Number, agreeably to an Act of the Legislature of the State of Rhode-Island, passed October 30th, 1790 ... " Verso bears the name of three individuals who each own a third of the ticket. Scalloped left edge, official signature faded. Overall Fine. \$300 - up



EXCEPTIONAL EARLY GERMAN HORSE FARM CERTIFICATE

*** 11**
 1832, Nuremberg, Germany. Stock certificate. Black. Stunning large vignette of a small village with farmhouses and barns with five horses grazing in the foreground field. This company raised horses. Vignettes of this quality during this period are indeed, scarce and this is of fine topical matter. Uncancelled and extremely fine. \$750 - up



EARLY FRENCH COAL MINING STOCK FOSSES A CHARBON DE MR. LE MARQUIS DE TRAINSEL

*** 13**
 1781. France. Stock certificate. A larger certificate measuring 10" x 15". Black. Fine vignette of the Traisnel arms, with three Bourbon fleurs-de-lis. The Marquis' mines were located at Aniche, near Douai. The concession dates from 1774. The mines were very difficult to work, with very thin and irregular seams of coal. The company later became the Compagnie de Mines d'Aniche, which became one of the most important coal mining companies in France. The share is signed by Marquis Traisnel. Some scattered foxing at edges. Uncancelled and Very Fine. \$900 - up



KEYSERLYCKE INDISCHE COMPAGNIE IMPERIAL INDIA CO.

*** 10**
 1723, Antwerp. Stock certificate for 1 share. Black. Vignette of the Hapsburg crest at top center. The Imperial India Company was authorized by Charles VI of Austria to trade with the East and West Indies as well as the African coast. Commodities traded. Uncancelled and Excellent Condition. \$900 - up



COMPAGNIE DU PONT DE CLAIRAC

*** 12**
 1833, France. Stock certificate. Black. Nice vignette of bridge at top center. Litho. A scarce, early French bridge stock. Pen cancelled and Very Fine. \$750 - up

AUTOGRAPHS

THE STANDARD OIL TRUST

Noted historian Allan Nevins said of the trust; "The birth of this unprecedented entity was an epochal event in business organization." The successful organization of the Standard Oil Trust was the culmination of oil interest acquisitions from 1870 to 1882 and brought the vast oil empire (today known as Exxon) under one central management. Prior to 1889, general statutes prohibited inter-corporation stockholding, thus creating the need to circumvent these laws in order to acquire other oil related properties. The Standard Oil Company, as an organization chartered in Ohio, was restricted from holding stock or any interest in another company. To circumvent this problem, the concept of issuing shares to individuals as trustees was developed and utilized. The effect of the method was to allow Standard Oil to acquire properties and conceal their corporate ownership under the guise of individual possession by the principals. Although effective, as the organization grew, it became apparent that this complex system of ownership carried with it many logistical difficulties. Thus, the Standard Oil Trust was born, and so was the first great monopoly in American business history. For those wishing further detailed information on the Trust, please ask for our booklet on this historic accomplishment.



JOHN D ROCKEFELLER'S PERSONAL SHARES IN THE STANDARD OIL TRUST

* 14

1886, New York. Stock certificate for one hundred shares. Brown. Vignette of municipal building at center. Issued to J.D. Rockefeller. Signed on front as president, "John D. Rockefeller" and endorsed on verso "J.D. Rockefeller." JOHN D. ROCKEFELLER, (1839-1937). Founder and one of the original partners of Standard Oil; Oil industry pioneer; Capitalist. At one time reputedly the world's richest man, Rockefeller began his career in Cleveland, Ohio as a successful merchant, prior to the Civil War. In 1863, he and his partners built a refinery which grew into a business that eventually absorbed many other Cleveland refineries and expanded into Pennsylvania oil fields to become the world's largest refining concerns. Stamp cancelled with pen cancellation at signature on front. A choice certificate representing Rockefeller's personal shares in the trust. \$7,500 - up



STANDARD OIL TRUST ISSUED TO AND SIGNED ON VERSO BY WILLIAM ROCKEFELLER

* 15

1882, New York. Stock certificate for one thousand shares. Green. Vignette of a municipal building at center. Issued to and signed on stub and verso by "Wm. Rockefeller." Also signed as president by J.D. Rockefeller and as secretary by H.M. Flagler. Pen cancelled at J.D. Rockefeller and H.M. Flagler's signature. A great combination of John and William Rockefeller and H.M. Flagler! \$3,000 - up



STANDARD OIL TRUST ISSUED TO AND SIGNED TWICE ON VERSO BY RUSSELL SAGE

* 16

1895, New York. Stock certificate for one hundred shares. Brown. Vignette of municipal building at left. Issued to, and signed on verso twice by, RUSSELL SAGE (1816-1906). Financier and politician from New York. Also signed by secretary HENRY M. FLAGLER (1830-1913) Millionaire and industrialist who co-founded Standard Oil, and W.H. Tilford, as attorney. One of Sage's signatures is crossed out and marked "error." A superb association of Sage, Flagler and Tilford on a certificate. Fine. \$2,000 - up



CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY ISSUED TO AND SIGNED ON VERSO BY WILLIAM ROCKEFELLER

* 17

1877, New York. Mortgage Bond for five thousand dollars. Brown. Engraved vignette of a male portrait flanked by a steam locomotive at left, wharf and ships at right. Issued to and signed on verso by William Rockefeller. Punch cancelled. \$600 - up



SEATRRAIN LINES, INC. ISSUED TO AND SIGNED BY JAMES STILLMAN ROCKEFELLER

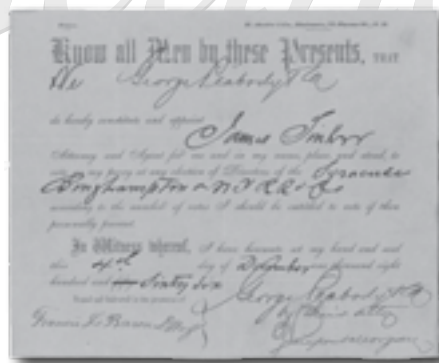
* 18

1949. Delaware. Stock certificate for 100 shares of Seatrain Lines, Inc. issued to and signed on verso by J. Stillman Rockefeller. Banker; Grandnephew of John D. Rockefeller. A prominent banker, James served as president of Rockefeller National City Bank. Blue/Black. Engraved vignette of Mercury flanked by a train and ship at top center. Lightly punch cancelled and Extremely Fine. \$125 - up

J. PIERPONT MORGAN

(1837-1913). Financier. Probably the most prolific and powerful banker in American Financial history, J. Pierpont Morgan epitomized the financial genius, courage and flair that made possible many of the most important financings of the late 1800s and early 1900s. His career in banking spanned the period from Abraham Lincoln's administration to Theodore Roosevelt's. Throughout his career he displayed a financial skill and daring matched by few in the entire history of Wall Street. Following the financial panic of 1893, Morgan helped reorganize numerous railroads including giants such as The Northern Pacific, The Erie, The Southern and The Philadelphia and Reading. His formation of The United States Steel Corporation in 1901 created the largest corporation in the world at that time. During the panic of 1907, it was Morgan who averted a nationwide catastrophe by lending money to banks to keep them from closing. "A sociable, convivial man who thoroughly enjoyed life and entertained what would now be known as 'beautiful people' on his famous steam yacht, the Corsair, he nevertheless frightened people by his overwhelming personality and his piercing eye, which was compared to the headlight of an oncoming locomotive. Seldom has a man of such complexity and power crossed the world's stage." (The Incredible Pierpont Morgan by Cass Canfield).

MORGAN SIGNS A STOCK PROXY FOR A BOARD OF DIRECTORS ELECTION IN THE SYRACUSE, BINGHAMTON & NEW YORK RAILROAD CO. AS ATTORNEY FOR GEORGE PEABODY & COMPANY



George Peabody & Company in which Tinker is appointed to serve as "attorney and agent for me and in my name, place and stead to vote as my proxy at any election of the Syracuse, Binghamton & New York R.R. Co. Signed by J. Pierpont Morgan for George

Peabody as his attorney. Wonderful association of George Peabody and J Pierpont Morgan just 1 1/2 years after Civil War. Excellent. \$1,000 - up

* 19

DS. One page, 7 7/8" x 6 3/4". Partly-printed proxy appointing James Tinker as attorney for

**NORTHERN PACIFIC
RAILROAD COMPANY**

**A RARE BLOCK OF SIX CERTIFICATES
ISSUED TO DREXEL MORGAN WITH A
PROXY SIGNED BY J. PIERPONT MORGAN**



*** 20**
1884, New York. Lot of six consecutively numbered stock certificates for 100 shares each. Preferred Stock Green #23088-23093. Vignette of a locomotive at top center. Issued to Drexel Morgan and Co. Attached to verso is a Stock Power signed, and crossed out, "J. Pierpont Morgan," and signed "Drexel Morgan & Co, J. Pierpont Morgan" by Morgan. Stamp and punch cancelled. \$3,000 - up



**TUNNEL RAIL ROAD OF ST.
LOUIS ISSUED TO JUNIUS
MORGAN ESQ. SIGNED ON
ATTACHED STOCK POWER
BY J PIERPONT MORGAN
AND OTHER MORGAN
PARTNERS**

*** 21**
1881. Missouri. Group of three stocks of the Tunnel Railroad of St. Louis issued to J. S. Morgan, Esq. London Eng. Signed on accompanying stock power by J Pierpont Morgan, Walter H Burns, Robt. Gardner and another individual as executors of the estate of J. S. Morgan, Dec'd. The signers in addition to Morgan were Morgan company partners. The proxy is glued to the front left margin of the first certificate in the group. Stamp and punch cancelled. An interesting association of father, son and partners. Fine. \$900 - up



**NORTHERN PACIFIC
RAILROAD CO. ISSUED TO
DREXEL, MORGAN & CO.
AND SIGNED ON VERSO
FOR THE COMPANY BY
J. PIERPONT MORGAN**

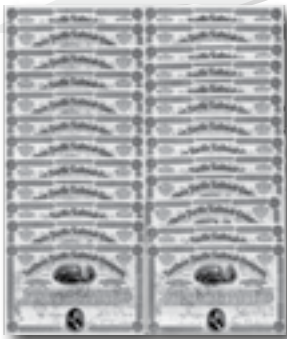
*** 23**
1881, New York. Stock certificate for fifty-five shares. Brown. Vignette of locomotive at center. Issued to Drexel, Morgan & Co. and signed on verso by Morgan for the company. Transferred to A. J. Drexel on verso. Interesting Drexel, Morgan combination. Punch and stamp cancelled. VF. \$450 - up



**RAQUETTE LAKE RW CO.
ISSUED TO, NOT SIGNED
BY J. PIERPONT MORGAN**

*** 24**
1902, New York. Stock certificate

**HISTORIC LARGE BLOCK OF NORTHERN PACIFIC SHARES ISSUED TO
J.P. MORGAN & CO. DURING MORGAN'S REORGANIZATION OF THE STRUGGLING RAILROAD, ACCOMPANIED BY
A TRANSFER RECIEPT SIGNED BY J. PIERPONT MORGAN JUNIOR ON BEHALF OF THE MORGAN COMPANY!**



*** 22**
1896, New York. Important lot of twenty-three Northern Pacific Stocks, #05140, 059147-059159, 059164, 059166, 059173. Brown. Vignette of locomotive at center. Total purchase was for a staggering 332,885 shares! Attached to verso of stock #059173 is a transfer receipt Signed, "J.P. Morgan." JOHN PIERPONT MORGAN JR. (1867-1943). American financier and heir to J.P Morgan. New York. May 7, 1897. Compounding the effects of mismanagement and low traffic, the Panic of 1893 company found itself under the guidance of two presidents in less than three months! In a historic move, J.P. Morgan took charge of refinancing and reorganizing the floundering railroad. Successfully allying with James J. Hill's Great Northern system despite a protracted legal battle concerning threw the Northern Pacific railroad into bankruptcy and sparked an ongoing battle for control of the company among many of its prominent officers. This bitter struggle finally came to a head

in 1896 when the Sherman Antitrust law, Morgan, as he had with other struggling U.S. roads in the wake of the Panic of 1893, steered the Northern Pacific through "Morgанизation" and returned the long struggling railroad to profitability. The transferred shares in this extremely large transaction comprise a significant portion of Morgan's holdings in the Northern Pacific during a transformative period of "Morgанизation" that ultimately brought that company back from a ruinous bankruptcy. \$2,000 - up

for 388 shares. Green. Vignette of two mythic females flanked by a steamship and a locomotive at center. Issued to though not signed by J. Pierpont Morgan. Signed as president by William Seward Webb. Pen cancelled. Accompanied by a proxy document with adhesive revenue stamps. Lightly cut cancelled. Folds and a couple of light tears at top center margin. Fine. \$300 - up



THE PACIFIC RAILWAY IMPROVEMENT COMPANY ISSUED TO AND SIGNED ON VERSO BY RESTAURANTER LORENZO DELMONICO AND SIGNED TWICE ON VERSO IN MORGAN'S HAND DREXEL MORGAN & CO.

*** 25**
Subscription certificate for \$5,000 in stock and \$10,000 in bonds. Signed twice on verso "Drexel, Morgan & Co.," by J.P. Morgan. New York. January 20, 1880. Issued to Lorenzo Delmonico and signed on verso.

"The Pacific Railway Improvement Company made a public offer in 1880 for subscriptions for the first mortgage bonds of the Texas Pacific Railway Company. Funds were required for building a line between Fort Worth and Rio Grande, a distance of about 600 miles. The funds offered were of \$1,000 denomina-

tion, bearing interest at the rate of 6 per cent per annum. As a inducement, the company offered for every subscription or \$900 paid in addition to the first mortgage bond stock in the road to the amount of \$500. The installments were to be paid whenever the Improvement Company required money to carry on its work. The subscribers received certificates upon which the amount of their respective payments was entered." (New York Times, November 29, 1882). Signed on the front by Charles H. Woerishoffer.

LORENZO DELMONICO, the most famous restaurateur and caterer of the United States, born in the Canton of Ticino, Switzerland, March 13, 1813, died in Sharon Springs, N.Y., Sept. 3, 1881. He came to America at the age of 19. His uncles had established a small candy store at No. 23 William Street, and Lorenzo was taken by his unwilling relatives into their employment. This proved afterward of great advantage to them. In 1833, the Delmonico restaurant was opened, only to be burned in the great fire of 1835. They started again at No. 78 Broad Street, with a lodging house attachment. This new restaurant was burned in 1845, and next year a new one was opened on Broadway at Morris Street. The finest cooking and finest wines in the city soon made this place famous and the best in the city. About 1856, it was removed to the corner of Chambers Street. Later, the famous café at the corner of Fifth Avenue and 14th Street was established, followed by the restaurants at No. 22 Broad Street, the one on Fifth Avenue at 26th Street, and one at No. 112 Broadway. In 1876, the branches at the corner of Chambers Street and 14th Street were discontinued. The management of the great business devolved entirely upon Lorenzo Delmonico, who was distinguished by his courtesy and business ability. He lost about half a million of money in 1861 by a speculation in petroleum, but paid the debt in full in a few years.

An interesting and unusual association!
\$1,000 - up

JP MORGAN & CO MAKES A LARGE INVESTMENT IN ONE OF THE NORTHERN PACIFIC'S EQUIPMENT SUPPLIERS DURING THE COMPANY'S "MORGANIZATION"

*** 26**
1897, Minnesota. Stock certificate for six hundred and ninety five shares in the Northwest Equipment Company. Brown. Vignette of locomotive pulling into a station at top center. Issued to "J.P. Morgan & Company" and transferred to "Northern Pacific Railway Co."

This large transfer occurred during the "Morganization" of the Northern Pacific, which was supplied with equipment by the Northwest Equipment Company. As the leasing company for a large number of the locomotives used by the Northern Pacific, the Northwest Equipment Company also faced financial difficulties along with the NP in the wake of the Panic of 1893. In this light, the J.P. Morgan and Company's large stock purchase was likely made in order to ensure a smooth transition during the reorganization of the NP. Punch cancelled. Very Fine. \$1,000 - up



SAINT PAUL & DULUTH RAILROAD CO. ISSUED TO AND SIGNED ON VERSO BY ANTHONY J. DREXEL

*** 27**
1877, St. Paul. Stock certificate for 1048 shares. Black. Vignette of a locomotive at top center flanked by vignettes of steamships. Issued to and signed on verso by Anthony J. Drexel.(1826-1893). Known as "the most influential financier of the 19th century," it was Drexel who transformed a "confused and underachieving" JP Morgan into a wizard of high finance. Before meeting Anthony Drexel in 1871, Morgan had lost interest in a banking career and was on the verge of early retirement. Drexel, however, made Morgan an offer he couldn't refuse. Soon, Drexel's New York branch was transformed into Drexel, Morgan and Co., with JP serving as senior partner. Junius and his son John Pierpont worked with Anthony Drexel to create an alliance with superior and powerful contacts throughout the U.S. and Europe. Through his work with Drexel, JP Morgan gained invaluable experience in railroad reorganization, including the replacement of reckless and irresponsible managers, experience that would serve him well in the 1890's, when JP Morgan & Co. became the acknowledged leader in the field. Light stub glue at left. Punch cancelled. \$750 - up



TUNNEL RAILROAD OF ST. LOUIS ISSUED TO J. S. MORGAN & CO. AND SIGNED ON VERSO FOR THE COMPANY BY JUNIUS S. MORGAN

*** 28**

1881, St. Louis. Stock certificate for ten shares. Black. Vignette of a train existing a tunnel at center. Issued to J. S. Morgan & Co. London, Eng. and signed on verso for the company by JUNIUS SPENCER MORGAN. (1813-1890). Junius Spencer Morgan, the father of JP Morgan, began his business career in 1829 as an employee of Alfred Welles of Boston, MA. While visiting England, Morgan accepted an offer to form a partnership with George Peabody in the English Banking firm of George Peabody & Co in 1854. An able and sagacious businessman, JS Morgan succeeded Peabody as head of the firm, which was rechristened JS Morgan & Co., ten years later. During the American Civil War, the firm supported the Union cause and weathered the collapse of the Southern Cotton Firms, but under fire in the press for its practice of reselling American securities abroad. Later in life, Junius would serve as a senior partner of Drexel, Morgan & Co. alongside his son John Pierpont Morgan and Anthony Joseph Drexel. Even with all of these successful ventures, JS Morgan's greatest feat is widely viewed as his placement of fifty million dollar loan for France during the war with Prussia in 1870. Though vehemently opposed by Otto von Bismarck, the loan was placed and proved a great success. More important than the assistance it provided to the floundering French, the loan established J.S. Morgan & Company in the forefront of London issuing houses and helped cement Morgan's reputation as the most influential American banker on the European scene. In this position of prominence, Morgan's firm went on to manage a large portion of all British investments made in America at that time. for the company. Certificates signed by the elder Morgan are quite scare. Punch and stamp cancelled. \$750 - up

OREGON STEAM NAVIGATION COMPANY SIGNED AS PRESIDENT BY J. C. AINSWORTH



*** 29**

1874, Oregon. Stock certificate for 5 shares. Black. Vignette of steamship at center. Issued to and signed on verso by Edwin M. Lewis, Trustee of Jay Cooke & Co. Also signed by J.C. Ainsworth as president. Fine. \$250 - up



NORTHERN PACIFIC RAILROAD CO. ISSUED TO AND SIGNED ON VERSO BY AUGUST BELMONT

*** 30**

1884, New York. Stock certificate for 100 shares. Green. Vignette of a locomotive at top center. Issued to and signed on verso by August Belmont. Some light pinholes. Punch and stamp cancelled. \$350 - up



OREGON AND TRANSCONTINENTAL COMPANY ISSUED TO AND SIGNED ON VERSO BY AUGUST BELMONT

*** 31**

1884, New York. Stock certificate for 100 shares. Green. Vignette of two Native Americans looking down on a busy landscape that includes trains, factories, and ferries. Issued to and signed on verso by August Belmont. Punch and stamp cancelled. \$350 - up



PEORIA & BUREAU VALLEY RR CO. ISSUED TO AND SIGNED ON VERSO BY AUGUST BELMONT, JR.

*** 32**

1892, Illinois. Stock certificate for 8 shares. Black. Vignette of Native

Americans hunting a buffalo with a train in background. Issued to and signed on verso by August Belmont Jr. Punch cancelled. VF. \$225 - up

NORTHERN PACIFIC RAILROAD COMPANY ISSUED TO AND ENDORSED ON VERSO BY JAY COOKE, JR. "IN TRUST FOR HARRY E. COOKE"

*** 33**

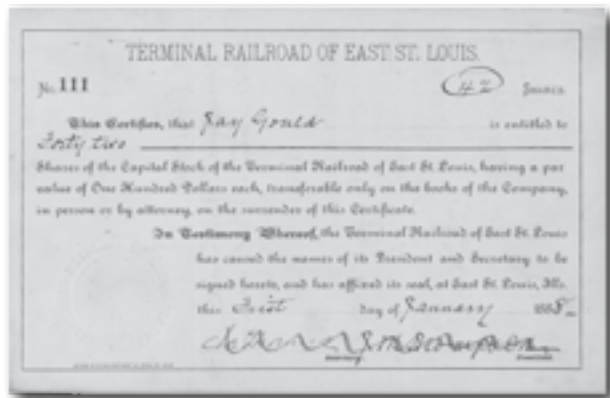
1876, New York. Stock certificate for 14 shares. Brown. Vignette of a locomotive at top center. Issued to Jay Cooke Jr. in trust for Harry E. Cooke. Signed "Jay Cooke Jr. in trust" on verso and "Jay Cooke Jr. in trust" on attached receipt. Also signed as a witness by Charles Barney for C. D. Barney & Co. on verso. Stamp and punch cancelled. \$400 - up



A NEW ORLEANS, MOBILE & TEXAS RAILROAD CO. SIGNED BY OLIVER AMES II

*** 34**

1873. \$1,000 second mortgage bond bearing 8% interest. Black with green overprint and attached purple seal. Vignette of steam locomotive crossing a railroad bridge, smaller steam locomotive at bottom. Litho. Coupons at bottom. Signed on front as trustee by OLIVER AMES II (1831 - 1895). Son of Oakes Ames. Ames served as the traveling salesman, foreman and manager of Oliver Ames & Sons. Upon the death of his father Oakes Ames, Oliver II was left with the responsibility of settling and managing his estate, proving him to be an exceptional financier. A fine southern railroad related item signed by Ames. Uncancelled and very fine. \$275 - up



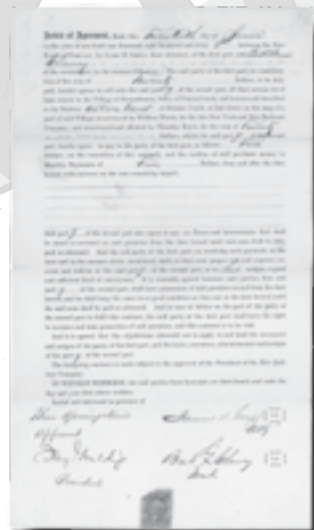
SCARCE STOCK CERTIFICATE OF THE TERMINAL RAILROAD OF EAST ST. LOUIS ISSUED TO AND SIGNED ON VERSO BY JAY GOULD

*** 35**
1888, St. Louis. Stock certificate for forty-two shares. #111. Black. Issued to, and signed on verso by, JAY GOULD [(1836-1892). American financier, railroad developer and speculator.]. The Terminal Railroad Association was at the center of an anti-trust suit brought on by the Jay Gould's scheme to utilize this and other companies as a means of controlling traffic across the Mississippi river and each side of St. Louis. Fine. \$900 - up



BALTIMORE AND OHIO ISSUED TO CHARLES HARKNESS

*** 38**
1901, New York. B & O Stock certificate for 100 shares of the Baltimore and Ohio issued to and signed by "Chas. W. Harkness" on verso CHARLES HARKNESS (1860-1916), was a son of early Standard Oil investor Stephen Vanderburg Harkness. He studied and practiced law, before joining Standard Oil, where he was active in management and as a director, one of the few scions of the founding families to do so. C.W. Harkness also invested heavily in railroads and was a director in the Southern Pacific, the Chicago Milwaukee & St. Paul and the Baltimore & Ohio railroads. Charles William Harkness married Mary Warden, heiress to another Standard Oil fortune, but they had no children. He managed the family's money until his early death in 1916. Green borders and under printing. Top left engraving of a 4-4-0 locomotive moving down the tracks at full throttle. Stamp and punch cancelled, though not affecting the dark autograph in any way. Fine condition. \$200 - up



JAY GOULD SIGNED ARTICLES OF AGREEMENT FOR AN ERIE RAILWAY TRANSACTION

*** 36**
Document signed. 8" x 14". 1 page. June 20, 1868. Partly-printed Agreement for the sale of land in Susquehanna Village, Pennsylvania by the Erie Railway Company to a

Bartholomew Clancy. Gould signs at lower left corner as President of the company. A nice item associating Gould with the Erie while he was serving as its president. Fine for display. \$900 - up



A FINE ASSOCIATION OF JAY GOULD AND RUSSELL SAGE ON A SINGLE CERTIFICATE!

*** 37**
1880, New York. Stock certificate for one hundred shares. Green. Vignette of grazing cattle at center. Issued to, and signed on verso by, RUSSELL SAGE Also signed as president by JAY GOULD. A wonderful association of these two premier figures in American financial history. Punch and stamp cancelled. Fine. \$600 - up



3M - MINNESOTA, MINING AND MANUFACTURING STOCK SIGNED BY TWO FOUNDERS

*** 39**
1903, Minnesota. Stock certificate for 50 shares. Green/Black. View of mountains with a smelting operation at center flanked by smaller views of miners at work in upper corners. Litho. If ever there existed a great American Corporation that should have failed in its early years, 3M is certainly it. Founded in 1902 by five Minnesota businessmen in the small town of Two Harbors, the company was formed to mine corundum, an ideal mineral for making sandpaper and grinding wheels. As mining and product sales were underway, the mineral turned out to be a lower quality mineral, causing poor product quality and sales. On the brink of failure, the company founders closed their mine, moved the company to Duluth, Minnesota and began the manufacture of sandpaper with abrasive materials purchased from outside sources. This certificate is signed by two of the company's founders, HENRY S. BRYAN, the first president of the company who had been involved in the railroad business, and JOHN DWAN, first secretary of the company and a local attorney. A superb early certificate signed by two founders of one of America's most dynamic corporations. Stamp cancellation not affecting signatures. Extremely Fine. \$350 - up



SAINT PAUL & DULUTH RAILROAD COMPANY ISSUED TO AND SIGNED ON VERSO BY CHARLES BARNEY

* 40
1887, Minnesota. Stock certificate for 1 share. Green. Vignette of a locomotive at top center flanked by vignettes of steamships. Issued to and signed twice on verso by C.D. Barney.

CHARLES D. BARNEY (1844 – 1945). Prominent stockbroker. The son-in-law of Jay Cooke, Charles D. Barney became closely tied to Jay Cooke & Company. With Jay Cooke, Jr., Barney founded Charles D. Barney & Co in 1873 after the elder Cooke's financial failure. In 1938 Charles D. Barney & Co. and Edward B. Smith & Co. merged forming the well known brokerage Smith, Barney & Co., one of America's largest brokerage firms.

Punch and stamp cancelled. 2 Revenue stamps attached. \$275 - up



ATCHISON, TOPEKA AND SANTA FE RAILROAD COMPANY IN CHICAGO ISSUED TO AND SIGNED BY W.B. STRONG

* 41
1888, Illinois. Stock certificate for one share. Black. Vignette of a

locomotive at top center. Orange company seal. Issued to and signed on verso by WILLIAM BARSTOW STRONG (1837-1914) President of the AT&SF from 1881 to 1889. After graduating from a Chicago business college, William B. Strong took his first railroad job as a station agent for the Milwaukee and St. Paul Railroad. After a succession of other railroad, Strong succeeded T. Jefferson Coolidge as president of the Atchison, Topeka and Santa Fe Railway. During his tenure, the railway extended to about 7,000 miles, making it the largest railroad in North America at the time.

The Atchison, Topeka & Santa Fe Railroad in Chicago was established in order to secure terminals in Chicago. Punch cancelled & VF. \$200 - up



AMERICAN EXPRESS COMPANY SIGNED AS PRESIDENT BY WILLIAM FARGO

* 42
1881, New York. Stock certificate for fifty shares. Orange \ Black. Vignette of a resting dog at top center above the phrase "Safety & Dispatch." Signed as president by WILLIAM FARGO (1818-1881). Expressman. Fargo got his start in the express business at age 13 through a 30 mile mail route. Sometime later, William Fargo served as a messenger with Wells & Company, the first express company to venture west of Buffalo. Fargo became a partner in Wells & Company and, in 1850, they joined with two other express companies to form the American Express Company which covered the eastern sector of the United States; Wells, Fargo & Company, formed in 1852, covered the western sector. Cut and stamp cancellations do not affect Fargo's signature. Fine. \$500 - up



AMERICAN EXPRESS STOCK SIGNED BY HENRY WELLS AND WILLIAM FARGO

* 43
1865, New York. Stock certificate for five shares. Black. Vignette of the "Safety and Dispatch" Dog with a rail terminal and shipping port in background at top center. Signed as president by HENRY WELLS (1805-1878) American businessman and co-founder of American Express. Also signed as Secretary by WILLIAM G. FARGO (1818-1881) Expressman, co-founder of American Express Co. and Wells, Fargo & Company. Revenue stamp affixed. Fold at Well's signature as president. Else Very Fine. \$750 - up



AMERICAN EXPRESS COMPANY SIGNED AS PRESIDENT BY JAMES C. FARGO

* 44
1883, New York. Stock certificate for fifteen shares. Orange \ Black. Vignette of a resting dog at top center above the phrase "Safety & Dispatch." Signed as president by JAMES C. FARGO (1829-1915) Expressman.

Working along with his older brother, William, co-founder of the American Express Co., James became a prominent figure in the railroad and express industries. He became president of American Express in 1881 upon his brother's re-

irement from that position. Punch cancellations do no affect Fargo's signature. Fine. \$450 - up



NORTHERN PACIFIC RAILROAD STOCK ISSUED TO AND SIGNED ON VERSO BY JAMES C. FARGO

* 45
1882, New York. Stock certificate for 100 shares. Orange\Black. Engraved vignette of a steam locomotive at top center, nice portrait vignette of Frederick Billings at bottom. Issued to and signed on verso by JAMES C. FARGO (1829-1915). Expressman. \$450 - up



CLEVELAND & TOLEDO RAIL-ROAD CO STOCK ISSUED TO AND SIGNED ON VERSO BY SPECULATOR JACOB LITTLE

*** 46**
1862, Ohio. Stock certificate for 1 share. Black. Vignettes of surveyors at upper left and of a locomotive at upper right. Issued to Jacob Little and fully signed on verso. Also signed on Stub "JL". A scarcely seen certificate issued to this important wall street speculator. Pen cancelled and Very Fine. \$225 - up



AVIATION CORPORATION OF THE AMERICAS STOCK ISSUED TO AND SIGNED TWICE BY AVIATION PIONEER CORNELIUS VANDERBILT WHITNEY

*** 47**
CORNELIUS VANDERBILT WHITNEY. DS. 1pp. 10 3/4" x 7 3/4". Delaware. June 12 1928. An "Aviation Corporation of the Americas" stock certificate signed twice by CORNELIUS VANDERBILT WHITNEY; he signed once on the front as company president and once on the back, since the 1000 shares were issued to him. The certificate is punch cancelled, lightly affecting both signatures. It is in fine condition overall. \$300 - up



AVIATION CORPORATION OF THE AMERICAS ISSUED TO AND SIGNED ON VERSO BY JOHN A. HAMBLETON

*** 48**
1928, New York. Stock certificate for 100 shares of the Aviation Corporation of the Americas issued to World War I ace JOHN A. HAMBLETON and signed by him on the back. On the front, the stock is signed by CORNELIUS VANDERBILT WHITNEY as the company's president. \$200 - up



CITY OF JERSEY CITY BOND SIGNED BY THE CITY'S MAYOR, I.W. TAUSSIG

*** 49**
1883, New Jersey. Four thousand dollar funded debt bond bearing six percent interest. Green \ Black. Vignette of a steamship at top center. Smaller vignette of New Jersey's state seal at bottom center. Signed as Mayor of Jersey City by ISSAC W. TAUSSIG (1880-1884). Two-time Jersey City Mayor who was sued for fraud by a sugar refining company in 1883. The following year, Taussig and his partner, Moritz Hamerschlag, lost this lawsuit. Pen and cut cancellations. Two punch holes at upper left. Overall Fine. \$150 - up



CHICO GOLD & SILVER MINING COMPANY SIGNED AS PRESIDENT BY JOHN BIDWELL

*** 50**
186-, Nevada. Unissued stock certificate. Vignette of a mining camp at upper right. Signed as president by JOHN BIDWELL (1819-1900) Pioneer, farmer, soldier and statesman. Bidwell is famous for leading one of the first emigrant parties, the Bartleson-Bidwell Party, along the California Trail as well as for founding Chico, California. Uncancelled and Very Fine. \$275 - up



BROAD STREET SUBWAY PASSENGER RAILWAY COMPANY ISSUED TO AND SIGNED BY PETER WIDENER

*** 51**
1902, Pennsylvania. Stock certificate for twenty five hundred shares in the Broad Street Subway Passenger Railway Company issued to and signed on verso by PETER WIDENER (1834-1915). Widener, a financier, was a key figure in the development of suburban street railways after the Civil War. He was instrumental in the consolidation of the various street railways in Philadelphia and the development of lines in Chicago. Widener and his associates acquired large street railway holdings in other cities as well, and eventually their properties totaled a greater mileage than those of any similar syndicate. At

his death, he was the wealthiest man in Philadelphia. Green \ Black. Vignette of an eagle at top center. Green underprint and border. Consolidation and exchange print at left. Punch cancellation at signature lines, not affecting Widener's signature. Fine. \$250 - up



A WEST PHILADELPHIA PASSENGER STOCK SIGNED BY PETER WIDENER AND ISSUED TO AND SIGNED BY WILLIAM ELKINS

*** 52**
1881. Pennsylvania. "West Philadelphia Passenger Railway Company" stock certificate signed by Peter A.B. Widener. He sold 150 shares to William L. Elkins, who signed it on the back. The certificate has been stamp and punch cancelled, with a few holes through the Widener signature but none through the Elkins autograph. A receipt is glued to the left side and it is in fine condition overall. WILLIAM L. ELKINS (1832-1903). Shortly after the discovery of oil in Pennsylvania, Elkins surveyed the oil region and organized and operated numerous oil companies. In 1875, he became a partner of Standard Oil Company, eventually selling his interest out in 1880. The first refined gasoline was produced in one of his refineries. He became involved in street railways and, with Peter A. B. Widener, was responsible for developing many outlying areas around Philadelphia. \$125 - up



**A MERRILL LYNCH,
PIERCE, FENNER &
SMITH STOCK SIGNED
BY DONALD REGAN**

* 53

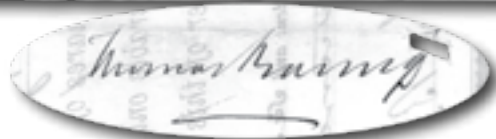
1969, Delaware. Non-voting common stock for 500 shares of Merrill Lynch, Pierce, Fenner & Smith, Inc. Signed as Executive Vice President by DONALD REGAN (B. 1918): Chief of staff and U. S. Treasury Secretary under Ronald Reagan; Board Chairman of Merrill Lynch & Co. This certificate was issued prior to the law allowing brokerage firms to be publicly held, and as such were restricted to employees of the company. Light punch cancellations not affecting Regan's signature. Excellent. \$150 - up



**ATLANTIC, MISSISSIPPI & OHIO RAILROAD
STOCK SIGNED BY
CONFEDERATE
GENERAL WILLIAM
MAHONE**

* 54

1872, Virginia. Stock certificate for 5 shares. Green\Black. Orange imprinted revenue at center. Engraved vignette of a steam locomotive travelling through the countryside at top, libert below. Signed as president of the company by WILLIAM MAHONE (1826 - 1895). Confederate General during the Civil War. An extremely attractive certificate for display. \$200 - up

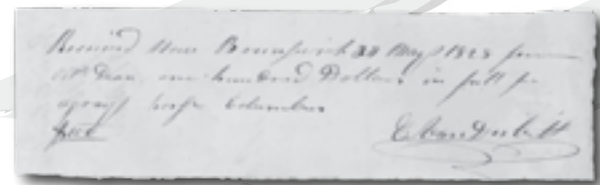


**ATCHISON, TOPEKA AND SANTA FE
RAILROAD COMPANY IN CHICAGO ISSUED TO
AND SIGNED BY THOMAS CHARLES BARING,
PARTNER IN THE FIRM OF BARING
BROTHERS & COMPANY**

* 55

1889, Illinois. Stock certificate for one share. Black. Vignette of a locomotive at top center. Orange company seal. Issued to and signed on verso by THOMAS CHARLES BARING (1831-1891) British Banker and a conservative politician. Following study at Harrow and Wadham College, Oxford, Thomas Baring became a partner in the family firm of Baring Brothers & Co. When the company experienced problems in 1890, it was Thomas who led the reorganization of the company and served as Chairman of the Board of Directors until his death the following year. Outside of his business accomplishments, Baring represented both Essex South and the City of London in Parliament.

The Atchison, Topeka & Santa Fe Railroad in Chicago was established in order to secure terminals in Chicago. Punch cancelled. \$400 - up



* 56

"COMMODORE" CORNELIUS VANDERBILT (1794-1877). Steamship and railroad promoter; Capitalist. Founder of the family fortune which exists yet today, Vanderbilt stands as one of the greatest American capitalists in American history. Autograph Receipt Signed, "C. Vanderbilt." One page, 8" x 2 1/2". May 30, 1828. The receipt reads, in part: "Received ... 30 May 1828 ... one hundred dollars ... in full ... C. Vanderbilt." \$1,250 - up



**THE EDISON-JOHNSON
ELECTRICAL MANU-
FACTURING COMPANY
SIGNED BY THOMAS
EDISON, JR.**

* 57

1900, New York. Stock certificate two shares. Black \ Gold. Vignette of eagle at upper left. Vignette of allegorical female at bottom center. Gold underprint. Signed as president by THOMAS A. EDISON, JR. (1876 - 1935). First son of Thomas Edison. Fine. \$350 - up

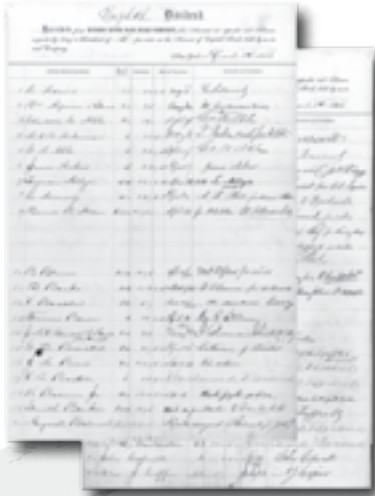


**CHICAGO AND CANADA
SOUTHERN RW SIGNED
BY SIDNEY DILLON**

* 58

1879, New York. Stock certificate for one hundred shares. Green/Black. Engraved vignette of steam locomotive at top center. Smaller vignette of a passenger car at bottom center. Signed as president by SIDNEY DILLON (1812 - 1892). Railroad executive. One of America's premier railroad builders. Following 1870, Dillon was primarily known as a financier, becoming involved with Jay Gould in numerous ventures as well as serving on the board of directors of the Western Union Telegraph Co. Pen and stamp cancellations affect Dillon's signature. Fine. \$250 - up

COMMODORE AND WILLIAM H. VANDERBILT



*** 59**

CORNELIUS VANDERBILT (1794-1877). Vanderbilt was a steamship and railroad promoter who founded the family fortune that exists today. He began at age sixteen as the owner-operator of a small ferryboat which ran between Staten Island and New York City. WILLIAM H. VANDERBILT (1821-1885) Railroad magnate and financier. William acted as assistant to his father, "Commodore" Vanderbilt and used his inherited fortune to build one of the foremost railroad empires in the United State. Partially Printed Document Signed twice, "C. Vanderbilt," and once, "Wm. H. Vanderbilt." Four pages, 11" x 17" New York. April 14, 1866. The document lists Dividend payments made to stockholders in the Hudson River Rail Road Company. Also listed among the stockholders is AUGUST BELMONT, though he does not sign.

As he neared 70, Cornelius Vanderbilt sold his lucrative shipping interests and turned his attention to railroads, a move which resulted in the creation of one the nation's great transportation systems. In the early 1860s, Vanderbilt gained control of the New York & Harlem Railroad, followed shortly after by the run-down Hudson River Railroad. In both cases, Daniel Drew and other stock manipulators tried to make a killing at Vanderbilt's expense by short-selling stock in these companies, in the hopes of forcing the stock price down. Vanderbilt outwitted them, however, and many either lost

substantial amounts of money or were wholly ruined. In 1867, Vanderbilt acquired the New York Central Railroad and, in 1869, merged it with the Hudson River RR, thus forming the New York Central & Hudson River Railroad. Vanderbilt's well-documented battles with Daniel Drew and others, including Jay Gould, for control of the New York & Harlem, Hudson River and Erie railroads form some of the most colorful and exciting pages in U.S. financial history. A great association of "Commodore" and William Vanderbilt, the most successful family members from their respective generations! Very Fine.

\$2,500 - up



LAKE SUBMARINE SALVAGE SIGNED AS PRESIDENT BY SIMON LAKE

*** 60**

1935, Nevada. Stock certificate for 5 shares of the Lake Submarine Salvage Corporation. Green/Black. Vignette of two male allegorical figures surrounded by machinery and buildings in the background.

Signed by Simon Lake as President. (1866 - 1945). Inventor, Submarine pioneer. Beginning in the early 1890's, and continuing for over 40 years, Lake built a succession of submarines through which he developed some portion of the submarine technology in use today. His contributions to the navy and the marine industry were widespread, and his inventive genius places him

among the important naval architects in American history. His submarine business ventures were never terribly successful, however, and he died a poor man. \$150 - up



A PAN AMERICAN AIRWAYS CORPORATION STOCK ISSUED TO AND SIGNED BY E.L. CORD, MAKER OF THE LEGENDARY AUTOMOBILE

*** 61**

1937, Delaware. Stock certificate for 100 shares of the Pan American Airways Corporation issued to and signed "E. L. Cord on a receipt stapled to the certificate. "ERRETT LOBBAN "E. L." CORD (1894 - 1974) was a leader in United States transport during the early and middle 20th century. Cord founded

the Cord Corporation in 1929 as a holding company for over 150 companies he controlled, mostly in the field of transportation. The corporation controlled the Auburn Automobile Company, which built the Auburn Automobile and the Cord Automobile; Lycoming Engines; Duesenberg Inc.; New York Shipbuilding; Checker Cab; Stinson Aircraft Company; and American Airways (later American Airlines), amongst other holdings. He signed this in the year his automobile company failed. Green on white paper. Lightly punch cancelled but not affecting the dark signature. It is in very fine condition. \$225 - up



A HOMESTAKE MINING COMPANY CERTIFICATE SIGNED BY JAMES B. HAGGIN AS PRESIDENT

*** 62**

1880, New York. Certificate of the

Homestake Mining Company for 100 shares. Black on white paper. Large central engraving of two Indians kneeling on a cliff; they are overlooking items of modern progress, such as the steam locomotive, a bridge, a Conestoga wagon and a small factory. Signed by "J B Haggin" as president. JAMES B. HAGGIN (1827-1914). Haggin wisely invested large profits from his San Francisco law practice in gold, copper and silver mining interests, at one time reputedly owning or controlling over 100 mines from Alaska to Chile. At various times, he was associated with Senator Hearst and Marcus Daly, eventually acquiring Daly's holdings in Anaconda Copper. Having acquired hundreds of thousands of acres of "desert land" in the Sacramento, San Joaquin and Kern River Valleys in the 1870s, Haggin became a central figure in a long, bitter dispute over irrigation rights with cattle ranchers and farmers. By the late 1870s, Haggin became interested in horse racing and his horses captured most of the great American racing trophies. Stamp and punch cancelled, slightly affecting Haggin's signature. It is in very fine condition overall.

\$150 - up



**ORLANDO KELLUM,
TALKING PICTURE
PIONEER WHO WORKED
WITH D.W. GRIFFITH**

*** 63**
1924, California. Stock certificate for fifty shares. Black \ White with gold underprint and gold-embossed company seal. Vignette at top center of allegorical male riding a winged unicycle high above the clouds. Signed as president by ORLANDO KELLUM. Kellum, an inventor, is best known for his 1921 Photokinema, a invention used in film sound. Using sound recorded on a disc, the invention aimed to create a synchronization of sound with image. However, the process did not see much use aside from the role it played in D.W. Griffith's Dream Street (1921). Uncancelled and Fine. A nice early "talking picture" certificate signed by a pioneer in the application of sound to film.
\$300 - up



**DAVID DOWS - CENTRAL
OHIO RR CO.**

*** 65**
1853, Ohio. Stock certificate for 20 shares in the Central Ohio Railroad Company. Engraved vignette of early steam locomotive at top center; farmer with scythe standing at left; state seal flanked by seated females at bottom. Issued to and signed on the transfer stub below by DAVID DOWS (1814 - 1890); Merchant. One of the most distinguished merchants of his time, Dows played a major role in provisioning the Union army during the Civil War. He helped organize and direct The Corn Exchange as well as numerous banks, railroads and insurance companies. An interesting and unappreciated individual. Very minor, scattered browning. Pen and cut cancellations not affecting Dows' signature which is not touched by an attached adhesive green seal. Very fine.
\$90 - up



**CHICAGO & SPRING-
FIELD RAILROAD
COMPANY ISSUED TO
AND SIGNED ON VERSO
BY STUYVESANT FISH**

*** 67**
1883, Illinois. Stock certificate for one share issued to and signed on verso by STUYVESANT FISH (1851 - 1923). Railroad executive. Fish was a member of a politically prominent New York family, his father having served as Ulysses Grant's Secretary of State. Fish himself was a prominent and successful businessman, holding executive positions in many companies. While he was President of the Illinois Central Railroad (1887 - 1906), it became one of the most prosperous railroads in the U.S. Red. Red company seal. Uncancelled and Fine.
\$150 - up

ers real estate business and became involved in railways during this time. He became involved in the oil business in 1889 and "by the beginning of 1893 the Mellon's Crescent Pipeline Company, Crescent Oil Company, Crescent Connecting Railroad Company, and their allied interests represented a fully integrated oil operation with 10 per cent of the American export market." (DAB) William's oil interests ultimately led him to the Chairmanship of Gulf Oil, one of the Mellon family's most important assets. This stock is also signed as treasurer by RICHARD B. MELLON (d. 1933); Banker. Along with his brother Andrew, Richard provided much of the funding for his son William's early development and growth of the family's oil interests. He served as president of Mellon National Bank. A nice association of two important members of the Mellon family. Stamp and punch cancellations affect both Mellons' signatures. Very fine.
\$200 - up



**CALIFORNIA STREET
RW CO. SIGNED BY
ANTOINE BOREL**

*** 64**
1882, California. A stock certificate for 15 shares. Black. Issued to and signed on verso by ANTOINE BOREL (1861-1915) Distinguished San Francisco banker and director of the Bank of California. Borel headed the syndicate that purchased the San Francisco Street Cable Railroad System, today's Municipal Railway of San Francisco, from Leland Stanford in 1884. Pen cancelled.
\$200 - up



**ALFRED G. VANDERBILT
SIGNED STATE OF NEW
YORK BOND**

*** 66**
1937, New York. Brown/Black. Vignette of state seal at upper center. Loan for Canal Improvement \$10,000 bond bearing 4% interest. Signed by Alfred G. Vanderbilt on the attached stock irrevocable power.
\$125 - up



**SIGNED BY WILLIAM L.
& RICHARD B. MELLON**

*** 68**
1908, Pennsylvania. Stock certificate for sixty shares in the Allegheny Valley Street Railway Company. Green/Black. Engraved bust view of female at top center. Attached embossed gold seal at bottom. Signed as president by WILLIAM LARIMAR MELLON (d. 1949); Banker; Chairman of the board of Gulf Oil and other oil companies. As the nephew of Andrew Mellon, William began in the Mellon Broth-



**SIGNED BY
CORNELIUS VANDER-
BILT II AS TREASURER**

*** 69**
1879, New York. 1879, Stock certificate for 100 shares signed by "C Vanderbilt" CORNELIUS VANDERBILT JR. (1843-1899). The first son of William H. Vanderbilt, Cornelius succeeded to the Chairmanship of the New York Central and Hudson River and the Michigan Central Railroads. Upon his father's death, he came to be regarded as the head of the family and the chief director of its railroad empire. He constructed "The Breakers" in Newport and contributed to numerous philanthropic endeavors as Treasurer. Top center engraving of a 4-4-0 locomotive emerging from a roadhouse. Stamp and punch cancelled, including a few holes through Vanderbilt's signature. \$225 - up



HENRY DEARBORN SIGNED A REPUBLICAN INSTITUTION IN THE TOWN OF BOSTON

* 70

Massachusetts. Stock certificate for one share in A Republican Institution in the Town of Boston. Black. Vignette of an eagle holding a ribbon with the motto "E Pluribus Unum" in its beak, and arrows and an olive branch in its claws. Affixed at left is the large corporate seal which indicates that the Institution was incorporated in 1819. Attached to and extending below the paper seal is a blue ribbon. Signed by HENRY DEARBORN as president. Dearborn (1751-1829); Revolutionary War general; Congressman; U.S. Secretary of War. Dearborn served with distinction during the Revolutionary War, retiring from the service in 1783 as a member of Washington's staff. He served in the U.S. House of Representatives (1793-1797), and as Jefferson's Secretary of War (1801-1809). At the outbreak of the War of 1812, Madison made Dearborn the senior major-general in the U.S. Army, but his performance was a great disappointment, and has been attributed to Dearborn's age and long disuse of his military skills. Dearborn, Michigan is named in his honor. The Republican Institution was founded in 1819 "as a body politic and corporate forever, for the purpose of procuring a building, and keeping it in repair, with suitable apartments for a reading room, library, and the meeting of the said society...in the town of Boston, Massachusetts." Its intent was to provide a forum for political education and discussion of the best means of promoting national welfare. An interesting and very rare stock certificate related to a political organization. Extremely fine. \$750 - up



ISSUED TO BOSTON'S CORRUPT MAYOR, JAMES M. CURLEY

* 71

1932, New York. Stock certificate for 100 shares. Orange\Black. Engraved vignette of seated liberty

flanked and state seal. Issued to JAMES M. CURLEY (1874-1958) and signed by him on the accompanying stock power. A popular though corrupt mayor, while in office Curley was convicted of mail fraud and served five months in prison. When he was fined \$30,000 for another legal infraction, thousands of citizens donated money to pay the fine. Punch cancellation not affecting signature. Extremely Fine.

\$200 - up



MONTANA UNION RAILWAY ISSUED TO AND SIGNED BY B.P. CHENEY

* 72

1887. Montana Territory. Stock certificate for one share of Montana Union Railway Company issued to B.P. CHENEY (1815 - 1895). The Northern Pacific and Union Pacific jointly organized the Montana Union Railway in 1886 with each initially owning half of the companies stock. The company served the mining region into Butte. Stamp and punch cancellations. \$150 - up



LOUISVILLE AND NORTHERN RAILWAY AND LIGHTING CO. SIGNED BY SAMUEL INSULL AS PRESIDENT

* 73

1910, Indiana. Stock certificate for 1000 shares of the Louisville and Northern Railway and Lighting Company signed by SAMUEL INSULL, as President. (1859 - 1938). Public utility magnate. Insull served as personal secretary to Thomas Edison, eventually taking control of most of the Edison General Electric Company. His experience in the electric industry and keen optimism for its future led Insull to his development of an enormous utility holding company with assets in excess of two billion dollars. His pyramid of holding companies collapsed due to the combination of his highly leveraged position and a September 1931 stock market

crash. In April of 1932, the top Insull companies went into receivership, thus ending the reign of one of America's leading symbols of prestige and business success of the 1920's. Orange/Black. Vignette of electric streetcar flanked by a light-bulb right and left of the title. Cut cancelled. Very fine. \$200 - up



LOUISVILLE AND SOUTHERN INDIANA TRACTION CO. SIGNED BY SAMUEL INSULL AS PRESIDENT

* 74

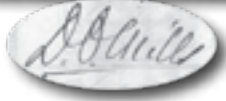
1908, Indiana. Stock certificate for 32 shares of the Louisville and Southern Indiana Traction Co. signed by SAMUEL INSULL, as President. (1859 - 1938). Public utility magnate. Insull served as personal secretary to Thomas Edison, eventually taking control of most of the Edison General Electric Company. Black with orange overprint. No vignette, however small flowers intertwined in title. \$200 - up



FULTON CHAIN RAILWAY CO. SIGNED BY WILLIAM SEWARD WEBB

* 75

1902, New York Stock certificate for one share in the Fulton Chain Railway Company. Black \ White. Signed in transfer portion of verso by WILLIAM SEWARD WEBB (1851 - 1926). Capitalist, involved in numerous railroads. Punch cancellation does not affect Webb's signature. Fine. \$125 - up



**MERGENTHALER
LINO TYPE COMPANY
STOCK ISSUED TO AND
SIGNED ON VERSO BY
DARIUS OGDEN MILLS**

by Augustus Schell as President. Stamp and punch cancellations affecting the signature. Archival tape on verso at fold. Fine. \$90 - up



**MICHIGAN CENTRAL
RAILROAD BOND
ISSUED TO AND SIGNED
BY WILLIAM K.
VANDERBILT**

* 78
1886, Michigan. Bond for \$5000 bearing 5% interest. Issued to and signed on verso by William K. Vanderbilt. Brown/Black. Vignette at top center of train at station flanked by two female figures on farm. Punch and stamp cancelled. Punch cancellation affects signature. Very fine. \$175 - up



**MELVIL DEWEY SIGNS A
LAKE PLACID COMPANY
STOCK**

* 79
1922, New York. Stock certificate for 1 share signed by "Melvil Dewey's" president. MELVIL DEWEY (1851-1931). Dewey, the originator of the Dewey Decimal System, cut a wide path through numerous American educational and professional organizations during the last quarter of the 19th century. He founded the American Library Association, the Association of State Librarians, the Children's Library Association, and the New York Library Club. Moving to

Columbia University as chief librarian in 1883, he founded the nation's first library school there in 1887. In 1889, he was appointed director of the New York State Library, a position which he held until his retirement in 1906. Orange on white paper with top center litho of an eagle. Crayon cancelled, though not affecting the signature, and a receipt is glued to the left side. The Lake Placid Club, headquartered in Lake Placid, New York, was founded by Dewey in 1893 as a cooperative vacation-club resort. The piece is in very fine condition overall. \$200 - up



**METROPOLITAN CROSS-
TOWN RAILWAY CO.
SIGNED BY PETER A.B.
WIDENER**

* 80
1890, New York. \$1,000 First Mortgage Five Per Cent Bond of the Metropolitan Cross-Town Railway Company. Green/Black. Engraved. Signed by PETER A.B. WIDENER (1834 - 1915); Financier. Widener was a key figure in the development of suburban street railways after the Civil War. He was instrumental in the consolidation of the various street railways in Philadelphia and the development of lines in Chicago. Widener as his associates acquired large street railway holdings in other cities as well, and eventually their properties totaled a greater mileage than those of any similar syndicate. He helped organize many of the large corporations whose names are familiar today such as the U. S. Steel Corporation, American Tobacco Company, etc. At this

death, he was the wealthiest man in Philadelphia. Partial coupons attached. Uncancelled and Extremely Fine. \$90 - up



**AN EARLY ST. LOUIS
BROWNS STOCK ISSUED
TO AND SIGNED BY
PART OWNER AND
PRESIDENT PHILIP
BALL**

* 81
1924, St. Louis, Missouri. Stock certificate for 1286 shares of the St. Louis American League Base Ball Company. Vignette of the team logo at top center. Litho. The St. Louis Browns have often been viewed with a kindly nostalgia that many of today's Major League teams can only envy. Following the 1901 season, the Milwaukee Brewers, charter members of the American League moved to St. Louis and changed their name to the Browns. After a number of successful years at the gate, in 1916 owner Robert Hedges sold the team to Philip Ball, who signs this certificate as president of the team and to whom this certificate is issued. Ball had previously been involved in the Federal League and its problems and as a result of a settlement with Major League baseball, his purchase of the Browns was approved. One of Ball's original investors in the team was Harry Sinclair of Sinclair Oil fame. The Browns went on to win only one pennant, finishing last 14 times and seventh 11 times. In 1953, the team was moved to Baltimore. A scarce, early major league baseball stock AND THE PERSONAL SHARES OF THE TEAM OWNER. Stamp cancelled and Fine with just the slightest stub discoloration at extreme left margin. Extremely Fine. \$400 - up



**CHICAGO AND CANADA
SOUTHERN RAILWAY
COMPANY SIGNED BY
AUGUSTUS SCHELL**

* 77
1879, New York. Stock certificate printed in balck with a green border and a vignette at top center of a train pulled into a station and at bottom center of a railway car. The certificate is signed at bottom right



MERCHANTS DESPATCH TRANSPORTATION COMPANY STOCK SIGNED BY JAMES C. FARGO AS PRESIDENT

*** 82**

1871, New York. Stock certificate for twenty five shares signed by "Jas. C. Fargo" as president. JAMES C. FARGO (1829-1915). Working along with his older brother, William, co-founder of the American Express Co., James became a prominent figure in the railroad and express industries. He became president of American Express in 1881 upon his brother's retirement from that position. Red and black with brown underprinting. Large top center litho of an office building. Receipt glued to the left side. The Merchants Despatch Transportation Company was formed in 1857 to create a fast freight system over the New York Central lines. It was very successful and proved profitable to the owners, the American Express Company and the New York Central Railroad. An important companion piece to any American Express collection. Pen and punch cancelled. Punch cancellations affect Fargo's signature. Two small pinholes. Overall Fine. \$600 - up



LOUISVILLE BRIDGE COMPANY STOCK SIGNED BY THOMAS A. SCOTT

*** 85**

1872, Kentucky. A stock certificate for 782 shares. Signed by THOMAS A. SCOTT (1823-1881) President of the Pennsylvania Railroad as well as the Union Pacific 1871-72, and the Texas & Pacific (1872-80). Scott is well known for his attempt at monopolizing the transportation of the oil regions via the South Improvement Company. This was essentially a battle against John D. Rockefeller and the Standard Oil Company interests which sparked a bitter struggle resulting in victory for the vast oil empire. Failing to defeat Rockefeller at his own game, Scott liquidated the company in the spring of 1872 as president on a separate power of attorney document. Black. Triple vignette. At top center a canal scene with trains and steamships. Busts of two men on either side of document. Punch cancelled. Very fine. \$250 - up



ISSUED TO AND SIGNED BY C. P. HUNTINGTON

*** 87**

1882, Ohio. Stock certificate for 500 shares of the Cincinnati, Indianapolis, St. Louis & Chicago Railway Company issued to and signed on verso by C. P. HUNTINGTON (1821 - 1900). One of the most important railroad builders in American history. Arriving in California as a successful New York merchant in 1849, Huntington soon began building the basis of what was to become one of the great American railway fortunes. In 1860, he was approached by Theodore Judah with a plan to build a railroad across the Sierra Nevada mountains as part of a trans-continental railroad project. The development of Judah's plan brought together the talents of Huntington, Leland Stanford, Charles Crocker and Mark Hopkins, the combination which came to be known as "The Big Four." This combination of successful California businessmen led to the eventual completion of the Central Pacific Railroad, culminating in its connection with the Union Pacific at Promontory Point, Utah in May of 1869. Green/Black. Vignette of train at center. Lightly punch cancelled and VF. \$175 - up



BOZEMAN COAL CO. ISSUED TO AND SIGNED ON ACCOMPANYING STOCK POWER BY CHARLES S. MELLEN

*** 83**

1902, Montana. Stock certificate for 5 shares. Issued to CHARLES S. MELLEN. Also signed by him on attached Irrevocable Stock Power. Punch and stamp cancelled. \$125 - up



FISHER BODY OHIO COMPANY SIGNED BY FREDERICK JOHN FISHER

*** 84**

1923, Ohio. Stock certificate for 10 shares. Green/black. Three allegorical figures form the vignette at top center. Litho. Signed by "F. J. Fisher" at bottom right as President; FREDERICK JOHN FISHER, Manufacturer and organizer of the Fisher Body Corporation. Lightly punch cancelled. and VF. \$225 - up



MISSOURI, KANSAS AND TEXAS RAILWAY CO. STOCK ISSUED TO AND SIGNED ON VERSO BY RUSSELL SAGE

*** 86**

1880, Missouri. A stock certificate for 100 shares of Capital Stock issued to and signed on verso by



**FULLERTON LAND AND TRUST COMPANY
ISSUED TO AND SIGNED BY H.G. WILSHIRE**

*** 88**
1888, California. Stock certificate for twenty four hundred and ninety-nine shares issued to and signed on attached stub and verso by HENRY G. WILSHIRE (1861-1927) American land developer, publisher and namesake of Wilshire Boulevard. Blue / White. With blind embossed company seal.

A central figure in the growth of Los Angeles, Henry G. Wilshire purchased land and helped transform Long Beach into a seaside resort and also developed Wilshire Boulevard, which he donated to the city of Los Angeles. Known as the millionaire socialist, Wilshire also published a socialist leaning magazine that drew contributions from George Bernard Shaw, Upton Sinclair and Jack London.

A subsidiary of the Atchison, Topeka and Santa Fe, The Fullerton Land and Trust Company played a role in the establishment of Fullerton, California, which was named to honor the company's president, George Fullerton. Pen Cancelled and Very Fine. \$500 - up



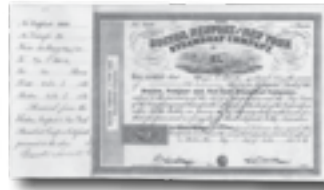
**IRVING TRUST CO.
STOCK SIGNED BY
EDWARD F. SWIFT**

*** 89**
1929, New York. A stock certificate for 100 shares. Orange and black with a vignette of a reclining female allegorical figure at top center flanked by a train and sailing ship. Issued to and signed on verso by Edward F. Swift. Machine punch cancelled. \$125 - up



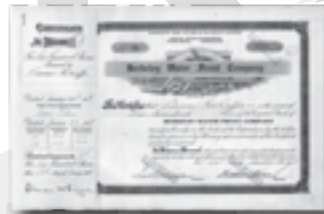
**ISSUED TO TWOMBLY
AND TRANSFERRED TO
VANDERBILT**

*** 90**
1900, New York. Stock certificate for one hundred shares. Black. Ornate border. Issued and signed on verso by HAMILTON TWOMBLY and Transferred to WILLIAM K. VANDERBILT JR. Affixed to certificate is a typed letter requesting that Twombly's stock be transferred to Vanderbilt. Revenue stamp affixed to verso. Punch cancelled. A rare variety. VF. \$150 - up



**BOSTON, NEWPORT
AND NEW YORK STEAM-
BOAT COMPANY SIGNED
BY OLIVER AMES AS
PRESIDENT**

*** 91**
1866, Boston. Stock certificate for one share. Black. Engraved vignette of a side-wheel steamship. Signed as president by OLIVER AMES (1807-1877). Oliver, a manufacturer and railroad promoter, was the brother of Oakes Ames, and involved in the famous Credit Mobilier scandal. He served as acting president of the Union Pacific Railroad from 1866 - 1868, succeeding John Dix as a director until his death. Pen cancelled at signature. Very Fine. \$250 - up



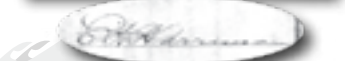
**BERKELEY WATER
FRONT COMPANY
ISSUED TO AND SIGNED
BY DUNCAN MCDUFFIE**

*** 92**
1908, California. Stock certificate for six hundred shares issued to and signed on stub and verso by DUNCAN MCDUFFIE (1877-1951). Real estate developer and conservationist in California. Blind embossed company seal. Stamp cancellations do not affect McDuffie's signatures.

Duncan McDuffie is best known for developing the Claremont and Northbrae neighborhoods of Berkeley as well as St. Francis Wood in San Francisco. In addition to his business ventures, McDuffie was

also a conservationist who served as the president of the Sierra Club. In addition, he won the Pugsley medal for his service on the California State Parks Commission, in which capacity he helped establish the California state park system.

The Berkeley Waterfront Company, operating in the interests of the Santa Fe, bought up large portions of the Albany, Berkeley, and Emeryville shorelines in the 1890s. These lands remained largely undeveloped until the Golden Gate Turf Club built a racetrack on land leased from the Santa Fe in the late 1940s. Very Fine. \$125 up



**CHICAGO TERMINAL
TRANSFER RAILROAD
COMPANY ISSUED TO
AND SIGNED ON VERSO
BY E. H. HARRIMAN**

*** 93**
1901, Illinois. Stock certificate for 100 shares of the Chicago Terminal Transfer Railroad Co. Green/Black. Engraved vignette of standing liberty flanked by two steam locomotive vignettes. Issued to and signed on verso by EDWARD H. HARRIMAN Railroad executive, financier. One of the great railway builders of all time, Harriman was known for his genius in developing and reinvesting in railroads. His stock market battle for control of the Northern Pacific against the combination of J. Pierpont Morgan and James J. Hill (which ended in a standstill) remains as one of Wall Street's great wars. A true financial wizard, Harriman was known as the "Napoleon of Wall Street" and upon his death, "controlled more millions of capital than any financial giant of the country." Stamp and punch cancellations not affecting Harriman's signature. \$300 - up



**CIVIL WAR GENERAL
JAMES NEGLEY, JR**

*** 94**
1881, New York. \$500 bond of the New York, Pittsburg & Chicago Railway Company. Brown/Black. Engraved Vignette of a steam locomotive at top center. Signed as president JAMES S. NEGLEY, JR. (1826 - 1901). Union general during the Civil War, congressman. Uncancelled and Extremely Fine. \$125 - up



**CONFEDERATE
GENERAL ABSALOM M.
WEST**

*** 95**
1878, Mississippi. Stock certificate for 100 shares of the Mississippi Valley Company. Brown/Black. Nice engraved vignette of a steam engine emerging from a roundhouse. Signed as president by General ABSALOM M. WEST (1813 - 1894). Confederate Militia General serving as brigadier general of the Mississippi state troops in the summer of 1861, Politician, Railroad operator. Pen cancellation not affecting signature. Extremely Fine. \$125 - up



**LACTROID COMPANY STOCK SIGNED BY
AUGUST BELMONT, JR. AND FOUNDER OF
ELECTRIC BOAT COMPANY AND CHESS MASTER,
ISAAC L. RICE**

*** 96**
1900, New Jersey. Stock certificate for 75 shares. Issued to ISAAC L. RICE and signed by him on the front as president and again on verso. Countersigned by AUGUST BELMONT, JR. as treasurer of the company. Vignette of state seal flanked by Liberty and Prosperity. Couple of light pin holes. AUGUST BELMONT, JR. (1853 - 1924). Financier, builder of Belmont Park, horseracing enthusiast, son of investment banker August Belmont.

ISAAC L. RICE (1850 - 1915). Founder of Electric Boat Company which built the U.S. Navy's first submarine, entrepreneur and chess master.

Uncancelled and Extremely Fine. An interesting combination of these two important American business figures. \$400 - up



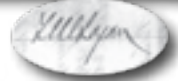
**AMBROSE BURNSIDE
AS PRESIDENT**

*** 97**
1869, Indiana. Stock certificate for the Indianapolis & Vincennes Railroad Company. Black. Signed at bottom right by A. E. Burnside. AMBROSE E. BURNSIDE, (1824 - 1881). Union general in the Civil War; U. S. Senator. Row of punch holes. Fine. \$250 - up



**SCARCE MINING STOCK
SIGNED BY PETER A. B.
WIDENER**

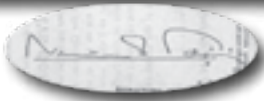
*** 98**
1881, Idaho. Stock certificate for 100 shares of the Philadelphia Mining and Smelting Company. Black. Litho. Mines located in Alturus County, Idaho. Signed as Treasurer of the company by PETER A. B. WIDENER. Uncancelled and Very fine. \$175 - up



**CONFEDERATE
GENERAL THOMAS
LOGAN**

*** 99**
1889, Washington. Stock certificate for 100 shares. Brown/Black. Very attractive piece with a vignette of a train at station at top right and a factory at top left. Issued to and signed on verso by THOMAS MULDRUP LOGAN (1840-1914) Confederate General. CAMPAIGNS: Fort Sumpter, First Bull Run, Gaines' Mill, Second Bull Run, Antietam, Suffolk, Chickamauga, Knoxville, Riddle's Shop, and Bentonville. A volunteer during the attack on Fort Sumter. He helped organize the Hampton Legion, and took part in the First Battle of Bull Run. Wounded at the Battle of Gaines' Mill in 1862, he was out of action for the rest of the Peninsula Campaign. Logan made a major contribution to the Confederate effort at Antietam. Leading troops at the Battles of Chickamauga and Knoxville, he was wounded in June of 1863. Upon his recovery, he went to North Carolina to lead a cavalry brigade., and was promoted to brigadier general in February of 1865. Before the surrender, he led a strong but unsuccessful charge at Bentonville. After the Civil War, Logan moved to Virginia, got married and entered the field of railroad development. He managed to gain control of the firm that became the Southern Railway. His other activities included sponsoring investments and speculating on Wall Street. Logan died on August 11, 1914, in New York City. Cancel punch hole. Logan's signature on reverse not affected. Nice item concerning the important Confederate General. Extremely Fine.

\$250 - up



PAN AMERICAN AIRWAYS STOCK ISSUED TO AND SIGNED BY CBS FOUNDER WILLIAM S. PALEY

*** 100**

1933, Delaware. Stock certificate for 100 shares of Pan American Airways Corp. Purple/Black. Issued to and signed on verso by WILLIAM S. PALEY, Broadcasting Executive, founder of the Columbia Broadcasting System (CBS). Facsimile signature of Juan Trippe. Lightly punch cancelled and EF. \$275 - up



EZRA H. FITCH, CO-FOUNDER OF ABERCROMBIE AND FITCH

*** 102**

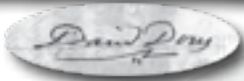
Stock certificate for 320 shares. Black/Brown. Top center vignette of Indians watching at the edge of a cliff. Raised seal at bottom left. Three revenue stamps affixed to bottom right. Issued to Sarah Sturges Fitch and Signed as president by EZRA H. FITCH (1866-1930) Co-founder of Abercrombie & Fitch. Punch cancelled. Very Fine. \$500 - up



IRVING TRUST CO. STOCK ISSUED TO AND SIGNED BY GUSTAVUS SWIFT, JR.

*** 104**

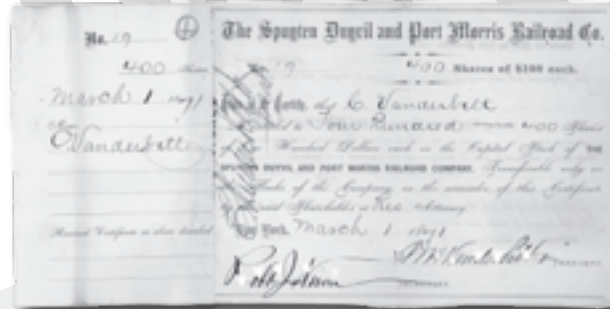
1938, New York. Irving Trust Company stock issued to Gustavus F. Swift as Trustee for Jane Gertrude Swift and signed on verso. GUSTAVUS SWIFT, JR (1881-1943). Meat packer; Vice chairman of the board of Swift & Co. Son of Gustavus Swift Sr., founder of Swift and Co. Upon his father's death in 1903 he, along with his brothers, developed Swift & Co. into a \$1 billion a year business. Female allegorical figure vignette at top center. Orange/Black. Machine punch cancelled. Very fine. \$125 - up



CIVIL WAR MERCHANT DAVID DOWS

*** 101**

1889, Illinois. Stock certificate for 100 shares of Chicago and Eastern Illinois Railroad Company. Issued and signed on verso by DAVID DOWS (1814 - 1890). Merchant. One of the most distinguished merchants of his time, Dows played a major role in provisioning the Union army during the Civil War. He helped organize and direct The Corn Exchange as well as numerous banks, railroads and insurance companies. Brown/Black. Vignette of train at top left and bottom center. Punch cancelled and VF. \$90 - up



ISSUED TO COMMODORE VANDERBILT AND SIGNED AS PRESIDENT BY WILLIAM H. VANDERBILT AND AS TREASURER BY CORNELIUS VANDERILT, JR.

*** 103**

1871, New York. Stock certificate for four hundred shares in The Spuyten Duyvil and Port Morris Railroad Co. issued to Cornelius Vanderbilt and signed as president by WILLIAM H. VANDERBILT (1821 - 1885). Railroad magnate; Financier. Longtime assistant to his father, "Commodore" Vanderbilt, William took the fortune he inherited from his father and built one of the foremost railroad empires in America. CORNELIUS VANDERBILT, Jr (1843-1899). Railroad executive. The first son of William H. Vanderbilt, Cornelius succeeded to the Chairmanship of the New York Central and Hudson River and the Michigan Central Railroads. He constructed "The Breakers" in Newport, Rhode Island and contributed greatly to numerous philanthropic endeavors. Pen and punch cancelled. Punch cancellation affects Vanderbilt's signature. Overall Very Fine. A wonderful association! \$1,000 - up



HARLO MANUFACTURING CO., INC. SIGNED ON VERSO BY WASHINGTON ROEBLING

*** 105**

1922, New York. A stock certificate for 920/1000 shares. Bordered in orange with grey coloring at company title. Issued to John A. Roebling Sons Company and signed on verso by W.A. Roebling (1837-1926). An American engineer, Roebling designed the Cincinnati bridge across the Ohio, but is best remembered for the Brooklyn Bridge. as President. Extremely fine. \$225 - up



PAN AMERICAN AIRWAYS STOCK ISSUED TO AND SIGNED BY JAMES MCDONNELL

*** 106**

1933, Delaware. Stock for 4 shares. Orange. Issued to and signed on verso by JAMES MCDONNELL (1899-1980) Aerospace Industrialist. McDonnell built one of the most successful government-contracted industrial space and aircraft production businesses in the U.S. His company produced the Phantom jet fighters, the Mercury Space Capsule, and the Gemini spacecraft. In 1967, he orchestrated the merger with Douglas Aircraft to form McDonnell-Douglas. Starting with one employee and \$165,000, his company grew to employ thousands with a revenue base of more than \$5 billion. Ornate orange border. Punch cancellation slightly affects McDonnell's signature on verso. A nice addition to any aviation collection. \$1,250 - up



CHARLES REVSON, FOUNDER OF REVLON

*** 107**

1946, Delaware. Warrant to purchase one hundred shares of Pan American Airways Corporation. Blue \ Black. Issued to and signed on the accompanying assignment by CHARLES REVSON (1906-1975) Founder of Revlon. Upon his failure to secure the job of national distributor in the cosmetics firm where he worked, Charles Revson convinced his brother and Charles

Lachman, a chemist, to start their own business, Revlon Cosmetics. They specialized in nail polishes in a greater variety of colors than was available elsewhere, selling them first through salons and then through department stores. Eventually they introduced matching lipsticks and introduced marketing innovations such as exotic names for their products' colors. Though Revson's perfectionist personality drove his partners to quit by 1965, the business was phenomenally successful under his leadership, first as president (1932-1962) then as chairman (1962-1975). Today the company stands as one of the world's leading cosmetic firms. Printed facsimile signature of Juan Trippe. A seldom seen autograph of this important American business figure. Lightly perforation cancelled. \$250 - up



STILLWATER AND ST. PAUL RAILROAD CO. ISSUED TO CHARLES D. BARNEY & CO. AND SIGNED BY BARNEY

*** 108**

1880. Minnesota. Stock certificate for 10 shares issued to Charles D. Barney & Co. and signed by CHARLES D. BARNEY(1844-1945) was an American stockbroker, and the son in law of J. Cooke, founded Charles D. Barney & Co in 1873. In 1938 Charles D. Barney & Co. and Edward B. Smith & Co. merged forming Smith Barney & Co. as the company president. Multi-vignetted. Train traveling though countryside at top center. Locomotive at bottom left and small vignette at bottom center of a factory. An interesting autograph piece. \$275 - up



JACKSON, LANSING AND SAGINAW RR CO. SIGNED ON VERSO BY CORNELIUS VANDERBILT

*** 110**

1882, Michigan. Stock certificate for 100 shares. Brown/Black. Vignette at top center of a train pulled up to a station platform flanked by train track production scenes. Signed on verso by C. Vanderbilt. CORNELIUS VANDERBILT, Jr (1843-1899). Railroad executive. The first son of William H. Vanderbilt, Cornelius succeeded to the Chairmanship of the New York Central and Hudson River and the Michigan Central Railroads. Upon his father's death, he came to be regarded as the head of the family and the chief director of its railroad empire . He constructed "The Breakers" in Newport, Rhode Island and contributed greatly to numerous philanthropic endeavors. as Vice President. Lightly pen and punch cancelled. \$225 - up



INDIANA HARBOR BELT BOND SIGNED BY WILLIAM K. VANDERBILT, JR. AS VICE PRESIDENT

*** 109**

1918, New York. Bond for \$5000 bearing 4% interest signed by William K. Vanderbilt, Jr.as vice president. WILLIAM KISSAM VANDERBILT II (1878-1944) was a motor racing enthusiast and yachtsman and a member of the prominent United States Vanderbilt family. Born in New York City, the second child and first son of William Kissam Vanderbilt and Alva



JUDSON MANUFACTURING COMPANY BOND SIGNED BY EGBERT JUDSON

*** 111**
1887, California. \$500 bond bearing 6% interest. Brown\Black. Lovely vignette of a sunset over San Francisco bay with tugboats and ships. Litho. Signed as president of the company by EGBERT JUDSON (1812 – 1893). Inventor and manufacturer of explosives. Judson is said to have maintained the first assay house in San Francisco in 1852. In 1867 He was one of the organizers of the San Francisco Chemical Works which became Judson & Sheppard. During that year, 3 pounds of dynamite were developed and successfully tested in a trial blast of bolders. This is widely considered to be the first manufacture and use of dynamite in the United States following Alfred Nobel's invention in 1866. Following the success of the initial trials, Judson formed the Giant Powder Company and the Judson Powder Company, patenting "Giant Powder, No. 2" in 1873 which became synonymous for dynamite in the United States. Signed on verso as a trustee of the company by HENRY LEE DODGE (1825 – 1901). Prominent San Francisco politician and businessman, Dodge co-founded the Fireman's Fund, served as superintendent of the United States Mint in San Francisco and was a long time president of the Society of California Pioneers. Uncancelled and Extremely Fine. \$275 - up



GEORGE GETTY SIGNS AN OKLAHOMA OIL CORPORATION STOCK AS PRESIDENT

*** 112**
1921, Arizona. An "Oklahoma Oil Corporation" stock signed by GEORGE GETTY (1855-1930) as president. Trained as a lawyer, by 1906, when he moved his family to Los Angeles, Getty had become one of the largest and wealthiest independent oilmen in Oklahoma. At his death, George left a fortune of \$15.5 million. Stamp cancelled and in very fine condition overall. \$600 - up



OKLAHOMA OIL CORP. STOCK SIGNED BY J. PAUL GETTY AS PRESIDENT

*** 113**
1922, Arizona. Stock certificate for 1000 shares in the Oklahoma Oil Corp. Black/Gold. Vignette at top left of oilfield with tank cars in foreground; several smaller oil-related vignettes within right and bottom border. Litho. Signed as president by J. PAUL GETTY (1892-1976). Oil magnate; Art collector. A fabled oil executive, J. Paul Getty brought the Getty Oil Company to the status of an "eighth sister" among the giants in the petroleum business. Always an avid art collector, Getty found solace in the priceless collection that later became the Malibu-based J. Paul Getty Museum Trust. \$1,500 - up



N.Y. BOND SIGNED BY MAYOR ISAAC L. VARIAN

*** 114**
1839. New York. City of New York Bond for \$500 bearing 7% interest. Signed by Mayor ISAAC L. VARIAN. An active political figure in New York, Varian served as the city's mayor from 1839 – 1841. Attached white wafer seal at lower left. Folds and wrinkling. Fine. \$125 - up



CIVIL WAR GENERAL ISAAC J. WISTAR

*** 115**
1870, Pennsylvania. \$1000 bond certificate. Black. Nice vignette of an early canal and canal boat scene. Litho. Signed as president of the company by ISAAC J. WISTAR (1827 - 1905). Union general during the Civil War. Lawyer, coal businessman, writer and speaker on penology. In he 1861 recruited a company of volunteers serving as Capt., the unit became part of 71st Pennsylvania (California Regiment), Lt. Col., Ball's Bluff, November 1861 Col., Peninsula campaign, Antietam (wounded), November 1862 appointed Brig. Gen. of Volunteers, commanded reserve brigade of Getty's division at Suffolk, commanded 2nd Bde/2nd Divn/XVIII Corps at Bermuda hundred, September 1864 resigned. A few slight splits at edges. Payment stamp lightly affects Wistar's signature. \$125 - up



**PRESIDENT OF THE
NORTHERN PACIFIC
RAILROAD GENERAL
GEORGE W. CASS**

*** 116**
1876. Northern Pacific Railway Stock certificate for 1 shares. Engraved vignette of a steam locomotive at top center, nice portrait vignette of Frederick Billings at bottom issued to and signed GEORGE W. CASS: President of the Northern Pacific Railroad 1872-76. Signed twice. Once on verso: "G. W. Cass"(smudged) and on stub, Very Good sample. Brown/Black. Punch hole cancellations not affecting signature. Attached to stub, light glue marks to left edge. Very Fine. \$90 - up



**NORTHERN PACIFIC
RAILROAD COMPANY
ISSUED TO AND
SIGNED ON VERSO BY
CAROLINE S. BELMONT**

*** 117**
1884, New York. Northern Pacific Railway Stock certificate for 100 shares issued to and signed on verso by Caroline Belmont. Caroline was the wife of banker August Blemont. Blue/Black. Engraved vignette of a steam locomotive at top center, nice portrait vignette of Frederick Billings at bottom. \$90 - up



**NORTHERN PACIFIC RAILROAD STOCK ISSUED
TO AND SIGNED ON VERSO BY JAY COOKE**

*** 118**
1876, New York. Stock certificate for two shares. Blue \Black. Engraved vignette of a steam locomotive at top center, nice portrait vignette of Frederick Billings at bottom. Issued to and signed on verso by JAY COOKE as Trustee. Punch cancellations do not affect Cooke's bold signature. In Excellent condition. \$600 - up



**NORTNER PACIFIC RAILROAD STOCK ISSUED
TO AND SIGNED BY CRAWFORD LIVINGSTON,
EXPRESS PIONEER AND EARLY PARTNER OF
HENRY WELLS**

*** 119**
1884, New York. Stock certificate for 1 share. Brown/Black. Engraved vignette of a steam locomotive at top center, nice portrait vignette of Frederick Billings at bottom. Issued to and signed on verso by CRAWFORD LIVINGSTON. Express pioneer, principal in American Express. Punch cancellations not affecting Livingston's signature. \$225 - up



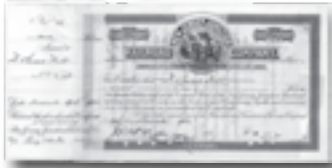
EDWARD D. ADAMS

*** 120**
1884, New York. Northern Pacific Railway Stock certificate for 100 shares issued to and signed on verso by Edward D. Adams. Green/Black. Engraved vignette of a steam locomotive at top center, nice portrait vignette of Frederick Billings at bottom. 75 - up



FRED L. AMES

*** 121**
1888, New York Stock certificate for 100 shares. Orange/Black. Engraved vignette of a steam locomotive at top center, nice portrait vignette of Frederick Billings at bottom. Issued to and signed on verso by Frederick L. Ames. FREDERICK L. AMES (1835 - 1893) Son of Oliver Ames, Jr. A powerful Harvard Graduate, he owned a lot of real estate in the Boston area including the Ames Building. He became Treasurer of Oliver Ames & Sons in 1876. His father President of Union Pacific Railroad. Frederick L. Ames was very powerful in industrial circles, and spent of his time and resources with the Home for Incurables, Unitarian Society, Massachusetts School for the Blind, Perkins Institute, McLean Insane Asylum, and the Children's Hospital. He was a leader for 30 years in the Massachusetts Horticultural Society and a willing contributor to the Arnold Arboretum of Harvard University. Extremely Fine. \$100 - up



NEW JERSEY JUNCTION RAILROAD COMPANY STOCK CERTIFICATE SIGNED ON ATTACHED TRANSFER DOCUMENT BY WILLIAM SEWARD WEBB

*** 122**
1933, New Jersey. New Jersey Junction Railroad Company stock certificate for one share issued to and signed on attached transfer document by WILLIAM SEWARD WEBB. Blue. Vignette of a locomotive at top center. Revenue stamps on verso. Punch cancellations do not affect Webb's signature. Fine.
\$125 - up



LAKE TORPEDO BOAT SIGNED BY SIMON LAKE AS VICE PRESIDENT

*** 123**
1917, Maine. Stock certificate for 20 shares of the Lake Torpedo Boat Company signed by Simon Lake, as Vice President. (1866 - 1945). Inventor, Submarine pioneer. His contributions to the navy and the marine industry were widespread, and his inventive genius places him among the important naval architects in American history. His submarine business ventures were never terribly successful, however, and he died a poor man. Black/Gray/Gold with gold seal. Vignette of eagle with spread wings at top center. Stamp cancelled. Very fine.
\$125 - up

GEORGE HARTFORD SIGNS AN A&P STOCK AS PRESIDENT



*** 124**
George Hartford. DS. 1pp. 11 1/2" x 9 1/2". Jersey City. August 30, 1907. A "Great Atlantic and Pacific" stock certificate signed by GEORGE HARTFORD as president (1833 - 1917) In 1858, Hartford began working as a salesman in a St. Louis store owned by Gilman. Within a few years the two had become partners buying and selling tea under the name of The Great American Tea Co. By 1864, the two partners had a few stores in operation in New York City. In 1869, the Great Atlantic and Pacific Tea Company (inspired by the completion of the trans-continental railroad) was chosen as the new name to distinguish the growing retail business from the mail order segment. Upon Gilman's retirement in 1878, Hartford headed the company alone, creating the largest grocery chain in the industry with over 15,000 stores at its peak.. He sold 148 shares to Alfred Gilman, who was undoubtedly related to George Gilman, the co-founder of the chain with Hartford. There is a receipt glued to the left edge and five stamp cancellations that touch Hartford's signature. It is in fine condition otherwise.
\$300 - up

HENRY FRICK CONGRATULATES WILLIAM MCADOO ON THE NATIONALIZATION OF THE U.S. RAIL SYSTEM



*** 125**
HENRY CLAY FRICK (1849-1919) Frick was a steel and coke manufacturer. In 1881, Carnegie acquired stock in Frick's company, with a split between the two occurring over labor problems in 1887. Two years later, Frick become chairman of Carnegie's steel company. He played an essential role in forming the United States Steel Corporation. Letter Signed, "H.C. Frick." Three pages, 5 3/4" x 6 3/4". May 23, 1918. One East Seventieth Street. Frick writes to WILLIAM MCADOO (1863-1941) McAdoo served as President Wilson's Secretary of the Treasury from 1913 to 1918. IN 1914, He married Wilson's daughter Eleanor. Subsequently, he was instrumental in starting the Federal Reserve System and was its first chairman. During WW I, McAdoo served as director general of the railroads. The letter reads, in part: "If you

expect to be in New York prior to July 1st & have an evening at your disposal, it would give me great pleasure to have you dine with me & meet a few of your friends. I know you are a very busy man, but you must have some recreation. The gentlemen I have in view to meet you, are I think well known to you & would be glad of the opportunity of meeting you. At your convenience, please let me hear from you, & if you feel that you might be able to get over here, I should be glad to have you fix a date. Congratulating you on your recent action in doing what was necessary to give you absolute control of the railroad situation ... "

Soon after the U.S. entered into World War One, it became apparent that the country's railroads were not adequate to serve the nation's war efforts. Once a private attempt to consolidate the railroad failed, the federal government began to assert control over the railroad industry upon the recommendation of the Interstate Commerce Commission. Using the Railway Administration Act, President Wilson was able to nationalize the vast majority of the nation's railroads under the United States Railroad Administration with William McAdoo as the Director General of Railroads. It is this process of nationalization that Frick undoubtedly refers to in his letter to the recently appointed McAdoo. Received stamp on black fourth page. Wonderful content and associations. Fine condition overall.
\$750 - up



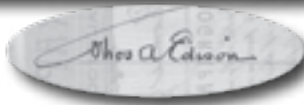
MOULTON MINING COMPANY SIGNED BY WILLIAM A. CLARK

*** 126**
1892, Montana. Stock certificate for 100 shares of Moulton Mining Company. Blue. Vignette of miners at work at top center and man at bottom center. Signed twice by W. A. Clark as President and on verso. WILLIAM A. CLARK, (1839 - 1925). Montana Senator; Mining capitalist; Clark is best known for his long-time feud with Marcus Daly. Very Fine. \$90 - up



OMAHA BRIDGE & TERMINAL RAILWAY CO. STOCK SIGNED BY STUYVESANT FISH

*** 127**
1905, Nebraska. Stock certificate for 1000 shares. Green/Black. Vignette of a large bridge at bottom center. Signed at bottom right by Stuyvesant Fish (1851-1923) Fish was a member of a politically prominent New York family, his father having served as Ulysses Grant's Secretary of State. Fish himself was a prominent and successful businessman, holding executive positions in many companies. While he was President of the Illinois Central Railroad (1887 - 1906), it became one of the most prosperous railroads in the U.S. as President. Lightly pen cancelled in red including a check mark affecting three letters of Fish's signature. \$90 - up



PHONOGRAPHS LIMITED SIGNED BY THOMAS EDISON

*** 128**
1918, New Jersey. Stock certificate for fifty shares in Phonographs Limited issued to and Signed on verso by THOMAS A. EDISON (1847 - 1931); Inventor. Edison was one of the most important inventors in history. By the young age of 22, Edison had sold his first patent, that of the stock-ticker, which was immediately introduced into use. His uncanny ability to work for days on end with little rest has been well-documented, and his rare combination of inventive genius and business acumen allowed not only inventive, but also commercial success. While his inventions are too numerous to list, of course, among his best known are the light bulb, phonograph, storage battery and film projector. He held more than 1,000 patents at the time of his death. Gold \ Black. Vignette of an eagle at top center. Small, gold vignette of a bee hive at bottom center. Perforation, pen and punch cancelled. Fine. \$2,000 - up



FULTON CHAIN RW STOCK SIGNED BY HARRY PAYNE WHITNEY

*** 129**
1911, New York. Stock certificate for four shares in the Fulton Chain Railway Company. Accompanied by a transfer statement for four shares signed as executor of W.H.C. Whitney's estate by HARRY PAYNE WHITNEY (1872 - 1930). Financier; Sportsman. The son of William C. Whitney, Harry had been groomed to be his father's successor and was his closest companion and confidant. His first business venture of importance took place in 1902 when, acting as a guide for Daniel Guggenheim through the mining districts of the western U.S. and Mexico, the two returned with nearly \$10 million worth of mining property deeds. He was appointed to the board of directors of Guggenheim Exploration Company and numerous other concerns. A wonderful grouping. Both in Fine condition. \$175 - up

THE BEETHOVEN PIANO ORGAN COMPANY SIGNED AS PRESIDENT BY ADVERTISING PIONEER JAMES WALTER THOMPSON



*** 130**
1886, New Jersey. One thousand dollar bond in The Beethoven Piano Organ Company bearing six percent interest. Signed as president by JAMES WALTER THOMPSON, (1847-1928). Advertising pioneer. Black \ Red. Vignette of the company's factory at top center. Vignettes of organs at lower left and right. Red underprint. Uncancelled. Very Fine. Thompson bought the small agency at which he worked in 1878, immediately substituting his own new strategies to the advertisement of products. He was the first to recognize that women controlled the bulk of disposable income and geared his advertising to address that fact. By 1900, he had a virtual monopoly on magazine and print media advertising. Thompson sold out his interest in the firm in 1916 for \$500,000 to Stanley Resor. Today, J. Walter Thompson is one of the largest advertising agencies in the world. Southern Ontario Land Company Limited. A wonderful item signed by this advertising pioneer. \$1,000 - up



RALEIGH AND GASTON STOCK SIGNED AS PRESIDENT BY CONFEDERATE GENERAL LAWRENCE O'BRYAN BRANCH

*** 131**
1853, North Carolina. Stock certificate for 1 share. Black. Large woodcut vignette of an early steam locomotive. Litho. Signed as president by LAWRENCE O'BRYAN BRANCH (1820 - 1862). Confederate general during the Civil War. Branch served with Stonewall Jackson and took part in the battles of Hanover Court House, Seven Days, Cedar Run, Second Manassas, Fairfax Court House, Ox Hill, Harper's Ferry and Antietam, his final battle where he took a bullet in the head and died. Had he not died early in the war he would likely have been an important guiding figure in the later days of the Confederate army. Uncancelled and Very Fine. \$275 - up



KNICKERBOCKER TRUST COMPANY RECEIPT ISSUED TO AND SIGNED BY JOHN HAYS HAMMOND

*** 133**
1927, New York. Knickerbocker Trust Company Receipt certificate issued to and signed by JOHN HAYS HAMMOND, (1855-1936). Mining engineer, called "America's greatest miner" Financier. "No other figure in history ever added so much to mankind's supplies of gold and silver. Through his efforts mines in the United States, Africa, Mexico, South America, Central America, and Russia have added hundreds of millions of dollars [in 1916 dollars] to the world's wealth." (Men Who are Making America by B.C. Forbes). Hammond began his career in mining working for George Hearst in 1879 and soon thereafter began collecting statistics on gold mining for the United States Geological Survey, an experience which proved invaluable to his future. In the 1890's Hammond was hired by

Cecil Rhodes to be his chief mining engineer of the Consolidated Gold Fields of South Africa, the company controlling the Rhodes interests on the Rand. It was Hammond who recommended Rhodes sell his outcropping mines and change to deep level development, a move which proved extremely successful. In 1896, Hammond was sentenced to death following the "Jameson Raid", resulting from the Transvaal mining interests belief that they were being treated unfairly by South African president Paul Kruger. Hammond was ultimately released after five months and a payment of \$125,000.00. Upon returning to the United States in 1899, Hammond was the consulting engineer for a who's who of famous American mining and railroad financiers including: E. H. Harriman, William C. Whitney, the Guggenheims and Guggenheim Exploration Company and numerous others. He was active in recommending and securing many of the Guggenheim mining properties. He retired in 1907 due to poor health but continue many activities. Truly an important figure in mining and financial history. Stamp and "M" punch cancelled. Very fine. \$350 - up



ROCHESTER AND SYRACUSE RAIL-ROAD COMPANY SIGNED BY JACOB LITTLE

*** 135**
1852, New York. Rochester and Syracuse Rail-Road Company transfer for twenty five shares Signed by JACOB LITTLE, Stock speculator. Beginning with nothing, Little acquired an immense fortune through stock speculation. His ambition was to hold the foremost place in Wall Street, something he accomplished for a time through his successful manipulation. At one time he controlled so large an amount of stock that he was called the "Napoleon of the Board". Little's bold maneuvering left him bankrupt on several occasions and each time he would recover. However, the Civil War wiped his fortune out for the last time and Little died a poor man. Black. An Extremely Fine item from a colorful figure in the history of Wall Street. \$225 - up

KALAMAZOO, ALLEGAN & GRAND RAPIDS RR CO. SIGNED BY JEPHTHA WADE

*** 132**
1888, Michigan. \$1,000 First Mortgage Bond of the Kalamazoo, Allegan & Grand Rapids RR Company bearing 5% interest. Brown/Black with brown overprint. Engraved vignette of the state seal at top center. Signed as president by JEPHTHA WADE (1811 - 1890); Telegraph developer. Wade was one of the founders of the American commercial telegraph system, a system which was instrumental in the "opening" of the West, and in the industrial development of this country. Starting with a small telegraph line between Detroit to Jackson in 1847, Wade quickly developed other lines. By 1856, after numerous consolidations, Wade was made the general agent of the Western Union Telegraph Company. By 1862, Wade had expanded to the west coast, thereby putting out of business the firm operating the pony express and preparing the way for the transcontinental railroad. In 1866 he was made president of the now-enlarged Western Union, but ill health soon forced his retirement. One signature is lightly smudged. Stamp and punch cancellation not affecting Wade's clean, fresh signature. Very fine. \$90 - up



SIERRA MADRE DEVELOPMENT CO. ISSUED TO ADOLPHUS BUSCH AND SIGNED BY HIS WIFE, LILY

*** 134**
1906, Maine. Stock certificate for seven shares Issued to brewing magnate ADOLPHUS BUSCH and signed on verso by LILY BUSCH. Black / White Vignette of two miners at top center. Blind embossed company seal. Perforation cancellation does not affect Lily Busch's signature. \$300 - up



SIGNED BY WILLIAM K VANDERBILT

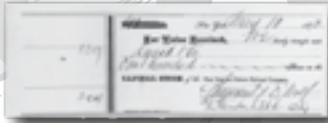
*** 136**
1888, New York. \$1000 bond bearing 6% interest of the Pine Creek Railway Company signed by WILLIAM K. VANDERBILT. (1849 - 1920). Second son of William H. Vanderbilt. William began his career in railroading at the age of nineteen in his grandfather's office ("Commodore" Vanderbilt), and was heavily involved in the family railroad empire. Brown/Black. Vignette of farmer at top left and female allegorical figure at top right. \$90 - up



KANSAS CITY, TOPEKA AND WESTERN RAILROAD CO. SIGNED AS PRESIDENT BY FRANCIS H. PEABODY

*** 137**

1879, Kansas. Stock certificate for twenty-two hundred shares issued to Kidder, Peabody & Co. Black / White. Vignette of sundry shipping items surrounding the State Seal of Kansas at top center. Ornate border. Signed, "F.H. Peabody," as president by FRANCIS H. PEABODY (1847-1905) American banker and businessman. With blind embossed company seal. Pen and stamp cancelled. Pen cancellation affects Peabody's signature. Fine. Francis H. Peabody was a co-founder of Kidder, Peabody & Co along with Henry P. Kidder. In addition, Peabody also served as director of the Boston Elevated Railway Company and of the United States Steel Corporation. The Kansas City, Topeka and Western Railroad Company operated on 66.32 miles of track between Kansas City and Topeka. \$250 - up



NEW YORK AND HARLEM RR CO TRANSFER SIGNED BY CORNELIUS VANDERBILT JR.

*** 138**

1872, New York. New York and Harlem Railroad Company transfer for one hundred shares signed by CORNELIUS VANDERBILT JR. (1843 - 1899). The first son of William H. Vanderbilt, Cornelius succeeded to the Chairmanship of the New York Central and Hudson River and the Michigan Central Railroads. He was regarded as the head of the family and chief director of its railroad empire upon his father's death. He constructed "The Breakers" in Newport, Rhode Island and contributed greatly to numerous philanthropic endeavors. Black. Extremely Fine. \$225 - up



LAURANCE S. ROCKEFELLER SIGNS A PAN AMERICAN AIRWAYS CORP STOCK

*** 139**

LAURANCE S. (PELMAN) ROCKEFELLER, (1910-?) U.S. venture capitalist and philanthropist, third of the five sons of John D. Rockefeller, Jr. He graduated from Princeton University with a degree in philosophy (1932) but became the most business-minded of all the Rockefeller brothers. He participated in the founding of Eastern Airlines (1938) and, within a few years, held the largest share of the company's stock (100 percent of its pre-

ferred). He was also associated with McDonnell Aircraft Corporation. During World War II he was in the U.S. Navy. After the war he engaged in a wide range of investments, from resort hotels to nuclear equipment and computers. In later life he became more involved in various conservation programs, especially as chairman of the Citizens Advisory Committee on Environmental Quality (1969-73), president of the American Conservation Association, and chairman of the New York Zoological Society. 1937, Delaware. Green/Black. Stock certificate for 100 shares issued to and signed by Laurance S. Rockefeller. Lightly punch cancelled and very fine. \$150 - up



LINCOLN ASSASSINATION

*** 141**

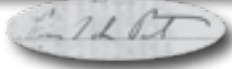
1880, Northern Pacific Railway Stock certificate for ten shares issued to and signed by Fred Seward, son of William Seward who was assistant secretary of state and was nearly fatally wounded by John Wilkes Booth's co-conspirators that infamous deadly night. Punch hole cancellations well away from Seward's signature, which is strong and clean. Stub is glue attached at left. From first newspaper reports of the assassination: [April 15] "It was Clarence A. Seward, instead of Wm. H. Seward, Jr., who was wounded. Fred Seward was also badly cut, as were also three nurses, who were in attendance upon the Secretary, showing that a desperate struggle took place there. The wounds of the whole party were dressed. [April 17.]... Secretary Seward and his son continue in a low condition, and Mr. Fred Seward's life is precarious." The assailant hit Seward with his revolver so hard he fractured his skull in two places. FREDERICK SEWARD: (1830-1915) Assistant Secretary of State. An 1849 graduate of Union College. From 1849-1857 he served as secretary to his father, William H. Seward. From 1851-1861 he also held the position of associate editor of the Albany "Evening Journal". When his father was appointed U.S. Secretary of State under Lincoln, the younger Seward was appointed Assistant Secretary of State. On the night of April 14, 1865 he was slashed and his skull fractured protecting his father during the assassination attempt by Lewis Powell. Seward survived his injuries and again served as Assistant Secretary of State 1877-79 during the Hayes administration. He had also served in the New York State Assembly being elected in 1874. Very Fine. \$125 - up



SPENCER PENROSE SIGNS A REDUCTION AND REFINING COMPANY BOND

*** 140**

1901, New Jersey. A \$1,000 bond bearing 6% interest for thirty years. Signed as Treasurer by SPENCER PENROSE (1865-1939). Penrose, a Colorado mine owner and promoter, held some of the most profitable Western mines and was immensely wealthy. He donated much of his earnings to charity. Dark blue on white paper with a top center engraved vignette of a factory complex working in the mountain foothills. One complete sheet of coupons attached on another page. Stamp cancelled barely touching the first "S" of the signature and in extremely fine condition overall. \$400 - up



PIERRE S. DUPONT

*** 142**
1932, Maryland. Stock certificate for one hundred shares issued to and signed on verso by PIERRE S. Du PONT (1870-1954) President of the DuPont Company from 1915 to 1919. Pierre DuPont also managed General Motors for some time. Brown \ Black. Vignette of an early steam coach at top center. Brown underprint. Punch, stamp and perforation cancelled. Fine. \$500 - up



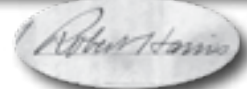
NEWPORT NEWS AND MISSISSIPPI VALLEY COMPANY SIGNED BY COLLIS P. HUNTINGTON AS PRESIDENT

*** 144**
1884, Connecticut. Stock certificate for 10 shares of the Newport News and Mississippi Valley Company. Brown/Black. Vignette of eagle with spread wings at bottom center. Signed by C. P. HUNTINGTON, as President. (1821 - 1900). One of the most important railroad builders in American history. Huntington, along with Leland Stanford, Charles Crocker and Mark Hopkins was a member of the combination which came to be known as "The Big Four." This combination of successful California businessmen led to the eventual completion of the Central Pacific Railroad, culminating in its connection with the Union Pacific at Promontory Point, Utah in May of 1869. \$375 - up



NY BOND ISSUED TO AND SIGNED BY GEORGE FISHER BAKER

*** 146**
1866, New York. State of New York Bounty Bond for one hundred twelve thousand dollars. Vignette of an allegorical female and an eagle at top center. Issued to and signed on verso by GEORGE FISHER BAKER (1840-1931); Banker; Philanthropist. A man of boundless energy, Baker sat on the boards of many corporations in a wide variety of industries, at one point sitting on some 87 boards simultaneously. At its height, his fortune was estimated at some \$200 million but, at his death, after many years of donations to schools, libraries, museums, hospitals, churches, etc. his estate was valued at a mere \$73.5 million. Punch cancellations lightly affect Baker's signature. A few splits at top center, not affecting upper border. Overall Fine. \$400 - up



PRESIDENT OF THE NORTHERN PACIFIC RAILROAD ROBERT HARRIS

*** 148**
1881, Northern Pacific Railway Stock certificate for 100 shares. Engraved vignette of a steam locomotive at top center, nice portrait vignette of Frederick Billings at bottom issued to and signed by ROBERT HARRIS: President of the Northern Pacific Railroad. Punch cancellations not affecting signature. \$50 - up



SIGNED AS PRESIDENT BY CHARLES LANIER

*** 143**
1923, New York. Stock certificate for one hundred shares. Green \ Black. Vignette of a bustling train station at upper center. Smaller, circular vignettes at each corner: Pennsylvania state flag, woodsman, bald eagle and plow. Green underprint. Signed as president by CHARLES LANIER (b. 1837). Capitalist. Lanier inherited his interest in the banking house of Winslow, Lanier & Co. from his father, J. F. D. Lanier. He served as a director of numerous railroads, Western Union Telegraph and many other companies. "One of the most capable bankers and businessmen . ." in New York. Punch and perforation cancellations do not affect Lanier's signature. Fine. \$75 - up



PORT ANGELES AND OLYMPIA RW CO. ISSUED TO AND SIGNED BY HOWARD ELLIOTT AS TRUSTEE

*** 145**
1907, Washington. Stock certificate for thirty nine thousand nine hundred and ninety-five shares. Black with gold underprint vignette of an allegorical female. Pen cancelled. Very Fine. \$125 - up



REPUBLIC OF TEXAS BOND SIGNED BY TEXAN DAVID BURNETT

*** 147**
1841, Texas. \$500 Bond bearing 8% interest. Black. Vignette at top center of a Native American. Vignette at left of a farmer plowing his field by oxen. Underprint at bottom center of the Star of Texas. Coupons at bottom. Signed as president by DAVID G. BURNETT (1788-1870). President ad interim of the Republic of Texas (1836; 1841); Texas patriot. Cut cancelled. Very good condition. \$400 - up



RUSSELL SAGE

*** 149**
1868, New York. Certificate for Scrip Preferred Stock of the Milwaukee & St. Paul RW Co. Issued to and signed on verso by RUSSELL SAGE (1816-1906). Sage, a banker, was the originator of "put and call options", which greatly changed the way speculators played the stock market. Among America's most powerful and wealthy bankers, he financed Jay Gould and made a vast fortune on the latter's stock manipulations. At the time of his death he left a fortune worth an estimated \$100 million. . Green. Female allegorical figure vignette at top center. Litho. Adhesive revenue stamp attached at top left. Stamp and punch cancelled. \$200 - up



ROBERT AND EDWIN STEVENS

*** 150**
 1832, New Jersey. Stock certificate for seventy eight shares of the joint Stock of the Delaware and Raritan Canal, and Camden & Amboy Rail Road and Transportation Company issued to ROBERT L. STEVENS. Signed as Treasurer and on verso by EDWIN A. STEVENS (1795-1868); Inventor; Engineer; Financier. Son of, and brother to, the distinguished inventors John and Robert Stevens, respectively, Edwin was a talented businessman who, by the age of 25, had become manager of the various family enterprises. Along with his father and brother, Edwin became one of the most influential early railroaders in the U.S. Under his guidance, the Camden & Amboy Railroad was immediately successful and, over the thirty-five years of his management, the company's stock continually increased in value, and no dividend was ever missed. In his will, he provided the land and money used to found the Stevens Institute of Technology. Among the earliest of American railroads to be in service, and the earliest in New Jersey, the Camden & Amboy Railroad was formed under a charter obtained in 1830 which gave Robert and Edwin Stevens a virtual monopoly in railroading between New York and Philadelphia. Numerous early technological improvements were developed and placed into service on the Camden & Amboy by the Stevens family of inventors. Pen cancellation affects Steven's signature. Early and Rare. Very Fine. \$300 - up

RUSSIAN BOND SIGNED BY NATHAN ROTHSCHILD

*** 151**
 1822. Russia. Sterling bond bearing 5% interest. Black with red imprinted revenue and embossed seal of N. M. Rothschild as the Russian Loan Contractor. Signed as contractor by NATHAN ROTHSCHILD (1777 - 1836); banker, head of the London branch of the Rothschild banking family. This bond was issued for the reconstruction of Russia following its destruction during the War against Napoleon. Rothschild worked constantly for the defeat of the French emperor in the interests of England as well as his own financial gain. Working inconspicuously, Rothschild engineered the financial machinery needed to supply the Allies with the much needed funding to defeat the French. This bond has a few condition problems as is typical for this issue. This particular example has a few fold repairs and is in above average condition for this issue. Rothschild's signature remains uncanceled along the upper left margin. A wonderful piece of financial history signed by one of the world's most famous and important financiers. Fine. \$500 - up



ST. JOSEPH, ST. LOUIS & SANTA FE RAILWAY COMPANY ISSUED TO AND SIGNED BY W.B. STRONG

*** 152**
 1888, Missouri. Stock certificate for one share issued to and Signed on verso by WILLIAM BARSTOW STRONG (1837-1914) President of the AT & SF from 1881 to 1889. Black / White. Blind embossed company seal. After graduating from a Chicago business college, William B. Strong took his first railroad job as a station agent for the Milwaukee and St. Paul Railroad. After a succession of other railroad, Strong succeeded T. Jefferson Coolidge as president of the Atchison, Topeka and Santa Fe Railway. During his tenure, the railway extended to about 7,000 miles, making it the largest railroad in North America at the time.

The second moniker of the St. Joseph and Santa Fe, the St. Joseph, St.

Louis & Santa Fe Railway ran 97.56 miles from Lexington Junction to Winthrop, Missouri. In 1900, the line was sold to The Atchison, Topeka & Santa Fe Railway Company. Punch, pen and stamp cancelled. \$150 - up



SIGNED BY FREDERICK W. VANDERBILT, JR

*** 153**
 1927, Fifty thousand dollar "Loan for Canal Improvement State of New York Comptrollers Office" bond bearing four percent interest stamp issued to "Frederick W. Vanderbilt, Henry B. Anderson, Frederick L. Merriam, Executors of the Will of Alfred Vanderbilt, Deceased" Green \ Black. Vignette of New York state seal at top center. Green underprint and border. Punch and stamp cancelled. Accompanied by a stock transfer document signed by FREDERICK W. VANDERBILT (1856 - 1938). Third son of William H. Vanderbilt, Frederick was active in numerous railroads in the family empire. Very Fine. \$125 - up



STATE OF NEW YORK LOAN FOR BARGE CANAL TERMINALS ISSUED TO AND SIGNED ON VERSO BY W. K. VANDERBILT JR.

*** 154**
 1923, New York. State of New York \$10,000 bond bearing 4 1/2% interest. Olive/Black. Issued to and signed on verso by WILLIAM K. VANDERBILT, JR. (1878-1944) was a motor racing enthusiast and yachtsman and a member of the prominent United States Vanderbilt family. Born in New York City, the second child and first son of William Kissam Vanderbilt and Alva Erskine Smith, he was known by the nickname "Willie K" and until his father died was labeled as Vanderbilt Jr. instead of the more formal Vanderbilt II. Punch cancellation just slightly affects signature. Very fine. \$125 - up



WILLIAM K. VANDERBILT, JR.

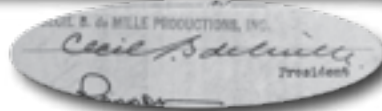
*** 155**
 WILLIAM K. VANDERBILT JR. 1923, New York. A \$10,000 bond bearing 4 1/2% interest issued to and signed "William K Vanderbilt, Jr." on the verso. Olive and black. The state seal is flanked by two female allegorical figures at upper left. Stamp and punch cancelled with the latter lightly affecting the signature on verso. It is in extremely fine condition. \$125 - up



STOCK CERTIFICATE SIGNED BY CONFEDERATE GENERAL JAMES LONGSTREET

*** 156**

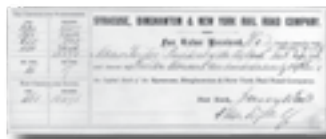
1870, Louisiana. Stock certificate for 5 shares of the New Orleans & North Eastern Rail Road Company. Black with a light purple background printing. Engraved vignette of a steam locomotive at top center, female at left. Signed as president of the company by JAMES LONGSTREET (1821-1904) Confederate general during the Civil War, upon Stonewall Jackson's death he became Robert E. Lee's ablest Lieutenant and highly trusted advisor. Advised Lee against the disastrous "Pickett's Charge" at Gettysburg. A scarce certificate of which just a small quantity of less than 20 surfaced. This is the only certificate we have seen Longstreet on. Pen cancelled and VF. \$1,200 - up



BALTIMORE AND OHIO RAILROAD COMPANY SIGNED ON VERSO BY CECIL B. DEMILLE

*** 159**

1929, Maryland. Stock certificate for fifteen shares in The Baltimore and Ohio Railroad Company issued to Cecil B. DeMille Productions, Inc., and signed on verso by CECIL B. De MILLE (1881 - 1959). Motion picture producer and director. De Mille is most famous for his spectacular films based on the Bible including The Ten Commandments (1923), The King of Kings (1927), The Sign of the Cross (1932), and Samson and Delilah (1949). He received the 1952 Academy Award as best picture of the year for The Greatest Show on Earth. Green \ Black. Vignette of a steam-coach at top center. Green underprint. Perforation, punch and stamp cancellations do not affect DeMille's signature. Toning and soiling. Overall Very Good. A rare opportunity to acquire this legend in stock form! \$750 - up



TRANSFER SIGNED BY MOSES TAYLOR

*** 157**

1873, New York. Twelve thousand two hundred and seventy-eight share transfer in the Syracuse, Binghamton & New York Rail Road Company Signed by MOSES TAYLOR (1806 - 1882); Banker; Capitalist. A shaky, though ultimately successful business in the import business lead Taylor to become involved with Cyrus Field in the latter's Atlantic Cable venture. Taylor served as the company's treasure throughout its period of failure and near-collapse, remaining with the company until it finally proved successful. He later was involved in many banking activities and became known for holding large cash reserves. Black. Extremely Fine. \$125 - up



SUPURB ASSOCIATION OF AVIATION PIONEERS CHANCE VOUGHT AND JUAN TRIPPE

*** 158**

1929, Delaware. Green. Stock certificate for 100 shares of Aviation Corporation of the Americas, signed as President at lower right by JUAN T. TRIPPE (1899-1981), airline pioneer, founder of Aviation Corporation of the Americas, Pan American Airways Corporation and other aviation relation companies. A nice, early aviation certificate signed by this true industry pioneer. Lightly punch cancelled. EF. \$450 - up



UNION CONSTRUCTION COMPANY ISSUED TO AND SIGNED BY WILLIAM H. CROCKER

*** 160**

1910, Missouri. Stock certificate for one hundred and sixty-six shares issued to and signed on verso by WILLIAM H. CROCKER (1861-1937) Founder and presi-

dent of Crocker National Bank. Brown / Black. Vignette of an eagle perched atop a shield at upper left, vignette of George Washington at upper right and vignette of train on a bridge at bottom center. Blind embossed company seal. Perforation cancellation does not affect Crocker's signature.

In addition to the central role he played at the Crocker National Bank, William H. Crocker, the son of Charles Crocker, one of the builders of the Central Pacific Railroad, also chaired the Panama-Pacific Exposition Committee and was a key member of the committee that built the San Francisco Opera House. Following the San Francisco earthquake of 1906, Crocker's bank was a major source of the financing that enabled the city to reconstruct. Fine. \$250 - up



THE CUBA RAILROAD COMPANY SIGNED BY WILLIAM CORNELIUS VAN HORNE

*** 161**
1910, New Jersey. A stock certificate for 10 shares. Brown/Black. Vignette of an oncoming train at top center. Signed at bottom right by WC Van Horne as President. Stamp and punch cancelled, with two circular punch holes affecting the signature. \$125 - up



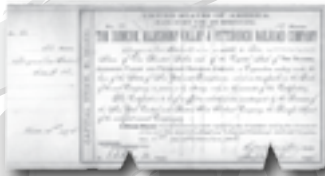
THE MICHIGAN CENTRAL RAILROAD COMPANY-FREDERICK W. VANDERBILT

*** 163**
1887, Michigan. \$5000 bond bearing 5% interest of the Michigan Central Railroad Company issued to and signed on verso by FREDERICK W. VANDERBILT (1856-1938). Railroad executive. The third son of William H. Vanderbilt, Frederick was active in running the numerous railroads in the family empire.. Brown/Black. Vignette of train flanked by farmer and sheep and seated female allegorical figure at top center. Third son of William H. Vanderbilt. Active in numerous railroads in the family empire. \$150 - up



THE OSAGE CARBON COMPANY ISSUED TO AND SIGNED BY O.W. PEABODY

*** 165**
1890, Kansas. Stock certificate for one share. Black / White. Vignette of miners working at top center. Blind embossed company seal. Issued to and signed on verso by O.W. PEABODY. One of the founders of Kidder, Peabody & Co. Following his graduation from Phillips Exeter Academy, a fifteen-year-old Oliver W. Peabody joined his brother Francis at a banking firm owned by Nathaniel Thayer. Leaving the firm in 1862 to serve in the Union Army, Oliver joined his brother and Kidder in the newly organized Kidder, Peabody and Company upon his return home. Stamp and punch cancellations do not affect Peabody's signature. \$400 - up



ISSUED TO AND SIGNED BY AUGUSTUS SCHELL

*** 162**
1875, Pennsylvania. Stock certificate for one hundred shares in The Dunkirk, Allegheny Valley & Pittsburgh Railroad Company issued to and signed on verso by AUGUSTUS SCHELL (1812 - 1884). Lawyer, politician, financier. Schell became an expert in the expanding field of corporate law and was a trusted legal advisor and close friend of "Commodore" Vanderbilt, a friendship that brought the two together in building the New York Central system. Schell served the Commodore well in his battle against the Drew/Fisk/Gould combination for control of the Erie. Schell's business and political interests were widespread. Black. Cut cancellations do not affect Schell's signature. Overall Fine. \$125 - up



WOODRUFF SLEEPING & PARLOR COACH CO. STOCK SIGNED BY WOODRUFF

*** 164**
1873, Pennsylvania. Stock certificate for 10 shares. Black. Engraved vignette of seated indian overlooking a large riverside city, smaller vignettes of female figure and farmer at either side, cherubs at bottom. Signed by JONAH WOODRUFF, son of Theodore Woodruff, founder of the company. Pen cancelled and fine. \$100 - up



THE PRESCOTT & EASTERN RAILROAD ISSUED TO AND SIGNED BY E.P. RIPLEY

*** 166**
1901, Arizona. Stock certificate for one share issued to and signed on stub, verso and on attached statement by EDWARD PAYSON RIPLEY (1845-1920) Fourteenth President of the Atchison, Topeka & Santa Fe Railway. Black / White. Vignette of a mythic female at top left. Green underprint. Blind embossed company seal. Ornate border. Pen, punch and stamp cancelled. \$150 - up

Edward Ripley first began working in the railroad industry when he took a position as a freight agent for the Pennsylvania Railroad. Two years later, Ripley transferred to the Chicago, Burlington and Quincy Railroad as a clerk. Working his way up through a variety of positions, Ripley became the company's general manager before leaving the Burlington in 1890 to work for the Milwaukee Road. When the Atchison, Topeka and Santa Fe Railway emerged from receivership in 1896, Ripley assumed the company's presidency, a position he retained until 1920.

The Prescott & Eastern Railroad was a non-operating subsidiary of the Santa Fe, Prescott and Phoenix Railway. Following a number of mergers, the Prescott & Eastern was merged into the AT&SF, which ultimately abandoned the P&E.

Pen, punch and stamp cancelled. \$150 - up



business venture, chose to sell the line to the Atchison, Topeka and Santa Fe.

Cut and stamp cancellations do not affect Spreckels' signature. \$400 - up



THE SAN FRANCISCO AND SAN JOAQUIN VALLEY RW ISSUED TO AND SIGNED BY JOHN D. SPRECKELS

*** 168**
1899, California. Stock certificate for one share. Issued to and Signed on verso and attached document by JOHN D. SPRECKELS (1853-1926). American entrepreneur. Green / Black. Vignette of a locomotive at top center. Orange underprint. Two revenue stamps affixed to verso. Punch and pen cancellations do not affect Spreckels' signature. Very Fine.

The son of American industrialist Claus Spreckels, John D. Spreckels was involved in a myriad of business ventures in the city of San Diego, California, including the Hotel del Coronado and the San Diego and Arizona Railway Company. In addition, Spreckels was also involved in the newspaper business, serving as owner of the San Francisco Call, the San Diego Union and the Tribune. A millionaire many times over and the wealthiest man in San Diego, Spreckels played an instrumental role in the development of San Diego into a major commercial center. \$250 - up

THE SAN FRANCISCO AND SAN JOAQUIN VALLEY RAILWAY CO ISSUED TO AND SIGNED BY CLAUS SPRECKELS

*** 167**
1895, California. Stock certificate for fifty shares issued to and signed on verso by CLAUS SPRECKELS (1828 - 1908); Sugar magnate. Green / Black. Vignette of locomotive at top center. Orange underprint. Ornate green border. Revenue stamp affixed to verso. Following Claus Spreckels' immigration to the United States from Germany to California, he became involved in the sugar business, soon thereafter realizing the possibilities of raising sugar in Hawaii. At his peak, Spreckels controlled upwards of 40,000 acres of cane producing land on the Island.

The San Francisco and San Joaquin Railway was constructed by Spreckels in order to circumvent the transportation monopoly of the Southern Pacific RR, thereby ensuring a low rate for the transportation of his sugar cane. The San Francisco and San Joaquin Valley Railway Company, referred to by some as "The People's Railroad" due to the company's practice of selling stocks to local people for as little as one dollar a share, was funded by Claus Spreckels and others as a way of introducing competition into an area of California serviced only by the Southern Pacific. Upon its completion, the SF&SV Railway, which operated from Bakersfield to Point Richmond, served its purpose admirably, lowering freight and passenger prices throughout the area quickly. Not long after the completion of the railway, Spreckels and his fellow managers, none of whom viewed the railway as a long term



THE SOUTHERN KANSAS RAILWAY COMPANY ISSUED TO AND SIGNED BY CYRUS K. HOLLIDAY, ALSO SIGNED BY W.B. STRONG

*** 169**
1888, Kansas. Stock certificate for one share issued to and signed on verso by CYRUS K. HOLLIDAY (1826-1900) One of the founders of Topeka, Kansas and the first president of the Atchison, Topeka and Santa Fe Railway from its organization until his death. Also Signed as president by WILLIAM BARSTOW STRONG (1837-1914) President of the AT & SF from 1881 to 1889. Black / White. Vignette of a locomotive at top center. Blind embossed company seal. Punch and stamp cancelled.

Educated as for the legal profession, Cyrus Holliday made twenty thousand dollars in his first venture into railroads, which served as the foundation of much of his success in later life. Relocating to the West, Holliday's greatest achievement was in projecting and building the first portion of the Atchison, Topeka & Santa Fe railroad. Although many investors were incredulous of a railroad running to the Pacific coast, Holliday refused to surrender his vision. In the end, Holliday's dream became a reality, and the AT & SF he envisioned spurred the growth of the American southwest. Aside from his work with the AT & SF, Holliday was also active in public affairs, serving as a founder of the Republican party in Kansas and as a senator from that state.

After graduating from a Chicago business college, William B. Strong took his first railroad job as a station agent for the Milwaukee and St. Paul Railroad. After a succession of other railroad, Strong succeeded T. Jefferson Coolidge as president of the Atchison, Topeka and Santa Fe Railway. During his tenure, the railway extended to about 7,000 miles, making it the largest railroad in North America at the time.

The Southern Kansas Railway Company was the name given to the company formed by the consolidation of The Kansas City, Lawrence & Southern Kansas RR, the Ottawa & Burlington RR and the Kansas City & Olathe RR. The only such stock known to have been issued to and signed by railroad pioneer Cyrus K. Holliday. \$1,500 - up



THE GRAND CANYON RAILWAY COMPANY ISSUED TO AND SIGNED THREE TIMES BY EDWARD PAYSON RIPLEY

*** 170**

1902, Arizona. Stock certificate for one share issued to and signed on verso, as president and on attached statement by EDWARD PAYSON RIPLEY (1845-1920) Fourteenth President of the Atchison, Topeka & Santa Fe Railway. Blue / White. Vignette of a train at top center. Edward Ripley first began working in the railroad industry when he took a position as a freight agent for the Pennsylvania Railroad. Two years later, Ripley transferred to the Chicago, Burlington and Quincy Railroad as a clerk. Working his way up through a variety of positions, Ripley became the company's general manager before leaving the Burlington in 1890 to work for the Milwaukee Road. When the Atchison, Topeka and Santa Fe Railway emerged from receivership in 1896, Ripley assumed the company's presidency, a position he retained until 1920.

Originally built to transport ore from the Anita mines, The Grand Canyon Railway made its inaugural journey to the Grand Canyon on September 17, 1091, after it was acquired by the Atchison, Topeka and Santa Fe. Largely relying on tourism, the Santa Fe invested heavily in hotels and restaurants at the Grand Canyon, building the El Tovar hotel and such landmarks as the Hopi House and the Desert View Watchtower. While increasing automobile travel forced the railway to cease operation in 1968, it was reopened in 1989 in order to offer tourists a uniquely historic way of enjoying the Grand Canyon.

Punch and stamp cancelled.

\$200 - up



HENRY A. DUPONT

*** 171**

1897, Delaware. Stock certificate for 255 shares of the Wilmington

and Northern Railroad. Vignette of shipyard at center, state seals at left and right. Signed as president by HENRY ALGERNON duPONT (1838-1926). Henry graduated from West Point at the head of his class and was awarded the Congressional Medal of Honor for his distinguished service and gallantry at Cedar Creek during the Civil War. In 1875, he was persuaded by his father to leave the military in favor of management at the family's powder firm. Here he was placed in charge of negotiations with of-

ficials of other firms and arranging the transportation of products by rail. From this connection, Henry was elected President of the Wilmington and Northern Railroad in May of 1879, thus signing this certificate. In 1902 he declined the Presidency of DuPont, instead choosing retirement to his personal affairs. Line cancellations affect duPont's signature, but still very readable. Cut cancellation over company seal causing small hole. Fine.

\$125 - up



THOMAS FORTUNE RYAN SECRETARY OF THE KENTUCKY MINERAL AND TIMBER COMPANY, SIGNS A BOND

*** 172**

1892, New Jersey. A \$1,000 bond for the Kentucky Mineral and Timber Company bearing 5% interest for 15 years. It is signed by "Thomas F. Ryan" THOMAS FORTUNE RYAN (1851-1928). Ryan, a pioneer in New York City transit, is best remembered for creating the first American holding company, the Metropolitan Traction Company. Ryan started as a Wall Street messenger, went into the brokerage business and invested his profits in New York transit. He took those profits and expanded into tobacco, banking, railroading, insurance and utilities. He was often accused of illegalities, but was able to wriggle free each time. as secretary. Red borders and a red background on large white paper. Large company logo and engraving of surveyors working outside a mine entrance. Complete coupons to the right side and in choice condition with dark signatures. Minor paper splits at folds else fine.

\$250 - up



THE PATERSON EXTENSION RAIL ROAD COMPANY SIGNED AS PRESIDENT BY U.S. VICE-PRESIDENT GARRETT A. HOBART

*** 173**

1881, New Jersey. One thousand dollar bond bearing six percent interest. Black \ Green. Vignette of a reclining allegorical female at top center. Smaller vignette of an eagle at bottom center. Signed as president by GARRET HOBART (1844-1899) Vice President of the United States. Punch and stamp cancellations affect Hobart's signature. Some slight splits and edge wear. Overall Fine.

\$300 - up



THE JACKSON COAL RAILROAD COMPANY TRANSFERRED TO WM. K. VANDERBILT

*** 174**

1907, Pennsylvania. Stock certificate for three shares transferred to, but not signed by, WILLIAM K. VANDERBILT, (1849 - 1920). Second son of William H. Vanderbilt. William began his career in railroading at the age of nineteen, working for his grandfather, "Commodore" Vanderbilt, and was heavily involved in the family railroad empire. Blue \ Black. Vignette of a locomotive at top center. Punch cancelled. Fine.

\$125 - up



THE KANSAS CITY, MEXICO AND ORIENT RAILWAY ISSUED TO AND SIGNED ON VERSO BY JAMES C. FARGO

*** 175**
1904, Kansas. Stock certificate for fifty shares. Green / Black. Vignette of a locomotive at top center. Issued to "James C. Fargo, President of the American Express Company, as such president," and signed on verso by James C. Fargo (1829-1915). Expressman. Perforation cancellations do not affect Fargo's signature. Very Fine. \$500 - up

THE PROGENITORS OF AMERICA'S BELOVED FIRST LADY, JACQUELINE BOUVIER KENNEDY

*** 176**
We are offering a set of FOUR impressive Northern Pacific Railroad Stock Certificates issued to and signed personally by the Bouvier's and their companies. One being a direct link to that great fortune that enriched the Jackie as a child, signed by the generous Bouvier tycoon, Michel Charles, Jackie's great uncle. Another from Jackie's grandfather himself! Superb collection of highlighting the family of America's most beloved First Lady. 1) 1889, Northern Pacific Railway Stock certificate for 100 shares issued to and signed by JOHN VERNOU BOUVIER (1843-1926). Jacqueline Bouvier Kennedy's Grandfather, Union Soldier in the 80th NY Infantry. Attractive certificate with ornate border, vignette of a train passing by telegraph lines in the countryside and a lower vignette of Fredrick Billings. Orange/Black. Signed on reverse "John V. Bouvier" ***Punch hole cancellations. Signature is bold and solid. Very Fine. 2) 1889, Northern Pacific Railway Stock certificate for 100 shares issued to and signed by M.C. BOUVIER. Attractive certificate with ornate border, vignette of a train passing by telegraph lines in the countryside and a lower vignette of Fredrick Billings. Orange/Black. Signed on reverse "M.C. Bouvier" ***Punch hole cancellations. Signature is strong with an artful flair. Very Fine. 3) 1889, Northern Pacific Railway Stock certificate for 100 shares issued to and signed by Bouvier & Amory, One of the Bouvier family's many business interests. Attractive certificate with ornate border, vignette of a train passing by telegraph lines in the countryside and a lower vignette of Fredrick Billings. Green/Black. Signed on reverse "Bouvier & Amory" ***Punch hole cancellations. Very Fine. 4) 1881, Northern Pacific Railway Stock certificate for 100 shares issued to and signed by Bouvier & Wallace, One of the Bouvier family's many business interests. Attractive certificate with ornate border, vignette of a train passing by telegraph lines in the countryside and a lower vignette of Fredrick Billings. Green/Black. Signed on reverse "Bouvier & Wallace" ***Punch hole cancellations. Very Fine. \$600 - up



THE KANSAS CITY, MEXICO AND ORIENT RAILWAY ISSUED TO LORD INVERCLYDE AND SIGNED BY LADY MARY INVERCLYDE, THE WOMAN WHO CHRISTENED THE ILL-FATED RMS LUSITANIA

*** 177**
1946. Kansas. Trustee's certificate for one-half part of a share. Blue. Ornate border Issued to LORD INVERCLYDE and signed on verso by LADY MARY INVERCLYDE. The wife of the recently deceased Cunard chairman, Lord Inverclyde, Mary, Lady Inverclyde, christened the ill-fated RMS Lusitania in June of 1906.

Conceived in 1900 by A.E. Stilwell, the Kansas City, Mexico and Orient Railway was the predecessor to the Chihuahua al Pacifico railroad in Mexico. In the wake of a 1912 bankruptcy, the AT & SF acquired the line in 1928, largely in order to gain access to the west Texas old fields.

Stamp and perforation cancelled. Very Fine. \$250 - up



SIGNED BY RANSOM E. OLDS

*** 178**
1916, Michigan. Stock certificate for 50 shares. Olive/Black. Engraved vignette of the company's insignia at top center flanked by two female allegorical figures. Signed at bottom right as President by RANSOM E. OLDS, (1864 - 1950). Automotive pioneer. Punch cancellation affects a portion of Old's signature. \$450 - up