



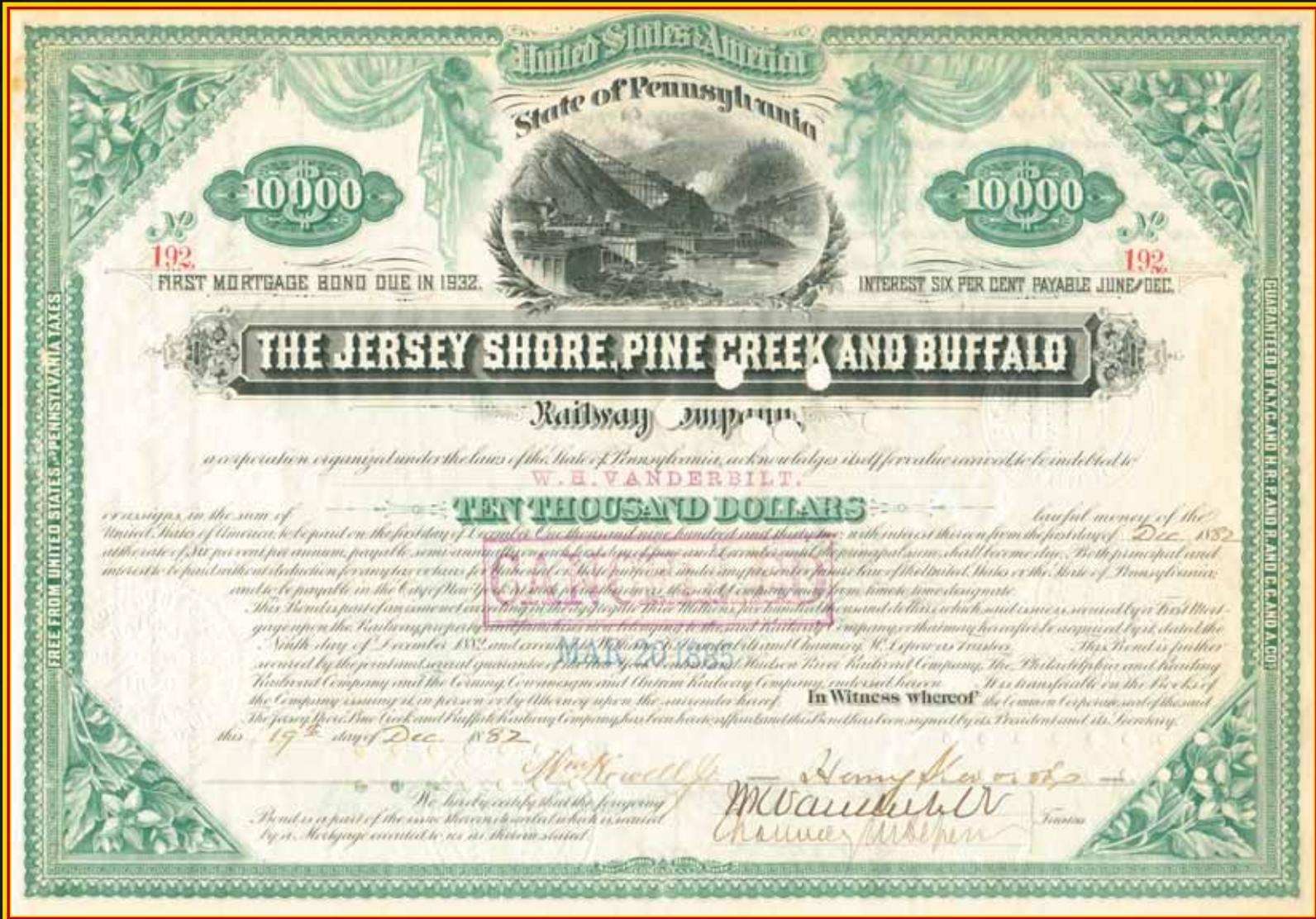
Cornelius Vanderbilt



William K. Vanderbilt



Frederick W. Vanderbilt



AA8



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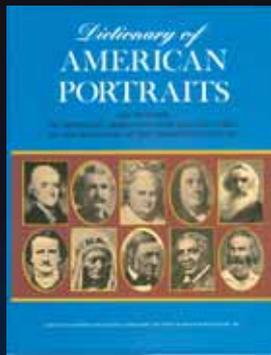
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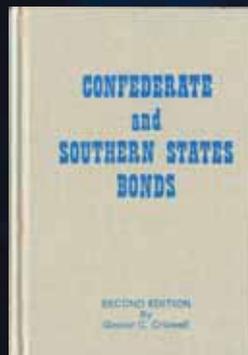
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Note: We have two pieces or more of some items. All are in equal or better condition than those pictured. **Buy with confidence! We want you to be 100% pleased!**

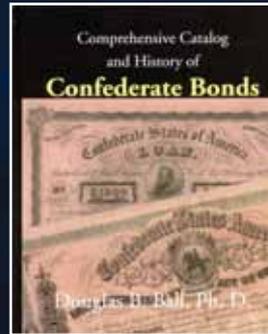


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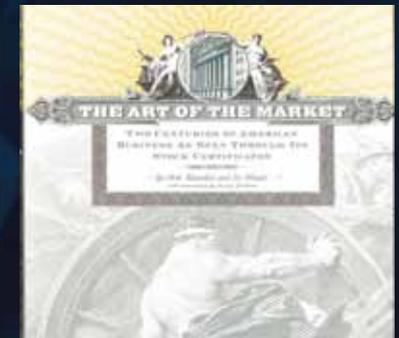


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# CAPTAINS OF AMERICAN INDUSTRY

On many occasions in our catalogs, we have discussed the various figures from the world of American Industry and finance. These personages are important not only for their contributions to establishing the economic might of the United States, but also for the singularly important reason that many of their signatures appear on collectible stocks and bonds as shareholders and/or company officers. No one familiar with the world of scripophily needs to be reminded that autographed stocks and bonds are among the most desirable certificates collected in the field as a whole.

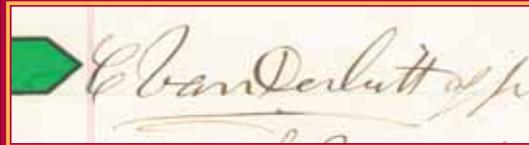
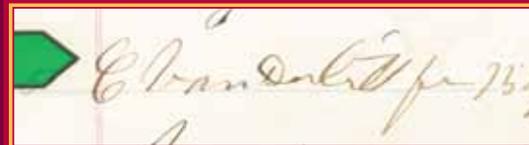
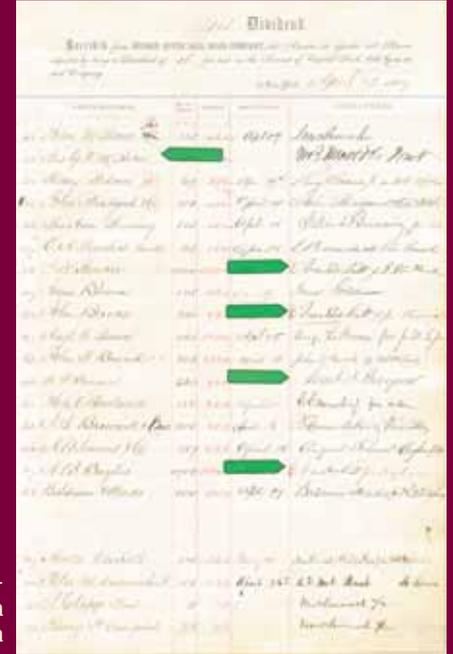
These individuals were every bit as colorful as the entire spectacle of America's incredible growth into the world's premier industrial giant. Their own personal risk to power (and sometimes their loss of that same power) makes exciting reading for us today. Their individual styles often belie the image we have of the great industrial giants of the 19<sup>th</sup> century as urbane, sophisticated tycoons living sumptuously in monstrous mansions all the while making deals with the faint wave of their hand. In truth, many were tightfisted, dishonest crooks who used every means at their disposal, honest or otherwise, to make their fortunes and destroy their competition. But along with that, many were extremely hardworking, competent, and intelligent businessmen. Sometimes they were crude and barely literate, but whatever their personal characteristics, they possessed the ability to do one thing better than anybody else...make money.

Several noteworthy "captains of industry" make this point especially well and in the process, reveal what truly diverse backgrounds these men came from, how they made their fortunes, and what happened to them once they accumulated their wealth. Although many could be selected to portray, we will concentrate on the Vanderbilt family, and several others closely tied with the lives and fortunes of the Vanderbilts, Daniel Drew, Chauncey Depew, and Jay Gould.

The family name Vanderbilt is one so well-known in American industry and finance that it is immediately associated with money, wealth, and power whenever it is heard.

What is not so well known is how the Vanderbilts happened to acquire such vast wealth and power since the family was not born into money. This is especially true of the family founder, Cornelius Vanderbilt (1794-1877). Born into a poor family on Staten Island near the beginning of the nineteenth century, this nearly illiterate man parlayed his foresight and incredibly hard work into a career encompassing steamship, banking, and railroad fortunes. Hardnosed, crusty, and opinionated, the "Commodore," a nickname he acquired during his steamship days, inadvertently founded a dynasty of financial giants who have received much less notoriety than the Commodore, but who also deserve a significant place in the saga of American industrial growth. He quit school

## COMMODORE CORNELIUS VANDERBILT

### COMMODORE CORNELIUS VANDERBILT HUDSON RIVER RR LEDGER SHEET SIGNED 3 TIMES!!!

**AA1.** Commodore Cornelius Vanderbilt (1794-1877), financier, steamship and railroad promoter. Began business in 1810 as a freight and passenger ferryman between Staten Island and New York City. After great success in the steamboat business, he began buying up stock of the New York and Harlem Railroad in 1862. In 1863 he induced the New York City council to let him extend the line by street-car tracks to the lower part of the city. Cornelius Vanderbilt obtained control of the Hudson River Railroad in 1864. In 1867 he acquired control of the New York Central and on November 1, 1869 he merged the New York Central with his Hudson River Railroad. Vanderbilt's other lines were operated as part of the New York Central Railroad; these included the New York and Harlem Railroad, Lake Shore and Michigan Southern Railway, Canada Southern Railway, and Michigan Central Railroad. This ledger sheet now offered deals with dividends being paid for the Hudson River Railroad in 1869, the very year of its merger with the New York Central. Vanderbilt signs showing receipt of dividends for J. H. Banker, John Brooks, and A. B. Baylis. It seems likely that he had been using these men as fronts to shield his buying up of stocks on the railroad (but this is only speculation). Other important men are listed including Samuel F. Barger who signs. A couple of other entries include Jay Cooke & Co. and A. Belmont & Co. Further research would be rewarding. It is useful to note that a decent stock signed by the Commodore will sell quickly for a minimum of \$12,000. His rarity on stocks is legendary. Here is an opportunity to purchase three signatures on a truly historic document. Excellent Condition. So Rare! \$4,000

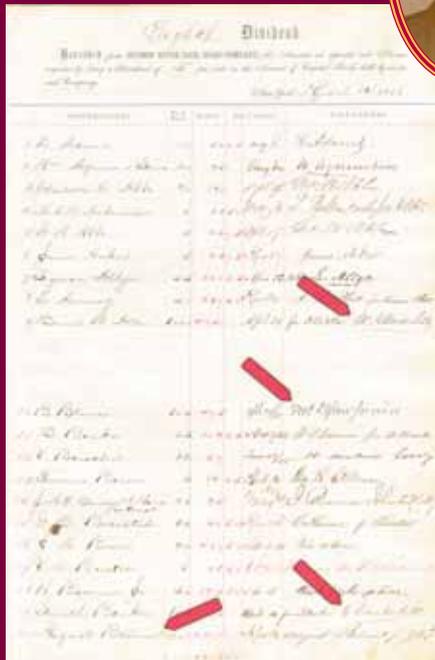


1794

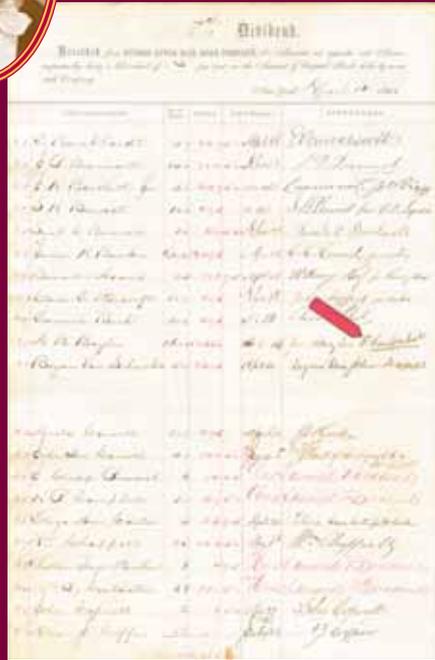
Postal rates are usually paid by the person receiving the mail: 6¢ up to 30 mi., 15¢ up to 200 mi., and 25¢ over 400 mi., Burns composes "Auld Lang Syne"

1805

Napoleon proclaims himself King of Italy



Front



Back



**COMMODORE CORNELIUS VANDERBILT & WILLIAM H. VANDERBILT, SIGNED HUDSON RIVER RR LEDGER SHEET**

**AA2.** Commodore Cornelius Vanderbilt (1794-1877), the patriarch of the Vanderbilt family. In his will, he disowned his sons except for William H., who was as ruthless in business as his father and the one Cornelius believed capable of maintaining the business empire. William Henry Vanderbilt (1821-1885) inherited nearly \$100 million from his father and increased it to about \$200 million at his death less than nine years later. At the time, he was the richest man America had ever seen, however his worth was pale in comparison to the likes of John D. Rockefeller and Andrew Carnegie. August Belmont (1816-1890) immigrated to New York City in 1837 after becoming the American representative of the Rothschild family's banking house in Frankfort. In 1877 in co-operation with J. P. Morgan and the Rothschilds, floated \$260,000,000 in U.S. four percent bonds, thus relieving the government from serious financial embarrassment. An avid sportsman, the famed Belmont Stakes thoroughbred horse race is named in his honor. Commodore Cornelius Vanderbilt signs for a Smith Barker at the front of this page and also signs again on the back page for A. B. Baylis. His son Wm. H. Vanderbilt signs for Daniel B. Allen. One important entry is issued to August Belmont but he does not personally sign. Also, Geo. D. Depew signs, likely a relative of Chauncey Depew? This 1866 ledger sheet (11"x17") deals with paying dividends for stock of the Hudson River Railroad. Further research would be rewarding. Small margin tear mentioned only for accuracy. Excellent Condition. \$3,500



August Belmont

at age 11(1805) and by age 16 (1810) he was operating his own business, ferrying freight and passengers. By 1830 he controlled coastal trade along the entire coast of New England. During the California Gold Rush he ran a steamship line from New York to California via Nicaragua. In the early 1860's, Vanderbilt started withdrawing capital from steamships and investing in railroads. He acquired the New York and Harlem Railroad in 1862-1863, the Hudson River Railroad in 1864, and the New York Central Railroad in 1867. In 1869 they were merged into New York Central and Hudson River Railroad. By 1873 he had extended the lines to Chicago, IL. Around this time Vanderbilt tried to gain control of the Erie Railroad, which brought him into direct conflict with Jay Gould, who was then in control of the Erie. Gould won the battle for control of the railroad by "watering down" its stock, which Vanderbilt bought in large amounts. Vanderbilt lost more than \$7 million in his attempt to

gain control, although Gould later returned most of the money. Vanderbilt was very accustomed to getting what he wanted, but it seems that he met his match in Jay Gould. Vanderbilt would later say of his loss "never kick a skunk." In fact this was not the last time that Gould would make a fool out of a Vanderbilt. Years after his father's death, William Vanderbilt gained control of the Western Union Telegraph company. Jay Gould then started the American Telegraph Company and nearly forced Western Union out of business. William Vanderbilt then had no choice but to buy out Gould, who made a large profit from the sale.

The story of the Vanderbilts, especially those who followed the Commodore, is fascinating, more so since all of them were born into wealth and yet avoided the dissipation and lack of energy and drive which characterized so many others born with the proverbial sil-

1810

Third U.S. census shows a population of 7.2 million, including 60,000 immigrants and about 1.2 million slaves. Yale Medical School is established.

ver spoon in their mouth. These men carved out their own respective niches in American history, and for that reason, their stories deserve to be told as well.

The first of these “other” Vanderbilts, and perhaps the one that seemed least likely to succeed as a great financier and industrialist, was William H. Vanderbilt (1812-1885), the first son born to the Commodore. Because he was not physically strong during his boyhood and later, his famous-and dynamic-father the Commodore placed little confidence or trust in his son William, despite the son’s apparent aptitude for banking and financial matters.

Two other factors contributed significantly to the Commodore’s low (and totally unfounded) opinion of his son. The first dealt with William’s marriage to Maria Kissam, a marriage strongly opposed by the Commodore. Coming from a solid, but poor family, Maria did not suit the Commodore’s idea of what William’s wife should be, but the latter married anyway despite his father’s objections.

His marriage combined with poor health convinced the Commodore that William would never amount to much, so he bought his son a seventy-acre farm on Staten Island and “put him out to pasture.” His own retiring nature combined with the forcefulness of his father’s led William to accept the arrangement without complaint. Surprisingly, at least as far as the Commodore was concerned, William was successful in making the farm a paying venture and eventually increased the farm’s size of 350 acres, substantially increasing profits as well.

In 1857, William was successful in having himself named as receiver of the debt-ridden Staten Island Railroad. Through a combination of shrewd business savvy and hard work, he turned the fortunes of the line around in only a few years, expanding the line and gaining valuable experience as a railroad manager. By way of his experience with the Staten Island line, William actually entered the railroad business before his father did!

When the Commodore, late in life, entered into the railroad business himself, he reluctantly brought William into the picture as well. Taking over control of the New York & Harlem Railroad in 1864, the Commodore made William a vice-president in the line, belatedly and almost begrudgingly acknowledging his son’s business acumen. Recognizing his superb railroad talents, the following year his father named him as vice-president of the Hudson River Railroad, thus making William his confidant and partner in all his railroad ventures. It seems unfortunate today that it took the Commodore until William was forty years old to open his eyes to his son’s abilities, a fact that no doubt contributed to William’s rather somber and restrained personality. It also was undoubtedly a factor in William’s unflinching hard work and attention to, and grasp of, the enormous, detailed minutiae of running a vast railroad empire.

When the Commodore died in 1877, it hardly came as a surprise when William was elected president of the New York Central and Hudson Railroad Company. Utilizing well the enormous fortune left to him by his father (estimated at \$90,000,000), William Vanderbilt immediately embarked on an ambitious expansion program, which would have stunned even the



*Wm. H. Vanderbilt*



*Leonard Jerome*

**COMMODORE CORNELIUS VANDERBILT,  
LEONARD JEROME SIGNED  
HUDSON RIVER RR LEDGER SHEET**

**AA3.** Commodore Cornelius Vanderbilt (1794-1877), U.S. entrepreneur who built his wealth in shipping and railroads. Leonard Walter Jerome (1817-1891), entrepreneur and grandfather of Sir Winston Churchill. Leonard Jerome became majority shareholder of the New York Times and had interest in a number of railway companies. A patron of the arts, he was the founder of the American Academy of Music. Jerome was also an avid sportsman and enjoyed yachting with his friend, William Kissam Vanderbilt, and had a special passion for thoroughbred horse racing. He helped establish the American Jockey Club and built the Jerome Park Racetrack in the Bronx in conjunction with financier August Belmont, Sr. where the first Belmont Stakes was held in 1867. Cornelius Vanderbilt signs for W. A. Kissam and also signs with his initials for Joseph Harker. Leonard Jerome signs for a relative Catharine H. Jerome. They both sign in 1869 for dividends being paid on this Hudson River RR ledger sheet. Any decent stock signed by the Commodore will sell for \$12,000 or more! Very Rare! \$2,900

1830

Mexico forbids further U.S. colonization in Texas, Oliver Wendell Holmes writes the poem “Old Ironsides” about the battleship U.S. Constitution, 1st epidemic of cholera occurs in Europe

1840  
for H. F. Clark & Co. Bankers  
C. Vanderbilt

James B. Colgate Trust



**COMMODORE CORNELIUS VANDERBILT, J. B. COLGATE SIGNED HUDSON RIVER RR LEDGER SHEET**

**AA4.** Commodore Cornelius Vanderbilt (1794-1877), a U.S. entrepreneur who built his wealth in shipping and railroads. James Boorman Colgate (1818-1844), Banker; president of the board of trustees of Colgate University, Hamilton, New York; which he endowed. 31 pages (16 sheets) of Ledger with attention to be paid to one very special sheet which includes Commodore Vanderbilt signing for his associate Horace F. Clark and showing receipt of Interest of \$70 for \$2,000 in bonds. The Commodore also signs for his personal interest of \$5,575 for \$165,000 in bonds. James B. Colgate also signs 8 times on several pages as a trustee. Additional research should prove interesting and rewarding as many wealthy men of the day sign throughout these 32 pages. It should be stressed that the interest being paid in this ledger and the gigantic amounts of money are incredible for this era. The average wage earner made \$16 a week. Men driving the horse drawn street cars in NY made \$1.75 a day working 14 to 16 hours. Women textile workers received 6¢ for each shirt they made. Workers in factories made between 5¢ to 20¢ an hour. The average American worked 12 hour days, 7 days a week in order to make a basic living. These documents now offered are in excellent condition and attractive on blue paper. This is the only example found to date of this variety paying interest. Any decent stock signed by the Commodore will fetch \$12,000 or more in today's market. This is a great opportunity to acquire a double signature on a very historic document. Great!!! \$3,500

aggressive Commodore. By 1881, the daily traffic of the road had increased so dramatically that it required 15,000 men, 23,000 freight cars, 600 passenger cars, and some 638 engines, to run the line.

William also consolidated the presidency of the Lake Shore and Michigan Southern Railroad as well as the Michigan Central Railroad in his hands, creating a vast railroad empire, which stretched across half of the United States at the time of his death. When William Vanderbilt died in 1885, it is estimated that he had managed to double the vast fortune left to him by the Commodore less than a decade earlier.

Having amassed such an enormous fortune at the time of his death, it might seem likely that there would be nobody competent enough left in the Vanderbilt family to carry on where William had left off. Certainly many examples exist of how a family fortune has been squandered by succeeding generations who lacked the drive, initiative, and business abilities of their forbears.

The Vanderbilts, however, possessed an amazing reserve of equally competent family members to carry on the family fortunes. In fact, the person who immediately filled the void left by William's death was his eldest son Cornelius (1843-1899) who had been named after his grandfather, the Commodore, and had been a favorite of the old man all his life.

The younger Cornelius began his business career as a lowly clerk in 1859 at the not-too-princely salary of \$50 a month. It was at his grandfather's insistence that he started from the bottom to work his way up the financial ladder in order to learn the business thoroughly from top to bottom. At twenty-four, he was taken into service with the New York & Harlem Railroad as an assistant treasurer. He later became treasurer, a post he held for many years, until he became vice-president in 1880.

With his father William's failing health in 1883, Cornelius was elevated to the position of chairman of the board of directors of the New York Central & Harlem Railroad and the Michigan Central Railroad, and president of the Canada Southern Railway. When his father died in 1885, Cornelius was made president of the New York & Harlem Railroad, a post he held until his death in 1899. Likewise, he also became the acknowledged head of the family, presiding over the family's immense fortune and expanding it through timely, yet conservative, investments.

Acknowledged as the hardest worker of the family, no detail was considered too small to escape his scrutiny. He often was at his desk working at the Vanderbilt offices in Grand Central Station before even the lowliest clerk arrived in the morning. His attention to detail in knowing and understanding all of the myriad details and interworkings of the Vanderbilt holdings was legendary.

If Cornelius was the driving force behind the family fortunes after his father's death in 1885, he was ably supported through the efforts of his brother, William K. Vanderbilt (1849-1920). Born in 1849, William received a superb education as a child, as did all of the Vanderbilt off-

1860

Abraham Lincoln is elected President, South Carolina secedes from the Union, U. S. Secret Service is established, Pony Express begins service and ends a year later with the intro of transcontinental telegraph

spring. Following his studies in Europe, he entered the offices of the Hudson River line as a clerk where he, like so many of his family and especially his brothers, learned the intricacies of the railroad business. He rose steadily in position and knowledge so that within a decade, he was made second vice-president of the New York & Hudson River Railroad, a position he held from 1877 until 1883 when he was made chairman of the board of directors of the Lake Shore and Missouri Southern Railway, a position he held for many years. Throughout his lifetime, he held many positions of importance within the Vanderbilt Empire, ably discharging his duties to the railroads and his family.

William was also a noted yachtsman and traveler, spending much time pursuing those avocations as well as pursuing business. He is responsible for building the famous "marble house," usually called "The Breakers," at Newport, RI. He died in 1920 in Paris.

Like his brother William K. Vanderbilt, Frederick W. Vanderbilt (1856-1938) is another of the lesser-known members of the family. As the third son of Cornelius Vanderbilt, he carried on the tradition of Vanderbilt family involvement in the railroad business established by his great-grandfather, the Commodore. Like his elder brothers, he, too, received an excellent education, this time at Yale. Following his graduation from Yale in 1878, he likewise entered the family business as a clerk, gradually working his way through virtually every department connected with the railroad. This extensive grounding in the business served him very well, as he began to move up into more important offices as the years went by.

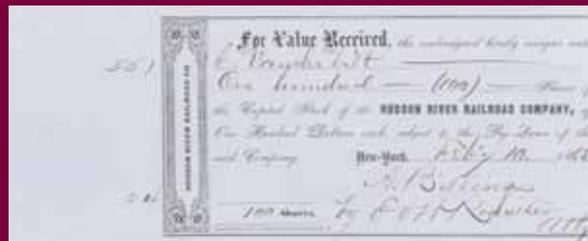
Frederick was known for his diligent work habits, and his ability to work well with everybody he came into contact with. Most of his railroad activities were, as time passed, connected with sitting as the director of various railroad (and other) corporations. Among these were New York Central System, Michigan Central, and Canada Southern Railroads.

## Daniel Drew

Daniel Drew (1797-1879) was a contemporary of Vanderbilt's who also had come up "the hard way" and he, too was rough-hewn when it came to manners, language, and the rest of the social graces. Vanderbilt at least aspired to better position...Drew never rose above the vicious, parsimonious, and scheming character, which he remained all of his life.

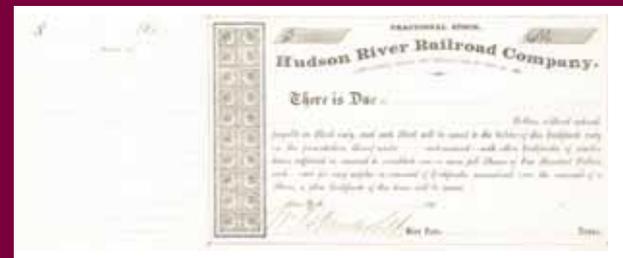
Drew began his financial empire in New York State following the War of 1812 as a cattle drover and buyer. By the early 1830's, he had established himself as the premier livestock dealer in the East, being the first person to drive cattle from Ohio, Kentucky, and Illinois across the Allegheny Mountains to the East.

In 1834, Drew began what would be a succession of trade wars with Cornelius Vanderbilt when the former entered the steamboat business on the Hudson River, competing successfully with the Commodore for passenger and freight traffic on that river. He continued to be actively involved in the steamboat shipping business on Long Island Sound and Lake



### COMMODORE CORNELIUS VANDERBILT - HUDSON RIVER RAILROAD

**AA5.** Commodore Cornelius Vanderbilt (1794-1877), Financier, Steamship & Railroad Promoter. 1865 Transfer boldly issued to C. Vanderbilt (not signed). Rare, important! \$150

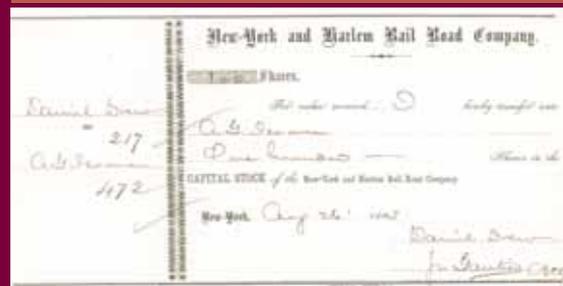


### WM. H. VANDERBILT-HUDSON RIVER RR

**AA6.** William H. Vanderbilt (1821-1885).

This Fractional stock is issued from N.Y. in the 1860's. Unissued with nice uncanceled signature of William H. Vanderbilt. It comes with a beautiful portrait of William H. Vanderbilt.

Mint Condition. Rare! From the Syracuse University Collection. \$500



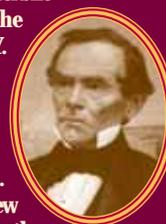
### DANIEL DREW

#### NEW YORK & HARLEM RR

**AA7.** Daniel Drew (1797-1879), legendary American financier. In 1864, Drew struggled with Commodore Vanderbilt

speculating on the stock of the N.Y. and Harlem RR.

Drew was selling the stock short,



but the Commodore and his associates bought every share he sold, ultimately causing the stock price to rise from 90 to 285 in five months. Drew lost \$500,000.

Incorporated in 1831 as the New York & Harlem RR Company, to link the New York Central with Harlem. It was one of the first railroads in the U. S. and possibly the first street railway. This historic stock transfer has Daniel Drew transferring shares of this very same NY and Hudson RR to important financier A. G. Jerome. The date 1863 just precedes the famous stock battle with the Commodore. Drew's attorney signs for him. Superb Condition. Rare! \$300

1864

Gen. Grant is made Commander-in-Chief of the Union Armies, Nevada becomes 36th state, The "Pullman Car," is built by George Pullman, "In God We Trust," appears on U.S. coin, the 2c piece for 1st time

Champlain as well, and even opened his own brokerage house on Wall Street in 1844. There he gained a well-deserved reputation as an extremely crafty and not-too-honest operator, which did not trouble him in the least as he continued to amass his fortune.

In 1864, he tried his hand at railroading, attempting to sell short on Vanderbilt's Harlem Railroad with co-conspirator John Tobin. The Commodore outwitted Drew in the confrontation and the latter was forced to take a loss estimated at half-a-million dollars for his ill-advised run at Vanderbilt.

Undeterred by his battering at the hands of Vanderbilt, Drew was back during the years 1866-1868 in his so-called "Erie War" with Vanderbilt. Once again, the slippery Drew attempted to sell short on Vanderbilt's holdings, this time in the Erie Line. Vanderbilt responded in his typical hardnosed fashion, buying up stock whenever he was able to do so. Drew, along with accomplices Fisk and Gould, printed up the bogus 50,000 shares of the line, which the New Jersey legislature approved after outrageous bribing of the state officials, causing Vanderbilt to lose millions. Vanderbilt eventually recouped most of his losses, but control of the line passed to Gould and Fisk.

Drew, Gould, and Fisk quickly plowed their newly-acquired funds into various dishonest schemes...stock watering, bank credit scams, foreign exchange deals, and others, bilking thousands of investors in the process.

Drew's fortunes were not destined to last, however. In 1870, his old partners Gould and Fisk manipulated the Erie's stock in England, caught Drew in a financial bind, and caused him to lose \$1,500,000 in the process. This reverse was followed soon after by the Panic of 1873, which further undercut his financial empire, especially his interest in the brokerage firm of Kenyon, Cox, and Company, in which he held a major position. In 1876, he was forced to file for bankruptcy, a penniless old man vilified at every turn by the press and society. Supported by his son, William H. Drew, Daniel Drew died on May 21, 1879.

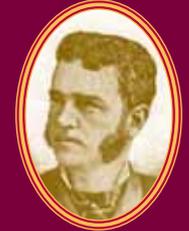
### Chauncey Depew

If any one individual outside of the family circle could be identified as close to the Vanderbilt interests, it would unquestionably be Chauncey Depew (1834-1928). Like the Vanderbilts who followed the Commodore, Depew was born with the proverbial silver spoon in his mouth, a fact which did not hinder him at all from becoming wealthy and famous in his own right as a lawyer and railroadman, and as a lifelong associate and confidant of the Vanderbilts.

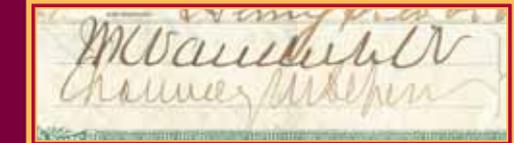
Born into a prosperous family in Peekskill, New York, Depew began his education in local private schools, later attending Yale and graduating in 1856. After studying law for several years, he entered private practice in his hometown, a move which turned out well for him both financially and politically. He actively supported the new Republican Party and helped to elect Edward D. Morgan to the governorship of New York for two successive terms, and gave him a taste of political life.



Cornelius Vanderbilt



William K. Vanderbilt



Chauncey Depew



Frederick Vanderbilt

### \$10,000 RAILWAY BOND OF THE JERSEY SHORE, PINE CREEK & BUFFALO RY WY SIGNED BY THREE IMPORTANT VANDERBILTS!

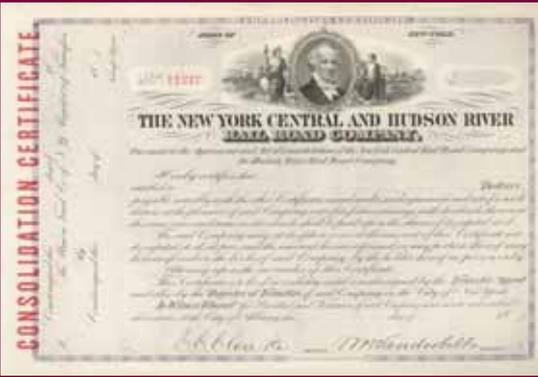
**AA8.** Cornelius Vanderbilt (1843-1899), Financier, Philanthropist. Asst. Treasurer (1867) of New York & Harlem RR, then President from 1886 until his death. Trustee and benefactor of numerous colleges & universities in NY. William Kissam Vanderbilt (1849-1920), Chairman of the board of directors of Lake Shore & Michigan Southern RR (1883-1903); President of NY, Chicago & St Louis Rwy (1882-87). Frederick W. Vanderbilt (1856-1938), Capitalist, PHD from Yale. He worked in every department of his father's railroad system. This 1882, Pennsylvania \$10,000 engraved bond is signed by these three important sons of William H. Vanderbilt. Issued as well to William H. Vanderbilt and also signed by Chauncey M. Depew (legal advisor and right hand man of the Vanderbilt empire). Two brothers Cornelius, and Frederick, sign at back (with usual hole cancellations). The third brother, Wm. K. Vanderbilt signs at front. His signature and Depew's are superb and untouched by the cancellation holes. Five matching portraits including William H. Vanderbilt accompany this piece. Superb! One of the Very Nicest American Autographed Bonds Ever!!! This gorgeous engraved bond was printed by American Bank Note. A true classic! \$800

1867

Nebraska becomes 37th state, U.S. buys Alaska from Russia for \$7.2 million (less than 2c an acre) through Secretary of State William H. Seward, Johann Strauss writes The Blue Danube

**WILLIAM H. VANDERBILT-  
NEW YORK CENTRAL &  
HUDSON RIVER RR**

**AA9.** W. H. Vanderbilt (1821-1885). Considered the most significant of all the Vanderbilts in abilities. His father Commodore Cornelius Vanderbilt obtained control of the Hudson River RR in 1864, soon after he bought the NY and Harlem RR. On November 1, 1869 he merged the New York Central with his Hudson River RR into the New York Central and Hudson River RR. This 1870's unused Consolidated Certificate is considered the most beautiful of any item signed by W. H. Vanderbilt. His signature as President is dark and bold and uncanceled. Commodore Cornelius Vanderbilt is pictured. A portrait is included of Wm. H. Exceptional! Few examples of this piece have survived. Rare! Only 1 Available. \$1,500



**CORNELIUS VANDERBILT  
ISSUED TO HIS FATHER**

**AA10.** Cornelius Vanderbilt (1843-1899), Railroad Financier, Philanthropist, Son of William H. Vanderbilt and Grandson of Commodore Cornelius Vanderbilt. He served as President of the NY and Harlem RR from 1886 until his death. The Michigan Central Railroad operated in the states of MI, IN, and IL in the U.S. &



Canada. It was a predecessor of the NY Central RR, which later became part of Penn Central and then Conrail. With the 1998 Conrail breakup, Norfolk Southern now owns much of the former Michigan Central trackage. Attractive bond dated 1881 with lightly cancelled signature of Cornelius Vanderbilt and issued to his father Wm. H. Vanderbilt. An impressive combination. Includes two portraits. Excellent Condition. From the Syracuse University Collection. \$500

During the Civil War, Depew was a leader of some note in Congress, being a central figure in the wartime maneuverings of individuals and factions caught up in feathering their own nests economically and politically during the war years. Depew refused to be caught up in political chicanery, maintained his personal honesty, and contributed greatly to his own personal reputation, a reputation which would never be stained with any charges of corruption or wrongdoing. He was selected Secretary of State in 1863 and in that position, escorted the body of President Abraham Lincoln from New York to Buffalo following his assassination in April, 1865.

He was considering an appointment as the first minister from the United States to Japan in 1866 when Commodore Cornelius Vanderbilt lured him away to become an attorney for the New York & Harlem Railroad and the Hudson River Railroad. Depew quickly applied his legal skills and superb political skills to further and expand the Vanderbilt railroad interests, rising rapidly in position and power within the Vanderbilt circle. Little did either he or the Vanderbilts realize at the time, but Depew was just beginning an association with the Vanderbilts which would last for the next sixty-two years!

In 1874, he became a director of the Vanderbilt system, in 1882 second vice-president of the New York Central & Hudson River line, and in 1885, president of the line, a position he held until nearly the turn-of-the-century. He actively engaged the length of line, improving stock, and improving the efficiency of the entire system. His capacity for hard work was legendary both within the Vanderbilt circle and beyond. At a time when most men had retired, he was overseeing much of the operation of the system, generating huge profits for the Vanderbilts and himself.

Even after retiring as president of the line and being named chairman of the board in 1898, Depew did not retire from railroad interests, being involved until just a few years before his death in 1928. In the 1880's and 1890's, Depew was active in political circles, being a candidate for the state legislature in 1881, offered (but declined) the nomination for the U.S. Senate in 1885, and endorsed by his state nominating convention for president in 1888. In 1899 he was elected to the U.S. Senate at the age of 64, and was reelected to a second term in 1905 at the age of 70, a term he served out to its end.

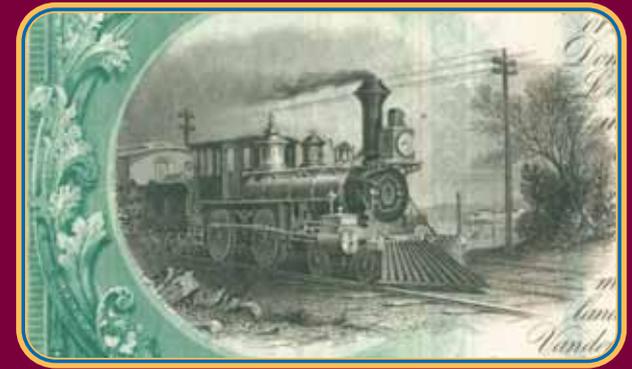
Even after Depew left the Senate, he still remained active in national Republican circles, helping to quell internal strife and disorder, which nearly wrecked the convention of 1916. He was constantly sought-after as a speaker whose lifetime of rich experiences, wealth, integrity, and life among the rich and powerful made for very interesting stories

When Chauncey Depew died in 1928 at the age of 92, he truly was a man who had had it all.

**Wages in the 1800s: The average wage earner only made \$16 a week. Some trades only made \$2, \$3, \$4, or \$6 a week. The men driving the horse drawn streetcars in NY in the 1880's made \$1.75/day working 14 to 16 hrs a day. Women earned 6¢ for each shirt made.**

1869

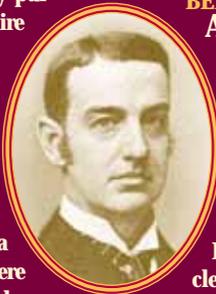
Congress adopts 15th Amendment, Louisa May Alcott publishes Little Women, The world's 1st transcontinental railroad line is completed as the last spike is hammered in at Promontory, Utah.



**CORNELIUS VANDERBILT  
CANADA SOUTHERN RAILWAY**

**AA11.** Cornelius Vanderbilt (1843-1899). The Canada Southern Railway was located in southern Ontario, Canada and was founded in 1869. In 1904 the railroad was leased to the Michigan Central RR for 9 years; in 1929 it was leased to the New York Central Railroad. Its successors Penn Central (formed 1968) and Conrail (formed 1976) later exercised control. In the 1980s, the Canadian National Railway and Canadian Pacific Railway jointly purchased the former CASO from Conrail in order to acquire the Michigan Central Rwy Tunnel.

This Unissued \$1,000 1877 Canada Southern Railway Bond of the Dominion of Canada is one of the most beautiful of the 19th Century. The two vignettes are so rich and strong with the most beautiful engraving by American Bank Note Co., NY. The green color is so vibrant! Truly Exceptional with a lightly cancelled signature of Cornelius. Only a few were found in the Syracuse University Collection which we acquired in the early 1980's. This was literally the prettiest piece found in this great archive. Superb Condition. Includes a Nice portrait of Cornelius. Special Price. \$275



**CORNELIUS VANDERBILT-MATCHING PAIR  
BEECH CREEK, CLEARFIELD & SOUTHWESTERN RR**

**AA12.** Cornelius Vanderbilt (1843-1899), The Beech Creek, Clearfield and Southwestern Railroad, NY was constructed in Clearfield county during the year 1884 to reach the Clearfield county coal regions by a route independent of the existing roads. The route extended from Jersey Shore, Lycoming county, to Phillipsburg, Gazzam, and Clearfield. Signed Stock by Cornelius as Treasurer. He also signs a second matching "Receipt for assessment." Both dated early 1880's and each with hole cancelled but clear signatures. Includes a nice portrait of Cornelius. Excellent Condition. Quite Rare! It is very unusual and rather unique to find 2 matching pieces signed by such an important man. From the Syracuse University Collection. Very Special Price! The Pair. \$500

**CORNELIUS VANDERBILT  
BEECH CREEK, CLEARFIELD AND SOUTH WESTERN RR**  
**AA13.** Cornelius Vanderbilt (1843-1899) served as President of the NY and Harlem RR from 1886 until his death. Director of many corporations. 1880's or so unissued Stock of this railroad signed by Cornelius as Treasurer. Neat hole cancellation barely touches signature. Attractive Graphics by American Bank Note. Fresh Choice Condition. Very Rare! \$300

1877

Baltimore & Ohio Railroad workers strike against wage reductions. The move spreads to other Eastern, later Western railroads, riots occur. This is the 1st general railroad strike in the country.



**CORNELIUS VANDERBILT  
ISSUED TO MOSES TAYLOR -  
JACKSON LANSING & SAGINAW RR**  
AA14. Cornelius Vanderbilt (1843-1899), Philanthropist, Railroad Financier. Moses Taylor (1806-1882), very important 19th Century Banker and Capitalist. Starting as an importer and sugar broker, he became President of the City Bank, NY in 1855-1882. In the panic of 1857, he gained a controlling interest in the Delaware, Lackawanna, and Western RR. The original company which built the first portion of this railroad was incorporated in 1857 under the name of the Amboy Lansing & Traverse Bay Railroad Co. In February 1864, the Lansing and Jackson Railroad Co., purchased the property of the Lansing and Jackson Co. and on February 23, 1865 changed the name to the Jackson Lansing and Saginaw Railroad Co. It was operated under The Michigan Central Railroad Co. A nice uncanceled signature of Cornelius Vanderbilt's is at the back of this beautiful 1882 stock by American Bank Note Co. In addition, it is issued to Moses Taylor of New York but not signed. Very Rare! This stock has everything, graphics, a great autograph, history, and condition. Includes portraits of Cornelius as well as Moses Taylor. Exceptional! Special Price! \$300



Moses Taylor



is in history. Displays especially nicely with the separate signed transfer document. \$350

**FREDERICK W. VANDERBILT  
WORLD WAR I BONUS BOND**

AA16. Frederick W. Vanderbilt (1856-1938), Capitalist, Son of Wm. H. Vanderbilt. Obtained business training in offices of his father's railroad system. Owned a great Steam Yacht "The Warrior". Exceptional estate at Hyde Park on the Hudson. Director of many railroads and other corporations. Along with his brothers Cornelius and William K, he kept the New York Central System strong. This Historic \$10,000 bond is made out to "Reginald C. Vanderbilt, Frederick W. Vanderbilt, Henry B. Anderson, Frederick L. Merriam, Executors of the will of Alfred G. Vanderbilt, Deceased".

Interesting to note that Alfred G. died in the Sinking of the Lusitania. Frederick W. signs the transfer document along with others as Executors of the will. His signature is bold and uncanceled. This 1920's bond is dealing with the funds to be used for a World War I New York State Bonus for Veterans. Includes a portrait of Frederick. Excellent Condition and very rich



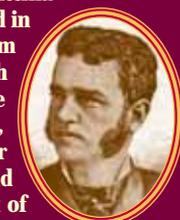
**"The Will of Cornelius Vanderbilt"**  
AA15. Cornelius Vanderbilt (1843-1899), Philanthropist, Railroad Financier. Founded in 1896, the Indiana Harbor Belt RR is the largest switch carrier in the US, with 54 miles of mainline track and 266 miles of additional yard and siding track. The main-line circles Chicago from near O'Hare International Airport to Northwest Indiana, and the company provides switching services for the region's various metal, chemical, and food industries. This high denomination \$5,000 Indiana Harbor Belt Railroad bond dated 1908 is issued to "Alice G. Vanderbilt, Executrix, Alfred G. Vanderbilt, William K. Vanderbilt, Chauncey M. Depew, Edward V. W. Rossiter, Executors under the will of Cornelius Vanderbilt, deceased." It bears a very large and bold slightly hole cancelled signature of E. V. W. Rossiter (important officer in the Vanderbilt empire). It is interesting to note that Alfred G. Vanderbilt died in the sinking of the Lusitania. A truly significant piece of Vanderbilt family history. Further research related to these Vanderbilt family members and associates can be very rewarding. This bond is Extremely Rare and in Excellent Condition. \$350



is now part of the Metro-North RR system, and the only Manhattan trackage of that system. William K. Vanderbilt signs the front of this attractive 1900 \$10,000 Bond. Also signed by E. V. W. Rossiter as Secretary. Both signatures slightly cancelled but nice. A portrait of Wm. K. is included. Great! \$350

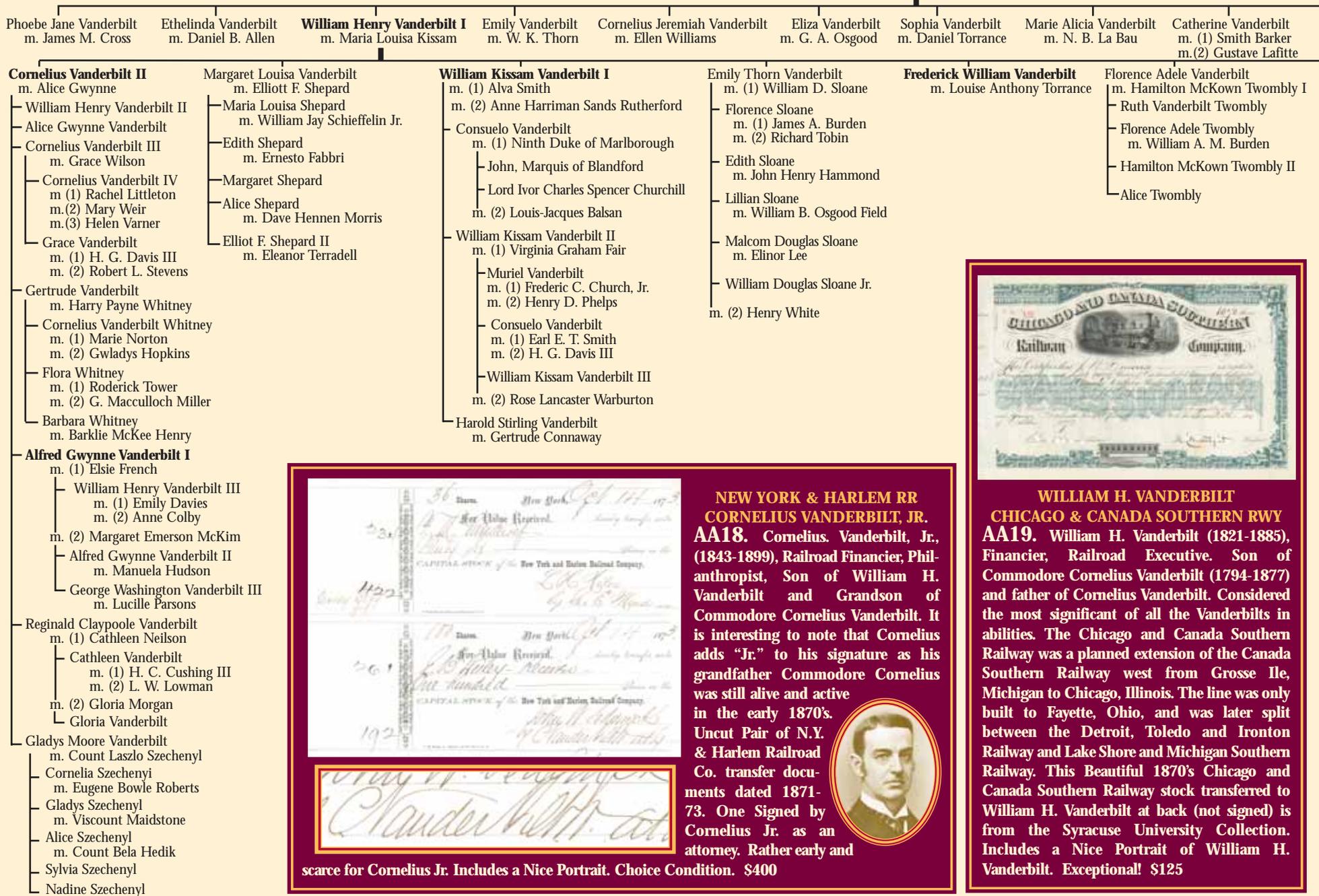
**WILLIAM K. VANDERBILT  
NEW YORK & HARLEM RR**

AA17. William K. Vanderbilt (1849-1920), Capitalist, Sportsman. Son of Wm. H. Vanderbilt, Chairman of the board of Lake Shore & Michigan Southern RR. President of NY, Chicago & St Louis Rwy. He was a yachtsman who owned and sailed "the Defender" in the international yacht races with England in 1895. The NY and Harlem Railroad (now the Metro-North Railroad Harlem Line) was one of the first railroads in the U.S., running north from Lower Manhattan to and beyond Harlem. The line became part of the NY Central Railroad system. It



# THE VANDERBILT FAMILY TREE

## THE COMMODORE : Cornelius Vanderbilt I m. (1) Sophia Johnson m. (2) Frank Crawford



**WILLIAM H. VANDERBILT**  
**CHICAGO & CANADA SOUTHERN RWY**  
**AA19.** William H. Vanderbilt (1821-1885), Financier, Railroad Executive. Son of Commodore Cornelius Vanderbilt (1794-1877) and father of Cornelius Vanderbilt. Considered the most significant of all the Vanderbilts in abilities. The Chicago and Canada Southern Railway was a planned extension of the Canada Southern Railway west from Grosse Ile, Michigan to Chicago, Illinois. The line was only built to Fayette, Ohio, and was later split between the Detroit, Toledo and Ironton Railway and Lake Shore and Michigan Southern Railway. This Beautiful 1870's Chicago and Canada Southern Railway stock transferred to William H. Vanderbilt at back (not signed) is from the Syracuse University Collection. Includes a Nice Portrait of William H. Vanderbilt. Exceptional! \$125

**NEW YORK & HARLEM RR**  
**CORNELIUS VANDERBILT, JR.**  
**AA18.** Cornelius. Vanderbilt, Jr., (1843-1899), Railroad Financier, Philanthropist, Son of William H. Vanderbilt and Grandson of Commodore Cornelius Vanderbilt. It is interesting to note that Cornelius adds "Jr." to his signature as his grandfather Commodore Cornelius was still alive and active in the early 1870's. Uncut Pair of N.Y. & Harlem Railroad Co. transfer documents dated 1871-73. One Signed by Cornelius Jr. as an attorney. Rather early and scarce for Cornelius Jr. Includes a Nice Portrait. Choice Condition. \$400




*Cornelius Vanderbilt, Jr.*

Marie Louise Vanderbilt  
m. (1) Horace F. Clark  
m. (2) Robert Nivens

Frances Vanderbilt

George Washington Vanderbilt I

Eliza Osgood Vanderbilt  
m. William Seward Webb I  
William Seward Webb II  
m. Gertrude E. Gaynor

James Watson Webb  
m. Electra Havemeyer

Frederica Vanderbilt Webb  
m. (1) Ralph Pulitzer  
m. (2) Cyril H. Jones

Vanderbilt Webb  
m. Aileen Osborn

George Washington Vanderbilt II  
m. Edith Stuyvesant Dresser  
Cornelia Vanderbilt  
m. Hon. John Francis Amherst Cecil

George Harry Vanderbilt Cecil

William Amherst Vanderbilt Cecil

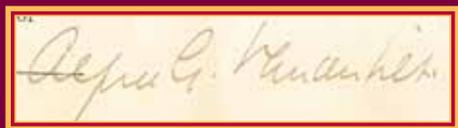
Secretary's Office, Hudson River Railroad Company,  
No. 107 West 20th Street,  
New-York.

We, the undersigned stockholders of the Hudson River Railroad Company, subscribe for and agree with said Company to take the number of shares of the Capital Stock of the Hudson River Railroad Company, set opposite our names respectively, for the price of fifty-four dollars per share, payable at the time of making our subscription.

DATE	NAME	NUMBER OF SHARES	AMOUNT OF SHARE
1887			
April 18	Wm. K. Vanderbilt	50 shares	2700.00
	Chauncey Depew	40 shares	2160.00
	Wm. H. Vanderbilt	50 shares	2700.00
	George Depew	50 shares	2700.00
	Wm. H. Vanderbilt	50 shares	2700.00
	E. V. W. Rossiter	50 shares	2700.00
	Wm. H. Vanderbilt	50 shares	2700.00
	Chauncey Depew	50 shares	2700.00
	Wm. H. Vanderbilt	50 shares	2700.00
	Chauncey Depew	50 shares	2700.00
	Wm. H. Vanderbilt	50 shares	2700.00
	Chauncey Depew	50 shares	2700.00

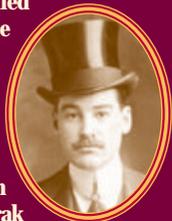


**WILLIAM H. VANDERBILT**  
**HUDSON RIVER RAILROAD - NEW YORK**  
**AA20.** William H. Vanderbilt (1821-1885),  
Financier, Railroad Executive. Son of Commodore  
Cornelius Vanderbilt (1794-1877) and father of  
Cornelius Vanderbilt. Considered the most significant  
of all the Vanderbilts in abilities. This 1867  
ledger sheet (8 1/4" x 13 3/4") showing subscription  
to stock of the Hudson River RR is signed by  
William H. This is the most impressive signature of  
W. H. Vanderbilt that we've seen, large and bold.  
Includes a Nice Portrait of William H. Early!  
Unique! \$900



**ALFRED G. VANDERBILT**  
**LAKE SHORE & MICHIGAN**  
**SOUTHERN RAILWAY**

**AA21.** Alfred G. Vanderbilt  
(1877-1915), Sportsman, died  
in the sinking of the  
Lusitania. Among Alfred's



many holdings, were positions in the New York Central RR, Beech Creek RR,  
Lake Shore and Michigan Southern Rwy, Michigan Central RR and  
Pittsburgh and Lake Erie RR as well as the Pullman Company. The Lake  
Shore and Michigan Southern Rwy, sometimes referred to as the Lake Shore,  
was a major part of the New York Central Railroad's Water Level Route from  
Buffalo, NY to Chicago, IL. The line is still a major corridor and hosts Amtrak  
passenger trains. This high denomination \$10,000 bond dated 1907 is issued to and  
signed at the back by Alfred. Includes an especially nice portrait of Alfred. Very Rare! \$500



Wm. K. Vanderbilt



Chauncey Depew

**WILLIAM K. VANDERBILT,**  
**CHAUNCEY DEPEW, E.V.W. ROSSITER**  
**PINE CREEK RAILWAY CO**

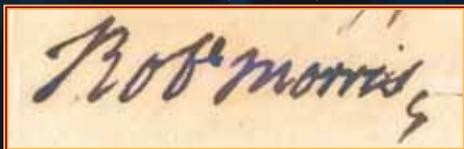
**AA22.** William K. Vanderbilt (1849-1920),  
Capitalist, Sportsman. Son of Wm H. Vanderbilt.  
The Jersey Shore, Pine Creek and Buffalo Rwy, later  
renamed the Pine Creek Rwy, joined the Fall Brook  
system upon its completion. The Pine Creek Rwy Co.  
was leased to the New York Central and Hudson



E. V. W. Rossiter

River RR for 999 years. This 1885 \$1,000 Bond is signed at front by William  
K. Vanderbilt and Chauncey Depew. Both signatures are nicer than normally  
found as they are very lightly cancelled. Two officers sign and seal at back for  
each of three railroads, the NY Central & Hudson River RR, the Philadelphia  
& Reading, and the Corning, Cowanesque & Antrim Rwy. This agreement is  
between the Jersey Shore, Pine Creek & Buffalo Rwy and Wm. H. Vanderbilt.  
Transfer agents including E. V. W. Rossiter sign at back for Wm. H. Vanderbilt,  
his son Cornelius Vanderbilt, and Alice Vanderbilt. So rich in history and worthy  
of further research. Includes portraits. Choice Condition. \$275

# AUTOGRAPHED STOCKS & BONDS



**ROBERT MORRIS**

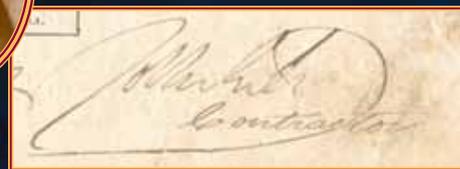
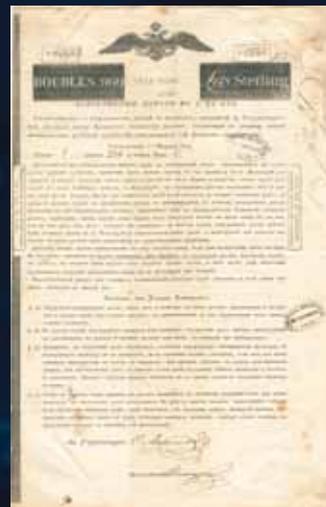
## NORTH AMERICAN LAND CO

**AA23.** Robert Morris (1734-1806), an American merchant and Signer of the Declaration of Independence, the Articles of Confederation, and the United States Constitution. Morris was known as the Financier of the Revolution. This 1795 stock is issued to James Greenleaf and is boldly signed by Robert Morris as President. This historic stock has become quite rare in excellent condition due to common problems with ink erosion and damage in the signature. This example however is superb. Includes a nice portrait. Exceptional! \$1,700



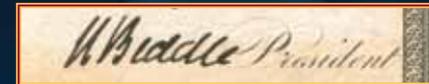
**NATHAN ROTHSCHILD  
BILL OF EXCHANGE**

**AA24.** Nathan Rothschild (1777-1838), a London financier and one of the founders of the international Rothschild banking dynasty. He worked constantly for the defeat of Napoleon 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. Partly-printed bill of exchange dated Nov. 11, 1831. Drawn on Rothschild's banking house. It bears a fine engraving at left of the family coat-of-arms. Boldly signed at lower right by Nathan Rothschild. Issued from London to Paris. An especially nice example. Rare! \$600



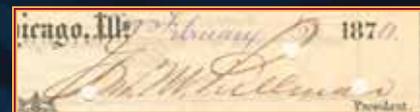
**NATHAN ROTHSCHILD  
RUSSIAN BOND**

**AA26.** Nathan Rothschild (1777-1838), Russian Bond dated 1822 and signed by Nathan Rothschild. Bond payable at 960 Rubles or £148 Sterling and bearing 5% interest. Embossed with the seal of Rothschild as the Russian Loan Contractor. This bond was issued for the reconstruction of Russia following its destruction during the War against Napoleon. Less than usual archival repairs at back folds. This is the nicest example we've seen. The signature of Rothschild remains uncanceled at the upper right margin. So rich in history. Truly Exceptional! \$750



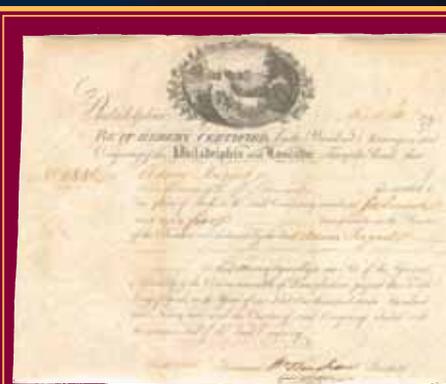
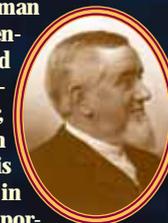
**NICHOLAS BIDDLE  
BANK OF THE U. S. OF AMERICA**

**AA27.** Nicholas Biddle (1786-1844), American financier. Biddle prepared Lewis and Clark's report of their exploring expedition to the mouth of Columbia River for publication. This 1833 stock is signed by Nicholas Biddle as President. Superb! \$1,300



**GEORGE M. PULLMAN  
PULLMAN'S PALACE CAR CO**

**AA28.** George M. Pullman (1831-1897), American inventor and industrialist. He used his money to develop a comfortable railroad sleeping car, the Pullman sleeper. Pullman signs as President. Signature is lightly hole cancelled. Scarce in this nice condition! A very important 1870 stock. Only 1 available. \$400



**WILLIAM BINGHAM  
PHILADELPHIA & LANCASTER TURNPIKE ROAD**

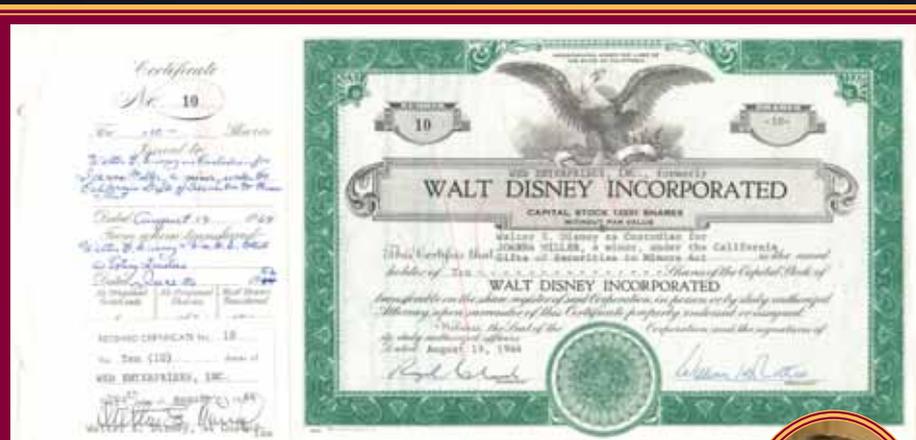
**AA25.** William Bingham (1752-1804), American statesman from Philadelphia, PA. He was a delegate for Pennsylvania to the Continental Congress from 1786-1788 and served in the United States Senate from 1795 to 1801. By the beginning of the American Revolution Bingham was regarded as one of the richest men in Pennsylvania. He boldly signs this very first of American turnpike stocks. Dated 1795, printed on sheepskin, and bearing a superb vignette of a Conestoga wagon about to pass through a toll gate. Includes a portrait. Choice! \$1,500



Charles H. Dow

**CHARLES H. DOW  
AMITY CANAL, RESERVOIR  
AND IMPROVEMENT CO**

**AA29.** Charles H. Dow (1851-1902), Editor and Economist, Dow laid the basis for an increasingly sophisticated method of market-trend analysis that was later elaborated by others into the "Dow theory." The Dow-Jones averages remain among the most useful and trusted indicator of financial conditions. He was publisher and editor of the Wall Street Journal until 1901. This great 1891 bond bears a perfect signature at back as Trustee by Charles H. Dow. Choice! Very Important!!! \$750



The 28<sup>th</sup> day of August 1964  
Walter E. Disney, as Custodian

**WALTER E DISNEY - WALT DISNEY INCORPORATED**

**AA30.** Walter E. Disney (1901-1966), American film producer, director, screenwriter, and animator. "WED Enterprises, Inc. formerly Walt Disney Inc." A company created by Disney in the early 50's with the dream of building a theme park in California. Now, known as Disneyland, it remains as a monument to Disney's undying passion for the entertainment business. An accounting is included showing that only 11 certificates were issued, only 10 signed by Disney. This is the only piece to come onto the market in a while. Certificate #10, dated Aug. 19, 1964, 10 Shares, Disney signs at the stub as Custodian for his granddaughter Joanna Miller. Lightly crayon cancelled. Excellent Condition. (Two examples of this stock signed twice have sold for \$65,000 each.) A great opportunity to acquire a very important stock. \$17,000.



**ANDREW CARNEGIE - UNITED STATES STEEL BOND**

**AA31.** Andrew Carnegie (1835-1919), Manufacturer and Philanthropist. Began an illustrious career as a bobbin boy at age 13, then became a self taught telegrapher with the Pennsylvania Railroad. In 1853-65, he introduced use of the Pullman sleeping cars, organized the military telegraph department, and was active in transporting troops during the Civil War. After leaving the railroad, he focused on iron and then the steel industry. By 1889 steel production in the U.S. was first in the world, and in 1901 he sold his company, Carnegie Company to the U.S. Steel Corporation for \$250 million. The Carnegie Foundation of New York is well known for building public libraries. The rarity of Carnegie signed stocks and bonds is well known. A while back, two signed examples of this bond were sold to collectors at \$125,000 per bond! This historic bond is dated 1901, the very year that he sold his company. This beautiful \$100,000 NJ 5% United States Steel Gold Bond is issued to Andrew Carnegie, but not signed. Neatly stamp and hole cancelled. The graphics and cranberry red or blue colors are truly exceptional. Fresh Excellent Condition. A portrait of Carnegie is included. If we had to pick the top 10 U. S. stocks or bonds of all time, this would be one of our top choices! \$1,500 each



David Abercrombie

**ABERCROMBIE & FITCH CO**

**AA32.** David Abercrombie was an inventor of camping equipment. He started Abercrombie & Co. In 1900, Ezra Fitch expressed a desire to buy into the growing company. Abercrombie accepted his offer, and Fitch joined as a partner. The partnership, however, was ill-fated. David Abercrombie and Ezra Fitch had vastly differing opinions on how best to run the establishment. In 1907, Abercrombie sold his share in the company to Fitch who continued the business with other partners. Great 1924 Stock by American Bank Note signed at front by Fitch and also made out to a relative (possibly his wife or daughter?) Sara S. Fitch and signed twice at back by Sara. Many State and Federal revenue stamps at back. Excellent Condition. Only 1 available. \$500



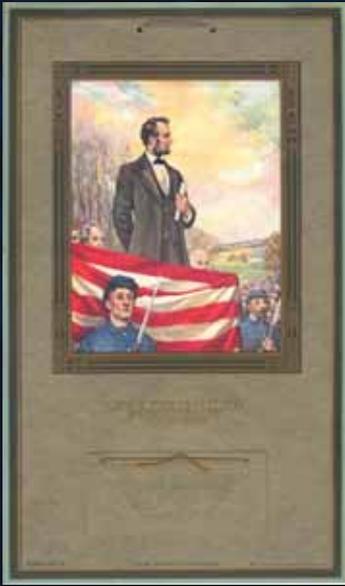
Thomas J. Watson

**THOMAS J. WATSON - IRVING TRUST CO**  
**AA33.** Thomas J. Watson (1874-1956), the founder of International Business Machines (IBM). He was one of the richest men of his time and known as the world's greatest salesman when he died. A very important stock! \$1,500

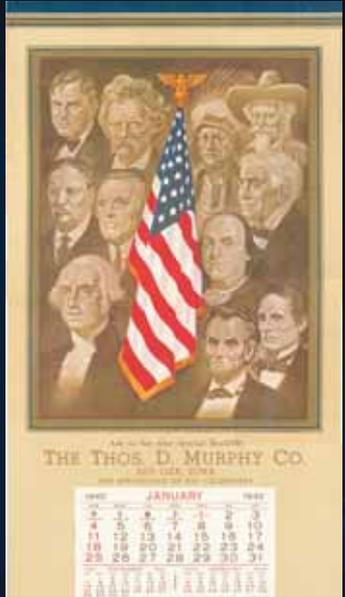
# LINCOLN

# ADVERTISING ART CALENDARS

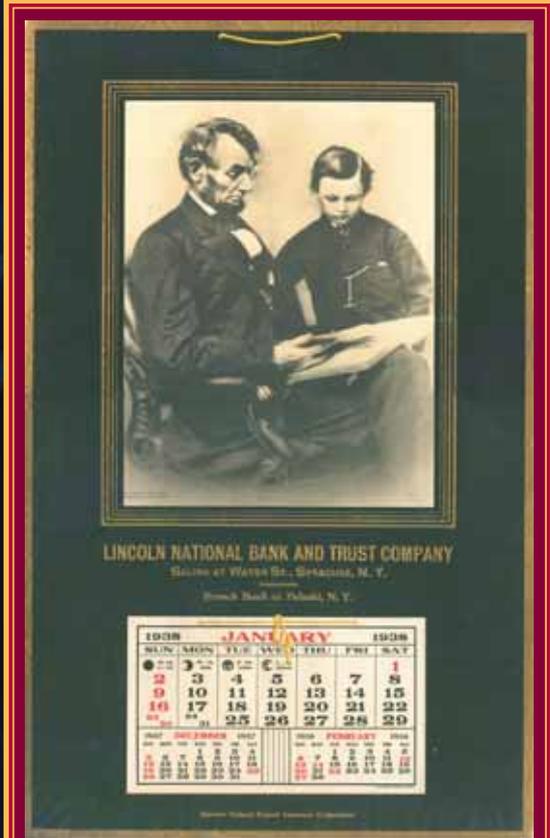
Salesman's Samples - Most are published by the Thos. D. Murphy Co. of Red Oak, IA.  
All Superb Condition! In Most Cases, only 1 is available. All are Unique or Very Rare.



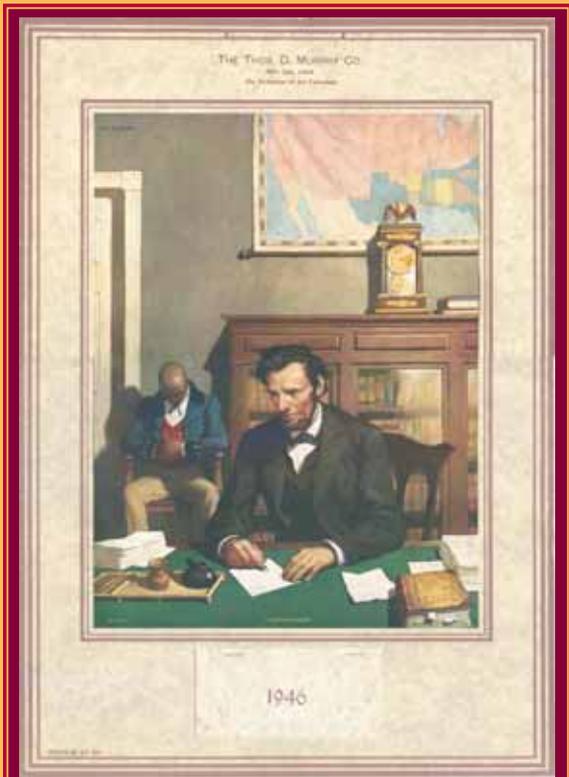
**LINCOLN AT GETTYSBURG**  
AA34. State Bank of Florence, Florence, Minnesota. Calendar 9 5/8" x 16 1/2". About 1915. Superb! \$175



**GREAT AMERICANS**  
AA35. 1942, WWII, 12 3/4" x 24". An Outstanding Calendar! \$175



**LINCOLN AND TAD BY BRADY**  
AA36. 1938, Lincoln National Bank & Trust Company, Syracuse, NY Calendar. Photograph by Mathew Brady, the most important of Civil War Photographers. In 1862 America was shocked by his display of photographs from the battlefield corpses from Antietam, The NY Times said that Brady brought "home to us the terrible reality and earnestness of war." Lincoln and Tad study a Brady album in this photograph by Anthony Berger, Brady's Gallery, Washington, D.C., Feb. 9, 1864. One of the most popular Lincoln portraits, this is the only close up of him wearing spectacles. At lower left, the image reads "from a Brady Photograph Produced by Bachrach." 13 1/8" x 21 1/2". This calendar has great visual impact. Outstanding! Gorgeous condition as were all found in the Murphy Archive. \$350



**A CHERISHED MEMORY**  
AA37. 1946, Thomas D. Murphy Calendar; 14" x 20 1/4". Artwork by N. C. Wyeth (1882-1945), American artist and illustrator. He studied under Howard Pyle. His first published work appeared on the cover of The Saturday Evening Post in 1903. In 1911 he painted a series of illustrations for an edition of the book, Treasure Island, by Robert Louis Stevenson. He also illustrated editions of Robinson Crusoe, The Last of the Mohicans, and Kidnapped. One of the most successful illustrators of all time. He painted nearly 4,000 illustrations for the Saturday Evening Post. Father of Andrew Wyeth. Lincoln writes at his desk. A black man sadly sits at the back of the office. A very moving and powerful image. Titled "A Cherished Memory." A very important piece as this will appeal to Lincoln collectors as well as Wyeth admirers. Truly Exceptional! \$350



**LINCOLN FAMILY IN 1865**  
AA38. 1952, Korean War era, Lincoln National Bank & Trust Co., NY Calendar; 13" x 17 1/2". Especially gorgeous color. \$200



**LINCOLN ARRIVING IN WASHINGTON FOR HIS FIRST INAUGURATION**  
AA39. 1955, Lincoln National Bank & Trust Company, Syracuse, NY Calendar; 13 1/8" x 21 1/2". Bold color and graphics! Nice! \$200



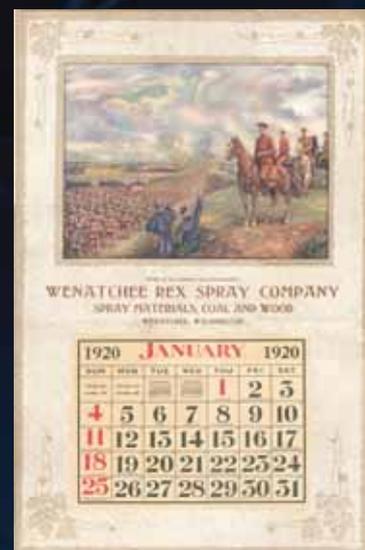
**PITTSBURG & NEW YORK**  
**AA40.** 1901, Clinton Iron & Steel Co. Pittsburg & NY. A flag and post Civil War nostalgic scene. Calendar. 14 1/2" x 20". Superb graphics. \$200



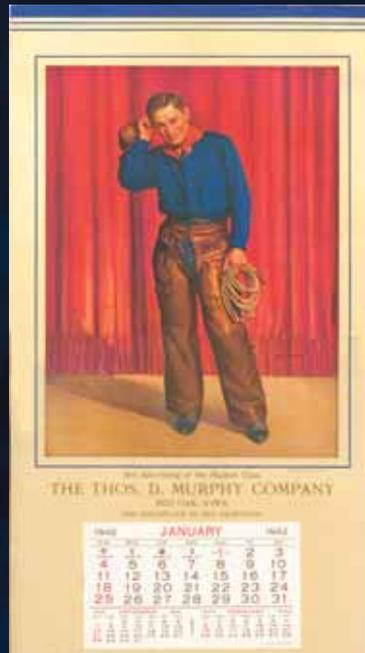
**COWBOY SPORT**  
**AA42.** 1950, Thos. D. Murphy Calendar. Nice Western style similar to Charles Russell. 10 1/4" x 16 1/4". \$75



**AUTO-READY FOR THE OPERA**  
**AA41.** 1926, Northwest Buick Co., Milwaukee, WI Calendar, 11 5/8" x 21 1/8". Artwork by NY artist F. Earl Christy, illustrator of female figures. Automotive-A rare topic. \$175



**PERSHING'S CRUSADERS**  
**AA43.** 1920, Wenatchee Rex Spray Co., Wenatchee, Washington Calendar, 16 1/4" x 25". Artwork by Frank Robert Harper, a Michigan Illustrator. A true work of art! \$175



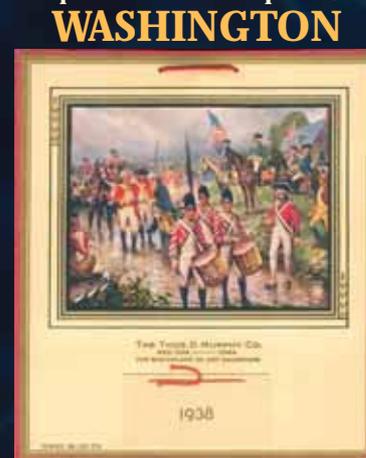
**THE COWBOY PHILOSOPHER**  
**AA44.** 1942, WWII, Will Rogers an Indian, a cowboy and a national figure, a star of Broadway and 71 movies of the 1920's-30's; a popular broadcaster; wrote more than 4,000 syndicated columns and befriending Presidents, Senators and Kings. 12 3/4" x 23 1/2". Artwork by Josef C. Svoboda, a Texas Illustrator known for his landscapes and portraits. Great! \$200



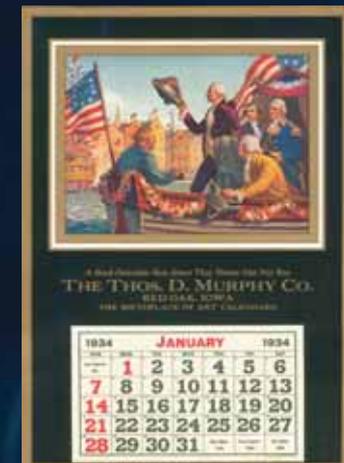
**SEMPER FIDELIS (ALWAYS FAITHFUL)**  
**AA45.** WWII, 14" x 12 3/4". Marines landing by Emmett Watson. A very popular and powerful theme. \$100



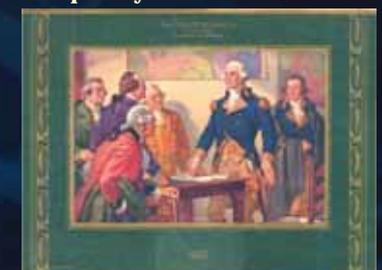
**THE SPIRIT OF DISCOVERY**  
**AA46.** 1931, 14 1/2" x 22 1/4". Portrait of R.E. Byrd who pioneered in the technology that would be the foundation for modern polar exploration and investigation. Artwork by R. A. Fox, a Philadelphia artist who produced more than 1000 works of art. Fox could paint anything and was popular with the American middle-class. Exceptional Color and Graphics! \$250



**BURGOYNE - SURRENDER AT SARATOGA**  
**AA47.** 1938, Thomas D. Murphy Calendar, 9 3/4" x 11 1/4". Nice! \$100



**HE FOUGHT THE GOOD FIGHT - HE FINISHED THE COURSE**  
**AA48.** 1934, A Murphy Calendar, 11" x 15 3/4". Artwork by William Fulton Soare, a NY Illustrator who's art was popular during the 1930's - taught by N.C. Wyeth which shows in it's superb style and color! \$175



**WASHINGTON REFUSES A CROWN**  
**AA49.** 1937, Thomas D. Murphy Calendar, 19" x 14 5/8". Artwork by William Fulton Soare. Superb! \$175

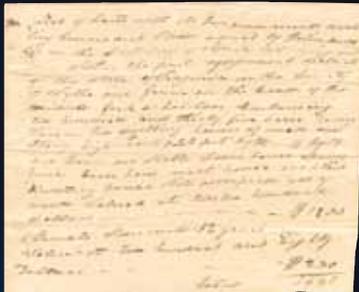


**THE BIRTH OF "OLD GLORY"**  
**AA50.** 1935, A Murphy Calendar. 14 1/2" x 11 3/16". Outstanding! \$150

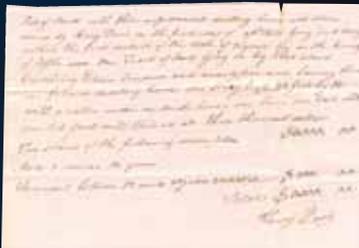
# AMERICANA - SLAVERY



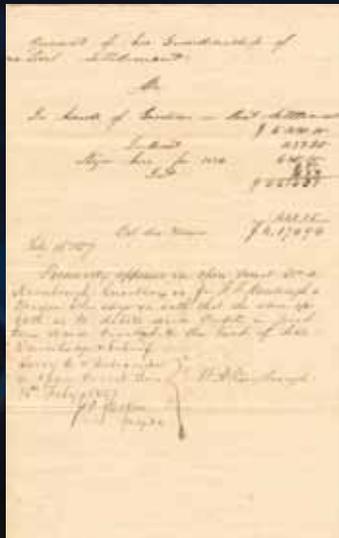
**VIRGINIA SLAVE DOCUMENT AA51.** April 1, 1815. "Four slaves of the following description, 1 male between 12-50 years of age, 2 under 12 years of age, 1 Female between 12-50 years. Valued at \$1,400." Additional great content. Measures 6 1/4" x 5 3/4". \$150



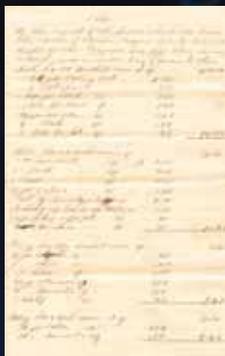
**VIRGINIA SLAVE DOCUMENT AA52.** April 1, 1815. "1 Female Slave under 12 years, Valued at \$280." Measures 6 3/8" x 5 1/2". \$150



**VIRGINIA SLAVE DOCUMENT AA53.** April 1, 1815. "Two Slaves of the following description, Male 1 under 12 years, Female 1 between 12 and 50 years, Valued at \$500." Measures 7 3/4" x 5 1/2". \$150



**ALABAMA SLAVE DOCUMENT AA54.** July 11, 1857. "Negro hire for 1856, \$680" Measures 7 3/4" x 12 1/2". \$100



**SLAVES**  
Zachs \$16.50  
Peter \$14.50  
Niey \$5.25  
Amy \$3  
Isaac \$3  
Lewis \$2  
Big Ned \$17.50  
Albert \$10.25  
Pompy \$8.50  
Little Ned \$10  
Moritta \$2  
ItoI \$11  
Primus \$11.50  
Ginsey & Chritin \$3  
Flen \$16.25  
The above is but a partial accounting for money or trade due to slaves for their crops listed on 4 pages of the following document.

**(ALABAMA) SLAVE DOCUMENT AA55.** 1851. Very Rare accounting of money and trade for slave crops. Measures 7 3/4" x 12 1/2". \$175

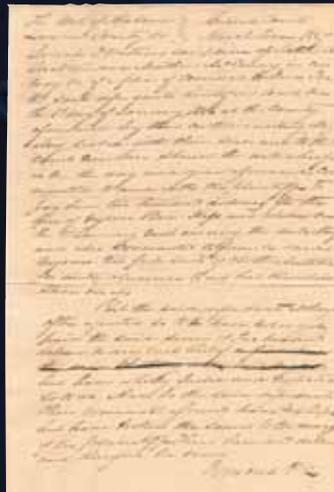


Front



Back

**ALABAMA SLAVE DOCUMENT AA56.** 1849. writ "levied on the following property - a negro man by the name of John" Paper toning throughout. Measures 7 1/2" x 11 3/4". \$150



**ALABAMA SLAVE DOCUMENT AA57.** 1827. Legal complaint dealing with the hire of negroes and failure to supply them with clothing, etc. Measures 7 3/4" x 12". \$75



Front

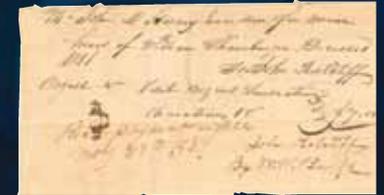


Back

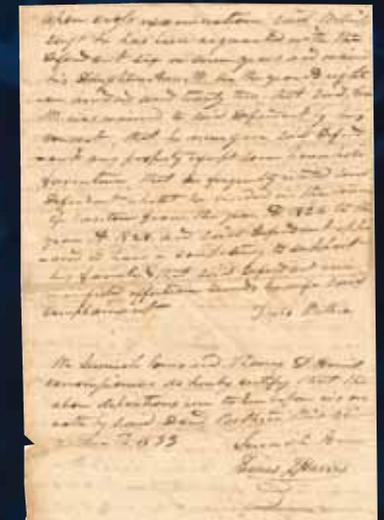
**ALABAMA SLAVE DOCUMENT AA58.** 1849. Writ "served on the following property (to wit a negro man by the name of John as the property of John Moore)" Paper toning throughout. Measures 7 1/2" x 12 1/2". \$150



**(ALABAMA) SLAVE DOCUMENT AA59.** 1855-56. A doctor's bill for visits and medicine including an entry "attention on Polly in Labour \$10" Measures 6 1/4" x 8 1/8". \$50



**ALABAMA SLAVE DOCUMENT AA60.** 1836. Doctor's "Visit Negroes Vivisections, directions etc." It would be useful to research this document further to establish whether the word "Vivisections" is being read correctly and what meaning it would have had. Measures 7 5/8" x 4 1/4". \$75



**ALABAMA SLAVE DOCUMENT AA61.** 1833. 3 Full Pages of Deposition. Husband beats his wife and takes her "Negro Property." Measures 8" x 12 1/2". Unusual. \$175

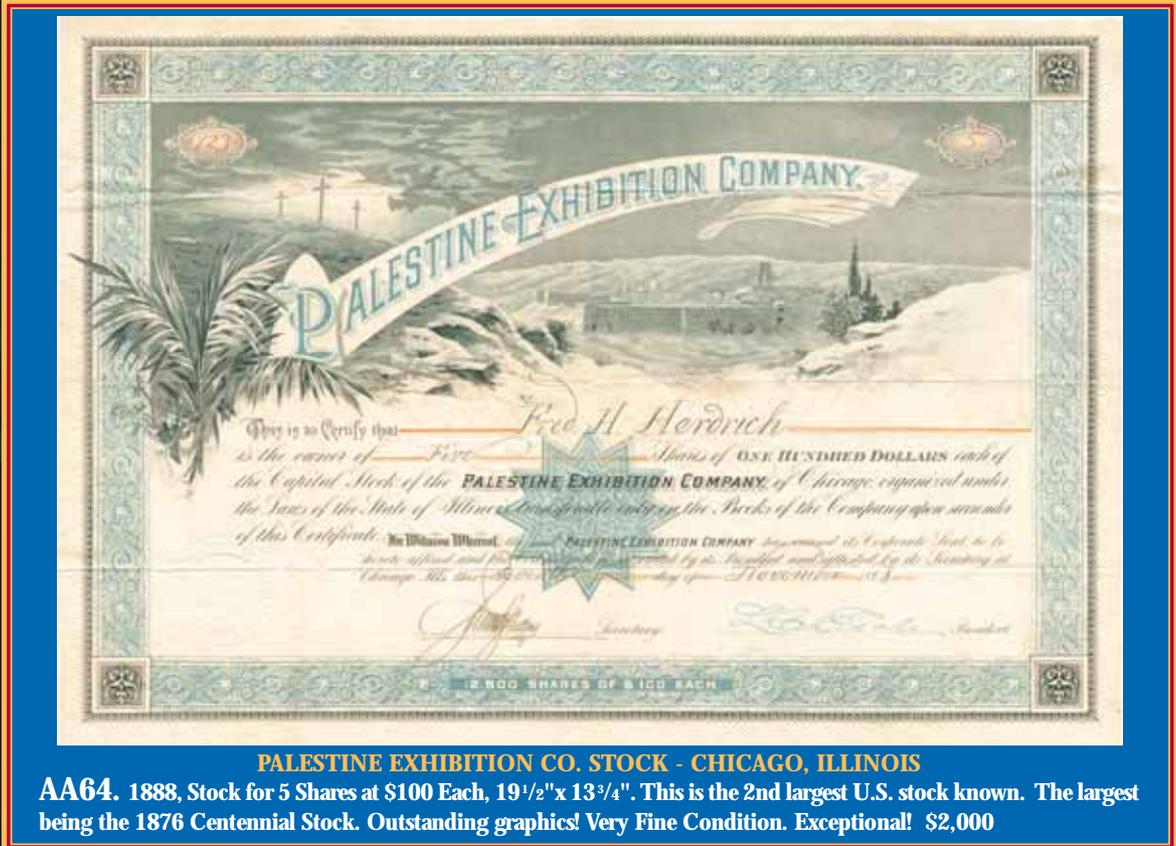
# AMERICANA-WORLD'S FAIRS, etc.



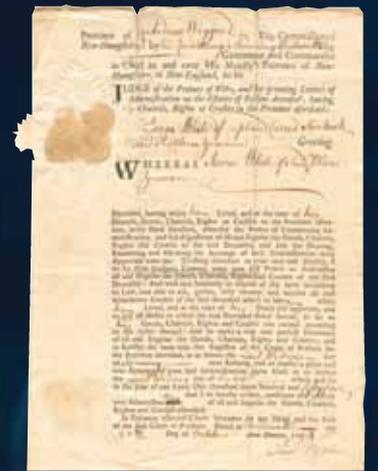
**HOME FOR AGED & INFIRM PYTHIANS OF PENNSYLVANIA AA62.** 1908, Mortgage Payment Unissued Certificate. Cartoon like graphics. Measures 10 1/8" x 9". \$25



**BOYSTOWN AA63.** 1949, Honorary Citizen Certificate. 10 7/8" x 8 3/8". The only example of this that we've seen! Rare! Minor toning at folds. Great! \$100



**PALESTINE EXHIBITION CO. STOCK - CHICAGO, ILLINOIS AA64.** 1888, Stock for 5 Shares at \$100 Each, 19 1/2" x 13 3/4". This is the 2nd largest U.S. stock known. The largest being the 1876 Centennial Stock. Outstanding graphics! Very Fine Condition. Exceptional! \$2,000



**NH - 1754 PROBATE AA68.** Andrew Wiggin, Judge of Probate signed estate document dated 1754 at Portsmouth, NH. Early! \$200



**U.S./FRANCE AA69.** 1838, Consulate of the United States of America, Paris Document signed & sealed by Daniel Brent, U.S. Consul. \$100



**COLUMBIAN EXPOSITION POSTCARD SET AA65.** 1893 Complete Set of 10. Two with very light minor stain otherwise VF-XE. As pretty as world's fair collectibles can be. Superb color and graphics! Very difficult to put together a set of 10. \$350



**PAN AMERICAN EXPO 1901 AA66.** 1901, Cover. Nice! \$150



**PAN AMERICAN EXPO 1901 AA67.** 1901, Cover. Nice! \$150

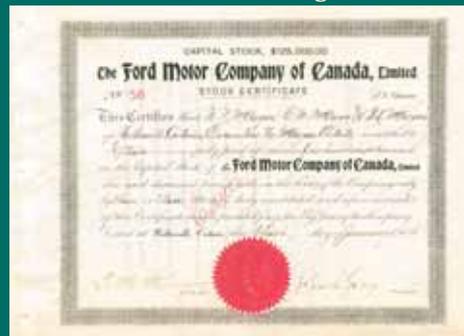


**ST. LOUIS WORLD FAIR AA70.** 1904, Cover. Wow!! \$175

# AUTOMOTIVE STOCKS



**CONTINENTAL MOTORS CORP**  
**AA71.** VA, 1962, Stock. Red or Dark Gray.  
 American Bank Note, Motor vignette! \$100



**FORD MOTOR CO OF CANADA, LTD**  
**AA72.** Ontario, Canada, 1905, Stock. This  
 same stock exists signed by Henry Ford. (An  
 example of this signed piece sold for \$150,000)  
 Not signed but Important and Rare! Great! \$750



**HUDSON MOTOR CAR CO**  
**AA73.** MI, 1930's or so, Specimen Stock. Blue  
 or Brown. Hamilton Bank Note, NY. \$150



**JACKSON MOTORS CORP**  
**AA74.** DE, 1919-21, Stock. Blue or Brown.  
 Printed by Dwight & M. R. Jackson, Chicago  
 and Goes. Rare! \$150



**CHICAGO YELLOW CAB CO, INC**  
**AA75.** NY, 1926, Stock by American Bank Note. Interesting to note that past president  
 of Chicago Yellow Cab was John Hertz. While president of Chicago Yellow Cab, Hertz was  
 approached by Walter L. Jacobs. Jacobs had conceived the idea of renting automobiles, and  
 with his savings purchased 12 used Model T Fords. He repaired and painted the cars and  
 rented a vacant lot. The idea was an immediate success. Jacobs then sold his company to  
 John Hertz, where Jacobs stayed on as vice president. In the 1950's the name of the company  
 changed to The Hertz Corporation, Jacobs became president and COO. From the  
 original 12 Model Ts, Hertz, became the world's largest car and truck rental service. \$450



**LINCOLN MOTOR CO**  
**AA76.** DE, 1920, Temporary Certificate by  
 American Bank Note. W. Nash & W. Leland sign  
 as officers. Founded in 1917 by Henry M.  
 Leland who left the Cadillac division of GM  
 during WWI and formed the Lincoln Motor  
 Company to build Liberty aircraft engines. After  
 WWI, they built luxury automobiles. \$100



**NASH MOTORS CO**  
**AA77.** MD, 1930's or so, Specimen Stock.  
 American Bank Note. Nash Motors was found-  
 ed in 1916 by former General Motors execu-  
 tive Charles W. Nash. Nash enjoyed decades of  
 success by marketing mid-priced cars for mid-  
 dle class buyers. \$150  
**AA77a.** Same as above, but unissued, brown  
 and not a specimen. \$85



**NORTHWAY MOTORS SALES CO**  
**AA78.** MA, 1920, Stock. Great Cartoon like  
 vignette of a truck. Rare! \$150



**PAN MOTOR COMPANY**  
**AA79.** DE, 1917, Stock. Printer-Goes. Pan  
 Motor Co. is one of the most unique swindles in  
 automotive history. Samuel C. Pandolfo con-  
 ceived the idea of a practical car built in a plant  
 by workers who lived in company housing. Pan  
 Motor made extravagant claims of production  
 and the public enabled him to net \$9.5 million  
 by selling stock to 70,000 people. The Court in  
 1919 found Pandolfo guilty of mail fraud. Still,  
 he attempted a new project, a Pan tractor and  
 was arrested and this time found guilty and  
 imprisoned. In 4 years the company did produce  
 a total of 737 cars. Signed by Pandolfo. There are  
 2 thin spots, one at the vignette and another in  
 the field at top right. This particular variety is  
 very rare. Only 1 available. \$150



**PAN MOTOR COMPANY**  
**AA80.** DE/St. Cloud, MN, 1920, First  
 Preferred Stock. Printer-Goes. Very Rare! \$100

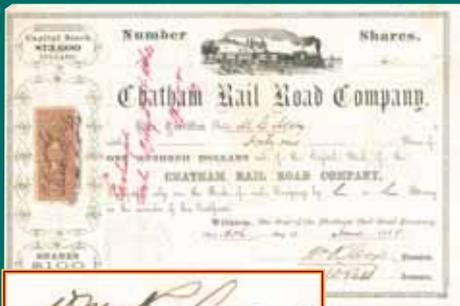
# CIVIL WAR



**WASHINGTON COUNTY BOUNTY BOND**  
**AA81.** NY, 186-, \$500 or \$1,000 Unissued Bond. Printer-Stearns & Beale, NY. Great! \$100



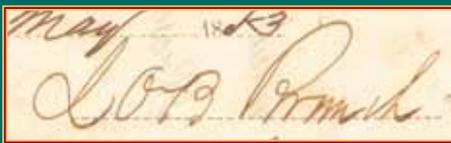
**SOLDIERS BOUNTY FUND BOND NO 2**  
**AA82.** "Union Bounty Fund" Bond, County of New York, Aug. 15, 1864. Very Pretty! \$200



**CSA MAJOR Wm. R. COX-CHATHAM RR**  
**AA83.** NC, 1868, William R. Cox signs as President. Confederate Major wounded 11 times, five times at Chancellorsville! \$275



**\$1,000 MONTGOMERY - CONFEDERATE STATES OF AMERICA BOND**  
**AA84.** CSA \$1,000 Bond, Criswell-4, issued from Montgomery, Alabama on May 10, 1861. Engraved and printed by American Bank Note, New Orleans. Vignette of Jefferson Davis. Less than 400 were issued in Montgomery and it is likely that few exist. We've encountered 2 pieces in 26 years. Exceptionally nice condition and with great margins. Outstanding in this quality! \$1,950



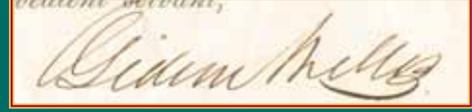
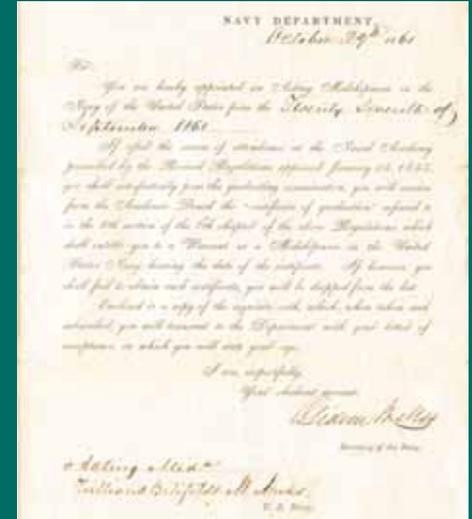
**GEN'L LAWRENCE O'BRIEN BRANCH**  
**RALEIGH & GASTON RR**  
**AA85.** NC, 1853, Confederate Brigadier General Lawrence O'Brien Branch signs as President. A Rare Autograph. Important! \$400



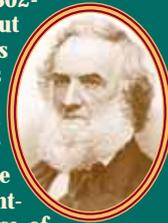
**ATLANTIC MISSISSIPPI & OHIO RR**  
**AA86.** VA/MS/OH, Jan. 1, 1874, Bond. Confederate General William Mahone (1826-1895) signs as President. Hole cancelled but still quite readable. A Rare Type. \$150



**ANTI JEFF DAVIS - CIVIL WAR COVER**  
**AA87.** Very large size cover (envelope). 8 1/2" x 5 1/4". Anti-Jefferson Davis. Reads "J. D. his Marque". 1" Tear at top left corner into the skull, barely noticeable, otherwise nice condition. Rare! \$125



**CIVIL WAR NAVAL APPOINTMENT**  
**AA88.** Gidion Welles (1802-1878), Journalist, Connecticut Legislator and Official. He signs as Secretary of the Navy. This Sept. 1861 Civil War Navy Department Appointment for "William Bilsfeldt M. Meeks" to Acting Midshipman in the Navy of the U.S. The appointment Reads "If after the course of attendance at the Naval Academy prescribed by the Revised Regulations etc." Rare! Excellent Condition. \$350



## CANADA



**LEVIS & KENNEBEC RY CO**  
**AA89.** Province of Quebec, Canada, 1875,  
 £100 Bond. Superb Color and Graphics! \$250

## COLOMBIA



**REPUBLIC OF COLOMBIA**  
**AA90.** Colombia, 1940, \$1,000 Bond, Nice  
 Engraved Graphics by American Bank Note  
 Uncancelled. Rare! Only 1 available. \$125

# FOREIGN STOCKS & BONDS



**REAL COMPANIA DE COMERCIO ESTABLECIDA EN BARCELONA**  
**AA91.** Spain, 1759, Stock Certificate #1430 for 250 Pesos. Vellum with very ornate paper seal that is nearly intact. Superbly engraved throughout with royalty, religious, and allegorical figures. Beautiful views of Barcelona harbor with ships and buildings carry through the center of this breathtaking stock. This company was established in 1755 with 4,000 shares being issued at 250 pesos each, of which only 1,785 were sold. It was granted a virtual monopoly on trade with Santo Domingo, Puerto Rico, and Venezuela. It was taken over by the Filipinas Company in 1785. Gorgeous Condition. The very finest in the field of stocks and bonds. \$5,000

## GREECE



**AA92.** Greece, 1898, £100 Bond. Printer-Paris. In 3 languages and denominations. French, English, and Russian. British and Greek Embossed Revenues. \$60

## PANAMA CANAL



**CANAL INTEROCEANIQUE DE PANAMA**  
**AA93.** France/Panama Canal, 1884, Green  
 500 Francs 3% Bond and 1880 Blue Stock,  
 both Uncancelled. Printer-Stern, Paris. Great  
 Graphics including a ship passing through the  
 canal that the French could not complete. Your  
 Choice. \$75 Each or The Pair \$125

## PERU



**COMPANIA NACIONAL DEL  
 FERROCARRIL MINERAL DE PASCO**  
**AA94.** Peru, 1872, Bond. Printer-Compania  
 Nacional de Billetes de Banco. Superb Engraved  
 Graphics and Color. Several rows of coupons,  
 each with a Locomotive. \$125

## FRANCE



**CHEMINS DE FER ETHIOPiens**  
**AA95.** France/Ethiopia, 1899, Stock.  
 Printer-Chaix, Paris. "Railroad." Many  
 coupons attached at right. Exceptional  
 Condition! A True Classic!. \$175

## ARIZONA



**FOUR METALS SMELTING & MINING CO**  
**AA96.** AZ, CA, 1909, Stock. Printer-Goes.  
 H. T. Welch, President signs at front & back.  
 Great Sweeping Vignette! Rare! \$175



**GOLDFIELD DOUBLE EAGLE**  
**GOLD MINES CO**  
**AA97.** AZ, 1905, Stock. Outstanding!  
 Numismatic Title! Slightly larger size. Choice!  
 Very Rare! \$250



**PALACE GOLDFIELD MINING CO**  
**AA98.** AZ, CA, 1906, Stock. Printed by  
 Payot-Upham & Co. \$75

Fax 603 882-4797

# MINING STOCKS

## SOUTH DAKOTA - BRITISH COLUMBIA



**GREAT CARIBOO-GOLD CO - THE ULTIMATE GOLD MINING STOCK!!!**  
**AA99.** SD/British Columbia, 1917, Stock. 15 1/4" x 13 1/4" Printer-A. Hoen & Co., Baltimore, MD. The famous "CARIBOO" name relates to the Province of British Columbia in Canada. There were strong mining ties between South Dakota and British Columbia. Just a slight touch of toning near the word "Great" mentioned for accuracy. Wide margins and Excellent Condition. A True Classic!!! \$1,500

## CALIFORNIA



**CHEROKEE GOLD MINING CO**  
**AA100.** CA, 1880, Stock. Printer-Dennison  
 & Brown-NY. Greenville, Plumas County.  
 Gorgeous stock! Very Impressive vignette. \$250

E-mail: [collect@glabarre.com](mailto:collect@glabarre.com)



**GREEN MOUNTAIN GOLD MINING CO**  
**AA101.** CA, 1882, Stock. Printed by  
 Dennison & Brown, NY. Greenville, Plumas  
 County. A Very Attractive Stock! \$200

View over 1,000 items on our website:

## COLORADO



**CROWN MINING CO**  
**AA102.** CO, NJ, 1881, Stock. Printer-Theo.  
 Leonhardt & Son. Only 1 Available. Nice. \$150

## CONNECTICUT



**CHARTER OAK COPPER MINING CO**  
**AA103.** CT, NY, 1867, Stock. Hartford Co.  
 "Charter Oak & Gold Bullion Pile"!!! \$200

## ILLINOIS



**CHICAGO & WYOMING**  
**GOLD MINING CO**  
**AA104.** IL, WY, 1871, Stock. Printer-Chas.  
 Shober, Chicago. Pre Chicago Fire! Very Fresh  
 Condition and So Attractive. Exceptional! \$250

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# OIL STOCKS



## DECEMBER OIL CO

**AA105.** PA, 1865, Stock. Venango County. Printed by Ives, Phil. Rare Black-Red. A Gorgeous stock as it is so unusual to have this extra red color. Only 1 available! \$425



**LICK RUN AND SUGAR CREEK OIL CO**  
**AA108.** PA, 1865, Stock. Printed by Wm. M. Christy. Very Rare in such vibrant color! Choice Condition! Only 1 available! \$400



**ROBERTS PETROLEUM TORPEDO CO**  
**AA111.** NY, 1865, Stock. Printed by Major & Knapp, NY. Issued to Walter B. Roberts, the inventor of this drilling equipment. Outstanding!!! Choice! Only 1 Available. \$650



## DALZELL PETROLEUM CO

**AA106.** PA, 1892, Stock. Unique river scene in a pretty rich green. Extremely Rare so colorful! Only 1 available! \$300



**OLD COLONY OIL CO**  
**AA109.** MA, 1865, Stock Printer-Mudge & Son. Great drilling vignette. Washington Revenue. Especially Rare!!! \$375



**STROUDS RUN PETROLEUM MINING & MFG CO**  
**AA112.** Athens County, OH, 1865. Graphics by Printer-E. C. Markley & Son, Phila. Nice blue color! Very rare!!! Gorgeous!!! \$400



## KUSSART FARM OIL CO

**AA107.** PA, 1866, Stock. Oil refinery scene at top printed by Stein & Jones lith Phila. Extremely Rare! Superb Graphics and so unusual to find 2 colors in this early era! Only 1 available! \$400



**PERKIOMEN OIL CO**  
**AA110.** PA, 1865, Stock, unique green and black. So rare to have a two color stock in early Pennsylvania stocks. Slight toning at a couple of folds, otherwise Very Fine Condition. Rare! Only 1 available. \$375



**UNION PETROLEUM CO**  
**AA113.** PA, 1866, Stock. Pennsylvania Coat of Arms vignette by Stein & Jones, Lith. Extremely Rare! Exceptionally Pretty! Only 1 available. \$400



**LE CLAIRE OIL & COAL MINING CO**  
**AA114.** IA, 1866. Lithograph by A. Hageboeck, Davenport, IA. Uncut sheet of 3 stocks. Very Rare! Choice Condition. \$1,100  
**AA114a.** Same as above but single certificate. Rare!!! Choice Condition. \$350



**BUNKER HILL PETROLEUM CO**  
**AA115.** PA, 1865, Uncancelled Stock. Superb vignettes including Washington Revenue. Great title! Choice Condition. Very Rare! Only 1 available. \$375

# RAILROAD STOCKS



**CAIRO & FULTON RR**  
**AA116.** AR, MO, TX, (1860's) Unissued Stock. Printer- Hatch & Co., NY. Superb! \$75



**CLEVELAND & PITTSBURGH RR**  
**AA117.** OH, PA, 1872, Stock. Rare! \$125



**DETROIT, GRAND RAPIDS & WESTERN RR**  
**AA118.** MI, 1899, Stock. American Bank Note Co., NY & Boston. Gorgeous! \$75



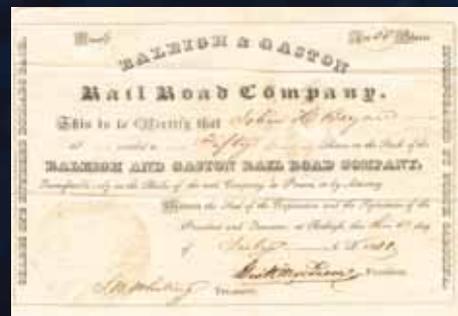
**NEW YORK & BOSTON RR**  
**AA119.** CT, RI, MA, 1863, Stock. Printer-Geo. D. Baldwin, NY. Rare Imperf. Revenue. Civil War Dated. Rare so choice. \$250



**NORTH MISSOURI RAILROAD COMPANY**  
**AA120.** During the Civil War from 1861-1865, the North Missouri RR's property was a military objective for both the Union and Confederate armies. In 1861, the Confederacy destroyed every bridge and culvert. Damage was done to stations, cars, and engines. In 1864, two trains of cars and seven stations were burned in a 2nd destructive mission. More than 120 men who tried to stop the Confederate invaders were killed and buried along the historic Wabash. After the war, the North Missouri RR began to rebuild the lines. In 1871, a bridge across the Missouri was completed at St. Charles. The North Missouri now had a through line from St. Louis through St. Charles and north to Iowa, west to Kansas City and St. Joseph, and a direct connection with the railroads on the east side to the Mississippi River at Hannibal. After the completion of the bridge, the North Missouri RR was reorganized, and became known as the St. Louis, Kansas City & Northern RR. Further research would be rewarding, especially learning more about these portraits? Henry Clay? Possibly the founders of the Railroad? This 1869 Missouri Stock issued from St. Louis was printed by L. Gast Bro. & Co., St. Louis. This stock is among the most impressive graphically of this period. It is the only example we've seen. Likely missing in all major collections. \$900



**NEWARK & HUDSON RR**  
**AA121.** NJ, (1870's), Unissued Stock. Printed by Major & Knapp-NY. Imprinted Revenue. Rare! Only 1 Available. Great! \$125



**RALEIGH & GASTON RR**  
**AA122.** NC, 1838, Stock. Certificate #4. So Early! Very Rare! An Extremely Important! Stock. \$500



**RUTLAND & BURLINGTON RR**  
**AA123.** VT, 1849, Stock. Printed by Rawdon, Wright, Hatch & Edson, Boston. Superb Condition. Rare So Choice! \$250



**SEABOARD AIR LINE RWY**  
**AA124.** 1944-46, Stock. Security Bank Note Co. \$35



**SHARON RWY**  
**AA125.** PA, 1904-08, Stock. American Banknote Co., NY. \$45



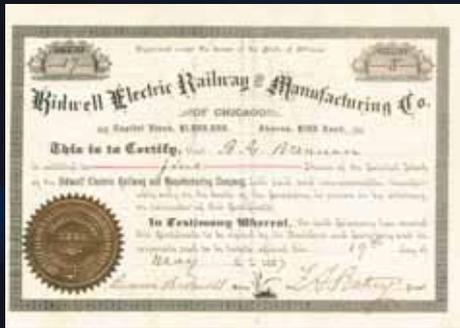
**VIRGINIA & SOUTHWESTERN RWY**  
**AA126.** VA, 1902, Stock. American Banknote Co., NY. Rare! \$75

# RAILROAD EQUIPMENT & RELATED STOCKS



**AMERICAN COMPRESSED AIR MOTOR CO**

**AA127.** NJ, 1894, Stock. Printed by Stewart, Warren & Co., NY. Only 1 found! Rare! \$150



**BIDWELL ELECTRIC RWY & MFG CO**

**AA131.** IL, 1887, Stock. Very Rare! \$85



**CORNWALL BRIDGE CO**

**AA135.** NJ, 1897, Stock. Printer-Brown-Green Co., NY. (Likely a RR Bridge) NY Central System. Certificate #1. \$75



**LEFFLER ELECTRO-MAGNETIC RWY**

**AA138.** IL, 1899, Stock. Printed by Goes. Very Interesting Title. Very Rare. \$85



**AMERICAN RAILWAY EQUIPMENT CO**

**AA128.** NJ, (1910 or so), Unissued Stock. Western Bank Note Co. Chicago. \$35



**BRISTOL BRASS & CLOCK CO**

**AA132.** CT, 1879, Stock. Printer-Corlies, Macy & Co., NY. A rather unique title. Further research would be interesting. Rare! \$125



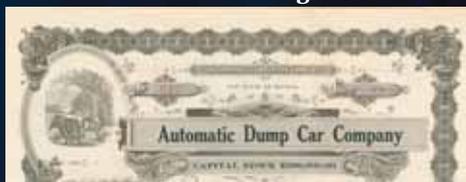
**INTERNATIONAL CABLE RWY**

**AA136.** DE, 1911-12, Stock. Very Rare! \$65



**LIMA LOCOMOTIVE WORKS, INC**

**AA139.** VA, 1941, Stock. American Banknote Co., Superb Engraving. Very Scarce and Popular. \$50



**AUTOMATIC DUMP CAR CO**

**AA129.** IN, 1920, Stock. Printer-J. W. Middleton & Co. Very Unusual Title! \$75



**CAR TRUST EQUIPMENT CO**

**AA133.** IN, 1920-27, Stock. Slightly larger format. \$35



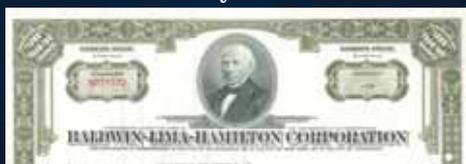
**INTERSTATE SAND & CAR TRANSFER CO**

**AA137.** MO, 1896, Stock. Printed by Goes., Scarce. \$50  
**AA137a.** same as above but Unissued. \$30



**MADDEN SILENT WHEEL CORP**

**AA140.** DE, 1922, Stock. Printed by Goes. Interesting Title. Rare! \$90



**BALDWIN-LIMA-HAMILTON CORP**

**AA130.** PA, 1965, Stock. American Banknote Co. \$35



**CONSOLIDATED CROSS-TIE CO**

**AA134.** NJ, 1907, Stock. Printed by Albert J. Leon, NY. Interesting Title. Rare. \$50

# U. S. COLONIALS & PAPER MONEY, etc.

## COLONIALS



AA141. Delaware, Jan. 1, 1776, 20 Shillings, VF-XF. \$250



AA142. Delaware, May 1, 1777, 20 Shillings, VF. \$275



AA143. Maryland, April 10, 1774, \$1, VF. \$225



AA144. Maryland, April 10, 1774, \$2, AU. Nice! \$250



AA145. Maryland, April 10, 1774, \$8, XF-AU. Nice! \$250



AA146. North Carolina, Dec. 1771, 2 Shillings 6 Pence, F+. Uncancelled. \$225



AA147. North Carolina, Dec. 1771, 10 Shillings, VF-XF. Uncancelled. Nice! \$300



AA148. Pennsylvania, April 10, 1777, 3 Pence, AU. Nice! \$200



AA149. Pennsylvania, April 10, 1777, 4 Shillings, F-VF. \$150



AA150. Virginia, Oct. 20, 1777, 6 Spanish Milled Dollars, F+. Attribution card with autograph of Walter Breen! Great! \$350

## FRACTIONAL CURRENCY



AA151. U.S. (1869-1875), 10c, 4th Issue, FR-1259, CU. Nice! \$70



AA152. U.S. (1863-67), 5c, 2nd Issue, FR-1233, minor stamp hinge residue, AU. \$40



AA153. U.S. (1874-76), 25c, 5th Issue, FR-1308, CU. Nice! \$50



AA154. U.S. (1874-76), 50c, 5th Issue, FR-1381, VF+. \$45



AA155. U.S. (1863-67), 5c, 2nd Issue, Block of 4. FR-1232, PMG-62 Uncirculated. \$375



AA156. U.S. (1874-76), 10c, 5th Issue, FR-1265, CU. \$55

## MILITARY PAYMENT CERTIFICATES



AA157. U.S. MPC (1948-51), 5c, Series 472, CU. \$17



AA158. U.S. MPC (1951-54) Korean War, 5c, Series 481, CU. \$25

AA158a. same as above, but 10c, CU. \$25



AA161. U.S. MPC (1965-68) Vietnam War, \$1, Series 641, CU. \$45



AA162. U.S. MPC (1965-68) Vietnam War, \$10, Series 641, CU. \$30



AA163. U.S. MPC (1968-69) Vietnam War, \$1, Series 661, CU. \$25



AA164. U.S. MPC (1969-70) Vietnam War, \$20, Series 681, XF. \$55



AA159. U.S. MPC (1965-68) Vietnam War, 5c, Series 641, CU. \$10



AA160. U.S. MPC (1965-68) Vietnam War, 25c, Series 641, CU. \$25



AA165. Hawaii (1886) Specimen, Block of 6 \$3 Coupons, Queen Liliuokalani. Usual Folds, Unc. Nice! \$1,200  
AA165a. same as above, but single. Choice Unc. \$200

# U. S. OBSOLETE BANK NOTES

## CONNECTICUT



**BANK OF NEW ENGLAND**  
AA166. CT, 18--, \$1/\$1/\$2/\$5  
Uncut Sheet. ABN Co., NY. CU. \$300



**CITY BANK OF NEW HAVEN**  
AA168. CT, 1865, \$1/\$1/\$2/\$3  
Uncut Sheet. Printer-American  
Bank Note Co.-NY. CU. \$600



**BANK OF NEW ENGLAND**  
AA167. CT, 18--, \$3/\$5/\$10/\$20  
Uncut Sheet. Danforth, Wright &  
Co. NY & Phila. CU. Superb! \$450



**CITY BANK OF NEW HAVEN**  
AA169. CT, 18--, \$5/\$5/\$5/\$10  
Uncut Sheet. Printer-Toppan, Carpenter  
& Co., NY & Phila. CU. \$450



**STONINGTON BANK**  
AA170. CT, 18--, \$1/\$1/\$2/\$3  
Uncut Sheet. Printer-Danforth,  
Wright & Co., NY & Phila. CU. \$900

## GEORGIA



**BANK OF AUGUSTA**  
AA171. GA, 18--, \$5 Uncut Sheet.  
Printer-Rawdon, Wright, Hatch. CU. \$500



Back

**GEORGIA-BANK OF AUGUSTA**  
AA172. GA, 18--, \$4 Uncut Sheet at  
front. Sheet of 5c/10c/25c/50c/75c  
at back. Printed in this way on a previously  
cancelled printing job. Reminders were often used by  
printers to fulfill currency orders due to the  
shortages of paper in the south caused by  
the Civil War. CU. Of course, the  
odd denomination of \$4 bills makes  
this sheet especially interesting. \$500

## INDIANA



**THE STORE AT ALLEGHANY FURNACE**  
AA173. IN, 1856, 5c. CU. \$35



**THE STORE AT INDIANA IRON WORKS**  
AA174. IN, 1856, 5c. CU. \$35



**THE STORE AT INDIANA IRON WORKS**  
AA175. IN, 1856, 10c. CU. \$35



**INDIANA-LA PORT & PLYMOUTH PLANK ROAD CO**  
AA176. 1857, \$1/\$1/\$2/\$5 Uncut  
Sheet. Printer-Danforth, Wright &  
Co. NY. Choice Crisp Uncirculated.  
Gorgeous Sheet!!! \$600

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# LOUISIANA



**CANAL BANK NEW ORLEANS**  
**AA177.** LA, 18-, \$5 Uncut Sheet.  
 Printer-Toppan, Carpenter Co. Even  
 Toning. CU. \$175



**CANAL BANK**  
**AA178.** LA, 18-, \$10 Uncut  
 Sheet. Printer-Rawdon, Wright,  
 Hatch & Edson, N.O. & NY. Red  
 Back. CU. \$250

Fax 603 882-4797



**CANAL BANK**  
**AA179.** LA, 18-, \$20 Uncut Sheet.  
 Beautiful back printed in red. Printer-  
 Rawdon, Wright, Hatch & Epton,  
 New Orleans & NY. CU. \$225



**CANAL BANK**  
**AA180.** LA, 18-, \$50 Uncut  
 Sheet. Printed by Rawdon, Wright,  
 Hatch & Edson, New Orleans &  
 NY. CU. Louisiana obsoletes have  
 become very popular of late. \$250

E-mail: [collect@glabarre.com](mailto:collect@glabarre.com)



**CANAL BANK**  
**AA181.** LA, 18-, \$50 Uncut Sheet.  
 Printed by Toppan, Carpenter & Co.  
 Philad. & New York CU. \$250



**CITIZEN'S BANK OF LOUISIANA**  
**AA182.** LA, 18-, \$1/\$1/\$2/\$3  
 Uncut Sheet. ABN Co., NY. CU. A  
 particularly attractive sheet. Rich  
 bold quality. \$275

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**CITIZEN'S BANK OF LOUISIANA**  
**AA183.** LA, 18-, \$5 Uncut Sheet.  
 American Banknote. Minor margin  
 repair, light toning. CU. \$200



**CITIZEN'S BANK OF LOUISIANA**  
**AA184.** LA, 18-, FIVE/CINQ, \$5  
 Uncut Sheet. Rawdon, Wright, Hatch  
 & Edson. Blue Back. CU. \$275



**CITIZEN'S BANK OF LOUISIANA**  
**AA185.** LA, 18-, \$100 Uncut  
 Sheet. ABN Co. CU. \$350



**THE NEW ORLEANS CANAL  
 & BANKING CO**  
**AA186.** LA, 18-, \$10/\$10/\$10/\$20  
 Uncut Sheet. Printer-Underwood  
 Bald & Spencer. Usual even toning.  
 CU. \$175

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## MARYLAND



### HAGERSTOWN BANK

AA187. MD, 18--, \$10/\$10/\$5/\$5  
Uncut Sheet. Printed by Danforth,  
Underwood & Co. CU. \$400



### SUSQUEHANNA BANK

AA188. MD, 18--, \$20/\$20/\$50/\$100  
Uncut Sheet. Printer-Cha. Toppan &  
Co., Phila. CU. \$450



### COMMERCIAL BANK OF MILLINGTON

AA189. MD, 1840, \$5. Printer-  
Rawdon, Wright & Hatch, NY. XF.  
Scarce So Nice. \$200

## MICHIGAN



### ADRIAN INSURANCE CO

AA190. MI, 18--, \$1. Printer-  
Toppan, Carpenter, Caslear & Co,  
NY & Phila. AU. Light Foxing. \$70



### BANK OF MANCHESTER

AA191. MI, 1837, \$5. Printer-  
Rawdon, Wright & Hatch, NY. XF.  
Neatly Cut Cancelled. \$85, AU \$100



### BANK OF MANCHESTER

AA192. MI, 1837, \$10. Printer-  
Rawdon, Wright & Hatch, NY. AU.  
Neatly Cut Cancelled. \$85



### BANK OF WASHTENAW

AA193. MI, 1835, \$2. Printer-  
Draper, Toppan, Longacre & Co.,  
Phil. & NY. CU. \$60



### BANK OF WASHTENAW

AA194. MI, 1835, \$3. Printer-  
Draper, Toppan, Longacre & Co.,  
Phil. & NY. CU. \$100. AU-UNC. \$85



### PENINSULAR BANK

AA195. MI, 18--, \$5/\$5/\$5/\$5  
Uncut Sheet. American Bank Note  
Co., NY. CU. \$400  
AA195a. Single note. CU. \$100



### BANK OF MICHIGAN

AA196. MI, 18--, \$1. American  
Bank Note. CU. Gorgeous Note. \$75



### MERCHANTS & MECHANICS BANK

AA197. MI, 18--, \$5. CU. \$65



### TECUMSEH BANK

AA198. MI, 18--, \$1/\$1/3/\$5  
Uncut Sheet. Printer-Rawdon, Wright  
& Hatch, NY. CU. \$400

AA198a. Single \$1 note. CU. \$85  
AA198b. Single \$3 note. CU. \$125  
AA198c. Single \$5 note. CU. \$95



### ERIE & KALAMAZOO RR

AA199. MI/OH, 18--, 25c/25c/50c.  
Printer-Rawdon, Wright & Hatch, NY.  
CU. Great! It is very interesting to  
note that the two 25c notes have  
totally different vignettes. \$300

## MISSOURI



### STATE OF MISSOURI

AA200. MO, 186-, \$1/\$1/\$1/\$3  
Uncut Sheet. Printer-Keatinge &  
Ball. CU. \$650

## NEBRASKA



### BANK OF FLORENCE

AA201. NE, 18--, \$3. Printer-  
Draper, Toppan, Carpenter & Co.,  
NY & Philad. CU. \$150



### THE CITY OF OMAHA

AA202. NE, 1857, \$1. Printer-  
Wellstood, Hay & Whiting, NY. An  
Especially Gorgeous and Popular  
Note. \$85



**WESTERN EXCHANGE FIRE & MARINE INSURANCE CO**

**AA203.** NE, 1857, Uncut \$1/\$2/\$3/\$5 Sheet. Printer-Danforth, Wright & Co. New York & Philadelphia. Great Indian and Steam Boat engravings and portrait of famous men including Daniel Webster, Lafayette, Franklin Pierce, etc. A Classic Sheet!!! Light Toning CU \$350, Choice CU. \$400

**NEW HAMPSHIRE**



**NEW HAMPSHIRE-FARMINGTON BANK**

**AA204.** NH, 18--, Uncut Pair of \$2/\$1. Printers-Rawdon, Wright, Hatch & Edison, NY & New England Bank Note. Boston. Scarce and Popular State. CU. Great!! \$175



**SALMON FALLS BANK**

**AA205.** NH, 18--, \$1/\$1/\$2/\$3 Uncut Sheet. New England Bank Note Co. CU. \$450

**NEW JERSEY**



**CITY OF NEWARK, NJ**

**AA206.** NJ, 1862, 25c. Union Bank Note Co., Newark, NJ. VF. \$45



**EGG HARBOR BANK**

**AA207.** NJ, 1861, \$1. American Bank Note Co. CU. \$150



**EGG HARBOR BANK**

**AA208.** NJ, 1861, \$5. American Bank Note Co. Small Stain. Great Card Proof of the vignette. AU note with minor stain. The Pair. \$225



**MORRIS COUNTY BANK**

**AA209.** NJ, 18--, \$1/\$1/\$2/\$3 Uncut Sheet. Printer-Rawdon, Wright, Hatch & Edison, NY. CU. \$950



**STATE BANK AT NEW BRUNSWICK**

**AA210.** NJ, 1864, \$10. Printer-Rawdon, Wright, Hatch & Edison, NY. CU. \$85



**NEW JERSEY-SUSSEX BANK**

**AA211.** NJ, 18--, \$1/\$1/\$1/\$2 Uncut Sheet. Printers-Baldwin, Bald & Cousland. New York & Bald, Cousland & Co. Philadelphia. Choice Crisp Uncirculated. \$300

**NEW YORK**



**VILLAGE OF OGDENSBURGH**

**AA212.** NY, 1862, 5c. American Bank Note Co., New York. AG. Damage. Rare! \$50

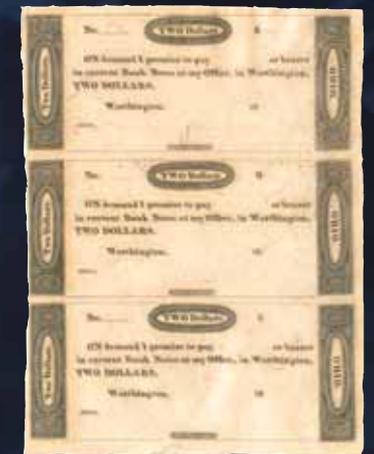
**NORTH CAROLINA**



**BANK OF WASHINGTON**

**AA213.** NC, 18--, Uncut \$3/\$4/\$5/\$10 Sheet. ABN Co. NY. Gorgeous color and graphics. The \$3 and \$4 bills are especially nice! Choice CU. \$550

**OHIO**



**WORTHINGTON, OH**

**AA214.** OH, 18--, \$2 Uncut Sheet. Scarce and Popular State. Crisp Uncirculated. \$300

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# FOREIGN PAPER MONEY

## AFGHANISTAN



AA215. 10 Afghani, (1957), P-30d, CU. \$12



AA216. 50 Afghani, (1961), P-39, CU. Attractive note. \$12

## AFGHANISTAN



AA217. 10, 20, & 50 Afghani, (1973), P-47-49, CU. Nice Set of 3. \$9

## ANGOLA



AA218. 1,000 Escudos, 1973, P-108, CU. A very pretty note. \$30

## ARGENTINA



AA219. 1 Peso, (1935), P-251d, CU. \$7



AA220. 5 Pesos, (1951-59), P-264c, CU. \$8

## BELIZE



AA221. \$1, Jan. 1, 1975, P-33c, AU. \$35

## CANADA



AA222. Douze Sous/Six Pence, 20 Nov., 1838, St. Paul de Lavaltrie. Charming with U.S. Bust 1/2 Dime. Rare! CU. \$175



AA223. \$3, 1859, CU. Gorgeous! \$350



AA224. \$5, 1859, AU. Gorgeous! \$250



AA225. \$10, 1937, P-BC-24b. VE. \$30

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## CAPE OF GOOD HOPE



AA226. 550 Rix Dollars cash receipt, 1818. Lombard Bank. VF stain. Rare! \$75

## CAYMAN ISLANDS



AA227. \$40 Unusual Denom., L.1974 (1981), P-9a. CU. Rare! Great! \$150

## CHINA



AA228. Small Bond, 1930's to WWII Vintage, AU. \$20



AA229. 100 Yuan, 1999, P-901. CU. \$25

## COSTA RICA



AA230. 2,000 Colones, July 30, 1997, P-271. CU. Especially attractive Shark & Dolphin back. A Gorgeous Note! \$30

## CONGO



AA231. 10 & 20 Francs, 2003, P-93 & P-94. CU. The Pair. \$2

## CUBA



AA232. 1 Peso, 1896, P-47, CU. \$15



AA233. 20 Centavos, 15.2.1897, P-53, CU. Very Scarce Strip of 5. Great! \$100



AA234. 1 Peso, 1953, P-86, CU. \$150



AA235. 3 Pesos, 1988, P-107b, CU. \$12

## DOMINICAN REPUBLIC



AA236. 10, 20, 50, & 100 Pesos Oro, 2000 & 2002, P-165a, 169a, 170a, 171a, CU. A beautiful and Colorful Set of 4! \$30

## EGYPT



AA237. 10 Pounds, 1958, P-32. CU. \$50

## ERITREA



AA238. 1 Nakfa, 24.5.1997, P-1. CU. \$1

## FALKLAND ISLANDS



AA239. 1 Pound, Oct. 1, 1984, P-13. CU. \$40

## FRANCE



AA240. 20 Francs AN12, (1790's or so) P-S245b. Fine. \$45



AA241. 1,000 Francs, Jan. 26, 1939, P-90c, AU. \$145

## FRENCH INDOCHINA



AA242. 1 Piastre, (1936), P-54b, VF. \$4, XF \$7

AA242a. same as above, but 1949, P-54d, VF. \$10

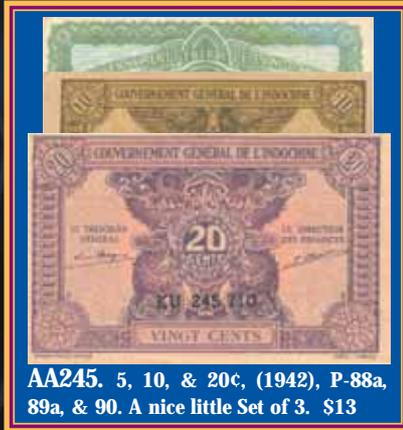
AA242b. same as above but 1949, P-54e, XF. \$5



AA243. 1 Piastre, ND (1949), P-74, XF. \$35



AA244. 10c, (1939), P-85e, XF. \$4



AA245. 5, 10, & 20c, (1942), P-88a, 89a, & 90. A nice little Set of 3. \$13



AA246. 200 Piastres=200 Riels, (1953), P-98, AU. A truly great note! \$275



AA246a. Similar front as above but 200 Piastres=200 Dong (1953), and back with portrait, etc. P-109, XF. \$250

## FRENCH WEST AFRICA



AA247. 5 Francs, Apr. 10, 1924, P-5Bb, About XF. Rare! \$125



AA248. 25 Francs, (Feb. 24, 1942), P-27, AU. \$85



AA249. 100 Francs, (Apr. 26, 1950), P-40, XF. \$65

## GIBRALTAR



AA250. 5 Pounds, Commemorating 2000 Millennium, P-29, CU. Pretty! \$30

## GREAT BRITAIN



AA251. 3 Pence, 8.1.46, P-M9a, VF. \$35



AA252. 10/-, First Series 1946, P-M14a, EF. Rare! \$80



AA253. £1, (1946), P-M15a, VF. \$80

## HAITI



AA254. 10 Gourdes, 1804-2004 Commem., P-272, CU. \$2

## INDONESIA



AA255. 50,000 Rupiah, 1999, P-139a, CU. \$22



AA256. 20,000 Rupiah, 2004, P-143, CU. \$8



AA257. 100,000 Rupiah, 2004, P-144, CU. A Very Pretty Note! \$40

## IRAQ



AA258. 10,000 Dinars, 2002, P-89, CU. \$5

## IRELAND



AA259. 5 Pounds, Jan. 5, 1972, P-246, Provincial Bank of Ireland, Ltd. AU+. \$75



AA260. 1 Pound, Jan. 1, 1979, P-247b, Provincial Bank of Ireland, Ltd. CU. \$35

## ISLE OF MAN



AA261. 10 Shillings, 1961, P-24a, CU. \$75

## MAURITANIA



AA262. 1,000 Ouguiya, June 20, 1973, P-3s, Specimen. CU. Rare! \$60

## MEXICO



AA263. 1 Peso, 1914, P-S529g, CU. \$5  
AA263a. same as above but 1915, P-S530c, CU. \$5



AA264. 5 Pesos, 1915, P-S532a, AU+. \$9

## NEW CALEDONIA



AA265. 20 Francs, (1929), P-37b, Fine. Rare! \$50

# FOREIGN PAPER MONEY cont.

## PAKISTAN



AA266. 500 Rupees, (1964), Dhaka Overprint, P-19, VF-XF. \$40 XF \$50



AA267. 5 Rupees, (1972-78), P-20a, CU. \$8



AA268. 100 Rupees, (1976-84), P-31, CU. \$25



AA269. 50 Rupees, (1977-84), P-30, CU. \$12

## SAMOA



AA270. 1 Tala, (1967), P-16b, CU. \$60

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## SCOTLAND



AA271. 5 Pounds, Nov. 1, 1967, P-106d, VE. \$50



AA272. 10 Pounds, Aug. 6, 1987, P-113c, EF-AU. \$120



AA273. 1 Pound, June 4, 1956, P-157d, British Linen Bank, EF \$65

AA273a. same as above but Jan. 12, 1955, VE \$50



AA274. 5 Pounds, Apr. 23, 1968, P-170, British Linen Bank, CU. \$135



AA275. 1 Pound, May 1, 1958, P-191b, Clydesdale & North of Scotland Bank, AU. \$150



AA276. 5 Pounds, Feb. 1, 1958, P-192a, Clydesdale & North of Scotland Bank, XF. \$175

AA276a. same as above but Mar. 1, 1960, P-192b, XF. \$200



AA277. 10 Pounds, Dec. 1, 1967, P-199, Clydesdale Bank Ltd., F-VE. \$150



AA279. 20 Pounds, Sept. 9, 1997, P-227, Clydesdale Bank Plc., CU. \$120



AA280. 20 Pounds, Apr. 9, 1999, P-229, Clydesdale Bank Plc., CU. \$120

Note: We have a fine inventory of Scotland. Please ask for further information.



AA281. 1 Pound, Sept. 16, 1959, P-265, National Commercial Bank of Scotland Ltd. A very Pretty Note. EF \$60, EF-AU \$65, CU. \$100



AA282. 1 Pound, Aug. 1, 1963, P-269a, National Commercial Bank, EF-AU. An attractive note as are most notes of Scotland. \$50

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AA278. Large Collection of 44 Different Specimens. (cat. \$910.-) All CU. This collection would be the backbone of a serious collection of Vietnamese paper money. A Very Impressive group with many very pretty notes and including a number of rarities. Please phone for additional information. \$850

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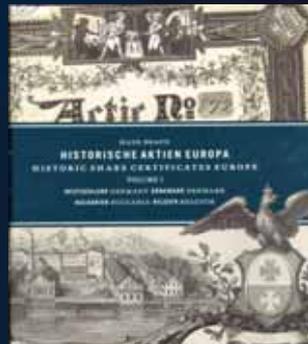
**AA291.** Thick Plastic Rigid Sleeves 9"x12" 100 pieces \$135,  
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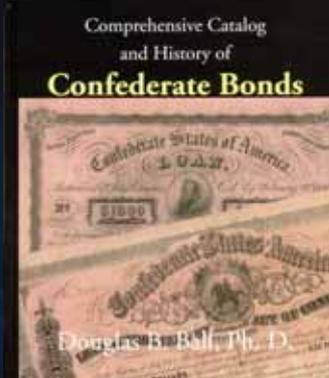
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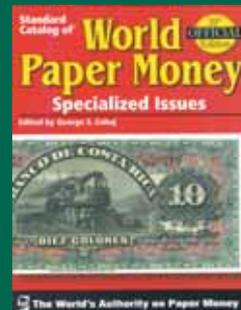


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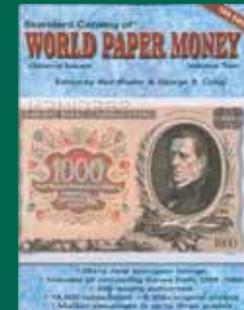


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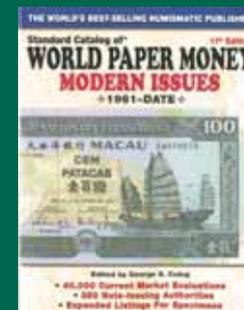


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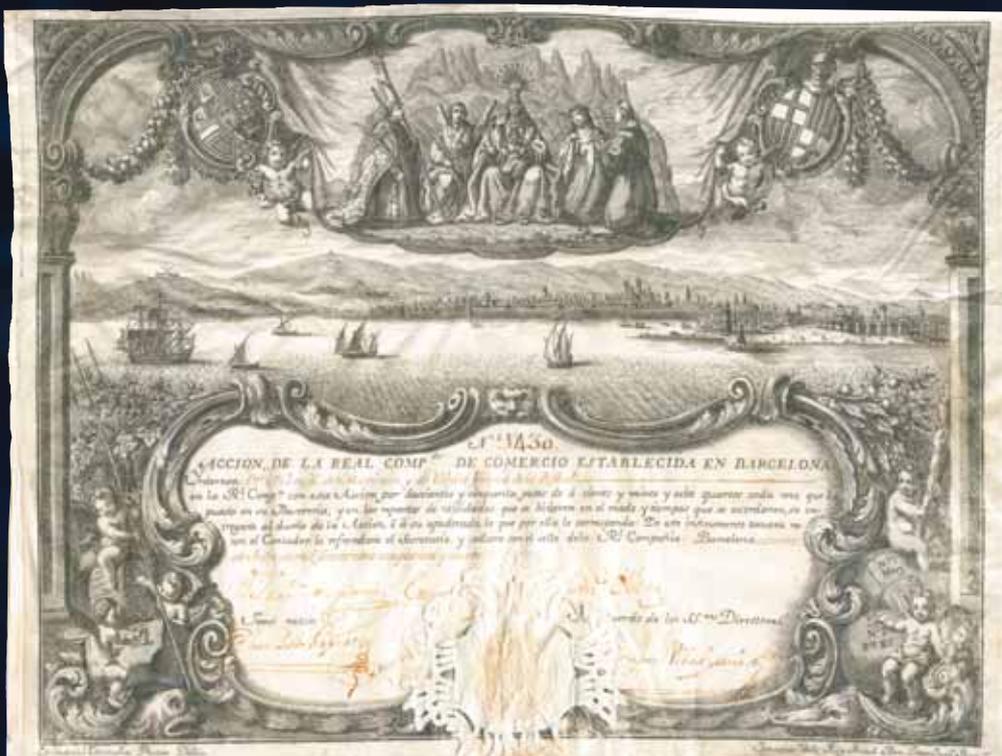


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