



THE CHECK COLLECTOR
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Northfield, MN 55057-0808

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THE CHECK COLLECTOR

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THE AMERICAN SOCIETY OF CHECK COLLECTORS, INC.



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Advertising Manager: All advertising should be channeled through the Treasurer, Dick Naven. Dick's address is on the following page.

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To our members:

Write something for *The Check Collector*! We **need** articles about checks, check-related subjects, and fiscal documents.

We retype all material that does not respond to OCR. Illustrations require an **original**, or a **good, clear, color copy**, or a **300 dpi scan**. A clear black and white copy is acceptable, but we greatly prefer color. Original checks sent in are copied and returned carefully. Any questions, ask the Editor!

To our advertisers:

Deadline for advertising copy to run in the July - September issue of *The Check Collector* is August 15.

The Check Collector is an effective means of reaching our membership of collectors and dealers of checks and related financial documents. It contains feature articles about checks and check collecting and news about the hobby.

Advertising orders must be paid in advance and shall be restricted to checks and related fiscal documents, publications, accessories, and supplies. The ASCC accepts advertising in good faith, reserving the right to edit copy. Copy for ads must be camera-ready or the Editor will set it as best he can.

ASCC assumes no financial responsibility for typographical errors in advertising. However, it will reprint that portion of an advertisement in which a typographical error appeared upon prompt notification of such error.

All advertisements and payments should be submitted to the Treasurer.

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www.ascheckcollectors.org

On our cover we have two Chicago drafts which have a remote connection to two articles in this issue. Les Winner's Favorite Check article features a check from Chicago, and all of the Pullman parlor car tickets in my X5 inventory are from there. Besides, they are rather showy.

Can anyone help? I received a change of address form (which should have gone to the Secretary) from someone in Iowa, but it was not filled out, not even the name of the sender. Since I have no old address nor a new one to go by, I have no way to let the member know that they will not be getting any more issues unless the post office returns their copy of this issue with an address correction.

I hope you are enjoying color illustrations. And I hope you will find it worthwhile to continue in color. Let us know!

Advertising rates are as follows:
One quarter page \$25.00/issue
Business card size \$15.00/issue
\$10 discount for four issues paid at once.

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Dues:

US: \$15 per year
Canada, Mexico: \$20 per year
Elsewhere: \$25 per year
US First Class Mail: \$20 per year
Internet Only: \$13 per year

Security Printers Guide:

\$5 in looseleaf form - order from
William G. Kanowsky, address in
middle column.

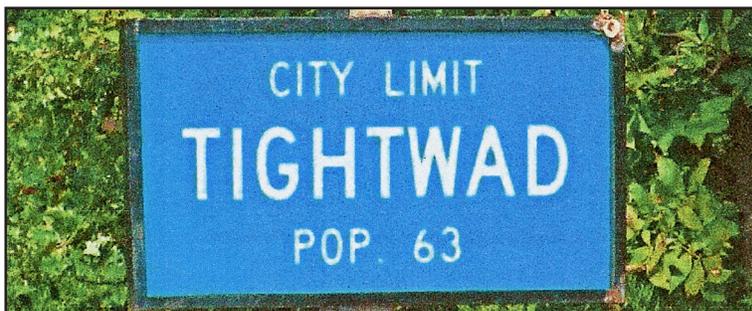
The Guide can also be downloaded or
printed from the ASCC website, free.

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Tightwad Bank

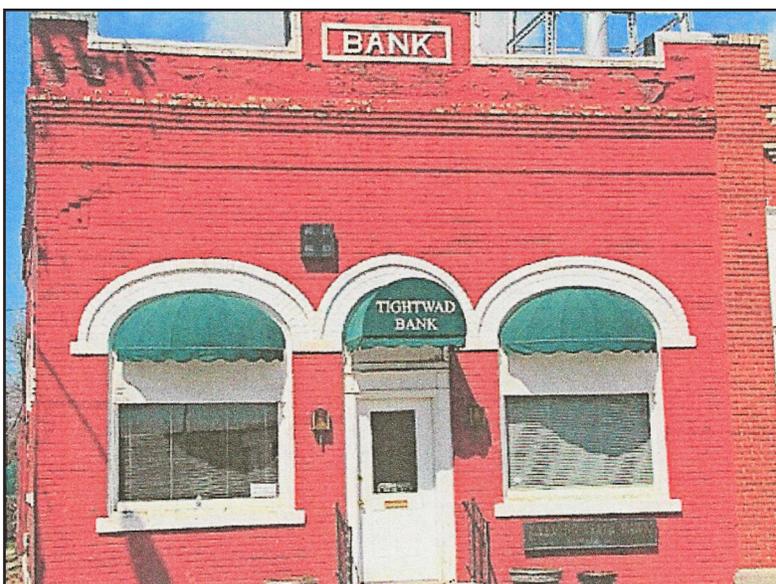
By Gordon K. Rouze



I first learned of the Tightwad Bank in Tightwad, Missouri from my friend Charlie Bush. He had retired to St. Joseph, Missouri after spending his later working years as an accountant in South America. Charlie, now deceased, had a great sense of humor and a curiosity that knew no bounds. Hearing the name “Tightwad Bank” was a call to action for this creative guy.

I knew Charlie as we shared a common interest in hobby printing and hung out together at the annual printers’ gatherings. It was Charlie who had pointed out to the St. Joseph Gazette newspaper that their masthead, set in a heavy-faced Old English type, was incorrectly using an “I” instead of a “J” in JOSEPH, and had been every day for seventy seven years. The paper repeatedly scoffed at the notion of any error and wrote Charlie off as some kind of a nut case. He persisted and was finally vindicated when a researcher from the New York Times agreed that the newspaper was, indeed, using the wrong letter. The Times carried a story about the error in its December 10, 1980 edition.

The town of Tightwad, population 63, is located in southern Missouri, 87 miles southeast of Kansas City. The unusual name is said to be derived from an incident involving a store owner who was accused of cheating a customer out of 50 cents. There has been a post office there since the early 1900s.



The bank, under a number of different names and ownerships, traces its lineage back to 1900. The first use of the name “Tightwad Bank” was by the Citizens State Bank of Windsor, Missouri, who opened a branch under this name in 1984. These bankers hoped to capitalize on the area growth expected from a new dam and recreation area which never materialized to the extent anticipated. Two robberies in the 1990s prompted the closing of the bank lobby with all transactions handled through a drive-through window. In 2006, the bank was closed.

Two years later, in 2008, the enterprising owners of the Reading State Bank in Reading, Kansas realizing the pull and marketing value of this unusual name resurrected the Tightwad Bank. With a new bank building and lots of free publicity

they built the deposits to \$ 20 million with more accounts than the number of people living in the town. People far and wide wanted a checking account at this bank with the quirky name. Banking services competed with coffee mugs and T-shirts with the bank logo. But apparently their success was too much of a good thing, as the bank was voluntarily closed and liquidated in mid-2015. My inquiries into the cause of the closing met with a terse answer: "Regulations." Whatever that means.



As I mentioned, Charlie was a hobby printer. So, after he opened his account and received a batch of checks he used his small table-top press to print along the top edge: "Tightwad Bank in Tightwad, Missouri for real Tightwads." On the back he printed a cut of a Scrooge-like character and the phrase: "Do you have to cash my check?" He wrote: "I have hopes that a few good citizens and a governmental agency or two will tear up my checks, after crediting my account, of course. My wife thinks I may have been born in that town." What a find it would be if one of Charlie's doctored checks showed up.

I have been searching in vain for Tightwad Bank checks to accompany this article. If any reader has one in his or her collection, and would share a picture of it I'll see if our editor will publish it in a future issue.



Your Editor replies: I tend to publish almost anything - but there (seriously) was a time when an escort service wanted to take out an advertisement in *The Check Collector*.... Sorry on that one.

Patent Medicine - Made in Racine

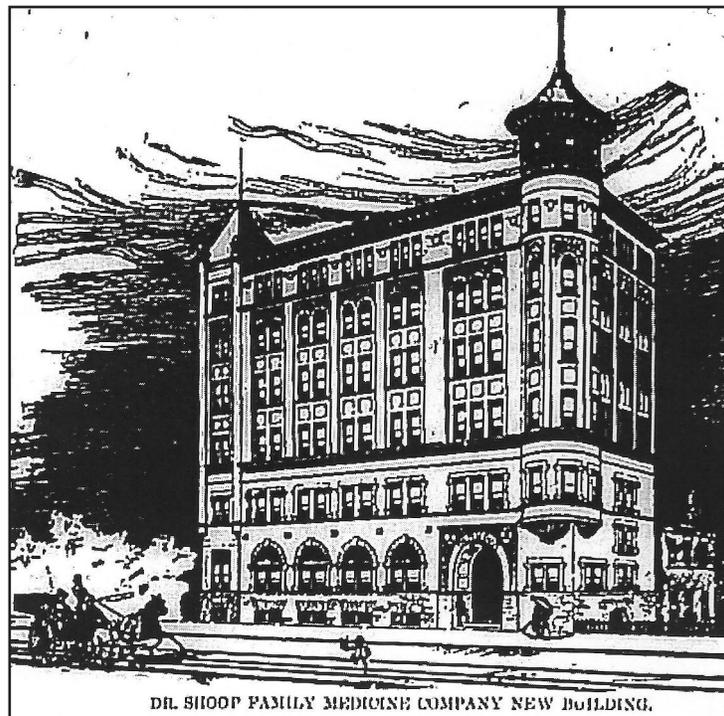
by Tom Casper

Racine, nicknamed Belle City, located on the western shore of Lake Michigan, is Wisconsin's fifth largest city. It is centrally located between Chicago and Milwaukee. The city is the headquarters for a number of well-known manufacturing companies such as S.C. Johnson & Son, J.I. Case, Modine, and Twin Disc. Some Racine defunct companies such as Horlick's, which invented malted milk, and Mitchell & Lewis, the maker of the Mitchell automobile (1903-1923) are fondly remembered.

But does anybody remember Racine as a major manufacturer of patent medicine, and what exactly is a patent medicine? Patent medicine was an over-the-counter medicine, heavily advertised, with numerous endorsements with the promise to cure a multitude of diseases without any actual proof that it worked. In fact many of them didn't. Some of these cures contained opium or cocaine, legal at the time, and most contained alcohol, all of which caused addiction.

Dr. Clarendon E. Shoop came to Racine from Marshall, Michigan in 1883 and opened up a medical practice. About 1890 he began manufacturing his patent nostrums in a shop on Wisconsin Ave. The business grew quickly. In 1893 he built his six story Shoop Building at 215 State St. and formed the Family Medicine Co. In the early 1900's he employed up to 350 men producing 2,000 bottles of one "cure" in a single day. His main product was the Restorative Nerve Tonic. But the company produced about a dozen other remedies including a Health Coffee Imitation. He became one of America's largest successful patent medicine manufacturers.

At first Shoop medicines were sold only door to door. He then hired an advertising man to create demand for his products in drug stores. He started a staggering nationwide direct mail campaign sending out 400,000 booklets a day. The manufacture and sale of these cure-alls was greatly reduced in 1906 with the passage of the Pure Food and Drug Act. It required the ingredients to be labeled which reduced the fraudulent claims. The statute was revised in 1936 putting an end to these bogus medicines. His business thrived until about 1910 when he changed to making cosmetics and Country Club Toilet Products.

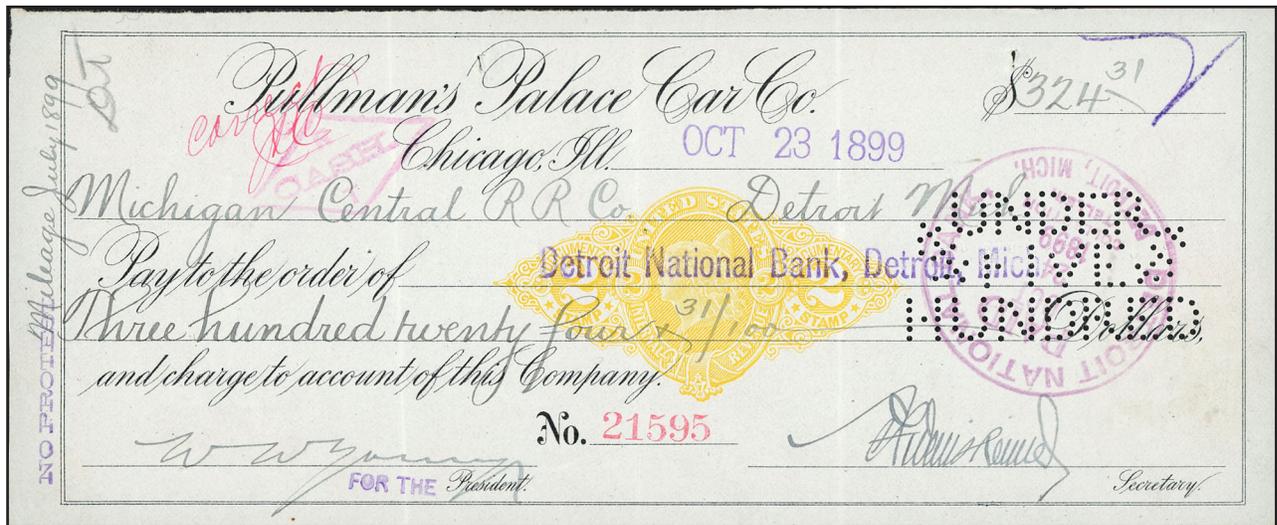


The Shoop building remains today at the same location with his name prominently displayed over the curved entrance. By 1917 his health was failing. He moved to Hollywood, California and died there in 1924 at the age of 73. In remembrance of him Racine has named a street and a park, which he donated, after him.



Shown here is a 1900 time draft written and signed by Dr. Shoop. His bust appears at the top left. The heading, partially blocked by a 2-cent revenue stamp, reads, "Dr. Shoop's Restorative, The Great Nerve Tonic". The draft for \$3.83 was sent to collect money from A. Kiefer Drug Company which should be paid within five days into Shoop's account in the Fletcher National Bank. Both Kiefer Co. & Fletcher Bank were in Indianapolis, Indiana.

Pullman Check



A check used by the Pullman Palace Car Company in 1899. The company's name was to be changed shortly after.

See imprinted parlor car tickets used by the Pullman Palace Car Company and the Pullman Company on pages 19 and 20 of this issue.

The Fickle Finger of Fate

By Don Woodworth

I normally prefer to buy revenue stamped paper that bears some sort of interesting vignette. The Type RN-D1 check of the Home Savings Bank from South Waverly, PA shown in Figure 1 is almost, but not quite, an exception to this rule. The vignette on this check (Figure 2), if it can indeed be called one, is the “hand with pointing finger” often seen on old signs or advertisements and used to call the reader’s attention to something special. In this case, the something special is the fact the mailing address for the Home Savings Bank, situated in the town of South Waverly, PA, was located 1.02 miles north in Waverly, NY where the bank received its mail. I had never before seen a check with a “pointing finger” so I could not resist buying it.

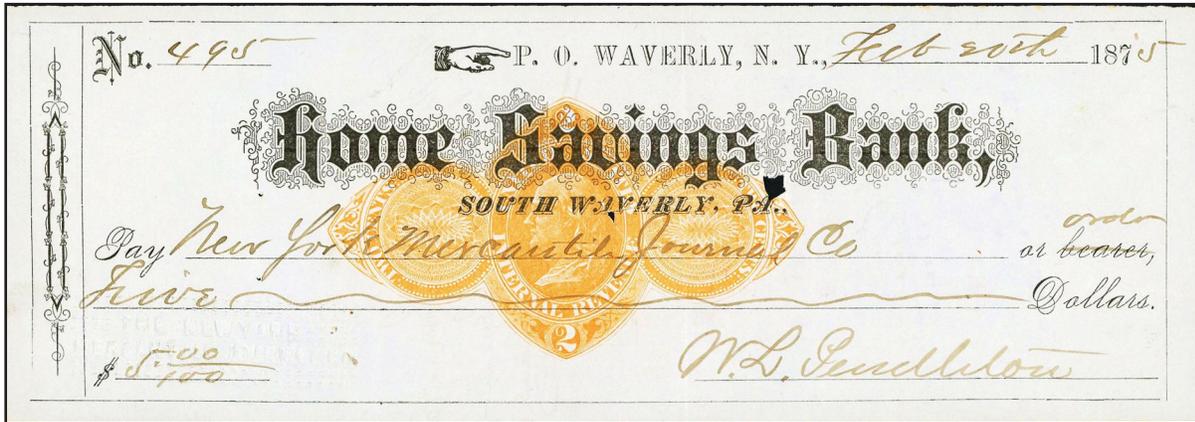


Figure 1. Type RN-D1 check issued by the Home Savings Bank of South Waverly, PA.

The location of the bank is somewhat a Tale of Two Cities. The Borough of South Waverly was incorporated on January 28, 1878. At the time, South Waverly had been an outgrowth of Waverly, NY in what was known as “Factoryville” due to the existing grist and fulling mills along Cayuta Creek, a tributary to the Susquehanna River. The communities of Waverly NY and South Waverly, PA have had close ties to each other ever since the communities were incorporated in each state. For many years, South Waverly Borough received fire protection, mail service and city water from Waverly, NY.¹ In 1890, census data recorded 1,288 persons living in the borough.² This, then, explains the mailing address different from that of the bank and the role of the Fickle Finger of Fate.



Figure 2. Detail of the Fickle Finger of Fate pointing out that the mailing address of the Home Savings Bank of South Waverly, PA was located slightly north in Waverly, NY.

South Waverly is a northern suburb of Sayre, PA, located less than a mile north of the city center. The center of the small town of Waverly, NY is almost equidistant north of South Waverly. One municipality blends seamlessly into the other with only a small stone marker in the sidewalk of the main street to indicate the boundary between Pennsylvania and New York. Precious little could be discovered about the Home Savings Bank itself. From extant checks we know it was in business as early as 1867. We know that it was in business at least as late as 1897, though likely in precarious financial health at that time, due to the fact that one Mr. Benjamin Kuykendall was appointed as a receiver.³ The downtown area of South Waverly, PA was reported as being gutted by fire in 1916, so it is conceivable that the bank (if it was still in business) may have physically disappeared at that time.⁴

The New York Mercantile Journal Co. was a newspaper publishing and printing company located at 350 Pearl Street and also at 1 and 2 Franklin Square in New York City. It was established in 1803. The “Mercantile Journal,” an 8 page publication sized 37” x 52”, was printed on Thursdays. The subscription price was \$5.00 per year. Its news was devoted to commerce, finance, manufacturing and political economy (what we might now call “economics”). It also contained jobbers

quotations of all the markets and claimed to admit no advertisements from houses rating below 2-1-2 and B C.⁵ I could find no references to the terms 2-1-2 and B C but would assume that they may have been (in 1869) something akin to H. V. and H. W. Poor's "Manual of the Railroads of the United States," established in 1868, fiscal health ratings.⁶ In addition to publishing the weekly Mercantile Journal, the company also printed a 32 page monthly called the True Citizen at \$1.00/year⁷ and likely did other printing as well.

No information could be found for W. L. Pendleton, the maker of this check. I was, however, able to find a tidbit of information noting that Charles E. Pendleton, the ex-cashier of the Home Savings Bank, boarded at 106 Pennsylvania Ave. in Waverly Village, NY.⁸ There must obviously have been a relationship between Charles and W. L. Pendleton.

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<http://southwaverlyborough.org/home>
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6. http://en.wikipedia.org/wiki/Standard_%26_Poor%27s
7. American Newspaper Directory – 1879
http://www.archive.org/stream/geoprowellandco00unkngoog/geoprowellandco00unkngoog_djvu.txt
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<http://www.tioga.nygenweb.net/waverly3.htm>

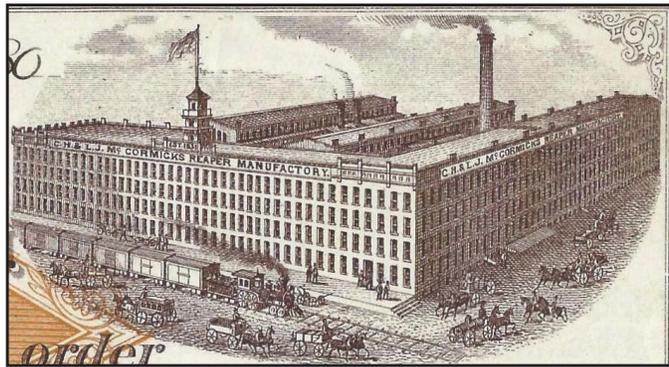
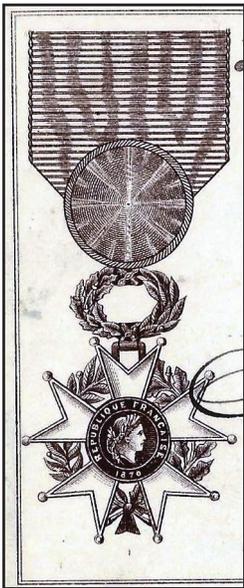
Another Pullman Check



This one was used by the Pullman Company in 1900, after their name was changed to "modernize" it.

A Favorite Check by Les Winners

Among my favorites are checks that have vignettes of manufacturing plants or the equipment made by the particular company. When I saw this check with its distinctive vignettes I knew it needed a new home. How often do you find a check with a vignette of the French Legion of Honor?



A larger image of the plant vignette

An enlarged image of the Legion of Honor. The government of France named Cyrus McCormick an Officier de la Légion d'honneur in 1851.

Further historical information can be found at this link:
http://www.pbs.org/wgbh/amex/chicago/peopleevents/p_mccormick.html

Editor's Note: Sometime in 1880, before the time of the check shown above, a decoration was removed from the lower left corner. Otherwise, the design remained the same. Why bother?



Collecting Territorial Paper - Part 13

By Jim Adams

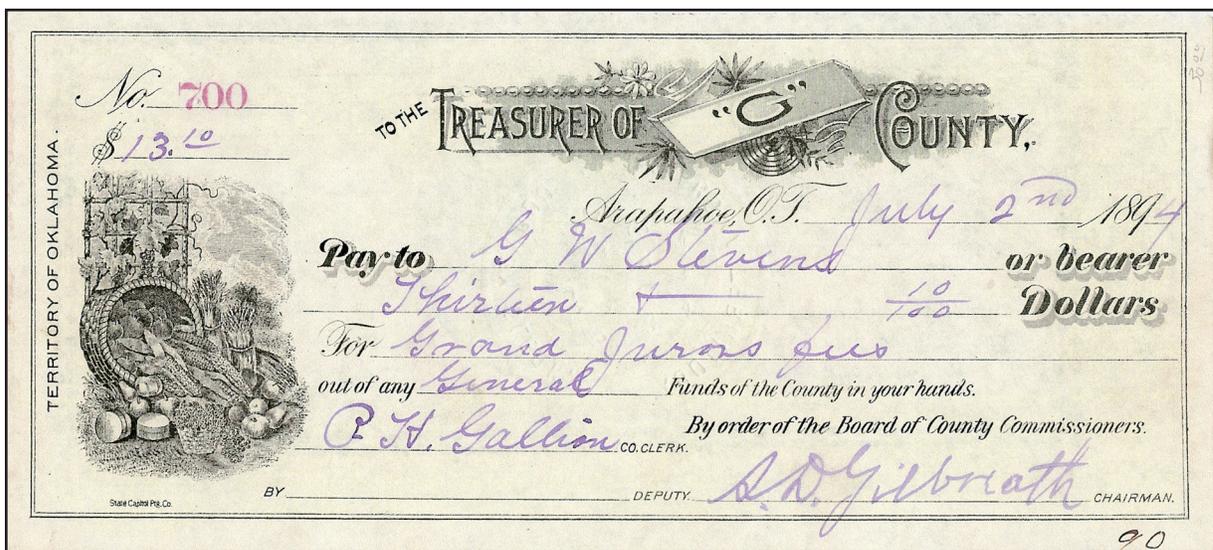
Indian Territory and Oklahoma Territory have much interesting material available at reasonable prices. The state of Oklahoma was not assembled from these two entities until 1907. In fact, the name of the state derives from two Choctaw words meaning "red people," which might raise some questions about it being less than politically correct if it had not been suggested by a Choctaw Chief in the first place.

Indian Territory never did have territorial government. Congress designated the western portion of the area, plus the Panhandle (No Man's Land,) as Oklahoma Territory in 1889.



Map of area circa 1890, courtesy of Karl Musser, from <https://commons.wikimedia.org/wiki/File:Okterritory.png#filehistory>

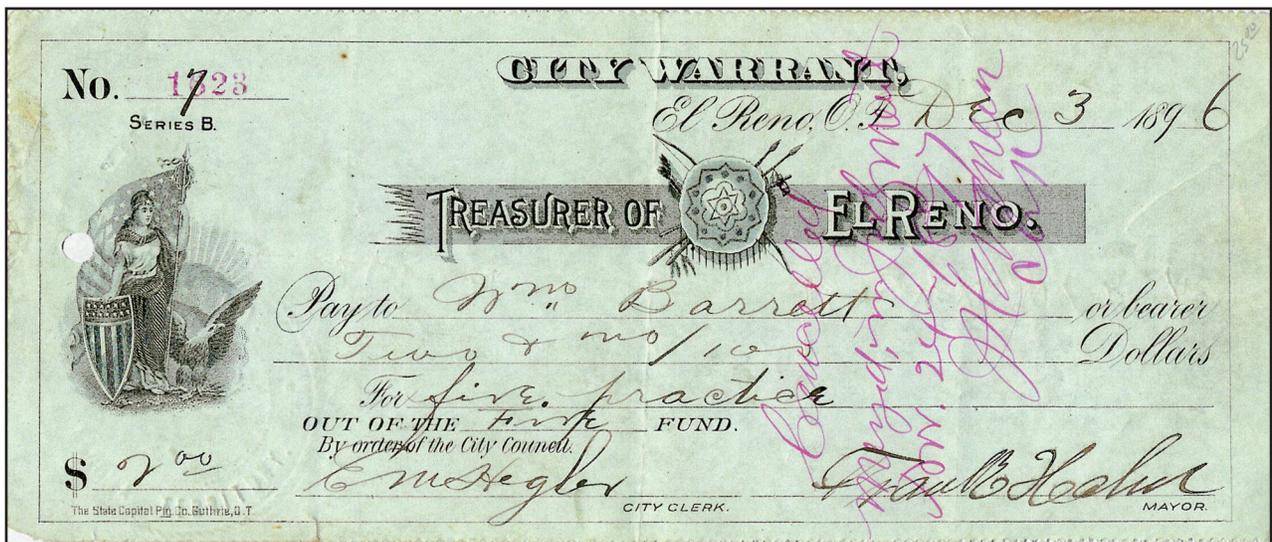
Since Oklahoma Territory had territorial government, one can find county warrants such as this one for juror's fees from Arapahoe, in "G" (Greer?) County.



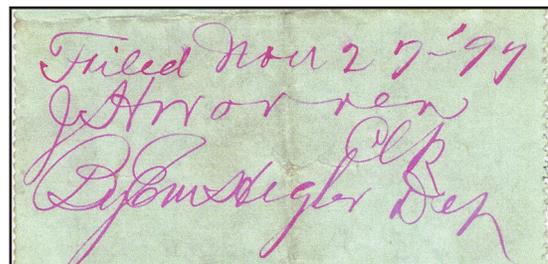
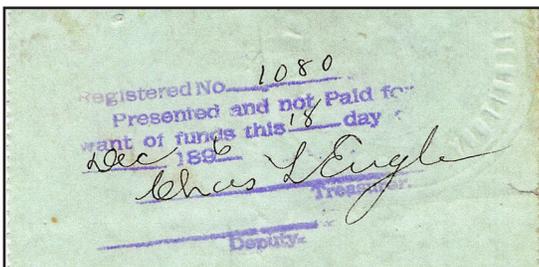
Issued July 2, 1894, it was presented but not paid "for want of funds" on July 5th. Apparently this was expected, as pre-printed provision was made for it on the left side of the back.



City Warrants are also available from Oklahoma Territory. This one was issued for "fire practice" by the city of El Reno in 1896.

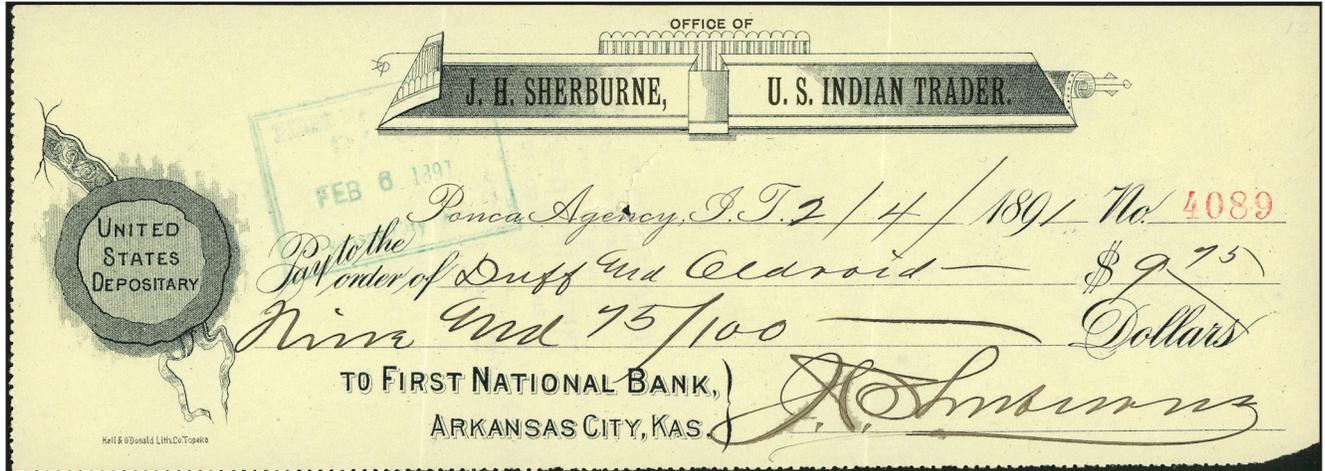


It was not paid for want of funds when presented either, to judge from notes on the back.

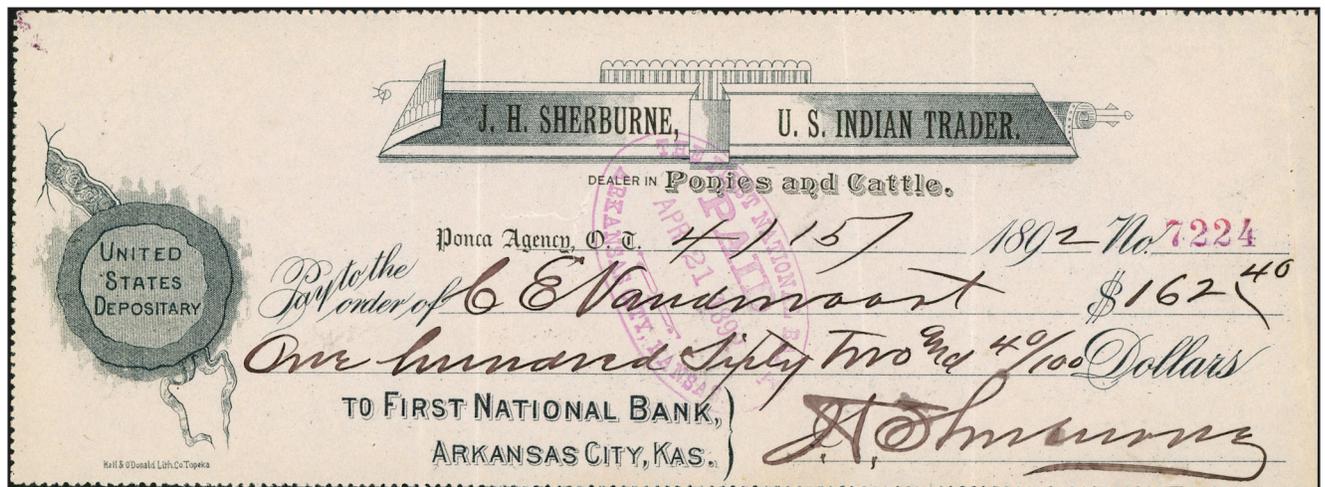


Early "territorial" documents from Indian Territory are not lacking, either. Many of these are checks.

We have treated J.H. Sherburne several times in *The Check Collector*, but the last time was 2010, so here is a recap. Sherburne was a storekeeper who became a trusted Indian trader, licensed as such by the U.S. government to trade ponies and cattle in Indian Territory from 1876 to 1896. He had a home in Ponca Agency, where he and his wife raised five children.



This check must have been printed before 1889, when Ponca Agency was part of Indian Territory.



And this one was printed in or after 1889, when Oklahoma Territory was created. Ponca Agency was inside the newly established territory, so the dateline on Sherburne's checks needed to be changed. Note that the bank he used was located in Arkansas City, Kansas, where he had a real estate and insurance business.

Besides various Sherburne checks, probably the most common Oklahoma Territory checks are those used by Ferdinand Ritterbusch, Treasurer of Logan County. Ritterbusch was born in Fishbeck, Germany in 1838, and came to America in 1867. He and his wife lived in Nebraska until 1893, when they moved to Guthrie, Oklahoma Territory. He died at the age of 83, in 1922.

The checks that Ritterbusch used are drawn on various banks, including the Guthrie National Bank and The Bank of Indian Territory, Guthrie. The one on the following page, used in 1897, was drawn on the former.



Perhaps the most common of the Ferdinand Ritterbusch checks are those that bear the picture of Ouray, Chief of the Utes. Of all things for an Oklahoma Territory check, Ouray, Colorado is named for the person shown on it.



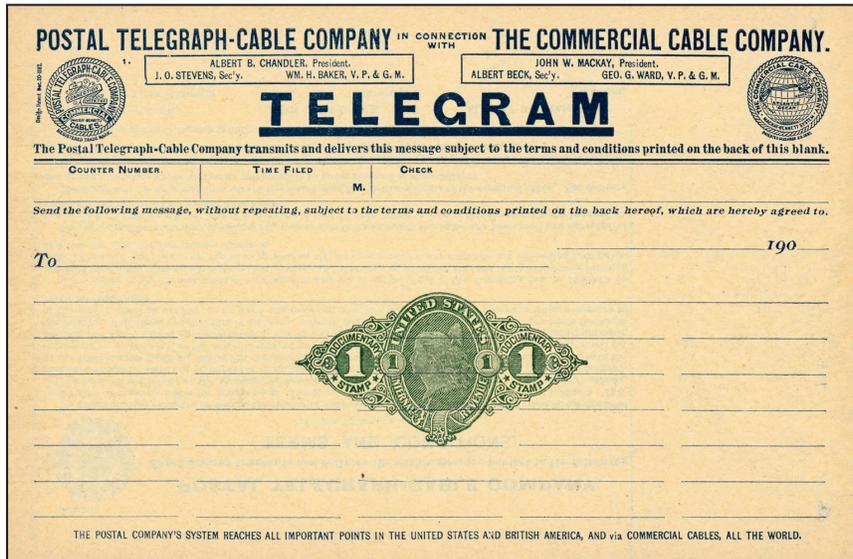
The Bank of Indian Territory boasted that it had capital holdings of \$50,000 in 1890.

To be continued

RN Inventory - X5

by Bob Hohertz

To round out my survey of the one-cent imprinted documents of the Spanish American War tax era, this installment covers the green imprints. These are found on a variety of parlor car tickets, plus unused telegrams, cablegrams and freight receipts. The latter three uses are not difficult to obtain from the leading revenue dealers, and will be covered briefly, for completeness.



Telegram forms are not known used, which is not too surprising. Most or all would have been returned to the Postal Telegraph-Cable Company and destroyed as likely to contain private information. The messages actually sent to the recipients would not have contained an imprint since the tax had already been paid.

The documents on this page are shown at 64% size.

The previous comments relating to telegrams would also apply to cablegrams. No used copies are known.

This is as good a place as any to introduce the *Scott Specialized* listing for X5.

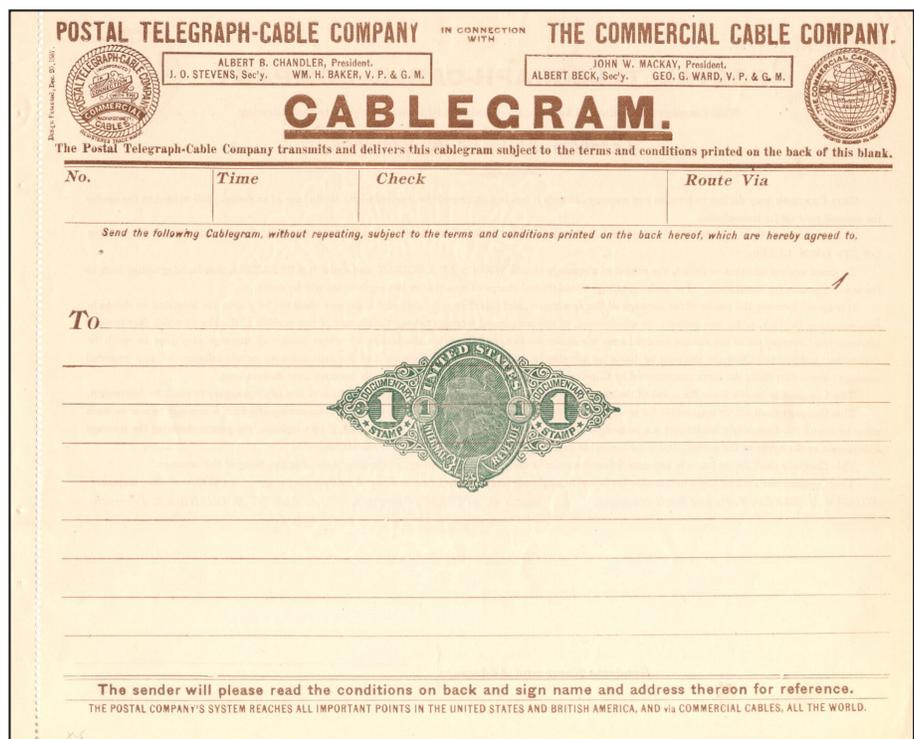
1¢ green is listed used and unused at modest prices, followed by "Partial," used only.

Then comes "a. On parlor car ticket," both used and unused.

Next, "b. On pullman ticket," unused only.

Finally, "On pullman ticket, partial," used.

So where do these items, and the express receipts on the next page, fall? If under "1¢ green," there are no known used copies of any of these forms. If any were found, unless in a large quantity, they would not command a modest price. Also, the following "Partial" does not make sense in relation to them, but does when referencing Pullman tickets. But those have a separate listing. You can see why I warn anyone judging my exhibit of this material to avoid using the *Specialized* as a reference.



There is no logical reason that a group of used express receipts could not have survived, but none are currently known. Some of the Illinois Central milk receipts were used as menus at the 1905 Annual Dinner of the Chicago Philatelic Society, which featured filet of sole and tenderloin saute, followed by tutti frutti ice cream, roquefort and coffee, but I hardly think this qualifies them for being listed as "used" in the *Specialized*.

READ THE CONDITIONS OF THIS RECEIPT. (212—Feb., '99.)

AMERICAN EXPRESS COMPANY.
Danville, Ill. 1

Received of _____

NOT NEGOTIABLE.

Value asked and given as _____ Dollars, 100

Marked _____

Which this Company undertakes to forward to the nearest point to destination reached by it, subject to the following conditions, and which conditions are agreed to by shipper or owner in accepting this receipt.

1. This Company is not to be held liable for any loss or damage, except as forwarders only, nor for any loss, damage, or delay, by fire, by the dangers of navigation, by the act of God or of the enemies of the Government, by the restraints of Government, mobs, riots, insurrections, pirates, or from or by reason of any of the hazards or dangers incident to a state of war.
2. Nor shall this Company be liable for any default or negligence of any person, corporation or association to whom the above described property shall or may be delivered by this Company, for the performance of any act or duty in respect thereto, at any place or point off the established routes or lines run by this Company; and any such person, corporation or association, is not to be regarded, deemed or taken to be the agent of this Company for any such purpose, but, on the contrary, such person, corporation or association shall be deemed and taken to be the agent of the person, corporation or association from whom this Company received the property above described. It being understood that this Company relies upon the various Railroad and Steamboat lines of the country for its means of forwarding property delivered to it to be forwarded, it is agreed that it shall not be liable for any losses or damages caused by the detention of any train of cars or of any steamboat or other vehicle upon which said property shall be placed for transportation; nor by the neglect or refusal of any Railroad Company, Steamboat or other transportation line to receive and forward the said property. Nor shall this Company be liable for any losses or damages caused by detention of said property due to Customs Regulations.
3. It is further agreed that this Company is not to be held liable or responsible for any loss of, or damage to, said property or any part thereof, from any cause whatever, unless in every case the said loss or damage be proved to have occurred from the fraud or gross negligence of said Company or its servants; nor in any event shall this Company be held liable or responsible, nor shall any demand be made upon it beyond the sum of Fifty Dollars, at which sum said property is hereby valued, unless the just and true value thereof is stated herein; nor upon any property or thing unless properly packed and secured for transportation; nor upon any fragile fabrics, or any fabrics consisting of, or contained in, glass.
4. If any sum of money besides the charges for transportation is to be collected from the consignee on delivery of the above described property, and the same is not paid, or if in any case the consignee cannot be found or refuses to receive such property, or for any other reason it cannot be delivered, the shipper agrees that this Company may return said property to him subject to the conditions of this receipt, and that he will pay all charges for transportation, and that the liability of this Company for such property while in its possession for the purpose of making such collection, shall be that of Warehousemen only.
5. In no event shall this Company be liable for any loss, damage or delay, unless the claim therefor shall be presented to it in writing at this office within ninety days after date of shipment, in a statement to which this receipt shall be annexed.
6. It is further agreed that any carrier or party liable on account of loss or damage to any of the above described property, shall have the full benefit of any insurance that may have been effected upon or on account of said property.
7. And it is also understood that the stipulations contained herein shall extend and inure to the benefit of each and every company or person to whom, through this Company, the above described property may be intrusted or delivered for transportation.
8. Deliveries at destination are only to be made within the delivery limits established at such points at the time of shipment and prepayment in such cases shall only cover places within such delivery limits.

For the Company,

Agent.

The Liability of this Company is limited to \$50, at which sum the property is hereby valued, unless the just and true value is stated in this Receipt, and ceases on its delivery of property at nearest point to destination it can carry same. Fragile fabrics and fabrics consisting of, or contained in, glass, [Over.] at owner's risk.

..Annual Dinner..
Chicago Philatelic Society
Thursday, Jan. 26, 1905

Oyster Cocktail

Olives Celery

Cream of Tomatoes

Filet of Sole Sauce Remoulade

Tenderloin Saute Mushrooms

Green Peas Pommes Duchesse

Chicory Salad

Tutti Frutti Ice Cream

Roquefort Coffee

OUR MOTTO "GET TOGETHER"

Form 354.

Illinois Central Railroad Company.

Station _____ 190_____

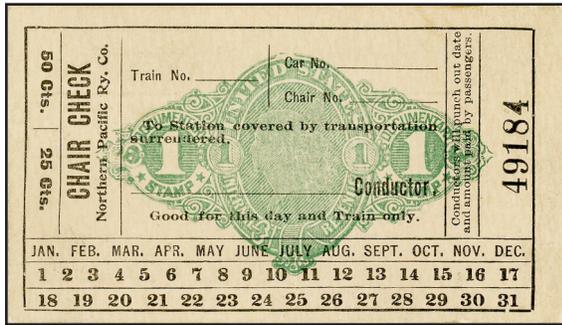
Received of _____ this date

a consignment of Milk, in cans, for shipment

Agent.

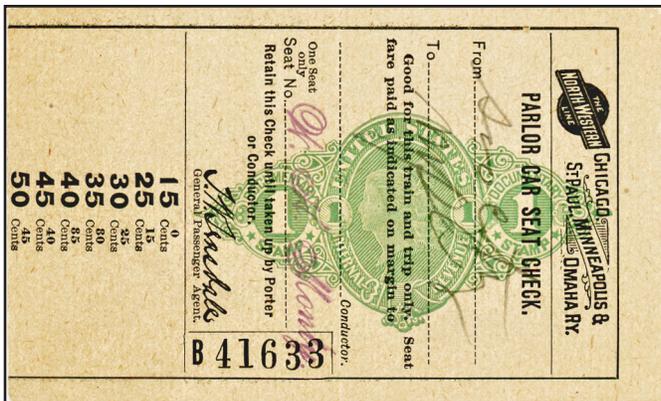
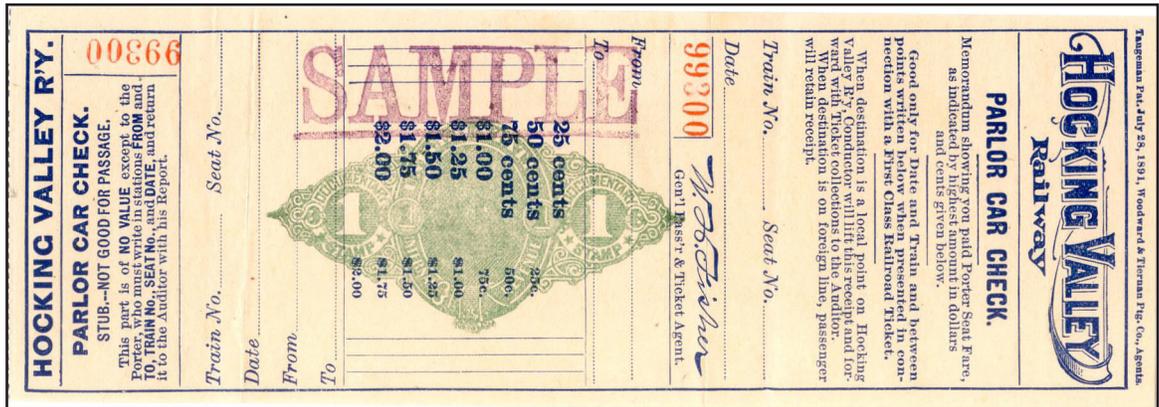
From here on we'll be looking at parlor car tickets. Even the Pullman tickets in the *Specialized* listing are parlor car tickets, so that is not a good way to separate them from those used by other companies. And, as we shall see, it wouldn't be enough, for pricing purposes, to divide them by Pullman and not-Pullman.

Unused parlor car tickets are given an unrealistically low value in the catalog. The following two may well be unique, though I always caution that we have no idea what resides in collections of railroadians.



This Northern Pacific Chair Check was issued for a seat that functioned rather like a modern recliner. During the day the passenger would face a table and other passengers, but at night the seat could be tilted backwards almost flat to allow the occupant to sleep, rather like some first class seats in today's airliners.

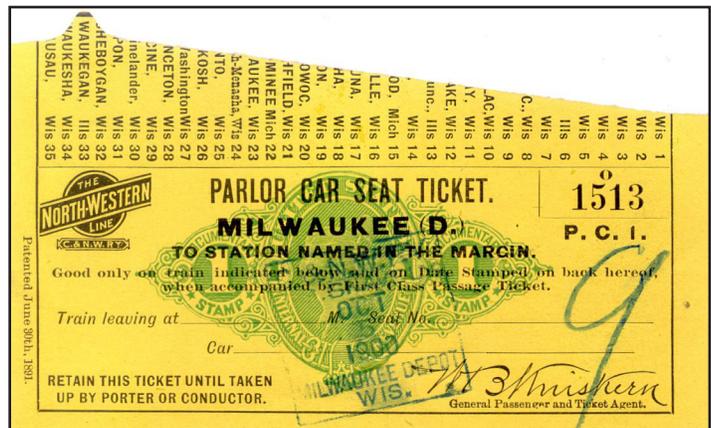
The Hocking Valley ticket below is only known as this sample, though surely at least one passenger must have kept a stub of one. From the looks of it, this would have included much of the imprint.



This Chicago, Saint Paul, Minneapolis and Omaha Railway ticket was issued but not used. I know of two others, all in the same situation. Since they were to be retained only until taken up by the porter, truly used ones probably don't exist.

Either the Chicago and Northwestern partial below was issued but not used, or the porter forgot to collect it, the latter possibility being unlikely. It is the only copy I know of, though I also have an entire ticket with a yellow imprint. (see TCC 116.)

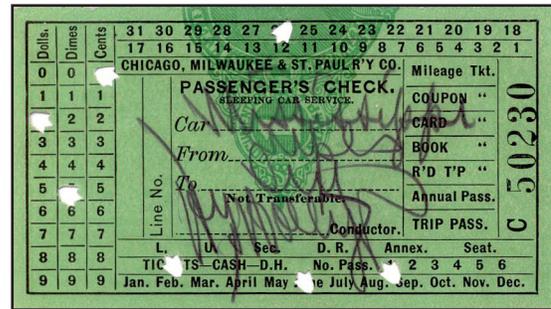
The odd shape of the C&N ticket stub is caused by a simplex cutter which left a bump at the destination. With the number of destinations listed on this stub, the ticket agent must have had a rather strange machine which required precise placement of the ticket, or a drawer full of carefully labeled scissors. Neither sounds very practical, and one can see why the design wasn't common.



Used parlor car tickets, other than Pullman, range from rare to common. One catalog price does not fit all.

This is a partial of a Chicago, Milwaukee and Saint Paul Railway Company parlor car ticket. Two or three unused tickets with orange imprints are known, and at least one stub with an orange imprint. These are anything but common.

I know of four Florida East Coast Railway stubs, two sets of seats next to each other.



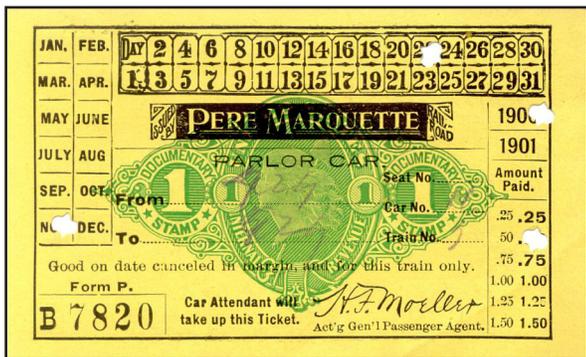
It is possible that items like these are what the Specialized means by "Partial" under the main heading. If so, the price quoted is ridiculously low. Unless someone finds a box of either of these they will sell in the hundreds of dollars rather than the tens if the buyer and seller are knowledgeable.

What ARE common are the buff paper Pere Marquette parlor car tickets used in 1902.

A box of these must have been salvaged from the railroad, probably in 1908 when Henry Mudge wrote to various railroads, asking them to send him anything they had left with stamps or imprints. Virtually all of the copies I have seen have the dates 1901-1902 or 1902-1903 at the right side, and most of those were used in February to May of 1902.

Even the Pere Marquette tickets offer some rarities. These are the ones printed on yellow paper.

The example below has 1900-1901 at right and was used in November of 1900. This is early, since the railroad was not founded until 1900.

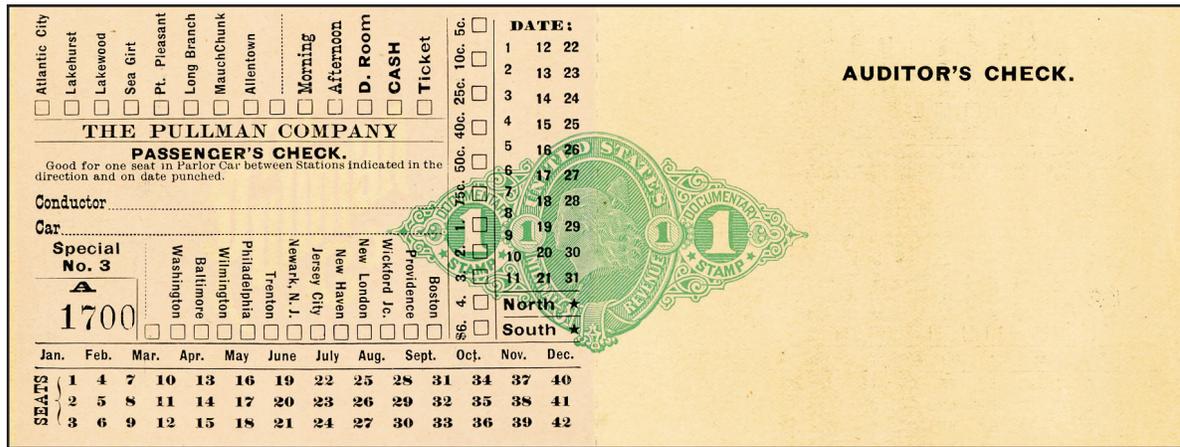


I have one other Pere Marquette ticket on yellow paper, with 1901-1902 dates. It was used in July of 1901. I believe that all of the tickets were printed on yellow paper before mid 1901, and that there were almost none of these in the box sent to Mudge. In fact, these two could have been held by the railroad as examples that were no longer considered to be of use in 1908, so thrown in with the more recent ones sent. Pure conjecture, but those on yellow are rare, however they survived.

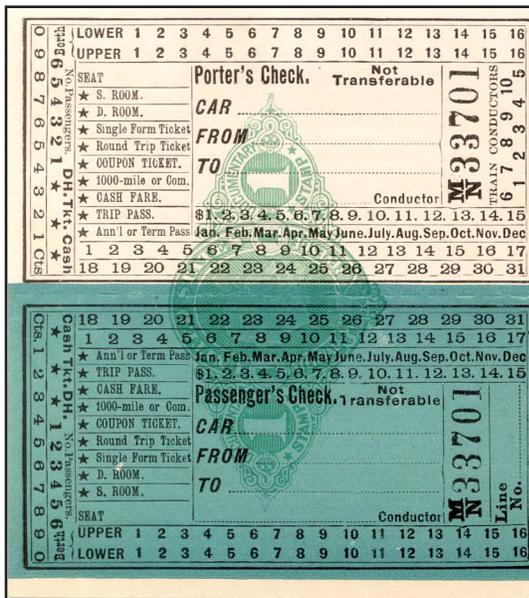
The next listing is for unused Pullman tickets. Compared to unused Pullman tickets with orange or red imprints, those with green imprints are quite rare, yet the catalog value is lower.

To complicate matters further, unused Pullman tickets with green imprints come as entires and partials which are missing the upper part or parts of the ticket. I suspect that the catalog is not making this distinction, as most of the used Pullman stubs with green imprints are smaller bits and pieces of three or four part forms. Even these are not so common as the catalog price would indicate, though, admittedly, the market for them is rather restricted.

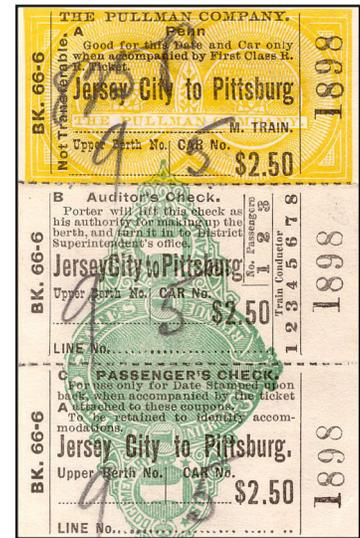
This unused two-part Pullman ticket is the one pictured in *A Handbook for United States Revenue Stamped Paper* by Einstein, Kingsley and DeKay. It is the only unused horizontal entire that I know of, though, again, several more could exist somewhere.



It was printed for the Pullman Company, so intended for use after 1899. The on-board one below left was intended for use by the Pullman Palace Car Company, so printed prior to 1900. I do not know of any other examples like it, either.



The ticket at right was issued but not used, probably in 1901 to judge from the wording on it and placement of the imprint on its face rather than on back.



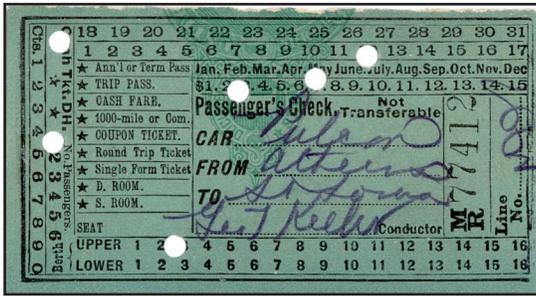
This is another example that could be unique. The others I have seen or are in my collection do not have the yellow section at top still attached.

The ticket at right does not appear to have been used, but it is lacking one or more sections at the top, so it's what I would call an unused partial.

From its wording and general style it was printed for use in 1900.

I know of another copy, also missing the upper section or sections, so I suspect there were, and are, more of these somewhere.

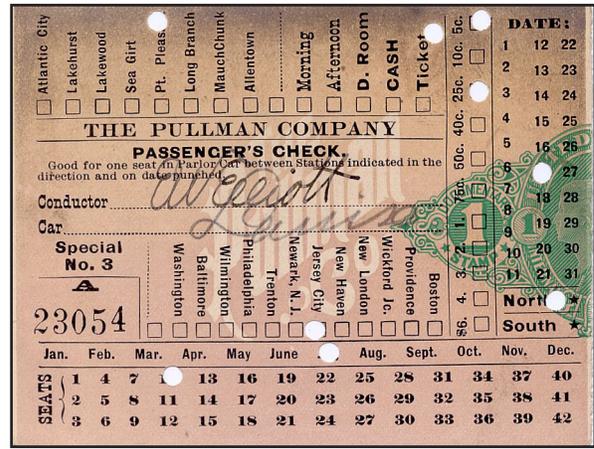
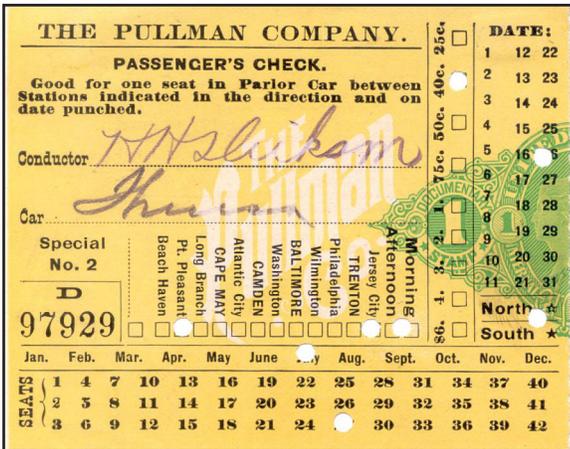




There are very few stubs from the on-board Pullman Palace Car tickets with green imprints. The vast majority have yellow or orange imprints.

This is the only one I've seen.

Partial Pullman tickets with green imprints are not particularly common. The large varieties are mainly from 1900-1901.



The smaller, multi-part tickets with single origins and destinations began in 1900, with the imprint placed on the front.

By 1902 the imprints had been moved to the back. Some of the multi-part ticket stubs retain the auditor's portion and some just the passenger's check.

In general, these are not as common as similar multi-part ticket stubs with red imprints, but red partials catalog over four times more than the green ones do. Someday I'll go back to making a try at organizing this information into a concise catalog scheme, once I can figure out how to deal with used entires, used partials, and issued but unused entires without creating an unusable mess. It ought to be possible.

This three-part series on the one-cent Spanish American War imprints is a condensed version of several chapters I've written for a book I'm working on with Ron Leshner. If we can get the chapter on American Phototype written, it may appear within our lifetimes. In the meantime, I hope some of my interest in this area has rubbed off on our readers.



Please, if anyone has an example different from the ones shown, please get in touch with me. I haven't illustrated every possible variation, only the major different types I am aware of.

Pennsylvania Banks - 33 by Peter Robin

I request the help of all readers in adding information to these listings as well as, of course, the counties to come. I can be reached by e-mail at peterrobin@verizon.net or by regular mail at Box 353, Bala Cynwyd, PA 19004.

Bank Name	Stamp	Years	Printer	Colors	Vignette/User	Size in mm
Union County						
Lewisburg N. B.						
in Gothic letters	R15	1870/6-	None	Salmon on White	Ornamental stamp box	185 x 63 mm.
Same in standard letters	R15	1870/6-	Man	Blue on White	Ornamental stamp box	185 x 63 mm.
Same	R15	1870	WFM	Blue on White	Ornamental design	187 x 70 mm.
Same	H3	1870	WFM	Blue on White	As above	190 x 70 mm.
Same	R15	1870	WmN	Blue on White	Leafy ornamental design	183 x 70 mm.
Same	E4	1873	Man	Blue on White	Leafy ornamental design	
Same	R135	1873	Man	Blue on White	Leafy ornamental design	180 x 70 mm.
Same	D1	1875	WmM		Leafy ornamental design	



Same	G1	1880	WmM		Leafy ornamental design	
Same	R164 /X7	1898	FRM	Black on White	Bank monogram	
Same	R164	1900	StL	Black on Beige	Bank monogram	168 x 70 mm.
Union N. B. of Lewisburg						
Same	H3	1869	WFM	Red on White	Two cows & train	
Same	B1	1870	WFM	Red on White	Two cows & train	
Same	K11	1875	WFM	Green on White	Ornamental design	177 x 771 mm.
Same	L10a	1875	WFM	Green on White	Ornamental design	175 x 70 mm.
Same	R151	187--	None	Red-brown on White	Ornamental design	192 x 66 mm.
Same	G1	1877	WFM	Red on White	Two cows & train	186 x 65 mm.
Same	R152	1879	CMC	Black on White	None	154 x 68 mm.
Same	R152	1879	CPL	Gray-blue on White	Small ornamental design	196 x 70 mm.
Same	R152	1881	CMC	Black on Blue	PENNSYLVANIA	193 x 77 mm.
Same	X7	1900	None	Black on White	None	175 x 73 mm.
Farmers Bank of Mifflinburg						
Same	R164	1901	None	Black on White		172 x 64 mm.
Same	R164	1901	WFM	Black on White		172 x 64 mm.
Mifflinburg Bank						
Same	D1	1877	WmM	Black on White	None	190 x 65 mm.
Same	G1	1882	WmM	Black on White	None	185 v 67 mm.
Same	None	1895	FRM	Black on Gray	Horace P. Glover	198 x 70 mm.
Same	R155 or R164	1898	WmM	Black on White	None	
First N. B. of Mifflinburg						
Same	R151	1874	Har	Red-brown on Rose	Wm. Young, President	175 x 70 mm.
Same	G1	1877	WmM	Red-brown on Violet	J.W.Sands / Wm. Young	178 x 70 mm.
Milton N. B. of Milton						
	None	1871	FFN	Violet on White	Ornamental design	207 x 75 mm.
N. B. of Union City						
	R164	1898	Her	Black on Cream	None	165 x 75 mm.

To be continued

Announcements

I received two emails and two letters in response to my questions and request for suggestions in the previous issue of TCC. Thanks to Joe Adamski, Fred & Eunice Bolhuis, Lee Poleske, and Gordon Rouze for responding. All four were willing to accept a \$10 increase in annual dues to cover the cost of continuing to produce hard copies of TCC, \$5, and to print it in color, \$5.

Other suggestions were: (1) increase regular dues to \$30 and online only to \$20; (2) "I would also like an electronic version for the extra \$10 and could live with online only; (3) consider different levels of membership, for example basic at \$15, sponser at \$25, and benefactor at \$50; and, from David Shafer a while back, going to three issues per year may be the way to go.

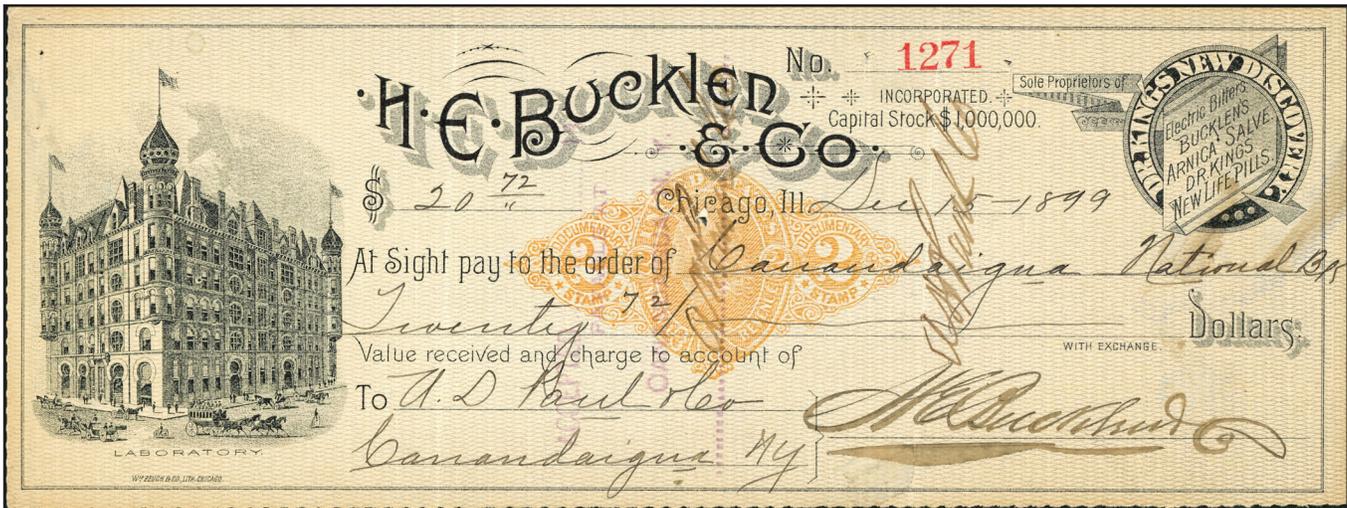
Another possibility is that we could reduce the number of pages in TCC by four, to twenty plus the mailing cover, to offset the cost of printing in color. While we do not have the figures yet, this move would make the increase for color less than \$5, hopefully significantly less. The Editor favors this move, to avoid the need for writing so much of the content in some issues.

I appreciate the thoughtful responses and suggestions, all of which deserve serious consideration. However, since we have some time before we have to decide whether any change should be made for next year, I would really like to have input from more members. If you haven't already responded please take a few minutes to put your thoughts in an email or letter, even if it is just to say you agree with or oppose any particular action. Your responses could be very important to the future of the society.

Hermann Gwenter

Patent Medicine - Chicago Version
by Bob Hohertz

Keeping with the various themes of patent medicines and Chicago, here is another purveyor of nostrums likely to do more harm than good.



H.E. Bucklen numbered Electric Bitters and Dr. King's New Discovery among his wares. The latter was guaranteed to cure consumption. Consisting of a mixture of morphine and chloroform, it was more likely to hasten death than effect a cure. Electric Bitters worked miracles on the stomach, liver and kidneys. At best, it was useless.

Bucklen purchased the rights to most of these tonics from one Dr. Z.L. King of Elkhart, Indiana, and moved the business to Chicago in the late 1870's. He was doing so well by 1893 that his remedies were featured at some places within the grounds of the World Columbian Exposition, and Bucklen produced a book featuring the marvels of the fair, including, of course, Dr. King's New Discovery.

In 1905 New Discovery was held up as one of the evils of unregulated patent medicine in one of a series of articles written for Colliers Magazine.

<https://chicagology.com/goldenage/goldenage104/>

Member Exchange

Collector seeks Oklahoma Territory & Indian Territory checks. Top prices paid. **Bob Fritz**, P.O. Box 1548, Sun City, AZ 85372-1548.

New member is interested in pre-1950 Wisconsin checks. Will purchase or trade for any needed. **Tom Casper**, S95W13453 St. Andrews Dr., Muskego, WI 53150. E-mail tcasper57@hotmail.com.

Charter member would like to obtain a check from the "Washington National Bank" or the Telegraphers National Bank", both of Saint Louis, MO. Will purchase or trade. **Ron Horstman**, 5010 Timber Lane, Gerald, MO 63037.

Wanted: Checks from dealers in Indian relics or fossils - or signed by archaeologists or paleontologists. Or other related paper. Write: **Stan Rough**, 4217 8th Avenue, Temple, PA 19570-1805.

Wanted: "Manuscript" aka completely handwritten checks. All states and dates (generally pre-1900. **Sheldon Rabin**, 1820 Sheep Ranch Loop, Chula Vista, CA, 91913-1659, sheldonrabin@yahoo.com.

Dealer wants checks signed by celebrities. No quantity too large. **Myron Ross**, Heroes & Legends, 18034 Ventura Blvd., Encino, CA 91316

Collector seeks checks autographed by famous people. Top prices paid. **Michael Reynard**, 1301 20th Street #260, Santa Monica, CA 90404. reynard@ucla.edu

Exchange postings will be taken from ASCC members who are collectors only. Postings of 20 words or less are free; please remit \$3 each issue for postings of 21 to fifty words. Name and address do **not** count toward the 20 words.

Neither the Editor nor the ASCC can be responsible for compliance with any promises made in postings, or in response to them. Be very clear as to the value you place on your material when discussing a trade. Fairness and common courtesy are to be expected, but common sense must rule.

Secretary's Report

Lyman Hensley

		New Members
Previous Total	131	
New Members	1	1933 James Plumlee 1,2,4,22,30
Reinstatements	0	602 N W Jefferson St
Resignations	0	Bentonville, AR 72712
Deaths	0	
Undeliverable	0	
Dropped - Not Paid	0	
Current Total	132	

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THE AMERICAN SOCIETY OF CHECK COLLECTORS

MEMBERSHIP APPLICATION

The undersigned hereby applies for membership in the American Society of Check Collectors, Inc., and agrees to comply with its Charter and By-Laws.

Enclosed with this application is \$15 for dues (\$20 for U.S. mailing of *The Check Collector* by First Class Mail, \$20 for Canada, \$25 for other foreign countries,) OR electronic membership only, any country, \$13 (no magazine will be sent - can be read online or downloaded.) U.S. funds only. Please make remittance payable to: The American Society of Check Collectors, Inc. OR pay by PayPal on the ASCC website: www.ascheckcollectors.org.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Country: _____

E-mail address: _____

New Application _____ Reinstatement _____

Collector _____ Collector/Dealer _____ Dealer _____

Signed: _____ Date: _____

I found out about the ASCC through: _____

If paying by *other than PayPal*, please complete this form, enclose remittance for membership and mail to the Secretary:

Lyman Hensley, 473 East Elm, Sycamore, IL 60178, USA

Please circle the numbers that indicate your areas of collecting interest. This information will be listed with your name on our membership roster.

- | | |
|--|---|
| 1. Checks, General | 8. Travelers Checks and Money Orders |
| 2. Checks, U.S. | 9. Specimen Checks |
| Region or States of Interest: _____ | 10. Ration Checks |
| 3. U.S. Government Checks | 11. Refund/Rebate Checks |
| 4. Miscellaneous Fiscal Documents | 12. Other: _____ |
| Bank Drafts | 14. Counter and Modern Checks |
| Bills of Exchange | 20. Vignettes |
| Certificates of Deposit | 21. Autographs |
| Promissory Notes | 22. Railroads, Steamboats, Mining |
| Receipts | 23. Banking History |
| Warrants | 24. Security Printers and Printing |
| 5. Checks, Great Britain | 25. Check Protectors and Cancel Devices |
| 6. Checks, Canada | 26. Wells Fargo History |
| 7. Checks, World | 30. Stocks and Bonds |
| Region or Countries of Interest: _____ | 31. Revenue Stamped Documents |
| | 32. Emergency Scrip |

