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THE AMERICAN SOCIETY OF CHECK COLLECTORS, INC.



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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!

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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.

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All advertisements and payments should be submitted to the Treasurer.

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Ok, color it is, from now on. This is less work for your Editor, among other, more obvious, benefits.

The cover shows two checks with Statue of Freedom vignettes not listed in David Brases lead article in this issue. The Bucyrus check can be found with other imprinted revenues, and the Alliance check could be available without the altered bank, though I have not seen one.

In the rest of the issue we learn more about the Chicago Great Western Railway, the Emigrant Gulch Consolidated Placer Mines Company, and a Soup Society. Bob Guzowski also gives us a deeper look into collecting Territorial New Mexico checks. Quite a variety for your reading pleasure.

Advertising rates are as follows:
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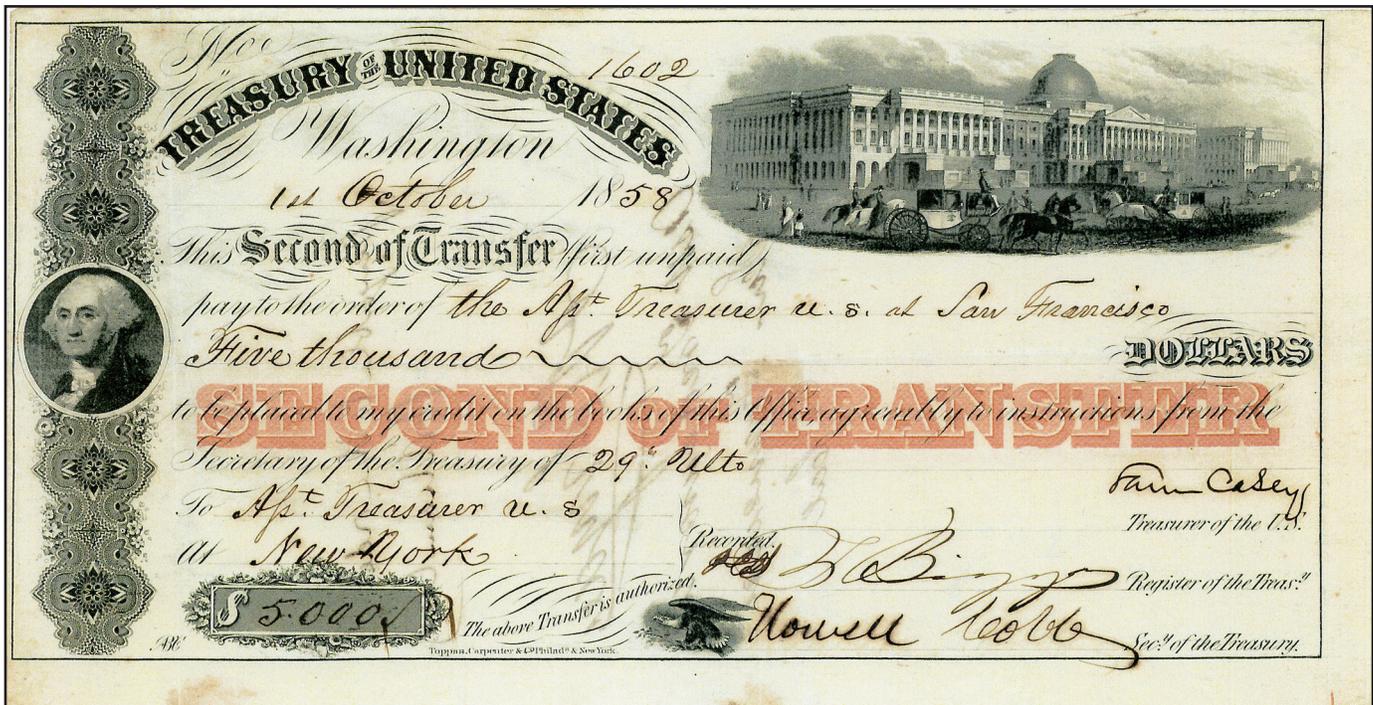
Some Statue of Freedom Vignettes

By David Brase

When I began working for OSHA in the Frances Perkins Building (U.S. Department of Labor) in December of 2000, I was awestruck by the views from that building's sixth-floor cafeteria. One side had a view of the Washington Monument and the other had a view of the U.S. Capitol dome and the magnificent statue at its top. I enjoyed glancing at the dome and statue while eating lunch with my boss until a new building (occupied in part by Washington Gas) obscured most of that view. I have eight different postcards picturing that statue, but not all of them give it the same name. The oldest postcard (pre-1907) calls it the "Statue of Liberty." The name of the statue on most of the others, including a first day of issue of the postage stamp depicting this statue dated Apr. 20, 1950, is "Armed Freedom." However, another postcard picturing this 30 stamp (larger than actual size) with the same date in 1950 calls it "STATUE OF FREEDOM."

According to Wikipedia this statue, 19T4 feet tall and weighing nearly 15,000 pounds, was originally named Freedom Triumphant in War and Peace, although now it "is officially known as the Statue of Freedom." The sculptor, Thomas Crawford, was commissioned in 1854 to design a monumental statue for the top of the Capitol Building, and a plaster model of his design was made in a studio that he had in Rome, Italy, in 1857. After some delays, the plaster model was used to cast the bronze statue in five major sections by a foundry in the outskirts of Washington, D.C., which was owned by Clark Mills. The sections were hoisted by former slaves and assembled on top of a cast-iron globe encircled by the motto E pluribus unum. Thomas Crawford was unable to witness the final completion of the statue on the Capitol dome in late 1863, because he died in 1857 while the plaster model was still in Italy.

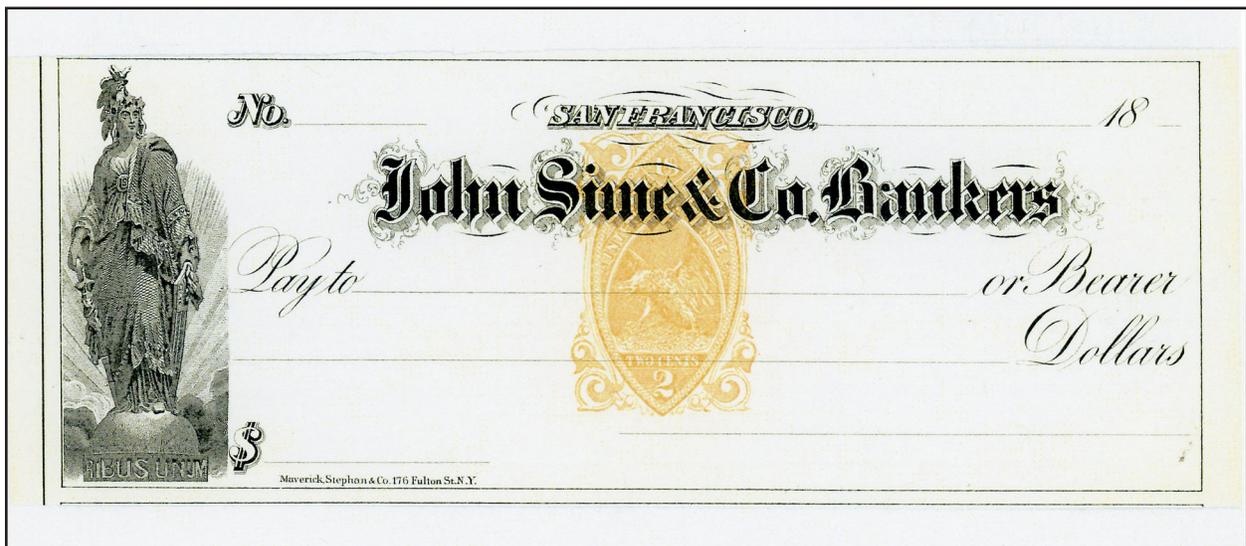
To my knowledge, the Statue of Freedom vignette on checks has not been a topic covered previously in The Check Collector, although an article by Jim Adams in Issue No. 108 (page 12) shows this vignette on a receipt from Montana Territory.



(1) When this Second of Transfer showing the U.S. Capitol without the Statue of Freedom atop its dome was issued in 1858, the plaster model of the statue was likely in Bermuda where the ship carrying the model to the U.S. had to stop because it was leaking.



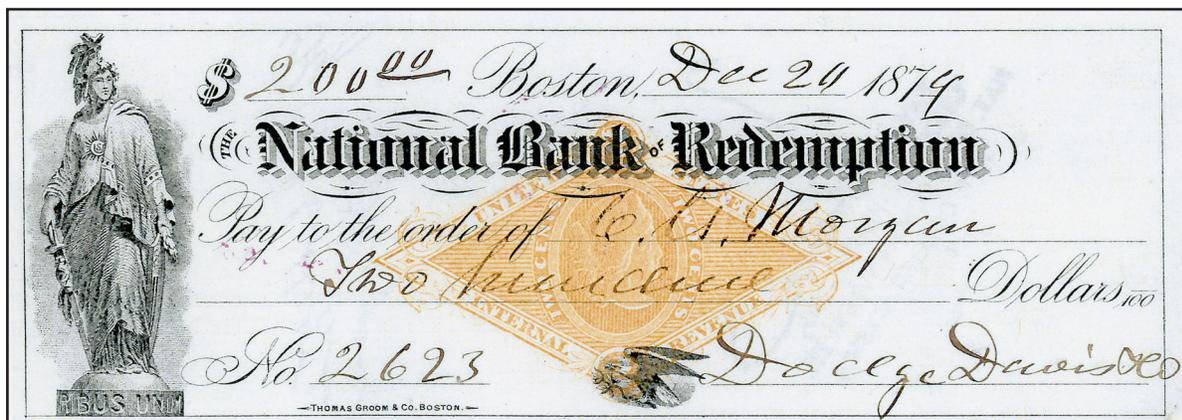
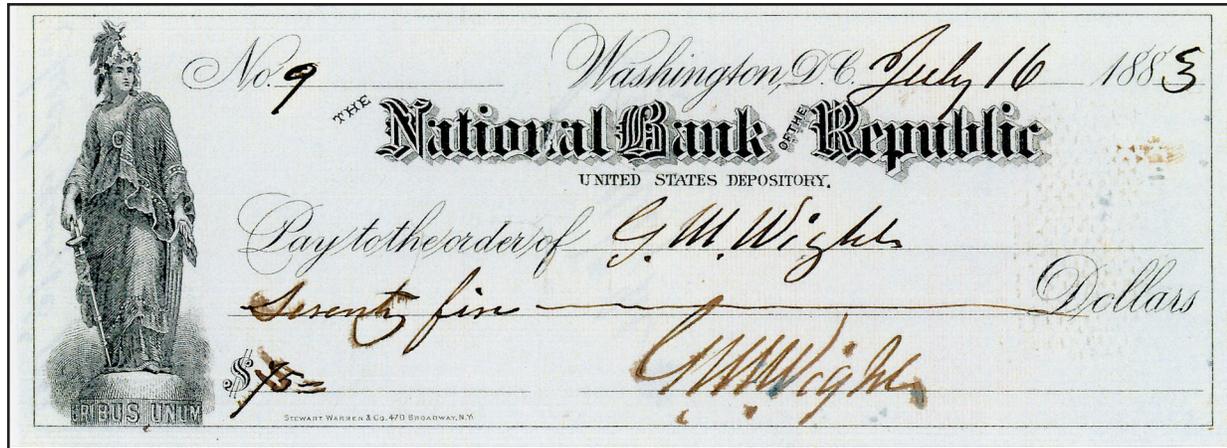
(2) If the 1861 date on this practice check at a business college is not spurious, then its printer (King & Baird, Pro. Sansom St. Philada) might have used a vignette drawn from the plaster model, because the casting of the bronze statue was not completed until 1862.



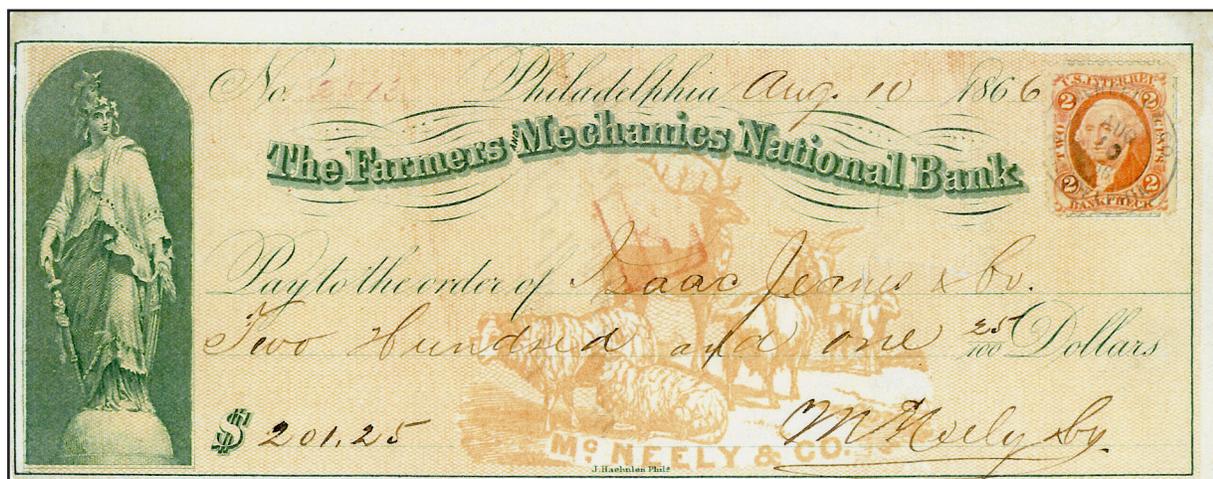
(3) This remainder check from a San Francisco bank had to travel a very long distance from where it was printed in New York by Maverick, Stephan & Co., 176 Fulton St. It is one of only three vignettes of the Statue of Freedom I have on checks that includes both the globe and motto at the foot of the statue.

(4) (See next page) One might think it to be relatively easy to find a bank check showing the Statue of Freedom from the city where the statue resides, but this one from The National Bank of the Republic is the only one that I have seen from Washington, D.C.

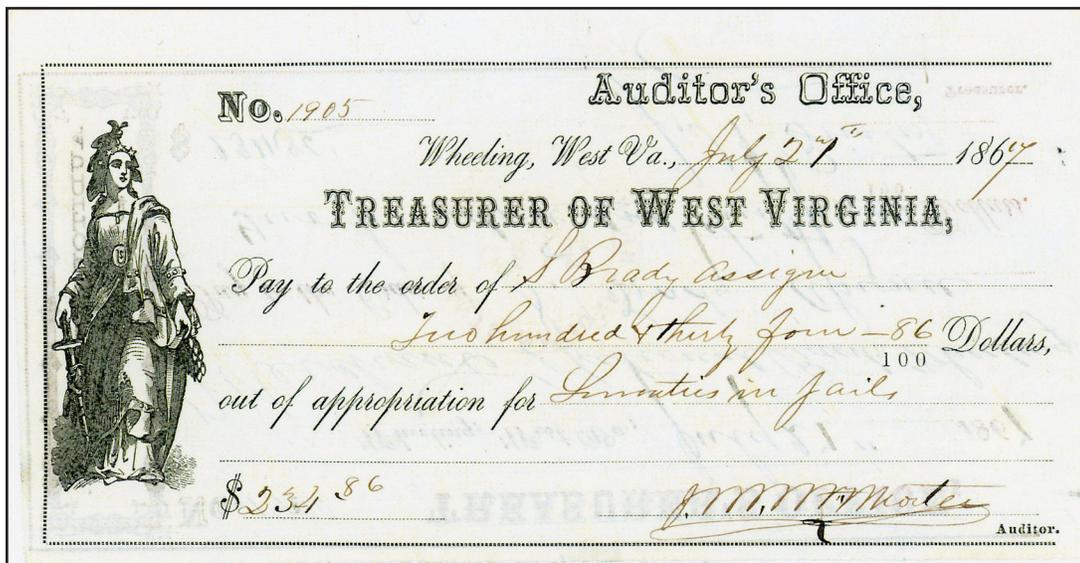
This check was also printed in New York but by a different printer, Stewart, Warren & Co., 470 Broadway. The bank was in business for 32 years (1865- 1897) under charter number 875.



(5) This locally printed Boston check by Thomas Groom & Co. has everything going for it: A neat bank title, motto showing on the statue base, revenue imprint, great condition, and a Christmas Eve date of issue. The National Bank of Redemption was in business for 40 years (1864-1904) during which it issued national currency in denominations from \$5 to \$100 under charter number 515.



(6) The most colorful check showing the Statue of Freedom is the green and orange check from The Farmers and Mechanics National Bank of Philadelphia by the local printer, J. Haehnlén. The orange underprint shows five animals and the name, McNeely & Co. This national bank was in business for nearly 54 years (1864-1918) under charter number 538.



(7) This 1867 auditor's warrant from West Virginia is a two-sided check, but only the side signed by the auditor shows the Statue of Freedom - the only government check I have that shows this statue. The other side, signed by the treasurer, has no vignette and is printed in red. Merchants National Bank Wheeling is written in as the bank responsible for cashing this warrant.

Other checks not pictured that show the Statue of Freedom are the following:

The Beverly National Bank, Beverly, Mass., dated 1873, and printed entirely in green by Corlies, Macy & Co. Stationers, 39 Nassau St., N.Y. This national bank was chartered in 1865 under charter number 969.

Brooklyn Trust Company, dated 1876 with RN-D1 imprint, and printed entirely in blue by Stearns & Beale, 147 Fulton St., N.Y.

The Chemical National Bank, New York, dated 1873, and printed entirely in red by an unidentified company. This national bank was in business for nearly 64 years (1865- 1929) under charter number 1499.

Bank of Nunda, N.Y., dated 1875, and printed in black by Averell & Peckett, Lith. 20 & 22 Gold St. N.Y.

First National Bank of Curwensville, Pa., dated 1871, and printed in black by an unidentified company. This national bank was chartered in 1864 under charter number 300 and was liquidated in 1875.

First National (overwritten Curwensville) Bank of Curwensville, dated 1876, and printed in brown by Wm. Mann, 529 Market St. Phila.

The First National Bank of Hollidaysburg (PA), dated 1865, and printed in black by Wm. Mann, 43 South 4th. Street Phila. This national bank was in business for nearly 19 years (1863-1882) under charter number 57.

First National Bank of Minersville in the County of Schuylkill (PA), dated 1867, and printed in black by B. Bannan, Printer. This national bank was chartered in 1864 under charter number 423.

Second National Bank of Scranton (PA), dated 1865, and printed in black by Korff Brothers, 54 William St. near Wall, N.Y. This national bank was chartered in 1863 under charter number 49 and was liquidated in 1879.

I also have a generic form promissory note that includes the motto at the base of the statue. It was issued in Newark, N.J., in 1872, and it was printed in purple by Williams, Flardham & Plum, Newark, N. J.

On the checks that I have collected so far, every vignette of the Statue of Freedom is different in some way. Perhaps this should not be surprising, since every printer (when identified) is different, except for the two checks by Wm. Mann in Philadelphia. However, the vignette by Wm. Mann on the 1876 check from Curwensville is larger than the one on the 1865 check from Hollidaysburg. The street address of Wm. Mann in Philadelphia is also different on the two checks.

According to Wikipedia the cost of the bronze statue, not including its installation, was \$23,796.82. Beginning on May 9, 1993, restoration of the statue and its cast-iron base was done by New Arts Foundry of Baltimore at a cost of \$780,000 and took about four months to complete. Only one of my checks showing the Statue of Freedom cost more than \$5.00.

A Chicago Great Western Railway Company (CGW) Draft

By Don Woodworth

I generally prefer to buy items of revenue stamped paper bearing railroad themes but sometimes can be induced to buy such items bearing adhesive revenue stamps instead. I prefer First Issue revenues but sometimes "Battleships" of Spanish-American War vintage will do – preferably with a Connecticut or New England theme. Because I already have a large number of Battleship revenues in my collection, I find myself progressively buying an ever decreasing number of them – so – the horizontal pair of Scott No. R163r "Battleships" affixed to the illustrated draft of the Chicago Great Western Railway Company recently became a happy exception to my general preferences. I simply could not resist the illustrated CGW draft with the neatly printed map of the railway printed on it.



Figure 1. Chicago Great Western Railway Company Draft No. 8753 of July 29 1898 bearing a horizontal pair of Scott No. R163r 1¢ pale blue "Battleship" revenue stamps. The draft is glued to the inside of a form used by the Chicago & West Michigan Railway Company.

CHICAGO GREAT WESTERN RAILWAY COMPANY (CGW)

General History

The CGW was a Class I railroad that linked Chicago, Minneapolis, Omaha, and Kansas City. It was founded by Alpheus Beede Stickney in 1885 as a regional line between St. Paul and the Iowa state line called the Minnesota & Northwestern

Railroad. Through mergers and new construction, the railroad, re-named Chicago Great Western Railway Company after 1892, quickly became a multi-state carrier. One of the last Class I railroads to be built, it competed against several other more well-established railroads in the same territory, and developed a corporate culture of innovation and efficiency to survive.¹

The Chicago Great Western Railroad Company was organized on Aug 11, 1909 for the sole purpose of acquiring the properties of the Chicago Great Western Railway Company (The name was later changed back to the Chicago Great Western Railway Company).

The Chicago Great Western Railway Company served a most productive territory, one of the most fertile for its size the world has ever seen in the heart of the North American continent. It directly served the states of Illinois, Iowa, Kansas, Missouri, Minnesota and Nebraska. The CGW Ry. Co. had terminals at Minneapolis, St. Paul, Omaha, Chicago, St. Joseph, Kansas City, and Des Moines. It was unusually well situated to serve the vast territory beyond its rails. It also touched such important cities as Dubuque, Waterloo, Marshalltown, Des Moines, Fort Dodge, Mason City, Council Bluffs, IA, St. Joseph, MO, Leavenworth, KS, and Rochester, MN.² The only problem with this significant territorial coverage was that this same area had already been covered by many competing carriers, making the CGW a rather weak also-ran competitor that eventually succumbed to its stronger rivals and disappeared almost totally from the railroad map of the United States.

The CGW was nicknamed the Corn Belt Route (Fig. 2) because of its operating area in the mid-western United States. It was also sometimes called the Lucky Strike Road, due to the similarity in design between the herald of the CGW and the logo used for Lucky Strike cigarettes (Fig 2A).



Figure 2. This is the traditional CGW “Corn Belt” logo.



Figure 2A illustrates the more modern “Lucky Strike” logo.³

In 1968, the CGW merged with the Chicago & North Western Railway, which subsequently abandoned most of the CGW's trackage.

A Bit More Detail

In 1835, the Chicago, St. Charles & Mississippi Airline Railroad was chartered with the intent of building a railroad west out of Chicago. Construction never began and its rights to build were transferred in 1854 to a new company, the Minnesota & North Western, which eventually began building a line south from St. Paul, MN to Dubuque, IA in 1884. In 1887, the Chicago, St. Paul & Kansas City Railroad acquired the M&NW, and by the end of the decade, under the leadership of St. Paul businessman A. B. Stickney, it had established routes west to Omaha, NE, south to St. Joseph, MO, and east to Chicago, IL via the Winston Tunnel near Dubuque, IA. In 1892 the railroad was reorganized as the Chicago Great Western. Figure 3 shows the neat schematic map of the CGW Ry Co printed on the draft that originally attracted me to this non-New England revenue item. Figure 3A shows a slightly more detailed modern map outlining the shape of the CGW at a time prior to its abandonment.

The panic of 1907 caused Mr. Stickney to lose control of the railroad, and ownership passed to financier J. P. Morgan. As economy measures, the CGW introduced four McKean Motor Car Company self-propelled railcars in 1910, its first rolling stock powered by internal combustion engines. These cars could be used on lightly trafficked branch lines at considerably less expense than a conventional steam powered passenger train. In the same year, the railroad also purchased ten large 2-6-6-2 articulated steam locomotives from the Baldwin Locomotive Works. Two years later, the railroad acquired an experimental battery powered motorcar from the Federal Storage Battery Car Company, an outgrowth of its experience with the McKean Motor Cars. In 1916, the railroad began standardizing on 2-8-2 steam locomotives, a common and very successful freight type which served through the 1920.



Figure 3. A period schematic map of the CGW Ry Co system showing its major end-points of Minneapolis, MN, Kansas City, MO, and Chicago, IL – all tied together by the mid-point heart of the system at Oelwein, IA. In its later days, the CGW tended to run monster freight trains of about 200 cars behind six or more diesel locomotives. The trains were broken up and re-classified at Oelwein and their cars then sent on to final destination. Train frequency was generally low as the railroad’s preference was to move everything in its yards all at once in the interest of minimizing crew costs.



Figure 3A. Modern map of the CGW Ry.4

During the 1920s, as ownership changed again to the Bremo Corporation, a group of investors led by Patrick Joyce, an executive at the Standard Steel Car Company, the railroad expanded its use of self-propelled vehicles. At the end of the decade, 36 2-10-4 steam locomotives were purchased from Baldwin and the Lima Locomotive Works. These were very powerful freight locomotives suitable for the CGW’s generally flat-land operations and capable of moving the large freight trains for which the railroad later became famous during its diesel era.

During the Great Depression, the railroad trimmed operations by closing facilities and abandoning trackage. It purchased its first diesel-electric locomotive, an 800 horsepower Westinghouse yard switcher, in 1934. In 1935, the CGW began trial operations of trailer-on-flatcar (commonly called “piggyback”) trains, which were expanded the following year into regular service, initially between Chicago and St. Paul, but rapidly expanding across the system by 1940. In 1941, it was reorganized in bankruptcy, and late in the decade a group of investors, organized as the Kansas City Group, purchased the CGW. In 1946, a demonstrator General Motors Electro Motive Division F3 type diesel locomotive set operated on the CGW, immediately prompting the company to purchase a wide variety of diesels. By 1950, the railroad had converted completely to diesel motive power.

In 1949, William N. Deramus III assumed the presidency, and began a program of rebuilding infrastructure and increasing efficiency, both by consolidating operations such as dispatching and accounting and by lengthening trains. In 1957, Deramus left the company, and Edward Reidy assumed the presidency. As early as 1946, the first proposal was advanced to merge the Chicago Great Western with other railroads, first with the Chicago & Eastern Illinois Railroad and later the Missouri–Kansas–Texas Railroad. Upon the failure of a later merger opportunity with the Soo Line Railroad in 1963, the board of the CGW grew increasingly anxious about its continued viability in a consolidating railroad market. Testifying before the Interstate Commerce Commission in Chicago, President Reidy claimed, "The simple fact is that there is just too much transportation available between the principal cities we serve. The Great Western cannot long survive as an independent carrier under these conditions."

The CGW, therefore, was open to a merger with the Chicago & North Western Railway, first proposed in 1964. After a 4-year period of opposition by other competing railroads, on July 1, 1968, the Chicago Great Western merged with Chicago & North Western. At the time of the merger, the CGW operated a 1,411 mile system over which it transported 2,452 million

ton-miles of freight in 1967, largely food and agricultural products, lumber, and chemicals, for \$28.7 million of revenue. Upon taking control of the CGW, the CNW rapidly abandoned most of the its former CGW trackage. The Chicago Great Western was not known for its passenger trains, although it did fleet several named trains, mostly running between Chicago and the Twin Cities. Regardless of the railroad's small size and meager passenger fleet it sought ways to more efficiently move passengers, such as employing all electric (battery powered) and gas-electric motorcars on light branch lines, which was much cheaper to operate than traditional steam or diesel-powered trains. In 1965, the railroad ended passenger operations.⁵

Back to High Finance

I was at first uncertain on what to call the document under discussion but ultimately decided to call it a draft as it is glued to the inside of a single fold Chicago & West Michigan Railway Form 316 A.T. 500-5-98-R issued by the Assistant Treasurer's Office in Grand Rapids, Michigan and issued to the Chicago Great Western Railway Co. with the word "DRAFT" printed on it. (Fig 4). My best reasoning suggests that the DRAFT is a pre-printed form that must have been used in one form or another by other railroads with which the CGW did business in order to more easily facilitate the transfer of funds in payment of service rendered by one line to another. In this case, it appears as if the Chicago Great Western is paying \$8.09 to the Chicago West Michigan Railway in money collected for tickets. Form 316 A.T. 500-5-98-R is being used to identify and record the draft issued by the CGW to the C&WM.

Form 316 A. T. 500-5-98-R.

DRAFT.

ASSISTANT TREASURER'S OFFICE,
Chicago & West Michigan Railway
 COMPANY,
 GRAND RAPIDS, MICHIGAN.

Chi G. W. Ry Co

Figure 4. External view of the upper part of the Chicago & West Michigan Railway Company Form 316 A.T. 500-5-98-R. used by the Assistant Treasurers Office to record payment drafts. The interior of the form bears a stamped number in blue (97966) that is likely the control number used by the railroad to individually record each record of payment or disbursement. The handwritten entry below the printed information reads "Chi G. W. Ry Co" representing the Chicago Great Western Railway Company – the firm whose draft payable to the C & WM Ry is glued to the plain interior of this form.

The tax on a draft was two cents. Most often, it would have been paid by a Scott No. R164r 2¢ carmine "Battleship" revenue. In this case, the company elected to use a horizontal pair of 1¢ revenues (Fig. 5) instead of the more usual 2¢ stamp – certainly nothing unusual but still not as common as the 2¢ usage.

The settlement is being made for the month of May 1898, suggesting an approximately three month time period for the paper work to have made its way through the administrative channels of both railroads. The draft is marked PAID Aug 2 1898 by THE STATE BANK OF MICHIGAN in Grand Rapids, officially completing the cycle of payment – a long time to move such a small amount of money from one account to another but probably typical for the time.



Figure 5. Close-up of Scott No. 163r revenue stamps shows a violet cancel applied to each stamp reading “C. G. W. Ry. Co. Office of Treas. Jul 29 1898” The cancel is listed as Type C25 in Railroad Cancellations on United States Revenue Stamps of the 1898 Issue by Henry Tolman II. Note that the small “r” subscript following the basic Scott number indicates that the stamp is roulette gauge 5 ½ type of separation used on these stamps until sometime in early 1900 after which the method of separation was changed to a hyphen-hole 7 gauge.

From the accounting shown on the draft, it appears that the CGW owed an overall debt (DEBIT) of \$11.50 to the C&WM Ry and had a credit of \$3.41 with them – so they paid a total of \$8.09 (\$11.50 - \$3.41 = \$8.09) to settle their accounts for the month of May 1898. The velocity of money was very slow in 1898!!

The draft was executed by the Vice President and Auditor of the CGW. It took more than a little detective work to decipher his terrible hand writing but, through careful study of a number of old reports, I finally found The Annual Report of the Railroad and Warehouse Commission of the State of Minnesota for the year ending Nov 30 1897 that listed on p. 120 W. B. Bond as VP and Auditor of the Chicago Great Western Ry. Co. with offices in St. Paul, MN⁶ Mystery of the Atrocious Hand Writing solved!

CHICAGO & WEST MICHIGAN RAILWAY COMPANY (C &WM)

The C&WM was a now defunct railroad which operated in the state of Michigan between 1881 and 1899. It was one of the three companies which merged in 1899 to become the well-known Pere Marquette Railway. The C&WM was formed on Oct 1, 1881, through the consolidation of the Chicago & West Michigan Railroad, the Grand Rapids, Newaygo & Lake Shore Railroad, the Grand Haven Railroad, and the Indiana & Michigan Railroad.⁷ Note the change from the term “Railroad” to “Railway” in the C&WM’s name – this method of re-naming was often used in the restructuring of railroad/railway companies.

I could find no evidence of the C & WM having actually entered Chicago but, as the CGW had many connections in Chicago, there is certainly reason to suppose that there was a sufficient degree of interconnectivity between this and other lines with the CGW to have warranted payment to the CGW for a portion of interline travel over the CGW by passenger(s) originating on some other line(s) to the east of Chicago.

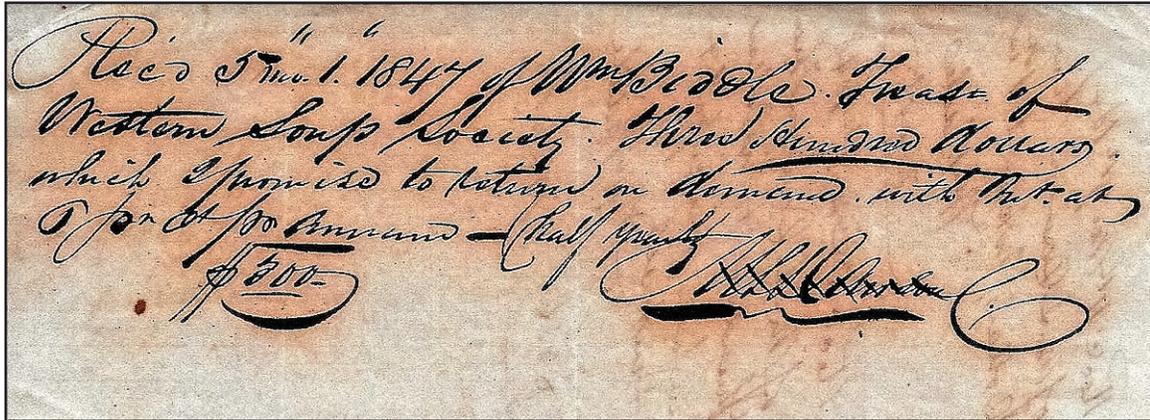
The draft issued by the CGW to the C & WM was audited by U. B. Rogers, noted on p. 50 of The 21st Annual Report of the Commissioner of Railroads of the State of Michigan for 1893 as the Auditor of the Chicago & West Michigan Railway.⁸ After receiving the auditor’s (literally) stamp of approval, the draft was presented for payment at THE STATE BANK OF MICHIGAN in Grand Rapids, MI (note the two circular blue handstamps on the front of the document attesting to these facts.)

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2. Important cities covered: <http://trainweb.org/ucgw/hsfcgw10.htm>
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5. Chicago Great Western Railway: https://en.wikipedia.org/wiki/Chicago_Great_Western_Railway
6. CGW Vice President and Auditor: <http://tinyurl.com/gtssetr>
7. C & WM: https://en.wikipedia.org/wiki/Chicago_and_West_Michigan_Railway
8. C & WM Auditor. <http://tinyurl.com/zdqhw7q>

The Western Soup Society of Philadelphia: Soup, Bread and Loans, too?

By Sheldon Rabin



Fellow check collector Peter Robin recently sent me this manuscript promissory note involving a loan of \$300 in 1847 from the Western Soup Society of Philadelphia to M.L. Dawson. At first glance, this transaction seemed quite ordinary, and the reverse side shows that the principal was paid off in less than a year along with \$9 in interest. But then I began asking, what was a charitable organization that served the poor, like the Western Soup Society, doing making unsecured loans? And we are talking about rather sizable loans; after all, \$300 in 1847 was equivalent to roughly \$8,900 in today's dollars. And just who is M.L. Dawson?

Answers in a minute, but first, a word about the Society. This soup kitchen was founded in 1837, in the midst of a depression, by a group of anonymous city leaders to supplement the work of other soup societies throughout the city. In short order, the society expanded its offerings to include bread, potatoes and rice for its thousands of needy clients. A few years later, this society created a school lunch program for African-American students at a nearby school (something unheard of at the time) and also began dispensing fuel, clothing and developed night school classes for the city's poor.

All the while, the society's financial footing was a solid one, as its patrons always saw to its annual financial requirements. In fact, its accounts were so strong, as were those of most of the other soup societies in Philadelphia, that they all began to make loans from their temporarily-surplus funds in the 1840s. Individuals such as leading industrialist and philanthropist M.L. Dawson received short-term unsecured loans at implied interest rates of three percent, roughly half the prevailing bank rate. A few years later, during the Civil War the societies extended loans to the city of Philadelphia, such as in 1862 when the city issued 6 percent ten-year bonds to help meet its wartime budgetary obligations.

There is, unfortunately, no information on what M.L. Dawson used his loan proceeds for, but we do know that while his business interests were varied, from railroads to breweries, his civic and charitable work was even more wide-ranging. He was a director of the House of Refuge, which cared for children, as well as a leader in a number of Philadelphia area charitable initiatives sponsored by the Society of Friends. But his signature civic achievement may have been his leading role in June 1862 in the campaign to persuade the various Philadelphia passenger car boards to rescind their rules discriminating against African Americans that prevented them from riding in any city passenger cars.

Emigrant Gulch Consolidated Placer Mines Company

Gordon K. Rouze

Emigrant Gulch Consolidated Placer Mines Company of Chico, Montana. What a name. I love the way it rolls off my tongue. It was not the name, however, that first caught my attention when I saw this check come up for bids on the internet. It was the Yellowstone Park vignette and the Montana connection. A number of years ago I spent several weeks in Montana involved in anti-trust litigation in Federal Court in Billings. A chance to roam around a bit left me with fond memories of the state, and the Park.



Add to this, an interest in gold mines. After my Dad died, we cleaned out his safe and found a stock certificate for 1000 shares of stock in the Alton Mining & Milling Company. "Eureka! Call about that condo in Galveston." Luckily, I didn't quit my day job or buy that place on the beach, as the stock was worthless. I did have fun, however, researching the mining company which had called it quits in 1918. The mine was near Nederland, Colorado and with the help of a local mining engineer, I found the mine site while on a family vacation trip.

During my stay in Montana, I never got to Chico, the company address shown on the check. It is one of Montana's oldest surviving settlements, dating back to the time of the first gold discovery in 1863 by settlers headed for Oregon. At that time the area was a part of the Crow Indian reservation and, as you can image, the Crow didn't take kindly to the newcomers. Friction between the two groups slowed mine development until the early 1870s when the white man prevailed with the reservation boundaries renegotiated and moved east. The Mill and Sixmile Creeks flow through Emigrant Gulch providing the alluvial deposits.

The town, in the southwest part of the state was officially established in 1874 with a population of 300, a post office, a school, general store and two boarding houses. It is said that the town never had a saloon. A mining camp without a saloon? Hard to believe! It took its name from a young Mexican who became very popular during a visit with a mining engineer. Chico is a ghost town today with population (in 2010) of 15. Efforts are underway to restore the old historic buildings still standing. Yellowstone Park is not far away, hence the meaningful check vignette showing geysers, hot springs and mud pots. The county is Park County.

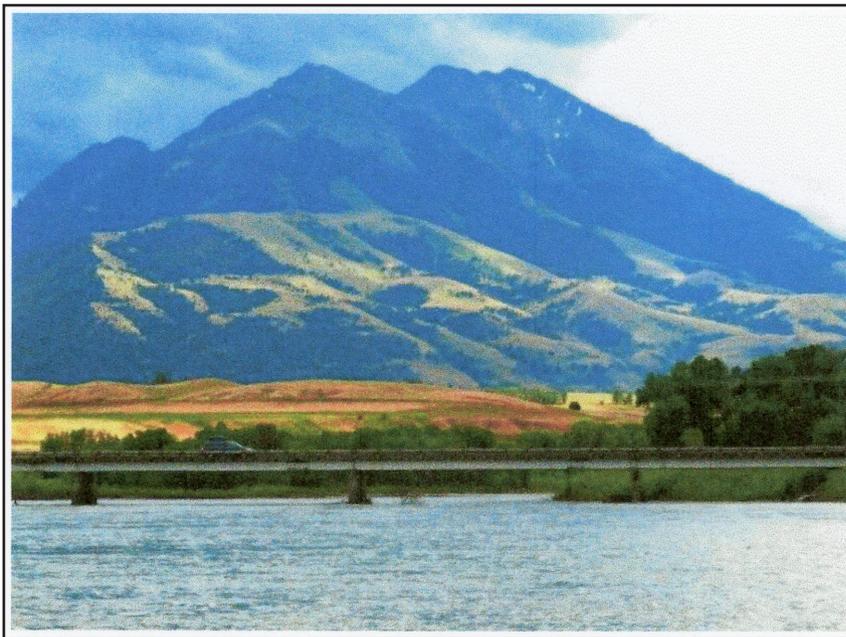
This Emigrant Gulch Consolidated Placer Mines Company check was issued in the early days of the company which qualified to do business in Montana November 3, 1904. Apparently it was "Eastern" money driving the venture as the filing papers listed it as a West Virginia corporation incorporated July 9, 1904 with Philadelphia as the location of the resident agent. Reports were filed for a couple of years, then stopped, which would lead one to believe that their operations in Montana did not last long and probably ended in about 1907. This conclusion is bolstered by a reference in Doris Whithorn's 2002 book, "Emigrant Gulch Searching for Gold in Park County, Montana," to the operations in the Gulch in "1904-1906" of a company with a very similar name. Perhaps the name difference is a mistake on the part of the author, or her research source?



Photo of Emigrant Gulch taken in 1905 by Frank Jay Hanes, originally published in *Northern Pacific Views*.

The State declared the company “Inactive” when the 20 year Qualification period expired November 3, 1924.

The word “Placer” in its company name tells us the type of mining they intended to pursue. I am not a mining expert, but my understanding of placer mining in its simplest form is the combining of water and deposits of sand and gravel from stream beds in a large pan and agitating so that any gold particles, being of higher density, settle to the bottom of the pan. By 1904 the lonely prospector and his gold pan had been replaced by the corporate miner with hydraulic dredge equipment designed to treat volumes of sand and gravel. This is probably the type of mining operation utilized by the Emigrant Gulch Consolidated Placer Mines Company of Chico, Montana.



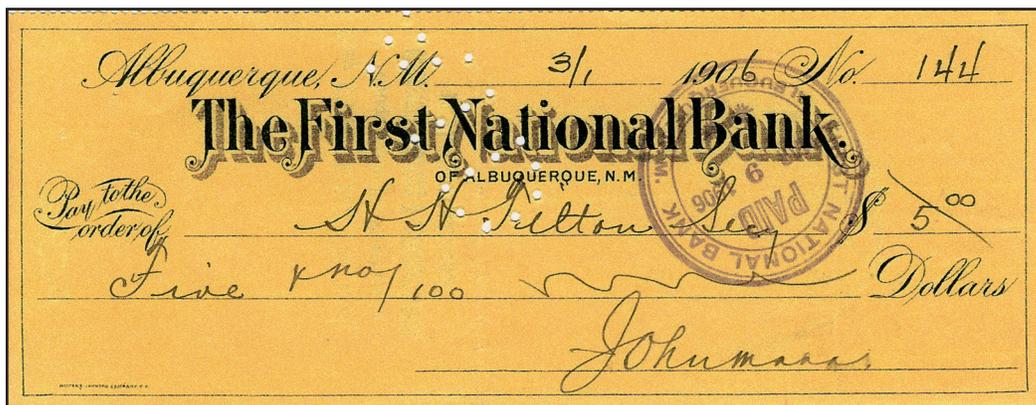
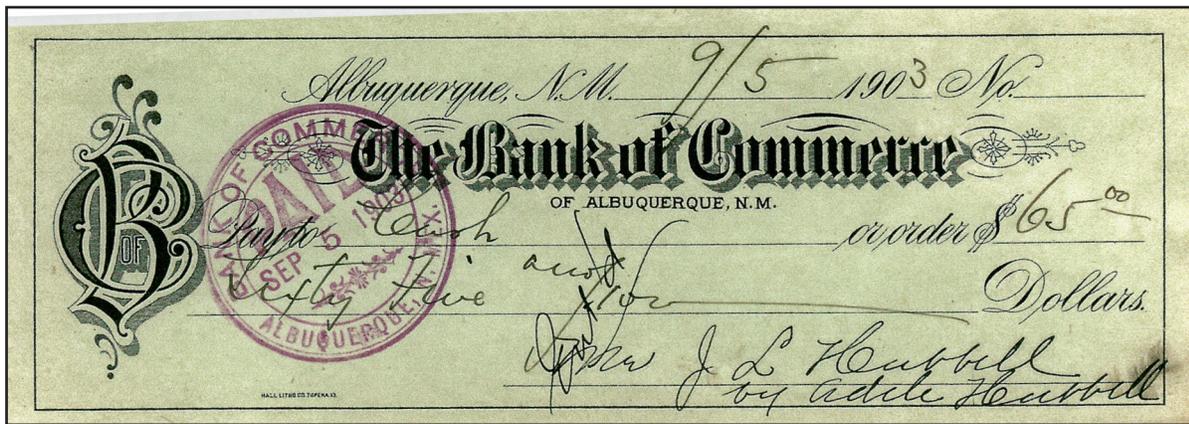
Color photo of Emigrant Peak taken recently. Emigrant Gulch is off the picture to the left. Photo courtesy of Brett French and the *Billings Gazette*.

Supplement To Territorial New Mexico Checks

Bob Guzowski

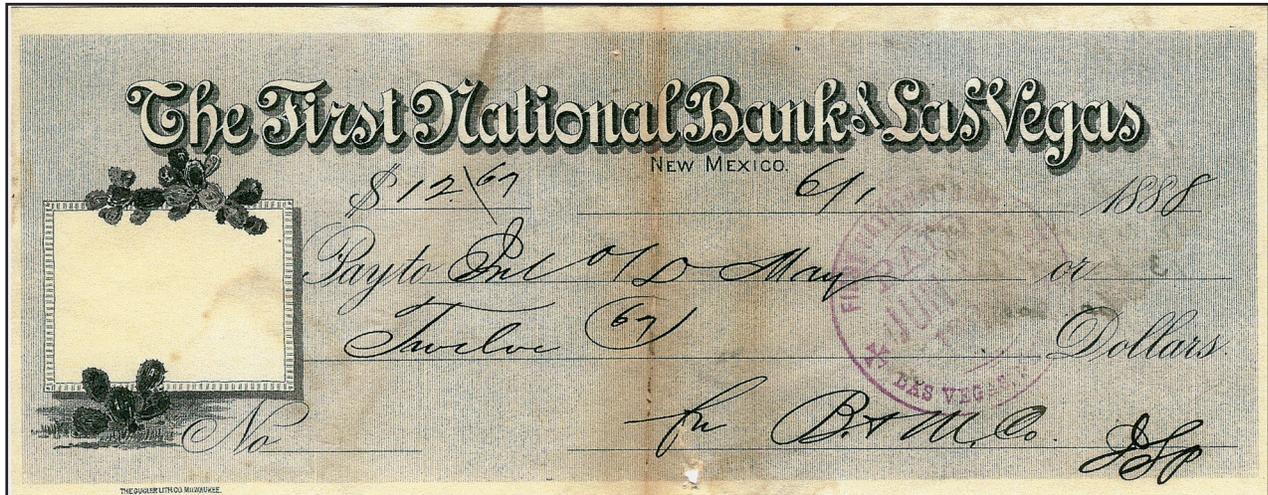
The Check Collector contains an ongoing series titled Collecting Territorial Paper. Numbers 10, 11, and 12 of the series (in issues 114, 115, and 116) deal with checks from territorial New Mexico. New Mexico checks are currently one of my main areas of collecting, and I have some territorial checks to add to those pictured in the articles.

The history of New Mexico extends back thousands of years with the Puebloan and nomadic Indian Peoples. The Spanish arrived in the 1500s followed by French and Americans, initially attracted by the fur trade and the establishment of the Santa Fe Trail, in the early 1800s. Development of the area was impeded by raids and attacks by the Apaches and other tribes. At one point, the King of Spain had considered abandoning New Mexico, but a priest argued that removing the protective Spanish forces would leave Christian Indians to the mercy (lack of mercy) of the Apaches. The priest won his argument and the Spanish stayed until forced out by the Mexican Revolution. The Indian Peoples did small-scale mining to recover turquoise and native copper, and the Spanish and Mexicans mined some gold and copper. Increased gold mining in the Ortiz Mountains in the 1830s led to the first gold rush west of the Mississippi River. That rush led to a flood of prospectors and miners as New Mexico has abundant mineral prospects but very few economical deposits. Cattle ranching became prominent in eastern New Mexico later in the 1800s. New Mexico is home to more than 400 ghost towns. Mining camps and towns were built quickly and most died soon afterward. While stock certificates for mining companies are fairly common, checks for the mining companies, supporting businesses, and businesses and banks in general are relatively scarce.

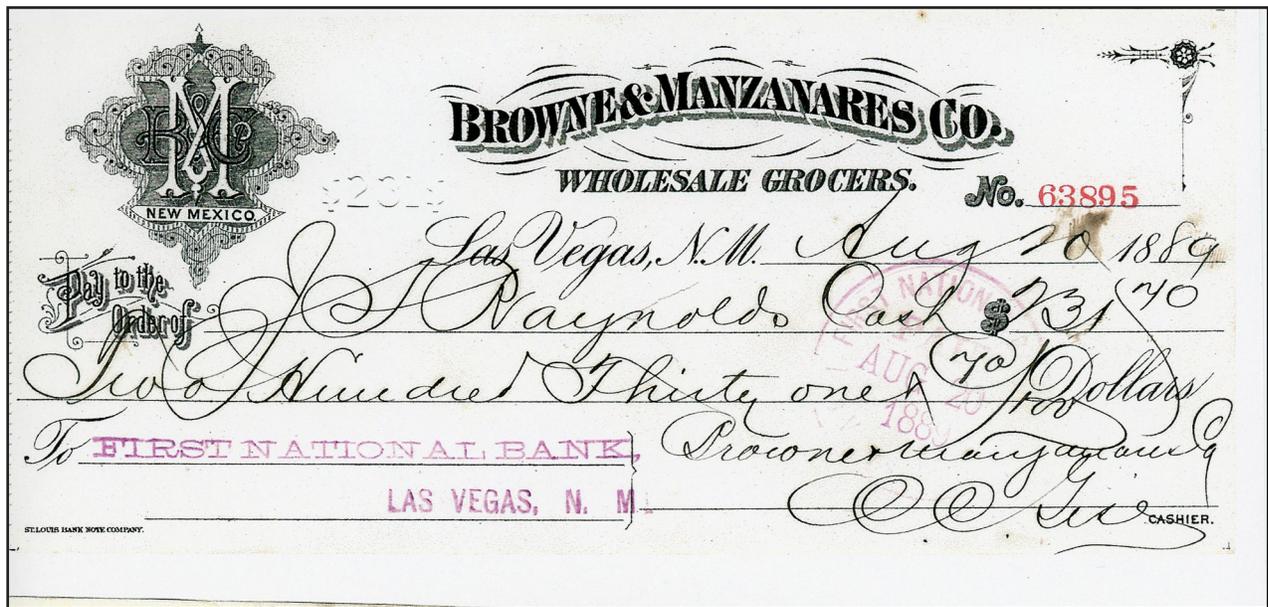


Albuquerque. In 1706, the provisional governor of the territory, Don Francisco Cuervo y Valdez, petitioned the Spanish crown to establish a villa at the site that would become Albuquerque. Some versions of the story claim that he wanted to get out of New Mexico and return to Spain, so he cheated a little and included more residents within the official required area for a villa. To sweeten his petition, he offered to name the villa after Viceroy Francisco Fernandez de la Cueva, the Duke of Alburquerque in Spain (the first “r” later dropped). The petition was granted, the villa was created, and Don Francisco left for Spain. Albuquerque was little more than a dusty town along the Camino Real (Royal Road) between Mexico City and Santa Fe, although the opening of the Santa Fe Trail and the traffic to the California gold rush did increase economic activity. Railroad tracks reached Albuquerque in 1880, and the local economy took off. The Bank of Commerce

(Figure 1) and The First National Bank (Figure 2) were two of the larger banks in Albuquerque.



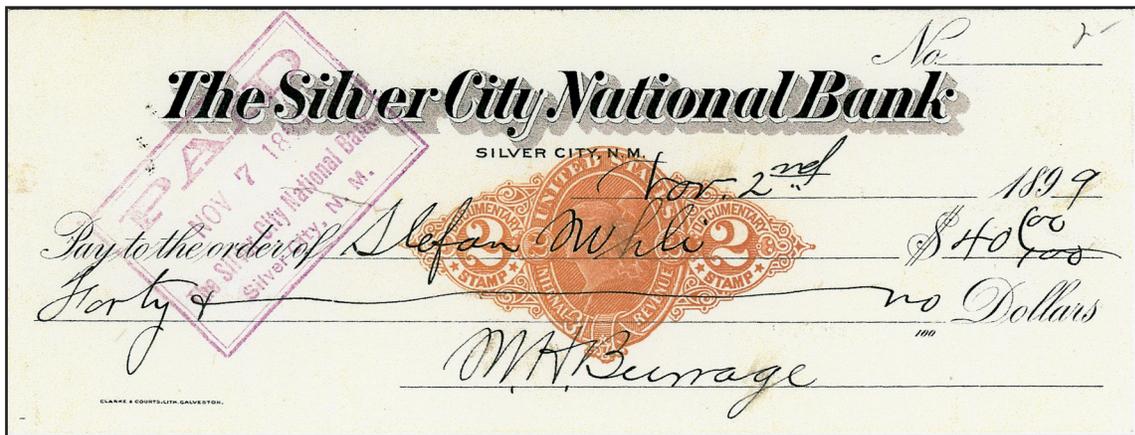
Las Vegas. Article No. 10 in issue 114 provides the background for Las Vegas. Figure 3 is an additional check for The First National Bank of Las Vegas written in 1888. Note that it was written by B & M, Co., which was the Browne And Manzanares Company (more on B & .M below).



Browne & Manzanares Company. Article No. 10 in issue 114 also provides the background of the Browne & Manzanares Company. The checks in Figures 4 and 5 were issued in 1889 and 1890, respectively. Note the family touch with the vignette of Lucia in Figure 5 and that the check was drawn on the Hanover National Bank, New York, NY.

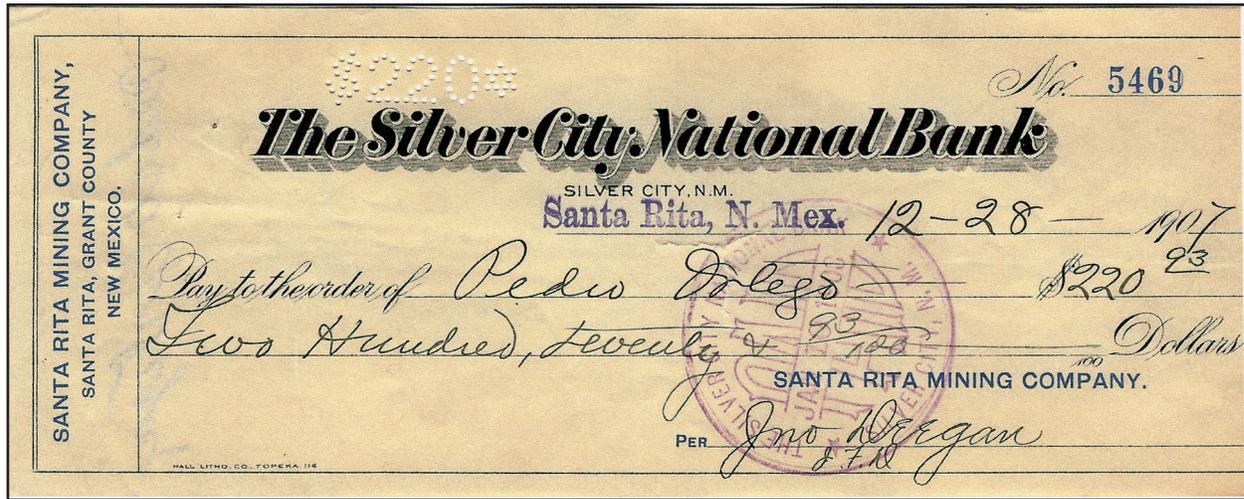
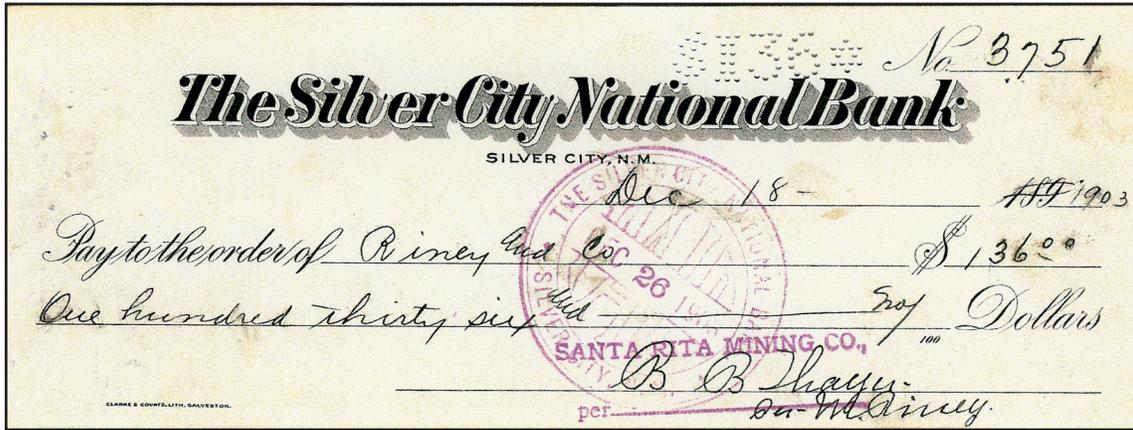


Liberty/Las Vegas. Figure 6 is another Browne & Manzanares Co. check written in 1888, but this one was issued in the town of Liberty. Liberty was a “cowtown” located about three miles from Tucumcari in east-central New Mexico. It was a major recreational attraction to cowpunchers from the surrounding ranches (who was Fannie Johnson, the recipient of this check??). The town of Liberty died in 1901 when the railroad chose a route through Tucumcari instead of Liberty. No trace of Liberty currently exists.



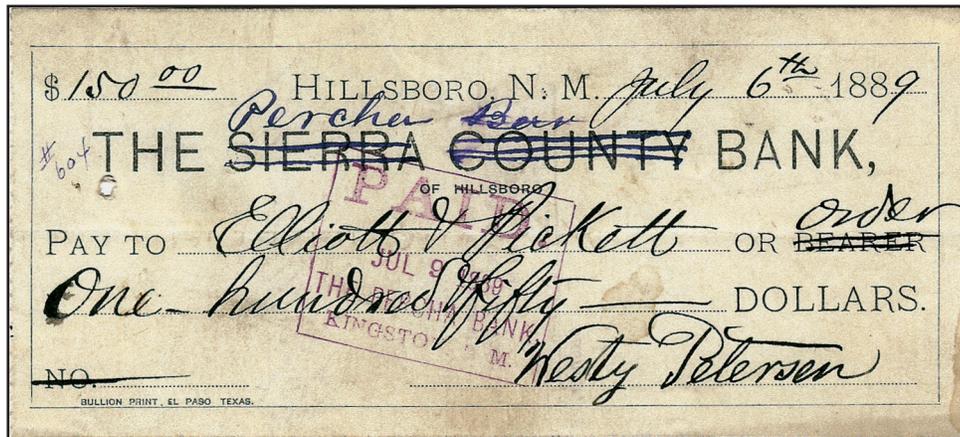
Silver City. The valley where Silver City is located in southwestern New Mexico was once the home of the Mimbres Indians (AD 1000) followed by the Apaches. The Spanish mined copper at what would become nearby Santa Rita. After the Civil War, American prospectors arrived in force and silver was discovered to the west of the location. The town of Silver City was established in 1870. As with most (all?) mining towns, violence was common. William Bonney (Billy the Kid) was arrested there twice in his youth for theft, and Butch Cassidy and the Wild Bunch spent time there between robberies. Unlike most mining towns, Silver City continued due to its proximity to Santa Rita. It recently was rated as one of the top fifty healthiest cities to live in the US. The check in Figure 7 was issued in 1899 and drawn on The Silver City National Bank.

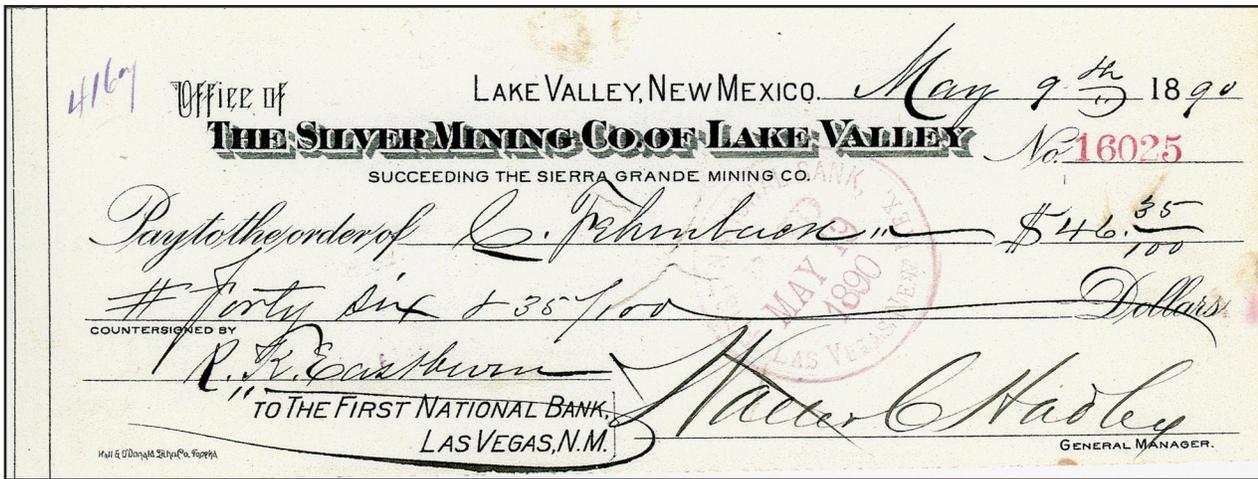
Santa Rita. Article 12 in issue 116 provides the background on copper mining at Santa Rita. Open-pit mining continues dependent on the price of copper. Figures 8 and 9 (next page) are additional checks associated with the Santa Rita Mining Company and drawn on The Silver City National Bank.



Hillsboro. In April 1877, two prospectors found samples that assayed at \$160 of gold per ton. The two prospectors staked claims at the site, and one of them with another partner established a mine at another location. Word of the gold strike got out, which attracted other prospectors, and by August 1877, the first house was built. The town became the county seat, but the seat was moved to Hot Springs (now Truth or Consequences) in 1938. During its life as a mining town, the area produced more than six million dollars worth of gold and silver. Hillsboro now has around one hundred residents.

At one time, The Sierra County Bank was located in Hillsboro, but the check in Figure 10 was changed to the Percha Bank, which was located in the mining town of Kingston (located nine miles west of Hillsboro). The Percha Bank building is the only intact building remaining in Kingston from its boom days.





Lake Valley. Lake Valley (founded in September 1882 under a different name at a nearby site) is located eleven miles south of Hillsboro. In 1878, a prospector found float that turned out to be silver ore. As usual, any discovery of silver or gold attracted more prospectors. A couple of years later, a vein of silver ore was discovered and the claim sold for a hundred thousand dollars. Two days later, it was discovered that the vein led to an open cavity lined with native silver. A day later (or the same day, sources differ), the original owner of the property was killed by Apaches. The cavity, named the Bridal Chamber, was one of the richest silver deposits ever discovered. The silver was so pure that it was cut out and sent directly to the US Mint. The Bridal Chamber produced more than 2.5 million troy ounces of silver from a volume the size of a large dining room. The check in Figure 11 was by The Silver Mining Company of Lake Valley. As noted on the check, this company succeeded the Sierra Grande Mining Company, which was one of five companies that co-owned the Bridal Chamber. An interesting note is that all five companies lost money from mining the Bridal Chamber. The mining district that included the Bridal Chamber produced more than six million troy ounces of silver.



Socorro. Socorro originally was the site of the Teypana Pueblo. Early Spanish explorers received food and water there and renamed the location Socorro, which means “help” or “aid” in Spanish. A mission was established there in about 1626. During the 1680 Pueblo revolt, the Spanish settlers returned to Mexico with some of the Pima Indians from the pueblo. The settlement was destroyed and the remaining Indians massacred by the Apaches and other tribes. Socorro was reestablished in 1815. Records indicate that small-scale mining was carried out in the mountains west of Socorro as early as 1626, but mining in the area only became a major economic factor in the 1880s as a US territory. The New Mexico School of Mines was established in Socorro in 1889. Figure 12 is a check issued by the Price Bros. & Co. Bankers in Socorro in 1900.

Pennsylvania Banks - 34 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
Venango County						
Exchange Bank of Franklin	H3	1872	B&K	Violet on Aqua	Commerce	215 x 70 mm.
Same	D1	1875	B&K	Blue on White	Chas. W. Mackey	203 x 73 mm.
Same	D1	1876	None	Blue on Green tint	Exchange Hotel	193 x 72 mm.
Same	G1	1876	WmM	Green on White	Ornate panel left	156 x 68 mm.
Franklin Savings Bank	None	1891	7684	Black on Tan	None	204 x 80 mm.
International Bank of Franklin	R15	1869	None	Black on White	Oil rig	
Same	D1	1874	A&V	Black on White	Ornamental design	155 x 63 mm.
Savings Bank of Franklin	D1	1873	A&V	Black on White	Ornamental design	165 x 64 mm.
Same	R135	1875	WSR	Black on White	Established in 1872	200 x 70 mm.
Same	L5	1876	WmM	Blue on Blue	Capital \$100,000.	
Same	G1	1882	None	Black on White	Charles W. Mckey	220 x 80 mm.
First N. B. of Franklin	R15	1869	None	Blue on White	Financial Agent	185 x 82 mm.
Same	R15	1865	WmF	Black on White	Financial Agent	190 x 95 mm.
Same	R15	1869	MyS	Black on White	Two women	190 x 70 mm.
Same	R15	1870	?	Green on white	Stamp box	
Same	B1	1870	WmM	Green on white	Chas. W. Mackey	194 x 74 mm.
Same	C1	1871	WmM	Green on White	None	167 x 74 mm.
Lamberton Bank of Oil City	R155	1898	FBH	Black on White	None	
Same	R155 or R164	1898	FBH	Black on White	None	163 x 72 mm.
Same	X7	1898	Str	Black on White	None	
Same	R164	1900	Str	Black on White	None	188 x 149 mm.
Same	X7	1900	FBH	Black on White	None	165 x 73 mm.
Oil City Trust Company	None	1893	OCD	Black on White	None	173 x 68 mm.
Reynolds, Lamberton & Co. of Oil City	G1	1883	A&V	Black on Cream	J.O.R Wilson	210 x 79 mm.
First N. B. of Oil City	155 or 164	1898	Bli	Gray on Cream	None	163 x 68 mm.
Exchange Bank of Parker's Landing	D1	187--	WmM	Black on White	None	185 x 70 mm.
Argyle Savings Bank of Petrolia	D1	1874	A&V	Black on White	R.Jennings	197 x 68 mm.
H.J.Hopkins, Banker of Pleasantville *	None	1896	1193	Black on Cream	None	153 x 65 mm.
Mitchell & Brown of Pleasantville *	R15	1871	Man	Green on White	Ornamental design	173 x 70 mm.
Same	C1	1870	WmM	Brown on White	Ornamental design	150 x 67 mm.
Same	R15	1871	?	Green on White	Ornamental design	
Same	R15	1871	?	Black on White	Thin rectangle	
Sam. Q. Brown & Irwin, Bankers Pleasantville *	C1	1871	WmM	Black on Green	Ornamental design	150 x 65 mm.

• There is a Pleasantville in Bedford County as well

To be continued

Announcements.

Since the last issue I received three additional responses to the questions asked in the first quarter TCC, from Roger Patterson, David Brase and Don Woodworth. Among a few other details all preferred to continue printing a hard copy in color, even if dues must be raised to do so, and that is the preference of all who responded. Thanks to Roger, David and Don for taking time to comment. So we will keep printing hard copies of TCC in color. We will try to further reduce costs by reducing the size of TCC from 24 to 20 pages, especially when to fill 24 pages our editor would have to create the content, as he has so frequently done.

Unfortunately, the long list of members who have not paid dues for 2016 is not helping. If your name is on the list, please send in your payment. If have not paid intentionally, please let us know the reasons you are dropping out.

Hermann Gwenter

Secretary's Report

Lyman Hensley

Previous Total	133	New Members	
New Members	2	1935	Louis T Peterson 3393 Dumaine Ct Clearwater, FL 33761-1323
Reinstatements	0		
Resignations	0		
Deaths	0	1936	Gilbert P Ahrens 46 Greendale Drive Suffield, CT 06078
Undeliverable	0		
Dropped - Not Paid	18		
Current Total	117		

Dropped - Not Paid

1607 Susan Beevor
1754 Jerry Bentzinger
1797 Allen Berk
1513 Benny Bolin
1903 Tony Corrie
1923 John Dietrich
1867 Bobby Gustrowsky
0448 Higgins Museum
1145 M. S. Kazanjian
0906 Don Ketterling
0442 Edward Kuszmar
1709 Louis Marchand
1925 Michael Marotta
0140 Michael Miller
1922 Edward Millerd
1844 Larry D. Schutts
1690 Raymond Trupiano
1901 George Watson

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.

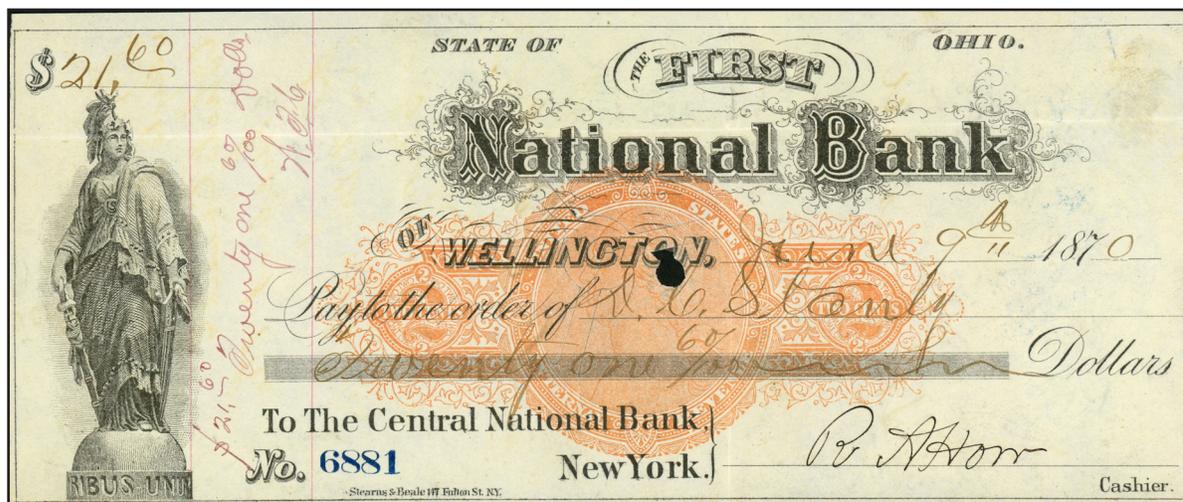
Dealer wants checks signed by celebrities. No quantity too large. **Myron Ross**, Heroes & Legends, 18034 Ventura Blvd., Encino, CA 91316

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.

Another Statue of Freedom Vignette



Printed by Stearns & Beale, 147 Fulton St., NY. This draft also comes with a Type B imprint. The vignette shows the motto at the base of the statue.

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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.

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| 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: _____ |
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| 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 |

