



# THE HORATIO ALGER SOCIETY

OFFICIAL PUBLICATION

# NEWSBOY



*Horatio Alger, Jr.*

1832 — 1899

A magazine devoted to the study of Horatio Alger, Jr.,  
his life, works, and influence on the culture of America.

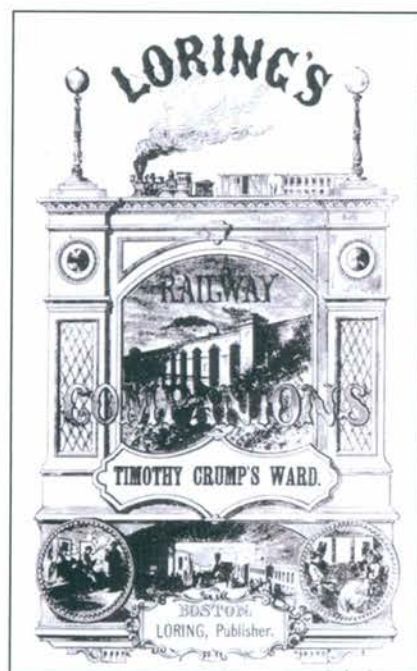
VOLUME LX

SEPTEMBER-OCTOBER 2022

NUMBER 5

## First edition of *Timothy Crump's Ward*

-- See Page 3



TIMOTHY CRUMP'S WARD:

A STORY OF AMERICAN LIFE.

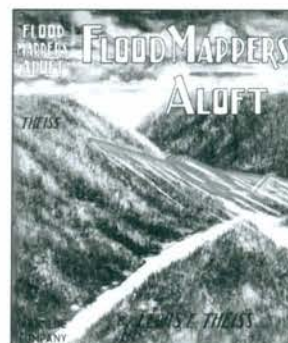
LORING, Publisher,  
319 WASHINGTON STREET,  
BOSTON:  
1866.

*An early  
preview  
of the 2023  
convention*

-- See Page 3

## The 'Ginger' Hale aviation series by Lewis E. Theiss

-- Conclusion, Page 11



## President's column

This year's convention was a resounding success, thanks in no small part to those who attended.

The festivities were amply covered in the last issue, but I'll take this opportunity to thank our host, Jack Bales. For it was he, ably assisted by his local colleagues and H.A.S. members, who put it all together for us.

I was indeed honored to present the **President's Award** to the Hampton Inn's own Chris Jones, who proved indispensable to Jack both this year and last and is looking forward to hosting us again next spring.

Executive Director Bob Sipes was instrumental in preparing for the convention formalities from afar, ordering plaques, organising data for the board and business meetings, as well as the book auction. Thanks to his efforts, those functions ran smoothly.

My principal regret was that we had to make do without the adroit professionalism, deft delivery and witty repartee of our favorite auctioneer, Bob Huber, who regrettably had a long-standing schedule conflict.

As a result, I was conscripted into trying my amateur hand at the task. Although I was rightly accused of being just a little too "honest" about the condition of some of the books, we still sold more than expected. Thanks to all who donated and especially to those who filled the coffers and provided loving homes for these rare gems.

My thanks must also go to Jeff Looney, who, though a neophyte like myself, bravely agreed to share the auctioneering duties with me. Although I readily concede his superiority, I know he joins me in praying for Bob Huber's speedy return in 2023!

Each year, we are fortunate to have a few stalwart members who can be relied upon for donations or consignments to our annual book auctions and we are forever grateful for their generosity. But I've been heartened to see a few new names on the contributor's list.

I wish to personally thank recent members Terry Booth (PF-1150) and Michael Nabholz (PF-1146), for their generous book donations in 2021 and 2022 respectively. I was lucky enough to win a couple of titles from each of their collections. Scott Chase (PF-1106) appears to be following in his famous father's footsteps with his inaugural donation this year. Thanks to all and may

(Continued on Page 6)

## HORATIO ALGER SOCIETY

*To further the philosophy of Horatio Alger, Jr. and to encourage the spirit of Strive & Succeed that for half a century guided Alger's undaunted heroes. Our members conduct research and provide scholarship on the life of Horatio Alger, Jr., his works and influence on the culture of America. The Horatio Alger Society embraces collectors and enthusiasts of all juvenile literature, including boys' and girls' series books, pulps and dime novels.*

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Changes of address and other correspondence should be sent to **Horatio Alger Society, 1004 School St., Shelbyville, IN 46176**.

**Newsboy** is indexed in the Modern Language Association's International Bibliography. You are invited to visit the Horatio Alger Society's official Internet site at [www.horatioalgersociety.net](http://www.horatioalgersociety.net).

**Newsboy** ad rates: Full page, \$32.00; one-half page, \$17.00; one-quarter page, \$9.00; per column inch (1 inch deep by approx. 3 1/2 inches wide), \$2.00. Send ads, with check payable to "Horatio Alger Society," to **Newsboy** editor William R. Gowen (PF-706) at 23726 N. Overhill Dr., Lake Zurich, IL 60047.

The above rates apply to all **want ads**, along with ads offering non-Alger books for sale. However, it is the policy of the Horatio Alger Society to promote the exchange of Alger books and related Alger materials by providing space **free of charge** to our members for the **sale only** of such material. Send those free "Alger for sale" ads to the editor at the above address, where you can also send "Letters to the Editor" by regular mail or by e-mail to [hasnewsboy@aol.com](mailto:hasnewsboy@aol.com).

# First edition of *Timothy Crump's Ward*

By Scott B. Chase (PF-1106)

The first edition of *Timothy Crump's Ward*, published by A. K. Loring in 1866, is one of the scarcest Horatio Alger, Jr. books sought after by collectors. It is exceedingly rare and a prize in any Alger collection.

There appears to be some confusion as far as which format of *Timothy Crump's Ward* was issued first, the hardcover or the paperback. Gardner says, "It is apparent that the hard-cover book was issued in August, 1866, probably simultaneously with its appearance in paper wrappers, as a volume of Loring's Railway Companion series."<sup>1</sup> In contrast, Bennett says "The book, published anonymously and copyrighted by the printer, Rockwell and Rollins and not the publisher, Loring, apparently was issued only in hardcover in the first edition."<sup>2</sup>

I offer information which clears up this confusion.

Since copies exist in libraries or in private collections, we know Loring did publish both paperback and hardcover editions of *Timothy Crump's Ward*. The question

*Timothy Crump's Ward. A Story of American Life.*  
pp. 188. Boston: Loring.

Fig. 1: *American Literary Gazette and Publishers' Circular*, Aug. 15, 1866, p. 170.

*TIMOTHY CRUMP'S WARD. A Story of American Life. 12mo. pp. 188. Boston: A. K. Loring. Pap. 75 cts.*

Fig. 2: *American Literary Gazette and Publishers' Circular*, Aug. 15, 1866, p. 173.

is "when did Loring publish these editions?"

The first notice mentioning the existence of the book is in the *American Literary Gazette and Publishers' Circular* of August 15, 1866.<sup>3</sup> The book is mentioned in two places in this issue: in the Book Notices on page 170 (see Figure 1), and in the List of Books Recently Published in the United States on page 173 (see Figure 2).<sup>4</sup>

There are two key points to make note of in these  
(Continued on Page 5)

## 2023 convention plans are progressing nicely

By Jack Bales (PF-258)

I am happy to report that most of the details for "Forging Ahead in Fredericksburg" have been completed. In fact, by Monday, June 27, the day following the Sunday of the 2022 convention, I had lined up the hotel, the meeting room, and all of the group meals, which include the buffet Wednesday evening at my place, Friday's lunch and dinner, and the Saturday banquet.

The same person from the local Big Brothers Big Sisters who selected Michael "Mikey" Harper, this year's **Strive & Succeed Award** winner, has assured me that she already has some excellent candidates under consideration for next year's award. Incidentally, Mikey's mother, Christine Harper, told me a few weeks ago that "Mikey is adjusting well at Christopher Newport University. Thank you again for everything." Christine told me at the banquet that her son's award was already earmarked for college tuition.

I have a good lead on a possible banquet speaker, thanks to a suggestion by former Society President Jeff Looney, but I won't be able to confirm it until January or February.

I wanted something different for the free time on Saturday afternoon. I remember casually talking to a few people in the meeting room during the last



President James King presents the 2022 Carl Hartmann Luck and Pluck Award to Jack Bales in recognition of his hosting the 2021 convention. Also the recent 2022 host, Bales returns again next May 4-7 to welcome the H.A.S. to "Forging Ahead in Fredericksburg," Photo by Bill Gowen

convention, and they told me that they enjoyed driving and walking around Fredericksburg. Right away, I thought of "Trolley Tours of Fredericksburg," a company that provides both tours and commentary as people relax and ride along in an old-fashioned trolley bus. I emailed a representative, asked questions, and made the arrangements.

Every few months I have lunch with Chris Jones of

(Continued on Page 9)



## Editor's notebook

To say it's been an interesting fall season for your editor is quite an understatement. This issue is a bit late arriving at your mailbox because my computer stopped functioning in late September, and it needed to have an almost complete rebuild. A technician spent a full workday (more than seven hours) at my home to get my system functioning again, replacing both hardware and software. My main concern was that data and document files would be lost, but thankfully they were not, including this issue of **Newsboy**, which was nearly halfway to completion. Some of the software needed updates, because versions I was using were more than 10 years old.

Over the course of more than two weeks, I was able to get used to the updates Adobe (of course) continues to upgrade its products. It took a while to get used to some of their improvements for the current Indesign 2022 and Photoshop Elements 2022. These are my key tools used to produce each issue of **Newsboy** (along with Microsoft Word) and there still remain a couple of modified functions that remain in my "learning curve." I am not very literate when it comes to computers and related technology (I still use a flip phone, recently upgraded).

I am amazed at what 11- and 12-year-olds can do today with computers and smart phones! My generation took square roots manually and eventually "upgraded" to slide rules. We wrote letters in longhand, eventually learning to use a typewriter before placing them in envelopes, applying a postage stamp and dropping them into the mailbox. To steal a quote from a movie I saw on the Internet a couple years ago referring to the 1950s and 60s: "How seventh grade!"

So, in appreciation, I want to sincerely thank James Keeline (PF-898) for his assistance in helping to get this situation back on an even keel. Also, to his wife, Kim, for her patience while James literally spent hours on the phone from California. He is a million levels above Luddite and uses the Adobe software discussed above (in the case of Photoshop, he has the full professional version, not the stripped-down "elements" version). His help is often slowed down by the fact he is in the MacIntosh and not the PC world.

"It would be easier if I could just look over your shoulder," he often says, realizing the difference between

*(Continued on Page 6)*

## For Sale

Bob Bennett's *A Collector's Guide to the Published Works of Horatio Alger, Jr.*, is now available for purchase from the below address, with all proceeds benefiting the Horatio Alger Society. The price is \$20, plus postage/shipping of \$5.

This comprehensive guide is the 1999 update of Bennett's classic Alger bibliography, first published in 1980 by the Flying Eagle Press of Mount Pleasant, Michigan. Bennett personally approved the publication of this revised and updated edition by editors Ed Mattson and Tom Davis and their MAD Book Co., of Newark Delaware.

Bennett's family donated a large number of their remaining copies to the H.A.S. for sale at the annual convention auction this past June, with these additional copies now offered through **Newsboy**.

Updates in this edition include a few corrections to the text, along with additions to Alger's short stories and poetry listings discovered subsequent to the original 1980 printing. The book offers an introduction by longtime Alger scholar Gary Scharnhorst, along with a preface by Bennett detailing the updates and corrections he personally approved. There is also a selection of photos of book covers and illustrations.

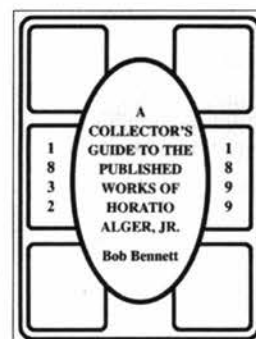
Please send payment to:

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**1004 School St.**

**Shelbyville, IN 46176**

**Email: bibliomaniacal@gmail.com**



## MEMBERSHIP

### New member

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# Timothy Crump's Ward

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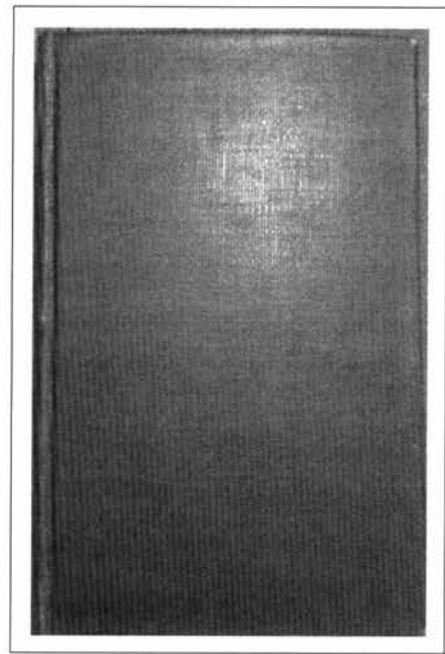
notices. First, is the notice on page 173 is for the paperback edition as noted by "Pap." with the 75 cts. price. Second, is the subtitle, "A Story of American Life." It is clear that these notices are for the paperback edition of *Timothy Crump's Ward*, with the subtitle *A Story of American Life*.

I had the opportunity recently to visit the Rare Book Collection of the New York Public Library, where I reviewed their copy of *Timothy Crump's Ward*.<sup>5</sup> Although it is bound in modern hardcover boards (see Figure 3), likely for handling protection, it is the original paperback edition with front and rear covers intact and attached. The front cover of the book is shown in Figure 4, and the title page is shown

in Figure 5. (photos of the book used with permission from the New York Public Library)

Reviewing this paperback edition of *Timothy Crump's Ward* confirms that the notice in the *American Literary Gazette and Publishers' Circular* was indeed accurate. The paperback edition has the subtitle "A Story of American Life," it has 188 pages, and it was published in August 1866.

With the earliest notice for the book being the mention on August 15, 1866, and the notice is for the paperback edition, it is safe to say that the paperback edition must be included as the first edition. In addition,



**Fig. 3: Front cover of *Timothy Crump's Ward*, bound in modern boards.**

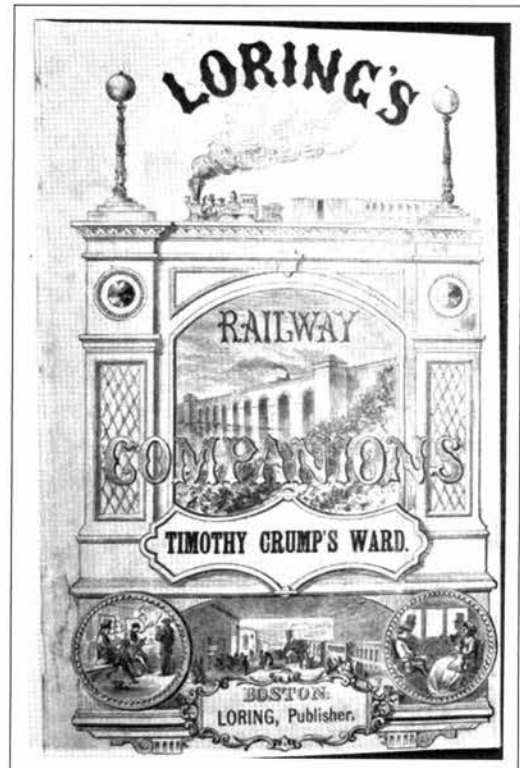
(Photo with permission of New York Public Library)

by August 1866 the hardcover edition had not yet been advertised, but not being advertised doesn't mean Loring didn't simultaneously publish it with the paperback edition. So, the hardcover edition can not be ruled out as also being the first edition. To this point, all we can state with certainty is that the paperback edition of *Timothy Crump's Ward: A Story of American Life* is indeed the first edition. Other sources must be considered to determine if the hardcover edition was produced simultaneously with the paperback edition or if Loring published it sometime later.

A notice in the September 1866 issue of *Student and Schoolmate* announces that "Loring sends us *Timothy Crump's Ward*," but there is nothing to indicate if the book is hardcover or paperback.<sup>6</sup>

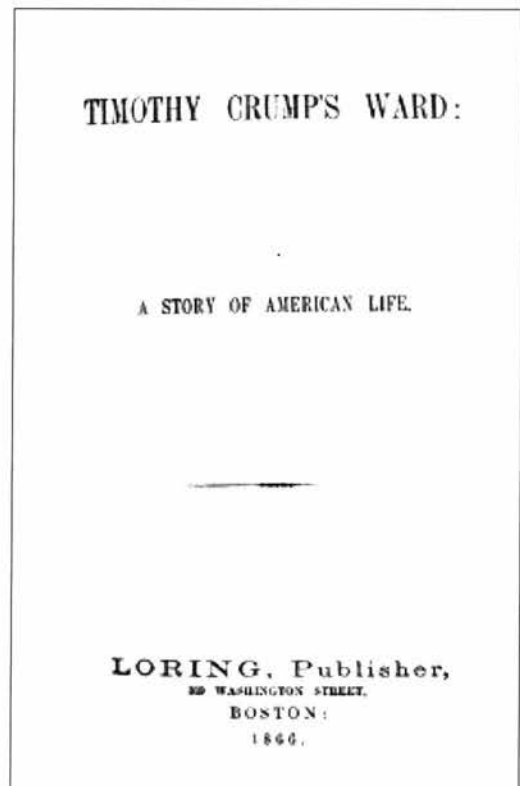
Exploring further, when the hardcover edition was published,

(Continued on Page 7)



**Fig. 4: Paperback front cover, *Timothy Crump's Ward*.**

(Photo with permission of New York Public Library)



**Fig. 5: Paperback title page, *Timothy Crump's Ward*.**

(Photo with permission of New York Public Library)

## President's column

(Continued from Page 2)

more follow your inspiring example.

Special mention must go to the family of the late Bob Bennett, who generously donated a trove of Bob's personal copies, H.A.S. ephemera and memorabilia, as well as the remaining new stock of his authoritative bibliography, *The Collector's Guide to the Published Works of Horatio Alger* [softcover, 1999]. A good number were sold at the convention, but we still have copies for sale, which we are offering to our members for a limited time at a very special price. This specialist title seldom shows up on the secondary market, so look for the advertisement in this issue and be sure to order your brand-new copy today!

I've already mentioned Terry Booth and Scott Chase in this column, but their names bear repeating, as they are clearly among the new rising literary stars of this publication.

Scott has been remarkably prolific of late, favoring us with his scholarly research into some of the mysteries surrounding various Alger first editions or stories. Whether it's about *The Western Boy*, *A Debt of Honor*, *Adrift in New York* or the *Nothing to Do/Nothing to Wear* phenomenon, his articles have proven enlightening, entertaining and he appears to be (again), following in his father's footsteps in this regard.

In this issue you will enjoy reading Scott's latest effort: a well-documented publication history of the first edition of Alger's anonymously authored *Timothy Crump's Ward*. The very scarce title (unfortunately) will likely never find a spot in our collections.

Relative newcomer Terry Booth astonished us all with his initial offering for **Newsboy** this past year. His authoritative and exhaustive study of the Hugh McAlister series for Saalfeld so impressed our editor that he chose it to feature in the annual color issue. Moreover, he resolved to bestow Terry with this year's

**Newsboy Award** on the strength of that article alone! An auspicious start — and good news! Terry's follow-up article (already submitted) is scheduled as a two-part entry in the November-December and January-February issues.

As an avid reader and collector of vintage aviation stories, you might suspect I am grateful to our long-time member and retired U.S. Air Force pilot David K. Vaughan for his informative and entertaining monographs on some worthwhile yet underserved aviation writers and series. It seems like every season he treats us to a comprehensive overview of the daring exploits of some young hero pilot, as he follows him and his comrades through their travails. Whether it's Arnold Adair, Steve Canyon or numerous others over the past decade, one comes away knowing the substance and tenor of the series and whether it just might be worth your giving it a read.

I was particularly pleased when he chose this year to expound on the aviation series writer Lewis E. Theiss, an under-appreciated author who evolved into an aviation specialist and wrote a collection of pilot stories with intertwining characters and storylines. Only one who has read all the books (as has Mr Vaughan) could make sense of it.

His efforts have not gone unappreciated by this reader, and I have full confidence the editor joins me in thanking him wholeheartedly for his contributions to **Newsboy**. The conclusion of his article on the "Ginger" Hale Series appears in this issue. Incidentally, he has collected his many published articles on boys' aviation series into a book scheduled for publication by McFarland in 2023.

Wishing you a pleasant autumn, I remain,

Your Partic'lar Friend,  
James King (PF-1126)  
711 East Plantation Circle  
Plantation, FL 33324  
(954) 473-6927  
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## Editor's notebook

(Continued from Page 4)

Windows-based computers and Macs, including both their operating systems and the software often tailored for each.

**In this issue:** Scott Chase's study of the publishing history of Horatio Alger, Jr.'s *Timothy Crump's Ward* can be found on Page 3, as is Jack Bales' early preview of the 2023 Horatio Alger Society convention, "Forging

Ahead in Fredericksburg."

We also offer the conclusion of David Kirk Vaughan's article on the Joseph "Ginger" Hale aviation series; and you will find a brief Alger tidbit on Page 10. It is titled "Determined to Trade," from the collection of "Carl Cantab" sketches discovered by Gary Scharnhorst many years ago in its holdings of **The Yankee Blade** by the American Antiquarian Society of Worcester, Massachusetts. I sincerely thank Peter C. Walther (PF-548) for his thought-provoking introductions to each installment in this ongoing series. Enjoy!



***Hunted to Death; or, Life in Two Hemispheres: a Story of Love and Adventure.* pp. 170.**  
***Miramichi: a Story of the Miramichi Valley, New Brunswick.* pp. 232.**  
 These are issued by Loring, Boston, and are a part of his "Railroad Library."

Fig. 6: American Literary Gazette and Publishers' Circular, July 1, 1865.

***Adele Dubois: a Story of the Lovely Miramichi Valley in New Brunswick.* pp. 232.**  
***Medusa, and other Tales.* By Mrs. Adelaide (Kemble) Sartoris. pp. 75.**  
 Each of these is from Mr. Loring, Boston. The first of them belongs to his "Railway Library," the other one to his series of "Tales of the Day."

Fig. 7: American Literary Gazette and Publishers' Circular, Sept. 15, 1868.

## Timothy Crump's Ward

(Continued from Page 5)

two sources are considered: the ads by Loring in non-Alger paperback books and the hardcover edition itself of *Timothy Crump's Ward*.

Many of the paperback books Loring produced contain ads for the various series he carried. One of the series was known as the "Railroad Library" as it was called in 1865<sup>7</sup> (see Figure 6).

It was later called the "Railway Library" in the print media, as can be seen in the notice for Adele Dubois in September 1868<sup>8</sup> (see Figure 7).

Loring himself referred to the books in this library as "Loring's Railway Companions," as seen on the paperback front cover of *Timothy Crump's Ward*, and as "Loring's Railway Novels," as seen on the front cover of *Fairy Tales for Grown Folks* by Miss Thackeray<sup>9</sup> (see Figure 8).

Over the years from when Loring started this library in about 1865 to when he stopped producing the library in about 1872, it apparently went through several name changes. It appears Loring finally settled on "Loring's Railway Novels."

A few clues about when the hardcover edition of *Timothy Crump's Ward* was published can be seen in another Loring paperback, *Pen Photographs of Charles Dickens' Readings, Taken From Life* by Kate Field.<sup>10</sup> The book is part of Loring's Tales of the Day and the front cover is shown in Figure 9.

This particular paperback was published in early 1868 (April or before), as seen by the book ads on the

inside front cover (see Figure 10). An enlargement of the "For Young Gentlemen" section is shown in Figure 11. Under "Loring's Publications, Choice Fiction, For Young Gentlemen," *Ragged Dick* is listed as being "In Press."

The notice for *Ragged Dick* is found in the May 15, 1868 issue of the *American Literary Gazette and Publishers' Circular* in the List of Books Recently Published in the U. S. section<sup>11</sup> (see Figure 12).

Since *Ragged Dick* was published by May 15, 1868, and the *Pen Photographs* paperback indicates *Ragged Dick* was "In Press," then the *Pen Photographs* paperback book was published in early May or sometime shortly prior to May of 1868.

Also listed in the books "For Young Gentlemen" is *Timothy Crump's Ward*, but this book has the subtitle "and What Came of It" with a price of \$1.00, versus \$.75 for the "paperback Timothy." Although not indicated, this is the hardcover edition of *Timothy Crump's Ward*. I was not able to locate a copy of the Loring hardcover edition of *Timothy Crump's Ward*, but I do have a copy of the Westgard reprint.<sup>12</sup> The title page in Westgard's reprint is shown in Figure 13.

A notice for the hardcover edition of *Timothy Crump's Ward – and What Came of It* could not be located in any issue of the *American Literary Gazette and Publishers' Circular*. However, it seems clear from the book ad and from Westgard's reprint that the hardcover edition has the subtitle "The New Years Loan, and What Came of It" or just "What Came Of It." It is also clear that the hardcover edition was available prior to May of 1868 for \$1.00.

Another interesting item worth noting is in the same *Pen Photographs of Charles Dickens' Readings* paperback book. The inside back cover lists Loring's Railway Novels. This is shown in Figure 14. What is most interesting is *Timothy Crump's Ward* with the subtitle "A Story of American Life" (or any subtitle) is not included in the list.

At the time Loring's paperback book, *Pen Photographs of Charles Dickens' Readings*, was published it appears the hardcover edition of *Timothy Crump's Ward*, with the subtitle "or, The New Years Loan, and What Came Of It" was available as a book "For Young Gentlemen," but the paperback edition of *Timothy Crump's Ward*, with the subtitle "A Story of American Life" was not available.

Was this because Loring considered his "Railway Companions" books as part of a different series than his "Railway Novels" books? This seems unlikely. What seems more plausible is sales of the paperback edition of *Timothy Crump's Ward, A Story of American Life* were slow over the 18 months or so since the book was published in August of 1866. So, he discontinued it as part of his

(Continued on Page 8)

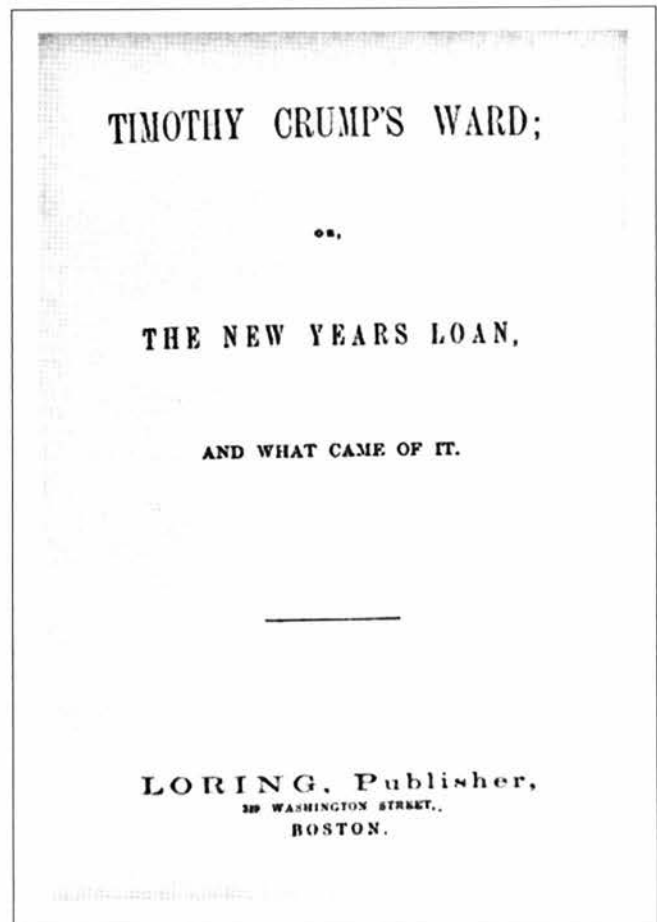




## NOTES

1. Gardner, Ralph D. *Horatio Alger, or the American Hero Era*. Mendota, IL: The Wayside Press (1964), p. 468.
2. Bennett, Bob. *A Collector's Guide to the Published Works of Horatio Alger, Jr.* (E.C. Mattson and Thomas B. Davis, eds.) Newark, DE: MAD Book Co. (1999), p. 116.
3. *American Literary Gazette and Publishers' Circular*, Vol. VII, No. 8, Aug. 15, 1866. Book Notices—Fiction, p. 170.
4. *American Literary Gazette and Publishers' Circular*, Vol. VII, No. 8, Aug. 15, 1866. List of Books Recently Published in the United States, p. 173.
5. Alger, Horatio, Jr. *Timothy Crump's Ward. A Story of American Life*. Boston: Loring, Publisher (1866).
6. *The Student and Schoolmate*, Vol. XVIII – No. III, September 1866, p. 120.
7. *American Literary Gazette and Publishers' Circular*, Vol. V, No. 5, July 1, 1865. Book Notices – Fiction, p. 101.
8. *American Literary Gazette and Publishers' Circular*, Vol. XI, No. 10, Sept. 15, 1868. Book Notices – Fiction, p. 229.
9. Thackeray, Miss. *Fairy Tales for Grown Folks*, Boston: Loring, Publisher (n.d.).
10. Field, Kate. *Pen Photographs of Charles Dickens' Readings, Taken From Life*. Boston: Loring, Publisher (1868).
11. *American Literary Gazette and Publishers' Circular*, Vol. XI, No. 2, May 15, 1868. List of Books Recently Published in the United States, p. 45.
12. Alger, Horatio, Jr. *Timothy Crump's Ward; or, The New Years Loan and What Came Of It*. Gilbert K. Westgard II, ed. Des Plaines, IL: (self-published, 1977).

LORING'S RAILWAY NOVELS.		
THE ROUA PASS: or, Englishmen in the Highlands.		\$0.75
TWICE LOST: A Story of Remarkable Power.		75
LINNET'S TRIAL. By the Author of 'Twice Lost.'		75
<i>Florence Marryat's successful Novels.</i>		
LOVE'S CONFLICT.		75
TOO GOOD FOR HIM.		75
WOMAN AGAINST WOMAN.		75
FOR EVER AND EVER.		75
THE CONFESSIONS OF GERALD ESTCOURT.		75
LORDS AND LADIES. By Author of 'Queen of the County.'		75
HUNTED TO DEATH: A Story of Love and Adventure.		75
BAFFLED SCHEMES. A Sensation Novel.		75
THE FORLORN HOPE. By EDMUND YATES.		75
BROKEN TO HARNESS.		75
RUNNING THE GAUNTLET.		75
MOODS. By LOUISA M. ALCOTT.		75
A LOST LOVE. By ASHFORD OWEN.		75
PIQUE: A Tale of the English Aristocracy.		75
SIMPLICITY AND FASCINATION.		75
MAINSTONE'S HOUSEKEEPER.		75
LESLIE TYRRELL. By GEORGINA M. CRAIK.		50
A WEEK IN A FRENCH COUNTRY HOUSE. MAD SARTORIS.		30

Fig. 14: *Pen Photographs*, inside back cover.Fig. 13: Westgard title page for *Timothy Crump's Ward* (1977).

## 2023 convention plans

(Continued from Page 3)

the Hampton Inn, just to touch base and keep the lines of communication open. We had our first post-convention lunch on September 12, and he told me that it is good I booked the meeting room for 2023 during our 2022 convention, as quite a few people have asked about the room for that weekend. He added that he and his staff are pleased that we are coming back. "After all," he said, "you aren't exactly a rowdy bunch" (which he and staff members greatly appreciate). Chris has already given us the same daily hotel rate of \$89 (plus tax) we have had for the last two years.

Additional information on the 2023 H.A.S. convention will be in upcoming issues of *Newsboy*. Incidentally, for decades our annual get-together has been held during the first weekend of May. I am pleased that next year's convention will return to that tradition by meeting on May 4–7, 2023, and I look forward to welcoming old and new Horatio Alger Society friends to Fredericksburg, Virginia, in early May.

# Horatio Alger, Jr. and The Yankee Blade

In and out. That's what this is all about: a peddler walks into a room, has a brief conversation with its tenants and then makes his exit. In and out, that's it.

Alger, writing under his "Carl Cantab" pseudonym, mentions razors costing a shilling apiece. Perhaps Boston was still in the habit of using shillings as well as pennies and dollars, or else it was merely an antiquated term still habitually in use. The final sentence is suggestive: "Our friend described a characteristic evolution upon his nose and mizzled." Was Alger inferring that the peddler was a Jew? And "mizzled," meaning a "drizzling rain." Used for colorful effect, I guess, a usual stock in trade for any effective author.

I assume this was a grab-and-go effort on Alger's part. No doubt the editor of **The Yankee Blade** wanted scraps as fillers from time to time, so he hired Alger on an occasional basis to supply sheets of them as necessity required. The going rate at this time, I understand, was about a dollar a column, so "Determined to Trade" as a stand-alone item would have vetted the author mere pennies on the dollar. I am sure he made it worth his while by negotiating a couple dollars' worth at any given time by supplying multiple examples of such material. This brief item was no doubt part of a greater whole.



Some 15 years ago in **Newsboy** (can it really be that long?) I wrote an Alger article after having had access to a microfilm of his Scrapbook held in the Stratemeyer archives. I posted at that time that perhaps "Timothy" was an as yet unproven synonym of Horatio Alger, as some Timothy articles had been pasted into the Scrapbook, along with other items. I would imagine that when an author maintains a Scrapbook, as W.T. Adams did, he would naturally, in part, preserve much of his own writings. I make this assumption, and it should not require a great leap of faith to credit it. I have a photocopy of the original **Yankee Blade** appearance of "Determined to Trade" supplied by our editor, but what really captured my attention was what immediately followed it: another scrap, "The Deaf Waiter," by Timothy.

We might ponder the possibilities.

— Peter C. Walther (PF-548)

[Written for The Yankee Blade.]

## DETERMINED TO TRADE.

BY CARL CANTAB

We were sitting in our arm-chair one afternoon, speculating on matters and things in general, when a knock was heard at the door, and in response to a sonorous "come in" in stalked a Yankee pedlar [*sic*] of the genuine sort, wide awake, and fully bent on trade.

"Fine mornin, mister," was the opening salutation.

"Tolerably," we remarked with a suitable assumption of dignity.

"Don't you want to buy a razor this morning? I've got some of the very first quality, warranted to cut a hair, only a dollar apiece, and cheap enough at that."

"Very probably, but being already supplied, I don't care to buy any more."

"You may have one for seventy-five cents."

"O, I didn't dispute your price at all, but the plain truth is, I am not in need of the article."

"Well, come now, Mister, I don't want to go off without selling anything. I'll say fifty cents, and that's less than it cost me."

"But I don't want you to sell at a sacrifice. — Once more, I don't want it."

"Well," said he, pausing a moment, "if you don't want to buy, some of your friends may. So you might buy one, and sell again. Come, you shall have one for a quarter. Is it agreed?"

Wearied with the fellow's importunity, we at length said, "Well, hand it over, and here's your money. Now it's fairly sold, I should like to know as a matter of curiosity how much it cost you?"

"O, no," said the fellow, as he packed up his goods. "I hain't no sort of objection to telling. I generally buy them 'ere by the dozen, at a shilling apiece."

"And yet you said that if you sold for half a dollar, it would be at a sacrifice."

Our friend described a characteristic evolution upon his nose and mizzled.

*This brief sketch was published in the March 25, 1854 issue of The Yankee Blade, page 2. This is its first appearance in Newsboy.*

# The 'Ginger' Hale aviation series by Lewis E. Theiss

By David K. Vaughan (PF-831)  
(Second of two parts)

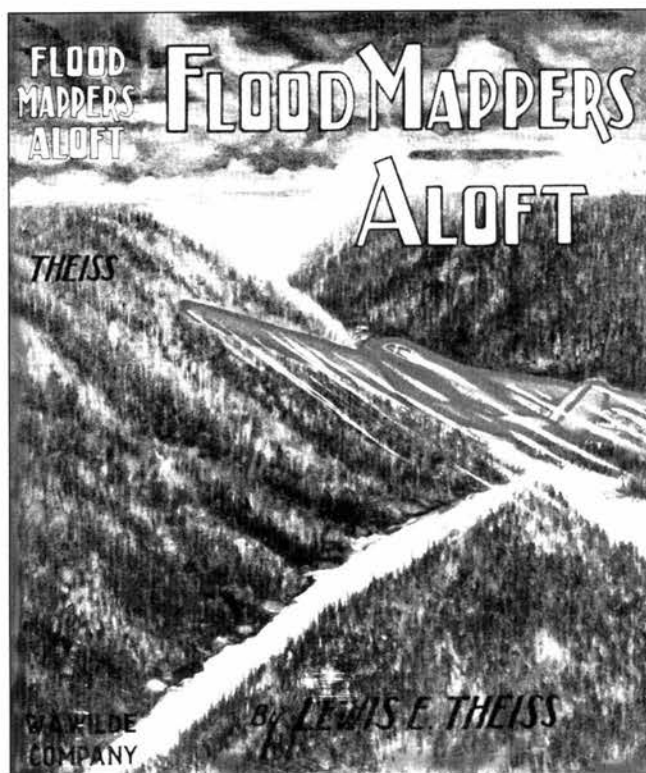
## *From Coast to Coast with the U. S. Air Mail*

In the fourth volume of Lewis E. Theiss's "Ginger" Hale Series, *From Coast to Coast with the U.S. Air Mail* (1936), Ginger flies non-stop from the east coast to the west coast of the United States to deliver an important message to the captain of a Pan Am Clipper, who is about to depart on a flight across the Pacific. We never learn the contents of the message but know only that it is essential that he receive it before he departs. There are no episodic events in this story such as occurred in *The Flying Explorer*; this story consists of one continuous activity, of flying without interruption from one coast to the other.

The pace of the story is fast, almost hectic, at times, as Ginger worries about whether he will be able to make all of his necessary connections. This is the first of three books in which the plot consists of Ginger traveling from one location to another, more distant location, to deliver a message or an aircraft. Theiss refers to these extended flights as "message to Garcia" situations.

Although Ginger is still employed by Pan American Airlines, most of the flying attention is focused on United Air Lines and their route of flight from New York to San Francisco, a route that Pan Am did not fly. Ginger is called in to the Pan Am office in Miami and told he must fly to New York, receive a message from a Pan Am man and fly to San Francisco as quickly as possible, passing through Chicago to pick up a second message. He will fly himself up the east coast of the United States in a new Lockheed Vega aircraft. Ginger is evidently able to fly this powerful new aircraft (new in production as well as new to him) without preliminary instruction.

To complicate matters, the weather is bad along the east coast, forcing Ginger (who is flying alone) to fly in severely reduced visibility. He intends to follow the east coast shoreline north to New York, but a false compass reading leads him inland and he lands at Atlanta, where he refuels and has his compass replaced. He then flies to Newark, where his plane runs off the runway during landing. Although he is temporarily stunned when his



airplane rolls into a ditch, he recovers in time to find a seat on the last United flight heading west. The weather to the west is also forecast to be bad.

The aircraft on which he is flying is one of the new Boeing Model 247D aircraft, a sturdy twin-engine craft capable of carrying 10 passengers. Ginger is informed that he is riding in the aircraft that flew in the England to Australia race, "old NC 13369," the commercial identifying number of the aircraft (85); this plane is currently on display in the Smithsonian Institution's National Air and Space Museum. It is essentially the "star" of the book, as Ginger rides in one of these aircraft from the east coast to the west coast.

On the first leg of the flight, from Newark to Chicago, a goose strikes the cockpit, disabling (but not killing) the pilot. Ginger, who is riding as a passenger, enters the cockpit to help the copilot fly the aircraft. They land at Kylertown, Pennsylvania, where the injured pilot is taken to a hospital, and, after a weather delay, depart for Cleveland with Ginger as copilot. With Ginger riding as a passenger again, they fly to Chicago by way of Toledo, Ohio. In Chicago, Ginger is told that the flight west from Chicago is totally full of passengers and that there is no room for him. Desperate, he pleads with the company's supervisors to let him fly as a copilot, a highly unlikely and irregular procedure. They agree to his request, and he

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# 'Ginger' Hale series

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flies copilot with an old friend, Bill Robinson.

They fly together to Iowa City and Des Moines, Iowa, to Omaha and North Platte, Nebraska, and then to Cheyenne, Wyoming, a distance of over 900 miles. When they land, Ginger has another 1,100 miles to cover before reaching San Francisco. At Cheyenne, Ginger becomes a passenger once again. On their first attempt to cross the mountains west of Cheyenne, they are forced to turn back due to strong winds and icing conditions.

Their second attempt to cross the hills, however, is successful. However, as they are making their way to Rock Springs, where they plan to refuel, Ginger sees that a railroad bridge is on fire and a train is approaching the bridge. The pilots see the problem and drop down to warn the train. They then proceed to Rock Springs. There, they are forced to refuel by hand in the cold and snow but eventually depart for Salt Lake City.

From Salt Lake City they fly to Reno, Nevada, to refuel. As they are over the mountains between California and Nevada, however, they enter snow clouds and then the left engine catches fire. The pilots extinguish the fire and the plane, flying on one engine, lands at San Francisco, where Ginger delivers the message. While Ginger is traveling across the United States, Theiss provides a wealth of detail about the territories over which they are flying, as well as some of the points of historical interest. Even though for much of the trip Ginger and the others are flying at night or in bad weather and therefore cannot easily see the ground,

Theiss provides detailed descriptions of the ground beneath. The book also provides a wealth of detail about current commercial aircraft operations, including aircraft components, radio frequencies and procedures, and control tower procedures.

## ***Flood Mappers Aloft***

Theiss's primary purpose in writing *Flood Mappers Aloft* (1937) is to describe the procedures for mapping the terrain in the southern section of Pennsylvania. He had good personal reasons for doing so: his own house was filled "with the rushing muddy waters of a great flood" that occurred when the Susquehanna River flooded on St. Patrick's Day, March 17, 1936. This flood was one of the most serious to affect Pennsylvania and resulted in the loss of more than 100 lives. In this book, Ginger is on sick leave from Pan Am, recuperating from the effects of malaria he caught while participating in *The Flying Explorer's* expedition

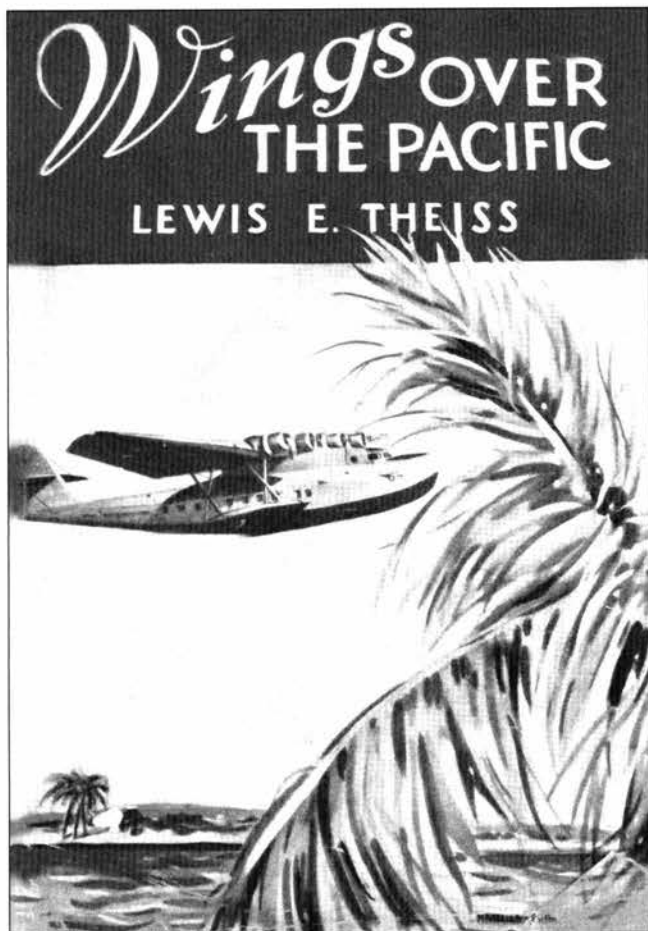
two years earlier. He comes up with the idea when he is visited by the members of his old Boy Scout patrol, the Bald Eagle Patrol.

One of the adult leaders in the patrol operates an airfield nearby and is in danger of losing his field and the four airplanes he owns as a result of the impact of the 1929 Great Depression. Ginger suggests submitting a bid to the state government to photograph the drainage area of the Susquehanna River as a means of helping address the flood problem as well as bring useful aerial employment. As they wait to receive word that the bid will be accepted, Ginger and the other patrol leaders create detailed plans for how the survey will be conducted, including obtaining supplies and photographic equipment. Ginger adds his own aircraft, the Silver Eagle, to the project, and the field owner makes one of his aircraft available.

Although the Susquehanna River basin covers an irregular area, the mapping team intends to produce a rectangular shaped map consisting of a series of overlapping aerial photographs covering the entire area. Theiss provides a detailed description of how the aerial mapping project will work, including the requirement to fly in straight courses across the designated area at a constant altitude while the photographing team takes pictures through cameras specially mounted in the floor of the aircraft. Ground assistance teams plant markers at the corners of the survey area so the aircraft pilots will know precisely when to start or stop taking photographs. Because he was living in the area, Theiss identifies the corner locations exactly, mentioning local towns and other geographic features.

In the process of taking their photographs, they avoid storms, help to extinguish a small forest fire, identify the individual who started the fire, and assist in the location and capture of bank thieves who attempt to hide in the forest. They gain an appreciation not only of the natural beauty of the territory over which they are flying as well as a description of some important historical events associated with the area. As he did in the earlier books, Theiss paints a vivid picture of the beautiful but rugged terrain over which they are flying.

Even though they experience some delays due to uncooperative weather and equipment problems, they complete their task of mapping the region and provide a pictorial overview of the Susquehanna River basin that they hope will be used by engineers to determine hazardous potential flood areas where embankments and other earthworks can be created to channel, if not control, flood waters. The book is an instruction manual on how to conduct aerial photography. It also provides Theiss with an opportunity to engage in one



of his favorite topics — the possibilities and challenges of scouting.

Two of the scouts in the Bald Eagle patrol, Peewee Dewire and Colvin Criswell, will soon appear in the next series of books Theiss wrote, about support flying activities in World War II.

### ***Wings Over the Pacific***

In the next book, *Wings Over the Pacific* (1938), the clouds of World War II are gathering on the horizon. Ginger Hale, now recovered from the effects of malaria thanks to his flood mapping activities, returns to duty as a Pan Am aviator. As this book opens, he is now a senior pilot, but instead of returning to his previous flying duties at Miami, he is told to travel to the west coast to begin flying duties across the Pacific Ocean.

Before he leaves, he is directed to report to the office of the Secretary of State, where he is given a secret message to deliver to the Far East. He learns about the sinking of the USS Panay, which had been assisting in the rescue of fugitives fleeing from the attacks of the Japanese army, which had been invading China. The gunboat was assisting in the evacuation of Americans and Chinese and was sunk on December 12, 1937.

The Japanese government said the army did not see the American flags which had been painted on the deck of the Panay. The Japanese government later officially apologized and paid reparations. However, the Far East was quickly becoming a dangerous area, as was Europe, for by 1937, the Nazi Party had gained control of the German government and was initiating harsh policies against the Jewish population and other minorities.

The story line of this book follows the story line of *Coast to Coast with the U.S. Air Mail*: Ginger Hale is given a secret message and told to deliver it to a specified individual within a limited number of days. In *Coast to Coast*, Ginger was tasked to pick up the message in New York and carry it across the country to San Francisco. In this book, he receives the message in Washington, D.C. and is told to deliver it to an individual in the Far East. Added to his challenge is the fact that this individual may be located in Manila (in the Philippines), in Hong Kong, or in China; Ginger will have to determine the exact location after he arrives in the Far East.

Thus, Ginger has to travel more than twice as far as he did in *Coast to Coast* in order to reach his objective. Because the distance is so great, Ginger travels on more than one airline. The airline that takes him across the Pacific Ocean is Pan American, of which he is a pilot. Two airlines carry him from Washington, D.C. to San Francisco. Before he leaves Washington, he worries that he is being followed by someone, and he observes an Asian man who appears to be following him.

Ginger is relieved to see that the suspicious man does not follow him on to the TWA flight at Harrisburg, where he rides as a passenger. Although Theiss does not identify the TWA aircraft type except to call it the "Sky Hawk," it is probably the twin-engine Douglas DC-3, which had recently been introduced to commercial use. The aircraft initially flies above the west Pennsylvania territory over which they flew in *Flood Mappers Aloft*.

As he flies over Ohio, Ginger reflects on the historical sites below. Theiss faithfully logs all the stops the plane makes: Pittsburgh, Columbus, Dayton, Indianapolis, and finally St. Louis. He sleeps through the stop at Kansas City and into Albuquerque. He awakens when it stops at Winslow, Arizona, and is fascinated by the terrain when it flies over the Grand Canyon west of Winslow.

When the plane lands at San Francisco, Ginger learns that he has been assigned as first officer on the Pan Am Clipper ship that will leave San Francisco. Before the Clipper departs, Ginger tours the Pan Am

*(Continued on Page 14)*

# 'Ginger' Hale series

(Continued from Page 13)

facility at San Francisco, where he learns how the big aircraft is prepared for its transoceanic flight. This is the first time he sees large, four-engine Martin MB-130 Clipper, for, as he tells Captain Jack Arnold, the captain of the crew, he has been flying the S-42 in the Caribbean. He learns that the aircraft can normally carry 46 passengers as well as a crew of six, but on the long trans-Pacific flight the aircraft must carry extra fuel and can carry only 24 passengers.

The cross-Pacific flight portion of the book is occupied with descriptions of crew operations (navigation, radio procedures, flight engineering duties) and descriptions of the various stops: the Hawaiian Islands (Honolulu — they land in Pearl Harbor), Midway Island, Wake Island, Guam, Manila and Hong Kong. Ginger enjoys the amenities provided by Pan Am (hotels, and even tennis courts) at Midway and Wake Islands. At Wake Island, he is attacked while swimming by a Japanese man (referred to as a "Jap") but defends himself successfully. It is never clear why Ginger is attacked.

The plane does not land in Manila but at Cavite, on the southern end of Manila Bay, 14 miles west of the center of Manila. From Manila they fly through bad weather but land safely at Hong Kong, where Ginger learns that his man has traveled to Kweilin (modern Guilin), China. As Pan Am does not fly inland, he is forced to rely on a U.S. Navy pilot to fly him inland in a twin-engine amphibian. They turn inland at Canton and follow a river valley before encountering clouds that soon load the wings with ice. They land on a river where Ginger scrapes the ice off the wings, and they continue. Finally they reach their destination, where Ginger finds his man.

This book is a combination of history and geography lesson (as they fly across the United States), Pan Am promotional effort (as the Clipper procedures and Pacific stops are described), and aerial excitement (ice and lightning strikes), with a slight hint of mystery thriller thrown in.

## *Wings Over the Andes*

In the final book in the Ginger Hale Series, Ginger is tasked to fly an amphibian aircraft, a Sikorsky S-43, from Seattle to South America. The S-43 was a twin-engine aircraft first flown in 1935. Because it was similar in design to the Martin Clipper, it was called the "Baby Clipper." Ginger is told by his supervisor that he must deliver the aircraft to a Pan Am affiliate, Panair do Brazil, by a specific date, or a German aircraft company will be awarded the route.

At the time the book was written, German expansion intentions were well known, as the Munich agreement had been signed and Germany had begun its annexation of Czechoslovakia. Although the political stance of the United States was officially neutral, it is clear where Theiss's sympathies lay; as Ginger's supervisor tells him, if Panair is not awarded the route, "another link will be added to the Nazi influence in Brazil" (28).

As he has done in his previous books, Theiss provides a detailed description of the territory over which Ginger and his crew fly as they head south to their first stop — San Francisco. The route takes them down the Puget Sound, past Mount Rainier, across the Columbia River, over Portland, Oregon, and down the central valley of California. At San Francisco, Ginger is assigned a new crew, more experienced in South American flying, including Jose Miguel as copilot; Miguel had assisted him in his Amazon adventures in *The Flying Explorer*.

He is also assigned a Spanish-speaking radio operator, Manuel Hernandez. These men assist Ginger in communicating with individuals and stations in

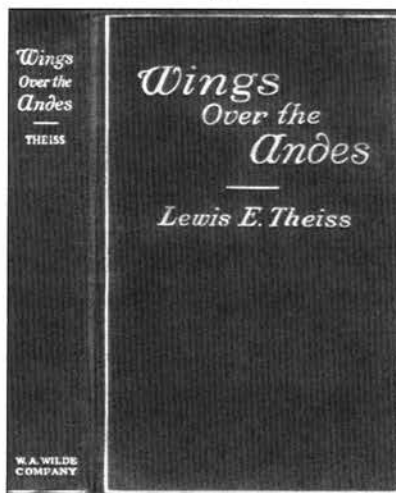
Central and South America. When he leaves San Francisco, Ginger has 10 days to deliver the aircraft to Rio de Janeiro

Ginger's plan calls for him to land at Mexicali, just across the border, to clear Mexican customs, and then proceed to Mazatlán, halfway down the west

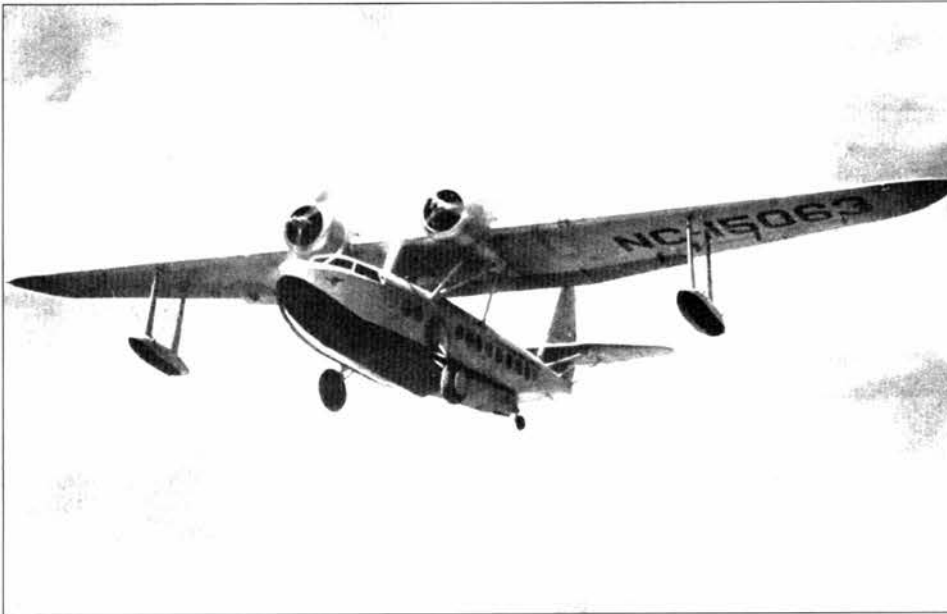
coast of Mexico. The manager tells Ginger to be alert for cannibals on one of the islands he will be flying over, as well as Japanese fishing boats in the Gulf of California.

From Mazatlán Ginger will proceed to Mexico City and then to Tapachula, again to clear customs, before proceeding to Guatemala City. The division manager suggests that Ginger fly to Cristobal, on the east end of the Panama Canal, stopping at San Salvador, Managua, and David, located at the north part of Panama.

Once again, Theiss provides a detailed description of the geographical and historical features of the countryside as Ginger and his crew fly south along the Mexican coast. After they depart Mazatlán they encounter fog, and the challenge is to ensure they arrive safely at Mexico City. Theiss devotes two chapters to the attractions of the city and its cultural







The Sikorsky S-43 "Baby Clipper," flown by the title character in *Wings over the Andes* (1939), the final book of the "Ginger" Hale Series by Lewis E. Theiss. The author was provided this photograph (used as the frontispiece) by Pan American Airways during his research for the series.

significance and continues his travelogue well into the next chapter, when they fly from Mexico City to Tapachula.

A problem with oil flow into one engine forces them to land at San Salvador for repairs. And when they approach Cristobal, their gear becomes stuck halfway down, resulting in an unsafe situation either for a water or ground landing. Ginger and the crew come up with an ingenious method to pull the landing gear back into the side of the aircraft so they can make a safe landing on the water. While the ship is being repaired, Ginger and the crew have two days to tour the Panama Canal, and Theiss again provides interesting geographical and historical information about the canal.

Their ship repaired, they depart for the second half of their flight to Rio de Janeiro. They fly down the west coast of South America, with stops at Cali, Colombia; Guayaquil, Ecuador; and then to Lima, Peru, where they land safely in spite of poor visibility. Theiss devotes a chapter to the historical and cultural importance of the city.

From Lima they fly to Arica, in Chile, where they take on a government representative who flies with them until they depart the country, a step required by Chilean law. From Arica they fly to Santiago. After Santiago, their next landing field is on the eastern side of the Andes Mountains, at Mendoza, in Argentina. Their first attempt to cross the Andes is unsuccessful, as they encounter strong mountains downdrafts and fog.

Their second attempt is successful, but in his impatience to proceed, Ginger takes off in cloudy conditions. Assured that the land over which he is flying is relatively flat, he flies at a low altitude until darkness forces him to land.

He no sooner lands, however, than he and his crew are approached by a group of Pampa Indians, who are curious about the aircraft, which Ginger lets them investigate. When it grows lighter, they take off in the fog and fly to Buenos Aires, where they land in the fog. When they learn that fog is enveloping all landing fields up the east coast of South America, Ginger decides to travel inland, up to Asuncion and then across to Sao Paulo and then to Rio de Janeiro. Although bad weather continues to hamper their progress, they land at Rio de Janeiro with two minutes to spare.

Although the threat of foreign interference is suggested at the beginning of the story, the only challenges to Ginger's long-distance flight come in the form of aircraft problems and bad weather; there are no incidents involving foreign agents attempting to attack him or the other crew members. This is the third and final "message to Garcia" type of plot in the Ginger Hale Series. This story is perhaps the best of the final three Ginger Hale titles; in this book Theiss accurately describes the actual problems of flying aircraft in remote locations. Like the other titles in the series, he provides a wealth of historical and geographical detail of the kind that pilots (or any aerial travelers) might see as they fly above the ground beneath.

\* \* \*

**Author's note:** In Theiss's next and final series, two characters who appear in *Flood Mappers Aloft*, Colvin "Cris" Criswell and Henry "Peewee" Dewire, become the focus of the flying activities associated with the onset of World War II. Their adventures will be featured in an article already submitted to *Newsboy* for publication in 2023.

# *A few '22 convention memories*



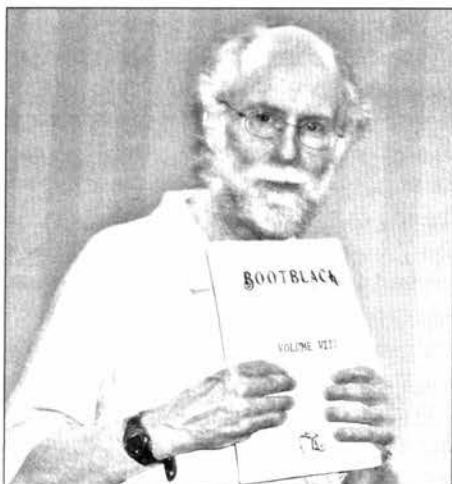
Convention attendees enjoy Friday night's dinner at Castiglia's Italian Restaurant.

Photo by Rob Kasper



The H.A. S. convention tour group poses for a photo at Belmont, the studio and gallery of artist Gari Melchers in Falmouth, Virginia.

Photo courtesy of Bob Sipes



Auctioneer Jeff Looney seeks a buyer for Volume 8 of Bootblack magazine.

Photo by Bill Gowen



Scott Chase and Keith Thompson enjoy some free time in the hospitality room.

Photo by Bill Gowen