

THE HORATIO ALGER SOCIETY

OFFICIAL PUBLICATION

NEWSBOY



Horatio Alger, Jr.

1832 - 1899

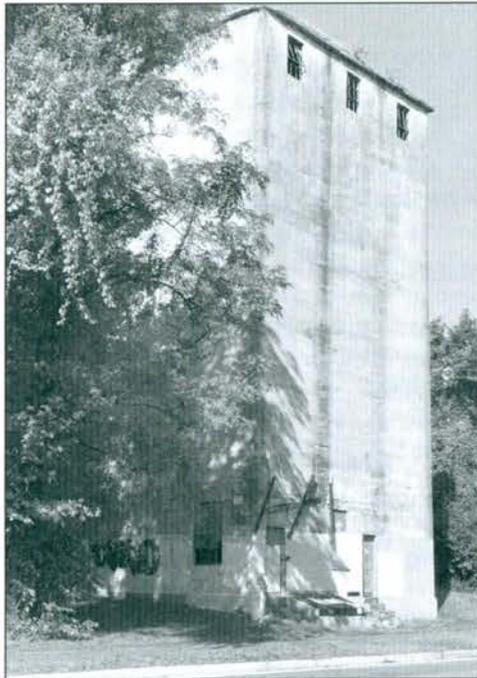
A magazine devoted to the study of Horatio Alger, Jr.,
his life, works, and influence on the culture of America.



VOLUME LXI

SEPTEMBER-OCTOBER 2023

NUMBER 5



'The Fredericksburg Fourth' update

A history unseen by tourists

An abandoned grain
elevator highlights
a walking tour
of Fredericksburg's
often hidden history.

-- See Page 3

The 'Cris' Criswell
and 'Peewee' Dewire
series by Lewis E. Theiss

-- Conclusion, Page 9



Longtime member, Newsboy contributor H. Alan Pickrell remembered

-- Page 7

President's column

Alissa Quart, journalist, and executive director of the Economic Hardship Reporting Project (whose "aim is to humanize inequality") is the author of the recent book *Bootstrapped: Liberating Ourselves from the American Dream* (HarperCollins, 2023; cloth, Kindle and paperback, from Amazon). Quart argues that America's "pull yourself up by your bootstraps" DIY message stressing that independent individuals must rely on themselves alone is actually harmful. It does not lead to an examination of the root causes of poverty nor to a search for solutions to problems of growing inequality. The book has received quite a bit of attention. An excerpt appeared in **Rolling Stone** (3/14/23, "The Longest Con"); **The Atlantic** reviewed the book favorably ("America's Most Insidious Myth," 3/13/23). The book has also provoked strong reactions.

I forgot that Quart had reached out to me, then I saw myself quoted in her book and checked my records. I answered some questions by email on 3/9/20. Quart drew on biographies, my book, along with Michael Moon's "Gentle Boy from the Dangerous Classes" (see **Newsboy**, Sept.-Oct. & Nov.-Dec. 2006) and an apparently unpublished paper by political theory professor James Martel (to which I do not have access).

In reply to several questions, I told her: "While a few of his last stories (in the 1890s) have the hero acquire wealth, most of Alger's boys rise to attain middle-class positions and a comfortable life. They escape precarious financial circumstances because their good character is tested and taken notice of by someone able to give them a chance. ... Usually, when people invoke the Alger story, they mean that the hero pulls himself up by his own bootstraps — that he is self-made. But other people who help the hero along are instrumental to his rise. His character is his capital. ... it is the hero's good character that functions like the gold standard and will ultimately win notice and respect." I also added at some point (because she quotes me in a footnote) that there "is really no role for government beyond the police in [Alger's] stories."

"Alger heroes do not express the view that everyone can become rich, but only that if some people do, they want to be among them. In today's economy, we certainly find people who began life with little who then go on to make fortunes. But the odds that someone who grew up in the lowest socioeconomic quintile will make it to the highest, or that someone from the highest quintile

(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.

OFFICERS

CAROL NACKENOFF	PRESIDENT
RICHARD B. HOFFMAN	VICE-PRESIDENT
ROBERT E. KASPER	TREASURER
ROBERT G. SIPES	EXECUTIVE DIRECTOR

BOARD OF DIRECTORS

DEBBY JONES	(2024) DIRECTOR
JAMES D. KEELINE	(2024) DIRECTOR
KEITH THOMPSON	(2025) DIRECTOR
LIANE HOUGHTALIN	(2025) DIRECTOR
ROBERT PETITTO	(2026) DIRECTOR
SCOTT CHASE	(2026) DIRECTOR
LEO "BOB" BENNETT (1932-2004)	EMERITUS
RALPH D. GARDNER (1923-2005)	EMERITUS

PAST PRESIDENTS

KENNETH B. BUTLER	JOHN CADICK
JACK ROW	CARL T. HARTMANN
DR. MAX GOLDBERG	ARTHUR P. YOUNG
STEVE PRESS	CAROL NACKENOFF
JUDSON S. BERRY	ROBERT G. HUBER
LEO "BOB" BENNETT	ROBERT R. ROUTHIER
JERRY B. FRIEDLAND	MICHAEL MORLEY
BRADFORD S. CHASE	LAWRENCE R. RICE
ROBERT E. SAWYER	ROBERT G. SIPES
EUGENE H. HAFNER	BARRY SCHOENBORN
D. JAMES RYBERG	JEFF LOONEY
GEORGE W. OWENS	RICHARD B. HOFFMAN
WILLIAM R. WRIGHT	CARY S. STERNICK
ROBERT E. KASPER	JAMES KING
MARY ANN DITCH	

Newsboy, the official newsletter of the Horatio Alger Society, is published bi-monthly (six issues per year). Membership fee for any 12-month period is \$25 (\$20 for seniors), with single issues of **Newsboy** \$4.00. Please make remittance payable in U.S. funds to **Horatio Alger Society, 4940 Old Main St., Unit 206, Henrico, VA 23231**.

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.

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.

'The Fredericksburg Fourth' update

The history unseen by tourists

By Jack Bales (PF-258)
Convention Host

Coming up in May will be the fourth H.A.S convention I have hosted in Fredericksburg, Virginia — aptly titled “The Fredericksburg Fourth.” I’ve written quite a few convention articles promoting Fredericksburg and its many tourist attractions. There is the area’s history, of course, and also a lively downtown with many stores, shops, restaurants and galleries.

I’ve profiled celebrated houses and locations in Fredericksburg, but there’s much more than Civil War battlefields and homes once frequented by 18th-century notables. As a hiker, I’d like to provide an illustrated walking tour of some of the roads “less traveled by,” to quote Robert Frost, and showcase a different type of history that the casual tourist seldom sees.

It takes me less than five minutes to walk from my front door to the 34-acre Alum Spring Park. So named because of the alum spring often associated with curative and healing powers, the wooded park features paths both along and overlooking a winding creek, huge rock formations, footbridges, and remnants of such structures as a 19th-century ice house and a mill operated by George Washington’s brother-in-law, Fielding Lewis. (Washington himself surveyed the property for Lewis.)

Of special note are the sandstone cliffs, for as the town was being shelled during the Civil War in December 1862, local residents sought refuge under the cliffs’ rocky ledges [see photo 1, at right]. The path below the cliffs even bore witness to two duels — one in 1790 and the other in 1803. Each standoff was preceded by an argument between two hotheaded young men, with all parties agreeing that pistols were the only means to obtain satisfaction. In the first duel one man died, and in the second, both men were mortally wounded.

I like loop hikes because I don’t repeat the trails, as one does in a round-trip or out-and-back hike. For both scenic beauty and forgotten history, it’s hard to top the popular Heritage Trail and Canal Path, a 3.2-mile loop trail that wraps its way around a canal and part of the Rappahannock River. Interpretive signs furnish background information about the structures and sites that bikers and hikers encounter.

During the 19th and early 20th centuries, commercial grist mills in Fredericksburg ground flour and meal for both retail and wholesale distribution. The paved

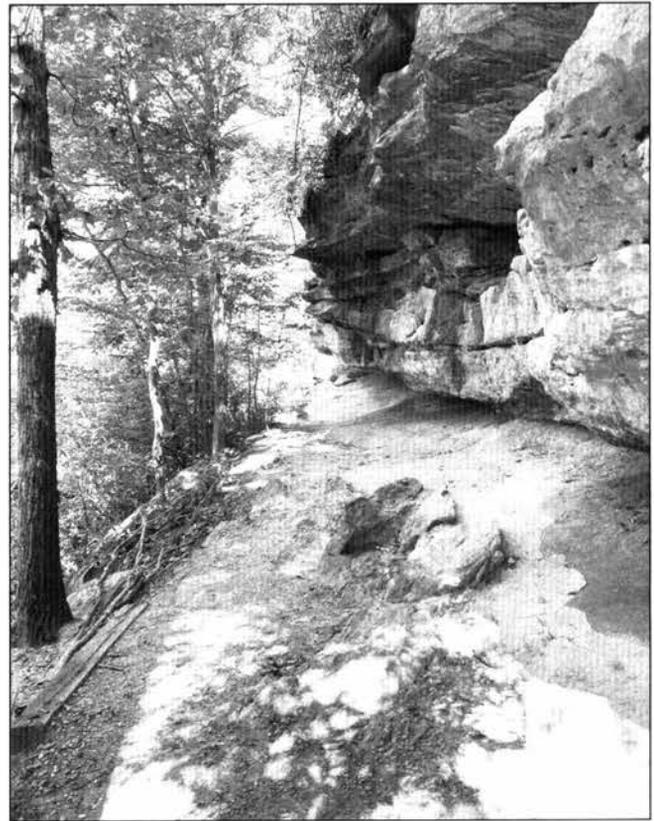


Photo 1: During the 1862 Battle of Fredericksburg, numerous Fredericksburg residents took shelter beneath the sandstone cliffs in Alum Spring Park.

Photo by Jack Bales

Heritage Trail passes by the location of the Germania Mill, which was built in 1866. The mill burned down 10 years later, but it was quickly rebuilt and in 1917, a large concrete grain elevator was added next to it [see photo on Page 1].

The mill remained in operation until the 1920s, shipping flour to Richmond, Baltimore, Philadelphia, and New York. The mill burned again in 1980. It was demolished in 2010, with trees and shrubs now obscuring piles of bricks and stones that once made up a thriving mill. The elevator still stands, however, and those who stroll or bike on this trail often stop and imagine how the mill operated back in its heyday.

The local canal, which was constructed in the early 1700s, powered these mills. In looking at photo on Page 5, one might think that that is simply a trail with a rolling landscape. I occasionally go hiking with Erik Nelson,

(Continued on Page 5)

Editor's notebook

In mid-September, those of us who've been regular presenters at the annual conferences of the Popular Culture/American Culture Association, received the sad news from Partic'lar Friend Kathleen Chamberlain (PF-874) of the passing on Sept. 12 of her longtime Emory and Henry College colleague H. Alan Pickrell (PF-965) at age 85 in Abingdon, Virginia. Alan had been in declining health, and he notified me a few years ago to close out his membership in the Horatio Alger Society for that reason.

His health also was a reason he stopped presenting his papers on juvenile series books and related topics at the PCA/ACA conferences. I last saw him and his wife, Ellie, at the 2017 conference in San Diego. His only H.A.S. convention was in 2009 in Charlottesville, Va.



H. Alan Pickrell

Alan was one of the most genuine persons I ever met, and that was true for Ellie, who always had a warm welcoming hug for her longtime friends gained over the years from our PCA experiences. Married to Alan for 63 years, she currently suffers from impaired eyesight. Alan is also survived by a daughter, Allison Statzer, and her husband, David, son-in-law Dean Miller; along with five grandchildren and 11 great-grandchildren.

James Keeline (PF-898) offers a remembrance on Page 7, and he and I decided to offer twin tributes to this unique individual. As James notes in his article, Alan was a professor (and chairman) of Emory and Henry's Theater and Speech Departments, his time there totaling 37 years. His background in the performing arts gave him a unique perspective and tone to his PCA presentations and the many resulting articles published in the series book, dime novel and related collector magazines. Seven of them appeared in *Newsboy*, and a list appears on Page 8 in case you want to refresh yourself on his classic, humor-induced prose by going to the H.A.S. website.

I want to expand on James' noting Ellie's generous contributions to our conferences, in arranging for area restaurants (usually done weeks in advance) and

(Continued on Page 8)

Call for papers for 2024 PCA conference in Chicago

The Popular Culture Association *Children's/Young Adult Series Books and Dime Novels* area is accepting proposals for presentations at the next PCA/ACA annual conference, to be held in Chicago from March 27-30, 2024. See <https://pcaaca.org> for general information on the conference.

The area has two distinct but related areas of interest:

- Juvenile series books of all types and eras, including 20th-century publications like those of the Stratemeyer Syndicate and its imitators (*Nancy Drew*, *Hardy Boys*, *Tom Swift*, etc.), as well as more recent and ongoing series (*Harry Potter*, *Twilight*, *Choose Your Own Adventure*, etc.).
- Series books' precursors, such as early popular publications for mass audiences of all ages (dime novels, nickel weeklies, story papers, etc.). Papers addressing either or both of these areas will be considered.

Proposed papers may cover (but are not limited to) any aspect of the following topics: authors, publishers, major characters, themes, readership, bibliography or research methods, social commentary, early or noteworthy genre forms, print culture, special collections, and representation of gender, race, class, etc. Participants do not need to be academics or professional writers; undergraduate submissions are welcome but require sponsorship by a faculty advisor, as per PCA policy.

All participants are requested to submit a 250-word abstract with title. First-time participants with this division are encouraged to submit a 1-2 page proposal, including a bibliography, along with the abstract. Email communication is welcomed desiring feedback on a topic prior to making a formal submission.

As you may have heard, the PCA has completely redesigned its website this year, so the submission process looks a bit different than it used to. To submit a paper, you should first create an account at <https://pcaaca.org> and then click the big "Submit your paper proposal now" link on the front of the website. This will take you to a separate paper submission site, which will guide you step-by-step through the process of entering your proposal.

Please feel free to reach out to us (see below) if you have any trouble with this process — and it might not be a bad idea to email your proposal as well, just to be sure nothing gets lost if the new system has any kinks in it.

Early submission is strongly encouraged.

Please send all inquiries to:

Demian Katz, Villanova University

demian.katz@villanova.edu

Matthew Short, Northern Illinois University

Mshort@niu.edu



Photo 2: Interpretive panels point out the historic and significant features along the Heritage Trail in Fredericksburg. The swale in the center of this view used to be a branch canal, which originated from the 18th-century canal behind the trees. Photo by Jack Bales



Photo 3: In Fredericksburg's aptly named "Old Mill Park," the wheel pit shown here of the 19th-century Bridgewater Mill indicates the location of the former mill's water wheel. The water came from a canal that used to run beyond the fence (in rear) and parallel to it and the current road. Photo by Jack Bales



Photo 4: The steps shown at lower left lead from the Heritage Trail down to the Rappahannock River. Across the river is Lauck's Island, which used to be connected to a Fredericksburg street by a bridge. Photo by Jack Bales

The history unseen by tourists

(Continued from Page 3)

retired City Planner and local historian, and he explained that "that grassy swale was once a branch canal, coming off the existing canal. The main canal powered one mill and this branch canal powered two others."

Whenever I walk this trail, I like wandering among the old mill ruins at the appropriately named Old Mill Park, which Erik pointed out was the site of the city's first industrial park. Photo 3, at right, shows the wheel pit of the Bridgewater Mill, one of the mills that was powered by the local canal many years ago.

There's much more on the Heritage Trail, but I will conclude by mentioning that as people meander along the path by the Rappahannock River, they can scramble across and among countless rocks, or they can simply sit, relax, and admire the view [see photo 4]. In fact, relaxing is one of the enjoyments of our conventions, and I hope you will be able to sit and talk among friends at "The Fredericksburg Fourth," here in Fredericksburg, Virginia, from Thursday, May 2, to Sunday, May 5.

Acknowledgments: I'd like to thank Erik Nelson, who wrote the interpretive signs along Fredericksburg's trails, and who patiently explained to me much of the history behind the landscape and the landmarks we came across during our walks. I also obtained information about the trails and parks from Barbara Crookshanks, "Alum Spring Park: A Walk Through History," by visiting <https://www.librarypoint.org/blogs/post/alum-spring/> as well as "Walk Through History ... Mill Sites and Water Power," <https://www.librarypoint.org/blogs/post/mill-sites-and-water-power/>.

President's column

(Continued from Page 2)

will end up in the lowest, are low; the quintile in which you were born is rather predictive of where you will end up. Social mobility in the United States today is lower than in a number of other nations with which we sometimes compare ourselves."

In the first section of a wide-ranging book, Quart looks at several authors who helped shape the American dream, including Emerson and Thoreau, Laura Ingalls Wilder (the *Little House* series), Alger, and Ayn Rand. In other sections, Quart writes about working in the gig economy (think Uber); about people who try to deal with hard-luck situations by crowdfunding; the phenomenon of mothers of school-aged children having to leave the workforce during Covid; collective efforts and communal engagement at the local level; worker cooperatives; and how mutual aid groups, community trusts, and participatory budgeting stand as examples of how we can escape the myth of individualism in a world in which we each depend on others — family, community and government.

In the chapter titled "The Horatio Alger Lie," Quart correctly observes that Horatio Alger heroes tended not to be the stuff of the rags-to-riches myth. This made me wonder why she is bashing Alger as the chief culprit in a distorted view of how the American dream works, except that his name got associated with that trajectory and the notion of "bootstrapping" in popular parlance. Perhaps it is because so much of her emphasis is on the importance of the public interest, and of governmental involvement in addressing problems so many today face. I think that words she attributes to Martel are not a satisfactory read of the Alger story — that Alger's "tales of dependence, intimacy and connection are repackaged as tales of autonomy and the triumph of the self" and that "Alger is very much in on this conspiracy" (50). I think Alger emphasized the importance of connection to others, and that there was no sleight of hand except what some interpreters have done to Alger.

I agree with criticisms in *Commentary* (June 2023), where Kevin D. Williamson points up the author's sloppiness and multiple errors, but his description of the author as "ignorant and illiterate" is out of line. In a *Wall Street Journal* opinion piece titled "Why the Left Hates Horatio Alger" (Aug. 12-13, 2023, A13), Ira Stoll (editor of www.FutureOfCapitalism.com) engages with the recent unflattering attention the Horatio Alger



A 1950 color illustration purporting to show Horatio Alger, Jr. writing at his desk and titled "His pen inspired a nation's boys" has been showing up again lately, including in *The Wall Street Journal* in August. The illustration was by Stevan Dohanos, created as a magazine advertisement for John Hancock Mutual Life Insurance Co.

Association of Distinguished Americans has gotten (and that I mentioned in my last column) and says the critics (including Quart) "are out to get the American dream" and insist on denying success stories. Since contemporary social science evidence does not support Stoll's assertion that "limitless possibilities really are already available through the free-enterprise system," Quart has the better part of that argument.

* * *

The August *Wall Street Journal* op-ed reproduces a 1950 color illustration titled "His pen inspired a nation's boys" purporting to show Horatio Alger, Jr. writing at his desk (above). Illustrator Stevan Dohanos designed it as an ad for John Hancock Mutual Life Insurance Co. Dohanos (1907-1994), son of Hungarian immigrants, was born in Lorain, Ohio. He was a young admirer of Norman Rockwell and later became his friend. Dohanos studied at the Cleveland School of Art. Some of his early illustrations appeared in *McCall's*, *Collier's* and *Esquire*, and in 1942, he had his first cover assignment for *The Saturday Evening Post*. He would create 122 more cover illustrations for them through the 1950s.

Your Partic'lar Friend,
 Carol Nackenoff (PF-921)
 302 S. Chester Road
 Swarthmore, PA 19081
 Email: cnacken1@swarthmore.edu

Newsboy contributor H. Alan Pickrell remembered

By James D. Keeline (PF-898)

Whenever I encourage someone to attend the Popular Culture Association's annual conference, I feel pretty certain that once they attend one, they will want to come back year after year. The reason for this is not just the presentations in our group devoted to dime novels and series books and other groups in the large conference. It is the people you meet and forge friendships with that last a lifetime. Of course, as we cultivate these decades-long friendships, we have sobering moments when one of those comes to an end.

My first PCA conference was in Louisville, Kentucky in 1992, and I met many of the research leaders in the field whose names I had seen on articles in magazines like **Yellowback Library**, the **Dime Novel Round-Up** and **Newsboy**. Indeed, it was in that year that I became a Particl'ar Friend.

The following year, I was eager to return to the PCA conference when it met in New Orleans, and that is when I met H. Alan Pickrell (PF-965), professor and head of the theater and speech departments at Emory and Henry College in Abingdon, Virginia. I had already seen a few of his articles in **Yellowback**, where he wrote about some of his favorite topics, L. Frank Baum's world of Oz and H. Rider Haggard, ones he would revisit from different perspectives throughout his life. He also wrote "A Giant Exploitation" (**Yellowback Library** No. 112, October 1993) which could have easily been one of his PCA presentations had he started presenting at the conference a year or two earlier.

Alan's presentations were always a delight to see in person. His drama training gave him a presence that I still marvel at. No matter the topic he was talking about, it was always interesting, and I was a little sad when it was finished (our presentations operate on a strict time limit of about 20 minutes or less). Most of his PCA presentations became articles for the magazines. He had 16 pieces published in **Yellowback Library**, 10 in **Dime Novel Round-Up** and seven for **Newsboy** (see *Editor's Notebook* list on Page 8).

Some of his work also appeared in the anthologies edited by Michael Cornelius, along with the Library of Congress symposium on dime novels in 1995, for which a proceedings volume was published the next year titled *Pioneers, Passionate Ladies and Private Eyes: Dime Novels, Series Books and Paperbacks*. The book, published by Haworth Press of Binghamton, N.Y., was edited by Larry E. Sullivan, Ph. D, and Lydia C. Schurman, Ph. D.

The area chair for a PCA section communicates with prospective presenters, sends out the annual call for



H. Alan Pickrell (PF-965), professor emeritus at Emory and Henry College in Virginia, joined the Horatio Alger Society in 1995, the year this photo was taken at the Library of Congress Symposium on Dime Novels, Series Books and Paperbacks in Washington, D.C.

papers, and organizes the submissions into panels. The chair keeps things moving smoothly during the conference sessions with help from chairs for individual sessions. Alan was chair for our section for three years and many new people began to present during that term and some of them stayed with the section for years afterward. I also twice served as area chair.

Every time we saw Alan at PCA, we were sure that his wife, Ellie, would be there as well. A common feature for our group at PCA is to dine together at least once or a few times. Ellie researched the restaurants that could handle a large group of 10 to 30, meet some special meal cuisine requests, and find a place that would not go into a panic if we requested separate receipts for the few who could get reimbursed by their university. The last PCA conference where we saw both Ellie and Alan was 2017 when it was held in San Diego.

We have continued to exchange Christmas letters throughout the time we have known them. As collectors, we gather the books we like, perhaps because we remember them. But as we join the larger community, we discover new series to collect and read. But even more important are the people who bring them to our attention — those lifelong friends who are more valuable than all of the books. Alan Pickrell was one of the best of these.

Editor's notebook

(Continued from Page 4)

sometimes finding a nearby alternative to the official conference hotel, a place more comfortable within our budgets. Not all presenters (college professors/instructors or graduate students) are fully reimbursed for expenses. Also, myself and several others present under the "independent scholar" title and cover our own travel, hotel and other expenses.

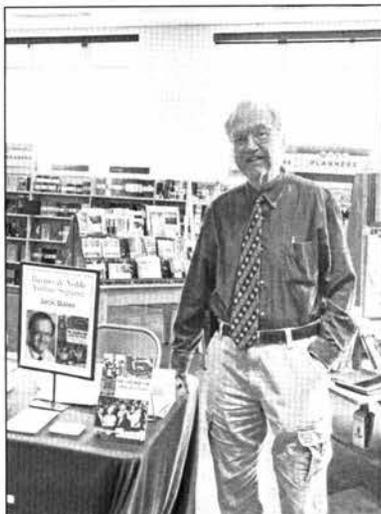
Ellie also enjoyed visiting important places in our convention cities. I particularly took note of her visits to the Art Institute of Chicago, the treks through New Orleans' French Quarter, including early-morning trips to Café du Monde for beignets. She also remembered

our individual likes and dislikes as to various cuisines. For example, she knew I disliked seafood, so she saw to it that seafood places always offered alternate choices. She also knew I was not fond of Indian food, but in San Francisco, she went personally over the menu with me to find a curried dish plus dessert that I enjoyed very much!

A celebration of Alan's life and a memorial service were held Sept. 15 at Chilhowie United Methodist Church, 501 Old Stage Road, Chilhowie, Va. The family suggests that if they desire, Alan's friends can make memorial donations to St. Jude's Children's Research Hospital at www.stjude.org

Jack Bales, the book agent: On Saturday, Sept. 30, Jack Bales spent two hours (1:30 to 3:30 p.m.) at the Fredericksburg Barnes & Noble bookstore signing copies of his book *The Chicago Cub Shot for Love: A Showgirl's Crime of Passion and the 1932 World Series* (2021). The store's manager supports local authors, and she asked Jack a few months ago if he could do a book signing.

"As soon as I walked into the store, someone warmly greeted me, escorted me to a table at the front of the store, and another staff member brought me a glass of



Jack Bales promoting his book *The Chicago Cub Shot for Love* at a recent signing at Barnes & Noble in Fredericksburg, Va.

Alan Pickrell's articles published in Newsboy

Each of these articles can be read online at www.horatioalgersociety.net by clicking on the **Newsboy** tab and going to the specific issue listed below:

"The Serpent in the Garden: Malicious Reptiles in Juvenile Series Books"

Newsboy, September-October 1995
PCA 1995, Philadelphia, Pennsylvania

"All the World Loves a Fat Boy. Doesn't it?"

Newsboy, September-October 1996
PCA 1996, Las Vegas, Nevada

"Father Knows Best – Or Does He? An Informal, Incomplete Study of Father Figures in Boys' Books"

Newsboy, September-October 1999
PCA 1999, San Diego, California

"Who's on First? The Boys in the Chip Hilton Books"

Newsboy, May-June 2003
PCA 2003, New Orleans, Louisiana

"A Boy's Life: Tom, Huck, Jerry & Poppy"

Newsboy, September-October 2005
PCA 2002 Toronto, Ontario, Canada

"L. Frank Baum's Boys' Series Books"

Newsboy, March-April 2007
PCA 2006, Atlanta, Georgia

"Where the Wild Things Are; a Consideration of the Feral and Near Feral in Juvenile Series Books"

Newsboy, March-April 2011
PCA 2010, St. Louis, Missouri

iced tea," he said. "I didn't sign that many books, but the store had purchased about a dozen copies of the book, and the manager asked me to sign all they had, as she wanted to have plenty of copies on hand."

The manager added that the store had promoted the signing on social media, and quite a few people had called about the book. She also has invited Jack back in the spring for another signing.

The 'Cris' Criswell and 'Peewee' Dewire series by Lewis E. Theiss

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

Introduction: In the final three titles in Lewis Theiss's *Criswell and Dewire* series, the focus of the books shifts noticeably. In the first three books in the series, *Flying with the C.A.A.; or, How Two of Uncle Sam's Youngest Airmen Saved a Great Defense Plant from Sabotage* (1941); *Flying for Uncle Sam; or, A Story of Civilian Pilot Training* (1942); and *Flying with the Coastal Patrol* (1943) (discussed in the previous issue of **Newsboy**), "Cris" Criswell, privileged by his father's wealth, is the central character, and "Peewee" Dewire is his assistant.

In the first two of those books, Criswell and Dewire successfully complete the civilian pilot training program established in the years before significant American involvement in World War II. In *Flying with the Coastal Patrol*, they put their flight training to good use by assisting the newly established Civil Air Patrol, which flew patrols along the east coast of the United States, searching for German submarines. As in all of Theiss's aviation books, these stories were based on actual governmental aviation programs.

However, in the remaining three volumes in the series, *Overseas with the Air Transport Command*, *Sky Road to Adventure* and *Flying with the Air-Sea Rescue Service*, the nature of the series changes noticeably. No longer do Peewee Dewire and Cris Criswell control their own aeronautical activities, they become crew members on large, multi-engine transports piloted by their old friend and mentor, "Ginger" Hale. The primary aircraft they fly is the Douglas DC-3 (the C-47 in U.S. military terminology and designated "Dakota" by the British). Although they are now crew members whose duties do not involve piloting aircraft, they remain the central figures in the story. One additional change is also evident: Peewee Dewire replaces Cris Criswell as the lead character in these stories.

* * *

Overseas with the Air Transport Command

In this book, Theiss takes Criswell and Peewee well out of the state of Pennsylvania, where nearly all of the action of the first three books in this series takes place. Ginger Hale reappears at the beginning of the book, with the news that he has received a new assignment

OVERSEAS *with the* AIR TRANSPORT COMMAND

by
Lewis E. Theiss



W. A. WILDE COMPANY
PUBLISHERS BOSTON

to fly as a pilot in the newly formed Air Transport Command (ATC). The Air Transport Command was developed as means of delivering supplies to wartime U.S. military units around the world by air. Because he has accumulated many hours as a pilot with the Pan American Airways system (described in the *Ginger Hale* series), he qualifies as the first pilot of the cargo aircraft flown in ATC, and he asks Criswell and Peewee to fly with him; Criswell flies as a flight engineer, while Peewee flies as a radio operator. Another man, Smith Williams, flies as copilot. Peewee becomes the main character in this book, and Criswell nearly disappears from the story.

On their first flight together, they fly a twin-engine C-47 north to Goose Bay, on the far northern coast of Newfoundland. They arrive at Goose Bay just ahead of a storm, a storm in which a C-87 (a B-24 bomber converted to a cargo-carrying ship) is forced down. After the storm passes, they fly a search mission and locate the downed aircraft. The next flight takes Ginger and the others in a Sikorsky S-42 Clipper from New York's La Guardia Field to Bermuda. After an engine vibrates badly, Ginger shuts it down; he turns the aircraft back to La Guardia, dumping fuel to lighten the

(Continued on Page 10)

The 'Cris' Criswell and 'Peewee' Dewire series by Lewis E. Theiss

(Continued from Page 9)

load. Theiss describes the procedure for dumping fuel in some detail.

The next flight is in a C-47, the same C-47 they flew to Canada, except this time they are flying to Brazil; they fly the route that many World War II Army Air Force pilots flew down the Atlantic coast to Brazil before flying across the South Atlantic to Africa. On this flight, Peewee demonstrates his skill as a radio operator. Their first stop is Borinquen Field, on the northwest corner of Puerto Rico.

From Borinquen Field they fly to Belem, a city on the northwest coast of Brazil, with stops at Trinidad and Georgetown, Guyana. On their approach into Trinidad, they are asked to search for a missing P-38 fighter plane. At Trinidad, Ginger, apparently worried about the fate of the P-38 pilot in the jungle, tells the boys about his adventure in the Mato Grosso, eight years earlier, when he found a missing Italian pilot. This episode is a condensed version of a major event in *The Flying Explorer* (1935), a reference Theiss acknowledges.

Peewee is appropriately impressed as they fly over the jungles of Surinam and the Amazon River before landing at Belem. The next stop is the Panamarin Field at Natal, on the east coast of Brazil, where the coastline bulges out into the Atlantic, the jumping-off point for flights to Africa. Peewee is even more impressed with the facilities at Natal, which have been greatly expanded as a result of the war. Theiss takes this opportunity to make a comment on the lack of American preparedness for the war, when Ginger says that the field "saved the world from slavery." As he explains to the boys:

We Americans were so blind that we couldn't see or even imagine what was coming. Why, we even thought we could avoid war by declaring our neutrality. That was like passing a resolution that no fire will be permitted to consume one's house — with the fire eating up the houses one after another down the block. But someone in our government had vision and imagination, and Pan American Airways was asked to set up routes and facilities for flights around the world. (193)

Ginger concludes by explaining that if these links in the supply route across the Atlantic had not been established, the British forces in North Africa might



not have been able to resist the German forces, and that while Erwin Rommel's army suffered from a lack of supplies, Montgomery's army received the supplies that led to victory at El Alamein.

As soon as they arrive, they are told that they will fly back to Miami to pick up a load of Link Trainers for use at Natal. On the way back to Miami, their plane is loaded with platinum and mica, both valuable resources for the war effort. When they return to Miami, the subject of the Coast Guard comes up, giving Ginger the opportunity to tell the boys about how he was saved by a Coast Guard plane off the coast of Florida. This, of course, is a reference to the opening chapters of *Flying the Air Mail to South America* (1933), when Lieutenant Jimmy Donnelly saved the life of young Ginger Hale. Although the name of Jimmy Donnelly is not mentioned, the incident serves to link all three of Theiss's aviation series.

After they bring a planeload of Link trainers back to Natal, their next flight is a trip across the Atlantic to Accra, Ghana, Africa, by way of Ascension Island, a small six-by-nine-mile dormant volcano in the mid-Atlantic, which gives Theiss the opportunity to repeat a current joke among pilots: "If we don't hit Ascension, my wife gets a pension." (234) They land safely at Ascension, but as they approach Accra an engine catches fire. However, as a result of their knowledge of

the probable cause of the fire, they control the fire and land safely.

In the final flight in the book, Ginger and his crew carry valuable electronic equipment, including radar sets and radios, from Accra to Burma, for General Stillwell. The cargo is so secret that it must remain on the same aircraft and be flown by the same crew all the way. As Theiss acknowledges, this is another "message from Garcia" mission (290) (similar to other missions in previous *Ginger Hale* books), and it requires the crew to move at top speed with minimum rest. Their route of flight takes them from Accra to Maiduguri, Nigeria; to Khartoum (Khartoum), in Sudan; to Aden, Yemen; to Masirah Island, Oman; to Karachi (then in India, now Pakistan); to Gaya, India; and finally to Chabua, India. Because their assignment requires them to fly across long distances in a short amount of time, Theiss provides few detailed descriptions of the lands over which they are flying.

At Chabua, they learn that General Stillwell is at a field in Burma called Myitkyina, and after a short rest they fly there, where General Stillwell himself greets them. However, he says that one of his officers, General Merrill, is in desperate need of radios, and because he is located in a remote area, the only way to deliver them is by air: a pilot must fly a small single-engine aircraft into the camp where he is located. (Theiss does not identify it, calling it a "flivver plane" (319); in a later recounting of the episode in *Sky Road to Adventure*, he identifies it as a Piper Cub, probably the L-4 Super Cub "Grasshopper"). Stillwell also wants the pilot to take photographs of enemy activity on the way back. Ginger Hale recommends Peewee for the job and Peewee is happy to accept. Peewee completes the dangerous mission without mishap but collects some bullet holes in his aircraft in the process. This final segment of the story is the most exciting of the book.

Sky Road to Adventure

Sky Road to Adventure continues the adventures of Ginger Hale and his companions, Cris Criswell and Peewee Dewire, as they fly supply missions for the Air Transport Command. Theiss states in the preface to the book that he was writing during the latter phases of the Potsdam Conference, a meeting of the leaders of the major world powers to determine the postwar fate of Europe. The date would probably sometime in the last half of July 1945. The war ended on August 10. Thus, Theiss must have sensed the war was about to end, but the end of the war is not an event in *Sky Road*.

As the story begins, all three are back in Pennsylvania on a brief furlough (leave) from their flying duties. Peewee expresses his concern about the situation in

China, as he worries about the lack of ability of Chinese forces to resist the Japanese invaders. When they report for duty, their first flight is a planeload of bomb fuses destined for Scotland. The first leg of their flight takes them from La Guardia Field to Presque Isle, Maine. The landing gear on their C-47 is reluctant to retract on takeoff from La Guardia, but Ginger decides to continue the flight. The landing gear extends safely but slowly when they land at Presque Isle, and they continue to their next stop, Goose Bay. However, when they approach Goose Bay, their landing gear will not extend, and they are forced to make a belly landing in the snow. This event gives Ginger and the boys (and Theiss) the opportunity to describe living conditions in the far north in more detail than he had done in the previous book.

Peewee and Criswell investigate a trapper's trading post in winter. They learn in detail what winter conditions are like in northern Canada. They also learn about how and when the remote landing field at Goose Bay was discovered and created. They also learn how Bernt Balchen led a team of soldiers into Greenland to attack the German outpost, which had established a weather reporting station there. After their landing gear is repaired, they depart on a flight to Greenland, landing at the Bluie West One air base.

They then proceed to the airfield in Iceland, where Theiss describes how that airfield was established. From there they fly to Prestwick, on the west coast of Scotland, south of Glasgow, where an extensive airfield had been established to accommodate the aircraft that had flown across the North Atlantic.

Once again, Theiss describes in detail the layout and activities that are occurring at the field. At Prestwick they learn that they have been diverted on another mission, and reverse course, flying back across Greenland to Harmon Airfield, in Labrador. At Harmon, Ginger educates the boys on the aviation flight across the Atlantic that originated from the area, the U. S. Navy's 1919 NC-4 flight, under the command of Lieutenant Commander Albert Read.

From Harmon, they fly to the Azores Islands, a group of islands off the coast of Portugal; on the way Peewee spots some seamen floating in a raft, apparently the survivors of a submarine attack, and they report their position for the Air-Sea Rescue Service and drop some supplies. Their destination after leaving the Azores is Casablanca, on the northwest coast of Africa. Shortly after departing the Azores, however, they pick up a distress call from a P-51 pilot, who is flying alone east of Bermuda. With Ginger's help, Peewee determines the pilot's location and gives him a heading which should

(Continued on Page 12)

The 'Cris' Criswell and 'Peewee' Dewire series by Lewis E. Theiss

(Continued from Page 11)

take him to the Azores. As they approach Casablanca, they can see the Atlas Mountains in the distance.

Theiss describes their activities at Casablanca in some detail. It is the location where American troops landed in the first offensive operation of the war. Theiss provides a discussion of the history (especially military history) and culture of the area, but this time he reveals his cultural bias, which is evident when Ginger tells the boys that "this is a land of violent peoples. ... They have their own customs and practices. Many of these ways are based upon their religion, and they are fanatically religious. So we must make sure that we do nothing offensive to them." When Ginger says they should not interact in any way with the women, Peewee says, "If they are as ugly as some of the pictures make them seem to be, ... I wouldn't touch one of them with a ten-foot pole." (210) Although Peewee usually responds spontaneously to scenes and events around him, this comment seems inappropriate as well as unnecessary. When he sees the hair style of an Arab boy, he expresses similar feelings of dissatisfaction:

Peewee was pointing at a youth of perhaps his own age. The lad's head was shaved clean, save for one long lock of hair that dangled down the back of his skull like a frayed black rope. "Looks like an American Indian with his scalp lock. Those natives don't scalp each other when they fight, do they?" (214)

When Peewee and Criswell toss a few coins at some beggars in Marrakech, they are warned not to, because they could be attacked and robbed. The copilot laughingly tells them that a friend of his said that "they [the beggars] don't thank you for what you give them. They curse you for an infidel, to atone for their sin of receiving 'unclean Christian money.' So keep your coins in your pocket, Peewee." (229)

Since, as far as we know, Theiss never flew to any of the distant locations he writes about in this series (he always acknowledges assistance that his aviation sources have given him), he must be basing these descriptions on personal attitudes perhaps supplemented by impressions drawn from **National Geographic Magazine** articles and photographs. Although his attitudes towards members of an Arab society that had suffered the effects of the war in which they had been



caught up may have been common among Americans at the time, they could have unfortunately encouraged the development of similar negative cultural attitudes in his youthful readers.

As they fly east along the coast of North Africa, the boys see "battlefields and areas of maneuver" and observe "the very territory over which Eisenhower marched, and they understood the [African] campaign as they never had before." (232)

When they fly from Marrakech to Algiers, they lose an engine in flight over the Atlas Mountains and change their route of flight along the coastline. As they make an emergency landing at Oran, Peewee has a chance to see the harbor at Oran and appreciates the challenges faced by the Allies when they landed at Oran two years earlier. After they land safely at Oran, a ground-crew member suggests that the reason the engine had problems might have been that the oil in the affected engine might have had water in it, adding that "the country's full of Axis agents." (250)

At Oran they are told that "they would have to fly all day every day" because "the situation in China was becoming hourly more critical" and that Army General Wedemeyer was "working night and day to get an army assembled that could stop" the Japanese advance toward Kweiyang (252). At this point, the story turns into another "message to Garcia" situation involving

logistics assistance. From Oran they carry an important English diplomat to Algiers, and from there they proceed directly to Tunis.

At Tunis, Peewee has an opportunity to briefly view the city which "American soldiers had so recently fought and won." (259) Their tight schedule allows only a quick glimpse of the city. Although they see little of the African battleground in the area, Theiss provides a one-page summary of the importance of the German surrender at Tunis. Their next stop is Benghazi, Libya, and then on to Cairo. Theiss describes how the territory over which they are flying was traversed by German Field Marshal Erwin Rommel in his unsuccessful efforts to capture Cairo. Once again, their tight schedule prevents any exploration of Cairo.

Their next stop is Abadan, Iraq, where they stop briefly before proceeding to Karachi and then to Agra, in central India, and then to Chabua, where they prepare to "fly the Hump" across the Himalaya Mountains to China. At this point, Theiss provides a summary of how the airlift program to China was established as a response to the closing of the Burma Road by Japanese forces.

Provided with extra fuel tanks for their C-47, Ginger flies across the Himalayas in

bad weather as ice forms on the wings. With Peewee's assistance using the radio to obtain bearings from distant stations, they navigate their way to Kunming, where they land under a low ceiling. Their final task is to fly some Chinese troops from a location west of Chungking (modern Chongqing) to an airfield near Kweiyang (modern Giulini).

This book completes Theiss's goal of informing American readers about the range of activities and conditions of operations of the Air Transport Command. Although the war must certainly have ended while Theiss was working on the book, he does not refer to the war's end either in Europe or Japan. Referring to the end of the war would have reduced the significance of the flying efforts of Peewee, Ginger, and Criswell.

Flying with the Air-Sea Rescue Service

In this, Theiss's final aviation book, Peewee and Criswell decide to join the newly formed International Air-Sea Rescue Service. The book opens with the four aviators who flew together in the two previous books — Ginger Hale, Henry (Peewee) Dewire, Cris Criswell, and their copilot, Smith Williams — talking together at the airfield in the Azores Islands. They are considering their postwar flying options. Ginger decides that he will return to his old job as a pilot for Pan American Airways, but Peewee and Criswell are unsure of their plans.

On their flight from the Azores to Harmon Airfield, on the east coast of Canada, they are alerted to look for some shipwreck survivors. Peewee, with his good eyesight, spots four men in a raft, and they drop some supplies and he sends a message giving their location. They remain in the area, circling overhead, until they run low on fuel and continue their flight to

Harmon, where they learn the survivors have been rescued.

While they are at Harmon, they are asked to assist in the search for a Coast Guard boat that had struck rocks near Cape Ray, on the west coast of Newfoundland. The Coast Guard boat had gone to the aid of a trawler that had struck the rocks



A Douglas C-47 transport passing over the pyramids on the way east.

Sky Road to Adventure, facing Page 266. Photo courtesy of Douglas Aircraft.

on the coast and sunk. As usual, Peewee, with his sharp eyes, spots the wreckage in the fading daylight, and they drop a flare as darkness sets in to positively identify the survivors. They circle the spot until a Navy PBY arrives. With the aid of flares dropped by Ginger and his crew, the PBY lands on the rough sea at night, brings the survivors aboard, and manages to take off safely. The sight of the Coast Guard aircraft landing in such rugged conditions makes a profound impression on Peewee and Criswell.

Before they are released from their service from the Air Transport Command, they are tasked to transport some high-ranking officers from La Guardia to Washington. When they land at Washington, Ginger sees an old friend, Lieutenant Commander Harris, who

(Continued on Page 14)

The 'Cris' Criswell and 'Peewee' Dewire series by Lewis E. Theiss

(Continued from Page 13)

is a member of the Coast Guard. When Peewee and Criswell express their interest in joining the Air-Sea Rescue Service, Harris arranges for them to receive a tour of the control office of the Eastern Sea Frontier, a tour given by another Coast Guard officer, Lieutenant Ramsey. At the control office they learn about the organization and installations, and they are witness a life-saving operation when the Coast Guard rescues a man stuck in the tidal flats on the New Jersey coast.

All three return to their Pennsylvania home territory and invite Smith Williams, who has been their copilot in the previous two books, to go for a flight across the Pennsylvania mountains. As they are flying, Peewee picks up a distress call from a pilot who says he is about to crash but does not provide information about his location. Peewee and Criswell are flying in one plane, and Ginger and Smith Williams in the other. They determine the general location of the aircraft in distress and Smith Williams spots the wreck. Both aircraft land in a nearby farmer's field and trek through the forest to rescue the men.

At this point, Ginger receives a telegram from Pan American recalling him to duty as a pilot and to bring Smith Williams with him. Peewee and Criswell decide to join the Air-Sea Rescue Service.

They are accepted in the Air-Sea Rescue Service, complete their training, and are assigned together at Floyd Bennett Field, on the south shore of Brooklyn, not far from La Guardia Field. The unit at Floyd Bennett Field flies PBY Catalina aircraft as well as the Beech Model 18, both twin-engine planes. The PBY was specifically designed to land on water and was used during the war by the Navy for rescue and reconnaissance duties. In one of the more interesting chapters of the book, Peewee and Criswell familiarize themselves with the many ships' channels that have been cleared in the New York harbor area to allow passage of large ocean-going ships to enter the harbor and dock.

One of their first rescue missions involves some electric eels, which have been brought into the area from South America. The plane bringing them in has had to land off the New Jersey coast. When their skipper, Lieutenant Blake, lands to assist, he determines that only a rescue crash boat is capable of carrying the eels. This episode was apparently based on a real event; as Theiss says in his acknowledgement section, "Practically everything in this volume is but a

thinly disguised occurrence." (8)

The next section of the story, "Scuttlebutt," is one of the most interesting chapters in the book, for it contains accounts, told by the other members of the unit, about their personal experiences in the jungle, most occurring during World War II. There are several anecdotes, especially about rescue efforts involving PT boats, any one of which could be the basis for an entire story. Theiss includes an account of one of his old episodes involving the South American jungles into the chapter.

When Peewee and Criswell fly as crew members aboard Lieutenant Blake's PBY along Long Island, Peewee can see Idlewild Field under construction. Peewee remembers Ginger Hale telling them that an additional airport in the area was necessary because the situation at La Guardia was "saturated." Ginger said that

It's worse than that. It's supersaturated. There are now close to 800 airline flights scheduled to operate into or out of La Guardia Field in every twenty-four hour period. ... it would mean a ship coming in or going out of the field every one and eight-tenths minutes. Think of that! ...

Only the skill of the pilots and the traffic control men, and the most perfect sort of cooperation, has prevented a disaster. But one can happen at any time. (201-202)

The field, which Criswell sees as "practically finished," was completed the year after the book was published, and the first flight departed Idlewild Field on July 1, 1948. Idlewild was later renamed John F. Kennedy International.

Lieutenant Rhodes, the co-pilot, spots a rowboat in the middle of a bay; when Peewee looks, he sees small dots beside it — the heads of girls hanging on. They land and rescue the girls. Later episodes involve ships colliding in the fog offshore and a missing small army aircraft which crashes into the mountains of New York, killing both pilots.

There is also an account of transferring a sick patient from a ship to an aircraft at sea. In the final episode in the book, Peewee and Criswell assist in the rescue of a Pan Am pilot and crew from the ocean when the aircraft's engines lose power. They reach the crew as the aircraft is sinking and discover that they have just rescued Ginger Hale, thus bringing all three together in the final episode of the final book describing their adventures together.

It initially might appear unusual that Lewis Theiss should have decided to place more emphasis on the thoughts and actions of Peewee Dewire rather than those of Cris Criswell in the final three books in the



series. Criswell is college educated, comes from a privileged family, and is the central figure in the first three books of the series, in which he leads, and Peewee follows after. In contrast to the more serious Criswell, Peewee is the more dynamic and spontaneous character, even in the book in which the two boys first appear, *Flood Mappers Aloft*, the fifth book of the *Ginger Hale* series. Theiss's sympathies must have rested with the diminutive Peewee; he certainly is the more colorful of the two characters.

There is possibly another reason for Theiss's preference for Peewee's character. Although he is a pilot, Peewee's character is important for his non-flying skills: operating the radios and taking pictures. As a radio operator, he is often called upon to send messages and determine their location in bad weather by obtaining bearings from distant stations. His ability to operate a radio successfully reminds us that Theiss's earliest series was titled the *Young Wireless Operator* series [Ed. Note: listed as the *Wireless Patrol Series* in the Mattson and Davis series book collector's guide.]

As a photographer, Peewee is instrumental in helping to identify German agents. In his non-flying activities, he is the character Theiss could more easily identify with. Not a pilot himself, Theiss would be more like Peewee, along for the ride and intensely interested in their progress and the lands over which they fly. Like

Peewee, Theiss is communicating the progress of all three Pennsylvania flyers to the outside world through his books.

Theiss is at his best in communicating what the world outside the confines of the aircraft looks like. He excels at describing the geographical features — hills, northern lands, deserts, rivers, oceans, and airfields— over which they are flying, and he is especially interested in describing the history that has occurred in those areas. He is essentially a flying tour guide, providing informative comments about events that have occurred on the terrain beneath. For the most part, his books are positive (even patriotic, for the time in which they were written) in tone and attitude and are consistently educational about technology, history, and geography.

Theiss establishes unusual continuity in his aviation books, which were published in a 20-year period, not only in reappearing characters but in the special mentor-student relationships among them as older, more experienced individuals provide necessary information and guidance to younger colleagues: Jimmy Donnelly serves as a mentor for Ginger Hale, and Ginger Hale subsequently serves as a mentor for Dewire and Criswell.

Even Jimmy Donnelly has a mentor, in the person of Warren Long, the air mail aviator whom he rescues in *Piloting the U. S. Air Mail* (1927). Another especially interesting example is provided by Criswell's father, Mr. Criswell, who counsels young Cris Criswell, especially in the first three books in the series, on making the correct decisions regarding his future.

As a staunch supporter of the Boy Scouts of America throughout his life, Theiss strongly believed in the mentor-learner relationships advocated by the Boy Scouts.

The format of this series is generally consistent with the format of all previous series published by Wilde. Every book features a photograph of a relevant aircraft or scene as a frontispiece. All of the books discussed here feature interior photos as well: two in each of the first three books, three in *Overseas with the Air Transport Command*, four in *Sky Road to Adventure*, and five in *Flying with the Air-Sea Rescue Service*. The use of photos (usually of real-world aircraft) fits in with Theiss's emphasis on the realistic context of the stories he tells.

The books' only art work is limited to dust-jacket illustrations, almost all drawn by Harold J. Cue (1887-1961), whose drawings nicely capture the era's spirit of aerial adventure. In summary, it is safe to say no other author of juvenile aviation series books provided such consistently informative, educational, and motivating stories as did Lewis E. Theiss.

LETTERS TO THE EDITOR

Dear Bill,

If you have room, here is an update on John Rowe's **Adventure Stories for Boys**, as listed in *A Collector's Guide to Hardcover Boys' Series Books* (MAD 00500). The Guide has serious problems, which I hope this will update. The Mattson and Davis entry was taken verbatim from Harry Hudson's 1977 revised bibliography.

Here's the update:

Under "Authors," change "Rowe, John" to "Rowe, J. G." Otherwise the material at the head of the listing is fine. These are the changes to the formats, as follows:

Format 1—Cupples & Leon Company (Volumes 1 through 5)

7 7/8" x 5 1/2", cloth binding. Books 1 through 4 are known to exist in this format, and it is believed volume 5 does also; it is just very hard to locate as it likely had only one printing before C&L reduced the size.

Illustrations: correct as listed.

Dust Jacket: correct as listed.

The note stating that not all the books appeared in this format should be deleted. I have the first four (volumes 1 and 2 in dark green cloth; 3 in brick-red cloth; and 4 in bright red cloth).

As I mentioned, I do believe volume 5 also exists in this format, as my copy of No. 4 lists all five titles in the ads at the rear, as does the dust-jacket verso. Since No. 4 is also quite hard to find in this format, the compilers were led to believe only volumes 1 through 3 were issued this way. Volume 5 was issued the same year as volume 4, so it likely remains out there somewhere.

Format 2 — Cupples & Leon Company (All volumes)

7 7/8" x 5". Only the first-format books appeared in the 7 7/8" x 5 1/2" size.

Illustrations: Frontispiece in color only.

Dust Jacket: Same as (1), except all portions that were white in the first format are now orange. I have not seen volume 7 in this format.

Format 3 — Cupples & Leon Company (All volumes)

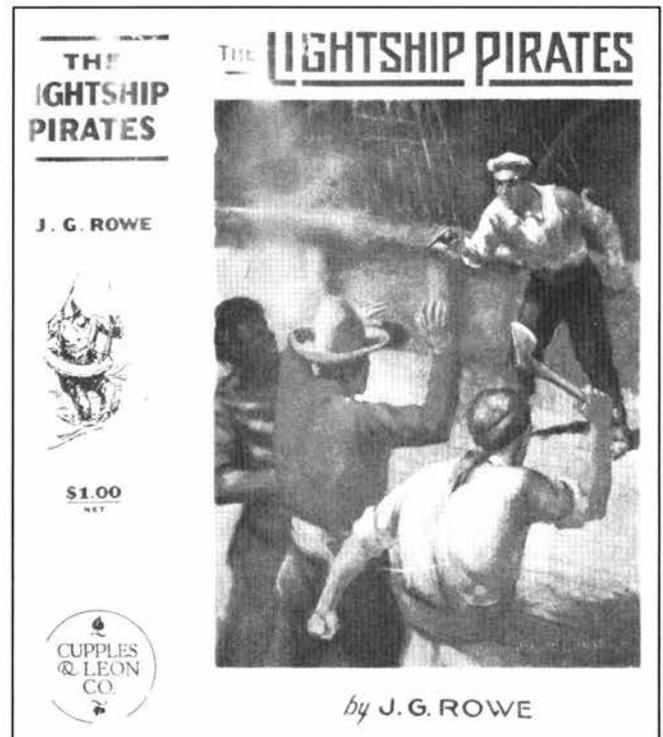
Same as (2), except decorated endpapers.

Illustrations: Same as (2), except in black and white only.

Dust Jacket: Same as (2).

Format 4 — Cupples & Leon Company

This should be deleted. I don't believe C&L ever went back and reissued the books in the original size with color returned to the frontispiece. Someone likely



The first-format dust jacket for J. G. Rowe's *The Lightship Pirates*, the second title in Rowe's *Adventure Series for Boys*, published by Cupples & Leon. This jacket design was used for volumes 1 through 5 in the series.

Image courtesy of Bart Nyberg

mistook a first-format book lacking the illustrations for a new format.

Note: I am not sure volume 7 belongs in this series. There is only one thing to connect it, and that's the fact it appears in the same format dust jacket as format 2 in this series. The author, book setting and the fact that it has never been seen in format 1 all argue against it. Later printings of "The Carcajou" appear in a completely different dust jacket.

Regardless, both notes should be retained.

I knew something was up when I found a copy of title 4 in the first format. I hope this change will help collectors of this series.

Sincerely,
Bart J. Nyberg (PF-879)
4657 Mason St.
Omaha, NE 68144
lewarcher@aol.com

Editor's note: This update is intended to be used in conjunction with the entry for Rowe's **Adventure Stories for Boys** as found in the Mattson and Davis guide [MAD 00500, page 52]. That includes the listing of seven titles, along with the remaining descriptive material, which Bart confirms is accurate, according to current research.