



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.

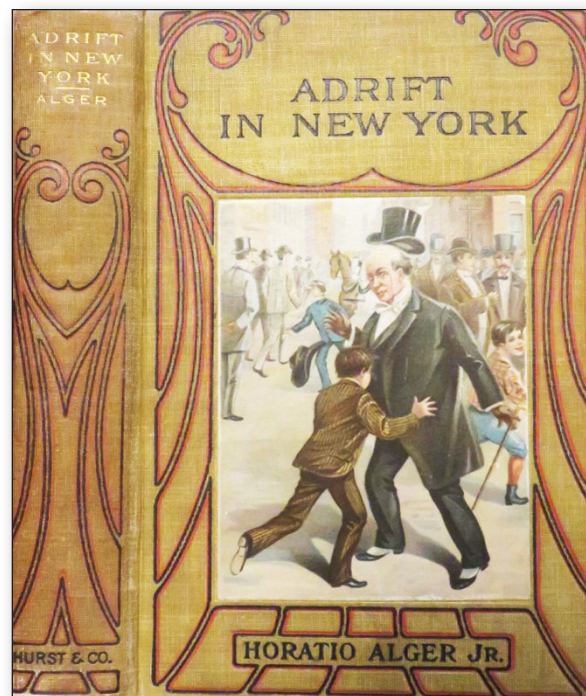
VOLUME LIX

MARCH-APRIL 2021

NUMBER 2

Adrift in New York: Hardcover first edition

-- See Page 3



Ex. 1: Hurst & Company's Presentation edition of Alger's *Adrift in New York*. Image courtesy of Scott Chase



Antiquing, book-hunting in historic Fredericksburg

-- See Page 3

The Arnold Adair Series by Laurence La Tourette Driggs

-- See Page 11

President's column

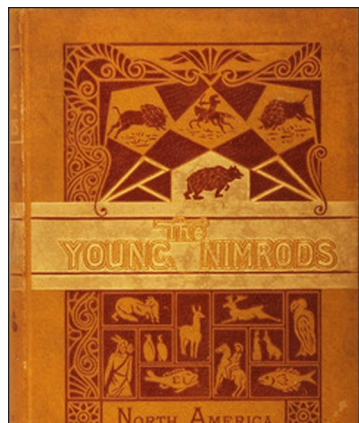
Good morning from Houston,

Well, the winter is behind us and every day seems to be a beautiful one with sunny skies and highs in the upper 80's. Our once in a lifetime freeze destroyed much plant life around here, but the green of newly planted bushes and shrubs is making the brutal cold a distant memory.

Linda and I have gotten our vaccines, as have most of our friends. We still wear masks but it does look like things are improving. Of course, Texans are a stubborn lot and there are many who have opted out of the protection that the vaccinations afford us. I hope that will not be a lethal mistake.

The other day I spotted an inscription in a book from the 19th century. The flowery cursive handwriting was so different from what we see today. How things have changed in 150 years — in particular, the English language and the use/meaning of words. I have to laugh. Before my kids took the SAT, I reminded each of them that “irregardless” is not a word. Now I stand corrected since it is in the dictionary.

That brings me to my book topic of the day. How the titles of some series books in the 19th century had a different meaning way back then. Here are a few examples (some of which I have mentioned in previous columns):



How about the “Young Nimrods” series written by Thomas W. Knox?

This two-volume series published by Harper & Brothers in 1881 and 1882 followed the adventures off George and Harry in North America and around the world. Its author was a world traveler himself. But what is a nimrod? Certainly, if someone called you a nimrod, you would be insulted. Clumsy, stupid, inept and the like come to mind. Prior to 1932 the biblical name indicated a mighty hunter or a traveler. But in 1932, Bugs Bunny called Elmer Fudd a “Nimrod” indicating that Fudd was an idiot. The

(Continued on Page 8)

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

CARY S. STERNICK	PRESIDENT
JAMES KING	VICE-PRESIDENT
BARRY SCHOENBORN	TREASURER
ROBERT G. SIPES	EXECUTIVE DIRECTOR

BOARD OF DIRECTORS

ROBERT PETITTO	(2021) DIRECTOR
DEBBY JONES	(2021) DIRECTOR
JAMES D. KEELINE	(2021) DIRECTOR
JOSEPH STRANG	(2021) DIRECTOR
JACK BALES	(2022) DIRECTOR
MICHAEL MORLEY	(2022) DIRECTOR
LEO “BOB” BENNETT (1932-2004)	EMERITUS
RALPH D. GARDNER (1923-2005)	EMERITUS

PAST PRESIDENTS

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

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 to the Horatio Alger Society.

Membership applications, renewals, 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, 1004 School St., Shelbyville, IN 46176.

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 advertisements or “Letters to the Editor” to **Newsboy** editor William R. Gowen (PF-706) at 23726 N. Overhill Dr., Lake Zurich, IL 60047, or by E-mail to hasnewsboy@aol.com

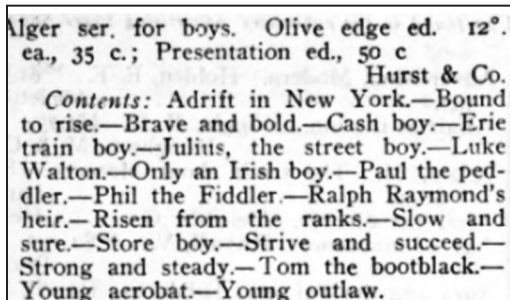
Adrift in New York: Uncovering the hardcover first edition

By Scott B. Chase (PF-1106)

I have the good fortune of having a father who has really enjoyed collecting Horatio Alger, Jr. books, researching the details about particular publishers, and then publishing his findings. My Dad is Brad Chase (PF-412) and I've enjoyed collecting Algers and other books with him for many years. We would trade lists of our needs for our various collections, and I would look in my area of upstate New York and he and his Alger buddies would go "bookin'" in his area of New England. These outings were always a good time with an occasional book treasure find.

One of his projects involved the publisher Hurst & Company. He basically wanted to learn and ultimately document what all the Hurst formats were that carried Alger titles, and define when in sequence each format was published. This was an enormous amount of work, but it resulted in the publication of two books. The first book is a bibliography of the full size, 12 mo, books published by Hurst.¹ The second is a bibliography of the small size, 16 mo, books published by Hurst.² Both books are wonderful resources for the Hurst Alger collector.

It was during the research phase of writing these books that I had the good fortune to assist my Dad with



Ex. 2: Hurst & Company notice in *Publishers' Weekly* on Sept. 24, 1904.

gathering information for this part of his project. Not only did I help with some of the genealogy of Thomas Hurst's family but also with determining publication dates for the various formats. This included *Adrift in New York*. It has been generally accepted since Bennett's bibliography that the first paperback edition was issued by Street and Smith as No. 243 in its **Medal Library** in early 1904.³ There is an ad for this edition in the March 19, 1904 issue of *Publishers' Weekly*.⁴ What hasn't been clear, but has interested me since helping with the research on the Hurst project, is determining what the first hardcover edition is of *Adrift in New York*. Bob Eastlack's (PF-557) article in *Newsboy*, "Soft and Hard-cover First Editions," did a nice job reviewing candidates for the first hardcover edition.⁵ The research conducted with the Hurst project coupled with the information in Bob Eastlack's article helps define this first hardcover edition.

I've concluded that the first hardcover edition of *Adrift in New York* is the Presentation edition of the *Alger Series for Boys* published by Hurst (see Example 1, Page 1). This series was advertised in *Publishers' Weekly* on Sept. 24, 1904.⁶ It is in their Fall Announcement Number, and

(Continued on Page 5)

2021 convention update

Antiquing, book-hunting in Fredericksburg

By Jack Bales (PF-258)

I am writing this shortly after I received my second COVID shot. Plans are still on for the convention, and I like what Jeff Looney said in his letter to Bill Gowen in the last *Newsboy*: "I'm beginning to be guardedly optimistic that enough of us likely attendees will have gotten our COVID vaccines by then and that the convention may actually be held." I'm optimistic, too! Soon after the January-February issue was mailed, I received my first registration (from Bob Eastlack).

For anyone flying to the convention, the two major

airports are Ronald Reagan Washington National Airport (also called National Airport and Washington National Airport) in Arlington, Virginia, and Richmond, Virginia, International Airport. I prefer the Richmond airport as it is easier to get in and out, and the traffic north toward Fredericksburg is a lot less congested than the traffic south from Arlington and the D.C. area.

GWRideConnect (www.gwrideconnect.org) connects those in the Fredericksburg region with "transportation solutions other than driving alone." See the links at the

(Continued on Page 6)

Editor's notebook

Bob Chenu (full name Julius R. Chenu) was a legend in our field of series book collecting. He was one of the first big-time collectors I became acquainted with after entering the hobby avidly in the early 1970s. First, I got to know Jack Dizer, who introduced me to Chenu, who lived on Long Island in the city of Merrick.

I began corresponding regularly with both by snail-mail (was there any other way back then?) and soon visited them in person and saw their amazing collections, numbering in the thousands.

I write this because Chenu died from a heart attack in September 1988 at age 69, three years before I became editor of *Newsboy*. As a result, I never had a chance to have him contribute one of his well-researched articles to this publication. For **Dime Novel Round-Up** and **Yellowback Library**, he was a regular contributor, including his popular "Juvenilia" column for **Yellowback Library**. His column in the special "Tribute to Bob Chenu" issue was one of his best, describing the evolving change of formats of series books, including a gradual lessening of quality. It's well worth seeking out in the November 1988 issue (No. 85).

Two of Chenu's major research pieces for the **Round-Up**, covering Ralph Henry Barbour and William Heyliger, sparked my interest to read and collect those authors. The pieces included full chronological lists of Barbour's and Heyliger's books, including publishers, copyright years and contributing artists.

So, I really wanted to run an old article by Chenu in *Newsboy* as my own tribute, since many of the newer members of the Horatio Alger Society didn't have the privilege of knowing him as I did. I chose the piece from 1973 at right, since he was the main contributor to the Leo Edwards fanzine (I hate that term!) **The Tutter Bugle**, which he co-founded with fellow collector Bob Johnson of Bisbee, Arizona, in 1968. The **Bugle** lasted off and on until 1975, when lack of funding and too few subscribers caused it to cease publication.

Chenu called himself the "Chief Mummy Inspector" and Johnson "Ye Old Editor-in-Grief," both alluding to characters in the Jerry Todd series. Their Leo Edwards "Juvenile Jupiter Detective Association" had member numbers, with Chenu No. 001 and Johnson 002.

Believe it or not, H.A.S. co-founder Forrest Campbell was member number 003! I'll bet he suggested that Chenu and Johnson copy our system of PF-numbers.

Background of the first *Andy Blake* book

By Bob Chenu

(From **The Tutter Bugle**, Oct. 1, 1973)

Edward Edson Lee's *Andy Blake* first appeared in the **American Boy** magazine in a seven-episode serial, starting in January of 1922. Later that year, D. Appleton & Co. published this serial as *Andy Blake in Advertising*, and Grosset & Dunlap reprinted in 1928 as *Andy Blake*, the first book of the four-volume series about Andy Blake, published under Lee's pen name "Leo Edwards."

This was one of the author's earliest pieces of juvenile fiction. It was preceded by two other magazine serials — "The Cruise of the Sally Ann" (1920) and "The Rose Colored Cat" (1921). "Sally Ann" had also previously been printed in the Shelby, Ohio, newspaper, and back in 1909 a short story titled "Only a Dog" had won third prize in a contest run by the **Beloit (Wis.) Daily News**.

Edwards drew upon his own business background in advertising to write the story about Andy Blake. He had worked in the advertising departments of P. B. Yates Machine Co (1913-1915), Burroughs Adding Machine Co. (1915-1917) and at Autocall Co. from 1917-1920. He left the field of advertising to embark upon his career as an author of juvenile books. Nothing could be more natural than using his knowledge of this aspect of the business world in this tale for boys which we find in *Andy Blake*.

Familiar as we are with "Tutter" as the site of the Jerry Todd and Poppy Ott books, we find that *Andy Blake* has "Cressfield" as its location. We all know that "Tutter" is really Utica, Illinois. Not all of us are aware that "Cressfield" of the Blake story is also Utica! There are many pieces of evidence which establish this, arising from the author's practice of using characters based on real people he had known and places he was familiar with while spending his early years in Utica.

This is one of the factors which make his books so different from many other juvenile series books of the era, which lends an atmosphere of real small-town life, which is part of the appeal of the stories.

First of all, the general store in which we find Andy employed when the story opens is the Landers General Store. The author had left Utica in 1897 as a young boy, but carried with him in his retentive memory of a picture of the town which he resorted to in his writing. Among the Utica business establishments which

(Continued on Page 16)

ALGER.	
—(Horatio, jr.) Adrift in New York. (Alger ser. for boys: presentation ser.)	50 c.....Hurst
Adventures of a telegraph boy. (Fam. bks. for boys.)	75 c.....Caldwell
—Same.	75 c.....Federal Bk.

Ex. 3: Publishers' Trade List Annual, Sept. 1904; Page 8.

Adrift in New York

(Continued from Page 3)

the notice lists all 19 titles including *Adrift in New York* (Example 2). This notice reads as if both the Olive Edge edition and the Presentation edition carry the same 19 titles. A notice later in 1904 for the Olive Edge edition mentions 19 titles, but it doesn't list the individual titles.⁷ This also gives the impression that *Adrift* was issued in both the Olive Edge and the Presentation editions, but further research indicates that this title may not have ever been issued in the Olive Edge edition, at least not as early as in the Presentation edition.

The 1904 **Publishers' Trade List Annual** gives a list of the books published that year, and it gives by author the book title, series if applicable, price and publisher. Alger's *Adrift in New York* is listed just once as part of the *Alger Series for Boys: Presentation series*, published by Hurst.⁸ It is not listed as part of the Olive Edge edition (Example 3).

Curiously, there is also no mention of the **Medal Library** paperback by Street and Smith. In total, there are 18 titles listed in the Presentation edition and 16 titles listed in the Olive Edge edition in the 1904 Annual.

Further evidence that *Adrift* wasn't issued in the Olive Edge edition comes from the dust jacket of one of the edition titles, *Brave and Bold*.⁹ The back panel has an ad for the Olive Edge edition and it lists 17 titles in this series (Example 4). *Adrift in New York* is not listed. It is hard to know exactly when this particular book was issued, but it is clear that this series didn't include *Adrift in New York* at this point either.


If Hurst did indeed publish *Adrift in New York* as part of its Olive Edge edition, it seems likely it was published sometime after the Presentation edition. For now, until an Olive Edge edition of *Adrift in New York* surfaces, the Presentation edition alone should be deemed the first hardcover edition.

I want to thank my Dad, Brad Chase, along with Bob Eastlack, for their research efforts and publishing contributions which led to this conclusion.

NOTES:

1. Chase, Bradford S. *Thomas D. Hurst and his Publication of Horatio Alger Books*. 2012. Enfield, CT, Sandpiper Publishing.

OLIVE EDGE EDITION.



A SERIES of books by the popular writer of Boys' Stories, Horatio Alger, Jr.; books that have aroused enthusiasm in the hearts of all young Americans. Alger invariably selects as the basis for his writings, a boy whose beginning is humble and unpromising and graphically describes his rapid rise to wealth and fame.

Every boy should own a complete set of these volumes. Bound uniform in assorted colored cloths, with artistic ink stampings, each book in a printed jacket. Size, 5¼ x 7½ inches. **PRICE 85 CENTS.**

<p>Cash Boy. Erie Train Boy. Risen from the Ranks. Bound to Rise. Slow and Sure. Julius, the Street Boy. Phil, the Fiddler. Brave and Bold. Ralph Raymond's Heir.</p>	<p>Young Outlaw. Tom, the Boot Boy. Paul, the Peddler. Only an Irish Boy. Strive and Succeed. Strong and Steady. Young Acrobat. Store Boy.</p>
---	--

Any book will be mailed, postpaid, by the Publishers upon receipt of 35 cents, or three copies for \$1.00.

WRITE FOR A COMPLETE CATALOGUE OF OUR PUBLICATIONS.

HURST & CO., Publishers.

Ex. 4: *Brave and Bold* dust jacket ad (back panel) for Hurst's Olive Edge edition of Alger's books.

2. Chase, Bradford S. *Small Horatio Alger books published by Thomas D. Hurst*. 2014. Enfield, CT, Sandpiper Publishing.

3. Bennett, Bob. *Horatio Alger, Jr.: A Comprehensive bibliography*. 1980. Mt. Pleasant, MI, Flying Eagle Publishing Co., p. 42.

4. **Publishers' Weekly** (1904, March 19). *Record of Series*. Vol. LXV, No. 12, p. 851.

5. Eastlack, Robert D. (2017, March-April). *Soft and hard-cover first editions*, *Newsboy*, Vol. LV, No. 2, p. 3

6. **Publishers' Weekly** (1904, September 24). *Index to Fall Announcements*, Vol. LXVI, No. 13, pg. Aley-American

7. **Publishers' Weekly** (1904, October 1). *Literary and Trade Notes*. Vol. LXVI, No. 14, p. 810

8. **Publishers' Trade List Annual**. (1904, September). *Supplementary index*. Office of the Publishers' Weekly. p. 8

9. Alger, Horatio, Jr. (n.d.). *Brave and Bold*. Hurst & Co. edition dust jacket.

Convention update

(Continued from Page 3)

top of the webpage, such as “transit options,” for ways to travel back and forth from northern Virginia and Richmond to Fredericksburg.

Both Amtrak and Greyhound run between Fredericksburg and the two cities. Fredericksburg commuters to Washington, D.C. often take the Virginia Railway Express, which they pick up at the downtown train station. (See www.vre.org/)

If you’re driving to the convention, just follow the signs for Fredericksburg on Interstate 95, about 45 minutes south from the Washington beltway.

Speaking of downtown Fredericksburg, I’ve occasionally mentioned and photographed the downtown area for *Newsboy*, but here are a few more details on antiques and book-buying in the area. While downtown recently I stopped in the Fredericksburg Visitor Center at 706 Caroline Street (the principal business street) and picked up visitors’ guides for H.A.S. members. The guide mentions the visitfred.com website (below), and one of the links is at www.visitfred.com/shopping/, which provides an alphabetical listing of local stores. (Click on “Discover,” then “Things to Do,” and then “Shopping.”)

A few of the shops described below are shown in the photos on Page 7.

One of the stores is **R&R Antique Shops** on 1001 Caroline Street, also called the **Antique Court of Shoppes**, billed as the “largest antique mall in Old Town Fredericksburg.” It sells “mahogany, cherry, oak, country and wicker furniture, toys, linens, stained glass, Flo-Blue glass, depression glass, jewelry, dolls, books, comics, mirrors, fiesta ware and collectibles.” It was in this store that I picked up two Porter & Coates Algiers, a coffee table with a lift-up top that turns it into a desk (marked down from \$350 to \$150), and two very nice wooden four-drawer 4”x 6” file card holders that I use for my various research projects.

Another link on the “shopping” webpage is nearby **Fredericksburg Antique Mall & Clock Shop** (925 Caroline Street), whose “multiple merchants” offer “antiques, collectibles, country and primitive items, coins and clocks.” It was here that I came across a very nice *The Errand Boy* game, which was based on Horatio Alger’s book.

Other stores on downtown Caroline Street include the **Collectors’ Den**, as well as **Blue Shark Antiques and Collectibles**. If you are looking for gifts for friends, drop in at **Made in Virginia Store**. There is also **Beck’s Antiques and Books** at 708 Caroline Street.

Downtown’s main bookstore is **Riverby Books** (805



The Fredericksburg Visitor Center.

Photos by Jack Bales

Caroline Street), which carries used and rare books and also offers a book bindery service. Books are shelved in broad categories. I’ve seldom seen rare series books there, but who knows what you’ll come across. Riverby also sells volumes on Abebooks.com, and just a few weeks ago I bought online a somewhat rare signed book from them (and picked it up later that day in person). The staff is friendly and I like stopping by.

Many tourists concentrate on Caroline Street and perhaps take in a few stores on the side streets. H.A.S. members should also go one block east (toward the Rappahannock River) and pay a visit to **Southworth Antiques and Rare Books** at 919 Sophia Street. The website www.visitfred.com/shopping/ notes that it specializes in “... rare books, fine binding, period and antique furniture, architectural items, fine porcelain, pottery, art, Americana, quality collectibles and Civil War items.” I’ve seen a bookcase upstairs devoted to series books.

Vehicle parking is free on the city streets, though be careful and observe posted signs. See also the webpage for “Downtown & City Parking Information” at www.fredericksburgva.gov/744/Parking.

Again, convention-goers might want to look at the shopping section of the visitfred.com webpage (above) before the convention and see what else downtown Fred-

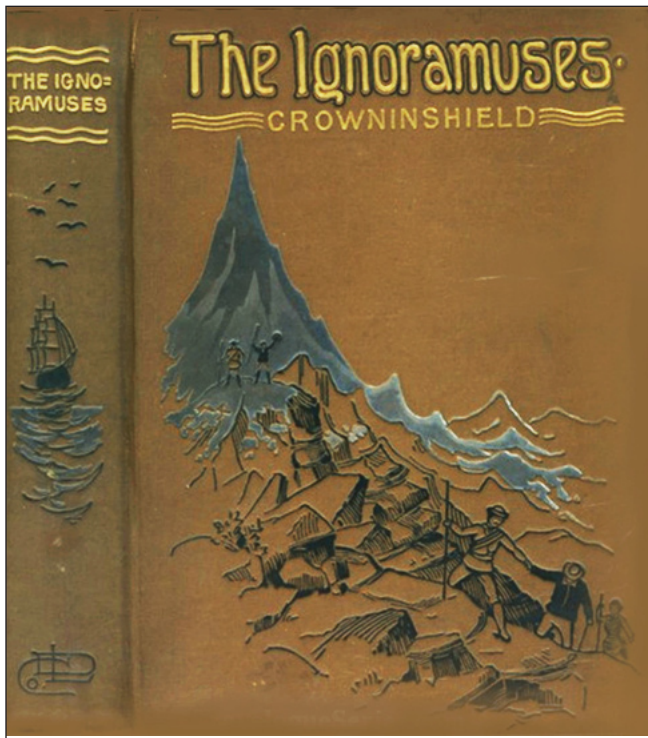
ericksburg has to offer. Here's an idea: On Friday afternoon after the auction, park your car in a lot on Sophia Street and walk the downtown streets and browse in the stores. You can work up an appetite and later stroll over (or drive) to Brock's Riverside Grill at 503 Sophia and sit outside, admire the river view, have a drink of your choice, and talk with other members. Then join everyone for our Friday night dinner there at Brock's.

I'm looking forward to seeing you June 3-6 at "Frank and Fearless in Fredericksburg."

Hotel extends special-rate deadline to May 8

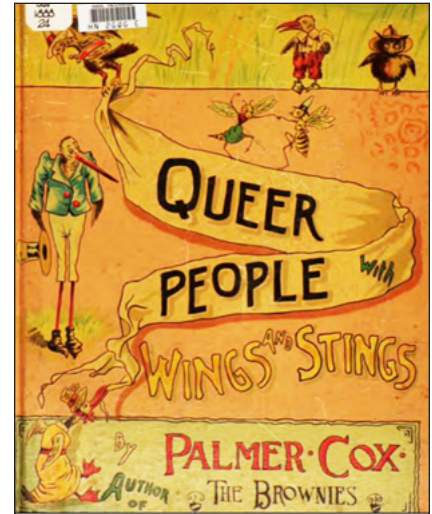
The Hampton Inn and Suites, Fredericksburg-South, 4800 Market Street, Fredericksburg, VA 22408 has announced a one-week extension of the cut-off date for reservations at the special \$89 rate per night to May 8, 2021. If you haven't already, please phone the hotel desk at **(540) 898-5000** by that date if you plan to attend the convention on June 3-6.





“Queer People” in their titles. Certainly the Palmer Cox books “Queer” in 1888 indicated something strange or peculiar and differs from the general meaning today, an “umbrella” term for sexual or gender minorities..

Before I sign off for this issue I wanted to show a recent advertising cover that I came across. As many of you know, publisher/book early advertising covers are a special interest of mine. This one is of great interest



because of the association of the publisher, L.C. Page & Company, with the addressee on the envelope, Annie Fellows Johnston. She, of course, was the author of the very popular “Little Colonel Series” which Page published.

Hopefully, things will continue to return to normalcy as the weeks go by this spring and you and yours will have a great spring.

Your Partic’lar Friend,
Cary Sternick (PF-933)
26 Chestnut Hill Court
The Woodlands, TX 77380
(713) 444-3181
Email: css3@mac.com

President’s column

(Continued from Page 2)

meaning stuck with the populace.

The Ignoramuses is part of D. Lothrop & Co.’s “Lighthouse Children Series.” I think if someone said that you were an ignoramus, you would not be happy. Today it is meant as insult for a stupid person.

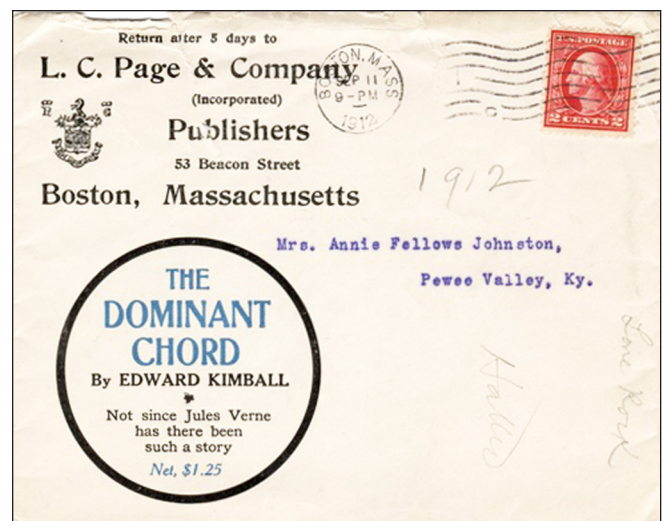
But in the 1880’s it mostly meant someone who was unknowledgeable -- not necessarily in an insulting way.

The Hubbard Bros. published the “Queer People Series” in 1888. Each of the four books in the series note

MEMBERSHIP

Change of address

Dr. Paul Rich (PF-837)
Policy Studies Organization
1367 Connecticut Ave., NW
Washington, DC 20036
(202) 738-7473
Email: pauljrich@gmail.com



LETTERS TO THE EDITOR

Dear Bill,

I have been working on lining up a tour of Fredericksburg's famous Civil War battle at Sunken Road for Saturday afternoon of the convention, but federal buildings continue to remain closed. I did, though, contact a friend of mine who is a retired National Park Service historian and he promptly told me he would be glad to provide a tour for us. He said he can talk for between one hour and five hours; I suggested about an hour and a half.

He is a gregarious and animated person, and this should be a fine event. He would like to take us to the top of a hill that overlooks the city. It's not a strenuous walk, but it is, of course, uphill, and he said he will try to find a Park Service friend who could transport anyone needing assistance up the hill. (For those not wanting to make the brief trek, there are plenty of outdoor places of interest to see throughout the battlefield site).

There is plenty to see around the area, too, and the Battlefield Visitors' Center is just a few blocks from downtown. A few weeks ago, Rob Kasper and I were looking in the antique stores (described more fully in this issue's preview article), and we both spotted some of the early dust-jacketed Hardy Boys. (They were \$39.00 each, as I recall.)

I have mentioned in *Newsboy* some of other attractions in the area, such as Belmont, the home and studio of American Impressionist painter Gari Melchers. His house and studio — now open! — contain original works and furnishings, and the 27-acre grounds include restored gardens and walking trails.

Also noted in my previous articles, Scott H. Harris, Executive Director of the University of Mary Washington Museums, will be our speaker Saturday evening at the banquet. He is the director of the James Monroe Museum and Memorial Library downtown and he emailed me recently saying "I'm thinking of making a broad comparison of James Monroe's life to themes found in Alger's novels. While Monroe was not an impoverished youth, nor was he raised in a 19th-century urban environment, there are some similarities in his life story to plot devices used by Alger." Scott adds that Monroe was "a

young man of rather limited means, possesses virtues of honor, bravery, and a desire to improve himself." Also, "one's character is strengthened through adversity" and "a decisive act by a youth leads to approbation and assistance on the part of an older person of influence." I think Scott's comparison of Monroe with the typical Alger hero is a fine one, and his remarks should be enjoyed by all at the convention.

My talk on Horatio Alger for the University of Mary Washington's "Great Lives" program has been featured on C-SPAN recently. One person who watched it was a historian for the city of Revere, Massachusetts. He wrote me: "Having studied the local history and lectured on my community of Revere, Massachusetts, I know a great deal about the author." He said that the Revere museum has an entire room dedicated to Alger and added, "If you are ever in the Boston area, I would love to give you a tour of the museum. I believe you will be impressed."

I am pleased to say that my latest book, *The Chicago Cub Shot for Love: A Showgirl's Crime of Passion and the 1932 World Series*, is scheduled for publication on June 21 by The History Press of Charleston, South Carolina (an imprint of Arcadia).

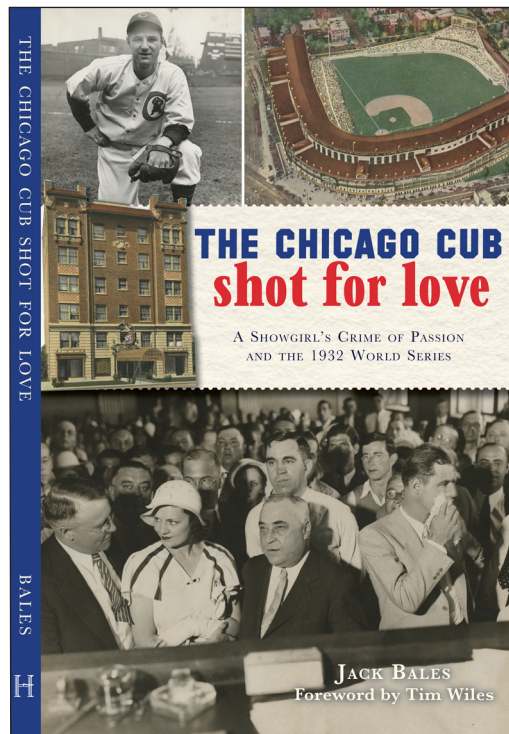
Using books, newspaper articles, memoirs, interviews, court records, archival documents, and never-before-published photographs, I trace the story of how a young Chicago woman unwittingly set in motion events that indirectly changed baseball history.

An advance publisher's proof of the cover is shown above. I will provide additional information about the book during the convention for anyone desiring an inscribed copy.

"Frank and Fearless in Fredericksburg" will soon be here, and I look forward to welcoming our Horatio Alger Society members to Fredericksburg, Virginia, on June 3-6, 2021.

Cordially,
Jack Bales (PF-258)
422 Greenbrier Court
Fredericksburg, VA 22401
jbales@umw.edu

(Continued on Page 10)



LETTERS TO THE EDITOR

(Continued from Page 9)

Dear Bill,

After 23 years in our home in San Diego, Kim and I decided to move to a new location in Wildomar, California. That is a small town north of Temecula, along I-15 in Riverside County. For about the same price, the new home is about twice as large and has many amenities. Four rooms will be used to showcase the better parts of our collections.

We decided to expand our shelving with the new space, including adding eight cases similar to the oak ones we had before, a special one for my series book magazine archive, two reproductions of a barrister case, and a 1905 case from an antique shop near us. That brings us up to about 35 cases of various sizes. Since we live in a place with earthquake possibilities, we have worked to mount the taller cases securely to the walls.

The living room has series books by Stratemeyer and the Syndicate, including a case devoted to Tom Swift. The main bedroom features Jules Verne, Disney-related books, and Robinsonades. Upstairs, two bedrooms have become libraries east and west. One of these has a secret room behind a bookcase.

We have begun to hang some of our artwork related to series-book and Disney interests. At first it feels that we don't have quite as much wall space as we had in the smaller place but we'll make the best selections. The stairwell may form a gallery.

Several weeks ago, we went to the antique mall in Orange, Calif., which has our sales case. It was time to refresh the selection and get our statement for March. We cleared only \$4. Some months we pay them. We stopped by a big mall near us in Temecula where we have shopped before. They had a case for rent so we will take a chance with it. It is cheaper and closer than Orange (15 vs 60 minutes, \$75 per month and 10 per cent vs. \$150 and 14 per cent). We'll try them both for a while. Perhaps we will get a larger booth in the future at the closer space.

We didn't shop much at our current mall but we did



James Keeline arranges books in his new library.

Photo by Kim Keeline

stop by one bookstore and two other antique malls and bought some things

We look forward to times when people feel confident to travel and meet with our Partic'lar Friends. Let me know if you will be able to visit our area.

Sincerely,
James D. Keeline (PF-898)
21390 Lemon St.
Wildomar, CA 92525
james@keeline.com

Join us at *Frank and Fearless in Fredericksburg*

June 3-6, 2021

The Arnold Adair Series by Laurence La Tourette Driggs

David K. Vaughan (PF-831)

(First of two parts)

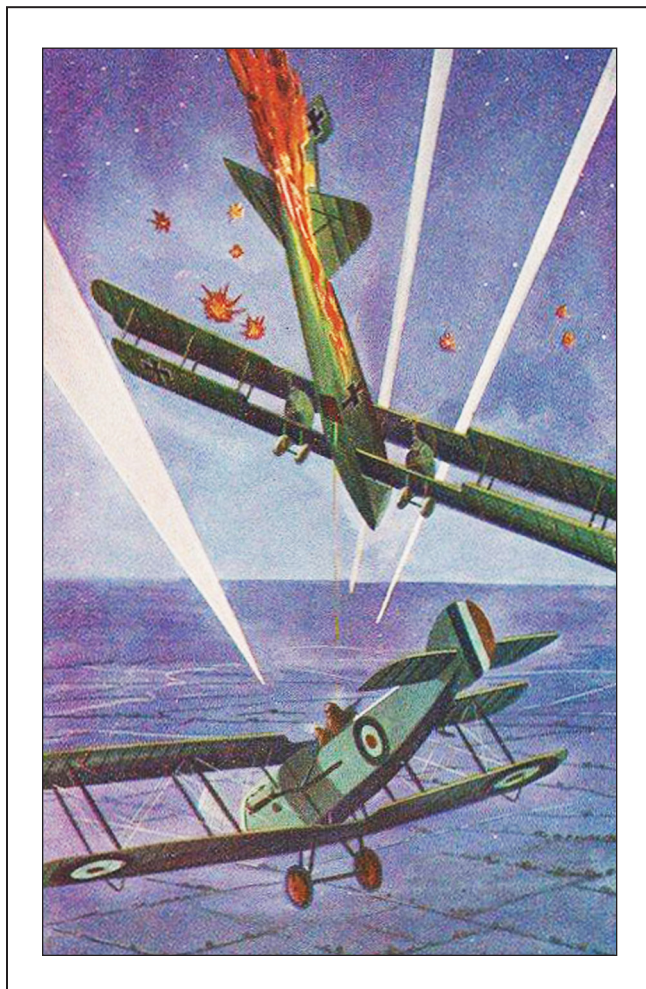
There are three titles in Laurence La Tourette Driggs' Arnold Adair Series, all published in the United States by Little, Brown, with British editions issued by publisher John Hamilton Ltd. of London. The titles are *The Adventures of Arnold Adair*, *American Ace* (1918); *Arnold Adair with the English Aces* (1922); and *On Secret Air Service* (1930).

As the three widely spaced publication dates suggest, this appears to have been an accidental, rather than a planned series; that is, the first volume was probably intended as a stand-alone title, with no immediate thought of a follow-on book, and the subsequent titles appeared after extended intervals, the first of four years and the second of eight years. As we review the contents of the books in the context of Driggs' activities during the period in which they appeared, we will appreciate the logic for their appearance over such a long time.

Laurence La Tourette Driggs was born in Saginaw, Michigan, on December 1, 1876. His family moved from Michigan to Oregon when he was still in high school. He attended the University of Michigan for several years and received his law degree from the New York Law School in 1901. He practiced law in New York City and became a deputy attorney general for the State of New York in 1908.

Driggs apparently learned to fly in 1913, at a time when aviation was in its infancy, and maintained a lifelong interest in aviation activities. In the early years of World War I, he observed aviation activities on the front lines in France. In 1918, he was attached to the Headquarters of the Royal Air Force and visited many fields where British and American flying units were located. In spite of his busy traveling schedule, he found time to write articles about the war in the air, which appeared in a variety of publications, including **The National Geographic Magazine**.

He produced his first Arnold Adair title in April 1918, while the war was still in progress. A non-fiction work, *Heroes of the Aviation*, a detailed account of the



"There she goes! Splended, old son!"

Arnold Adair with the English Aces. From the full-color frontispiece by artist Howard Leigh for the British edition published by John Hamilton Ltd. of London.

men who flew in World War I, was also published by Little, Brown in 1918.

After the war ended, Driggs helped American ace pilot Eddie Rickenbacker write his account of the war in the air, *Fighting the Flying Circus*, which was published in 1919. When he returned to the United States after the war, he established the American Flying Club, whose members consisted primarily of war-era pilots. He also organized two air races, the New York to Toronto Air Race in August of 1919, and the New York to San Francisco Air Race in October of 1919. In 1921 he was instrumental in forming the first flying squadron in the New York National Guard, the 102nd Observation Squadron. Driggs was assigned to the staff of Major General Ryan, head of the New York National Guard; the squadron commander was Major Kenneth Littauer, previously commander of the 88th Aero Squadron

(Continued on Page 12)

Arnold Adair Series

(Continued from Page 11)

in France. A year later, Driggs published the second Arnold Adair title, *Arnold Adair with the English Aces*.

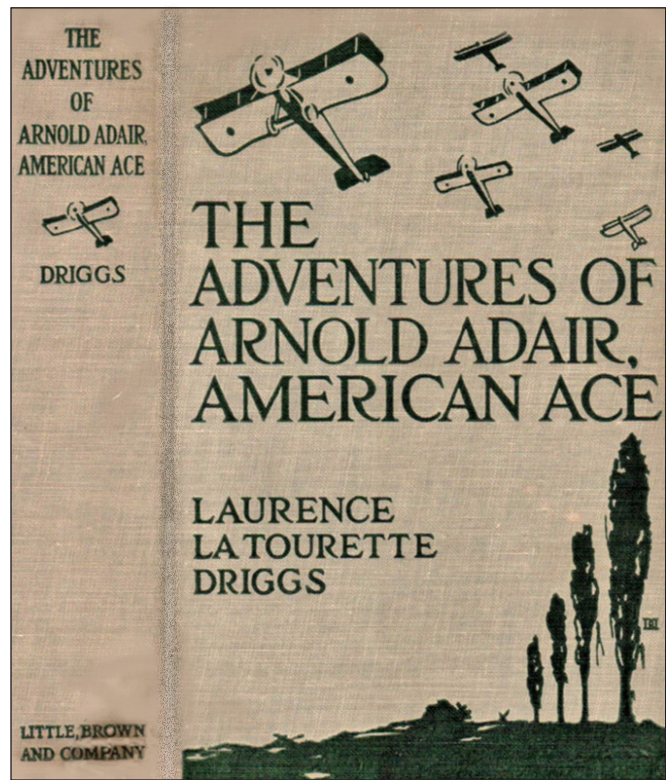
In the 1920s and 1930s he was associated with commercial aviation ventures, first as president of Prudential Airways, and later as vice-president of Colonial Air Transport, Colonial Western Airways, and Canadian Colonial Airways; these airways flew routes across New York State and New England. His early book on aviation, *Heroes of Aviation*, was revised early in 1927. It was an especially popular book and was reprinted many times. The appeal of the book was probably due to the fact that many of the stories in the book had been directly related to him by the aviators themselves. His final Arnold Adair title, *On Secret Air Service*, was published in 1930. In the later 1930s and 1940s he gradually withdrew from popular aviation activities and specialized in local history. He died unexpectedly on May 26, 1945, as he was working on a history of early Talbot, County, Maryland, where his family was living.

As the account above suggests, Driggs was heavily involved in aviation activities during World War I and for the 15-year period following the war. His personal involvement in aviation activities clearly fed his interest in writing about aviation, including his Eddie Rickenbacker book, his *Heroes of Aviation*, and the three Arnold Adair titles.

Arnold Adair, American Ace

Arnold Adair, American Ace, has an unusual structure. It begins and ends as if it were a school story intended for younger readers, but between the opening and closing chapters Driggs provides detailed and accurate accounts of what the war in the air was like for French aviators.

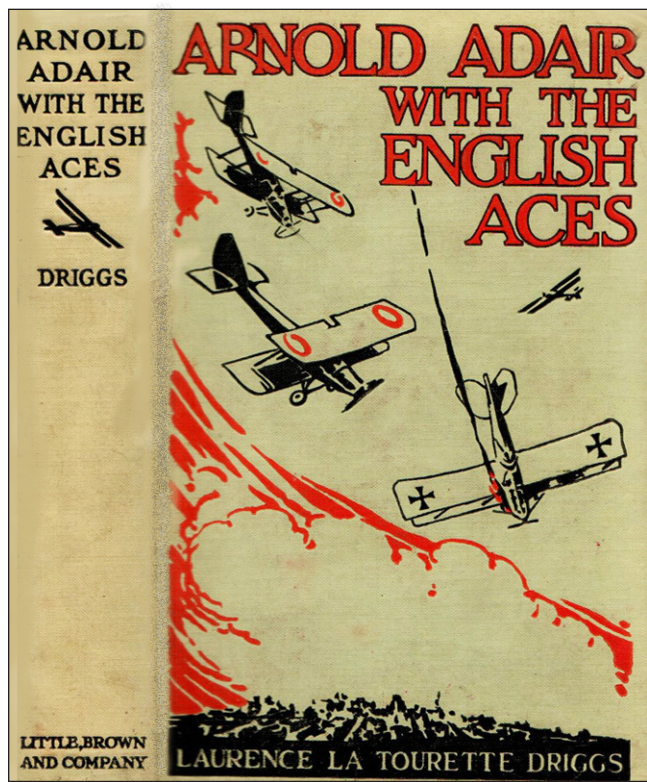
As the book opens in the year 1911, Arnold and his best friend, Reinhardt ("Bunny") von Bruck, are schoolboy chums at Verney, a celebrated boys' school on the banks of Lake Geneva in Switzerland. The narrator identifies the town as the source of the best chocolate made in Switzerland, so the town of Verney must be Driggs' version of Vevey, which was the home of the Cailler Chocolate Company (later purchased by Nestle). They are visited by a former graduate of the school, Philippe Pieron, who is now a French aviator. He flies a Farman aircraft and gives both boys a quick flight around the area. The boys eventually graduate from the school and go their separate ways, Arnold back to the United States, and Reinhardt to Germany.



Arnold attends Harvard College and learns to fly at a field at Garden City, outside of New York City on Long Island, while he is in college. Although there was a flying field at Garden City, it was not established until shortly before World War I.

The first seven chapters of the book are narrated in third person; the narrative then shifts to a first person in the middle of Chapter 8, when Arnold "takes over" the task of telling his own story. He describes his experiences starting in the summer of 1914, when he is crossing the Italian border into Austria with his family; he finds a safe passage for his family out of Austria to the coast of France, where the family departs for the United States, while Arnold remains behind to offer his services to the French aviation corps. The account of the Adair family's experiences as it attempts to navigate across Europe in the confusion of the political and military events that were occurring in the summer of 1914 is convincingly told and may have been based on the author's own experiences.

In Paris, Adair is promptly accepted into the French flying service and is given his first task -- to assist his older friend Philippe Pieron in deterring the bombing effort of the German pilot Immelmann, who is flying over the city with impunity, dropping bombs on the people below. That task completed, he assists Pieron in the destruction of a German submarine off the coast of Havre. Then, he and Pieron participate in aerial patrols



along the front lines, where they drop bombs on a bridge over the Oise River, attack a German Zeppelin and assist a French artillery unit which is firing upon German positions. The technical details in these chapters are accurate and informative, illustrating Driggs' intent to explain the processes and procedures of aerial warfare to readers for whom this aspect of war would have been new and unusual.

Then follows a chapter not in first person, but in third person (Chapter 18, "Waiting"), in which an unnamed narrator describes the activities of the members of Arnold's ground crew as they wait to learn the results of an aerial raid in which he was participating; however, he does not return from his raid, and they are afraid that he must be dead. But later in the spring, Pieron receives a long letter written by Arnold Adair describing his activities in Germany. Arnold was forced to land in German territory, where he encountered his old friend from the Verney school, Reinhardt.

Even though he was a German aviator, Reinhardt assisted Arnold in avoiding capture and becoming a prisoner of war. Reinhardt also helped Arnold escape from German territory. Arnold narrates these details in the letter; this account extends over the last six chapters of the book. This account closes the narrative framework of the story, as both Adair and Reinhardt survive efforts to interfere with their activities.

The first person and third person narrative threads

of this book are awkwardly stitched together, moving from third person to first person, then to third person and back to first person, as it attempts to combine a school story of Arnold Adair and his friend Reinhardt against the larger context of the war in the air. The details of the war in the air are accurately but unevenly described.

There are frequent references to the friendships of Arnold, Reinhardt, and Philippe throughout the story. As far as is known, Driggs never attended school in Europe, but he must have traveled extensively throughout Europe early in his life, because at some point he encountered an individual named Reinhart Clemens Bachofen von Echt, whose family lived in Vienna, Austria. In late August 1904, Driggs was Reinhart von Echt's best man at his wedding to Alice Pfizer, the daughter of drug magnate Charles Pfizer. The wedding took place at Newport, Rhode Island.

The similarity of von Echt's first name to the Reinhardt of the Arnold Adair stories (he appears in or is referred to in all three books), and the significant role of Driggs in the von Echt wedding ceremony suggest a close personal friendship between the two men. Driggs' relationship with the French counterpart of Philippe Pieron, if there is one, has not been identified.

Although the title of the first book states that Arnold Adair is an "American Ace," Arnold never flies with an American unit. His early flying adventures occur on unique flying missions before he is attached to the escadrille in which Pieron flies, identified only as the "3-th Escadrille." This association with a French flying unit explains why the version of this book that was published in England bears the title *Arnold Adair and the French Aces*. But with the second American title, Arnold Adair leaves the French Air Service and joins the English Air Forces.

Arnold Adair with the English Aces

As the second book opens, Arnold Adair is in London, still wearing his French aviator's uniform, hoping to be assigned to a British flying unit. There is a reference to America's recent entry into the war, which means the action of the story must start in April 1917, for America entered the war on April 6, 1917. Most of the activities of the first few chapters take place in London, with many scenes in the restaurants and clubs of the city.

Driggs accurately captures the flavor of the camaraderie and banter of the pilots as they relax before traveling to France to engage in combat over the front lines. The success with which Driggs paints these scenes is undoubtedly due to the time he spent at British headquarters in 1918. Driggs had published his first title, *American Ace*, early in 1918, before he began

(Continued on Page 14)

Arnold Adair Series

(Continued from Page 13)

his association with the British flyers in England. The action of the second book takes place a year after Adair has left the French air service; he states that he has had two years of fighting and flying with the French. The action of this story is set against the combat actions that occurred during the spring of 1917.

Arnold flies a night mission with Colonel Hull, who is in charge of the Home Defense of London. As part of the defense system, one of the British officers has developed a special "listening apparatus," designed to detect radio signals, especially those coming from the continent. With Colonel Hull as a passenger, Arnold flies a specially fitted Bristol Fighter aircraft that has a new, more powerful gun which he uses to attack a German plane during a night raid. He is successful in shooting down an attacking German Gotha bomber. As a reward for his airmanship, he is assigned to a special flying squadron, the Independent Air Squadron.

Arnold becomes a close friend of the squadron commander, Duncan Stuart; Stuart invites Arnold into his home, where he meets a physician named Dr. Shubrug, whom Duncan Stuart dislikes because he believes Shubrug is a spy for the Germans. Stuart tells Arnold how he was able to follow a British SE-5 aircraft as it landed at a disguised airfield east of London. When he landed, he saw that Dr. Shubrug was present. However, Stuart has no other evidence to support his belief, and because Shubrug is a well-respected figure with friends in high places in London, no one believes his story. As the story progresses, it becomes evident, at least to Arnold and Duncan, that Shubrug is indeed a spy and is involved in espionage activities intended to interfere with the development of a new aircraft, the "Rocket." Shubrug is also able to create dissent among Duncan Stuart's friends and acquaintances. This story of espionage in England runs parallel to, and is intermixed with, the story of the squadron's combat activities in France.

Before he departs for France, Arnold is fitted with a new Royal Air Force uniform and is instructed in

the procedure for arranging his finances in case he becomes a prisoner of war. Driggs probably includes this information because it explains one way in which downed British airmen could inform their families at home that they were alive, but prisoners of war. Adair learns that in France he will occasionally be flying the "Rocket," fitted with a special weapon. The primary aircraft the members of the squadron are flying is the SE-5, a reliable, maneuverable plane that was a workhorse of the RAF during 1917 and 1918. He learns that their chief aerial opponent is Baron von Richtsmann, the commander of a German flying unit on the other side of the lines. As they arrive in France, they learn that the British have attacked the Germans near the French town of Arras, a historic event that occurred during the month of April, 1917.

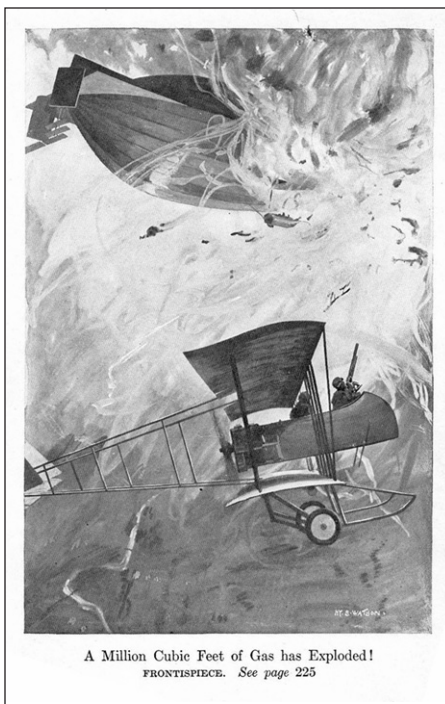
The squadron is flying out of an airfield near Bethune, in northern France, not far from the English Channel. While he is in the squadron, Arnold listens to a discussion of the differing attitudes of the French and English toward publicizing the achievements: the French publicize their pilots' achievements as a morale-builder for the French people, while the English take a more modest approach.

Through their intelligence efforts, they learn the names of many of the pilots in the German squadron opposing them. Arnold sees the name of his old friend, Reinhardt ("Bunny") von Bruck, his friend from Verney School, who assisted him in his escape from German lines in the previous volume. Arnold hopes he

will not meet Bunny in aerial combat, for he would not like to have to shoot at him. He also learns that his other friend from the previous volume, Philippe Pieron, has been assigned as a liaison officer between the English and French air forces.

Driggs provides a good account of the preflight planning necessary for a combat mission. In one of the best and most detailed passages in the book, Arnold and Duncan Stuart depart on a special mission, a low-level strafing run in support of a British attack. Driggs' narrative has a wealth of visual detail:

Splashes of dirt and puffs of smoke betrayed the excellent marksmanship of the British gunners, who were raining a barrage just over their own trenches,



covering the enemy territory back to a depth of three miles or so. Yet notwithstanding this drenching barrage, as we descended still lower into this dangerous area, we were able to see plainly dense lines of German soldiers crowded into the communication trenches leading around the slopes towards our lines. Deep dugouts had been excavated into the side of the slopes away from our lines, and these gave more shelter to the enemy shock troops. In spite of the destructive fire that rained down upon them from our distant guns, the mass below us continued crawling forward through their deep trenches, pressed along by their officers as swiftly as the narrowness of the passages would permit. We could see all their movements plainly; surely the aviator is the eyes of the army! (87)

On this flight Arnold's aircraft is disabled and he crashes near the British lines. He is briefly assisted by a brave British officer who ventures out of the lines to assist Arnold. As he waves Arnold to safety, he is killed by enemy fire, and Arnold carries his body into the English trenches. Before he leaves, Arnold is given a gold cigarette case that belonged to the officer; the case contains a miniature portrait of a woman. After a hazardous ride from the trenches to the airfield at Bethune, Arnold learns that his flying mission helped the British and Canadian ground forces capture Vimy Ridge. When he returns, Arnold gives the gold cigarette case to Duncan.

Duncan makes a quick visit to England, and when he returns, he informs Arnold that he has discovered the identity of the English officer who had owned the gold cigarette case: Major Robert Darkmoor of the Oxfordshire infantry. The Darkmoor family is well-known in England as a result of its extensive shipping and railroad enterprises. Duncan urges Arnold to write a letter to Robert's father describing how he died in combat, and Duncan says he will deliver it. After a brief flying visit to England, Duncan returns with more information about the Darkmoor family. The woman in the miniature portrait is Robert Darkmoor's sister, Lady Joan Darkmoor, who had been living in a convent in southern France after the death of her mother. When he visited Robert's father, Duncan met and fell in love with his sister.

Duncan eventually learns that Shubrug's sister is the wife of Lord Darkmoor's business partner, and Lord Darkmoor intends that his daughter should marry the son of the partner to ensure that the business holdings remain in the family. This news of course upsets Duncan Stuart, who loves Lady Joan, and who, he knows, is in love with him. In the meantime, Shubrug is in such an influential position that he has been able to have some

men sympathetic to his cause assigned to work in the Rocket aircraft factory at Coventry, where they are able to interfere with the production of the engines designed to power the Rocket.

While Duncan is in England, Arnold Adair visits his old French escadrille, where he is dismayed to learn that many members of the squadron have died. When Duncan returns to the squadron, he discovers that someone has tried to sabotage his aircraft by sawing through a wing spar, and he is able to identify the mechanic responsible for the act.

The next major operation that the squadron is involved in is a raid on the port town of Ostend, where the British forces attempt to sink an old destroyer hoping to effectively block the entrance to (and exit from) the harbor, thus denying German naval forces the use of the harbor. Stuart's squadron provides aerial assistance for the operation. The attempt to block the harbor at Ostend was an actual operation conducted by the British naval forces during the war. However, it was generally unsuccessful, and is an anachronism in this story, for the raid was conducted in 1918, not 1917, when the events in the book are supposed to be taking place.

When Arnold returns from the Ostend mission, he learns that Duncan Stuart, who had separated from their flight, has been shot down by Baron von Richtsmann and is a captive at the German field at Caudry. The story of his aerial fight with the Baron and subsequent capture is told by Stuart himself, in "Major Stuart's Own Story," related in four chapters (chapters 15 through 18) of the book.

While he is the Baron's prisoner, Stuart learns that the Baron is working with Dr. Shubrug and learns about Shubrug's plan to gain control of the Darkmoor family fortune. Arnold dons a German aviator's uniform and flies a captured German plane to the field at Caudry, where he helps Duncan escape, in the process encountering his old friend Bunny von Bruck. Dr. Shubrug is discovered to be a German spy, and his efforts to sabotage the British war effort are thwarted. Duncan Stuart is able to rejoin his beloved Elizabeth Darkmoor.

The narrative blends the story of London espionage with flying action in France, with the espionage subplot growing increasingly important as the story concludes. The slightly melodramatic subplot with its romantic element must be the reason why Driggs referred to the book as "a romance of the World War" on the dedication page. This trend of blending war narrative with romantic subplot will be carried to greater lengths in the final title, *On Secret Air Service*.

(To be concluded in the May-June issue)

Andy Blake in Advertising: Why it's scarce

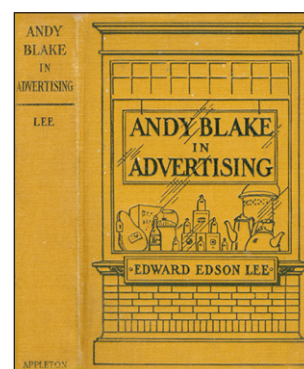
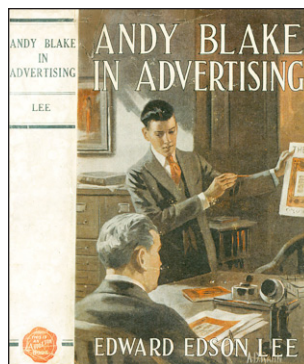
There are several "holy grails" sought by collectors of juvenile books, such as Alger's *Timothy Crump's Ward*. For collectors of the books of "Leo Edwards" (Edward Edson Lee), there is such a rarity: *Andy Blake in Advertising*, published in book form under the author's real name by D. Appleton & Co. in 1922 from an earlier magazine serial titled "Advertising Andy."

Why is this book so scarce? Ray H. Zorn, a Leo Edwards fan and owner of a small bookstore in central Illinois in the 1960s, did some detective work, and he presented his findings in the Leo Edwards fan club publication, **The Tutter Bugle**, in 1968 (Vol.1, No. 4). Zorn lists his source as Charles R. Byrne of the Rights and Permissions section of New York's Meredith Press, which produced the book for Appleton. Byrne provided Zorn with the book's full printing history.

The casting of the original printing plates cost Appleton \$593.20, and only one printing was made, at a cost of \$515.14, with an ordered total of 2,500 copies of the text and 2,650 dust jackets (an over-run to allow for d/j damage during assembly at the bindery).

Priced at \$1.75 (quite high for a juvenile), only 1,467 copies were actually bound, and only 1,046 were sold, less the 40 per cent trade discount. Those not sold at full retail were remaindered, with 101 copies reported sold at 70 cents and 18 copies at 18 cents.

So, Appleton realized a gross return of \$1,178.72,



minus Meredith Press's production costs, along with a distribution and sales charge of \$353.62. Lee's royalty as author came to \$186.98.

At the bottom of the production history sheet from Meredith Press is a notation: "Loss \$470.22." Not a great start for a writer who went on to success with 39 titles in five series for Grosset & Dunlap before the Great Depression caused major cutbacks by publishers.

Today, we can easily speculate. First, Appleton's juveniles in the 1920s were not great sellers, many having only one printing, probably because they cost the buyer about three times more than the fifty-centers from houses like G&D, Cupples & Leon and A.L. Burt.

Then, the World War II paper drives took their toll in donated books from home libraries and attics.

Background of the first *Andy Blake* book

(Continued from Page 4)

he had been familiar with was a general store operated by William Landers.

This store was in business in Utica from about 1885 to 1942, and was located on the west side of Mill Street between Canal Street and Church Street. It was a "general" store and carried a wide assortment of merchandise typical of this kind of store in that era.

In the book, there is a rival Cressfield merchant named J. P. Hazel. There actually was a J.P. Hazel who was a merchant in Utica, who resided on Church Street next door to William Landers.

In the book there also appears as a character a Colonel Klugston. There was another Utica-ite of the period the author was familiar with whose name was Klugston. Still another book character was Clarence

Corey, a boy who lived on "the hill." In Utica, there was Clarence Carey, who lived on Clarke's Hill.

What the author had done was to avail himself of names and places he had known. He necessarily made various changes to adapt the places and characters to the needs of the fiction he was writing. Names were somewhat changed. A William Landers might become Denny Landers and acquire red hair, which the original did not have.

Andy drives a delivery truck in the story, while at the time of the original serial, Leo knew the store actually used a horse and wagon.

We must realize that the real people the author had known did not have the personalities attributed to them for the story's fictional purposes. Characterization in the book plot required that the character's personality fit the story's purpose. Events in the story are fictional.

I wish to thank Edward J. Landers of Utica, Illinois, for much of the data in this article, and particularly for the history of the Landers store in Utica. It dealt in baled hay, grain, coal, clothing, shoes, groceries, hardware, and many other items until closing in 1942.