

BACK NUMBERS CAN BE EASILY PROCURED

Prepared for P.E.A.P.S. mailing #61
October, 2002
Issue 4

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Corrections:

Corrections to Back Numbers, Issue Three

My apologies to Bill the Hat, who is the current inhabitant of Dashiell Hammett's apartment. In last issue's article on the Dashiell Hammett walking tour last issue, I unfortunately tagged him with the sobriquet of actor/magician/author/comedian Harry Anderson.

The lovely client of Miles Archer and Sam Spade in *The Maltese Falcon* is, of course, Bridgid.

Earle K. Bergey's name was misspelled last issue.

Although it does not appear it by evidence in my last issue, I do know the difference between too, two and to and your and you're. I also need a refresher course on the difference between its and it's.

Corrections to Back Numbers, Issue Two, continued:

Will Oursler's hardboiled anthology is titled *As Tough As They Come*.

I made the mistake of relying on Maxim Jakubowski's copyright acknowledgment page when I mentioned the original appearance of "Smile, Corpse, Smile" by Bruno Fischer. It originally was a pulp story, from the February 1948 Dime Mystery.

The name of the story is, of course, "Thus I Refute Beelsy" and Fafhrd and the Gray Mouser are based in Lankhmar. A quick internet search reveals I'm not the only one confused by the number of "p"s in Rudyard Kipling.





Well, the deadline is upon me and I have very little to show for it. I am working on a number of projects, but none of them are ready for inclusion in this issue. I hope to catch up in January.

Here it is the first of October and I should be doing my final proofing, instead I am still faced with writing mailing comments, reviews and a Worldcon report.

I did not have time to read through a featured issue this time, and I'm way behind on my recent reading.

After switching to Adobe InDesign to do my layout last time, in the hopes that it would be more stable than Pagemaker, I find that it too is unstable. I was able to get my last issue saved as an Acrobat PDF, but now any attempt to open the original InDesign file, to fix errors, for example, causes a system crash. I suppose I just need to have smaller issues. I'm trying to compose my articles in Microsoft Word and then import them into InDesign to see if that helps. Sometimes I think Fred Woodward is correct in avoiding computers, but then I realize that I could never do a zine on a Linotype machine—it just wouldn't get done.

My new header for this page comes from an advertisement that ran in the Thrilling Adventures issue I featured last time. The same goes for the filler on the last page. I'm continuing to try to jazz up my pages with graphics, and I'm contemplating a complete redesign for next issue. My layout has just sort of evolved and have

not been the result of any planning on my part. The same goes for what I put in each issue. I'll probably mention next issue something about what I expect out of each of my issues, and what I want to be doing as a member (probationary) of this group. John DeWalt and I have talked about this quite a bit recently, but I don't know that I have much to add.

I've given up on the old website. I didn't realize that many people were not able to download files because the web site provider had limits set on the volume one could download. Just one person looking at two issues would lock out any further tries. So I've switched over to a new site: www.angelfire.com/zine2/backnumbers. I still haven't been able to get the website to do what I want, but it does look better and the downloads work.

I've also given up on my distribution scheme where I hold back the current issue. I was hoping that people would write letters of comment so that they would be eligible for the current issue, but it never happened that way and it was too complicated and too much work for me to continue to deal with.

I really needed another week on this issue, hopefully it won't reach Brian too late. Of course, if I had another week, I'd be asking for two.

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Letters of Comment:

Dear Mr. Harris:

Thank you for your kind and thorough review of *The Great American Paperback*. I had thought that I'd seen the last review of this book a while ago. There were plenty of them, in periodicals ranging from the *San Francisco Chronicle* and other newspapers to *Entertainment Weekly* to *Illustration* magazine to *Wilson Quarterly*. Most were favorable but one or two were slams.

Your own review in *Back Numbers* is a pleasure to read. I was especially pleased with your treatment of my text. About half the reviewers treated *The Great American Paperback* as an art book (with incidental accompanying text) and the other half as a serious history (with plentiful accompanying art). Your own approach balanced the two remarkably well.

You are the first person to pick up that error on *Death in the Library*. My face is red, but I appreciate the correction. I've already written a little article about *The Great American Paperback* for Gary Lovisi's magazine *Paperback Parade*, in which I included an errata list; here's still another mistake for me to correct if and when there is ever a second edition of *The Great American Paperback*.

As for my following with a book on the pulps — I must say that the suggestion is flattering. And I have been an enthusiastic pulp reader for most of my life, but

I don't actually have a pulp collection of my own. Probably some friends including Frank Robinson and Bill Pronzini would give me access to their collections, but still, this would be such a massive project, I would hardly know where to start. Besides, there is a vast amount of literature on the subject already. I can think of Robinson's *Pulp Culture*, the late Bob Sampson's multi-volume *Yesterday's Faces*, Robert Kenneth Jones's *The Shudder Pulp*s, Quentin Reynolds' pioneering *The Fiction Factory* and others. I'm afraid anything I could do would be superfluous.

Richard A. Lupoff

Hi Warren:

Thanks for the issues of your zine. Also thanks for the review of the *M & A Review*, although since you didn't give the address in the article nobody's going to be contacting me to get a copy of the magazine.

Here are some back-issues you may enjoy, as well as a pristine copy of the current issue which you'd seen at tower. Yes, it is too bad that they plaster these stickers all over the publication, but at least they do carry it—almost the only outlet that does.

Best Wishes,
Fred Woodward

Pulp Sources:

Fred Woodward, of the *Mystery and Adventure Series Review*, reminds me that doing reviews doesn't do much good if I don't provide any contact information to go with them. So here's a new feature where I round up a few addresses and such.

Blood 'N' Thunder can be obtained from the publisher, Ed Hulse at: Ed Hulse, Mountain Club, Bldg. 15, Apt. 4B, Morris Plains, NJ 07950. Single copies are \$6 but I've heard a subscription will save you some money.

Blood 'N' Thunder is also being sold through Ed Bond Books along with issues of *Hidalgo* and *El Dorado*. I also recently bought from them a copy of Lester Dent's *Hades* and *Hocus Pocus*, a *Dimedia Operator* Number 5 and a *Dimedia Spider*, all for the amazing low price of \$10 each. Books can be ordered through their website at www.edbondbooks.com.

I highly recommend Mike Chomko Books for all your in-print pulp-related purchases. He offers a very nice discount on large orders and free shipping for orders over a certain amount. He carries just about everything, except *Blood and Thunder*.

For those interested in subscribing to *The Mystery and Adventure Series Review*, reviewed in our last issue, subscriptions are "whatever you care to donate." But send it in the form of cash or stamps, as checks will be ignored. The address is: *The Mystery & Adventure Series Review*, P.O. Box 3012, Tucson, Arizona 85702.

Pulpdom can be ordered at: *Pulpdom*, P.O. Box 2340, Pagosa Springs, Colorado, 81147-2340. A subscription is \$24 for six issues.

Golden Perils can be obtained in PDF form from Howard Hopkin's website at: howardhopkins.com/page4.htm

Larry Estep's website continues to be the place to go to find a wide variety of pulp stories in PDF format. He's even got a Sheriff Ollie story by Harold DePolo up in case anyone who read my review of *Thrilling Adventure* last issue wanted to see first hand how a small town sheriff could fight crime armed with only a fishing pole.

Bill Thom's *Coming Attractions* pulp-related news site is a great place to find the latest pulp-related information. The address is: <http://members.cox.net/comingattractions/index.html>.



The Romance of Flight: Covers from Standard Oil Bulletin

By Warren Harris

While these are not pulps, I managed to get access to several scans of some covers from The Standard Oil Company's house magazine. I think it's interesting to see how the adventure of air travel was presented outside the pulps.

Many of these covers celebrate the excitement and the possibilities for far travel to exotic places that air travel opened up. A number of others show airplanes flying over easily recognized California landmarks.

There is also a deep sea diver cover, showing that Standard Oil was trying to link their product with action and adventure in the public's mind.

I have also included several ads from interior pages.

Unfortunately, I no longer have access to the magazines themselves, so I can't describe the contents.

It would be far too expensive for me to print all of these in color, but the PDF version of this issue will be up on the website and the covers will be in full color there. I'll try to get them as high resolution as possible so if anyone wants to print them they can, but I don't want the file size to be too big for people to download. That website address is www.angelfire.com/zine2/backnumbers.

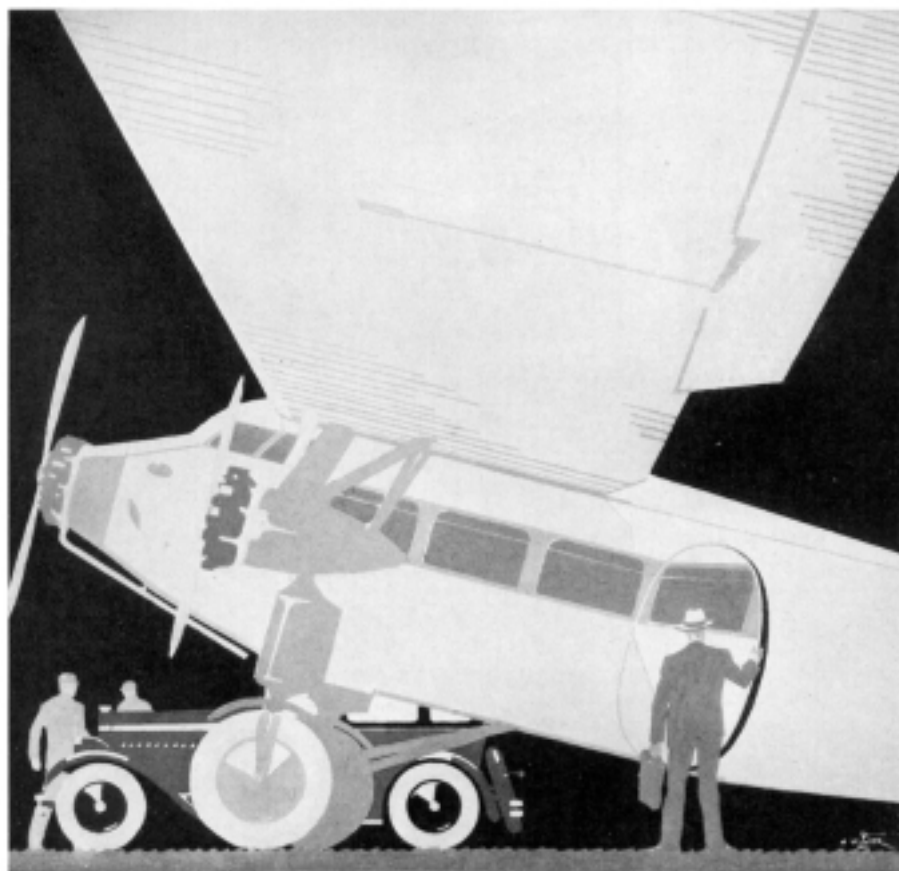
I'm particularly fond of the polar bear cover on the facing page, it seems very modern and stylish from a 1929 point of view.

The cover from 1919, showing a plane flying with a squadron of geese is also quite nice in a peaceful and subdued

way. It's quite a contrast to the vivid blues yellows and greens of the flight of planes flying over the Golden Gate Bridge as a warship steams underneath.

Another favorite of mine is the shot of the Arab greeting the dawn (or dusk).

Keep em flying, boys.



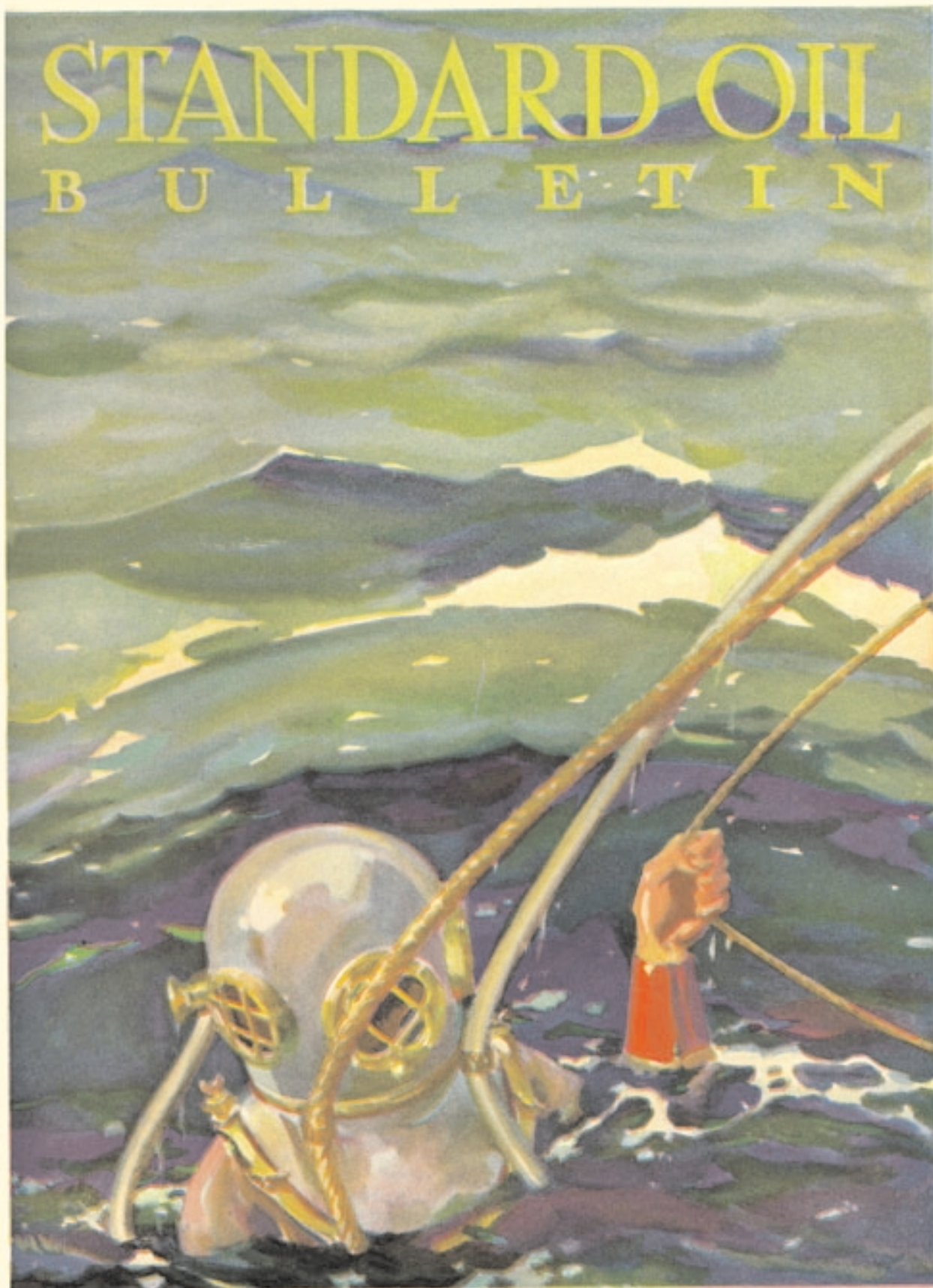
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AN entirely new product, but the product of a half-century of Standard Oil Company of California refining experience — The New Zerolene Aircraft Oil. This most modern lubricant is now available in four bodies: X MEDIUM
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This ace of lubricants is a worthy companion of the world-famous Red

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THE NEW ZEROLENE AIRCRAFT OIL



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MAY 1937



The United States Army alone plans to create a 2,000,000-man air force. This would compare with a reported strength of 1,000,000 to 1,250,000 in the Nazi Luftwaffe, and of about 1,000,000 in the RAF.

In America's fastest fighters and bombers, Standard Aviation Products—Standard Aviation Gasoline and Standard Aviation Oil—each day play an increasingly important role in the determining force of the war—air superiority.



STANDARD OIL B U L L E T I N



PUBLISHED MONTHLY BY THE STANDARD OIL COMPANY (CALIFORNIA)

JANUARY

1926



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via the new 1936
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Unsurpassed!

Again Standard Oil's Aviation Gasoline blazes the trail — fueling the First Trans-Pacific Air-mail Service to the Orient

Today—as you read this—Pan-America's "China Clipper," largest airliner ever developed in the United States, is winging her way toward Manila. And once more aviation gasoline supplied by Standard Oil is chosen to make flying history! Once more—as it was for the pioneer flights of Lindbergh, Byrd, Maitland and Hegenberger, Smith and Benson, Jensen and Schluter, the six Navy flying-boats to Hawaii, and numerous other long-distance and record-breaking trips. Including, of course, the four trans-Pacific path-finding flights completed by the "Pan-American Clipper" earlier this year. This new flight

inaugurates a regular air-mail service and a new era of commercial relations between America and the Orient. Instead of the long, weary weeks required by the old-time clipper ships, the schedule now calls for sixty flying hours with convenient stops as indicated on the map below. Soon the "China Clipper" will have two sister ships, and the three seaplanes will maintain regular air-mail and passenger schedules.

To drive the "China Clipper's" four 800-horsepower, 14-cylinder Wasp engines over a course of 8000 miles from California to Manila, Pan-

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