San Francisco, May 12th, 1888

Dear General Howe:—

Can you meet D. Whitlock, D. B. Sears, D. B. Boston, Mr. Rawlin & two or three other representative Congregationalists next Monday 10:30 A.M. at the Railroad Building, 4th & Townsend Streets, in the name of the Law Department?

An offer is made to the Congregationalists to take the management of the new town of Naples near Santa Barbara & me, money & those who take it in hand--I want you to have...
a show with the view as well
as to strengthen our cause in
that growing & important
section of the State — I send
descriptive
mail you a Circular —
I have just come from there.
I can write for sky, land,
water, climate re re —

Only yours,

S. W. S.
M. F. GROVE, M. D.

707 McALLISTER STREET.

San Francisco, May 17th, 1889.

Gen. O. O. Howard
City.

Dear Sir:

Dr. Hannon has just enclosed me without any comment or explanation your reply to his invitation (given in accordance with my request) to address our congregation at Centenary Church on children's day or subject of Adult Bible Classes. Do not know whether he has replied, so I will say that we will certainly be pleased to have you come and we will see that you have time to mark your own class after enriching our feast with presence and thought.

Yours truly,

M. F. Grove
Superintendent of M. E. C. Society.
Dear O. O. Howard

Dear Sir & Bro:

Many thanks.

When a gallant soldier surrenders his own terms ought to be accepted. We accept your conditions. It is the day of "small things" with us for hence our need of a great man.

J. Hancock
My Dear Gen. Howard,

I remember with great pleasure my fortunate meeting with you in San Francisco and your kindly hospitality.

On my return to the City I find your letter of April 19th as to the Bogsowell Fountain.

Before communicating with the Department of Parks, the commissioners of which have charge of this matter, would you kindly inform me whether the statue on the top of the Fountain is of Dr. Bogsowell himself. If so, I fear it would prevent its acceptance by the City, for very obvious reasons.

With kind regards to Mrs. Howard and your son.

I am, very truly yours,

Major Gen. C. C. Howard
on the slopes back of the O California eastward and extending to the richest mining and forest districts. These lands in soil and climate are better than the Southern California lands, free from frost and much better watered by large flowing rivers.

We have the only good harbor on the coast at Topolobampo and the free import duties will enable the delivery of Belgian rails at $80. per ton and the completion of the first 35 miles at a cost of imported materials about equal to the subsidy. There are upon the grounds over 100 colonists—hardy American pioneers who are now self-supporting, colonists of

Huntington May 11, 1888.

My dear Gen. O. M. Horace,

I see you and expect to take an interest in a proposed charter of a R.R. in Mexico to run through Sonora. As I am connected with C. A. Owen, the President of the Mexican Construction Co., Jesse Grant—vice Pres. ex-Sev. Kansas, Rice and others Directors, I think it of mutual interest and advantage to tell you our plans and ask your aid to
prevent any collision of interest. President Grant became interested with Owen, Winson and others and they obtained from the Mexican Government the extraordinary Concession known as the Texas Pecos Ranch and Pacific R.R. and Telegraph Co. giving a charter and concessions as set forth in the books and papers I have requested.

Upon to send you. Our friends have expended about $300,000 in securing surveys of the ten thousand miles chartered and expenditures incidental in the last twelve years. Parties in Boston and New York assisting. Here remains on hand $94,000.

deposited with the Mexican Government to be returned on the completion of the first 35 miles which is nearly one for the view, between Pecos and the Kansas River, a smooth country.

The amount of cash subsidy to be paid by the Mexican Government out of the Treasury is $8,064. 23,640. from the completion of the first 35 miles. The subsidy I believe amount to about $16,000,000 in cash for the entire line and $15 grant equivalent to about 16,000,000 acres which land grant will prove exceedingly valuable as they are largely
If your ability, qualifications and character.

I remain ever your friend.

E.M. Bregman.
July. I should be very happy to have you here in July at the opening of my railway and should like to have you visit me as long as it may be in your power to stay.

There is to be an unveiling of a colossal bronze statue of Gen. Joseph Bartlett, Jr. signor of the Declaration of Independence on July 4 at Amhurst, Mass. Multitude will be a fine poem for the occasion, the State of Mass. at my request has just appropriated $30,000 to entertain the guests that day when the State receives its statue from the donors and I will see that the Governor forwards you an official invitation which is to be given to all the Governors of the U.S. As my children are direct descendants of Gen. Bartlett and I am the only person out of town on the committee I take an interest and shall be happy to see you yourself, Mrs. Howard and your son the Engin won at my home.

I hope if you have not, you will not connect yourself with that other enterprise as I hope after my railroad gets going in July to be in funds.
Gen. O.O. Howard, U.S.A.

Dear Gen.,

Your of April 19th, enclosing a letter from John St. Crane to Dr. Cogswell about his son, came in due time, and should have been answered long ago, but I could not get a chance to see our Commissioners until today. I have had a pleasant interview with Mr. Welles, the Chairman of the Board, who desires to be remembered to you. After my interview, at his request, I have put the facts in writing to him, and in a few days I shall send you. Mr. Crane is a chronic bore, and has been at loggerheads with the Commissioners for some time about the management of the Water Department. He was Water Regulator under Mayor Sweeney, and in his (Drum) opinion it has nothing been done right since his administration. I think I can have the matter amended to the satisfaction of all. You are pleased.
all of my ability in supplying your Com-
man with Hun Bryce having the care. Things
are different. Then I knew that I had you
in your entire command behind me, to
take me up. We are all pretty well, but growing
taller. I am kept pretty busy with a miscellaneous
of Army. don't get very much, but manage to get
up. Dr. Pemberton has been in the city a week, and
attends for us. Last Sunday had a full house;
As a retransition at Jerome Johnson's on Sunday.
The Doctor is taking kindly, and preaches with
his old fire. We are going to send our
Easter to Newman to attend the Worker's Mission,
Meeting in Storoni. He sails on the 27th of this month.
Paul Eaton (the Colonels' son) joined the Church a
few days ago. It was very touching to me, and
brought back his father so kindly. Remember
me to Mrs. Newman or the Children. Blanche
and Depew is out to eat. Sincerely,
W. A. Allcoat.
Newbernport—May 18, '88

Maj. Gen. O.O. Howard,

My dear friend,

I send you a clipping from the local paper which imperfectly indicates the railroad progress. Some very excellent people are associated, and I think the success of the R.R. is assured. My object in supposing all notice by the newspapers up to this date was best to interfere with my obtaining patents
in foreign parts countries the most of which are secured.

Dr. Jas. B. Bell of Boston and A. K. Owen of New York are as social directors, giving three being the smallest number allowed under the New Jersey act of incorporation.

Dr. Bell paid in $10,000 in cash for his stock and others have bought sufficient at fifty dollars per share to insure the completion of our plans.

Our original certificates of stock fully paid will be ready for exchange June 15th with the certificate holders and if you want your ten thousand

at 10 cts par value fully paid you will please send for the same. Not one share has been given away and none sold except at the higher price, the price to the Boston syndicate being $30. per share, five times your price as you can ascertain from Messrs. Jackson and Greely over Howard Nat. Bank, Exchange Place, Devonshire St., Boston.

I will write you another letter to go with this regarding the Mexican American Construction Co. Yours ever,

SWM Cooper
BOYTON'S RAILROAD.

The Principle of the Bicycle Applied to Locomotives and Cars.


At the foundry and machine shop of Albert Russell & Son is being made a locomotive engine resembling any before made by this or any other firm. It is designed to run on the new "bicycle railway," which is the invention and idea of Hon. E. Moody Boynton of West Newbury. Of this idea we have before spoken at length. The tracks are not laid to the ground as we commonly see them. One is laid on the ground and the other is laid on the under side of a framework which is above and directly over the lower track. The engine and cars have wheels on the bottom and double tracks above. In this way the whole is steered on the rail and cannot fall over nor off the track. It is expected that great speed will be attained on account of the comparative lightness of the train and also because of the loss of friction. The idea is patented in every country in Europe as well as in the United States and other nations of the Western Hemisphere.

The working plans cover about eighteen sheets and are pronounced by the manufacturing firm to be the finest they have ever seen. This is not strange when we consider that they are made by Carley Car-ael of Boston, the leading mechanical engineer of New England. From looking over the plans we present a general description of this novel engine. The engine is 41 feet over all, that is from the end of the cow catcher to the rear of the tender. The engine, cab and tender are all in one solid piece. In the widest part the engine is only 44 inches wide. It has one driving wheel which is 8 feet in diameter. From the cen-ter of this wheel to the centre of the rear trucks is 25 feet and 4 inches. All wheels are so made of cast steel with heavy steel treads shrunken on the tire. This will have two deep flanges so as to keep the machine from leaving the track. The cylinders will be 18$\frac{1}{2}$ inches. Under the tender will be two-wheel truck while all the overhead trucks will have two wheels. Riveted to and around the boiler will be a strong frame which will carry the forward overhead truck of the engine. In it will be built, and the whole will not be so wide that it will at all obstruct the view of the engineer. Sixteen feet will measure the distance between the rails. Already the contract for the boiler has been given. It calls for a boiler 15 feet long, 42 inches in diameter, and with 26 tubes. Beneath the center of this the one driver will be placed. But the distance from the lower rail to the bottom of the boiler not being 8 feet, the diameter of the driving wheel, there will be a depression in the center of the length of the boiler deep enough to allow the erection of the wheel. The upper trucks have small guard trucks on each side which rest securely in powerful springs so that in case the train attempts to lean too far on the perpendicular it will be easily and firmly checked.

About the entire outline, it is claimed it can turn around a curve of its own length. There is no possible chance for the train to leave the track, so perfect safety in all its movements is guaranteed. The unusual rate of speed of 100 or 200 miles an hour is promised.

The crank of the engine is unlike that in any other, it is a regular bicycle crank, the pedal being fastened to the crank, in just the place where the pedal of the roadway machine is attached. This will give an enormous leverage and power.

The patterns for the castings are nearly completed, three men having been kept busy at them for some time. Quite a number of the castings are done, and there will also be a great deal of forging done.

The cars will be of steel, light and strong, and will have a seating capacity of 100 persons, and the seats will be lengthwise. Mr. Boynton has been given permission to use the Hampton end of the beach railway to try his train which will be ready in about two and a half months.

Mr. Boynton expects to revolutionize the present railway system and erect his overhead track over them, and use both rails of each track as we now find them, for the reason being that none of his trains can pass for they are so narrow. With his cars 4\frac{1}{2} inches wide it gives 22 inches wide side of the rail. The gauge of the roadway is 4 feet, 5\frac{1}{2} inches which give 2\frac{1}{2} inches from middle of rail to middle of track. Twenty-two inches taken from this leaves 6\frac{1}{2} inches off edge of oycycle car to middle of track. Double this and 3 inches to the passing trains. So, it is readily seen, that the old roads will not be a dead loss, after all.

Stock is taken in Newburyport, Haverhill, Boston, New York, Paris and other cities. By the first of August, if all goes well, our citizens will probably see the trial road in full operation.

All in all is expected, the new railroad company will be a tremendous success. As the idea has been patented, the literature and plans are of the highest value to the engineer of all kinds. It appears to be the modernization of the old railroad idea, and such a railroad is not to be had anywhere in the world. Costs of construction of the track are said to be about $75 per mile, the land purchased in bulk at $25 an acre. Twenty years ago the speculation to build the railroad was $75 a mile, the land purchased in bulk at $25 an acre...
Hon. E. Moody Boynton is so closely related to our city through social and business ties that he becomes practically a Newburyport man; and whatever of public interest attaches to his movements is always read with a good deal of pleasure here. Just now Mr. Boynton's bicycle railway system is the prevailing topic of interest among prominent railroad men and engineers, and he is constantly receiving letters of commendation from such not only in this country, but from abroad. Among the latest is one from J. L. Boniface, C. E., a distinguished engineer, recently from DeLesseps's canal; he has been employed on national works in France and other countries, and has received the high salary of fifty thousand francs per year. His education, social and scientific standing, are widely known and give great weight to his opinions. He writes:

Hon. Eben Moody Boynton, President of Boynton Bicycle Railroad.

Dear Sir—I have read with a serious attention and a great deal of pleasure the descriptive "memoir" presented by your patents for the "Bicycle railway system." I have examined with great care the drawings and diagrams, and have come to the conclusion that your ingenious combination meets in every respect the wants of the ever increasing development of commerce and industry, and therefore the necessity of frequent and rapid intercourse. You have notably reduced the ratio of carrying capacity to weight of trains and reduced frictions and dead weights. In one word, your system of "Bicycle railways" uniting to economy and simplicity, safety the most complete, will, I have not the least doubt, be universally adopted in a very short time.

I am, dear sir, very truly yours,

J. L. Boniface,

Civil Engineer, formerly Engineer for the Construction of French National Railways, recently of the Panama Canal.

Gen. Haupt who was president of the U. S. Military Railroad Board during the war, chief engineer and general superintendent of the Pennsylvania railroad system, and later superintendent of the Northern Pacific railroad system, needs no words of eulogy. His life work and experience would lead him to scout the possibility of a complete change expected in the rolling stock of nine hundred thousand million dollars worth of U. S. railroad property. The ease and economy of motion of the grooved bicycle principle applied to railways does not admit of question any more than that a wide, plain turned edgewise or a similarly constructed railway carriage is many fold lighter and stronger for the same capacity. Several railroads have been arranged for license and within a year there will be an undoubted extension of the system in practical use. Gen. Haupt writes Mr. Boynton as follows:

NEW YORK, Nov. 19, 1887.

Hon. E. Moody Boynton:

Dear Sir—I have read your paper on the Boynton Bicycle Railroad with much interest, and although unwilling to subscribe to all the estimates therein contained without full and careful calculation, yet at the same time I am not prepared to say that your expectations may not be substantially realized by an application of the proposed system. Success will depend upon the proper arrangement of details and the adjustment of proportions to meet strains. Some experiments will also be required to determine adhesion, traction and other data for calculation.

Yours respectfully,

H. Haupt, Civil Engineer.
M. E. 68°
H. Y. May 18, 88

Dear Squire,

We have prepared the mark
mentioned in the Circular for the Peel's
Welfare to offer it at about two.

I request to ask that you will bring the
matter to the notice of any officials in
Citizens whom you may think take an
interest in the subject.

Sincerely yours,

[Signature]

My: Vice: Honore
San Francisco
Denver, Colo. 7/4 1888

Mr. O.O. Howard
San Francisco, Cal.

Dear Uncle Ottie:

I sent you yesterday a photo of Helen, my wife. We go with the one you leave of me. The picture is the first she ever had and is very natural.

We have just returned from a three weeks trip to Salt Lake City and Wellen, Utah. Had a very delightful time — Helen enjoyed it very much. We could have kept on to San Francisco and called on you. I am with the Western Pub. Co., and my task was for them in the interests of the D.R.G.R. making up a little book called the Tooele & Hand Book, a Guide to Colorado, Utah, New Mexico.

We were very glad to hear yesterday.
Denver, Colo., June 26th, 1885

Miss Graham is better and able to

In portrait the room. Father and family

came here from West Medford to

in about Brides, David is

well and doing well in his profession.

We saw back with Mr. William E. Dodge

Jr. of New York who said he was a

friend of yours and had just left San

Francisco. Give to Alice, Fannie and the

children.

Yours of nephew,

O. O. Howard
My dear O. O. Howard

San Francisco

In reply to your letter May 11th.

Mr. Washburn told me he would like them there but has no money and can't think of a purchase.

You probably know that the Homestead Company will through participate in the profits of the Nebraska Company. The dividends will be light. I cannot get anything like what you want (not 10 per cent 50 cents) in your best market.

Yours...

Alfred Millard
San Quentin, May 19, 1866

Maj., Ben O.W. Hensley
Dear Sir & Brother,

Your favor of the 15th is at hand, & I am more than willing to know that you will (D.V.) be here on the 1st Sunday in May, & I will mark you down for that day. I am sure that you will meet with a cordial welcome from the Prisoners.

I will deliver you a note, the next previous to that day, requesting the same 2 trains by which you will arrive. We shall only be too happy to have you as our guest at that time; & Mrs. Hensley also, if she will come.

Your Bro in X.

Yours truly,

[Signature]
Minneapolis, Minn.
May 21, 1888.

General:

I have a large collection of autograph letters of military interest, given me by my father, Gen. Patrick, whom you doubtless remember. In it I am especially desirous of including all prominent graduates of West Point. Of yourself I have only a signature upon a card. Can’t you not favor me with an autograph letter? It would greatly add to the interest of the collection, and I should appreciate your kindness.

I remain, General,

Very Respectfully,

G. B. Patrick

Genl. P. O. Howard,
San Francisco,
Cal.
Grinnell, Iowa Jan 21 1888

Maj Gen O O Howard
San Francisco Cal

My Dear General

I spent 2 days & nights on Council Bluffs & 14th of 15th we tried the case. The Win.

It. Flickenger says he will turn the case to the Supreme Court. I think it will do him good, as he has one case. The whole cost are $76.65. I am very glad that an upright gained our case. I hope that they can... succeed in having a new trial. Mrs Bray is well & joins with me in best wishes for you. Do you know where skiles is now? Yours truly

J M Bray
To teach, but I think I will send them way. What is to be set on with the people who are presently talking about me? Gin knows, my people have always talked about me. This talk has broken me down and I do not care whether I live or die. It is easy for me to try to stand against the world. Gin knows how many husbands I have had. I did not answer all that has been said, but a thought came to me that it was no use. So I wrote this:

Yours, Humble Servant,
Sarah Hopkins

Sandburg Cott.
May 21, 1888

Dear Friend,

Your very welcome letter is at hand and I assure you, My Dear Friend. I am lost to know what to say. I am indeed very much surprised to get such reports about myself. What can I do. I say it seems to me that all I might say will do any good. These men who have said all these things about me are my enemies. You say it all. When you say they all these men brought together then could have any say too.
But as it is, it is impossible for me to do anything. And Dear Friend, if I had the means, I would probably save all the men rest for this shameful slander. If this could be done, I then would have some show. But as it is, these lies must go before the people, and I cannot help myself. All the Indians, then you speak of are nothing but cold blooded murderers, that are talking about me, and I can prove it. It is just like it was during the Bannack War. My Dear Friend, Gen. Howard thought that the Umatilla Indians were helping the troops, and we good Indians, and I told him. They were doing murder then the Bannack. But Gen. did not think so. So I was the one told Gen. what to do after Bannack War was over. To rest all their chiefs. He would find out for himself. The truth or not, I talk this way, because the men who are talking about me are like those Indians, who made Gen. think they are good, by talking about me to all the white people. If I could only get the men to tell Gen. would know what kind of men they are. You speak of these men been my enemies. They are they insiders of Indians in Nevada. They are cold blooded murderers. Dear Friend, if I had money, I could come down to see the Gen. My self, but I cannot. I have commenced to go to school, I have 10 children.
MEMORANDUM.

FROM

Young Men's Christian Association, building, 333 Sutter Street,
SAN FRANCISCO, CAL.

To: Gen. O. A. Howard
Phelan Bldg.
May 10 1885

Dear General:—

I suppose you remember that you are to go to Mrs. Northup's to dinner tonight. She expects you to meet me here at half past five and come out to her house. And you are down to lead the Noonday Prayer Meeting tomorrow as per enclosed card. You see I am using you a good deal these days.

Very sincerely yours,

[Signature]
I suppose you remember that you are to go to Me. next.

Since I have spoken to Father, he expects you to meet me there at 11.

Your love and care are to be your own. May you get home to read this.

You see I

Preach Pilot Mission tomorrow as best encouragement.

You see I

writing you a good next these days.

Very sincerely yours.

[Signature]