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PRESIDENT.
CHARLES L. ADAMS,
VICE-PRESIDENT.
JOHN F. BRYANT,
See GENERAL MANAGER.
~~EDWARD A. HOBBS,~~
EDWARD H. HOBBS,
TREASURER AND COUNSEL.

Mt. Vernon Suburban Land Company,

POST OFFICE BUILDING, ROOM 2.

Mount Vernon, N. Y. February 5, 1894.

Dear Gen. Howard,-

I am informed that you are expected to return on Wednesday, and I now write you with regard to matters at Christie Street, as some things should be attended to immediately.

I received from your A. D. C. *Chas* G. Treat, a letter, dated January 22, written at your request, informing me that you had seen Dr. Clark, and arranged with him to give employment to Mr. Weckbacher, and that you thought, that in time, he might be assigned to work with Bro. John Jaeger, and also that you thought it was better for you to retain the place of Superintendent of the Mission. I immediately saw Mr. Richards, and said to *him* ~~Mr. Richards~~, that we desired very much that he should cooperate with us in the support of the mission, and I expressed the hope that he would agree to your suggestion, that he should unite with us and become the Treasurer ~~of it. This~~. He replied in substance that he must have entire control, or have nothing to do with the matter. I said, "I suppose then you will be willing to transfere the lease of the building to General Howard. He replied that he would do what Bro. Jaeger wanted done in the matter. I immediately went to see Bro. Jaeger, and was informed by him that he had decided to resign his position as colporter in the American Tract Society, and throw himself out on the promises of God for support, looking to God to help him to the money necessary to carry on the mission. I then saw that there was some kind of

an arrangement between him and Mr. Richards; that they had an understanding, and were determined to ^{act independent of you} ~~get away from you~~, the American Tract Society, and the Camp Memorial Church. I therefore told Bro. Jaeger that I could have nothing further to do with the mission, that my Bible ~~ex~~ class would be taught hereafter in the same room that it had been heretofore, in the rear of Camp Memorial Church, and that I must decline to lead any more meetings in the mission, that if I should pursue the course ^{was pursuing} ~~he pursued~~, ~~to me~~ it would be very dishonorable. He said that he was led to do it by the Holy Spirit. I replied that to me it was a very wrong step, and it looked to me more ~~like~~ ^{some} the leadings of Satan than the Holy Spirit. Since that time, I have attended ^{some} ~~the~~ meetings at the mission, but have entirely severed ^{my} ~~all~~ connection with it. I have kept up friendly relations with Bro. Jaeger, and with the members of the mission, and although I have said nothing publicly, I have in a quiet way, given them to understand that I do not approve of the action that has been taken. I think Mr. Richards is more responsible for what has been done, than Bro. Jaeger himself. While I do not care to judge Mr. Richards, if I should do what he has done, I should regard it as very dishonorable. They have practically stolen a mission that had been brought into being through the efforts of you and your friends, and carried it over to the Methodist Church, and although I am a Methodist, I cannot approve of such action, therefore I have declined to be a party to it.

Of course I am placed in a very unpleasant position. I heretofore, as you know, sustained Bro. Jaeger, and from time to time have spoken with you in regard to his work, and have asked you to sustain him, which you



as previously reported and Mr. [illegible] was [illegible]

acting, and were [illegible] to [illegible]

policy, and the [illegible] [illegible] [illegible]

I could have [illegible] [illegible] [illegible]

that would be [illegible] [illegible] [illegible]

today, in the [illegible] [illegible] [illegible]

lead any [illegible] [illegible] [illegible]

no [illegible] [illegible] [illegible]

and do so by [illegible] [illegible] [illegible]

whole [illegible] [illegible] [illegible]

also [illegible] [illegible] [illegible]

all [illegible] [illegible] [illegible]

primary [illegible] [illegible] [illegible]

also, [illegible] [illegible] [illegible]

after [illegible] [illegible] [illegible]

then [illegible] [illegible] [illegible]

and, [illegible] [illegible] [illegible]

and, [illegible] [illegible] [illegible]

into [illegible] [illegible] [illegible]

over [illegible] [illegible] [illegible]

subject [illegible] [illegible] [illegible]

of [illegible] [illegible] [illegible]

and [illegible] [illegible] [illegible]

the [illegible] [illegible] [illegible]

always have done. This has brought me into unpleasant relations with the Pastor and Officers of Camp Mamorial Church.

A week ago last Sunday, I informed Mr. Mireholtz, the Superintendent of the Sunday School, that I desired to have my Bible Class in the room in the rear of the Church, as heretofore, and he replied that he had made other arrangements for the use of that room. As none of my class excepting Mr. and Mrs. Weckbacher came, I remained in the Church with them during the Sunday School. After Sunday School we remained to Communion, and after Communion went over to Bro. Jaeger's Mission. Last Sunday afternoon, I went again to the Sunday School at Camp Memorial Church, and again Bro. Weckbacher and his Wife were the only members of my class present, and I remained with them in the Church, and after the service there went to the mission.

By my advice, Bro. Weckbacher has attended all services at the Camp Memorial Church, and has shown an interest in assisting, and has also attended some of the services at the mission. He has not approved of the course pursued by Bro. Jaeger, and has so informed him.

I have spoken to the Pastor, Mr. Slyfield, and also to Deacon Francisco and have told them something of the changed relation between Bro. Jaeger and myself, and have also informed them that you had arranged for the employment of Bro Weckbacher as a missionary. I said to Mr. Slyfield that I thought Mr. Weckbacher would be glad to assist him until your return, but I do not know whether or not he has asked for his assistance. I think, if you deem it advisable, that Mr. Weckbacher would remain with the Camp Memorial Church as a missionary, assisting the Pastor and others in the Church work.

I have thus attempted very briefly to present to you some of the

points; that you may know something of the situation as soon as possible after your return. There are many things in connection with the work, that seem to me to require very careful consideration and wise action.

I will try to go to Governor's Island Thursday morning on an early boat to see you for a few moments, and arrange for a further conference with regard to the matter. I am willing to aid you if I can be of service, but unless I can do something to promote the cause of Christ, I do not care to spend ^{at Camp Memorial Church} any time, as there are many things that are not entirely pleasant. It will however give me great pleasure to assist you in any way that you may desire my assistance. I am,

Very truly yours,

J. L. Bryant-

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Pryant LE

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EXECUTIVE COMMITTEE STATE ASSOCIATION OF YOUNG MEN'S CHRISTIAN ASSOCIATIONS OF NEW YORK.

OFFICERS.

EDMUND P. PLATT, *Chairman*, Poughkeepsie, N. Y. W. H. MICHALES, *Recording Secretary*, 40 East 23d St., New York City.
ALEX. G. FISK, *Treasurer*, 40 East 23d St., New York City.

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SPECIAL COMMITTEES:

Extension Work—WM. M. GRIFFITH, *Chairman*, Utica.

Athletics—J. G. SMITH, *Chairman*, 5 West 125 St., New York.
Wm. M. Griffith, Wm. Nicholson.

REV. GEORGE A. HALL, GENERAL SECRETARY,
JOHN F. MOORE, ASSISTANT SECRETARY, ASSOC'N BUILDING, ALBANY, N. Y.
SUMNER F. DUDLEY, ASSISTANT SECRETARY, P. O. BOX 2849, NEW YORK.
F. F. CALYER, OFFICE SECRETARY.

OFFICE:
40 EAST TWENTY-THIRD STREET,
NEW YORK CITY.

Poughkeepsie, New York.
February 5, 1894.

Gen. O. O. Howard,
Governor's Island, New York City.
Dear Sir:

you have already received the Circular, and are aware that our Annual State Convention will be held in Jamestown—February 22—25. There will be two meetings of our Committee—one on Thursday, February 22nd at 11 a.m. at the Sherman House, and another on Saturday, probably at four o'clock. As important business must be transacted at these meetings it is very desirable that every member should be present,

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if possible.

The whole Convention and the Parlor Conferences and Receptions on Friday afternoon, in addition to our own meetings, make your presence at Jamestown very important.

In view of the pressing financial needs on account of the greatly enlarged work—additional subscriptions must be secured.

Will you not co-operate with other members of the Committee in assisting in this matter by interesting new friends in the State work.

Hoping to meet you on the 22nd,

I remain

Very Truly yours,

E. P. Platt

P. S. Rooms will be reserved at the Sherman House if you will let us know at the New York Office.

For Letter no. 30864:

J. N. Stearns to OOH, New York, February 5,
1894

Attached to and filed with letter
no. 30841:

John Williams to OOH, New York, January
27, 1894.

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MILITARY ORDER OF THE LOYAL LEGION OF THE UNITED STATES.
COMMANDERY OF THE STATE OF MAINE.HENRY S. BURRAGE,
Bvt. Major U. S. V., Recorder,
OXFORD BUILDING.PORTLAND, Feb - 5th 1894.

My dear Gen Howard:

Can you give me the facts
concerning your selection of the
Army lines at Gettysburg after
the first day's fight was over?

Very truly yours,
Henry S. Burrage.

WILLIAM B. BROWN OF THE LOYAL LEGION OF THE UNITED STATES
COMMANDERY OF THE STATE OF MAINE

HENRY S. BURRAGE
505 WEST 11th ST., PORTLAND, ME.
PORTLAND, ME. Feb 2 1894

My dear Mr. Brown:
Can you give me the facts
concerning your collection of the
Grand Union or Revolutionary paper
the first day fight was over?
Very truly yours,
Henry S. Burrage.

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Kierland M D.
Replied to March 8/94.
Page 492

Mass. Sunday Protective League.

29 Hyoming St.
Roxbury, Boston

May 29th C.O. Howard, Feb. 6 '94

Dr Sir;

The Annual
Meeting of our League
will be held on Mar. 18th
20th or Apr. 1st at 3 P.M.
in one of our largest churches.

The Gov. of this state will
be present & make a short
address. Our Com. desire
to have this supplemented by
two or three other addresses
on the general question of
observance of the civil &
religious rest-day.
They heartily unite in

desiring you, if you can
possibly be present, to
make some remarks
on that occasion. We
expect an audience of
1000 or more & your
presence will add much
to numbers & interest.

I saw by the papers
that you are in this region
& trust that you will
be present at the time.

If you will kindly
express your preference for
either of the above dates,
or any other more favorable
date, we will try to
arrange accordingly.

Knowing that you ^{are} with us in
England - in favor of the present
men of the Lord's Day, we greatly
desire your personal presence, in
order to add religious power and
May we see the General Trust
a very hearty reply, staying,
Yours,

Yours O. Howard,
Worcester

W. A. Freeman, Sec

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Darrells Mary Mrs

5 Wyglasworth st Boston Feb 6-94

~~Please return
paper~~

Genl O O Howard

My very Dear Friend

I write you for some testimonial
in regards to my cheap service
I went from Boston in the fall
of 1862 I am in very needy
circumstances My friends have
a Resolve before the Legislature
for an annuity of 2.00 dollars
a year but Governor Traft
Mess State chgt during the
war is dead also Dr Hammond
of Alexandria Va when I went
first as nurse It is so many
years since then I do not

know where I can get such
statements as I would like
you will remember Holmes
letter you forwarded to the
Secretary Dept in 1869

^{you can}
Please send me something if
as soon as convenient I enclose
cuttings from papers Sect of State
Wm M Glen is writing me
I was so glad to see your
dear face at the Encampment
at Washington and trust you
are well and may be spared
to bless our being by your pure
life and exalted character
It was so sweet to attend the

dear old Church in Washington once more
I spent a week with the Robinson family
had a delightful visit - and to the soldiers
home and Arlington you will remember
me as Mary E. Glavin My friend Maria is
Daniels hoping to hear from you very soon &
will say to you that they are most some time
again this side of the river is the visit of

Mary E. Daniels formerly
Mary E. Glavin who is

5 Wigglesworth St Boston
Mass

dear friends

100-Feb 6, 1894

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Dear General Howard

You were the
commander in my husband's
regiment and I have often heard
him speak of you. I hope you
will feel like helping me for
I need it very much. we have
six children the oldest fourteen
and times are very bad indeed
he did not make much money
in his area after the war was
a good while over. will you
please consider even if you will
not help me for I should
like to know if you get this.

Respectfully

Lizzie H. Frost

167 Boston St

Peterborough New Jersey.

[ca Feb 6, 1894]

OFFICE OF

Advocate & Guardian,

29 East 29th Street,
NEW YORK CITY.

Feb. 6, '94.

Gen. G. Q. Howard.

Dear Sir: In commemoration of the nineteenth birth-day of Neal Dow, which will occur March 20, I wish to make the March 16th number of the Advocate and Guardian, of which I am the editor, a temperance number especially, and I should be very glad indeed if you would contribute an article at that time. The ex-

fect to have a sketch of Neal
Bow and some general papers on
temperance. If you could relate
some incidents in your own work,
give reminiscences of Mr. Bow, or
state your views as to practical
reform work in the large cities,
I should be very greatly obliged
to you. Take any phase of the
subject that appeals to you.

I will send copies of the
Advocate with this. It is not a
great paper, by any means, but
we do try to make it a help.

OFFICE OF

Advocate & Guardian,

29 East 29th Street,
NEW YORK CITY.

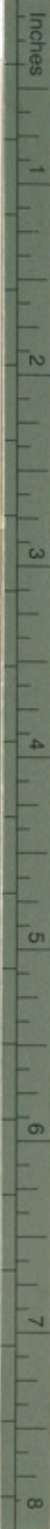
ful one. We shall be glad
to pay you at our usual
rate, \$2 a column. I earnestly
hope you will feel moved to
respond to our request. Hoping
you may do so, I remain

Very sincerely yours,
Flora L. Northrup.

I should send the article by
February 25.

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Advocate &
Guardian



Princeton New Jersey Feb 6/1893

Genl O. O. Howard
Commander Chpt.
of the East. Governors Island
New York City.

Dear Sir.

I having lived in Portland Oregon while you were commanding the Chpt of the Columbia. And have seen you so often in different places on the Pacific Coast that I imagine I am acquainted with you. I having lived in Walla Walla when Col Forsyth was there with the 2nd Calvary also lived in Boise City Idaho - when Col Green was in command there & having been in the Ninth Infantry as Company Tailor for 2 years and from there I went to Salt Lake City in Business for myself and more or less I have been doing Military work for Officer & Private, off & on from 1869 to 1890 the last I done was, I was with Genl B. H. Grierson at Santa Fe New Mexico. I was also with the Genl at Fort Grant Arizona also at Whipple Barracks now General Howard what I will ask of you is this if its in



Princeton New Jersey July 11th 1862
Genl B. C. Howard
Commander
of the 3rd
New York
Infantry

I have the honor to acknowledge the receipt of your letter of the 7th inst. in relation to the 3rd New York Infantry. I am sorry to hear that you are not well, and hope that you will soon be able to return to your duties. I am, Sir, very respectfully,
Yours,
B. C. Howard

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Your Honor I would very much like to obtain the
Post Tailoring at Governors Island. I will now
tell you what my object is. I am 39 years old &
have been raised in the Jewish Faith and I have
been experiencing a feeling of late say the last 5
or 6 years which I have no control over I want to
embrace the Christian Faith and worship God through
his Son Jesus Christ as I think and believe that
is the only true way to Salvation & everlasting
life. There is now in New York City a movement
going on to evangelize the Jews and they are
having a great many attending their meetings
and I think if I can obtain through you this
place so that I can make a living for myself
& wife until such time as I will be capable to
assist in this good work myself as I am able to
speak both German & Hebrew and I think I would
be of good service to the same Mission.
As my ability for cutting garments I have had 20 years
of practice & have had the finest customers in Salt
Lake City, Utah.

P.S. How many Officers are there
stationed at Governors Island. Is Major
Lard there. I know him well.

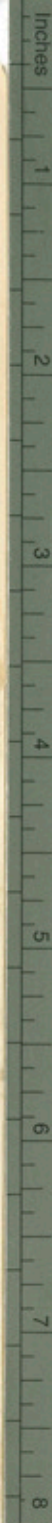
I remain Yours Respy

Oscar Bache - G. Wm. M. Leigh
Princeton N.J.

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Packe Boar

193 or 194 ?



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Pottsford C. J.

2/6/94

Mass. Sunday Protective League. 25 Hawley St.
Boston 2/6. 94,

Gen. C. C. Howard
My Dear Sir

The annual
meeting of the League
is proposed whole
next month. Our Sec.
Dr. Knudsen sug-
gested yesterday that
we should have
a public meeting,
^{in connection}
It has occurred
to me that I would

be extending by not
refusing to receive
you to speak for
us.

We need mil-
itary force, in a
sense, behind our
League - the en-
forcement of right-
eous law in a
righteous cause.

Will you not
regard this ear-
nest invitation as

a "formal identical call"?

With your comments -
certain to give", I earnestly
pray.
Sincerely yours
W. D. O'Connell

P. S. I enclose a

list of our E. C. Committee

which meet last Sat.
You are not obliged to attend any Con-
ference, with this month, or next.

Smith & Tills,

Importers,

Wholesale Grocers and Flour Dealers,

750 & 752 8th Ave. & 247 W. 46th St.

S. Waldo Smith.

J. S. Tills.

New York,

Feb 6th 1894

My dear General

You will doubtless remember that some years ago, that you kindly gave ~~us~~ permission to go to West Point on our S.S. School Excursion. We had a very pleasant time & have often wished that we could go there again. If you could aid us in obtaining permission - you would add another to the many obligations, which we are now under, to you. Our Excursion will occur on the 16th of June

Very Truly Yours

G. Waldo Smith, S.

Maj Gen. C. C. Norwood

Samuel G. Waldo

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Dear Ed

Medway, Mass. 7/6/94
Genl O. O. Howard
New York City
Dear Sir:

As my name is enrolled among your Sunday school class at the Broadway Tabernacle, no doubt you have noticed my continued absence. I want to let you know that I am very sorry not to be able to attend every Sunday. Like a great many others I unexpectedly found myself short of work and was obliged to leave the city for a time at least. I have been hoping ever since the first of the year to be called back again but my return seems indefinite. Perhaps

you have already
removed my name as
of course keeping it
there will lower the
total average. I hope
however that I shall
be able to join you
again and certainly
shall do so as soon
as I am able to return
to New York.

Yours very truly,
Edwin L. Bame.

DEBART BROTHERS,
COUNSELLORS AT LAW,
70 WILLIAM STREET,
P. O. BOX 2559,
NEW YORK.
PARIS: 3 RUE SCRIBE.

PAUL FULLER,
JAMES RICHARDS.

NEW YORK,

6 Feb 1894

Major Gen. O.O. Howard
Governor's Island
New York

Dear General

I expected you or your son Harry
at the annual meeting of the Stockholders
of the C. M. & C. Co. of Fla. Co yesterday,
especially in consideration of the
position in which the management
of Mr Irch has placed the Company.
Of course I proposed you as Director
Mr Irch was likewise proposed as
Director. ^{both elected} It appears that all
the books, papers, deeds, &c
belonging to the Company

have disappeared. Mr Irch told me
the stock book was with Gen. Swayne
I presume all the other books &
papers are there also. It is the
same old story with Mr. Irch,
litigation!

Gen Swayne is probably not
aware of the origin of this Company.

Its history however is very concise,

It commenced by my handing
Mr Irch the following checks on
Thefn Morton Bliss & Co

1891 Apr 2 \$13512.61

" May 2 4137.39

" May 28 3500

making a total of \$20850

With this \$20850 Mr. Irch

(3)

purchased Florida land in the name of Irach & Ellis Trustees.

The consideration money was expressed in the deeds & agrees with the money I handed to Mr. Irach.

This property constitutes the Real estate of the Company - Mr. Irach did not contribute one single cent.

In addition to these checks on Messrs Morton Bliss & Co for \$20850 I hold checks paid by Seventh National Bank for all sorts of expenses! amounting to

5520

Making a total of \$ 26370

It is true that if Mr. Irach did not

P.S. Some of these statements may surprise you but you will remember I was always against over estimation of the land!

(4)

pay for any Real estate the books show he paid some thousands of dollars for lawyers travelling & general expenses

The others that put money into the Co were your good self & Mr. Powell the latter \$750 & you gave, if I remember rightly \$600

In addition to the \$26370 I ~~am~~ virtually a loser of a further \$4000

through Irach, particulars of which I enclose. (but that is a private matter)

I think it is time that the wild statements of Mr. Irach should be boiled down to figures.

It is evident he does not care if the Company is ruined.

Respectfully yours
H. E. Ellis

St. James Hotel

Tallahassee, Fla,

June 6th 1891

This is to certify that I have loaned John H. Graham \$4000 of H.E.Ellis' money on 1/4 first mortgage and 3/4 second mortgage on Lyman property, and have note and mortgage in my name, for convenience of action, which proceeds and money will be turned over to said Ellis by me whenever paid etc.

(signed) F.Irsch

St. James Hotel

Tallahassee, Florida

June 22 1891

My dear Ellis

Your favor noting your visits to Gen. Sigel &c. are to hand. I am still without the documents. If you have not secured the Articles signed without Graham's name do that at once and send it without delay, as that will facilitate the starting of Company, much, should I be compelled to attack Graham's property and pursue criminally, which all people say will make him disgorge promptly. I will not do it except as a last resort, but cannot have my hands tied. I am doing hard work and at loss to important personal interest and comfort, and will bring out all well with or without General Howard. Now please let us act as a unit, and do not worry about your mortgage in my name- as soon as documents arrive, so I can go ahead, and have the papers signed for control of mine, it will be transferred to your name, at present it would mix up matters, but it is in trust any way, so my wife never could have a hold, if I died. I took all these precautions for you, and you have my written agreement that it is yours, so my heirs or creditors could not claim it. Have certificates of Company printed etc. and help my office etc..

Yours in haste F.Irsch

Wire German, that new telegraph operator is friend of Graham's
Book-keeper--Yours in haste

2

Ellis H E

This is to certify that I have loaned to
E. H. Ellis money on a first mortgage and
second mortgage, and have more and mortgage
ventures of other, which promises and money
to said Ellis on the whenever said etc.

(Signed) W. J. Ellis

W. J. Ellis

W. J. Ellis

W. J. Ellis

W. J. Ellis

Your favor having been visited in the
land. I am still without the documents. It
has been stated without delay, as that will
without delay, as that will facilitate the
which should I be compelled to attack
artificially, which all people say will
I will not be expected as a last resort.
I am sorry to hear that you are in
revert and back, and will order out all
General board. Now please let me out as
about your mortgage in my name as soon as
and to ahead, and have the papers around
will be transferred to your name, as
love, but it is a trust any way, so my
held. I think I look all these
up with a present that it is yours, as
could not claim it. Have certificates of
help up office etc.

Yours in haste W. J. Ellis

The General board has called up operator
W. J. Ellis in the

1/2

NOTICE

Revere House, Boston?
February 6, 1894.

Captain Treat,
Governor's Island,
New York.

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My dear friend:--

Your very kind letter received, and I write to assure you I appreciate what you have done and can do for us. Twenty-six members of the Mass. Legislature, representing the entire committee on rapid transit and the entire committee on street railways, will leave Boston at 3 o'clock in the afternoon, by express train for New York, on Thursday, February 15, and I presume will stop at the 5th Avenue Hotel, but I will ascertain about this and let you know. On Friday morning at 8.15 we go out over the electric railway, and return that evening. We should like very much to have you and Gen. Howard go as guests, or at least meet the committee while they are in New York, as they will be there until Saturday morning. Six of the members are State Senators. There seems a good prospect of getting our charters, and causing the system to be universally adopted in New England and throughout the country. I have written Mr. Kennelly, the great English expert who has charge of Edison's works at Orange to meet the Committee and he has promised so to do. Kennelly's father has signed to build 110 miles of our railroads, so we know what his report will be. He fully endorses you and Gen. Howard.

The great expert F. S. Pearson, Engineer of the Brooklyn City, West End, etc., our friend, is now consulting engineer of the Broadway & Tremont syndicate.

Your friend
Ernest Boynton

Revere House, Boston?
February 8, 1894.

3862
Governor's Island,
New York.

My dear friend:--

Your very kind letter received, and I write to assure
you I appreciate what you have done and can do for us. Twenty-
six members of the Mass. Legislature, representing the entire
committee on rapid transit and the entire committee on street
railways, will leave Boston at 3 o'clock in the afternoon, by
express train for New York, on Thursday, February 15, and I pre-
sume will stop at the 5th Avenue Hotel, but I will ascertain about
this and let you know. On Friday morning at 8.15 we go out over
the electric railway, and return that evening. We should like
very much to have you and Gen. Howard go as guests, or at least
meet the committee while they are in New York, as they will be
there until Saturday morning. Six of the members are State
Senators. There seems a good prospect of getting our charter,
and causing the system to be universally adopted in New England
and throughout the country. I have written Mr. Kennelly, the
great English expert who has charge of Edison's works at Orange to
meet the Committee and he has promised so to do. Kennelly's
father has agreed to build 110 miles of our railroads, so we know
what his report will be. He fully endorses you and Gen. Howard.
The great expert E. S. Pearson, Engineer of the Brooklyn City,
West End, etc., our friend, is now consulting engineer of the
Broadway Electric Syndicate.

ad ball of Troop F Cavalry took place. Governor Greenhalge was not present, owing to a previous engagement, but he was represented by the following-named members of his staff:

*to Mr. Draper
R. B. Draper
Boston
for 159 North St.*

TWO CENTS.

FOUND NO SYMPATHY.

General Draper's Rebuke to the New England Tariff Reform League.

NO WILSON BILL FOR HIM.

New York Bankers Questioned Secretary Carlisle Concerning the Effects of the Tariff Bill.

(Special Despatch to the Traveller.)

WASHINGTON, Jan. 31.—Every member of the Senate and House has received a letter from the New England Tariff Reform League, asking that they vote for the Wilson bill.

General Draper acknowledges the receipt of his letter, and has forwarded the following reply, which the League will probably not give out for publication:

JAN. 27, 1894.

Miss Martha E. Parker, Secretary New England Tariff Reform League, 66 State street, Boston, Mass.

Dear Madame.—I hereby acknowledge the receipt of your letter of the 24th, containing the resolutions of the New England Tariff Reform League.

I do not need to tell you that I have no sympathy with the resolutions, and none with the purposes of the league, as I understand them. I believe in protection, and that our section, New England, is particularly benefited by the protective policy.

If the Wilson bill can be killed, as I think likely it will be, I shall rejoice; and I can be relied upon to do all in my power either to defeat it or to delay its passage.

Yours truly,

WILLIAM F. DRAPER, M. C.,
Eleventh District, Massachusetts.

TARIFF TROUBLES BANKERS.

[By The Associated Press.]

WASHINGTON, Jan. 31.—It is said here that the New York bankers with whom Secretary Carlisle was in conference Monday were more interested in securing the secretary's opinion concerning the probable effect of the proposed tariff legislation than concerning the adverse report of the House Judiciary Committee upon the bond issue.

The bankers suggested that if the Wilson bill should become a law, it will reduce the revenue of the government, that the treasury deficit will not end with the present year, but that it is likely to continue one year after another, and they are said to have questioned Mr. Carlisle at some length upon the probabilities of the passage of the bill.

The idea which appeared to control the New York financiers was that if the revenues were to be so cut as to render probable the passage of the bill, so many

FOR RAPID TRANSIT.

[Continued from First Page.]

reducing cost, and thus rapid, ample and cheap transit be given, I am sure you will permit it to be done.

We have asked, first, for a terminal in Boston, selecting the space from Adams square to India street. We desire to use a space for terminals covering the entire Quincy market property, 16 feet above the space now occupied by wagons for market purposes, using the second story of Quincy market for waiting rooms, and not interfering with the market-place below, except to roof it from the storms and light it by electricity, should any interference with daylight be made. This will give a space for six trains on each side, and as they occupy but four feet in width, and with one foot between them, and central passageways of six feet in width, the trains from five suburban lines can all have independent tracks; while an inner line of single posts will give two trains, running in opposite directions, connecting all the depots, as shown upon the map.

These trains will have two-minute intervals, and stop at each depot and ferry, making the stations about 1200 feet apart, and diverting much of the traffic that now congests the central streets of this circle, will distribute it to the outgoing trains without delay.

The trains for the outlying cities asked for can go and come without crossing this inner circle made by the circuit road, without crossing any of their own tracks, the tracks of any other road or any street at grade. Accident is thus, with good management, impossible. Accommodation trains every 10 minutes, and express trains every 30 minutes, will bring a region within 30 miles within 30 minutes of Boston, by light, noiseless, inexpensive trains. Connecting with the existing roads, the extension brings the entire country into harmonious traffic arrangement.

Should existing railroads desire to divert these structures from the streets to the arching of

Their Own Roadbeds,

they will permit, without further expense for guiding structure, the application of the deep bicycle freight cars (shown on page 53 of my catalogue), weighing six tons, and capable of carrying 30 tons of coal on a single rail. Thus their double tracks below will become quadruple tracks, they can separate their trains into continuous express trains and accommodation trains, with enormous saving of time and expense, with fourfold capacity and economy. It is computed that the passenger traffic and the number of persons visiting Boston by all lines exceeds 300,000,000 of single fares annually. The average loss of time in getting to and from their homes to their stores is a half hour in the morning and the same at night.

An hour a day will thus be \$60,000,000 saved, and if computed at 20 cents per hour, exceeds the total net income of the railways within the district. Were these railways entirely destroyed, their total value lost, and bicycle trains substituted, the saving effected would be more than the inflated cost of existing roads that are capitalized from one hundred to four hundred thousand dollars per mile, including bonded indebtedness. But no loss to these roads is possible, by substituting cars that convey 1080 persons, seated, with the same car weight now used for 100 on ordinary trains, or for 24 in a single palace car.

Making double-track roads out of all standard gauge greatly reduces the dangers, and gives more than double capacity; while the light trains not only save proportionately the wear and tear and the overweighting of bridges, but remove all possibility of spreading the rails—the principal cause of disaster.—decrease the momentum on curves, where now a train at 40 miles an hour has a momentum of more than 20,000 tons, so heavy are the cars and engines. The raising of the tracks, in this metropolitan district, is going to cost \$10,000,000.

A NEW cottage on North Main street, owned by Frank Kendall, was in process of construction for Frank Kendall, was badly damaged by fire Thursday evening. The dwelling of Frank Bryan, on Nichols street, Pittsfield, occupied by himself and a tenant, was burned last night, also two horses. Loss about \$3000.

Yesterday afternoon Clarence, the seven-year-old son of Walter Bryson, of No. 3 Wayne terrace, Worcester, was drowned in Curtis Pond while on his way home from school. He fell through a hole in which a net was set.

In the town hall, Chelmsford Centre, Thursday night, the twenty-ninth annual reception and ball of Troop F Cavalry took place. Governor Greenhalge was not present, owing to a previous engagement, but he was represented by the following-named members of his staff: Herbert L. Burrill, surgeon general; Colonel Percy Parker, assistant inspector general; G. W. Moses, assistant adjutant general; W. F. Barrett, assistant quartermaster general; Colonel F. T. Walsh and Colonel E. D. Billings. There were also present officers of military companies from Boston and Lowell.

The people of Marshfield and its vicinity were astonished yesterday by a report of financial irregularities on the part of Luther P. Hatch, for fifteen years town clerk and treasurer of Marshfield. Auditors are now examining his books, and until they have finished the extent of the defalcation will not be known. Mr. Hatch is also trustee of the Ventress memorial fund, and that is believed to be involved to some extent. Mr. Hatch is postmaster by the appointment of President Harrison. He is also treasurer of the Congregational church and superintendent of the Sunday-school.

CONNECTICUT.

More than eighteen thousand tons of coal are in vessels in New London harbor awaiting fair weather to proceed.

Diphtheria is raging in Granby with fatal effect. County Health Officer Markham has ordered the schools closed and quarantined all families where the disease has existed.

The question whether the \$10,000 of the funds of the Order of Iron Hall which are in Connecticut shall be kept in the State or sent to the receiver in Indianapolis for general distribution was argued before the Supreme Court at New Haven yesterday.

COLONIAL CORPORATIONS.

Andrew McFarland Davis Contributes an Interesting Essay on This Subject at the Colonial Society Meeting.

At the January meeting of the Colonial Society of Massachusetts, which was held in the hall of the Academy of Arts and Sciences, with Dr. Benjamin A. Gould in the chair, a paper of much interest was read by Andrew McFarland Davis on the subject of "Colonial Corporations." Mr. Davis stated that until a quite recent period Harvard College was frequently spoken of as "The Corporation," a title which had been bestowed upon it originally when it was the only corporation in the colony, and which had clung to it as the only surviving corporation of the colonial period. This fact had suggested to him the value of an examination of colonial legislation on this point in order that we might learn therefrom whether our forefathers felt at liberty to invade this prerogative of the king by chartering any other corporations, or whether they had exercised this power at any other period than during the protectorate. In order that there should be a full understanding of what this invasion of the royal prerogative amounted to, Mr. Davis cited from various grants to early English adventurers the powers and privileges conferred in their patents. He showed what the condition of the law relative to corporations was when the Massachusetts settlers left England, and pointed out the absolute avoidance of any form or method in the establishment of municipal corporations in Massachusetts in colonial times. A review of the grants to individuals and companies of mining, trading or other privileges disclosed the fact that, with the exception of a local aqueduct company for a street in Boston, no other charter was granted which could claim to be an incorporation except that of Harvard College. The aqueduct company was incorporated in 1652.

Taking Harvard College as an illustration of the subject, Mr. Davis showed that there was evident difficulty in the way of conveying land to the institution under the act of 1636, which was not completely remedied by the act of 1642 establishing the overseers. The decline of the royal power permitted the invasion of the prerogative in 1650 and would probably have been followed in later years by an extension of these raids, except for the restoration. Following the history of the college charter down to the chaotic period occasioned by the annulment of the colony charter in 1684, Mr. Davis quoted from the college account books two interesting entries which have never been published. The first is in 1686, when Treasurer Richards records the fact that at the request of Mr. Dudley, Mr. Stoughton and Mr. Increase Mather, he has received from Samuel Mather, with perfect safety, the post can carry two, three or four hundred as in wide carts and structures. So a ship

BICYCLE RAILROADS.

This is the era of the bicycle, there's no question of that; and if experience has proved in the past that it has not been sufficient to dispose of Mr. E. Moody Boynton and his ideas to cock up one's eye and smile or whistle, it will be doubly difficult to do so hereafter. His bicycle railroads, both steam and electric, have now been in practical experimental operation for a good space of time and have won endorsements both scientific and financial that compel attention. Take the sworn statement, for instance, of the coal dealer who furnished the fuel for the Coney Island bicycle steam road; he swears that half a ton a day has sufficed for fifty trains a day, both ways, over one and three-quarters miles of road—a rate of coal consumption that seems to show that the bicycle railroad will accomplish work with one ton of coal for which fifteen to twenty tons are required on ordinary railroads. After a year's daily use the Coney Island structure showed almost no wear, which bears out the theory of the Engineering News that "the motion of a train moving on a single rail in this manner might be very much smoother and safer than that of the ordinary railroad train." Take again, the certificate (dated July 9, 1892) of Mr. F. S. Pearson, lately chief and electrical engineer of the West End Street Railway of this city:

Your system is especially adapted for high speed for electric railways, and an enormous speed can be obtained with such a system. In the difficult road at Coney Island, and with its sharp grades and curves, where you have for two seasons passed one bicycle steam train by another, thus making a double track of the standard gauge road, and wherein the running of ten thousand trains and the safe carriage of passengers, without accident, at high speed with great smoothness and economy have been accomplished, you have demonstrated your system to be perfectly feasible. Your need now is a commercial road of sufficient length to demonstrate the superiority to the public in speed, safety and economy, and I am glad to hear that you are building such a road.

Following that steam railroad, now tested for three years, an electric bicycle road has been now tested by three months' operation. It is a mile and a half long, and may be seen at Bellport, Long Island, N. Y. Of this road Major General O. O. Howard says in the report of a special committee headed by him—

It confirms every claim made for the Boynton bicycle electric system for lightness, beauty, safety, speed, economy, and the perfection of simplicity and adaptation to all the needs of rapid transit under any and all conditions. The demonstration of the capabilities and superiority of the system is now complete, and it seems to us that hereafter the proverbial timidity of capital will give way to a general adoption of the system.

Mr. Goodell spoke briefly concerning that part of the paper which treated of the chaotic condition of things after the Colony charter was annulled, and in approval of the views expressed by the speaker. He said he regarded Mr. Davis's statement as the best resume of the subject he had heard. Mr. Goodell further indicated it was owing to the acuteness of Lord's attack on the college that the charter was wrecked. As president of the college, and assuming the wreck, he said that the college was in a very precarious position, and that the power of the General Court under the Provincial charter to create corporations was recognized by the Board of Trade. Mr. Goodell spoke briefly concerning that part of the paper which treated of the chaotic condition of things after the Colony charter was annulled, and in approval of the views expressed by the speaker. He said he regarded Mr. Davis's statement as the best resume of the subject he had heard. Mr. Goodell further indicated it was owing to the acuteness of Lord's attack on the college that the charter was wrecked. As president of the college, and assuming the wreck, he said that the college was in a very precarious position, and that the power of the General Court under the Provincial charter to create corporations was recognized by the Board of Trade.

From all this Mr. Davis argued that the timidity of our forefathers in dealing with this question was evident and he proceeded to show that this feeling had not altogether died out in Provincial days, notwithstanding the fact that the power of the General Court under the Provincial charter to create corporations was recognized by the Board of Trade. Mr. Goodell spoke briefly concerning that part of the paper which treated of the chaotic condition of things after the Colony charter was annulled, and in approval of the views expressed by the speaker. He said he regarded Mr. Davis's statement as the best resume of the subject he had heard. Mr. Goodell further indicated it was owing to the acuteness of Lord's attack on the college that the charter was wrecked. As president of the college, and assuming the wreck, he said that the college was in a very precarious position, and that the power of the General Court under the Provincial charter to create corporations was recognized by the Board of Trade.

Thus far an account was demanded per Edward's address and delivered to him. From all this Mr. Davis argued that the timidity of our forefathers in dealing with this question was evident and he proceeded to show that this feeling had not altogether died out in Provincial days, notwithstanding the fact that the power of the General Court under the Provincial charter to create corporations was recognized by the Board of Trade. Mr. Goodell spoke briefly concerning that part of the paper which treated of the chaotic condition of things after the Colony charter was annulled, and in approval of the views expressed by the speaker. He said he regarded Mr. Davis's statement as the best resume of the subject he had heard. Mr. Goodell further indicated it was owing to the acuteness of Lord's attack on the college that the charter was wrecked. As president of the college, and assuming the wreck, he said that the college was in a very precarious position, and that the power of the General Court under the Provincial charter to create corporations was recognized by the Board of Trade.

low estimate. But his steel structures for light electric or steam railways of the bicycle system, and form guiding structures for the slow-moving freight trains and existing heavy trains, until gradually eliminated by the swifter and more economical traffic above grade.

To sum up, the reasons why the bicycle system must prevail are as follows:

First, Because it reduces roadbed to its lowest terms—a single rail, on which the edgewise train is poised, bicycle fashion, thus giving the greatest possible capacity with the least possible space being occupied for roadbed, and

No Shadowing of the Street.

as in wide cars and structures. So a single post can carry two, three or four lines with perfect safety.

Turn a wide plank edgewise, and it will support a much larger weight, and be no heavier. Our steam cars are four feet in width, 14 feet in height, 42 feet in length, exclusive of the platforms; with 18 compartments, entered at the side, they give 46-inch seat space for 108 passengers, 21-inch space for two-thirds that number.

The car weight is four and one-half tons, instead of 30 tons to 33 tons, for the ordinary steam passenger cars, and 40 to 50 tons for palace cars. The heaviest car on the Boston & Maine is the Pullman, weighing 52 tons. Their heaviest coach weighs 37 tons. The old Colony railroad cars are about seven tons less weight. These figures are official.

To build bridges through the streets of Boston and run two-track ordinary steam railways is as absurd as to return to stage coaches.

There is no room in the streets for such structures, while the noise, smoke, steam, hot water, oil, cinders, ashes, and other discomforts, are intolerable. New York is in constant litigation, yet Chicago has been forced by New York bankers to adopt the absurd system, in order to float their bonds. No system should be permitted to enter the city except an electric system. The only objections to which are the poles and falling wires. We use neither, conveying the electric current insulated in our guiding beam; and wherever a wire might be used for current, insulating it entirely, under our patent.

Second, The safety of the bicycle train is absolute, being grooved below and above, with double-flanged wheels. It is tilted around curves by the overhead guide, so as to avoid all side strain and lateral motion. Each wheel is a separate bicycle spindle wheel, and can turn any curve without loss, while ordinary street cars lose from two to six fold by friction in rounding curves, and the tendency of every two-track railway car is to leave the track on curves, there being no such tendency with the single track double-flanged wheels of the bicycle trains.

Third, Speed. The exquisite lightness and freedom from friction of the bicycle, with its two wheels, is applied to our electric car, and speed is secured by our motors, which are in and on the wheel, with four-foot armatures, and designed for 100 miles per hour, average speed for express trains, which will be guaranteed to all contracting companies.

The cars should be entered on the side; and we use one brakeman, with lever, to slide 36 doors, permitting the ingress and egress of 200 passengers, the brakeman not leaving his position; and in the running of 30,000 trains no accident ever occurred.

Not Even a Finger Pinched.

The doors are light veneer, lined with rubber. The cars are constructed of veneer and steel; made of light and continuous material. The deep edge-wise structure and partitions give them the consistency and lightness of bamboo.

Single story cars are made for long distance suburban trains, where it is desirable to have four tracks, two below and two above, on the same post. These cars need not take more than seven feet in height for each train, or 14 for the two. But wherever feasible in the country it is better to have two posts, and the four trains on a level, side by side. A four-track road permits two express and two accommodation trains, and all thoroughfare lines should be thus equipped.

A subway is proposed from Frammarke

square to Park square, estimated to cost the city of Boston \$5,000,000, and obstruct for two years the already congested district, during its completion. When completed it will form an underground connection solely for the New Haven railway to connect the Boston & Maine system as its northern division. I am not opposing it, as it will have to use my system when completed. But for \$5,000,000 and a right to use the streets, which certainly belongs to the people, for passage, there can be constructed, in eight months, 50 miles of four-track elevated bicycle railways, connecting with every depot and giving immediate relief to 1,000,000 people, and greatly increasing the valuation of the entire territory.

You will do this soon, why not do it now? Labor needs employment, material never was cheaper, and the mills are ready to make the steel structural material without delay. If the city will do it, it is tendered them, if the state will do it, it has the right, as well as the duty of forcing this solution; if they will not do it, and will give us the charters, we will give the existing corporations all reasonable opportunity under restrictions protecting the interests of the people in quick and cheap transit, as may rightfully by your wisdom be required, and we will solve this problem for all time to come, in the only manner in which it can be finally solved.

You can never get less obstruction than a single rail, less weight than 100 pounds car weight per passenger, greater speed in loading and unloading than through 50 doors instead of eight to each train; there is nothing quicker than lightning, or so simple as the bicycle railway system. The prophet Elijah offered to cure the haughty chief of the Assyrian armies of his disease of leprosy by a simple and inexpensive process, and he was angry and went away; but on being asked by his servant, If the prophet had bid thee do some great thing wouldst thou have done it? he returned and was healed forever. You authorize Boston to spend \$5,000,000 to tear down her City Hall and build one road in the back alley, and it was needed. If there is no other way it is most economical; is there no other way? I leave it to the assembled wisdom of Massachusetts to decide, and thank you for your patient hearing.

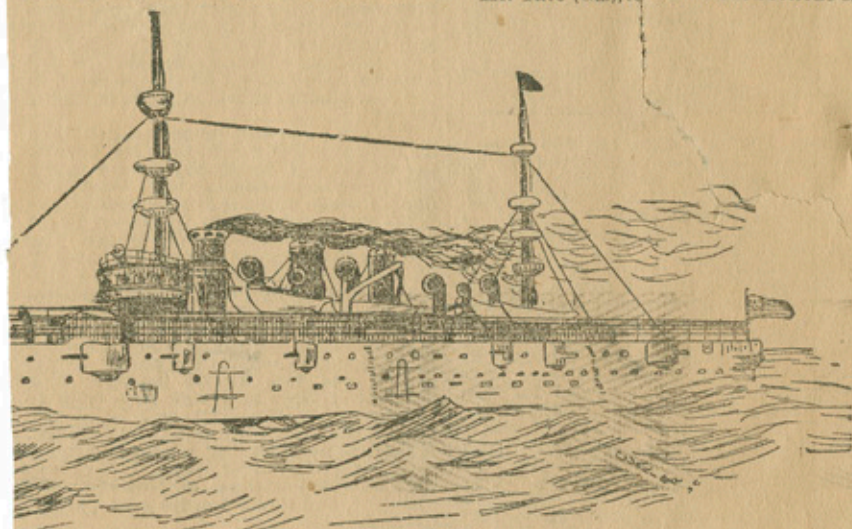
Mr. Boynton had a map of Boston and the country adjacent, by which he illustrated his remarks, and also a plan of the proposed circular route about the city, showing the various stations, etc. He read endorsements of his railroad plan from eminent engineers, including General O. O. Howard, to whom he paid a high tribute. He stated that the only road which was in operation at present was a line 14 miles long at Sea Beach, Long Island, and another of 1 1/2 miles at Belpoint, L. I.

the chairman

RAL BENHAM.

conveyed to the wharves by the Detroit, the insurgent warships following them. When nearly at the wharf and while a tug was taking a cable ashore, the insurgent warships opened fire, sending a volley of musket shot under the bow of the tug. The Detroit answered with a warning shot and the insurgent ship then sent a shot over the Detroit. The Detroit in reply sent a shell which reached a portion of the stern of the insurgent ship, doing little damage.

Then the insurgent commander fired in warning a broadside to leeward in the opposite direction from which the Detroit lay. This being answered by another shot



THE CRUISER NEW YORK.

FLAGSHIP OF THE SQUADRON AT RIO. from the Detroit, the insurgents signaled that unless the Detroit ceased firing they (the insurgents) would sink the American ship.

The language which was used by the American admiral in answer to this signal was of such a nature that the incident closed for that time and the ships were allowed

their value the high premium put upon the bonds by the terms of Mr. Cameron's proposition.

REPEAL OF TAX ON STATE BANKS

(By The Associated Press.)

WASHINGTON, Jan. 31.—The question of the repeal of the 10 per cent tax on state banks which has been agitated throughout this Congress by a large contingent of Southern and Western members will be brought to a focus in the House Committee on Banking and Currency on Friday. Several bills involving this step are before the committee, but it has been decided to take a vote on the bill drawn by Representative Cox of Tennessee, which is for an unconditional repeal.

REVENUE AMENDMENTS.

(By The Associated Press.)

WASHINGTON, Jan. 31.—In the House today the whole Internal Revenue amendment was open to amendment. Mr. McMillin attempted to reach an agreement to vote upon such amendments as might be pending at 4 o'clock this afternoon, but Mr. Bristow objected temporarily until he confer with his colleagues.

The first amendment offered was one by Mr. Tate (Ga.), to strike out Sections 29, 30

and 31 relating to the tax on whiskey, the increase of the bonded period and manner of collecting the tax. Mr. Tate explained that if this amendment were adopted, the law would remain as it is.

Mr. Payne (Rep., N. Y.) who got the floor ostensibly to oppose the amendment, took the opportunity to read some resolutions passed by the New York Legislature instructing the New York congressional delegation to vote against the Wilson bill.

He did not suppose the resolution would be heeded nor that the election of a Republican in the congressional election in New York yesterday would be heeded, but he wanted the Democrats to know that the first fruits of the tariff reform had been the election of a Republican in the Gibraltar of Democracy.

Mr. Outhwaite offered an amendment to the amendment to increase the tax on whiskey from 90 cents to \$1 when in bond one year, \$1.10 for two years, and \$1.20 for three years, the bonded period to cease at the end of that time.

The Outhwaite substitute was lost 42 to 87.

Mr. Dingley's amendment to restore the provisions of existing law with reference to the bonded period (making it three instead of eight years) was carried 105 to 87.

This leaves the bonded period as it is and increases the tax from 90 cents to \$1. The Bland substitute to permit the extension of the bonded period beyond three years by paying into the United States treasury the cost of exportation and reimportation of such whiskey was lost.

— The mildest day England has seen for 52 years was last Christmas.

dispose of Mr. H. Moody Boynton and his ideas to cock up one's eye and smile or while, it will be doubly difficult to do so hereafter. His bicycle railroads, both electric, have now been in practical

Inches 1 2 3 4

SEVENTY-FIRST YEAR

FOR RAPID TRANSIT

The Boynton Bicycle Railway Con-
sidered by Legislature.

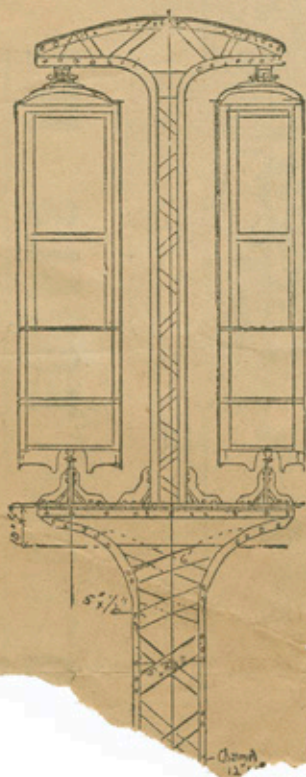
MANY ADVANTAGES SHOWN

Mr. E. Moody Boynton, the In-
ventor, Makes an Address.

CHARTERS ARE ASKED FOR.

How the Proposed System Would
Benefit this City and the Sur-
rounding Towns—Details of
Construction—Course
Over which Road
is to Build.

The Committees on Transit and Street
Railways, sitting together, gave a largely
attended hearing in the Blue Room of the
State House this morning. The commit-
tee listened to Mr. E. Moody Boynton
in relation to the petition of himself
and others for the grant of charters for
the introduction of the Boynton bicycle
railway rapid transit system. Mr. Boyn-



Inches 1 2 3
et It **NOW!**

ALL
ROLLED
INTO ONE.

RAIN and got a *FLOOD!*
Traveller's Portfolios of the

City!

LD GO,

ing over

SO Splendid
Photographic Views
and Historical
Descriptions of the
World's Fair and
the Midway Plaisance.

ST Have It!



NOTHING EQUALS IT!