

COUNTY OFFICERS	
R. W. Mussey, Judge.	J. W. Young, Treasurer.
Frank Rooney, Co. & Dist. Clerk.	A. J. Royal, Assessor.
W. P. Matthews, Sheriff & Collr.	Taylor Stephenson, Inspt.
COUNTY COMMISSIONERS	
W. H. Mansfield, Precinct No. 1	Hart Mussey, Precinct No. 3
J. A. Winton, " " 2	Hipton Parke, " " 4

Fort Stockton, Texas. Feb. 17 1892

C. U. Connelley Esq
Eastland Tex

Dear Sir.

Yours of the 11th recd. I herewith
return your check for \$55.2

Your letter gives Abst. 3420 as Cert. 1970
Sec. 21. when the rolls & our Abst. books
gives 3420 as Cert. 1965 Sec. 11.

Abst. 4203 is delinquent for 1889. Paid in 1890
Am't to redeem Abst. 4203 \$10.52

" Tax for 91. both sections $\frac{55.2}{\$16.04}$

Yours Truly
W. P. Matthews
Tax Collector Pecos Co. Tex

STATEMENT.

Lexington, Ky., July 28 1894

Mrs. Jas. L. Patterson

In Acc't with

WM. SHIELDS,

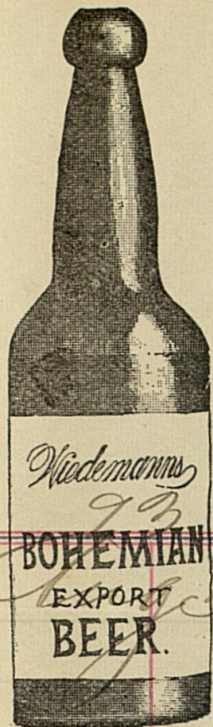
City

—Agent for—

Wiedeman's Export and Lager Beer,

111 N. LIMESTONE STREET.

Telephone 54.



701 & Its

2.20

47-M-64

Stevens Tacuinico of
Manuscripts in European Archives
relating to America
1773-'83



4, Fitzjames Square, W.C.
London. 20th March 1892
Illustrated Edition for Telegrams Made London

Professor J. R. Patterson
State College of Kentucky
Lexington, Kentucky.

Dear Sir

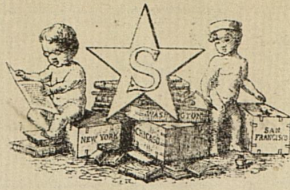
I have the pleasure to enclose herewith "Chronological
Arrangement" of all the papers in the first 12 volumes of my
"Tacuinico" which have not been issued to subscribers.

This shows the great historical importance of the unpublished
material now for the first time being made available.

I respectfully invite your attention to the abridged In-
spectus (with Opinion's Commendations) on the back thereof.

I shall be glad to add your College to my list
of Subscribers. If it would be more convenient to you to secure
the back volumes in installments they may be sent to meet your
convenience of payment arranged accordingly.

Stevens's Facsimiles of
Manuscripts in European Archives
relating to America,
4773 - '83.



4, Trafalgar Square, w. c.
London, 23rd March 1892

Abbreviated Address for Telegrams: Woda London.

Professor J. K. Patterson
State College of Kentucky,
Lexington, Kentucky.

Dear Sir

I have the pleasure to enclose herewith "Chronological Arrangement" of all the papers in the first 12 volumes of my "Facsimiles" which have now been issued to subscribers.

This shows the great historical importance of the unpublished material now for the first time being made available.

I respectfully invite your attention to the abridged Prospectus (with Opinions & Commendations), on the back thereof.

I shall be glad to add your College to my list of subscribers. If it would be more convenient to you to receive the back volumes in instalments they may be sent to meet your convenience & payment arranged accordingly.

Some Subscribers have intimated a preference to receive their volumes in cardboard boxes - Others wish to receive theirs bound in half morocco.

It will be observed in the Prospectus & in the Order form that Subscribers reserve the right to discontinue their Subscription.

I have written & sent copies of the "Chronological Arrangement" to The State Library, Frankfurt - The Historical Society, Stauffenberg, Lexington Library, Polytechnic Socy of Kentucky, Louisville - & shall appreciate any kindness you will do me by recommending the work to these Institutions or elsewhere.

I am suggesting to librarians that if their library is not prepared to appropriate \$110 a year for the 5 vols in half morocco, or \$100 a year if the Facsimiles are preferred in cardboard boxes, that perhaps they will induce a Syndicate of their patrons to make up the sum necessary as some other Libraries have done.

Always at your service

Yours faithfully
B. F. Stevens

47-11-64

To MR. B. F. STEVENS,

4, Trafalgar Square, Charing Cross,

London, W.C.

Please renew my subscription to

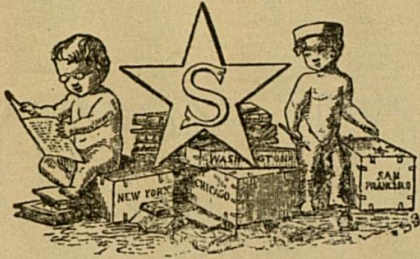
for _____ months, for which I enclose remittance,

£

Name

Full Address

Date



B. F. Stevens,
4, Trafalgar Square,
London 1st April 1892.

Prof. J. N. Patterson

SIR,

I shall be glad to be favoured with instructions to renew your subscriptions terminating as indicated below, and to commence other subscriptions or execute other commissions in compliance with the enclosed circular.

I annex form of order, which please fill up and return at your early convenience.

Respectfully requesting your kind commendation of this Agency,

I have the honour to be, Sir, Your obedient Servant,

B. F. STEVENS.

AMERICAN LIBRARY & LITERARY AGENT,
4, TRAFALGAR SQUARE, CHARING CROSS,
LONDON, ENGLAND.

"Mail" 5th May 1892
to Judge B. F. Buckner

Chicago, April 9, 189

Mr. J. H. Patterson

To W. W. MAYNE, Dr.,

SUBSCRIPTION BOOKS,

ROOM 61, LAKESIDE BLDG.

on a/c Am. Supplement to
Encyclopaedia Britannica
re Russia.
February & March install-
ments. be kind enough
to remit.

\$ 16 -

HARPER & BROTHERS, PUBLISHERS.

EDUCATIONAL DEPARTMENT.

Franklin Square, New York.....April 16,.....189 2.

Prof. James R. Patterson,
Lexington, Ky.

Dear Sir:-

We note from the letter form which you returned to us that you are in need of a new text-book on Psychology.

We have accordingly sent you, for examination, a copy of our "Dewey's Psychology" which we offer to supply for first introduction at \$1.03, or in exchange for an old book of like grade at 90 cents.

We believe this to be the best text-book for the class-room published on the subject. The high esteem in which it is held by leading educators, and its wide and growing use in leading institutions throughout the country well attest its popularity. We hope that, upon examination, you may decide to introduce it into your classes, and in the event of your ordering a supply, we should be glad to have you accept the copy sent, for your own use.

Hoping to learn of your decision in the matter, we remain,

Yours truly,

HARPER & BROTHERS,

Per

C. L. B.

STANDARD OIL COMPANY.

(OF KY.)

Lexington, Ky.

4/19

189 *5*

State College Ky

We to-day *Credit* your account as follows:

Dr.

Cr.

2 Drums 2007 + 1995

20.00

Entry

4/19/92

Approved:

John Malorn

STANDARD OIL COMPANY,

By

om d

1856.

(FORM E)

MEMORANDUM

1886.

FROM

New London, Conn. Apr. 19, 1892.

The Kentucky State College,

Lexington,

Ky.

Replying to your
favor of

The D. E. Whiton Machine Co.,

MANUFACTURERS OF

Gear Cutters, Centering Machines,

Lathes and Drill Chucks in Great Variety.

CABLE ADDRESS
"WHITON" NEW LONDON.D. E. WHITON, - - - - - PREST.
L. E. WHITON, - SEC'Y & TREAS.

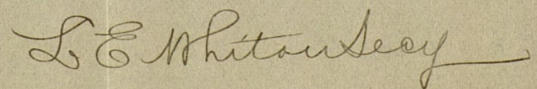
Gentlemen:-

We are informed that you are in the market for an outfit of iron working machinery for your technical school. We send you our catalogue of Chucks and other tools by this mail to which we invite attention. We have had a long experience in the production of these specialties and have made important improvements which are worthy of your investigation. We have supplied these tools to many prominent engineering schools and they have given perfect satisfaction. We would like to quote you best discounts on your requirements in our line and we hope we may hear from you in the matter. We remain,

Yours very truly,

The D.E. Whiton Machine Co.

(F)



LEXINGTON, KY., *April - 21 - 1892,*

A + M. College of Kentucky
Lexington, Kentucky.

To ASSOCIATION OF AMERICAN AGRICULTURAL COLLEGES AND EXPERIMENT STATIONS, Dr.

To Membership in Association for 1891-92, as per vote of
Washington Convention, August, 1891, - - - - \$10.

Received Payment,

Remittances should be made to
M. A. SCOVELL, SECY.-TREAS.,
LEXINGTON, KY.

Secretary-Treasurer.

State College of Kentucky.

Lexington.

April, 23rd 1892

Prof. James G. White.

Dear Sir.

The following is a fairly accurate estimate of the needs of the Chemical Department for the collegiate year 1892-'93.

Minimum -

Apparatus	-----	\$ 150.00
Stock, (most of which will be consumed)		350.00
Chemicals	-----	100.00
Books	-----	<u>50.00</u>
Total	-----	\$ 650.00

Maximum.

Apparatus	-----	\$ 250.00
Stock,	-----	400.00
Chemicals	-----	200.00
Books	-----	<u>100.00</u>
Total	-----	\$ 950.00

Respectfully Submitted,

J. H. Kastle.

Spectroscope \$ 200.00 already ordered not included in above.

47-M-64

United States Coast and Geodetic Survey Office,

Washington, D. C., *Apr. 25*, 1892.

A copy of the Annual Report of the
Superintendent of the Coast and Geodetic Survey
for the year 1890.

is forwarded to you by mail.

Please acknowledge receipt on the form inclosed
herewith.

T. C. Mendenhall
Superintendent.

4/23/92

Name of Institution:

.....

Post Office:

County:

State:

Date:

Received Report of the U. S. Coast and Geodetic
Survey for 1890

.....

Name:

To the

SUPERINTENDENT,

U. S. Coast and Geodetic Survey,

Washington, D. C.

State College Normal Department,
RURIC N. ROARK, Principal.

LEXINGTON, KY.,

Apr. 27/92

Estimate of Expenses of
Normal Dept., for year beg. Sept. 14, 1892,-
+ exclusion of salaries of Roark & Thomas.

To salary of Second Asst., from Jan. to June,
\$400 — \$500.

To Advertising:-

- | | | | |
|---|------|---|------|
| (1) Printing special circulars, stationery, etc., | \$50 | — | \$75 |
| (2) Postage for circulars, letters, etc., | 110 | — | 140 |
| (3) Adv. in a few Ed. papers, etc., | \$50 | — | \$60 |
| (4) Allowance for underestimate | 25 | — | 40 |

To Library:-

- | | | | |
|-------------------------------------|-------|---|-------|
| (1) Books, papers, magazines, etc., | \$200 | — | \$300 |
| (2) Cases, fixtures, etc., | \$80 | — | \$50 |

To Apparatus for Teacher's Class,

\$50	—	\$75
<hr/> \$915	—	1240

Philadelphia, 4/27 1892

State College of Kentucky, Lexington, Ky.

BOUGHT OF HENRY A. DREER,

SEEDSMAN AND FLORIST,

WAREHOUSE-714 CHESTNUT STREET.

Bills will be rendered Monthly.

P. O. Lock Box 1618. Telephone No. 803.

Seed Farm and Plant Houses, Riverton.

Seed Farm and Rose Nursery, Belmont.

1 gro. #2 Copper Labels		2 00
200-5" Painted Wood Labels		20
500-8" " " "		1 25
500-12" " " "		2 25
1 oz. Mignonette, Sweet		1 0
1" Sweet Peas Mixed		15
1 oz. Oxalis Propylaloides		1 25
138 pkts Flower Seed		
1/35, 2/25, 3/20, 4/15, 6 1/10, 6 1/5 = 11.90		
less 1/3	3.96	7 94
1 Amaryllis Aulica	1.25	
2 " Belladonna Major	.40	
2 " Johnsonii	1.00	
1 " Regina	.75	
6 " Petta Alba	.50	
20 Caladiums, Fancy 3 rd	5.00	
12 Tigridia Couchiflora	.50	
12 " Pavonia	.50	
12 " Alba	.75	
4 Anemone Japonica	1.00	
4 Funkias	1.00	
1 Helianthus, Soleil D'or	.25	
12 Iris Germanica	1.50	
2 Liatris Grandiflora	.20	
6 Tritoma Uvaria	1.50	
less 1/3	16.10	
	3.36	10 74

\$ 25 88

Adv. Ex.

April 28, 1892.

A. M. College, Swanton, Vt.

Appropriation asked for as follows
for Departments of Civil + Electrical
Engineering, and for Physical Laboratory.
for Session of 1892-93.

Civil Engineering -

1 Transit. with solar attachment
Complete for observations for deter-
mining Latitude &c -

\$ 450.00

+ 300.00

35.00

150.00

1 Plane Table -
1 Prismatic Compass
1 Sextant -

+ 100.00

\$ 1,035.00

Incidentals

300.00

Books -

J. Nelson,

Prof. Civil Engineering &c -

Electrical Engineering -

Milli-ampere meter -	\$20.00
Reflecting Galvanometer -	90.00
Set of shunts	32.00
Thousand Galvanometer High Resistance -	125.00
" " Low "	85.00
Scale & Lamp - (for Galvanometer -)	44.00
Standard Coil	28.00
Electrometer	100.00
Debye-D'Arsonval Galvanometer -	65.00
Rheostat	64.00
Vibration Magnetometer -	7.50
Compass	15.00
Sliding Box	10.00
Magnetometer for determining Magnetic + Astronomical Meridian - - - - +	300.00
Incidental -	100.00
	\$ 1,085.50

W. M. ...
Drum

W. W. HAYNE,
61 Lakeside Bldg.
CHICAGO.

April 30, 1922

J. K. Patterson, Pres.
N. State College

Jan 21	1 1/2 Russia 1-4 Am. Supple- ment to En- cyclopaedia Britannica.			32 -
		Cr.		
Jan 27	Cash		8 -	
apl 30	"		16 -	

47-M-64

To MR. B. F. STEVENS,
4, Trafalgar Square, Charing Cross,
London, W.C.

Please renew my subscription to

for _____ months, for which I enclose remittance,

£

Name

Full Address

Date



Prof. J. N. Patterson

SIR,

I shall be glad to be favoured with instructions to renew your subscriptions terminating as indicated below, and to commence other subscriptions or execute other commissions in compliance with the enclosed circular.

I annex form of order, which please fill up and return at your early convenience.

Respectfully requesting your kind commendation of this Agency,

I have the honour to be, Sir, Your obedient Servant,

B. F. STEVENS.

AMERICAN LIBRARY & LITERARY AGENT,
4, TRAFALGAR SQUARE, CHARING CROSS,
LONDON, ENGLAND.

"Spectator"
Mail

June 1892.

do

B. F. Stevens,
4, Trafalgar Square,
London *2nd May 1892.*

Hall of Una Lodge No. 518, Knights of Honor.

No. _____ Lexington, Ky. May 4th 1892

Received of Bro J. F. Patterson

Five Dollars.

For Assessment No 3326-349⁴⁴ For Dues \$1⁰⁰ to July '92

\$10⁰⁰

John Harris

Financial Reporter.

KNIGHTS OF HONOR.

47-M-64

James R. Patterson!

You are respectfully invited to attend a banquet to be given at the Galt House, Louisville, at 8 o'clock p. m., June 1, 1892, by the Filson Club, on the occasion of its celebration of the Centennial of the admission of Kentucky into the Federal Union. Cards of admission must be presented at the door, and can be obtained at the Galt House.

Cards for Gentlemen \$10 each.

Cards for Ladies \$5 each.

Each gentleman is at liberty to bring with him a lady.

Respond before May 25th as to whether you will attend. Unless you accept by that date you will be considered as having declined to attend.

H. W. BRUCE,

Chairman of Invitation Committee.

477-11-64

REPORT OF THE CONDITION OF THE
UNION NATIONAL BANK OF DENVER,
At the Close of Business, July 12, 1892.

RESOURCE	
Loans, Discounts and Overdrafts	\$1,739,650 42
U. S. Bonds	150,000 00
Sight Exchange	228,713 91
Furniture and Fixtures	10,425 00
Current Expenses and Taxes Paid	6,522 41
Premiums on U. S. Bonds	1,500 00
Cash on hand	321,592 59
Due from U. S. Treasurer	6,750 00
Total	\$2,473,941 33
LIABILITIES	
Capital Stock	\$1,000,000 00
Undivided Profits	64,225 22
National Bank Notes outstanding	125,000 00
Deposits	1,274,678 11
Total	\$2,473,941 33

REPORT OF THE CONDITION OF THE
GLOBE NATIONAL BANK OF CHICAGO
IN THE STATE OF ILLINOIS,
At the Close of Business July 12th, 1892.

RESOURCE	
Loans and Discounts	\$3,456,664 73
Overdrafts	382 65
United States Bonds	30,000 00
Other Bonds	3,000 00
Due from other Banks	351,631 23
Cash	688,160 29
Redemption Fund	2,550 00
Furniture and Fixtures	5,000 00
Total	\$4,566,772 51
LIABILITIES	
Capital Stock	\$1,000,000 00
Surplus Fund	60,000 00
Undivided Profits	11,352 18
Circulation	45,000 00
Deposits	2,450,369 33
Total	\$4,566,772 51

REPORT OF THE CONDITION OF THE
COLUMBIA NATIONAL BANK
OF CHICAGO,
At Chicago, In the State of Illinois, at the Close of Business July 12, 1892.

RESOURCES	
Loans and Discounts	\$1,771,637 66
Overdrafts	23,465 72
U. S. Bonds to secure circulation	50,000 00
Due from other National Banks	281,800 42
Due from State Banks and Bankers	65,678 67
Checks and other cash items	25,118 01
Exchanges for clearing-house	48,635 08
Bills of other banks	14,000 00
Fractional paper currency, nickels, and pennies	97 59
Specie	177,000 00
Legal Tender Notes	70,000 00
Redemption Fund with U. S. Treasurer (5 per cent of circulation)	2,150 00
Furniture and Fixtures	750,424 08
Total	\$2,660,560 29
LIABILITIES	
Capital stock paid in	\$1,000,000 00
Surplus Fund	15,000 00
Undivided Profits	70,862 59
National Bank Notes outstanding	45,000 00
Individual deposits subject to check	824,727 27
Demand certificates of deposit	72,475 91
Time certificates of deposit	4,015 73
Certified Checks	16,560 63
Cashier's Checks outstanding	2,950 01
Due to other National Banks	20,560 62
Due to State Banks and Bankers	89,981 96
Total	\$2,660,560 29

REPORT OF THE CONDITION OF THE
NATIONAL BANK OF SIOUX CITY,
JULY 12th, 1892.

RESOURCES	
Loans and Discounts	\$1,285,541 87
Overdrafts	281 85
Bonds and Stocks	21,048 00
U. S. Bonds	103,411 53
Premium on U. S. Bonds	3,000 00
Real Estate and Furniture	22,648 00
Redemption Fund	2,550 00
Cash and due from Banks	342,752 06
Total	\$1,988,272 91
LIABILITIES	
Capital	\$1,000,000 00
Surplus	30,000 00
Undivided Profits (net)	1,100 00
Circulation	45,000 00
Dividends Unpaid	2,550 00
Deposits	97,562 91
Total	\$1,988,272 91

COMMENCED BUSINESS OCTOBER 7th, 1890.
Paid 3 Per Cent. Semi-annual Dividend, July 1, 1892.

CONDENSED STATEMENT OF THE CONDITION OF THE
NATIONAL BANK OF THE REPUBLIC,
SALT LAKE CITY, UTAH,
At the Close of Business July 12th, 1892.

RESOURCES	
Loans and Discounts	\$696,993 05
Overdrafts	1,561 00
U. S. Bonds to secure circulation	50,000 00
U. S. Bonds to U. S. Treasurer	2,500 00
Stocks, Securities and Redemption Fund with U. S. Treasurer	2,250 00
Current Expenses and Taxes	872 25
Furniture and Fixtures	10,500 00
Due from Banks	\$ 68,626 45 1
Cash on hand	167,183 00
Total	\$914,063 32
LIABILITIES	
Capital Stock	\$500,000 00
Surplus	10,000 00
Undivided Profits	3,026 25
National Bank Notes outstanding	45,000 00
Deposits	353,467 07
Total	\$914,063 32

COMMENCED BUSINESS MAY 21st, 1890.
Paid 3 Per Cent. Semi-annual Dividend July 1, 1892.

REPORT OF THE CONDITION OF THE
MERCHANTS NATIONAL BANK,
PORTLAND, OREGON,
At the Close of Business July 12, 1892.

RESOURCES	
Loans and Discounts	\$1,583,349 23
United States Bonds	50,000 00
Other Stocks and Bonds	28,416 53
Due from Reserve Agents	120,007 54
Due from other Banks	40,528 23
Cash	117,334 07
Real Estate and Fixtures	4,000 00
Current Expenses and Taxes Paid	2,736 69
Premiums on Bonds	5,000 00
Due from U. S. Treasurer	2,250 00
Total	\$1,959,526 96
LIABILITIES	
Capital Stock	\$1,000,000 00
Surplus	43,500 00
Undivided Profits	4,750 94
Circulation	45,000 00
Deposits	866,222 02
Total	\$1,959,526 96

REFERENCE BY PERMISSION:
National Bank of Commerce, Kansas City
First National Bank, Kansas City,
Metropolitan National Bank, Kansas City,
National Bank of the Republic, St. Louis,
National Bank of the Republic, New York,
Continental National Bank, Memphis,
South Texas National Bank, Houston,
National Bank of Sioux City, Sioux City, Ia.

JULY 12th, 1892.

THE FITZHUGH BROKERAGE COMPANY.

SUCCESSORS TO
THE BUSINESS OF
The Rule Brokerage Co.

FINANCIAL AGENTS AND DEALERS IN
BONDS, STOCKS AND INVESTMENT SECURITIES,
No. 111 W. 6th St., NEAR DELAWARE,
KANSAS CITY, MO.
S. J. FITZHUGH, PRESIDENT.

DEAR SIR: We are prepared to submit offerings of No. 1 high-grade Commercial paper, made by well-established wholesale and jobbing firms; also paper secured by collateral, National Bank stocks of well established, large banks. We do not endorse or guarantee the paper we sell, but are prepared to furnish full information regarding it, and never offer any paper that we cannot conscientiously recommend, nor any we would not put our own money in, when in a position to do so. We would be pleased to place our ratings before you, if you are disposed to consider them favorably, at reasonable rates of interest.

Yours respectfully,
The Fitzhugh Brokerage Co.

HALKAM PRINTER 902 DELAWARE ST. KANSAS CITY, MO.

STATEMENT OF THE KANSAS CITY NATIONAL BANKS

COMPILED BY
THE FITZHUGH BROKERAGE COMPANY,
(SUCCESSORS TO THE BUSINESS OF THE HULE BROKERAGE CO.)
KANSAS CITY, MISSOURI.

FROM OFFICIAL STATEMENTS MADE TO THE COMPTROLLER OF CURRENCY AT CLOSE OF BUSINESS, JULY 12, 1892.

RESOURCES.

RESOURCES	RESOURCES											TOTAL
	National Bank of Commerce	National Bank of Kansas City	American National Bank	Midland National Bank	Inter-State National Bank R.C. Stock Yards	Metropolitan National Bank	Union National Bank	Missouri National Bank	First National Bank	Aetna National Bank	Citizens National Bank	
1 Loans and Discounts	\$ 4,466,948.29	3,205,017.00	1,622,516.22	1,407,202.20	1,355,833.81	1,728,871.88	1,630,701.35	743,230.08	1,200,215.87	274,831.20	840,297,821.58	333.67
2 Overdrafts, secured and unsecured	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
3 U. S. Bonds to secure circulation	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
4 U. S. Bonds to secure deposits												
5 Stocks, Securities, Claims, &c.	387,885.44	270,091.16	106,115.00	104,435.00	18,634.27	28,000.00	274,728.87	934.25	148,300.00	8,000.78	1,407,480.76	0
6 Due from Approved Reserve Agents	1,073,106.48	560,638.24	140,788.71	217,669.83	331,626.70	598,778.41	103,560.48	25,692.23	238,288.05	24,434.79	148,151.71	8,482,294.71
7 Due from other National Banks	255,073.90	18,976.48	89,645.10	159,754.88	44,690.88	110,795.30	32,478.00	18,633.63	114,818.45	2,930.05	26,786.51	888,720.84
8 Due from State Banks and Bankers	316,026.00	30,017.01	65,891.67	74,399.11	41,627.20	81,471.25	31,614.88	9,238.74	38,751.46	3,000.00	50,800.00	772,003.94
9 Due from Home Furniture and Fixtures	157,000.00	178,788.00	5,000.00	5,000.00	3,750.20	11,642.92	5,661.50	3,000.00	3,000.00	3,000.00	3,000.00	35,019.62
10 Banking House and Mortgages owned	39,823.80	106,423.86	61,107.04	1,287.19					4,025.00		44,904.79	397,181.48
11 Other Real Estate and Mortgages owned												
12 Current Expenses and Taxes paid	8,000.00	8,000.00			8,001.25	9,000.00	4,000.00	8,500.00	17,000.00	9,500.00	17,500.00	89,501.25
13 Premiums on U. S. Bonds	7,649.50	119.79	20,827.67		38,401.73	18,800.19	390.00	88.29	1,784.67	62.31	5,130.45	111,894.46
14 Checks and other cash items	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
15 Exchanges for Clearing House	60,000.00	58,800.40	68,270.01	108,511.12	18,250.33	54,143.48	52,977.83	60,898.14	34,708.62	11,319.45	14,220.03	681,036.19
16 Bills of other Banks	26,755.00	19,043.00	19,838.00	18,750.00	109,703.00	40,500.00	11,385.00	34,200.00	4,000.00	47,081.00	350,165.00	16
17 Fractional Paper Currency, nickels and cents	464.16	183.80	474.70	1,084.64	270.00	59.29	790.18	192.41	1,283.71	61.80	211.07	6,420.25
18 Legal Tender Notes	477,290.00	392,822.00	137,000.00	131,539.00	9,781.00	206,875.00	92,800.00	78,221.50	118,756.50	9,198.00	190,043.25	1,744,227.50
19 U. S. Certificates of deposit for Legal Tender of circulation	108,600.00	170,400.00	200,000.00	200,000.00	31,700.00	200,000.00	131,900.00	30,000.00	150,000.00	11,000.00	60,000.00	1,229,800.00
20 Redemption Fund with U. S. Treasurer 5 percent of circulation	2,250.00	2,250.00	2,250.00	2,250.00	2,250.00	2,250.00	2,250.00	2,250.00	2,250.00	2,250.00	2,250.00	24,500.00
21 Redemption Fund with U. S. Treasurer other than 5 percent of circulation												5,000.00
22 Redemption Fund												5,000.00
Total	\$ 7,470,952.88	5,160,549.41	2,648,912.28	2,577,048.16	2,084,693.87	3,153,381.14	2,553,920.80	1,049,827.08	2,200,349.00	409,066.91	1,577,567.05	\$30,946,239.56

LIABILITIES.

LIABILITIES	LIABILITIES											TOTAL
	National Bank of Commerce	National Bank of Kansas City	American National Bank	Midland National Bank	Inter-State National Bank R.C. Stock Yards	Metropolitan National Bank	Union National Bank	Missouri National Bank	First National Bank	Aetna National Bank	Citizens National Bank	
1 Capital Stock	\$ 2,000,000.00	1,000,000.00	1,000,000.00	500,000.00	1,000,000.00	750,000.00	600,000.00	250,000.00	200,000.00	250,000.00	200,000.00	7,800,000.00
2 Surplus Fund	100,000.00	200,000.00	55,000.00	50,000.00	15,000.00	14,000.00	31,000.00	3,500.00	175,000.00	4,000.00	200,000.00	867,500.00
3 Undivided Profits, Net	22,548.97	14,474.00	15,573.40	2,085.10	54,370.08	14,130.00	10,080.20	2,188.21	27,660.78	10,632.38	11,121.60	190,294.64
4 National Bank Notes outstanding	45,000.00	45,000.00	45,000.00	45,000.00	45,000.00	45,000.00	45,000.00	45,000.00	45,000.00	45,000.00	45,000.00	485,000.00
5 State Bank Notes outstanding					8,407.00	2,346.70						15,008.70
6 Dividends unpaid					87.00							87.00
7 Individual Deposits subject to check	1,647,404.19	1,177,232.98	893,755.05	923,317.04	565,896.17	1,045,529.14	1,088,898.88	468,834.89	855,808.29	90,196.8	448,087.12	8,706,027.35
8 Demand Certificates of Deposit	603,067.50	321,830.21	58,745.27	130,410.61	920.60	166,854.16	168,123.22	183,243.08	109,815.71	5,128.00	82,968.99	1,877,935.84
9 Time Certificates of Deposit					1,299.94							3,000.00
10 Certified Checks	1,148.58	22,324.20	3,341.20	1,336.40	1,275.00	1,400.00	1,385.00	1,100.00	1,100.00	1,100.00	1,100.00	10,000.00
11 Cashier's Checks outstanding					19,287.72	11,908.86		3,391.66	25,113.28	600.00	6,632.15	123,573.86
12 United States deposits		5,291.48	16,320.88	30,045.25	19,287.72	11,908.86						82,428.88
13 Deposits U. S. Depositing Officers	1,344,350.00	1,207,761.32	928,809.99	571,618.56	118,014.34	645,696.83	334,218.74	24,440.22	515,293.51		28,102.55	6,014,987.21
14 Due to other National Banks	1,381,812.78	1,162,886.65	432,029.43	302,826.11	109,424.00	467,502.40	188,164.72	37,834.02	209,092.53		278,801.52	4,576,659.58
15 Due to State Banks and Bankers												109,424.00
16 Notes and Bill Rediscoumtd.												30,000.00
17 Bills Payable												30,000.00
Total	\$ 7,470,952.88	5,160,549.41	2,648,912.28	2,577,048.16	2,084,693.87	3,153,381.14	2,553,920.80	1,049,827.08	2,200,349.00	409,066.91	1,577,567.05	\$30,946,239.56

RECAPITULATION.

RESOURCES.

Loans and Discounts	\$18,809,702.80
Stocks, Securities, etc.	1,407,480.76
Real Estate, Furniture, and Fixtures	692,201.10
U. S. Bonds and Premiums	783,501.25
Current Expenses and Taxes Paid	
Due from U. S. Treasurer other than 5% Red. Fund	5,000.00
Redemption Fund, 5%	24,750.00
Cash Items	\$4,119,584.13
Due from Approved Reserve Agents and other Banks	5,148,019.49
Total	\$30,946,239.56

LIABILITIES.

Capital	\$7,800,000.00
Surplus	867,500.00
Undivided Profits	190,294.64
Circulation	485,000.00
Deposits	21,509,444.96
Total	\$30,946,239.56

Percentage of Cash and Sight Exchange to Deposit Liability, 42.7 Per Cent.

KANSAS CITY, MO., July 29, 1892.

DEAR SIR:

Above please find statement of Kansas City National Banks, compiled from official statements made to the Comptroller at the close of business July 12, 1892. Considering the great depression that has existed over the entire country the past two years and especially in the West, we think you will agree with us that our Kansas City banks make most excellent showings. The scarcity of money in this section for stock and security investments is unquestionably the cause for the decline in many of our stocks, but the very flattering prospects for a magnificent crop throughout Missouri and Kansas will undoubtedly restore confidence in all of our securities, and we confidently hope for a decided improve-

ment in our stock market, and an increase of business. We make a specialty of handling national bank stocks and high grade commercial paper, and are prepared at all times to furnish money on high grade paper without delay. We have a number of stocks on hand that we can trade or exchange for stocks in City National Banks, and if you wish to purchase or sell, we would be glad to hear from you promptly with propositions. If we can serve you at any time in the purchase or sale of stocks or bonds, or in giving you information concerning matters in this section, we would be glad to have you command us. With regards, we remain,

Very respectfully,
S. J. FITZHUGH, President.

BLUE MOUND, KANSAS

July 12th 1893

James K. Patterson
President State College
Lexington, Ky.

Dear Sir-

Yours of the 9th inst -
at hand and contents noted. Kansas has a fine
wheat crop. very fine in the western part of the state
but in the eastern not more than 1/2 crop. Oats fine
also. Flox. Corn looks well and a large acreage
planted and if seasonable the next two months will
have a heavy crop. at least the outlook looks fine
as regards the sale of real estate there is none moving
nor exchanging. Property in this section could not be sold
for one half of its value. Your Quarter in this township
looks fine and if offered for sale would not sell for
(\$15.00) fifteen dollars per acre. And your Quarter section in
Centerville Tp. could hardly be given away. I was all over it
and there is not five acres of tillable land on the whole
piece. If you remember where we crossed the creek is
the north west corner and we traveled up the hill and
left it at the south east corner of the north 40 acres

and I found that the north 40 the best of the piece
and in talking with the farmers adjoining they
stated that if offered for sale would not bring 3⁰⁰ per
acre. There is no timber of any value on the piece.
I do not know what it would sell for, if there
was any demand for such property.

I believe I wrote you that it was rented this year for
(\$100⁰⁰) payable January 1st 1893 and for the next
year will rent for \$135⁰⁰ to Mr Green and Giffin
who lives in adjoining the farm.

My kind regards to you. I am well but lame
from a sprained ankle which occurred last
Nov. Any instruction you may desire write me
and I will attend to it. Sabir is still here but
proof against all indebtedness.

Very Respectfully Yours
A. Santrey

Folio.....

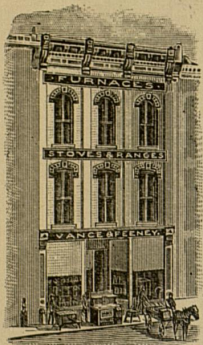
WE COLLECT
OUR BILLS THE FIRST OF
EVERY MONTH.

All Bills Due on Presentation.

J. T. VANCE.
T. M. FEENEY.

Lexington, Ky., Sept 1 1892

M. P. J. M. Patterson



Bought of **VANCE & FEENEY,**

Stoves, Ranges, Furnaces, Pumps, Tinware & House-furnishing Goods

ROOFING, GUTTERING AND ALL KINDS OF JOB WORK DONE ON SHORT NOTICE.

FURNACE WORK A SPECIALTY.

ALL WORK WARRANTED.

1892

TELEPHONE 190.

NO. 20 WEST MAIN STREET.

Sept 21	Top Oven Plate ^{15.0} - Front Oven Plate ^{1.5}	2 75	
	Back Oven Plate	1 50	
	1 Fire Back for # 80 American Range	1 25	
	Fitting in same	2 50	8 00
	Thanks.		
	Received Payment Dec 4/92		
	Vance & Feeny		
	74		

Sep. 27, 1892

INSTRUCTIONS.

Return this Certificate for Seal, and to be properly filled out and recorded on the Books of the Company when it will be returned to you. State number of Shares desired and in whose name to be recorded.

Shares can be held by Man, Woman or Child. Parents often make them payable to Children, Husbands to Wives; the different shares you take can be made payable to one person, or to different persons. PROFITS DECLARED AND DIVIDENDS REMITTED ON EACH JULY AND JANUARY 1st.

Persons taking Shares now will participate in accrued profits and receive the 4 per cent. semi-annual dividend which will be remitted on Jan. 1st.

THE LARKIN MANUFACTURING COMPANY

FIFTY THOUSAND SHARES CAPITAL \$500,000.00 TEN DOLLARS EACH.

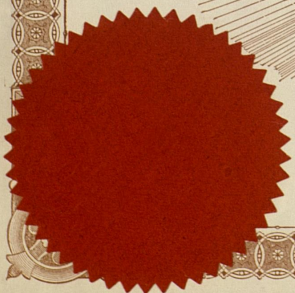
This Certifies that *James R. Patterson, F.R.M.D.* has paid in full for *7* Shares of the Capital Stock of THE LARKIN SOAP MANUFACTURING CO. and is fully entitled to all the dividends and benefits accruing therefrom. Transferable only on the Books of the Company upon the surrender of this Certificate.

Witness the Corporate Seal of said Company affixed at Buffalo, N.Y. U.S.A.

This *7* day of *Sept* 189*2*
E. J. Hubbert Secretary *J. R. M. D.* President

Recorded in Liber *A* Page *101*

THIS STOCK IS NON ASSESSABLE AND CARRIES NO LIABILITY TO OWNER.



Lexington, Ky,

Estimate of money needed to cover
expenses of the Department of Vet. Med.
for coming school year.

Anatomical subjects - - - - -	\$75.00
apparatus and material to be used in preparing subjects - - - - -	25.00
Stationery - - - - -	15.00
Material and apparatus for experimenting on live subjects - - -	40.00
Veterinary Periodicals - - - - -	10.00
Total	\$162.00
Maximum	\$190.00

S. C. Bennett. 675.00 order
not yet recd.

[1892-93 - Sep, 1892]

	needed	could use
Apparatus	\$ 35-0	order on hand 7110.
Directing material	50	
Stationary	10 ^x	
Books	50	100
Chemicals	10	
	<u>\$ 490.</u>	<u>\$ 1000.</u>

J. H. Payer

47-M-64

W. C. QUINBY, P. G. C.
DAYTON.
DR. J. W. PRYOR, G. C.
LEXINGTON.
B. B. ANDREWS, G. V. C.
RUSSELLVILLE.
D. T. HAMILL, G. P.
BOWLING GREEN.
WADE SHELTMAN, G. K. OF R. & S.
LOUISVILLE.



OFFICE OF
GRAND CHANCELLOR
OF THE
GRAND LODGE OF KENTUCKY,
KNIGHTS OF PYTHIAS.



GEORGE GLENDON, G. M. OF E.
COVINGTON.
R. W. CRABB, G. M. AT A.
UNIONTOWN.
JULIUS JAHN, G. I. C.
LOUISVILLE.
W. V. WELDON, G. O. G.
AUGUSTA.

Lexington, Ky. 189

PYTHIAN PERIOD XXVII.

1892-93 Sep. 1892

Minimum estimate for Department
of Zoology & Entomology for coming
school year.

Materials for dissection and illustration - - -	\$100.00
Apparatus - - - - -	\$50.00
Glassware, tubing, vials, jars for dissections etc. - - -	\$100.00
Chemicals - - - - -	\$10.00
Books - - - - -	\$200.00
Stationery - - - - -	\$10.00
Alcohol - - - - -	\$34.50
	<hr/>
	Minimum total, \$504.50

Glass models of perishable marine animals - - -	\$300.00
Books - - - - -	\$200.00
	<hr/>
	Maximum total, \$1004.50

H. G. Arman.



JOHN YOUNG BROWN,
GOVERNOR.

COMMONWEALTH OF KENTUCKY,
EXECUTIVE DEPARTMENT.

FRANKFORT, Oct 25th 1897.

President A M College
Lexington Ky.

Dear Sir:

I am directed by the Governor to refer to you the enclosed documents.

Very truly

Arch. D. Brown.

(Privately.)

Law Offices of Bullitt & Sheild,

*Thos. W. Bullitt,
Chas. H. Sheild, Jr.*

Fifth and Main Streets.

Louisville, Ky.

Dec. 10th, 1892.

James K. Patterson, Esq.

Lexington, Ky.

My Dear Sir:

I have just received your letter of the 9th inst. I have not undertaken the defense of Bert Wing, nor have I contemplated doing so. My practice is entirely confined to the civil courts, and if there were no other reason against it I should have extreme doubts as to my fitness for such an employment.

When he was first brought back here I wrote to Mr. Weir stating that if there was anything which he wished me to do for Bert other than appearing in court, I would be glad for him to command me. In his reply he requested me to say to his nephew that he might rely on him for \$50 or \$100 with which to assist in the employment of counsel, which message I promptly communicated. I have been a number of times to see the unfortunate young man and my sympathies have been deeply moved, more, perhaps, because he does not appeal to sympathy nor attempt to extenuate or excuse his conduct. I expect to go to see him again tomorrow morning and I will say to you what I said to Mr. Weir, if there is anything you would like me to do for him I shall be pleased to serve you. I don't think he has made the slightest preparation for a defense. He seems unwilling to call upon any of his friends or

J.K.P.

#2

relatives principally because he feels that his conduct deservedly meets their reprobation and that he has really no right to call upon them. The last time I saw him he stated that he thought it not unlikely he would plead guilty. He has several times stated that he was indifferent to the punishment which might be awarded to him. He fully realizes that he stands in great danger of suffering the extreme penalty of the law. I have endeavored in my feeble way to fix his attention upon the Great Hereafter. He has received with kindness all I have said to him. He is calm, but I think it is the calmness of a heart and mind well nigh filled with despair---despair on account of the consciousness of his own wrong doing. At the time of my first visit to him he told me that your son had called upon him and that he inferred that he would make some application among his friends and family for assistance in employing counsel for his defense. The last time I saw him, a week ago, he had not heard from your son. I think it would be well to let him know promptly whether he may or may not rely upon assistance in the employment of counsel. His course of conduct respecting a defense must of necessity turn materially upon this point.

I am about starting for New York and will be compelled to have this signed by my stenographer.

Yours very truly,

Thomas W. Bullitt
per C.

[Sept. 1892]

Ultimate increase

Immediate increase

1 Sept. 1865. ✓ James K. Patterson, Prof. of Mental Philosophy and Civil History, two hours daily in instruction, Salary \$2500, House and Pasturage. $\$2000 + \$300 = 3300$

2 Sept. 1870. ✓ John Shackelford, Vice President, Prof., Eng., Language and Literature, four hours daily. Salary \$1750. $-\$2000$

3 Ass't Prof. 1870 ✓ James G. White, Prof. of Mathematics and Astronomy, Prof. 1876. three hours daily, Dean of Scientific Faculty. Salary \$1750, Business Agent, Salary \$600. $-\$2000$
 Less \$400. reduction as Business Agent
 $\$2000 + \$400 = \$2400$

4 Sept. 1870. ✓ F.M. Helveti, Prof, Modern Languages, four hours daily. Salary \$1750. $-\$2000$

5 Sept. 1880. ✓ John H. Neville, Prof. of Latin and Greek, Dean of Classical Faculty, four hours daily, Salary \$1750. $-\$2000$

6 Sept. 1888. ✓ J.H. Kastle, Prof. of Chemistry, four hours daily, Salary \$1750. $-\$2000$

7 Sept. 1890. ✓ R.N. Roark, Prin, Normal Department, four hours daily. Salary \$1750. $\$1800 - \2000

8 Sept. 1891. ✓ H. Garman, Prof. of Zoology and Entomology, two hours daily for College, remainder for Ex. Station. Salary \$1000 from College, \$750 from Ex. Station.

2250 Total 1850 $\$1800 - \2000
 200 Less \$200 reduction in salary of Business Agent
 2050 $\$1650$

8 Feb., 1892. 18+ ✓ C. W. Matthews, Prof. of Botany, One and a half hours daily for the College, remainder of time for Ex. Station.

2.50 50 Salary \$1000 from the College, \$750 from Ex. Station.
\$1500 - \$2000.

9 Sept. 1891. J. P. Nelson, Prof. of Civil Engineering, four hours daily, Dean Civil Engineering Faculty.

Salary \$2000. Present reduction \$200.
\$1500. \$2000.

10 Sept. 1891. 19+ ✓ F. P. Anderson, Prof. Mechanical Engineering, Dean of Mechanical Engineering Faculty.

2.50 50 Salary \$1750. \$1800 - \$2000.

Ass't in Academy ✓ M. L. Pence, Associate Prof. Civil Engineering, four hours daily.

1881 Prof. Civil Eng. Salary \$1500.

1889

Associate Prof.

1891.

Sept. 1889. 12+ ✓ J. W. Pryor, Prof. of Anatomy and Physiology, One and a half hours daily.

2.00 200 Salary \$1000, Inspector (sanitary) of Dormitory.
\$1200.

Nov. 1891. 15+ ✓ S. E. Bennett, Prof. Veterinary Science, four hours daily.
Salary \$1500.

Sept. 1892. 15+ ✓ A. M. Miller, Prof. of Geology and Palaeontology, two hours daily.

300 200 Salary \$1200. - \$1500.
1000 Total 600
200
400

Present reduction on Prof. Nelson

- Sept. 1880. ✓ Walter K. Patterson, Principal of the Academy, three
150 and sometimes four hours daily.
 Salary since 1889 \$1500, prior to that \$1200.
- Sept. 1885. ✓ J.L. Logan, Ass't in Academy, four hours daily.
 Salary since 1889 \$1200, prior to that \$1000.
- Sept. 1888. ✓ J.W. Newman, Ass't in Normal Dep't. four hours daily.
 Salary \$1000.
- Sept. 1889. ✓ R.L. Blanton, Ass't in Latin and Greek, four hours daily,
100 Salary \$1200. *100* // \$1200
- Sept. 1891. ✓ J. M. Davis, Asst, in Academy, four hours daily,
 Salary \$1000.
- Sept. 1891. ✓ V.E. Muncy, Ass't in Academy, four hours daily,
150 Salary \$750. *150* // \$900.
- Sept. 1886. ✓ Mrs. Lucy B. Blackburn, Matron, Ass't in Academy, four
 hours daily.
50 Salary \$750. *50* // \$800.
- Sept. 1892. ✓ Jas. H. Wells, Ass't Prof. of Mechanical Engineering,
100 Salary \$900, All his time. *100* // \$1,000.
- Sept. 1890. Lieut. C.D. Clay, Commandant, One hour daily,
 Salary paid by U.S. Government.

400. Total 400.

Sept. 1891.

Miss Mary Hodges, Stenographer and Clerk, four hours daily-sometimes more and sometimes less.

Salary \$45 per month. \$540 per annum.

Mr. Milligan, Carpenter.

\$50 per month.....\$600 per annum.

Thos. Aubrey, fireman.....\$393 " "

James Murray, Gardner.....\$750 " "

Geo. Peak.....\$480. " "

Jos. Dicker.....\$480 " "

Janitress.....\$156 " "

Janitor.....\$135 " "

Janitor.....\$180 " "

Total Salaries.....\$34,864

2050	1650	
1000	400	
400	400	
<u>3450</u>	<u>2450</u>	Total increase, about.

Dec. 1885. ✓ M.A.Scovell, Director Experiment Station.
 Salary \$2500, Provender and stabling for horse, butter
 and milk; vegetables and fruits.

Sept. 1886. ✓ A.M.Peter, Chemist of Experiment Station.
 Salary \$1500, All his time employed.

Sept. 1888. ✓ Henry E. Curtis, Ass't Chemist of Experiment Station,
 Salary \$1250, All his time employed.

Sept. 1889. ✓ H. Garman, Botanist, and Entomologist, three-fourths or
 more of his time.
 Salary \$750 from Station, \$1000 from the College.

Feb. 1892. ✓ C.W. Matthews, Horticulturist, more than half, perhaps
 two-thirds of his time.
 Salary \$750 from Station, \$1000 from the College.

Sept. 1891. ✓ J.S. Terrill, Ass't Botanist and Entomologist, All his
 time.
 Salary \$750.

Sept. 1890. ✓ Miss Alice Shelby Stenographer, All her time,
 Salary \$50 per month.....\$600 per annum.

✓ Mr. Martin, Full time.....\$480 " "

✓ Mr. McFarlin, milking cows.....\$240 " "

✓ Mr. Hawkins, Farm Sup't, full time.....\$480 " "

✓ Mr. Jordan Ass't Horticulturist.....\$480 " "

Total Salaries.....\$9,780

[1892]

Chicago and St. Louis Electric Railroad Co.

STOCK APPLICATION BLANK.

DATE.....189.....

I hereby subscribe for.....(=====) shares of the Capital Stock of the Chicago and St. Louis Electric Railroad Co. of the par value of \$10.00 each, full paid and non-assessable, for which I agree to pay.....Dollars (\$=====) per share in accordance with the advertised terms of subscription, viz:

20 per cent on application; 30 per cent on allotment; 50 per cent in 30 days after allotment.

In order to protect small stockholders, insure a sound financial basis and prevent speculation and manipulation, as well as make possible a steady enhancement in value, it is understood and agreed to on the part of the applicant that the said stock, if allotted, shall be held in trust by some reliable Trust Co. until the completion of the road.

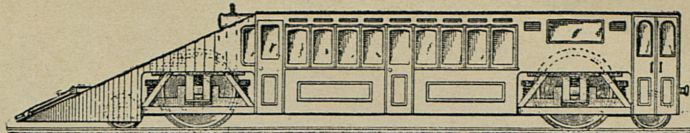
In case the stock is allotted, but the terms of payment not complied with by me, the amounts paid on the same are to be forfeited and turned over to the Railroad Co.

Signature.....

Post Office Address.....

Subscriptions payable at office of GEO. M. HUSTON & CO., 305 Pine St., St. Louis.

where money may be paid in person, by registered letter, bank draft or express.



For the purpose of completing its road-bed now in course of construction, the

Chicago and St. Louis Electric Railroad Company,

Has decided to place upon the market a limited issued of Fifty Thousand Shares of its Capital Stock, at FOUR DOLLARS PER SHARE, FULL PAID and NON-ASSESSABLE, PAR VALUE TEN DOLLARS, and this is all of this stock that will be sold at this figure. The Capital Stock is Seven Million Dollars, divided into seven hundred thousand shares.

A considerable portion of this issue has already been applied for, and will be allotted to these and other advance applicants. The balance of this issue is now offered to the public, and the subscription books will be formally opened at the office of the agents of the Company, Geo. M. Huston & Co., Bankers, 305 Pine St., St. Louis Mo., on the 1st day of November, at the hour of 10 a. m., and will close on the 7th day of November, 1892, at 3 o'clock, p. m.

ADVANCE APPLICATIONS prior to the formal opening of the subscription books, can now, and up to the time of such formal opening, be made at the office of Geo. M. Huston & Co., Bankers, 305 Pine St., who are the authorized agents and depository of the Company for the receipt of such advance applications and all money on the same, and where individual application blanks may had upon personal or written application.

Subscriptions will be payable as follows: } 20 PER CENT ON APPLICATION.
 } 30 PER CENT ON ALLOTMENT.
 } 50 PER CENT IN THIRTY DAYS AFTER ALLOTMENT.

Allotments will be made immediately after the close of the subscription books. The right is reserved to reject any subscription in whole or in part. If any subscription is wholly rejected, the amount deposited on application will be returned. If only part of the amount applied for by the applicant is allotted to such applicant, the surplus amount paid on the application will be applied on the sums due under the allotment.

PREFERENCE in the allotment of shares to applicants will be given in the order of the receipt of such applications by the authorized agent and depository of the Company above.

STATEMENT.

This Company has been organized for the purpose of constructing, maintaining and operating a complete electric railway system between the cities of CHICAGO and ST. LOUIS, with suitable and necessary spurs or branches connecting with the towns or cities along said road, for the accommodation of local or through passenger and high class freight, express and mail traffic and for the further purpose of supplying citizens and cities along the line of the road with LIGHT, HEAT and POWER for state, county, municipal, domestic, farming, manufacturing and other purposes.

Construction of the road is now being actively prosecuted near Edinburg, Ill. the seat of one of the power houses.

The Company has acquired the exclusive right to operate such a road between Chicago and St. Louis, under valuable and necessary patents.

IT has made its surveys and established the permanent location of the road.

IT has acquired a large percentage of the right-of-way, and is rapidly acquiring the remainder.

IT has acquired valuable terminal facilities and entrances in St. Louis and Chicago.

IT has already acquired one thousand acres of coal rights along the line of its road, and will own nine thousand acres additional before the 1st of January, 1893.

IT owns the finest equipped coal mine and brick and tile making plant in the State of Illinois, all located along the line of its road, and which will be utilized as power station number one of the road, and as a means of cheaply supplying the necessary brick and tile required in the construction of its road.

IT has already commenced the construction of motors.

IT will have a double track, rock-ballasted road.

IT is an *atc* line between Chicago and St. Louis.

IT is thirty-eight miles shorter than the shortest existing steam route.

IT goes through the richest agricultural country in America.

IT has for its termini two of the largest cities in America.

IT traverses a populous country underlaid with coal for two hundred miles.

IT passes through and connects with numerous large cities and small towns along the line.

IT will have no railroad or country road crossings at grade or on a level with its own line.

IT will enable people to make the trip from St. Louis to Chicago in three hours.

IT can be operated much cheaper than a steam railroad.

IT will neither adopt nor use anything experimental in its equipment.

IT does not possess a single working feature in connection with its entire system that has not been subjected to the most searching scrutiny of the most competent electrical and engineering talent of America and Europe.

ITS volume of passenger travel, express and mail business that will necessarily be diverted to it, figured on a most conservative basis, and considering "through" business alone, and not including the power and light distributing business, will enable the Company operating it to pay dividends on its capital stock of from 12 to 15 per cent.

ITS electric light and power distributing business will certainly add from eight to ten per cent. to this amount.

THE "through" passenger business between Chicago and St. Louis at the present time average twelve hundred passengers per day. The "through" mail contracts amount to two hundred and ten thousand dollars per year. The through express business at the present time amounts to over five hundred thousand dollars per year. The business from these several sources will certainly be trebled on the completion of this road, by reason of the passengers, express and mail matter which would certainly be diverted from other channels.

This road can virtually control the bulk of the passenger, express and mail business between the East and the West. This is readily susceptible of demonstration, and has been acknowledged by experienced express and railroad men.

THE express business alone will more than pay the operating expenses of the road, exclusive of depreciation.

THE transportation of only two hundred through passengers per day, will more than pay the operating expenses exclusive of depreciation.

THE through mail business alone will more than pay the operating expenses exclusive of depreciation.

THE electric light and power distributing business alone will more than pay the total operating expenses including depreciation.

THE local passenger, express and mail business will more than pay the operating expenses.

THE freight business alone including the handling of the marketable coal of its own mines will more than pay the operating expenses of the road.

CONSERVATIVE ESTIMATE OF YEARLY REVENUE.

Passenger business (at low estimate of 600 passengers per day at \$5.00 each)	\$1,095,000
Mail business	300,000
Express business	500,000
Light and power distribution (5000 H. P., allowing an average of \$200 per year per H. P.)	1,000,000
	<hr/> \$2,895,000

YEARLY EXPENSES.

Operating expenses, depreciation of plant, wear and tear, etc., per year	\$ 450,000
Interest on \$7,000,000 of bonds at 6 per cent annum	420,000
	<hr/> \$870,000

NET EARNINGS

Equivalent to 29 per cent on Capital Stock.

It is believed by competent judges that the stock of this Company will, in a short time, demonstrate to the holder that it is second to none other in this country as a dividend producer. It is a well-known fact that the electric telegraph, the electric telephone, the electric light and the electric street railway securities of this country have in the main proved superior to all others.

Those who desire this stock should go to the bankers named, fill out an application blank to be found there, make a deposit of 20 per cent on the amount desired, and take a receipt from the bankers for the same. These applications and payments may also be made by mail.

A prospectus may be had at the bankers above named, also at St. Louis office of the company, 611 Bank of Commerce Building.

CHICAGO AND ST. LOUIS ELECTRIC RAILROAD CO.

FRANCIS E. NIPER, President.

WELLINGTON ADAMS, Sec'y and Gen'l Mgr.

Those who wish to make certain of securing some of this present issue of stock at this low figure should lose no time in making an Advance Application at GEO. M. HUSTON & CO., Bankers, 305 Pine Street, St. Louis.

State College of Kentucky,

JAS. K. PATTERSON, Ph. D., President.

Engineering Department,

F. PAUL ANDERSON, Professor of Mechanical Engineering.

Sept. 1892

Lexington, Ky.

Estimate of running expenses of
Mechanical Hall of the State College of Ky.
for the year 1892-1893.

	Minimum	Maximum
Wages of 2 employees (who are at present employed) for a period of 10 months @ \$40.00 per month	\$ 800.00	\$ 800.00
For the purchase of new machinery & apparatus (An Olsen Testing Machine)	1,500.00	2000.00
Material used in construction & class exercises in wood shop, foundry, forge shop & machine shop	¹⁰⁰⁰ 900.00	1100.00
Extra labor to build special apparatus	400.00	600.00
Drawing room supplies & new tools	150.00	200.00
Books & periodicals, the same to furnish a basis for a technical library in Mechanical Engineering	425.00	500.00
	<u>\$ 4175.00</u>	<u>\$ 5200.00</u>

1800
12
 21600

30000
 15390
 9900
2000
 57790

2500 Pines
 1750 shack -
 1750 Neville -
 1750 Hel. -
 1750 White -
 1750 Anderson
 1750 Roark
 1750 Kastle
 2000 Nelson
 1000 Gray
 1000 Math
 1500 W.K.P. -
 1500 Pence
 1500 Bennett
 1200 Logan
 1200 Polan
 1000 Davis
 1000 Newman
 750 Duncay
 700 Black
 600 Murray
 1400 Payer

300 Green
 200 Redwood
 600 white
 480
1380

175 Sarah
 60 Ruth
 150 Inv.
 150 "
 100 "
665
 410
1075
 250
1325

28350
 1750
30100
 600 money
 30700
 1400 Janitor
 1380 employ
 600 clay
34280
 300 Tomatoes
34580
 19500
54080

See Hamilton ledger engine work
 Hamilton Club.

FBI-W-14

SCURRY & LETT,
FIRE INSURANCE,
Stock and Bond Brokers,
Loans Negotiated.

DALLAS, TEXAS, January 20th, 189 3.

Dear Sir:

Our Mr. Thos. Scurry has decided to devote most of his attention to the buying and selling of STOCKS and BONDS, negotiating commercial paper and collateral loans.

As you have some Texas investments, he would like to act as your broker here for the sale or purchase of securities.

We buy and sell on commissson only (AGENTS EXCLUSIVELY), our charges being \$1.00 per share for selling and 50 cents per share for buying stocks or bonds of \$100 par value. Charges for other services in proportion: always reasonable.

His experience warrants us in stating he can make you some money.

Interests of patrons carefully guarded. All inquiries promptly answered.

Give us your business; it will be appreciated.

Very respectfully,

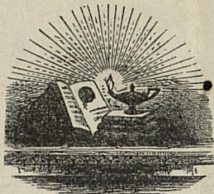
SCURRY & LETT.

References:

Any Bank or Merchant in Dallas.

All Claims for Allowance must be made within five days after receipt of Goods.—Not Responsible for Books ordered sent by Mail, or sent out to be Packed

743 & 745 BROADWAY



New York January 25th 1893.

To Mr. President James K. Patterson.

Folio E-491-

College of Ky Lexington - Ky-

Bought of CHARLES SCRIBNER'S SONS

TERMS:—NET CASH. Payable with Exchange on New York.

PUBLISHERS, IMPORTERS AND BOOKSELLERS

Sent per Mail

✓	1	" Aristotle "
✓	1	" Loyola "
✓	1	" Alcuin. "
✓	1	" Froebel "
✓	1	" Abelard "

		Net -	Y -
\$	1.00		
	1.00		\$ 2.00
	1.00		\$ 3.00
			1 -
			1 -
			5 -

W. H. Law

47-M-64

And as far as I am capable of judging it would be a good thing if America still takes good emigrants - when I was in Liverpool last Nov^r I saw a good lot of nice people from north Europe & there seemed to be a good many of them who would be eligible to fill up the unpopulated lands.

We are glad to hear that Mr. William improved & that Mr. Patterson & yourself were well -

with our best regards

I remain
your truly

Robt Mackellar

Tax receipts also duly recd.

Abney

Cheadle

Manchester

25 Jan / 95

Dear Professor Patterson

I received your letter of the 7th Jan - a few days ago - wherein you say that my taxes this year are £3-11-8. The amount

for tea custom is £1-14-4.

I sent to Rouillon 1-17-4

3-11-8

& I thank you very much for your attention to my interests -

We had Daniel from Stroud here the other night (my brother-in-law.)

* That day he said he
had seen The American Consul
in Liverpool about his row.
* The latter promised to
ascertain what he could.
We hope his row is still
alive & well. But the
alarming report happening
in New Mexico, rather than
Mexico makes it look more
possible.

Today we have just had
something like a Spring
day it has been so pleasant
& mild. But we have had
a very severe winter & the
frost is not out of the ground
& ice covers the lake also.

Matters are rather dull
in this country too, with
bad harvest - a very de-
termined strike of Cotton
operatives against a reduction
of wages. which before it
is over will have lasted
near 3 months.

I am glad to say that
we are all fairly well
here.

It is to be hoped that
the Egyptian business will
not be the means of
raising any further strike,
as matters seem to have gone
on fairly well for some
years now.

KNIGHTS OF HONOR.

Hall of Una Lodge No. 518, Knights of Honor.

No. _____

Lexington, Ky. Mar 13th 1893

Received of

Bro J. K. Patterson

Ten

Dollars.

For Assessment No 3596367 \$ 9⁰⁰/₁₀₀

For Dues \$ 1⁰⁰/₁₀₀ Mar 15/93

\$10⁰⁰/₁₀₀

John Marr

Financial Reporter.

Folio 322 N2.

Boston, 4/13 1893

James K. Patterson

State College Livingston Ky
To ESTES & LAURIAT, Dr.

Editions De Luxe
 —: OF :—
 BULWER, THACKERAY,
 DICKENS, HUGO,
 ELIOT, DUMAS,
 SCOTT.

STANDARD EUROPEAN HISTORIES.
 SHAKESPEARE'S HEROINES.
 DURUYS HISTORY OF ROME.
 DURUYS HISTORY OF GREECE.

PUBLISHERS.

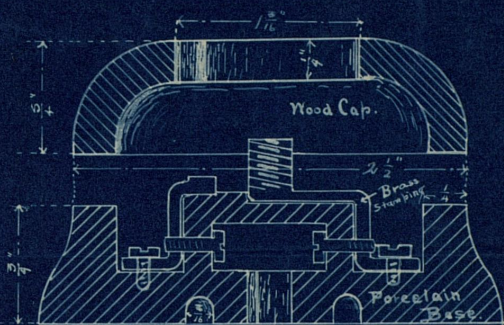
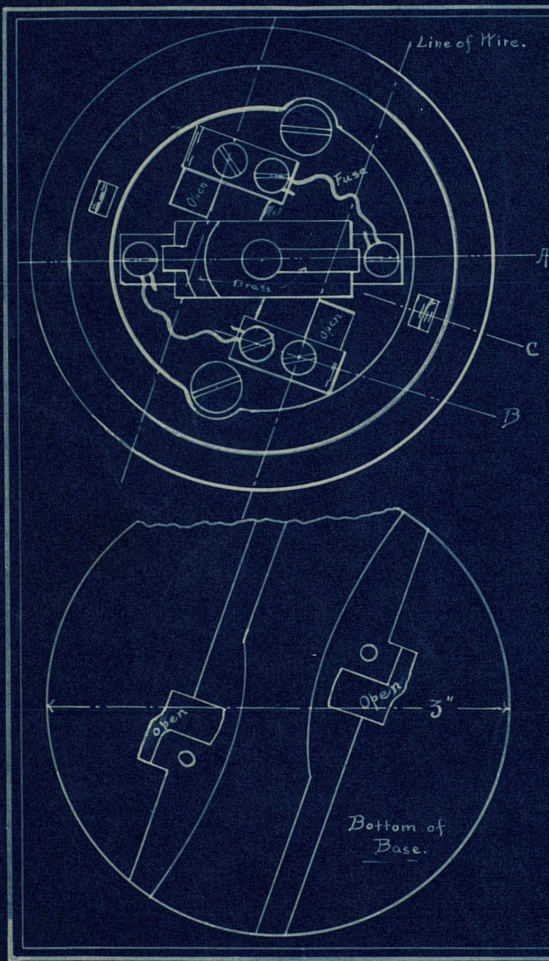
196 Summer Street.

Payable July 1

1 Set Duruy's Greece
 By allowance

48
 8

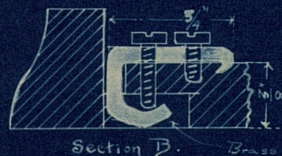
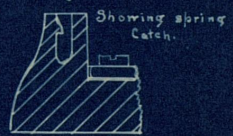
40 00



Section A.



Section C



Section B.

Combination
Rosette and Wall Socket,
for T.H. Base.

Note: The porcelain base can be cast either for concealed or open work. For concealed use central hole shown in Sec. A and replacing terminal shown in B by flat piece.

Scale = full size.

O.S.V. April '93.

H. Harris.

A. W. G.

ALL BUSINESS COMMUNICATIONS SHOULD BE SENT TO THIS ADDRESS.

ESTES & LAURIAT,
SUBSCRIPTION DEPARTMENT.

FRANCIS A. NICCOLLS, Manager.

Estes Press,

192-202 Summer St.

In replying, refer to No.....

Boston, April 24, 1893. 489

J. K. Patterson, Esq.,
Lexington, Ky.

Dear Sir:-

We are in receipt of your favour and would say that
Mr. Perry works for our Buffalo agency and we have forwarded
your letter to the Manager with instructions to give it his imme-
diate attention.

yours truly,

Estes Lauriat

All Business Communications Should be Sent to this Office.

ESTES & LAURIAT,
BOSTON, MASS.
PUBLISHERS, IMPORTERS, BOOKSELLERS.
SUBSCRIPTION DEPARTMENT.

EDITIONS DE LUXE OF THE WORKS OF DICKENS,
THACKERAY, BULWER, SCOTT, ELIOT, CARLYLE,
DUMAS, HUGO, IRVING AND SWIFT.
DURUY'S HISTORIES OF ROME AND GREECE.
GUIZOT'S HISTORIES OF FRANCE AND ENGLAND.
RAMBAUD'S HISTORY OF RUSSIA.
MARTIN'S HISTORY OF FRANCE.
THE PARIS SALON. FINE BINDING.
HIGH CLASS ETCHINGS AND CHOICE WATER COLORS.
THE BOOK OF THE THOUSAND NIGHTS AND ONE NIGHT.
THE VILLON BOCCACCIO. ETC. ETC.

In Replying Refer to No.....

BRANCH OFFICE,
No. 17 MOHAWK OFFICE BUILDING,
BUFFALO, N. Y.
W. B. SHERWOOD, MANAGER.

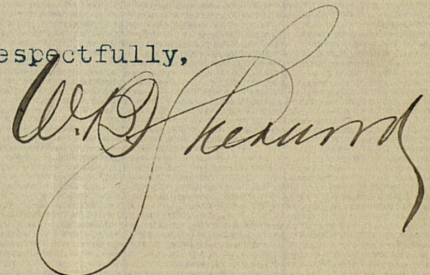
Buffalo, N. Y. April 25th. '93. 189

James K. Patterson, Esq.,
Lexington, Ky.

Dear Sir:-

Your favor of the 21st. inst. has been forwarded to this office from Boston, and in reply to same would explain that we make an edition of Greece for private libraries, bound in cloth, at \$10.00 per volume. We also make 750 copies for public libraries, bound in half leather, which we sell to libraries at \$6.00 per volume. If Mr. Perry informed you that you were to get the edition we issue for private libraries he has misrepresented the matter to you; the regular price of the edition you have is \$48.00 net to libraries, he, however, made a special discount of \$8.00. At the time your order was received I reported to him that we would rather not fill it, for in selling the work at \$48.00 the price was as low as we cared to make it, it virtually being a discount of 40 % from the edition we sell to regular subscribers. While there is some difference in the two editions, yet the Imperial edition is the most satisfactory one for a public library. If you are not satisfied with the price, and you think it has been misrepresented, we will very cheerfully allow you to return the books, and cancel the order.

Yours respectfully,



All Business Communications Should be Sent to this Office.

ESTES & LAURIAT,

BOSTON, MASS.

PUBLISHERS, IMPORTERS, BOOKSELLERS.

SUBSCRIPTION DEPARTMENT.

EDITIONS DE LUXE OF THE WORKS OF DICKENS,
THACKERAY, BULWER, SCOTT, ELIOT, CARLYLE,
DUMAS, HUGO, IRVING AND SWIFT.
DUBUY'S HISTORIES OF ROME AND GREECE.
GUIZOT'S HISTORIES OF FRANCE AND ENGLAND.
RAMBAUD'S HISTORY OF RUSSIA.
MARTIN'S HISTORY OF FRANCE.
THE PARIS SALON. FINE BINDING.
HIGH CLASS ETCHINGS AND CHOICE WATER COLORS.
THE BOOK OF THE THOUSAND NIGHTS AND ONE NIGHT.
THE VILLON BOCCACCIO. ETC. ETC.

In Replying Refer to No.....

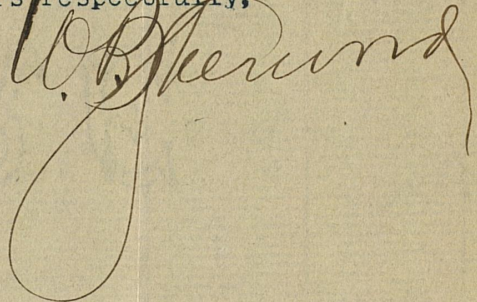
Mr. James K. Patterson,

Lexington, Ky.

Dear Sir:-

Replying to your favor of the 27th. inst. would say that you can return the books to Boston, and I regret very much that there should be any dissatisfaction with the order which you gave, for I cannot understand how Mr. Perry could have misrepresented the work to you, from the fact that he had no sample of the \$80.00 edition, the sample which you saw must have been of the \$48.00 edition, and consequently the books which were sent you. It is the first instance of any of our salesmen offering anyone a discount on that edition, as the work is made expressly for public libraries, and the price is net.

Yours respectfully,



BRANCH OFFICE,

No. 17 MOHAWK OFFICE BUILDING,

BUFFALO, N. Y.

W. B. SHERWOOD, MANAGER.

Buffalo, N. Y. May 1st., '93. 189



Prof. J.K. Patterson
State College of Kentucky
Lexington, Ky.

B. F. Stevens,
4. Trafalgar Square,
London, W.C. 2 May 1889

Abbreviated Address for Telegrams: Uoda London.

Dear Sir,

I am in receipt of your letter of April 21, and in compliance with your request have entered subscription to the periodicals mentioned, and enclose invoice for same herewith, £0.10.3.

I also enclose invoice £0.3.10. and £ for the books ordered, which have been mailed to you.

You order in your letter "Dairying", but I was unable to find a book of this title, and have sent you "Dairy Work" which I presume is the book you mean.

Awaiting your further favours and always at your service,

I am, dear Sir,

yours faithfully,

B. F. Stevens

1889

When the registered letter or parcel accompanying this card is delivered, the Postmaster will require signature to the receipt on the other side, also on his record of registered deliveries, and mail this card without cover to address below.

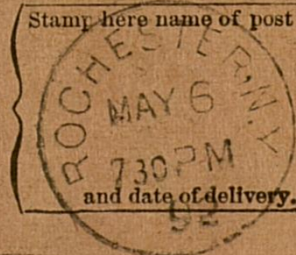
A penalty of \$300 is fixed by law for using this card for other than official business.

Post Office Department.

OFFICIAL BUSINESS.

Post Office at

Stamp here name of post office



RETURN TO:

Name of Sender

State College

Street and Number, }
or Post Office Box. }

Post Office at LEXINGTON,

County of Fayette, State of Kentucky.

Lexington, Ky.
MAY 3 1892, 189 .

REGISTRY RETURN RECEIPT sent

Reg. No. 403

From Post Office at LEXINGTON, KY.

*Reg. Letter }
Reg. Parcel }

Addressed to

Bausch & Lomb Opticians
Rochester, N.Y.

Post Office at

After obtaining receipt below, the Postmaster will mail this Card, without cover and without postage, to address on the other side.

RECEIVED THE ABOVE DESCRIBED REGISTERED

*LETTER.
PARCEL.

(SENDER'S NAME ON OTHER SIDE.)

Sign on dotted lines
to the right.

When delivery is made to other
than addressee, the name of both
addressee and recipient must ap-
pear.

Bausch & Lomb
W. Borchard

* Erase letter or parcel according to which is sent.

403-W-Lh

May 5-98

Central city Ky

Mr Louis Reno of Grenville Ky

I have 103 one hundred 03

ties taken up last month

at 6c pr tie is @18^{cs}

4000 heading & staves

at 3 pr 1000 is 12.⁰⁰

400 at 4 handles hauled

to Grenville factory 2.⁰⁰

I enclose the amount 2.018

I have more ties taken up

but have not had how many

I find that heading &

staves make your timber

pay a little better for Mr Paterson

than ties - by working bowth

to gether

pleas if Mr Paterson wants to sell
his land & will give easy terms

Write me at once at Danmore Ky

Truly yours Daniel Dilmy

BANK No. 4356.

THE FIRST NATIONAL BANK.

Greenville, Ky., May 10 1893

Hon James K. Patterson,

Livingston Ky. Dear Sir

I enclose
statement of Mr Silver for interest
cut since last report, and I enclose
check for amount which
I hope you will find satisfactory.
Please note my inquiry re
regard to buying the tract and
write time at Dunmore Ky.
We hope to have you with
us some time during the
summer -

We are in usual health and
love us love to all

Yours Truly

Edgar D. Martin

First Natl Bank Greenville Ky 5-10-93

Dunmore Ky
May 22 - '93

Prof. James K Patterson

Dear Sir I reply to your letter
of 15 May I do not no
how many acres you have here
I do not think that \$10 per acre
would be easy on me

There are lots of coal land
in Boone county for 5 to 6
per acre - owing to the

enormous tax debt land
is very so

if we could agree as to
the price to learn how large
the body is I could soon
give you a more clear
statement of what I can do
if we should trade any
I can pay you \$200.

down then I would accept
the five to 6 years as it
is all in woods with no
improvements Write

truly yours
Samuel Silvey

**Burlington
Route**

Chicago, Burlington & Quincy Railroad Company.

Office Superintendent Motive Power.

Aurora, Ill.,

May 24, 93

F. R. Jenkins Esq
Chicago Edison Co

Dear Sir:

In reply to your letter 24th inst

Mr CR Sturdevant has been in our employ
about 1 year, and now desires to leave
so as to get a better experience in Electrical
work than we can offer him here.

He has been faithful, and entirely reliable
and as he has a taste for Electricity + a good education
I think he would be useful to you

Yours truly
M. G. Dorsey

TELEPHONE No. 4.

Folio 601

Lexington, Ky., May 31 1893

M. Prof J. H. Patterson



John Hutchison.

DEALER IN STAPLE AND FANCY GROCERIES.

PURE LIQUORS COUNTRY PRODUCE, ETC.

1893 TERMS CASH.

		amt of Rend	
May 9	1 Bus Burbank ¹¹⁰ 1 bus E Rose ¹¹⁰		\$30 75
17	2 nd Butter		2 20
25	1 st I. Salt		50
26	3 rd Butter		10
			34 90
			\$34 45



4. Trafalgar Square.
 London, 22nd June 1893
 Abbreviated Address for Telegrams - Uoda London.

B. F. Stevens,
 Prof. J. H. Patterson
 Lexington
 Kentucky

	£	s	d
"Public Opinion" 8 th July to 30 th December 1893 postage	6	6	
"Spectator" Do	15	3	
"Mail" July to December 1893 postage	19	6	
	£	21	3



Prof. J.K. Patterson
Lexington,
Kentucky.

B. F. Stevens.
4. Trafalgar Square,
London, W.C. June 23 93 189

Abbreviated Address for Telegrams & Cables London!

EVERY READER HIS OWN IMPORTER OF
ENGLISH BOOKS AT ENGLISH PRICES.

B. F. STEVENS'S American Library and Literary Agency was established in London in 1864 for the supply of European books to Public Libraries and private collectors in the United States. The facilities and economies offered by this agency to book buyers in America include:

Prompt execution of orders. All books are despatched by early mail or steamer.

New Books are charged at trade prices, which are usually twenty-five per cent off the price of publication.

OLD OR SECOND-HAND BOOKS are charged at lowest nett prices.

Commission of ten per cent on trade or nett prices. Book postage to America is only one halfpenny for every two ounces up to four pounds weight.

B. F. STEVENS makes weekly consignments to his New York agents, thus affording a prompt and economical means of receiving parcels of books.

The packages are cleared and delivered in New York without trouble to the consignees, each package being charged with its proportion of the cost of freight, expenses, and clearance at the Custom House. Larger shipments are consigned as the buyer instructs.

Priced lists of current publications, with publishers' announcements and literary notices, are printed in the *Publishers' Circular*, issued weekly, and in the *Bookseller*, monthly. Special attention is paid to forwarding catalogues of English and Continental publishers and booksellers when desired.

Superior Library Binding can be done in half levant morocco in a few days, and costs considerably less than in the United States.

The United States duty of twenty-five per cent is taxed on the nett prices of English books printed within twenty years. All older books, and books in languages other than English are duty free.

Public Libraries, Colleges, Academies, and other incorporated institutions are entitled to make all their importations free of duty.

THE extensive experience of this Agency in the selection and purchase of rare old books and manuscripts is placed at the service of book Collectors in the United States. Book auctions are carefully watched and good knowledge kept of the stocks of the old booksellers of Europe. Lists of desiderata have the best attention, and in the selection of books the most careful comparison of copies is made.

Advance copies of sale catalogues, when they are printed in sufficient time for orders to be sent before the sale takes place, are supplied when desired.

Special attention is also paid to binding old books in the most appropriate manner by the best English and French binders.

Engravings, Drawings and Paintings, Philosophical Apparatus, Scientific Instruments, and all other wants of libraries receive due attention.

This being a strictly ready-money commission business, it is necessary that orders should be accompanied by funds, and that current accounts should be kept well covered.

Remittances to B. F. Stevens, 4, Trafalgar Square, Charing Cross, London, England, may be made in sterling by Bankers' drafts, or Post Office orders on London; or in American currency at five dollars to the pound sterling, this being 25 cents to the shilling. For odd amounts send postage stamps.

The New York agents of B. F. Stevens are Messrs. TICE & LVNCH, 45, William Street, who will receive payments on his account.

Dear Sir,

I have the pleasure to enclose herewith my invoice £2.1.3. for subscriptions to certain periodicals which I have renewed in accordance with your instructions.

Trusting to be favoured with your further orders, and always at your service,

I am, dear Sir,

yours faithfully,

B. F. Stevens
MP



4. Trafalgar Square,
 London, W.C. *3 Sept 1893*
 Abbreviated Address for Telegrams: *Aloda London.*

B. F. Stevens,

Prof. J. K. Patterson

Statement of Account.

1893	To account rendered	12 0
March 23	Undepaid postage on letters recd	3
24	Books as per invoice	1 1 6
May 5	do	8 10
8	Field Club May 93 to April 94 postage	3 6
	Bookworm do	7 0
16	Books as per invoice	1 0
June 2	do	11 10
22	Undepaid postage	3
22	Public Opinion 8 July to 30 Dec 93 post	6 6
	Spectator do	15 3
	Mail July to Dec: 1893 post	19 6
Augt 18	Books as per invoice	2 7
Sept 15	Undep ^d postage	1
19	Books as per invoice	3 7 4
		<u>7 17 5</u>
	<u>Credit</u>	
Augt 23	By Cash	5
	<u>For your debit</u>	<u>£ 2 17 5</u>

47-M-104



OLD AND SECOND-HAND BOOKS.

THE extensive experience of this Agency in the selection and purchase of rare old books and manuscripts is placed at the service of book Collectors in the United States. Book auctions are carefully watched and good knowledge kept of the stocks of the old booksellers of Europe. Lists of desiderata have the best attention, and in the selection of books the most careful comparison of copies is made.

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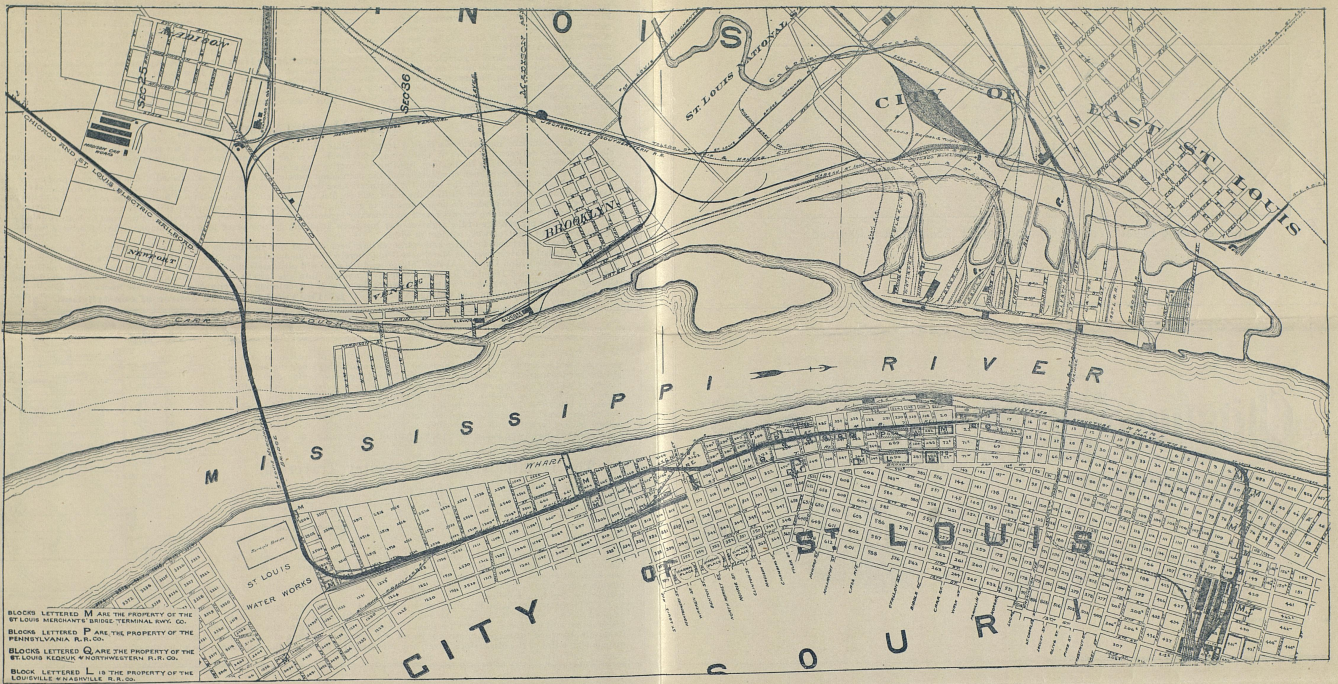
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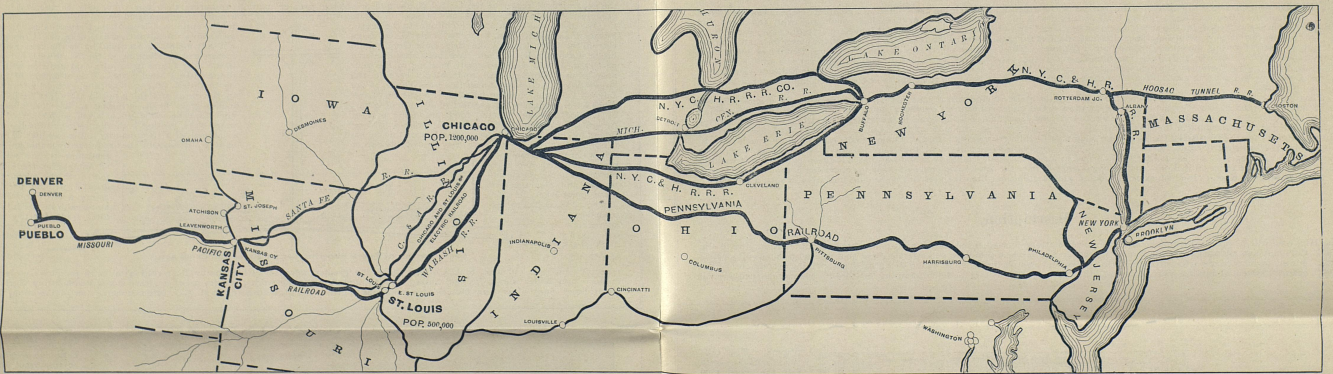
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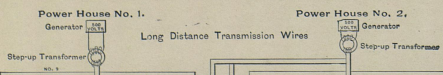
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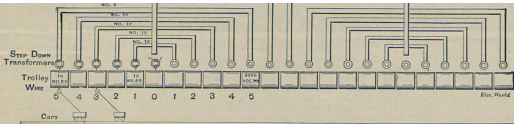
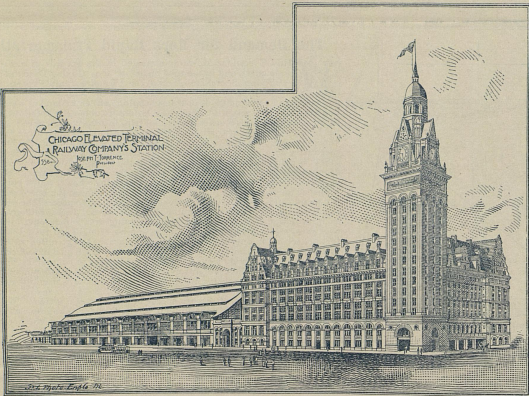
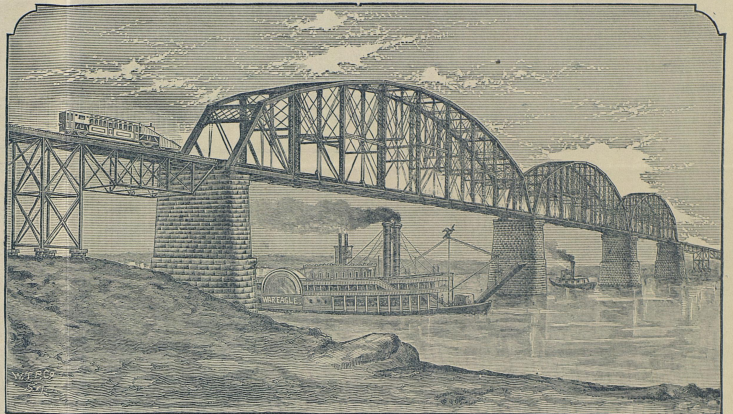


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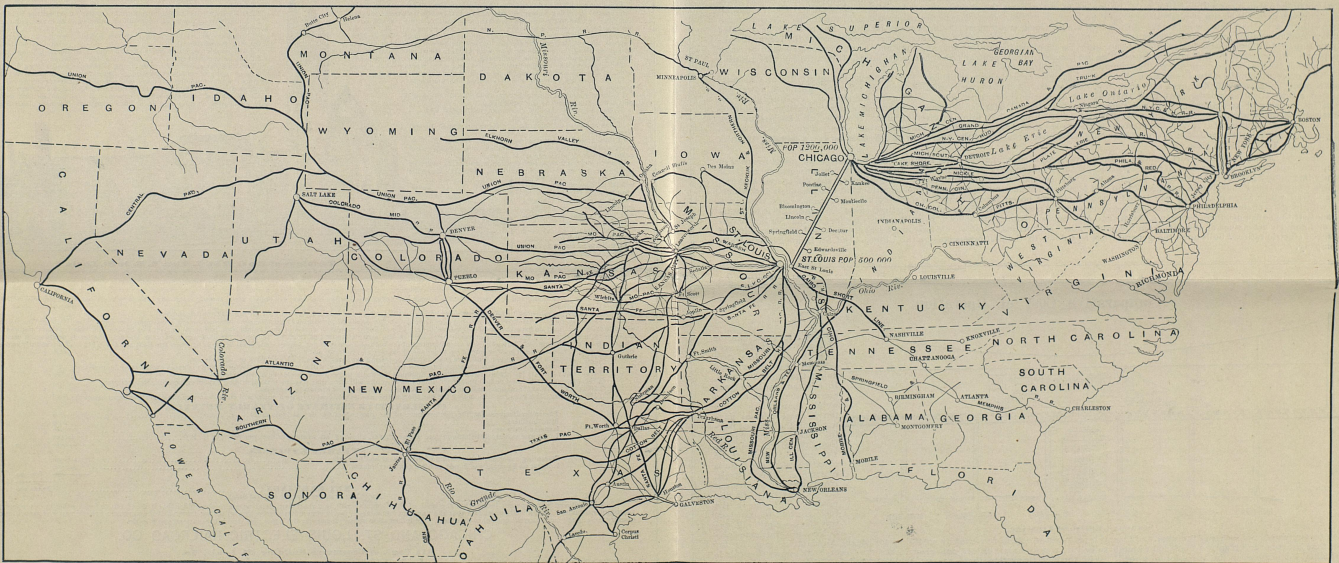


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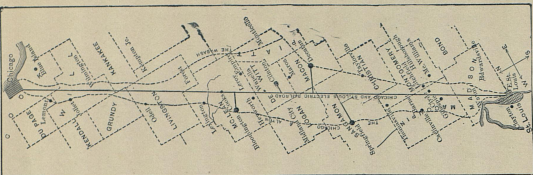
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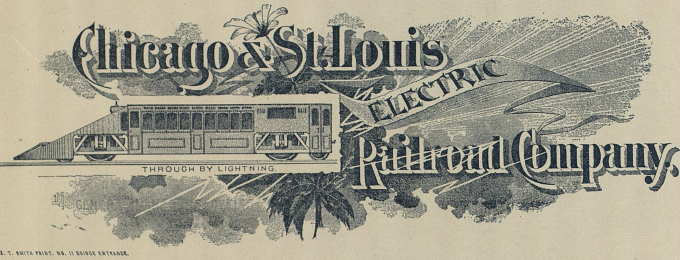


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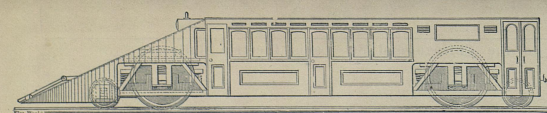
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The Company has secured a charter from the State of Illinois, conferring upon it the right to build and operate a double track electric railway between the cities of Chicago and St. Louis, over the route surveyed, with all necessary spurs and switches, as also the right to distribute electricity for heating, lighting and motive power purposes.

The surveys have been completed, and the permanent location of the road established. The plans and profiles for the whole road have been made, and from the latter the engineers have determined the amount of grading necessary to be done and the cost of the road. Although the road is an air line, the plans and profiles demonstrate the possibility of building the road, at a moderate cost, with ordinary steam railroad grades, no undue amount of grading being necessary to accomplish this. Since no insurmountable difficulties have been met with, and the surveys reveal no unusually expensive work to be done, why should not the road be built in an air line?

A large percentage of the right-of-way has been acquired, in one place alone the company having secured twenty-four consecutive miles of right-of-way, 100 feet in width.

Valuable terminal facilities and entrances have been secured both in Chicago and St. Louis. At the St. Louis end the road will cross the Mississippi river over the Merchants Bridge herein illustrated, and run over the new elevated structure of the Merchants Terminal Railway, into the Union Depot. At the Chicago end the road will ultimately enter the city over the elevated structure now being built for the "Chicago Elevated Terminal Railway Company," and run into the latter's grand station at 12th and State Streets, in the heart of Chicago. Temporary arrangements have, however, been made for entering the city over the surface tracks of another road running into one of the principal depots of Chicago.

The road is now in course of construction.

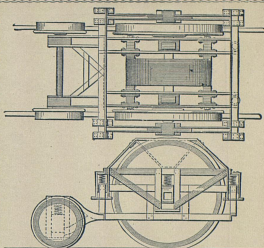
Valuable real estate has been secured along the line of its road for depot, car-shops and power houses. One thousand acres of coal rights along its road have already been acquired. The Company has purchased the finest equipped coal mine and brick and tile making plant in the State of Illinois, to serve as power station number one of the road, and as a means of cheaply and conveniently supplying the necessary brick and tile required in the construction of the culverts and foundations of the road. The construction of motors has already been commenced, and will be pushed forward with all possible dispatch. Contracts have been let for some of the material and supplies and for a part of the grading and construction of the road bed.

The Terminals and the Country Traversed.

THE road runs through what is unquestionably the garden spot of America, with the richest agricultural country in the United States to draw upon for its support. A country underlaid with the finest of bituminous coal for two hundred miles in the direction of its length, and stretching out on an average of seventy-five miles upon either side, making 30,000 square miles, which it is estimated will yield 1,127,500,000,000 tons of coal. These coal fields are now being extensively worked.

It is the finest wheat and corn producing district to be found anywhere in the world. The country is thickly settled with a thrifty class of people. Numerous large cities and towns exist upon both sides of the road between the two terminals, averaging in population from 500 to 40,000. Although a coal country, it is practically level for 200 miles.

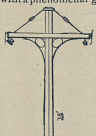
There is not another place in the United States so peculiarly adapted for such a road, having the combination of desirable features that this section of country possesses. Instead of beginning nowhere and ending nowhere, the "Electric Air Line" will have at its terminals two of the largest, most prosperous and most commanding cities in the United States, the one the commercial center and distributing point of the Mississippi River, the Mississippi Valley and the Southwest, the other the commercial center and distributing



Top and Side View of Electric Motor Truck.

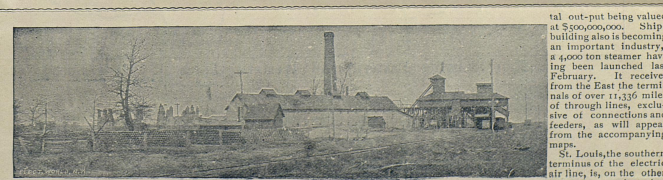
point of the Great Lakes and the Northwest. The one having a population of over 500,000, the other over 1,200,000. The one located in the geographical center of the United States and possessing great natural resources than any other city in the world, and the other promising to be the greatest city in the United States, with a phenomenal growth and an unparalleled record for enterprise and energy.

When the water-route from Chicago to the ocean, by way of Lake Michigan, Straights of Mackinaw, Lake Huron, St. Clair River, Lake Erie, Lake Ontario, and the St. Lawrence River shall have been deepened and perfected, as will unquestionably be done in the very near future, Chicago will undoubtedly become the largest city in America. An air line from Toledo to the English Channel, running parallel with the St. Lawrence River, connects the greatest food consuming part of Europe with the greatest food producing part of America, the distance being 4,500 miles, one-half being inland by the lakes. Only seventy miles of this course is now obstructed. So that we may reasonably expect this water connection to be soon deepened and completed. The aggregate entrances and clearances of these great lakes, in 1876, numbered 82,000, the corresponding aggregate for New York was 15,000, and



Cross Section of Track Showing Centre Poles and Cross Arms.

It is as a manufacturing city, especially in iron and steel, that Chicago shows the greatest advance. Chicago now has 6 rolling mills, 28 foundries, 90 large machinery and boiler works, 70 galvanizing, tin and plate-roofing works, besides car-wheel, car, stove, steam-fitting, agricultural, electric and many other manufactures too numerous to give in detail, there being in all 3,250 large concerns now in operation, their total output being valued at \$200,000,000. Ship-building also is becoming an important industry, a 4,000 ton steamer having been launched last February. It receives from the East the terminals of over 11,336 miles of through lines, exclusive of connections and feeders, as will appear from the accompanying maps. St. Louis, the southern terminus of the electric air line, is, on the other hand, the manufacturing and commercial center

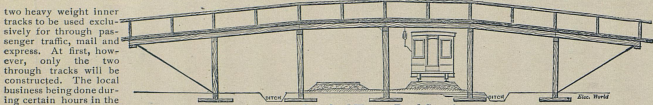


Power House No. 1, C. & St. L. Elec. R. R. at Mouth of the Company's Coal Mine at Edinborough, Ill.

distributing system of light and power for consumers along the line of the road. At the present time such dust and slack is not only valuable, but has to be hauled away at the expense of the mining company.

The road will be divided up into twenty-five sections of ten miles each. The cars will run one section apart, and no current will flow in the intermediate section, so that it will be absolutely impossible for cars to come within ten miles of each other. This will constitute a complete block system, which will make it impossible for any two cars to run on a single section at the same time, thus making collisions absolutely impossible. The road will be illuminated by incandescent electric lamps for one mile ahead and one mile behind every car while running at night. It will be built in a practically straight line. It will have no railroad or country road crossing at grade or on a level with its own line. The country roads are to be thrown up over the tracks of the Chicago and St. Louis Electric Railroads by means of wooden bridges which will cost but \$300 apiece. There will be 248 of these bridges and the company will save more than the entire cost of the construction of these bridges in the saving in the overhead electric construction which they permit. The tracks of the Chicago and St. Louis Electric Railroad will be thrown up over the crossing tracks of other railroads, by means of bridges which will cost \$20,000 apiece. The cost of these bridges, which will be seven, will be more than saved through the accidents which they will prevent. This will give the company a roadway that will be completely closed in and free from all obstructions between Chicago and St. Louis. In addition to this, there will be no frogs or switches to break the main line, and no draw bridges. The company will ultimately construct four tracks, two light weight outside tracks for local traffic and high class freight, and

St. Louis, the southern terminus of the electric air line, is, on the other hand, the manufacturing and commercial center of the West. It is the largest city in the United States, and its population is increasing at the rate of nearly 17 per cent. per annum. It is surrounded by a country unsurpassed for natural resources, adapted to all kinds of manufacturing industries, extensively underlaid with coal and with nearly all kinds of minerals and clays. Missouri, the State of which it is the principal city, has 26,877 square miles of coal, amounting to 130,000,000,000 tons. Its principal products, iron and coal, are what has made England the great heart of the world's civilization and commerce. Nearly all the railroads from the West center into St. Louis, either directly or through Kansas City. It is the grand *entre pot* to Mexico and the great Southwest. It has some of the largest manufacturing, wholesale and retail houses in the world. Its clearing house business for 1892 amounted to 1,115,573,210 dollars. It has the largest electric light plant in the world. It has the largest electric street railway system in the world. It has the greatest number of miles of finely paved streets of any city in the world. It has the largest wholesale drug business in the world. Its principal brewery is the largest in the United States. It possesses the finest system of education for children of any city in the United States. Morally and socially, it is one of the most desirable places of residence to be found anywhere in the United States. With two such cities as Chicago and St. Louis as terminal points, the ELECTRIC AIR LINE cannot but prove the grandest of financial successes.



Standard Wagon Road Crossing.

Spurs or branches will be run connecting the large cities along the line of the road with the main through tracks, and from these cities individual through cars will run to and from the cities of St. Louis and Chicago without stop. The standard schedule of all through cars will be one hundred miles per hour. The trip from St. Louis to Chicago can, therefore, be made in from two and a half to three hours. It will be unnecessary to travel at night, therefore no through passenger cars will be started out after 9 o'clock p. m., the tracks being reserved at night for high-class freight, express and mail matter. This does away with the necessity of running heavy Pullman cars, and the expense to the company and to the traveling public attendant thereon. No one will care about traveling at night when they can travel in the day time over a cleanly road which will land them so quickly at their destination.

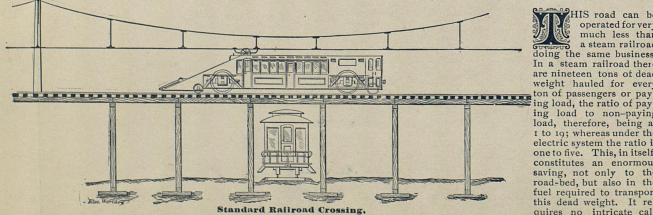
The character of the electric coach or car that will be run upon this road is shown in the illustration which accompanies this prospectus. It is a long, low, compact, light but strong car, having two pairs of driving wheels, each of which are driven by a separate and distinct electric motor. The whole weight of the car, with its passengers, and of the two electric motors comes upon these two pairs of driving wheels, and is, therefore, all available for adhesion between the rails and the wheels, through the agency of which the car is propelled. The top of the car stands only nine feet from the rails, making it three feet lower than the ordinary street car. This brings the center of gravity very low and near to the track, which makes it practically impossible for the car to jump the track. The car has a wedge shaped nose or front, for cutting the air, which has the effect of decreasing the atmospheric resistance (a most important factor in high-speed locomotion) and of helping to keep the car upon the track. The motorman stands immediately back of this wedge shaped front, and between his department and the rear wheels is the compartment for the accommodation of passengers. In the rear of this is a separate compartment for mail and high-class express. The driving wheels are six feet in diameter, and are capable of making 500 revolutions

in one minute, which would give to the car a speed of over one hundred miles per hour. With this large driving wheel, the axle does not revolve at any higher speed than the axle under an ordinary passenger coach when traveling at fifty miles per hour, hence the friction will be no greater. In addition to this, the axles will turn on roller bearings requiring no oil. The weight of the entire car with its motors, will not exceed fifteen tons. These electric coaches or cars will be illuminated and heated by electricity, and will contain all the modern appointments for the comfort of passengers. There will be no conductors and no brakemen, and no coal-stokers or firemen. It will be possible to stop a car within half a mile, by means of the motors themselves, in conjunction with auxiliary electric and air brakes. Through cars will be run at intervals of at least an hour, or oftener, according to the requirements of the traffic. Accommodation cars will run every half hour, when the tracks of their own stopping at points along the line. The road will be operated by multi-phased alternating currents of electricity similar to those used at the Frankfort-Lauffen power installation at the recent Frankfort Exposition. Motors operating under this system require no commutators or brushes, and they may be so constructed as to be water and fire proof. An overhead electric construction will be used, consisting of central poles and cross arms, with a trolley wire running along the side of the car, as shown in one of the accompanying illustrations.

This project is, in the main, founded on that which has been actually accomplished. For instance, the possibility of transmitting power electrically over long distances with economy, was demonstrated at the last Frankfort Exposition, where 300 horse power was transmitted electrically over a distance of 108 miles, with an efficiency of 75 per cent.; and again, the physical possibility of running a car at the rate of 100 miles per hour was demonstrated at Laurel, Maryland, recently, where an electric locomotive weighing but 2 and 1/2 tons was propelled around a circular track two and a half miles in circumference, at a speed of 115 miles per hour, without any derailment. It will, therefore, at once be seen that there is nothing at all impractical about an undertaking which contemplates the electrical transmission of power over only a 55 mile circuit, and the operation of 15 ton cars on a straight track at a speed of only 100 miles an hour.

Since the Chicago and St. Louis Electric Railroad was projected, numerous other similar roads possessing the main features of this one, have been projected by others in other localities, both in this country and in Europe. In addition to this, several steam roads, which since determined to adopt electricity as a motive power for special service; for instance, the engineers of the Wisconsin Central, the Illinois Central, the Pennsylvania and the Boston and Maine roads have made thorough investigations into the subject, and orders have been given which mean practically the introduction of electric power for the suburban traffic of all these roads. The Wisconsin Central will, in all probability, be the first to use the system for its passenger traffic to suburban points out of Chicago, and it will ultimately apply it the entire distance between Chicago and Milwaukee. Numerous articles have likewise appeared in the leading engineering and popular magazines of the day, from the pen of noted authorities, all of which have unqualifiedly endorsed the feasibility of a high-speed electric railroad built upon the general lines laid down in the present prospectus of the Chicago and St. Louis Electric Railroad Company.

Comparative Cost of Operation.



Standard Railroad Crossing.

It is believed by competent judges that the stock of this Company will, in a short time, demonstrate to the holder that it is second to none either in this country or a neighboring one. It is a well known fact that the electric tram, the electric trolley, the electric light and the electric street railway securities of this country have in the main proved superior to all others. For information concerning stock, transfers, and other matters, apply to the

The Demand for More Rapid Transportation.

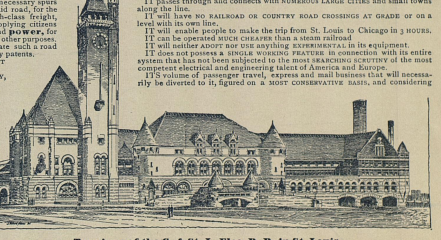
WHOLE nations are now interested in the records of transatlantic steamers, and in the time made by the "Flying Dutchman," the "Flying Scotman," and the "Empire State Express." Each gain in speed, each advanced step in the direction of higher speeds and faster and better methods of transportation, either by land or water, seems to add to the eagerness with which people inquire about the possibilities of the future. Stephenson's Rocket, in its trial trip, in 1825, made a speed of 30 miles per hour, and those who witnessed it were as anxious then as we are now to know the possibilities of the future. Under the steam system, the limits as to speed have been practically reached. In designing a steam locomotive, an engineer is confined to certain limits, such as the weight which can be carried on each wheel; the space between the rails, or the gauge of the track; the wheel base or distance from center to center of the driving wheels, which controls the radius of the curves; the height of tunnels and bridges; the speed with which the steam can be gotten out of the cylinders; the safe speed of the reciprocating crank rods; and many other important elements. In a locomotive, during each revolution, the piston and its connecting rod which move forward and backward, must start up and stop twice, and be brought up to a speed of 35 feet per second in one-tenth of a second, for a speed of 70 miles per hour, and this work itself consumes over 300 horse power. Each piston and connection weighs 300 pounds, and balance weights must be used to counteract the disturbing effect of this. These weights exert a vertical pounding effect upon the rails which rapidly destroys them; the greater the speed the worse this effect. A locomotive at best is an unstable machine. For these and many other reasons, we cannot hope for much higher speeds under the steam system. With electricity, however, the whole condition of affairs is changed, and we can as readily attain and maintain a speed of 100 miles an hour, as we can a speed of 30 miles with the steam system. Many who are unformed upon the problems involved and the attainments already achieved, believe it to be impossible to attain a speed of 100 miles per hour. It is now as it was

Cross Section of Wagon Road Crossing.

in the early days of steam locomotion. When George Stephenson, somewhat more than sixty years ago, ventured modestly to assert that his little 4 ton locomotive, the Rocket, was actually capable of whirling along one or two light carriages at the then astonishing velocity of 12 miles an hour, he was laughed to scorn by the highly intelligent Parliamentary committee engaged in the investigation of his project.

EPITOMIZED STATEMENT.

This Company has been organized for the purpose of constructing, maintaining and operating a complete electric railway system between the cities of Chicago and St. Louis, with suitable and necessary spurs and branches, connecting with the levees and cities along and near the accommodation of local and through passenger and high-class freight, express and mail traffic and for the further purpose of supplying cities and cities along the line of the road with light, heat and power, for State, county municipal, domestic, domestic manufacturing and other purposes. It owns the most equipped road mine and since along the line of the road, and will be utilized as power stations, water towers, etc., and as a means of cheaply supplying the necessary brick and the required in the construction of the road. It has already commenced the construction of the road. It will have DOUBLE TRACK DOUBLE-TRACKED ROAD.



Terminus of the C. & St. L. Elec. R. R. in St. Louis.

"through" business alone, and not including the power and light distributing business, will enable the Company operating it to pay dividends on its capital stock of from 12 to 15 per cent.

ITS electric light and power distributing business will certainly add from eight to ten per cent. to this amount. THE "in-ough" passenger business between Chicago and St. Louis, at the present time averages twelve hundred passengers per day. The "through" mail contracts amount to two hundred and ten thousand dollars per year. The through express business at the present time amounts to over five hundred thousand dollars per year. The business from these several sources will certainly be trebled on the completion of this road, by reason of the passengers, express and mail matter which would certainly be diverted from other channels. This road will virtually control the bulk of the passenger, express and mail business between the East and the West. This is readily susceptible of demonstration, and has been acknowledged by experienced experts and railroad men.

THE express business alone will more than pay the operating expenses of the road, exclusive of depreciation. THE THROUGH MAIL CONTRACTS ALONE will more than pay the operating expenses exclusive of depreciation. THE THROUGH PASSENGER BUSINESS ALONE will more than pay the operating expenses exclusive of depreciation. THE THROUGH EXPRESS BUSINESS ALONE will more than pay the operating expenses exclusive of depreciation. THE THROUGH PASSENGER BUSINESS ALONE will more than pay the operating expenses exclusive of depreciation.

CONSERVATIVE ESTIMATE OF YEARLY REVENUE.	
Passenger business (at the low estimate of 600 passengers for \$5.00 each).....	\$1,950,000
Mail business.....	500,000
Express business.....	500,000
Light and power distribution (1,000 Horse Power, allowing an average of \$50.00 per H. P.).....	1,000,000
	\$3,950,000

YEARLY EXPENSES.	
Operating expenses, depreciation of plant, wear and tear, etc.....	450,000
Interest on \$7,000,000 of bonds at 6 per cent. per annum.....	420,000
	\$870,000

NET EARNINGS. Equivalent to 40 per cent. on Capital Stock..... \$3,080,000

It is believed by competent judges that the stock of this Company will, in a short time, demonstrate to the holder that it is second to none either in this country or a neighboring one. It is a well known fact that the electric tram, the electric trolley, the electric light and the electric street railway securities of this country have in the main proved superior to all others. For information concerning stock, transfers, and other matters, apply to the

WELLINGTON ADAMS, Secretary and Gen'l Manager. FRANCIS E. NIPHER, President. Chicago Office, Rooms 915 and 916 "The Temple," Assistant Manager. C. F. BLEYER.

Work was commenced at Edinburg, Ill., (Power Station No. 1), October 6th, 1892, and is being rapidly pushed in both directions.