

Portsmouth Oct. 6. 1873

Ezra Cornell Esq

Ithaca N.Y.

Dear Friend

How are you in health
I hope better, as if you can't be better,
better in future = I wrote you few days
since to oblige your wife & all would be
well with you -

I spent 1/2 day with Mr Sage yesterday he
having just returned from Chicago
& goes home on Wednesday of this week
= did you write Putnam to wait for
lands till after the examinations
were completed & land matters set-
tled I hope he will keep still until
that is done Mr Sage thinks lands have
been sold already which may make
a difference with intⁿ of others in selection
= Also in view of what McGinn may try
to do would it ^{not} be well for you to arrange
with the Controller to exchange W.H. Brown,
it is for S & all & all & Dwight's land
contracts if you could do this in easy
way yourself would it not stop all

5 quints toward talk or opportunity for any
I suggest, ^{this} for your consideration which
or may not be advisable -

I go on Wednesday - just to see how things
look & expect ^{to see} enough to feed me through
the winter - even if there is scarcity
of money to buy long dresses &
millions for stocks Gambling -

I shall be gone about ten days &
may return direct to Ithaca
or come back here as the future
may hereafter indicate
with best wishes to
the family I am truly Yours

John M. Grow

P.S. Have you sold Joseph's Diamond
don't let the opportunity pass
over winter - It is important -
also if you see reason for it stop
spending money on iron diamonds
until you know there is money enough
in your pocket to back it, also judge
of others & the future before us -

John M. Grow
Oct 6, 1873

Blank No. 1.

THE WESTERN UNION TELEGRAPH COMPANY.

The rules of this Company require that all messages received for transmission, shall be written on the message blanks of the Company, under and subject to the conditions printed thereon, which conditions have been agreed to by the sender of the following message.

THOS. T. ECKERT, Gen'l Sup't, }
New York.

WILLIAM CORTON, Pres't, }
GEO. H. MUMFORD, Sec'y, } New York.

Dated Albany 16 1873

Received at 4:35 Pm

To Hon Ezra Cornell

Theresa

*We will send at once
something that is good
and useful*

H. L. Emerson

9 DTT ans

R. D. W.

Lith. by G.W. Lewis Albany N.Y.

The Albany Agricultural Works,

HAMILTON, LIBERTY AND UNION STS.

ALBANY, N.Y.



HORACE L. EMERY.
H. HERBERT EMERY.
CHARLES F. EMERY.

Albany Oct. 18, 1873.

Ezra Cornell, Esq.
Ithaca, N.Y.

Dear Sir

We enclose draft @
3 Months on Messrs Jones
Mc Donnell and Co. for \$2000
to provide for M. A. McDougald
Note and balance to apply
on our account. We regret
to learn of your Illness and trust
you are recovered ere this
Faithfully Yours
H. L. Emery & Co.

The Mutual Life Insurance Company of New York.

New York, Oct 30 1873

Dear General

Very Dear Sir

As your last message
was been here first I
thought you would bring
up at New York and therefore
I did not report

I thought I made a lucky
sale of the 200 Shs @
 $56\frac{7}{8}$ as soon after it
went down to 51, but
alas the purchaser burst
and it had to be sold over
under the rules of the
Exchange the next day which
was Monday It was
then sold 100 @ $50\frac{1}{4}$ &
100 @ $50\frac{1}{2}$
This netted only \$10,050

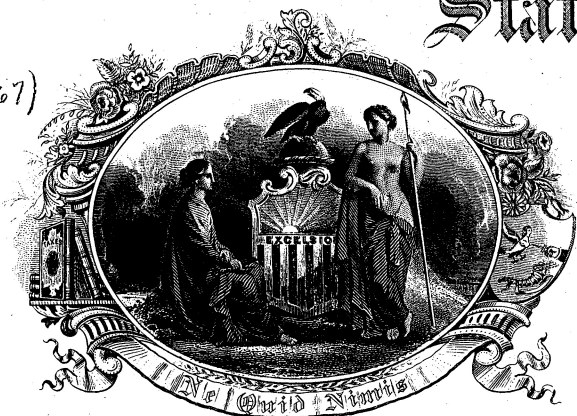
There is a claim of
 course against the
 defendant Broker for
 the loss of second sale
 but whether any thing
 can be realized on
 the claim is doubtful
 I have instructed my
 broker to secure what
 they can

I took up some cash
 of \$10,000 on the 28th
 and hold it subject
 to your order

I am promised some
 money this week here
 but the Lord only knows
 whether I shall get it
 I have never in my
 experience known such
 a time the bottom seems
 all loose

Yours truly
 O. A. Palmer

State of New York



Comptroller's Office

Albany Oct 30th 1873

Whereas the Comptroller now holds two certificates of stock of the Western Union Telegraph Company, numbered 7792 + 8114, for 1025 shares of \$100. per share par value as security for the fulfilment of the conditions of the Bond for \$50,000. executed by said Cornell dated Nov. 24. 1865, and whereas the Commissioners named in Act, Chapter 460 Laws of 1863 have in writing authorized the Comptroller to deliver said Stock of the Western Union Telegraph Company upon said Cornell depositing with the Comptroller a like amount of the first Mortgage Bonds of the Geneva & Thaca R. R. Co. - I certify that I have delivered to him the Stock and said E. Cornell has deposited with me as security in lieu of said Stock the R. R. Bonds aforesaid amounting to \$103,000 with coupons attached to and including June 1. 1874 which are deposited by said Cornell with the Comptroller and are received by said Comptroller and deposited in the safe in the Comptroller's Office expressly and fully at the risk of said

Ezra Cornell Nelson K Hopkins
Comptroller

1876

1876

Albany Nov 13. 1873

My Dear Mary Ann

The Commissioners got a meeting and instead of deciding my question referred it to the Atty General. The Atty General promised to examine the subject as soon as he could, would not set a time.

I layd over hoping to get his action today. I saw him this morning, and got a promise, that I should have a report on it tomorrow morning. If the report is favorable I can get the comptroller to act at once and will get the bonds tomorrow and shall go to N.Y. to sell them as I have a note coming due the 20th. If the report is not favorable, I don't know what

The next move will be,
I shall therefore not be
able to get home this week,

I hope you had a pleasant
time at the Gorges, and got
good pictures of the beauty

I am very well, with the
exception of being slightly
mad -

Love to you and
the children,

Yours Affectionably
Edw Cornell

State of New York



Comptroller's Office

Albany December 14th 1873.

Mr. Ezra Cornell, Ithaca, N. Y.

Dear Sir: - The whole course of dealing between the Commissioners of the Land Office, the Comptroller and yourself, for many years in regard to the substitution of certificates of location in place of mortgages and in place of the \$54,000 of bonds delivered up to you about two weeks ago, has been based on the understanding and the representation made by you, that by no possibility could patents be issued by the Government for an acre of the land, until the certificates on file in the Comptroller's Office were surrendered and delivered up to the Government of the United States. Upon this theory, the possession of the certificates was absolute security to the State. If the testimony given last week before the Investigating

12/11/1873^{2.}

Committee is to be credited, It appears that
patents have been issued in your name
and ^{are} now held by Mr. Woodward your
agent for large quantities of these lands,
while the certificates are still in the
Comptroller's possession, thus rendering the
certificates of no value, as a security to
the State. Will you be good enough to
inform us whether patents have been
issued as above stated. If such be the
case then the \$54,000. of bonds cash
delivered to you, (to say nothing of previous
acceptances in lieu of mortgages) would seem
to have been delivered to you upon an
inaccurate or wrong representation by you
of the facts. We do not charge this to the
State, but we are compelled to ask
immediate and efficient information from
you on this point, as it materially concerns
the dealings of the State Officers for
many years past. If the patents have
been thus issued, and the certificates are
thus of no real value to the State
we have been greatly misled by you
and much lamentably misinformed and do

12/11/1873 3

demand the immediate return of the \$84,111.00
of bonds last delivered to you, or their
equivalents in value on the same trust
on which they were held. We also demand
the delivery to the Comptroller of all
the patents issued by the Government for
the lands represented by the certificates of
location now held by the Comptroller.

Unless we are convinced at once that
we are mistaken as to the facts above
indicated, or if they be correct unless said
bonds are forthwith replaced, ^{the patents delivered up,} or other
undoubted security be given, we shall feel
it our duty to enforce against you at
once all the security held by the State
by putting in suit your personal bonds
now held by the Comptroller.

In writing this letter we do not
desire to express any opinion as to the
issues made before the Investigating Committee
and still undetermined, and we have strong
hopes that you will at once make it
appear to us that the certificates we
hold are ample and unquestioned security

12/17/1873

to the State, or will procure the transfer
of the patents above mentioned to the
Comptroller, but if it be otherwise, we
feel it to be our imperative duty to
promptly enforce such recourses as we
hold agst you in your personal bonds.

It is suggested, that even if the
patents have been issued as above stated,
yet that this course on the part of
the United States Government is a
departure of its previous practice in respect
to the issue of patents. Will you please
inform us at once if this is the case.
Awaiting your early reply,

Yours are yours.

Wm. K. McKim

Comptroller

Francis C. Barlow
Citty. Genl.

London. December. 20. 1878.

William L. Bulfinch, Esq.

Boston, My dear Sir:

Your favor of the 28th ultimo has reached me from the United States, - accompanied by the other communications on the same subject. I have given the matter immediate attention and am expecting an appointment tomorrow with Sir Thomas Watson, to whom I have sent already my introductory letter, asking the favor of an interview.

I am already acquainted with Mr. E. C. Green, a prominent member of the Board of Directors of the Gt. Western, and have also mutual acquaintances who know Mr. Thomas, Vice President.

I can readily see advantages to accrue to the Gt. Western by securing a line from Buffalo to Lehigh Valley. The letters I have received leave me somewhat in doubt as to the manner in which the Gt. Western Managers would find it most to their advantage to attempt to gain the connection of Roads which you indicate.

I assume, however, that it will be in their power either (1) to lease the Soda Point, the Geneva and the Athens Road on terms satisfactory to them - or - (2) to buy the controlling interest in the Stock of the 3 Roads, or (3) to consolidate them into one line and then lease the consolidated property.

I shall be guided by circumstances in what I may recommend to Sir. Thomas and his associates. My impression is that the way which would suit them best would be to buy all the Bonds, of the various Lines and then issue a consolidated Bond, covering the amalgamated Roads, the new issue bearing 6% and being guaranteed by the Mt. Western.

This would repay the cost of buying up the existing bonds, and would leave a profit of 20% or more by reason of the Mt. Western guarantee, which profit could be directed either into the pockets of the Mt. Western Co. or of the individuals who might prosecute the scheme.

Through its preliminary stages in any event the Mt. Western Co. would it appears to me derive

a great advantage, since the constituted Roads are already earning the interest on their Bonds, independent of any traffic derived from the Mt. Western,

Consequently if the latter Company can secure control at merely the present interest-charge, any increase of profits by reason of Canada business, would revert to the Mt. Western Company. I shall write more intelligently after, talking with the English Director.

It is evident to you that it would be folly for me to call their attention to ~~this~~^{the} prospect of this description, without advising, also, how the desired end might be obtained.

I assume, therefore, that I am empowered by Mr. Cornell to make a proposal to give control of these Roads, on some terms to be agreed on, more or less resembling, one of the three I have above enumerated.

I could wish a little more specific instruction to guide me in regard to the matters above suggested,

Do I understand from your letter that the Lake Ontario Shore Road is

12/20/1873

Completed, from Lewis & Clark, to Sacket Point?
Also do you propose that the Est. Western people
shall build the short interval from Phelps, to
Hemera, or that Mr. Cornell should do it.
I assume of course the former.

The market for American Railways
with the general public has been so seriously
impaired with by the late panic and its
consequent failures that I doubt whether it
will recover for a long time,

If the Co-operation or guarantee
of the Est. Western Road, however can be secured
these remarks cannot apply. I can not without
hope, also that I might possibly succeed in
selling the Hemera and Abbeys Railroad separately,
it being a finished concern, out of debt, and showing
on its balance sheet a considerable domestic contribution
of capital. It would be helped, too, by the
guarantee of the interest which could be arranged
either by Mr. Cornell, or, if preferable by the ~~Abbeys~~
and Abbeys Road - I have written to

to poor somewhat on this topic also.

I shall make you again and
would like brief information on the points which
are now doubtful to me.

I am,

Very truly yours,

(Signed) J.

J. H. H. H.

My address is in care of
Barney B. Co.
London

J. H. H. H.
London Dec 1913
Copy-

THE WESTERN UNION TELEGRAPH COMPANY.

No. _____

The rules of this Company require that all messages received for transmission shall be written on the message blanks of the Company, under and subject to the conditions printed thereon, which conditions have been agreed to by the sender of the following message.

G. H. MUMFORD, Sec. T. T. ECKERT, Gen. Supt., New York. WILLIAM ORTON, Prest.

Dated, _____

Rec'd at 145 Broadway,

To _____

1873.

of Twenty two

Thousand eight hundred to

Pay = Please see my

dispatch to Poor

Ezra Cornell

4304

OFFICE OF

The Albany Agricultural Works,

H. L. EMERY & SONS,

PATENTEES & SOLE PROPRIETORS & MANUFACTURERS OF



HORACE L. EMERY.
H. HERBERT EMERY.
CHARLES F. EMERY.

Emery's Patented endless Railway and Lever Horse Powers
Condensers Threshing Machines with cleaners combined also with separators
SAWING MACHINES AND ALSO MANUFACTURERS
FOR WOOD AND MANUFACTURING PURPOSES

of and Wholesale Dealers in Agricultural Machines and Implements of the latest and most approved construction and utility extant, and adapted to the wants of all countries and people

ALBANY, N.Y.

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Mr Ezra Cornell.

Dear Sir

Mr John Dillon a former Employee and Creditor of the Estate of H. L. Emery and Son. in Bkcy has never rec^d his dividend. of 19.45 Nineteen $\frac{9}{10}$ Dollars to which he was entitled as a preferred Creditor.

He Proved his Amount at Office of Messrs Voorhees and Norton April 26th 1869. Proof number 17. Preferred Class. On the following week he left the city and has ever since been at work in New Jersey.

I find upon Examination of Mr Woods Books - that the following parties were paid their claims during 70 and 71 $\frac{9}{10}$ the amounts charged to E. Cornell Assignee Estate E. & S.

Freunschuh, Vanderbilt, Tobin, Carney, Kinney Jr. Cowan, Lovejoy Kinney Sen, Houghton, Kittle, Van Vorst, Skinner, Packer, $\frac{9}{10}$ Cooley. but nothing has ever been paid to Dillon. as he was not here to receive ~~it~~ and left no order to pay it over to any one, On your ~~schedule~~ of Payments or rather Debts Proven in the large book at Nortons I find a pencil (Pd) against the name John Dillon. which is evidently an error of whoever made the pencilling. as there is no voucher to show that the amount was ever so paid that we can find. Mr Dillon would be glad to have you look into the matter, and if the amount has been set aside for him as it should have been will be glad to have it sent

him per P. O. order or check. to No 58 Littleton Avenue
Newark
New Jersey-

Yours Very Respectfully etc

H. Herbert Emery.

P. S. I noticed at Natons this A. M. that he still has on hand
several checks. yet uncalled for by the creditors to whom
they were filled out in final dividend. think he should
give you a schedule of same so you could notify the parties
to call on him for their amounts. or let us do so.

Yours etc

H. H. E.

H. H. Emery
1813-

Blank No. 1.

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THOS. T. ECKERT, Gen'l Sup't,
NEW YORK.

WILLIAM ORTON, Pres't.,
O. H. PALMER, Sec'y, } NEW YORK.

Dated Washington 11th 1873

Received at Ithaca 20 7 Pm

To Prof Russell

If Professor White is at Ithaca
say to him that he can do
more good for the cause of
education at Washington
this week than anywhere
else our bill has a
2/3 majority favoring ~~it~~
but it requires
two thirds to suspend rules
so as to reach it we can get
the two thirds by vigilant
work.

Ezra Cornell

57 D.A. S.V.

Blank No. 1.

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THOS. T. ECKERT, Gen'l Sup't.,
New York.

WILLIAM ORTON, Pres't., } New York.
GEO. H. MUMFORD, Sec'y, }

Dated Washington DC 22 1873

Received at 105 PM

To Ezra Cornell

Ithaca
Lt-Mr. Marry has not
resigned. When he
resigns and notifies
the Dept- his case will
then be considered
He has been notified
of the course to pursue

Wm W Belknap
Secy of War

Dr Mr White

Above is Act of Secy of
War EC

has been opened are sufficient to meet its interest, taking into account the cheap operating expenses of the Line. Not being assured, however, on this point I telegraphed him to know if the Guarantee of the Ithaca & Athens Line for the Bonds — principal and interest — could not be secured. I have not the statement of this ^{L&A} Road for the year 1873, but I presume there will be a considerable surplus over its own interest and with the guarantee of this road and the traffic receipts for ~~the~~ two months of the Geneva & Ithaca, I believe the Bonds of the latter can be disposed of readily without the further guarantee of Mr. Cornell personally, which I was informed he was ready to give. It is almost useless to demonstrate what receipts are going to be without giving what they actually are at present: therefore, whether large or small, I must have the doings of the Geneva Road Weekly, for my own guidance, if not to show.

Two Bankers have said to me that if these two points were made clear, — viz, that Receipts equalled Interest Account, and the Ithaca & Athens Road would guarantee the Bond — they would secure immediate sale of the whole. No time should be lost however, in letting me know that this has been done — or will be done. I am in hopes of learning it from Mr. Poor before this reaches you. If so I shall speedily, I think, have something definite to respond with.

There has been an enormous shrinkage in most of the Foreign Stocks which are largely held in England, — Egyptian, Turkish, Peruvian, Spanish and South American, representing an enormous aggregate. High interest alone, if combined with hazard, does not seem any longer to attract the English investor. Six or seven if sure, is ample inducement to him, but, as I have said above, it must ~~be~~

demonstrated as sure by the logic of facts, not argument. I think that there must be in the future a constant demand, at such intervals as suffices for the accumulation of savings, to invest the same in American enterprises answering the above conditions. Hence I venture to suggest, looking at the future policy of the U. Ithaca & E. Road, that if, as I expect, I realize for Mr Cornell on his Geneva Bonds, construction on the Utica Line should be so prosecuted as to make whatever portion of it is completed self-sustaining. Given, a section of it self-sustaining, money will be much more easily forthcoming for any extension whatever which may be contemplated. I presume that a connection made with Magee's Road would sustain the Line from the start. Hence my impression is that financial prospects would be best consulted by striving chiefly to attain this association, and making no ~~expenditure~~ expenditure at present toward the Syracuse Extension,

(6)

the money for which will be easily forthcoming as soon as the other result is attained.

Excuse this gratuitous expression of opinion which is, I am aware, merely a one-sided aspect. Looking solely at the financial future here you will be able to judge whether local exactions and necessities enable you to shape your course fully as you might wish. Of the future of the Ulster Road I entertain no doubt, and am equally sure that if I place the Geneva Bonds I shall be able to negotiate the Ulster Bonds as well, in due time.

I am,

My dear Sir,

Yours very truly,

J. Newbery

(Copy)

New York. January 12. 1874

John Greenough Esq
London, England.

Dear Sir;

I have your telegram and letter to Messrs Pon and myself. Upon consultation a cable is sent you today as follows: "Acceptable 150. Bank will arrange some guarantee."

By this you will understand that you are authorized to sell the Utica, Ithaca and Elmira Railroad of the new issue of £150. The matter will be made as heretofore stated, and following your suggestion, the Farmers' Loan and Trust Company will be made Trustee. We will arrange if agreeable to the purchasers to have our Coupons payable at an Agency in London, as at present, and the coupons and bonds themselves payable at Barings, if that would be acceptable to both parties. We will, in addition to the Stock subscription already made, and which appears on our exhibit, make a cash subscription of £500,000 of the new issue of Bonds, or, if they prefer, of £700,000. We have no indebtedness and our entire bonded debt is held by ourselves. If these Bonds are thus disposed of by you, we shall complete our line before the Coupons become due, as the entire work is so well advanced already that we shall have no difficulty in completing it the coming season. To a suggestion you make of retaining interest, I would say we are willing to guarantee the interest for the same period, satisfactorily to the purchasers; but, with an

(2)

enterprise already so far advanced as our own, it would be unwise to cripple our resources by foregoing the use upon the road of so large a percentage of the proceeds of the sale of our Bonds. It is for the interest of the purchasers, as well as ourselves, that the Bonds should establish themselves at once at a high market value, and a judicious expenditure of the money derived from the sale is the only legitimate means of producing these results. The coal transportation which we have awaiting us on the completion of our road is simply immense, and with a new road, requiring as little repairs as ours will, the profits from this source must necessarily, in many years be much in excess not only of the interest on our Bonds, but will pay a still larger sum on the stock itself. I have no hesitation in saying that, both for bituminous and anthracite coal we have the best line in the State of New York, and one shorter and more direct to the Northern and Eastern part of the State than any other. We shall control the prices of transportation of at least \$2,000,000 tons, and shall be able to make a profit upon our portion of such transportation when every competing line would suffer a loss.

In your information I would inform you that at the request of S. T. Fairchild Esq. the Corporation Counsel of the New York Central and Hudson River Railroad, I had an interview with their Company last week. The line of road from Canastota to Cazenovia was owned by Horace F. Clark (Commodore Vanderbilt's son-in-law) and at the time of his death, he had expended on it

(3)
\$600,000, of which \$100,000 were for right of way, culverts,
fencing and construction of the road from Cazenovia to
a junction with our line at De Ruyter. The road bed is
entirely fenced, and Mr Fairchild stated to me that
Commodore Vanderbilt had agreed to advance the
necessary money for the iron and superstructure, and
the road will be completed early in the coming spring.

You are aware of our contract for the use of the
Midland Railroad from Cattaraugus to De Ruyter, and
this arrangement enables us to furnish the New
York Central road with all their fuel from the Bituminous
Coal fields, not only at a saving of one quarter in the trans-
portation, but, as you will see, it makes an investment
of \$600,000 belonging to Commodore Vanderbilt's family
immediately valuable to them. They agree to receive
all the bituminous coal for points east of Syracuse
over this line, which gives us the tonnage from Canning
to Cattaraugus over our own road.

The receivers of the Midland Railroad have already placed us in con-
trol of the Midland extension from Freeville to Scipio in Cayuga county,
27 miles, and in the future disposition of the portion between Cattaraugus
and De Ruyter, we have not only our own rights under our contract,
but they will cooperate with us in securing us a permanent purchase
and ownership. You will see at once that this is very valuable,
both for use, and as effectually controlling all possible competition.

The arrangements for the issue of the New Bonds shall be
consummated immediately on your advising us that the sale
has been effected by you, with \$500,000 taken from, as you indicate,
so this awaits your action rather than ours. Very respectfully yours

Wm L. Burleigh, Esq., N.Y.C.

(Copy)

New York. January 12. 1874

John Greenough Esq
London.

Dear Sir;

In reply to your letter of the 20th ult^o concerning the Geneva & Attica R. R., the Attica & Athens R. R. and the construction of a continuous line from the Schuyler Valley to a connection with the Great Western Railway of Canada, I would say that in either of the forms you indicate, the result can be immediately obtained and with little expense.

The Lake Ontario Shore Road is completed and running from Oswego westward to Sodus, a point northwest from Geneva, and from Sodus the Road is graded and bridged to the Niagara River and will receive the Rails this Summer. The Sodus Point & Southern R. R. makes an existing connection from this Road down to Phelps, and the intervening distance from Phelps to Geneva is about 12 miles, which can be constructed ^{under} the present Charter of the Geneva & Attica Co. if desired, but the means for the construction are yet to be obtained, and it is necessary only that those funds should be furnished upon additional Bonds to be issued upon this portion of the Road - or in such manner as the purchasers might prefer to raise the money & complete this 12 miles and perfect the connection. The Great Western of Canada is the natural ally of the Lake Ontario Shore Road, and now in they will the coming year, I think, provide themselves with an independent line to the Horsec Tunnel and thence to Boston, and over the Schuyler Valley to New York - both valuable connections to them. These necessary arrangements for consummating the connections to the Schuyler Valley in this form can be perfected at once,

(2)

and the President of the Lakes Park & Southern R.R. Co. has already applied to the Geneva & Attaca R.R. to be made a part of such a line on very favorable terms to the latter. I am acquainted with all the officers of all these roads personally and if your friends shall determine to consummate this arrangement, I will undertake to place them in possession of the whole line on terms that shall be entirely acceptable to them, but to do this it would be necessary that I should be privately advised in advance of any general information of such a movement. You will understand at once why this is necessary.

Since my last letter to you, Gentlemen who are interested in securing a new and independent line from Niagara Falls to Rochester and thence to Geneva, and who are as they represent in harmony with the Great Western R'way Co. of Canada, have visited Mr. Cornell at Attaca and desired him to co-operate with them for securing such a line. This would require the construction of a very considerable amount of line which this other line suggested by me would not require. Still if this new Road was constructed, the additional business derived from Rochester and the intermediate country would be very large. Such Road constructed from the International Bridge at Buffalo to Rochester, thence to Geneva would be of independent and additional value to the Lake Ontario Shore Line as it would cover an entirely independent business at Buffalo not secured by the Lake Ontario Shore Line otherwise...

Sir James Devlin will appreciate all this at once, and if in either or both these forms he and his friends should desire to secure the connection with the Lehigh Valley and New York

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and with the Kosco Tunnel line to Boston, it is entirely within
their power easily to do it, with a very large margin of profit
from the consolidated enterprise. I have consulted with Mr.
Cornell upon all these points and he is, as you are aware,
President of the Attaca & Athens R. R. and has built and
owns the Geneva & Attaca R. R.

I can buy a controlling interest in the Stock of the Attaca
& Athens Road at once on very favorable terms. I should say
that \$200,000 in cash with Mr Cornell's assistance, would
take the permanent control of the Road, if I should be an-
thorized to secure it. That is, the Fund of Attaca was \$300,000
of Stock of the Attaca & Athens R. R. Co., and we could secure
the legal measures necessary to transfer this, if the matter was
not publicly agitated, and competing interests brought out, for
\$200,000. You will see by this statement why it is not
advisable - in fact why it is impossible - to secure a guarantee
of the Geneva & Attaca Bonds by the Attaca & Athens R. R. Co.,
such a guarantee would cut off the Attaca & Athens from
furnishing any transportation over any other line and at
the same time would not ensure them a line of their own
unless these measures (by the general plan we are dis-
cussing for through line) were previously consummated.

I have made this matter plain than I could by any
other answer to your telegram. The proper business transaction
in this case and the one that will at once commend itself
to the good judgment of the Gentlemen in control of the
Michigan Central and the Gt Western Ry of Canada, is this;
Purchase the Bonds of the Geneva & Attaca from Mr Cornell
on conditions that he will either give a guarantee of the Attaca

(4)

of Athens upon them, or at his election, place the controlling interest in the stock of the Attaca & Athens R.R. \$300,000 in their hands for \$200,000; and with this control the desired guarantee can be given or a consolidation perfected, then purchase the Lodus Park and Southern R.R. and provide for the extension of the Geneva & Attaca R.R. to Truck Road. This opens a continuous line from the Lehigh Valley to Lake Ontario, and the Lodus Park and Southern can be purchased today for the Bonds alone and I think they can be purchased for not to exceed 75%, and the price is very much less than actual cash and not one half of which it would be worth in a consolidated line.

All this I will arrange with Mr. Cornell to perfect without the apparent intervention of the Read parties in interest, and on terms that they shall from step to step entirely approve. This places the enterprise entirely at their disposal and substantially on their own terms.

Very respectfully

Wm. L. Bush

Pres. W. L. & L. R.R.

The Mutual Life Insurance Company of New York.
Law Department.

New York, Jan'y 13 1874

E. Corwin &

Dear Sir. I held 100 sh.
cert. yesterday on your ac-
for 78 7/8 net of \$7,800
to your credit rec'd
today...

I paid your acct of \$2 3/4
According to my memo.
the balance due you
on all of \$208.69
Add amount of the
100 sh. cert. rec'd 7800
8,008.69

I have a notice from
the Gallatin Natl Bank
that they hold your note
for \$7,080⁵⁴ due Jan'y 16th
do you expect me to pay

This note in your
letter of the 9th you
speak of drawing on
me for payment
on the 14th.

You will please keep
me posted as to the
disposition you wish
made of the funds.
I should hardly feel
justified in paying
your note without
some order or
authority.

Yours truly
O H Palmer

Enclosed are one
check of this as to
note of \$7080.54

The Mutual Life Insurance Company of New York,
Law Department.

New York, Jan 15 1874

Dear Esq. Cornell

My dear Sir

We received hundred shares
sold to-day @ $77\frac{1}{2}$ and
I have the avails \$7,737.00

Add previous balance 8008.69

In hand \$15,745.69

& protest notes when
presented as I suppose
they will be to-morrow

Yours truly
O. H. Kellogg

1000
1250

7750.
1252
37.50

John Greenough's claim

I, Ezra Cornell, of Ithaca, in the State of New York, U. S. A., do hereby authorize and empower Mr. John Greenough, now residing in London, England, to negotiate and sell the First Mortgage Bonds of the Geneva and Ithaca Railroad Company owned by me.

This authority is given subject to the following restrictions: Said Greenough shall secure the best terms possible, and in no event shall said sale be made for less than One Hundred and fifty pounds sterling (£150) for each One Thousand Dollars, (\$1,000.) of Bonds. Said amount shall be net to me, and this authority shall expire in Three Months from its date unless it shall be further extended in writing.

Witness my hand and seal this 17th day of January A.D. 1834 (signed) Ezra Cornell E.C.

Witness:

(signed) H. D. Nightingale

Ithaca Jan. 17th 1834.

Personally appeared before me the above named Ezra Cornell known to me and executed the foregoing instrument in my presence.

(signed) W. Curran
Notary Public

Notary Seal

1505
750
825
15
840

Copy-

I, Ezra Cornell, of Schenectady, in the State of New York, U. S. A. do hereby authorize and empower Mr. John Greenough now residing in London England, to negotiate and sell the first Mortgage Bonds of the Geneva & Schenectady Railroad Company owned by me,

This authority is given subject to the following restrictions: Said Greenough shall secure the best terms possible, and in no event shall said sale be made for less than One hundred and Fifty Pounds Sterling (£150) for each One Thousand Dollars (\$1000.) in Bonds - said amount shall be net to me, and this authority shall expire in Three Months from its date unless it shall be further extended in writing.

Witness my hand and seal this 17th day of January. A. D. 1874.

Signed Ezra Cornell



Witness

H. Delightingale,

Schenectady Jan 17th 1874

Personally appeared the above named Ezra Cornell, known to me, and executed the foregoing instrument in my presence

Signed F. W. Curran

Notary Public



The Mutual Life Insurance Company of New York,
Law Department.

New York, Jan'y 28 1874

Here I am Comr,

Dear Sir, Your message
of yesterday recd.

Sold 100 sh, W.L., on
your acct today @ $76\frac{1}{8}$
Nett \$7,600

The balance of your credit
on as the 20th when you
were here was \$1,505.12

Kind acct 27th 39.91

" " 28 887.00

" " " 497.75 1424.66

Real sold after \$80.46

Added amount of above

100 sh,

"

7600.00
\$7,680.46

At this writing I have

advice of Treasury notes

1. At National Park

Bank on July 3 for \$2,091.72

1. At Gallatin Hall

Bank on July 18 7,121.12
9,212.84

Means to pay

Bal. old of 80.46

Exp't to Treasury 7,600.00 7,680.46

Deficiency \$1,532.38

which I presume you
will provide for on or
before 18th July

Yours truly
O H Kelley

I assume you expect me
to pay the above notes,
if not please advise me
O H Kelley

Hoffman House
N. Y. City

Jan. 28th 1914

My dear Friend

I enclose a
letter from Mr W.B. Gilbreth -
wh. will explain itself.

All that I know of
Mr Gilbreth is in his favor.
The. I suppose for exact in-
formation you will have
to apply to The Midland
people.

I go to Washington this
P.M. intending to deliver
an address there tomorrow

before the National Educat.
Assoc. - the same before wh.
Mr. Cook & Elliot spoke
last summer.

I shall give in part the
Albany address with an
additional argument in
favor of National & State
aid for Scientific & Industrial
Education

Do not fail to have
Friedrich come down here
for the argument - before
the Commission on Saturday
That is of the utmost
importance

I expect to be present
& on Monday I go up

to Syracuse for a day or two
expecting to return here mid-
dle of next week.

Very truly Yours

And D. White

Hon. E. Cornell

P.S. Have you seen Gold-
smith's speech on Uncovering
in England? It is published
in A. B. Times this morning
A.