

U. S. Department of Agriculture,

Bureau of Animal Industry,

1512 Broadway, New York, N. Y. ^{to} May 11 1888.

Mr Benj Gates.
or Robt. Valentine

Mount Lebanon

Dear Sirs,

You will remember that I promised to have prof. Law write to you concerning the disease amongst your cattle, and thinking that you would be wondering why you had not heard from him, I write to explain that Prof. Law was called to Albany on very urgent business with the Governor, and up to this time has not returned.

I would like to know if you have had the other Black Cow killed, and if so what condition the carcass was in. also if there are any further developments as to the rest of the herd. Prof Law will write you on his return to the City

Yours respectfully

Jno. P. Bond U.S.
Inspr.

STEPHEN A. MORSE.
CARLTON M. WILLIAMS.
EDWIN F. MORSE.

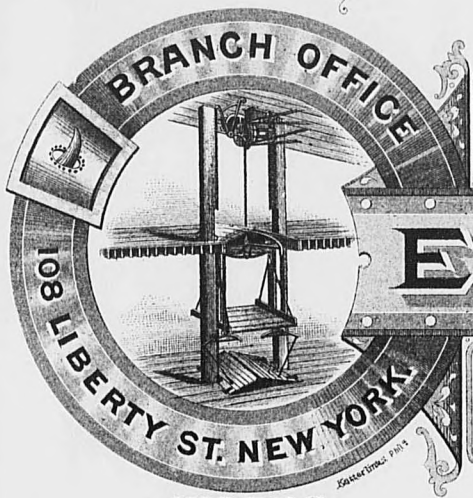
MORSE ELEVATOR WORKS.

Morse, Williams & Co.

Successors to GLEM & MORSE,
MANUFACTURERS AND BUILDERS OF

Patent Hydraulic, Steam, Belt and Hand Power

ELEVATORS.



WORKS:
FRANKFORD AVE., WILDEY & SHACKAMAXON STS.
PHILADELPHIA.

New York, 5/29 1888

Older Benj Gates
Dear Sir

For your elevator
countershaft you will require the
following shafting - pulleys &c -
1 piece shaft 7 ft long $1\frac{15}{16}$ " -
2 collars for same -
1 pulley 18" x 8" x $1\frac{15}{16}$ " - crown face
1 " 30" x 14" x $1\frac{15}{16}$ " straight face -
2 Hangers 14" drop $1\frac{15}{16}$ " bore -

Will you kindly let me know the
name of the Gas Machine you
use for making your Gas - I
am looking the matter up for a
friend in the South.
Resptly Yours
W. H. Keir

THE WESTERN UNION TELEGRAPH COMPANY.

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Messages**, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after sending the message.

This is an **UNREPEATED MESSAGE**, and is delivered by request of the sender, under the conditions named above.

THOS. T. ECKERT, General Manager.

NORVIN GREEN, President.

NUMBER	SENT BY	REC'D BY	CHECK
4	Dal S	12	Paid 29 & 35

Via New Lebanon N.Y.

Received at *New Lebanon N.Y.* *June 2 1888*

Dated *Proy N.Y. 2* *8-13-88*

To *Benjamin Gates,*
Mt Lebanon N.Y.

*Can we ship you thirty to hundred
ton grate five foot Lebanon Springs,*

David Judson.

STEPHEN A. MORSE.
CARLTON M. WILLIAMS.
EDWIN F. MORSE.

MORSE ELEVATOR WORKS.

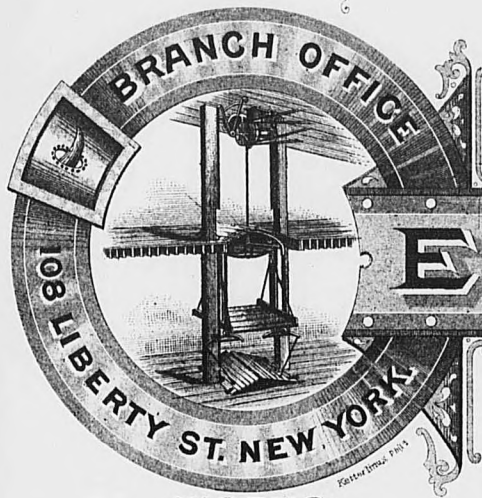
Morse, Williams & Co.

Successors to GLEM & MORSE,
MANUFACTURERS AND BUILDERS OF

Patent Hydraulic, Steam, Belt and Hand Power

ELEVATORS.

OFFICE, 1105 FRANKFORD AVENUE.



WORKS:

FRANKFORD AVE., WILDEY & SHACKAMAXON STS.

Philadelphia, June 6, 1888.

Mr. Benj. Gates,

New Lebanon, N. Y.

Dear Sir:

We are in receipt of a telegram from our New York agent advising us to send man at once to erect your Elevator, but as we have no first class man available to-day, we have written our Mr. Mattiford, who is now finishing a job in Massachusetts, to proceed to your place as soon as he gets through his present work. He will probably report for duty on the 8th or 9th instant at the latest.

Hoping the delay will cause you no serious inconvenience, we remain

Very truly yours,

Morse Williams & Co.

C. I. PENROSE, PRO'PR.



A TEMPERANCE HOTEL.

Chatham, N. Y. June 19th 1888.

Dear Benj. Gates!

Dear Sir: —

Should any
mail matter come in
my name please hold
the same until I
return & oblige,

Very Truly Yours

J. D. Bradford
with

horse Wilkins & Co
P. O. I think I will be
there by Thursday evening
J. D. B.

THE WESTERN UNION TELEGRAPH COMPANY.

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED; that is, telegraphed back to the originating office for comparison. For this, one half the regular rate is charged in addition. It is agreed between the sender of the following message and this Company, that said Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED message, whether happening by negligence of its servants or otherwise, beyond the amount received for sending the same; nor for mistakes, or delays in the transmission or delivery, or for non-delivery, of any REPEATED message beyond fifty times the sum received for sending the same, unless specially insured, nor in any case for delays arising from unavoidable interruption in the working of its lines, or for errors in cipher or obscure messages. And this Company, is hereby made the agent of the sender, without liability, to forward any message over the lines of any other Company when necessary to reach its destination.

Correctness in the transmission of message to any point on the lines of this Company can be INSURED by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz: one per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance. No employee of the Company, is authorized to vary the foregoing.

No responsibility regarding messages attaches to this Company until the same are presented and accepted at one of its transmitting offices, and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

Messages will be delivered free within the established free delivery limits of the terminal office. For delivery at a greater distance, a special charge will be made to cover the cost of such delivery.

The company will not be liable for damages in any case where the claim is not presented in writing, within sixty days after sending the message.

THOS. T. ECKERT, General Manager.

NORVIN GREEN, President.

Receiver's No.	Time Filed.	Check.
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Send the following message, subject to the } above terms, which are hereby agreed to, _____ 188

To *Jno J Mattiford*
Balsboro Spa
N. Y.

Sp Haight & Co.

STEPHEN A. MORSE,
CARLTON M. WILLIAMS,
EDWIN F. MORSE.

MORSE ELEVATOR WORKS.

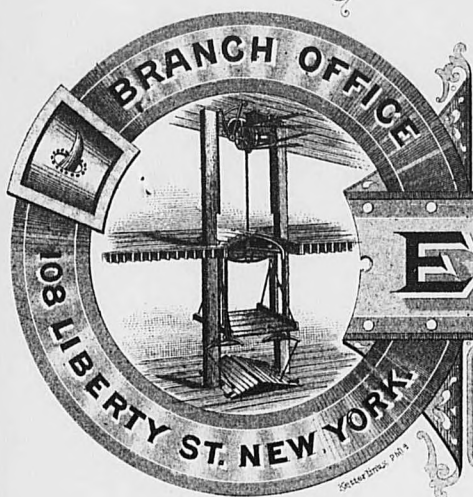
Morse, Williams & Co.

Successors to GLEM & MORSE,
MANUFACTURERS AND BUILDERS OF

Patent Hydraulic, Steam, Belt and Hand Power

ELEVATORS.

OFFICE, 105 FRANKFORD AVENUE.



WORKS:

FRANKFORD AVE., WILDEY & SHACKAMAXON STS.

Philadelphia, June 20, 1888.

Mr. Benjamin Gates,

New Lebanon, N. Y.

Dear Sirs:

Please pay our Mr. John D. Mattiford Fifty-eight and sixty-one one hundredths dollars (\$58.61), and charge same to our account, and oblige

Yours very truly,

Morse, Williams & Co.

Recd. by

J. D. Mattiford

*58 61
85
23 61*

P.O. BOX 1959.

Pres't, GEO. B. POST.
Manager, L. B. HOIT.



Economic Gas Engine Co.

34 DEY ST.
NEW YORK, N.Y.

MANUFACTURERS OF IMPROVED
GAS ENGINES,
FOR POWER AND PUMPING,
AND
HAND FORCE PUMPS.

TELEPHONE 890.

July 10th 1884

My Esteemed Mr. Gates:

Yours of inquiry about our new Engine was duly at hand. We have gone through, we think all necessary experiments with it and now have a number of them in the course of construction. We of course expect they will excel all other gas Engines for simplicity and efficiency now in the market. The first lot will develop about 3 horse power. When you are next in the city come in and we will go on to the shop and look them over. Allow me to say make haste slow in buying your gas Engine. That you may have nothing when one purchased to represent off and I am frank to say if you trust me in part, I think you will get the best.

Yours
Wm L. Chase Special Agt.

P.O. BOX 1959.

Pres't, GEO. B. POST.
Manager, L. B. HOIT.


Economic Gas Engine Co.

34 DEY ST.,

NEW YORK,

MANUFACTURERS OF IMPROVED

GAS ENGINES,
FOR POWER AND PUMPING,
AND
Hand Force Pumps.July 24th 1888

Friend Gates
 Yours of the 25th came Aug at
 hand & since then I have made the most of
 my time in trying to help you out of your
 great anxiety and now submit the following
 It will be months before we can do any thing
 for you for this new engine must have the time
 and trial before we would care to send it from
 the City as it is not nearly done and I cannot
 tell when it will be for our folks will take their
 time to have it - just right before it gets on
 to the market - and of course I apprise of all
 this and I know you will - We can see there may be
 much more time used up than I have anticipated

As I am going to say, as I cannot bear
to keep you in making a compromise as it is
possible you may be by waiting for us, to just
count us out and do the best you can with
them. After I came to the conclusion I wrote
the Heston Company in Bost^{on} St. and frankly
asked them if they dare to send one of these
Engines to you and they frankly said they were
not ready to do so at present. I was quite
sure this would be their reply for I have heard
they have attempted the experiment & failed.

I can see no chance for you out of this at
present unless you take the Charles Engine money
with gardens. The you objected to on account
of smell but allow me to say your fuel is made
from it and I can see no reason why it should
smell worse in using it direct than through your
gas machines - I will make a proposition to you

P.O. BOX 1959.

Pres't, GEO. B. POST.
Manager, L. B. HOIT.



Economic Gas Engine Co

34 DEY ST.

NEW YORK,

188

MANUFACTURERS OF IMPROVED

GAS ENGINES,

TELEPHONE 890.

FOR POWER AND PUMPING,

AND

HAND FORCE PUMPS.

My dear sir they have a 15 H.P. Engine in
Brooklyn running with gasolene in a very safe
and satisfactory manner Now I will go over this part
of the work and learn all I can about it
and report to you if you desire it and will
continue to watch it for a month and then
report at the expiration of that time
further on it Now in conclusion if you desire
me thus to do please drop me a card
in receipt of this and I am at your service
Very yours
Wm. L. Chase

American Elevator Co.
London - Paris.

W. E. Hale & Co.
Chicago.

Let me know
size of gully. Our
engine runs at 180 revs.
per min.

Otis Brothers & Co.

Standard Elevators and Hoisting Machinery.

36 & 38 Park Row.

BOSTON, PHILADELPHIA, BALTIMORE,
PITTSBURGH, SAN FRANCISCO.

New York, Sept 29th 1888

Benjamin H. Gates Esq.

New Lebanon. } Dear Sir: We will furnish you

one of our 7x12 Baldwin Gas Engine delivered on
board the cars at Tarkenton for the sum of Eight
Hundred (\$800) dollars. - This engine is to be run
with Gasoline gas from the Springfield Gas Machine
now in use by you. It is understood that in case
any attachment is necessary to ensure the working
of the Engine with the Gasoline ~~other~~ machine the
expense of the same is to be paid by you.

We will furnish you a competent man to start
the Engine and instruct you how to adjust it.

You are to pay his rail-road fare and living ex-
penses while absent from N.Y. his time London or

not charge for. From the price named above

we to have a discount of 5% for cash on

of the Engine. We guarantee the engine &

unable to use it with Gasoline will take

our own expense. You may call on Otis Brothers & Co.

FROM
RICHARDSON DRUG CO.
WHOLESALE DRUGGISTS,
ST. LOUIS.

3
DICTATED LETTER.
BY L.H. CRESS.

ST. LOUIS, OCT. 10, 1888.

BENJAMIN GATES, ESQ.,
MT. LEBANON,
COLUMBIA CO., N. Y.,

DEAR SIR:---

WILL YOU HAVE THE COURTESY TO INFORM ME IF YOU CAN PROCURE AN
"OLD GRANDFATHER" CLOCK SIMILAR TO THE ONE WHICH YOU SENT OUR MR.
J.C. RICHARDSON SOME YEARS AGO? I SHOULD LIKE A FIRST CLASS ONE, WITH
A BRASS FACE IF POSSIBLE, AND IN GOOD ORDER SO THAT IT WILL KEEP GOOD
TIME. I DO NOT LIKE TO TROUBLE YOU IN THIS MATTER, BUT THERE IS NO
ONE ELSE I KNOW WHO CAN DO SO WELL AS YOURSELF.

THANKING YOU IN ADVANCE FOR THE TROUBLE, BELIEVE ME,

YOURS TRULY

L.H. Cress

American Elevator Co.
London - Paris.

W. E. Hale & Co.
Chicago.

Otis Brothers & Co.
Standard Elevators and Hoisting Machinery,
36 & 38 Park Row.

BOSTON, PHILADELPHIA, BALTIMORE,
PITTSBURGH, SAN FRANCISCO.

New York, Oct 11th 1888

Benjamin Gates Esq.

New Lebanon N. Y.

Dear Sir:

Please advise us what
diameter and face, and whether flat or crown, the
pulley on gas engine should be.

In waiting your reply we remain

Yours truly
Otis Brothers & Co.

Rec'd 10 P.M. 10

FROM
RICHARDSON DRUG CO.
WHOLESALE DRUGGISTS,
ST. LOUIS.

Dictated Letter.
BY L.H. CRESS.

ST. LOUIS, NOV. 15, 1888.

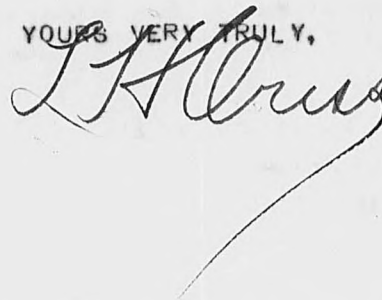
BENJAMIN GATES, ESQ.,
NEW LEBANON, NEW YORK,

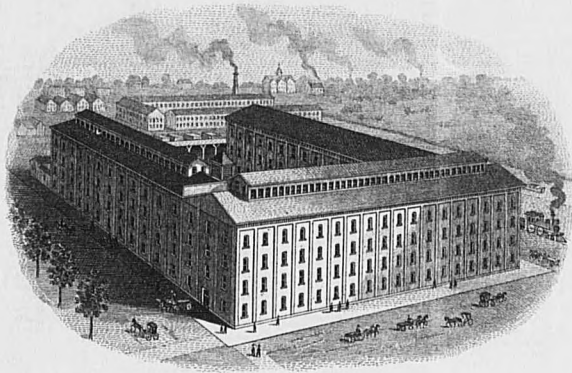
DEAR SIR:---

I AM VERY MUCH OBLIGED TO YOU FOR YOUR KINDNESS OF THE 12TH.
AND THE TROUBLE YOU HAVE TAKEN FOR ME REGARDING THE CLOCK. I SHALL
SEND YOU A FULL RATE MESSAGE ON SATURDAY SO THAT IT WILL REACH YOU JUST
ABOUT THE TIME THIS LETTER DOES. THE CLOCK IS NOT FOR MYSELF AND, WHILE
I HAVE NO DOUBT BUT WHAT THE PRICE WILL BE SATISFACTORY, I WOULD PREFER
TO FIRST ACQUAINT MY FRIEND IN NEW YORK WITH THE PRICE.

AGAIN THANKING YOU FOR YOUR TROUBLE AND KINDNESS IN THE
MATTER, I AM,

YOURS VERY TRULY,





THE GOODRICH HARD RUBBER CO.

SUCCESSORS TO THE HARD RUBBER BUSINESS OF THE B.F. GOODRICH CO.

Akron, O. Nov. 24th, 1888.

Benjamin Gates,

Mt. Lebanon, N.Y.

Dear Sir,-

The B.F. Goodrich Co. has requested us to write you concerning hard rubber penholders. We enclose a catalogue herewith and for one dozen assorted quote a discount of 10 % from pages 6 - 12. Page 13, net. If you wish to buy in larger quantities to sell again, we will submit special discounts.

We await your further advices and hope to have the pleasure of receiving an order.

Very truly yours,

The Goodrich Hard Rubber Co.

M.

Chatham, N. J.
Nov. 26. '88.

Brig. Genl. Eng.
Wash. D. C.

I understand that the
Number had the misfortune to
break the bowl of your closet-
caused by slipping on a step ladder-
I of course, not having seen it, do
not know to what extent it is dam-
aged. Will you kindly look it over
and let me know what will be
necessary to make it perfectly satis-
factory to you, which we will
undertake to do. Regretting the
trouble it may cause you, I am
Yours truly

Phil. B. Blinn, Jr.

CABLE ADDRESS,
"SIRRAH," NEW YORK

A. W. Harris & Co.
Oil Manufacturers,

P. O. BOX 142.

82 Cortlandt Street,

New York, Dec 1st 1888

Mr. Ben Gates
Mt Lebanon W.

Dear Sir,

Your letter of yesterday is just received. Our salesman, Mr. Chas Walker is now in our office and he says he got your order for shipment Jan 1st but he omitted to mention the fact when he sent your order in.

We are very sorry that a mistake has been made but as the fault was not ours and the oil is now at Mt Lebanon we hope you will receive it and make settlement the same as if the goods had been shipped Jan 1st. Hoping this will be satisfactory, we remain

Yours very truly

A. W. Harris & Co

NATIONAL WIRE MATTRESS CO.

Manufacturers of

THE NATIONAL WIRE MATTRESS
BRASS & IRON FURNITURE,



IMPORTERS OF
BRASS & IRON BEDS.

WAREROOMS: 23 & 25 BOYLSTON ST.

Boston, Dec 7th 1888

Dear Mr Gates:

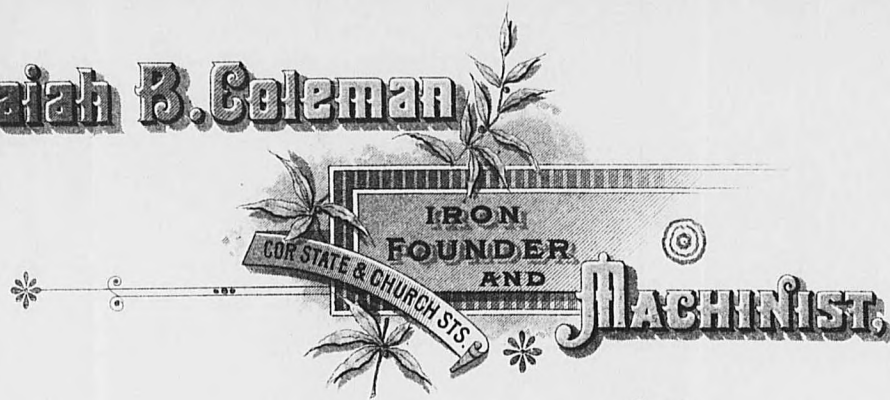
I hope you will not think that I have neglected you. I have deferred writing you from day to day in the expectation that I should have something definite to tell you about the Paines Furniture Co. I went down again yesterday to see Mr W L Shearer who is one of the firm and is the principal buyer, but he says that it has been impossible for him to give it any attention yet. The Holiday stock is giving him more than he can attend to just at present, and so it is with us. I received your generous

remittance all right, but you know
Mr Gates if I can be of any service
to you in any way I care nothing
for it except your good will, which
I feel sure I have always had.
Will write you again soon.

Yours

E A Beckwith

Isaiah B. Coleman



Elmira, N.Y. Feb 11th 1889

Mr Benjamin Gates
Mt Lebanon - N.Y.

Dear Friend

Your kind favor of the 9th is received, and in reply the set of tools for connecting Lead Pipe from $\frac{1}{2}$ " to $1\frac{1}{2}$ " inclusive cost \$4.50, and $\frac{1}{2}$ doz each of the Brass Unions $\frac{1}{2}$ " $\frac{3}{4}$ " 1" - $1\frac{1}{4}$ " + $1\frac{1}{2}$ " inch cost \$9.75 - The net prices of the unions is $\frac{1}{2}$ " - 15^c - $\frac{3}{4}$ " - 18 $\frac{1}{2}$ ^c - 1" 29^c - $1\frac{1}{4}$ " 42^c - $1\frac{1}{2}$ " - 58^c

As you are the first applicant from your town you are entitled to the agency, which you can secure by the purchase of the tools and fittings - Soliciting your patronage I am

Yours Truly
I B. Coleman

HAWKINS' PATENT APPLIANCES,
FOR MAKING
LEAD PIPE JOINTS

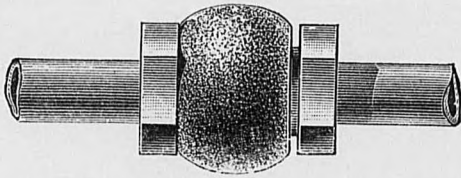


Fig. 1.—General View of Coupling.

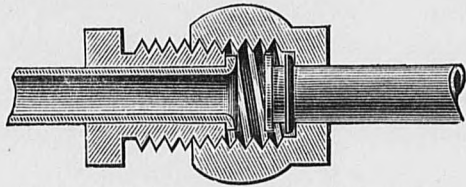


Fig. 2.—Sectional View of Coupling.

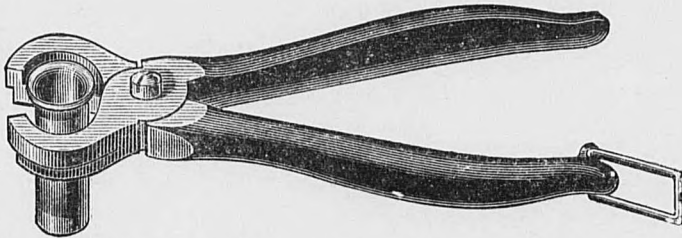


Fig. 3.—Pliers used in Flanging Pipe.



Fig. 4.—Flange Former.

MANUFACTURED BY
ISAIAH B. COLEMAN,
IRON * FOUNDER * AND * MACHINIST,
ELMIRA, N. Y.



DEAR SIR :

I wish to call your attention to the appliances illustrated, which are for the purpose of making a joint in lead pipes.

The joint, which is shown in perspective and section in Figs. 1 and 2 respectively, is of brass, and consists of two parts, a hub and sleeve screwed together as indicated in Fig. 2. To prepare the pipe for the application of the joint, the pliers, Fig. 3, are first closed about its end, and after the handles are fastened together by the link, the end of the pipe is trimmed off even with the pliers by a knife supplied for the purpose. When this is done the flange former, Fig. 4, is slipped over the jaws of the pliers, which brings the screw plug over the bore of the pipe. The flange former, which is semicircular at the bottom, is provided with a slot which receives the shoulder on the jaws of the pliers, thus holding the two firmly together. The next operation is with a wrench to screw down the plug, the point of which is such a shape as to form a rounding flange on the end of the pipe. It is of course necessary to slip the halves of the joint over the ends of the pipe before flanging, as the enlarged pipe will not enter the bore of the joint.

After having flanged both ends of the pipe, in the way described, the coupling is screwed together, and the ends of the pipe meeting, make a perfect water and air tight union. By close inspection of Fig. 2 it will be noticed that there is a washer which is of iron, between the hub of the coupling and

the flange of the pipe. The joints are made in sizes suitable to join all sizes of lead pipe from $\frac{1}{4}$ to $1\frac{1}{2}$ inch.

The appliances illustrated are especially useful for joining pipes to soda water fountains and beer pumps, in which the pipes are very liable to be broken. A pair of pliers, flange former, knife, pipe cleaner and two wrenches constitute a set of tools for the soda water fountain and beer pumps, and six unions and washers are included in each set.

The appliances for flanging all pipes from $\frac{1}{2}$ to $1\frac{1}{2}$ inch inclusive, consists of a clamp that is fitted for clamping any of the different sizes of pipe from $\frac{1}{2}$ to $1\frac{1}{2}$ inch inclusive and holding them while flanging. The clamp is so constructed that the flange turned on any particular size of pipe is of just the required size to fit the union that will join them. A swage pin and mallet completes the set. These, with two unions for each size of pipe from $\frac{1}{2}$ in. to $1\frac{1}{2}$ in. inclusive, constitutes an outfit. I endeavor to carry a full stock of all sizes of unions, made both from brass and iron. This whole apparatus is so simple, that any man of ordinary intelligence can make a joint in lead pipe without a possibility of a failure. If there is any demand for these articles and appliances in your section, I should be pleased to receive an order from you.

Yours Truly,

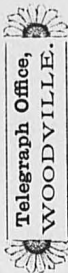
I. B. COLEMAN,

ELMIRA, N. Y.



JOHN CAMPBELL, JR.,
FAIRVIEW FARM,
WOODVILLE P. O., ONTARIO, CANADA,
BREEDER AND IMPORTER OF
SHORTHORNS AND SHROPSHIRE.

Fairview is 3 hours from Toronto, 3 miles from Woodville Station on
the Midland Division of the G. T. R.



THE FAIRVIEW FLOCK

Was established in 1881, by choice selections from noted
English Flocks. Selections from it first exhibited in 1883,
since which it has been the most successful Flock in
Ontario in producing prize-winners at the Leading Shows.

Woodville, Ont., May 21st 1889

Mr Gates

Mount Lebanon N. Y.

Dear Sir

I received your telegram from Albany,
which reads: "Out-ship lambs Monday. Await my
letter of this date." Your letter also is to hand, but
no instructions when to ship, so I have thought
it better to forward them to-day, from Lorneville
via Port Hope and Charlotte. I have made out
affidavit as required, and forwarded it.
With the sheep I have sent a sack of feed
and one of manfolds to feed on the way also
a pail to water them. I trust they will
reach you in good condition.

Let me hear from you as soon as convenient
on their arrival

Truly yours

John Campbell Jr.

E. C. LEWIS,
President.

G. J. CAPEWELL,
Vice-President & Sup't.

A. W. C. WILLIAMS,
Treasurer.

C. A. MASON,
Secretary.

The Capewell Horse Nail Company,

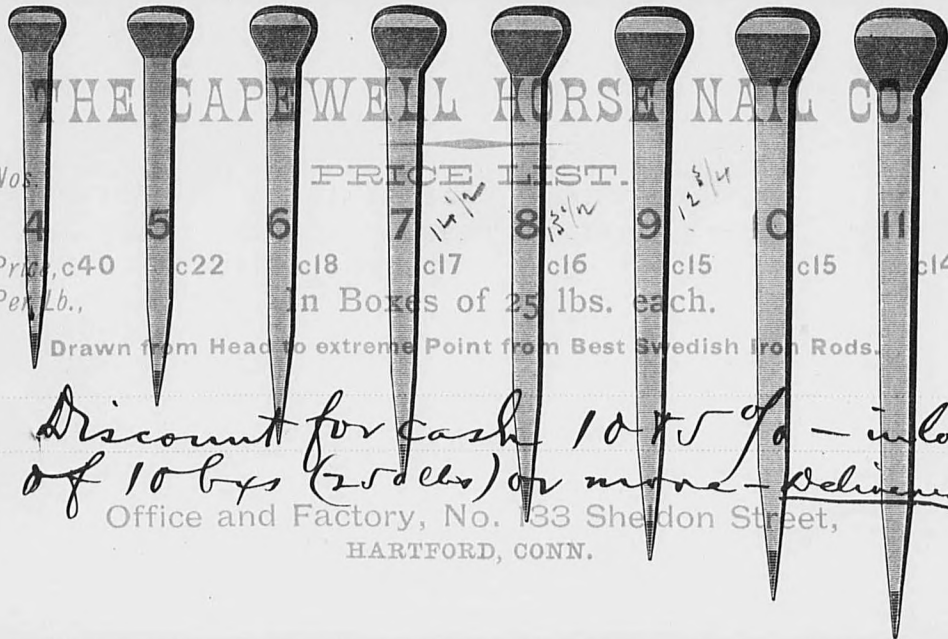
CAPITAL, \$200,000.

133 Sheldon Street,

Hartford, Conn., *May 20*, 188*9*

Friend
Benjamin Gates
Mt Lebanon N.Y.

Replying to your letter of 22 inst,
we enclose our price list, with cash sale in lots
of 10 boxes (200 lbs) or more delivered at Shaker Village Depot, Mass.
(10% 5%)
Very truly, *C. A. Mason*
Secy



THE CAPEWELL HORSE NAIL CO.

Nos.	4	5	6	7	8	9	10	11
Price, c	40	22	18	17	16	15	15	14
Per Lb.,								

PRICE LIST.

1 1/2

1 3/4

1 3/4

In Boxes of 25 lbs. each.

Drawn from Head to extreme Point from Best Swedish Iron Rods.

Discount for cash 10 to 15% - in lots of 10 boxes (25 lbs) or more - delivered.

Office and Factory, No. 133 Sheldon Street,
HARTFORD, CONN.

The Superiority of the Capewell Horse Nails

AS DEMONSTRATED IN ACTIVE SERVICE, IS FULLY SUSTAINED.

THEY NEVER CRIMP in driving in the hardest hoof, are flexible to twist and clinch, holding the clinch against any strain in service.

THEY ARE THE "BEST DRIVING NAIL," being the smoothest in finish from head to point.

THEY ARE UNIFORM in length, breadth, and thickness.

THEY NEVER SPLIT IN DRIVING.

THEY NEVER BREAK UNDER THE HEADS—holding the shoe until it is worn out.

THEY ARE MADE FROM THE BEST SWEDISH IRON RODS, especially imported, the quality of which is further improved in increased compactness, tenacity, and uniformity of temper, under the new and peculiar process of manufacture only known to this Company's method.

THEY ARE DRAWN FROM HEAD TO POINT, and are superior in all respects, having every requisite of form, finish, temper, tenacity, and uniformity of size that the blacksmith demands.

L13 89. 2. 1. 146

DUNHAM HOSIERY CO.
TUNXIS WORSTED CO.
ONECO M'FG CO.

VALENTINE KNITTING CO.
STARK KNITTING CO.
PECKHAM M'FG CO.
AND OTHER WELL KNOWN MILLS.

A. S. Haight,
Manufacturers' Agent.

119 Franklin St. New York, March 25th, 1889.

IN REPLY TO YOURS OF
_____ inst.

Benjamin Gates,
Mount Lebanon, N. Y.

Dear Sir:

I have learned that the town of New Lebanon went Republican by a very handsome majority. I feel like congratulating you as well as the town.

Will you kindly tell me what you are using in the way of fertilizers, where you obtain the same, and what it costs? I cannot get enough at New Lebanon Centre to meet my requirements. It occurred to me that your experience would enable me to secure the most desirable thing.

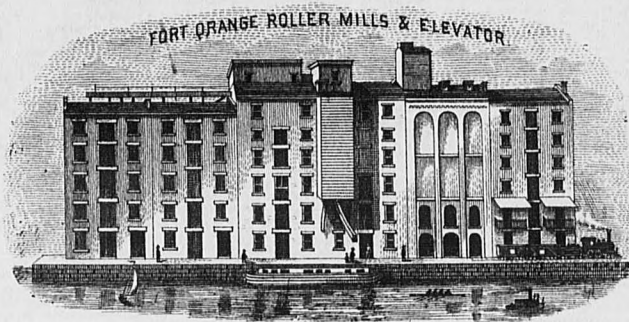
Will thank you for the information and reciprocate as opportunity offers.

Let me also inquire whether or no, in case you have not yet ordered your supply, you would be willing to add to your requirements sufficient to supply me. In that case I will advise you further on receipt of reply.

Very truly yours,

A. S. Haight

OFFICE, ROOMS 16 & 17 COMMERCIAL BANK BUILDING. MILLS AND ELEVATOR NOS. 80, 81, 82, 83, PIER.



Manufacturers of Flour, Meal & Feed.



SAMUEL SCHUYLER.

CHAS. B. WOOLVERTON.

A. FRED. BROWN.

In reply to yours of

GRAIN MERCHANTS.

Albany, N. Y. June 15, '89. 188

Mr. Benj. Gates,

Mt. Lebanon, N. Y.

Dear Sir,-

Enclosed we hand you bill of car load of meal shipped you yesterday. We have prepaid the freight on this to Chatham, N. Y., and you will have to pay the freight from Chatham to your station. When you do so, please send us the expense bill, and we will credit it on your account.

Yours truly,

Ft. Orange Milling Co.

Dictated by C.B.W.

Enc.

ESTABLISHED 1835

Office of _____
James A. Webb & Son,
NO. 165 PEARL STREET.

New York, Nov. 21/88

Mr. Benjamin Gates

New Lebanon, N. Y.

Dear Sir:-

We quote you best Alcoholat one dollar and ninety six
cents (\$1.96) per gallon.

Soliciting your esteemed order, we are,

Yours truly,

James A. Webb & Son

Dictated

A. BIARDOT, PRES. E. BIARDOT, VICE PRES. O. BIARDOT, TREAS. W. SEIDEL, SECY.

The FRANCO AMERICAN FOOD CO.

INCORPORATED, NOVEMBER 1888.

95, 97, 99, 101 Warren St. 276 Greenwich St.

OFFICE & WAREHOUSE, 42 WEST BROADWAY,
New York Dec. 4th. 1889.

CABLE ADDRESS BRISKET NEW YORK.

FRENCH SOUPS, GAME & CHICKEN PATES.

SPECIALTY OF SOUPS AND FOOD FOR INVALIDS.



SOUPS IN CANS. SOUPS IN GLASS.

Mr. Benjamin Gates,

Mount Lebanon, N. Y.

Dear Sir:-

We have your esteemed favor of the 3rd and thank you for your order and also for your check for \$10.50 which was enclosed.

We will ship you by Harlem Railroad the dozen gallon cans you ordered and hope you will be well pleased with them. The directions are very simple, the only thing to be done is to open the can pour the contents into a stew pan and warm them up. As soon as the soup is warm it is ready to serve; do not add any water or seasoning unless you find it necessary.

Soliciting your further trade, we are,

Yours very truly,

The Franco American Food Co.

