

The Filson Historical Society

Mss.

A Haldeman Family
H159 Papers, 1843-1985.
245

Eckstein Norton Papers, Resolutions
regarding his death; and correspon-
dence, 1884-1935.

82x53

Strictly private and personal & alone for your own eye

Mr. Eckstein Nathan
52 Exchange Place.

New York

Keep this letter for
Will

82463

The Filson Historical Society

BANKING HOUSE OF
G. W. Norton & Co.
 137 WEST JEFFERSON STREET,

Strictly Private & Confidential.

Louisville, Ky. 14th June 1884

My Dear Brother Eckstein.

New York.

Your confidential favor of 12th inst. is received and noted. I am sorry the very large decline in Stocks will cause our friends such losses, but these things are unavoidable in the present condition of things, and, I trust, will result for the best. My own losses are considerable, and yours are less than I expected, and we may both consider ourselves fortunate in escaping without losing more. These ups and downs are incident to trade, and should be cheerfully accepted, and we should feel thankful that we can bear the losses, and that Caution has kept us from venturing too far, as many deserving persons, without having a good degree of Caution, have been led to utter ruin. It seems to me that some of your holdings of these Speculation Stocks and bonds look tolerable well, and may perhaps improve in value, for instance, Erie Second Matg. bond, and another bond you hold, as well as Central Pacific and Nashville R.R. Stocks, but you can better judge. In any event, you and our other friends must show true philosophy, and try to feel daily thankful that it is our case. If properly viewed, these reverses may turn out to be blessings to us and to ours.

Now, as to the reestablishment of your old firm, I am utterly unable to advise. You certainly take a generous view of the past, as well as a sensible one, which does credit to your head and heart.

At your age, and with the cares and responsibilities of a large family, you ought not to make any engagements or take any risks that could probably involve your estate, to any considerable extent. In all of your business engagements, no temptation of profit should ever lead you into such ventures or liabilities as might result in large losses, and you should not form any business engagement, where you did not feel fully assured, in every way, that the business would be conducted on the most conservative basis, and according to your own views and wishes, and, in such way, that neither your name or means would ever become involved in any manner whatever, except as directly authorized and approved by you. Whether you make any

New business engagements or not; I think it would be wise in you to put a fair portion of
your estate in some safe legal position, for the benefit of your family, so that in the event
of the failure of your health or the coming of any unexpected disaster, your family would, at least,
have positively secured to them, a comfortable support, with ordinary care and prudence. In
New York, you live amid such exciting scenes, that even very conservative persons run the risk of
losing their prudence and self-possession, and therefore I think it wise and right to make
proper safe provision for your family, when it can be justly and legally done, though, in your
case, I think it probable it may be altogether unnecessary. Still, when troubles
times come, as they may to any of us, you will feel better, anyway, for having taken
such precaution, though not really necessary.

Brother Elijah will be here on Monday next, and I have written to
Brother Williams to try and come up to see him and then return to Smith's Mission to
make his visit - not after Bro Elijah leaves. With best love to all at your home,
I remain Affly. Your Brother
G. W. Watson

SOUTHERN Railroad Age

VOL. IV, No. 4.

LOUISVILLE, KY., APRIL, 1888.

\$1.00 PER ANNUM.
10 CENTS PER COPY.

ECKSTEIN NORTON.

President of the Louisville and Nashville Railroad Co.

OWING to the great extent and powerful influences, and the important character of its responsibilities to the people of the entire Southern country, of the Louisville and Nashville system, with its faultless management, we think it eminently appropriate to give a biographical sketch of its chief executive officer.

Eckstein Norton was born in Kentucky December 16, 1831. His parents were both born in Pennsylvania—his father, William Norton, at Harrisburg and his mother near Pittsburg, in Westmoreland Co. He obtained a clerkship in a country store at Russellville, his native town, at the princely salary of \$1.50 per week. Here he continued for nearly three years and then commenced business for himself by opening a general store. This was in January, 1850.

He went to Cairo, Ill., in 1854, and there made a favorable contract with the Illinois Central Railroad Co whose line had just been completed, to receive and forward all their freight destined for points along the Mississippi and Ohio rivers for distribution, there being no railroad connections extending south from Cairo, and also to receive and forward all freight for points of distribution along the line of the Illinois Central

Railroad. This contract was similar to the contract made by the Pennsylvania Central Railroad Company with Leech & Co., when their road was first completed through to Pittsburg. The contract proved to be a very profitable one,



and with the consent of the Illinois Central Railroad Company he transferred the business to Messrs. Adams, Graham & Co., receiving from them a large bonus for the same.

In 1857 he and his brother, Wm. F.

Norton, established a banking house at Paducah, Ky., under the firm name of Norton Bros. He continued his connection with this firm until 1864, when he moved to the city of New York and organized the banking firm of Norton, Slaughter & Co., and for twelve years this firm did a very large and profitable business. He retired from the firm in 1876.

In the meantime he had invested largely in railroad property in Kentucky and Tennessee, and since 1876 has devoted nearly all his time to the interests of the various railroads with which he was connected. He has always felt and has taken a very active part in the development and construction of railroads in his own state and in the South, and the substantial financial aid that he has given to various lines has caused the construction of many hundred miles of road to be added to the mileage of that section of the country.

While some of the enterprises that he was very largely interested in, being in advance of the immediate needs of the country, were temporarily embarrassed, they belonging to no great system, he has the satisfaction of knowing that the development of the natural resources of the country has been so great that the railroads now are all on a good paying basis. His friends say that during some of these trying times, when all his fortune, the work of a lifetime was at

stake, that truthfulness, honesty and integrity always characterized his every act, thereby retaining the confidence of his friends and securing the confidence of every one that he came in contact with.

He was liberal and just in all his dealings, and it is said by those who know him best that in all his business transactions he impressed you that he was eminently fair and that he looked at both sides of every question that came to his notice. He had an investigating mind; was rather slow to act, but when he arrived at a conclusion, acted promptly and cheerfully accepted the result, whether good or bad. He was always steadfast in his convictions. He at times invested too largely in new enterprises, but a dear friend of his told us that while this was the case, his success was from the fact that he was very cautious and always willing to "back" his judgment with his own money, as he was unwilling to incur a liability by borrowing money, no matter what his confidence was in an enterprise. His connection with these various railroad enterprises brought him into close contact with a number of bankers and others who were interested in these properties.

In 1884 it was discovered that a large amount of the funds of the Louisville and Nashville Railroad Company had been lost in speculations and mismanagement, and that a heavy floating debt had been created. This ruined the credit of the company and grave fears were entertained as to whether the property could be saved from bankruptcy. A large majority of the stock of the Louisville and Nashville was then owned in Europe, and on the foreign stockholders discovering the irregularities, they sent an agent to the United States to reorganize the company. Many of the directors resigned, the board was reorganized and Mr. Norton was asked to become one of its members. He remained a director until the annual meeting in October, 1884, when he was elected vice-president and was given charge of the finances of the company. During the first month of his administration he secured cheaper offices in New York City and inaugurated an economical management of the affairs, saving fully \$40,000 per annum in the New York office alone. The effect of this showing was to restore confidence and to greatly improve the credit of the Louisville and Nashville, both here and in Europe. This retrenchment had a beneficial effect on the whole system, and Mr. Norton was soon regarded as the representation of superior

executive abilities. In 1886 he was elected president. He had now attained to great prominence, not only as a man of exceptional ability, but also as a railroad manager of unusual insight and thorough acquaintance with the whole science of transportation.

The history of the Louisville and Nashville under Mr. Norton's successful administration, is one of continued improvement and extension. By lease and by owning a majority of stock in various companies, it now controls a vast system of nearly 4,000 miles of roads, running through Illinois, Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Georgia and Florida. It has been an immense developer of the natural resources of the South, and under the present management the company has used its utmost endeavors to meet the increased demand for transportation and in the past two years has added fully twenty-five per cent to its equipment, and still it is not sufficient for the increasing business, and recent contracts have been made for more equipment to meet this want.

The policy of the company is to study the needs of the country which it traverses, and as far as possible to supply that want. In this connection the company in 1887 built extensions on five of its branches, amounting in all to 177 miles of road, and there are still under construction 60 miles more, to complete the work that has been commenced.

By ownership of a majority of stock, the Louisville and Nashville Railroad Company controls the Nashville, Chattanooga & St. Louis Railway and has advised the same policy in the management of that road, and they have completed 85 miles on four different branches and have acquired a narrow gauge railway of forty-eight miles which they are now changing to standard gauge.

Contracts, in many instances, were made before any of these extensions were commenced, with the owners of furnaces, iron mines, coal mines and limestone quarries for the transportation of their products, and the business derived from these contracts would almost guarantee a fair return on the capital invested from the start, and with the facilities offered for transportation, it is reasonable to suppose that other industries and other mines will be developed, besides it will necessarily increase the business of the main lines.

The present management have greatly improved the physical condition of the property, and larger amounts have

been expended in the last few years in this direction than ever before in the history of the company. Very large amounts have been expended for steel rails, ballast, lengthening of sidings, and the construction of new iron bridges on nearly all the main lines, and strengthening others, so as to permit the use of larger locomotives and cars that are required to do the large increased business economically, using the lighter bridges for the branch roads where traffic is not so heavy. Large amounts have also been spent in improving the terminal facilities. It is often said that the Louisville and Nashville railroad is the trunk line of the south.

We were greatly surprised to find, in the issue of February 15th, 1888, of the *Commercial and Financial Chronicle* of New York, in a statement showing the gross earnings and mileage in January 1888 of 101 railroads, that only one road out of the whole number, namely the New York Central and Hudson River railroad, earned more per mile than the Louisville and Nashville railroad, and that the earnings per mile for January 1888 of the Louisville and Nashville railroad, were \$651.

Besides the Louisville and Nashville railroad there are sixteen other roads, out of the 101 given in the *Commercial and Financial Chronicle* who operate more than 1,000 miles of road, and the average earnings per mile of these sixteen roads amounts to \$349, on 36,372 miles of road, or nearly 100.70 less than the earnings per mile of the Louisville and Nashville railroad.

That an idea of the increase of business and mileage of the Louisville and Nashville railroad may be formed, we take from the last annual report of President Norton, the following:

Years.	Miles Operated Average.	Gross Earnings.	Earnings per mile.
1878-79...	972	\$5,387,595 54	\$5,542 80
1879-80...	1,310	7,435,843 04	5,676 22
1880-81...	1,840	10,911,650 63	5,930 24
1881-82...	1,971	11,987,744 55	6,082 06
1882-83...	2,032	13,234,916 28	6,513 24
1883-84...	2,065	14,351,092 81	6,949 68
1884-85...	2,057	13,936,346 47	6,775 08
1885-86...	2,023	13,177,018 56	6,513 60
1886-87	2,023	15,080,584 67	7,454 65

We also take from the *Commercial and Financial Chronicle* of January 14th, 1888, the earnings of the Louisville and Nashville railroad from January 1, 1887, to December 31, 1887, which amount to \$16,026,181, or an average mileage of 1998 miles, or \$8,020 per mile. The increased earnings of this property conclusively show that there has been and is still going on, a wonderful development in the South. No bet-

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ter illustration of this can be given than to state a few facts:

The South and North Alabama railroad was completed by the Louisville and Nashville railroad in 1873, in which year Jefferson County, in Alabama, in which Birmingham is located, was a pauper county—that is, the taxes collected in that county were not sufficient to defray its own expenses, and the state of Alabama had to contribute from their general fund. In 1886 the assessable property of the county was about \$12,700,000. In 1887 it was \$40,128,000. During this period there has been built and in course of construction, twenty-three large iron furnaces, many of which are in full blast, and all are expected to be in operation by July 1st of this year.

This is very significant when we remember that in and around Pittsburg, and in Allegheny county, Pennsylvania, there are only seventeen blast furnaces, with an average capacity of much less than the furnaces in and around Birmingham, Alabama, and it is estimated that the total output of pig iron in Jefferson County, Alabama, from the fact of the increased size and number of furnaces will be fully seventy-five per cent. more than those in Allegheny County. It is also true that the value of capital invested in the production of pig iron in Pittsburg represents a very small portion of the iron industries of that city, probably not one-twentieth, and it is believed that the future growth of the iron industries in the South will not be so much in the increase of furnaces, but in various manufacturing factories converting the product of the furnaces into all kinds of merchantable iron and many other articles for which iron is used.

Already there has been quite a number of these establishments started and in active operations, such as rolling mills, stove works, pipe factories, iron bridge works, car wheel works, etc., and there is but little doubt but what these industries will increase quite rapidly, for the reason that there is a large demand in the immediate vicinity which can be supplied cheaper than from any other point. This view appears reasonable, when we take into consideration that quantities of pig iron are shipped from this district to Pittsburg to be manufactured after which a great many of the articles so manufactured are sent back for use in the vicinity from which the pig iron was originally sent.

THERE were shipped by the mills of Puget Sound to foreign, coastwise and Atlantic ports last year, a total of 206,178,673 feet of lumber, and five mills shipped 155,731,398 feet.

Tacoma, the Future Great City of the Pacific Coast.

FIFTEEN years ago, on the ground on which Tacoma stands, there was nothing but a wild forest, where the war-whoop of the Indian was heard and the growl of the grizzly bear threateningly upon the ear. Indian canoes laden with fish, clams, oysters and venison would land upon the beach where now stands as complete a wharf as can be found on the coast. No one would have thought to look upon that barren beach and virgin forest that time would sweep away the forest and erect thereon a city of great proportions and greater prospects. But such has been the case. The growth of cities in this day of booms and boomers depends entirely upon the natural advantages the boomed one may show to the investors of the world. But there are all manner of booms. There are booms on paper with nothing to back them. Booms of fiction that go up like a rocket only to fall more swiftly. Booms on railroads who build up or tear down at their own sweet will the city of their own creation. But the boom of booms, the boom that lives and the boom that wins is the healthy boom, a boom built not on fiction but on facts. A merchant will spread out his wares to a customer and show up their most salient points. It is the same with a city. Her citizens will proclaim to the world her advantages, her beauty of location, her equable climate, etc., with the invitation to "come and judge for yourself." Upon this judgment the future of the city depends. Tacoma invites inspection, she has no fear of what her visitors will judge. With such rich possessions as she is the owner of, in the many opportunities afforded for vast industries, an unbiased judgment cannot be otherwise than flattering.

Tacomians are proud of their magnificent metropolis, proud to live in their beautiful city, proud to be known as the most promising city north of 'Frisco, proud to be called the "City of Destiny," and prouder still to know that their pride finds a responsive chord in the hearts of their countrymen, who have had an opportunity to witness the phenomenal growth of this, the only "City of Destiny." With coal fields at her very door, iron mountains within reach and lumber in inexhaustible quantity but a day's walk away, who could ask for better material to make a city. Birmingham, the chief iron city of the world, has less advantages than Tacoma. Pittsburg, America's "Smoky City," cannot boast of the three advantages Tacoma possesses—advantages, mind you, that have

made many a city. New York has not as good a harbor, Chicago is farther away from the field of production, St. Paul has no mines to supply her with riches and fuel, Kansas City, although built on a thousand hills, has no connection with the mart ways of the world; even San Francisco, with all its boasting, lays down the palm leaf to Tacoma, for does she not depend upon her for her coal, lumber, fish and cereals. In addition to these three resources there are fields of gold, silver, tin, lime, marble and the finest agricultural land that lies under the sun. It can be seen that Tacoma is rich with promise.

No city along the Pacific Coast can dispute Tacoma's claim to having the best harbor. Puget Sound affords ample room to protect all the navies of the world. It is a vast inland sea with no dangerous bars to cross, no waiting of months for an opportunity to unload a cargo, but every convenience nature can supply a port with can be found in Tacoma's harbor. Already her shipping equals that of Portland, and when Eastern Washington becomes developed, Tacoma's commerce will assume mammoth proportions. The following is an estimate of what the population of Tacoma will be in 1900—twelve years hence:

1888	12,500
1889	18,000
1890	25,000
1891	32,000
1892	40,000
1893	50,000
1894	64,000
1895	80,000
1896	100,000
1897	120,000
1898	145,000
1899	170,000
1900	200,000

—Tacoma World.

Engine and Train Collide.

PHILADELPHIA, April 15.—While the New York and Washington Express, south-bound was passing over the elevated road of the Pennsylvania railroad, shortly before half-past 3 this morning, it collided with a heavy passenger locomotive at Thirtieth street. The express train consisted of a baggage-car and ten coaches, including two vestibule cars. Four cars were badly smashed and toppled over on their sides. Not a person was killed though a score were injured.

An Electric Shock.

NEW YORK, April 15.—This morning an unknown boy, who was leaning against a telegraph pole on East Broadway, was stunned by a current of electricity and died soon after. The current came from an electric light wire which had crossed a telegraph wire, and was communicated to the unfortunate lad by means of a loose wire wound about the pole against which he was leaning.

MEMBERS OF THE PARTY.

MR. ANDREW CARNEGIE.
MR. B. C. CLARK.
MR. WM. L. ABBOTT.
MR. JAMES W. PAUL, JR.
MR. EDMUND SMITH.
MR. THOMAS RUTTER.
MR. JAMES M. SWANK.
MR. LOGAN C. MURRAY.
MR. R. P. FLOWER.
MR. F. J. KIMBALL.
MR. H. H. PORTER.
MR. R. T. WILSON.
MR. M. H. SMITH.
MR. JOHN H. INMAN.
MR. SAMUEL THOMAS, of Thomas Iron Co., Pa.
MR. J. D. PROBST.
REV. JOHN HUTCHINS.
MR. J. MORSE.
MR. EX NORTON.

Schedule

OF THE

Trip South

OVER THE LINES OF THE LOUISVILLE AND
NASHVILLE RAILROAD COMPANY,
LEAVING NEW YORK,
FEBRUARY 4TH,
1889.

SCHEDULE OF TRIP.

The members of the party will all meet at the Pennsylvania R. R. depot, Jersey City, in time for the 4:30 p.m. train, Feb. 4th, 1889.

Please have baggage (except hand baggage) checked to Lynchburg, Va., at which point it will be taken on the special train.

Letters and telegrams may be sent to the care of Mr. M. E. Smith, Vice-President, Louisville, Ky., and they will be promptly delivered to the various members of the party on the train.

1889.

February 4th, Monday.

Leave New York 4:30 P.M. train, via Pennsylvania Railroad, and Richmond and Danville Railroad, for Lynchburg, Virginia.

5th, Tuesday.

Arrive Lynchburg 5 A.M.; thence by special train, furnished by the Norfolk and Western Railroad, to Roanoke, Pulaski and Pocahontas, and from there to Bristol. Leave Bristol 9:40 P.M. via East Tennessee, Virginia and Georgia Railroad, for Chattanooga.

6th, Wednesday.

Arrive Chattanooga early in the morning. Leave Chattanooga via Nashville, Chattanooga and St. Louis Railway, at about 10:30 A.M. for South Pittsburgh, Victoria and Inman. Take supper at hotel at Cowan, and if weather pleasant those who desire can take a moonlight trip over the Tracy City Branch to Tracy City. On their return leave for Nashville.

7th, Thursday.

Arrive at Nashville early morning, and leave by special train, via Louisville and Nashville Railroad, at 11:45 A.M. for Decatur. Spend a short time there and leave Decatur for Oxmoor which is seven miles south of Birmingham.

8th, Friday.

Leave Oxmoor in the morning and go over the South Branch of the Birmingham Mineral Railroad, through Reeders Gap, visiting Bessemer, Woodstock, New Wheeling, Ensley, Thomas Iron Works and Gate City, spending Friday night in Birmingham.

9th, Saturday.

Go up Murphrees Valley over the Birmingham Mineral Railroad, and thence to Village Springs, Chapultepec and over the Trussville Branch of the Birmingham Mineral Railroad to Trussville, returning to Birmingham about 5 P.M. Leave Birmingham about 6 P.M. by special train for Pensacola.

10th, Sunday.

Arrive at Pensacola early in morning. Spend Sunday there and leave by special train about 8 P.M. for Mobile and New Orleans, stopping at Pass Christian and Bay St. Louis.

11th, Monday.

Arrive New Orleans about 2 P.M. and spend remainder of day there.

12th, Tuesday.

Leave New Orleans for Memphis.

13th, Wednesday.

Arrive in Memphis early in morning. Leave Memphis via Louisville and Nashville Railroad, in the evening for Louisville.

14th, Thursday.

Arrive at Louisville noon. Spend remainder of day there.

15th, Friday.

Leave Louisville for New York.

16th, Saturday.

On line returning to New York.

17th, Sunday.

Arrive in New York in the morning.

At a special meeting of
the Board of Directors of
The Bank of the State of New York
held Jan. 14th 1893
the following resolutions were adopted:

Inasmuch as it has pleased God to take
from us our friend and fellow member

Eckstein Norton,

it becomes our sad duty to express our profound
sorrow for the great loss sustained by the community,
and by this institution, and our deep sympathy
with his bereaved family. Therefore

Resolved,

that in the death of Mr. Norton the community at
large loses prematurely a citizen distinguished for
his eminence in associations both of a business and
of a charitable character; in the former by his ability
and integrity bringing success and prosperity, and
in the latter by sound advice and liberal contribu-
tions ensuring the carrying on of beneficent work.

Resolved,

that the death of Mr. Norton takes from us one
valuable for his clearness of perception, his wise
counsel, his attention to business, and his interest
in the affairs of the Bank.

Resolved
that we have lost a friend, who by his courteous
and winning manners and by his warm and
kindly nature had won and held our esteem
and affection.

Resolved,
that our heartfelt sympathy be extended to the
sorrowing family of our late friend, for whom we
sail to find words of comfort in the great sorrow
so suddenly fallen upon them, and can but trust
that the Hand that has stricken will likewise
sustain.

Resolved,
that a copy of these resolutions be sent to
the family and entered upon the minutes and
that the members of the Board attend the
funeral.

THE BANK OF THE STATE OF NEW YORK

CAPITAL \$ 1,200,000.— SURPLUS \$ 300,000.

R. L. EDWARDS, Pres't.
JAMES B. COLGATE, Vice Pres't.
B. C. DUER, Cashier.

New York June 17 1893

My dear Madam

I have the honor to transmit to you the enclosed Resolutions passed by the Board of Directors of this Bank upon the death of your late husband.

This slight tribute but faintly expresses the sorrow and sympathy felt at their and your great loss and I do not exaggerate when I say that the loss of no other member could leave so great a void in the Board.

I am with great respect

Yours obedient servant

B. C. Duer,
Cashier.

2
Mrs. Eckstein Barton
New Brighton
Staten Island

~~GEORGE WILLIAM CURTIS, President~~

~~West New Brighton~~

~~EX. NORTON, Vice-President~~

~~New Brighton~~

EX. NORTON, President
New Brighton

O. S. WOOD, Vice-President
Rosebank

S. R. SMITH INFIRMARY

FOUNDED 1863
INCORPORATED APRIL 25

NEW BRIGHTON, ST. AND

H. EUGENE ALEXANDER, Treasurer
16 Wall Street, New York

E. C. BRIDGMAN, Secretary
84 Warren Street, New York



189

At a Special Meeting of the Board of Trustees of the S. R. Smith Infirmary, held January 18th, the following tribute to the memory of Ex. Norton, late President of the Board, was adopted.

I N M E M O R I A M.

For a second time within less than five short months, this Board is called to mourn the death of an honored and loved President.

To fill the place made vacant by the death of George William Curtis, no name was mentioned or thought of other than that of Eckstein Norton. His long and upright career in business, his many years of service as a trustee of the S. R. Smith Infirmary, his untiring devotion to its best interests, his wise and conservative judgment, his kindly and genial manners, all peculiarly fitted him to fill the place made vacant by him whom a nation delighted to honor.

None know better than his associates in this Board, how dear to his heart was this great charity, or how generously he gave of his time and his means to make it of the greatest effi-

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ciency and usefulness to the suffering and afflicted. The Pavilion which bears his honored name, will stand a more lasting monument to his memory than any words that we can say of him.

While we most keenly feel the blow that has fallen upon this institution and this community, we know that it has come with crushing force to the one to whom he has been the kindest of husbands, and to those to whom he has been the most affectionate of fathers. Would that we could do more than offer to them poor words of sympathy. Their sorrow must however, be lightened by the thought that their grief is shared by all who knew him, and that his name will be held in grateful and sweet remembrance, as one for whom the world is better that he has lived in it.

R E S O L V E D that these minutes be spread upon the records of the corporation, and that a copy be sent to Mr Norton's family.

A true copy
E. C. Ridgway
Secy

~~GEORGE WILLIAM CURTIS, President~~

~~West New Brighton~~

~~EX. NORTON, Vice-President~~

~~New Brighton~~

EX. NORTON, President
New Brighton

O. S. WOOD, Vice-President
Rosebank

S. R. SMITH INFIRMARY

FOUNDED 1863
INCORPORATED APRIL 26, 1869

NEW BRIGHTON, STATEN ISLAND

H. EUGENE ALEXANDER, Treasurer
16 Wall Street, New York

E. C. BRIDGMAN, Secretary
84 Warren Street, New York

January 19, 1893. 189

My dear Mrs. Norton:--

In sending to you and your children the formal expression of the Board of Trustees, may I also tender my own personal sympathy in this, your sad bereavement.

During the last ~~four~~ years Mr Norton's strength of character has impressed me greatly; his quiet manner, and yet the certainty of his success in the end, has taught me a lesson which I trust will be of benefit, and I look back to the frequent interviews with him with a sad satisfaction.

With my regards, believe me

Yours respectfully,

Edward C. Bridgman

The Filson Historical Society

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REFORMED CHURCH, BRIGHTON HEIGHTS
STATEN ISLAND.

NEW BRIGHTON, N. Y., February 21st 1893

Whereas, God in His all-wise but mysterious Providence has permitted the angel of death to enter our circles and remove from us our beloved friend and associate, Mr E. O. Norton, therefore be it

Resolved That we the Board of Trustees of the Reformed Church in Brighton Heights hereby record our appreciation of the services that were rendered to the Church by our brother who has passed away, and that in his death, we have lost one who by his counsel and advice, together with his unselfish spirit, had endeared himself not only to us, but to all with whom he mingled and that in his removal, a vacancy exists that will ever be felt and mourned not only by us, but by all of our Church circle

Resolved That while we realize the great loss we have sustained we bow in submission to the will of Him who "doeth all things well"

Resolved That we extend our most heartfelt sympathies to those who now mourn over him who has gone home and commend them to the care of that Heavenly parent who has promised the God of the meadow and the Father of the fatherless

Francis H. D. Jergen,
Secretary

Chas. L. Gunn Pres

J. M. Davis,
President.

C. H. Ingalls,
Vice President.

F. M. Johnson, Jr.,
Cashier.

THE
First National Bank

CAPITAL \$ 100,000 00

OF STATEN ISLAND

SURPLUS \$ 25,000 00

New Brighton, N.Y. February 10th 1893

Mrs. Eckstein Boston

Dear Madam

I have the honor
to enclose herewith a copy of resolutions
passed by the Board of Directors of this Bank
on the evening of February 9th.

Will you permit me also to add my
own personal sympathy for you and your
family in your bereavement, and believe
me

Very Truly Yours

C. H. Ingalls

The Filson Society

Mr Aug. Belmont

The Filson Historical Society

Nashville Chattanooga ^{and} St. Louis Railway
Directors meeting

Whereas, we have learned with regret, of the death of Mr. Exstun Norton who was associated with us as a member of this board for many years

Resolved, That the Board of Directors of the Nashville Chattanooga ^{and} St. Louis Railway, desire to express their respect and esteem for the memory of their distinguished co-laborer and tender their heart-felt sympathy to his bereaved relatives and friends.

Resolved, Further, that a copy of this resolution be furnished the family of the deceased.

Nashville Tenn
April 13th 1893

A true Copy
J. H. Ambrose Secretary

[1893]

On motion it was RESOLVED that the following minute: be placed upon the records of this Board regarding the death of Mr. ECKSTEIN NORTON, and that a copy thereof, attested by the cashier, be forwarded to the public newspapers and to the family of the deceased.

The Directors of this Bank have learned with deep sorrow of the decease of their friend and associate in this Board.

Coming, as it did, within a few hours after his attendance at a meeting of the Directors, wherein he participated with his accustomed vigor and ability, the shock was especially severe to us, and again reminds us that each one must always stand ready to answer the final summons.

Mr. Norton's career was such as to warrant those to whom he was nearest and dearest in pointing with more than ordinary pride to the record he has made as a Christian, citizen and successful business man; and to the young men of the community his life, ended so abruptly and seemingly untimely, is an example of what they may do and become by following his precepts and practises. Honorable in every walk of life, liberal in bestowing in charity the fruits of his labors, kind and courteous in all his relations, a wise counsellor and a trusted friend, he has passed to his reward.

The loss to this community will be long felt, and to us, his associates, it is a personal one.

In this great sorrow the family of the deceased
have our sincere sympathy and we commend them to the One
who alone can assuage their grief.

The Filson Historical Society

At the meeting of the Trustees of the Staten Island Academy, the following minute was ordered to be entered upon the records:-

Whereas, it has pleased the good Providence that overrules us all, to take from our midst our late friend Mr. Eckstein Norton whom we all loved, and who in his relations to this Institution had always exhibited the greatest interest and the most earnest desire to promote its affairs, therefore be it

Resolved, that this Board desires to express its exceeding sorrow at so great a loss, because by his removal not only is the Board deprived of a wise counsellor, a judicious advisor and a liberal friend, but the whole community suffers a loss almost beyond comparison.

The Board desire to express to the widow and afflicted family their sincere and heartfelt sympathy, and to join with them, however, in the abundant hope that a life so well spent, duties so fully performed, a spirit so amiable and so loving could be at rest only in the realms of the blessed.

It was resolved that a copy of this minute be sent to the family of our late friend.



Chairman.

Walker Brothers
Members New York Stock Exchange
No. 11 Broadway
New York

Norman S. Walker, Jr.
Member N.Y. Stock Exchange

John Y. G. Walker

Ex. Norton
Member N.Y. Stock Exchange

Dear Sir

We take pleasure in announcing that
Mr. Ex. Norton, Member of the New York Stock Exchange
becomes a partner in our firm, on this date.

The business lately conducted by the firm of
Messrs. Ex. Norton & Co., will be continued by us
in addition to our own, and we respectfully
solicit your business.

Yours very truly

Walker Brothers

August 2nd 1909

ESX28

52 Exchange Place
New York

The firm of Ex. Norton & Co. is this day dissolved by mutual consent. Mr. Geo. F. Norton retires from business, and Mr. Ex. Norton this day becomes a member of the Stock Exchange firm of Walker Brothers, 71 Broadway.

Mr. Ex. Norton will sign in liquidation.

Ex. Norton

Geo. F. Norton

August 2nd 1909

220 East 67th Street

New York

April 1st 1935

My dear Mr. Norton

When I say that I often thought of you & the family, & turned ^{up} telephone directories to try & trace you I am not exaggerating. I was down on lower Broadway on Business the other day, & passing 170 Broadway I decided to look up Mr. Leonard.

When I identified myself he was glad to see me. He said, Mr. Norton & family always thought a lot of you Mackenzie. I said, I know they did Mr. Leonard, but not any more than I thought of them. They had explicit faith & confidence in me, & I would not like J. D. Rockefeller's wealth & betray that confidence. I sometimes take a run over to Staten Island, & always get this friend of mine to drive me thro' Moravian Cemetery. I stopped there last year shortly after Mr. W. P. was buried. When I tell you that it made me feel very sad, I am putting it very mildly. He was one swell gentleman & every time I met him he welcomed me like a "Pal". I sincerely trust Mrs. Norton, you & the family are all well, & without a care in the

[1 April 1935]

world. Mr. Leonard asked me to visit. - yes! you guessed it. Miss Ward. She I called in to see her yesterday, & was surprised, she looks remarkably well, I talked with her for about 1 1/2 hours, & I am sure she was glad to see me. I invited her up for dinner, but seemingly she has little duties to attend to Saturday's & Sunday's & promised to come up some week-day. I am sure you will be interested to know, how I am getting along. Well! I never felt better in all my life. I am not yet within striking distance of becoming a millionaire, but I manage to keep well advance of the depression, & the "wolf" a respectable distance away from the door. I am a mechanic with the United Dry Dock Corp for the last 8 years, & can get a job with the Todd Ship yard Corp, any time I ~~time~~ I want it. That's rather a loud boast to make when not only hundreds & thousands, but millions are every day looking for work. nevertheless it's true. I don't know, what your

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Political views or opinions are. In this free country of ours, one can express them freely without fear of having our heads chopped off as they do in Europe. Well! My opinions are that before Pres Roosevelt, Huey Long, & Father Coughlin gets thro', they will have this country in an awful condition, unless a savior rises up to save them from themselves. I trust I am not boring you with such a letter after so many years. So I think I better draw to a close.

I will again express my sincere hope, that you are all in the best of health. Remember me kindly to all the family

yours very truly
John Mackenzie

4/10/35.