Buffalo Oct 28th 1848

Dear Sir

I understand from your brother, that you donot now expect to come to Buffalo very soon I was told by him, some six weeks ago, that you had advised him to employ me to put up the wire from here, west if I would do it for two dollars per day But as I had previously told him I should expect two dollars & expenses, She did not give me a chance to refuse She started yesterday for Fredonia, And just before his departure, Asked me if I was willing to go to work for a little more than what would pay my board, But I have now acquired some practical knowledge of the telegraph buiness, And that, together with the fact, it is not an easey, or pleasant one Must, and ought to be a good reason for me to object to undertake an engagment, Without reasonable compensation

At the same time, I am desirous of imployment at it, in as much as feel able to make my services valuable to persons requiring practical telegraph men, and therefore advantageous to myself If I must work for very low wages I can now have permanent imploy at other buiness If, (as I understand is the case) you are to

carry on the buiness largely next season
Perhaps your own interest and mine advantage
may jump together I think you might
contract to me so as to save money and still
leave me something I offerd to put up your
wire from here west for three dollars per mile
(wire delivered at ports) And could have made
money at it, And it must now cost something
more than that For by the time Mr Burdon
has learned to go it (which he appears well able to do)
the work will be finished,
I believe all parties who know, now admit
that I do my buiness fairly & thoroughly
As I know nothing of your plans, I can do no
more than remind you of Yours truly &c
G. H. Bissell
E Bonnett Esqr



BUFFALO
N.Y.

E Cornell Esq
Troy

L W Fish
E 3. Fish 48

$1.40

31
24.51
2.51

In cash paid at this office to Main Line on a/c of Buf Com $10.40 and received of Main Line on same $4.17 and on Buf Com. paid Main Line $4.41 and received 25

There was paid at this office to Main Line on account of Buffalo communication $10.40 and received of Main Line on same $4.17; and on Corfu communication paid Main Line $4.41 and received 25 Cents.

Statement for February 1895
to be furnished by Chas. A. Ogden
Asst. Sec. of E. Sch. Ed.

Charter Election. — Workingmen's Meeting.

At a meeting of the Laboring Men and Mechanics of the village of Ithaca, irrespective of party, held pursuant to public notice at the Village Hall on the 26th day of Feb. at 7 o'clock P.M. for the purpose of considering the propriety of nominating a Workingmen's Ticket for Charter officers, to be supported at the approaching election, Mr. Henry A. Moore was called to the Chair and A. N. Bimeley, appointed Secretary.

On Motion it was

Mr J Cornell

To Wm Phipps Grocer & Grain Dealer Dr

Dec 29 1849

Sept 1848 4 48,00

Sept

Please permit me

(The above balance

Jobbing

Grain Dealer &c

Mr Clemons Dec 26 1848)

650/5.530.00 330 4.400 165

330
6
1980
165
2145
165
10225
12870
21645

W. C Cornell

1848

Jany 4. 2 W q Wm Parker no 655.00 5

1.2 18 " " " " 655.00 1310 2227 6555.000 3275 280

19 " " " " 226.50

20 " " " " 151.00

22 " " " " 302.00

26 " " " " 453.00

29 " " " " 151.00

Feb 3 " " " " 226.50

" 8 " " " 60 ds- Note 655.00 ✓

" " " " " 3475.00

" 19 " " " " 60 ds note 986.00 ✓

" 26 " " " " 60 ds Note 986.00 ✓

5.047.00
1119.65
443.65
6.610 30
665-
5.945- 80

No 9- for 165 miles

1.700
2600
8.480
3000
15.780

5.945.30
1500.00
1350.00
9.195.30

W. C Cornell Jr.

5360
1180
60
1480

above you of Wm Cornell & the Screw Co & they say that the time was to be 60 ds from the date of Bills, & sent a copy as above to Burlington & also enclosed the two Note you sent her Back again as the Screw Co, would not pay them Drawn at the time they were, you will perceive that the first ones are nearly due & they are short in want of Money & also in want of Note for the Balance, which you will send us

Yours Respectfully

N. W Cornell is not as Big as he was last week

Geddes & Howard
26. Feb 48

Montreal 26 Feby 1848

Mr E Cornell
Burlington,

Though unacquainted with you, we have at various times had conversations with Mr Ward touching the line of telegraph from Montreal to Troy, and subsequently the disposal of so much of the stock as was appropriated to this market passed through our hands, we being authorised by the Trustees acting here to make subscriptions.—

This circumstance has brought before us the fact that more could be got rid of and parties of high standing & wealth would invest.—

It has occurr.d to us that you may be disposed to plan some & have in our hands & if so we will without

difficulty get them taken up
whilst the fever lasts.

We would be glad to hear
from you if you have any thing
to post with

We remain
Yours obediently
Geddes & Edwards
201 St Paul Street
Montreal.

Buffalo Feb 27 /48

Dear Brother

Mr Parker has received bills lading of 100 bundles more wire what is to be done with it; if the is not to be put up any further the west then Erie until the opening of Navigation it appears to me to be folly to send wire by railroad and have to pay such high freights Mr Parker has a boat in New york that will come up as soon as the canall is open and will fetch the wire for less then 1/4 of what it costs now, and he has a Vesel that will take it from here on its arrival and leave it at the ports on the lake for a trifleing Expence to what it will cost to ship it now I have been fortunate Enough to get the battance of 100 bundles to reach to Erie shipped for that place for 7½ dollars per ton

I think we shall get the wire delivered and get it up to Erie in about 4 weeks the wire is up to Fredonia and the Office ready to open I shall go up there and open as soon as I get Wires and porous Cups pleas send them as soon as posible, I shall likewise want some funds say $300 besides the freights on the last 100 bundles of wire which will be some 150 or 60 dollars

In reference to John Burdick he says he will work and do his best for your intrests

this season for $2.50 per day and found he is
better worth that than Fish is worth 1.50 for
he gets along with men and will do more
work than any man I have seen putting up
poles he wants to know immediately if you
want him, I will send you letters which
I have received from some of the poles men
west of Cleveland and you can advise with
Speed what is best to do in the matter
I have just written to them that Mr Speed
would call on them on his return west early
in March you will please answer this at
Fredonia as soon as possible
the States brot back those Boxes of Glasses
sent to Detroit brot 6 of them here and
left the balance at Cleveland
the States leaves for Detroit again
Monday morning will go to Erie by her
yours Respectfully
L. B. Cornell

Hon E Cornell Esq

L. B. Cornell
27 Feb 48

2/28/48

This Memorandum of an agreement between F. O. Shute of the one part, and E. Connell & J. J. Speed Jr. of the other part witnesseth - that said Connell and Speed are to raise at their own expense funds necessary for the construction of a line of Morse's Electro Magnetic Telegraph, from the city of Newyork to Port Chester, White Plains, Sing Sing, West Point, Newburg, and thence by the most eligible route to Dunkirk in the State of Newyork - and to cause said line of one or two wires to be constructed as soon as may be, and during the summer months of the current year, ready for operation, with all needful batteries, registers & magnets - with as many way stations as may be needed by public convenience and the interest of the line. Said line shall be organized under articles of association corresponding with the articles of the Erie & Michigan Tel Company, under the name of the Newyork and Erie Telegraph Company, and at a cost per mile to subscribers, including the Patent Rights, of two hundred and fifty dollars per mile for the first wire, and one hundred dollars per mile for each additional wire that may be put upon said line - And out of the funds to be raised on said ~~Stock of Stock~~ shall pay said Smith fifty dollars per mile, in the ratio that shall be collected of subscribers, to be paid to the Patentee or present owners of said Letters Patent; and so much more as shall be needed of said funds shall be appropriated to construct in the most economical manner, at an expense not exceeding the average cost of similar lines per mile.

repaid they had to repair damability - and not in-
clusive of any personal expenses of said Steed or
Connell in the premises - And if more funds be
raised as aforesaid, than shall be required for
the said two purposes, the same shall be divid-
ed equally between said two parties - and if no
such excess of funds shall be raised, or if such
excess shall not make the aggregate equal to two
hundred and fifty dollars per mile for the first nine
and one hundred dollars per mile for each addition-
al mile, then the dispute shall be issued and paid
in the Stock of said Company, on the basis of a second
subscription, and be divided equally as aforesaid,
between said parties - that is to say, one half
part thereof to said Smith, and the other moiety
to said Connell & Steed - And on the completion
of said line with either one or two cars, and the payment of said sum of fifty dollars by said
Smith shall make or cause to be made the requisite
conveyance of the ~~said line~~ right to use and
control for use, said line of Telegraph under
said Morse's Letters Patent, with all the rights
and privileges conferred by said Letters on said
Line, so that may accrue for or by any ex-
tension or renewal of said Letters, and so as to
invest ~~in~~ said Connell & Steed one half
ownership thereof, and vesting in said Smith one

the half ownership thereof - and Thompson said
Cornell, Speed & Smith shall unite in making
the requisite conveyance to such Articled Com-
pany or Association herein contemplated, the
the title of such undivided Sixteenth Nature, to the
extent of the number of cuts such company shall
from time to time put in said Mine, they paying
Thompson & said Smith Cornell & Speed the sum
of one hundred dollars for mile as aforesaid
for each mile so added to the first one, put up
and ready for use, of roadway mine cuts mine,
of the best quality, and equally circulated with
the first one so put up; the profits to be paid to
be divided, among and by said parties as nearly
as aforesaid, to wit - one half of the excess over the actual
cost of the work, to said Smith, & the other half to
said Cornell & Speed -

In testimony whereof said parties, hereto bind-
ing themselves and their legal representatives re-
spectively have set their hands, at the city of
Albany, in ~~the State of~~ New York, in Duplicate,
on this 28th day of February, A.D. 1848

Francis J. Smith

E. Cornell

J. J. Speed

New York & Erie — Telegraph
Contract

E. Corner Esqr Montreal Feby 28. 1848

Dear Sir

All goes on very well the posts are on hand and being set at the Rapids.

Capt Murray is at work framing and by all accounts will be finished in three weeks time

Mr Whitney has rented the office and contracted for Carpenters work.. and Fisher goes to Lachine to day. and I shall open the office here for the receiving Messages as soon as practicable, and take charge of the proceeds for you

I hope you will soon forward Glass in order that the line may be finished as soon as the masts are up.

I am most devilish short and use for those posts. I did not know our I might finance with Whitney. but it was a no go. he being Rather short

do not fail in writing providing you do not Come down

in haste

Yours respectfully &c

D. D Griffin

E. Cornell Esqr

Care of M L. Wood Esqr.

Telegraph. Troy. N.Y. U.S

In Acct Sv St. John Docks
Cash account Acct Ops of Sa line for
Feby 1818 ~~debit~~ debit to whole amount
Cash received of Main Line $12.92 to
whole amt rec'd on Como for Acct to pcs on
Sa line $2.55 to cash remitted for Sa
$12. Total debit $27.47

Credit.
By whole amt cash paid Main
Line $50.65 by whole amt pd sundry
expenses, hired hrs twice, Acct's $2.60
By 1/2 of Ops expenses during the Month
Allg to order of Mr Hapkins $4.17.
Total Credit $62.42. showing a deficit
of $34.95 please remit 30 dollars
Gilbert Clerk

Washington March 1st 1848

E. Cornell Esq.

Dear Sir Will you be good enough to render me an amount of the amount paid and to whom for purchase of patent right on the Troy & Canada Junction line, showing also the amount due. Your own construction amount is the proper criterion by which to fix the number of miles.

The Mayor Nails desire to realize the amounts due them, and Orsf. Moore would be glad to receive the amount still coming to him as soon as your convenience will admit.

Very respectfully
Your Obt Servt
Amos Kendall

Z. L. E. Z. Rel. Office
Troy N. Y.

Office of the New-York, A. & Buffalo Telegraph Co.

Utica. March 1st 1848.

E. Carnell Esq

Sir

I send per st Lyons
have Sent a Man to Troy — delayed Sending
hoping Mr Bull would be able to attend
to His Business Soon —

Rec'd of Pakenham Office in 1847 about $800
Will you have the Goodness to arrange
Against our Canton Office account which at
Present — Is that it Can be Settled — on Jan
Way East & Lancaster — hope it May be Settled
at the End of next Month. I'll not Soon
to hear Long accounts Storming & Cursing
When I am Delaying Sending I do no Not
Get balance I Shall be under the necessity
of asking Leave —

Respectfully Yours

H. Gaston

T S Faxton
Mar 1st 1848

G. Barnes Esq
Thier
Tonkin Co. N.Y.

CA
MAR 1

Boston March 1. /48

Dear Sir -

Mr. Rice has been here - & I found him somewhat addicted to his independent line project - but after explaining to him, as he began to appreciate it, how the Mutual & B. Coy. would own their Instruments & hire them out to their customers for cheaper than his line to their customers - & he himself in that view, to which, however, I would yield, if he insisted - he finally took his contract as first planned, with a proposal to insert further communication of himself into his contract - & finally seemed to think I was right in reference to the mode of alternately adapting the whole system to the wants of

community & cheap rates -
Now it is important he should
be set right & his line come into
our plan of partnership & division -
& I must rely on your satisfying
him & the warren of its prosperity -
I should regret to have that
line & steam cut to balk the
general system on boundary,
which the more I reflect on
it, the more important it
is to both our main lines,
& the general good of the
rich line customers, & the
county of the Dublin - You must
omit no effort to consummate
it - I write in confidence that I
hear in no other line again
until the terms are confirmed
& this system - He wants you
...

to hear the finish of the Ithaca
at $1.20 which I will connect
to, & you may, if he will con-
form to our schedule take line
system - & meet with me at
Ithaca, or Lawrence - just as
he may elect. I would prefer
to connect at Ithaca, as I will
thus a line across to Fitchburg
to Worcester, & thus give his
line a way to N. York, without
going to Boston.

I have a letter from Newell
Bennett of the most encourag-
ing character about the Hoosic
Pass Line - He will reach
Montreal via my system &
your line, sooner than any
one by Metis -

But see to Rice - Yours truly
E. Cornell Esq Ithaca - N.Y. T.W. Sibley (own)

P.S. You gave me a list of prices from Troy
to Burlington all intervening towns - 25 cts - & 2
2 cts. each additional one

from Troy to St Albans - 30 cts & 3 cts -
" Troy to St. Johns - 40 - & 3 "
" to Montreal 50 - & 3

You on a Troy printed list - head of a
different route as, in how the prices
stand -

Troy to Whitehall be intervening towns - 25 & 2
Troy to Orwell & St Albans, & inter
ving towns - 30 cts & 2 cts

Troy to St Johns & Montreal 50 cts & 3 cts -

Which is the right tariff -?

H. Offices
2 Illustrated

Burlington March 2 1848

E. Cornell Esq

Dear Sir. I do not know whether or no you are aware that the day set for the meeting of the Directors occurs on the 10th inst instead of on the 9th. Notice of the error has been sent I believe to the several members of the board. Be that as it may be, I hope you will not fail to be here, if possible a day before hand. The detriment from you not having been here long enough before the Stockholders meeting, for an hour or two of conversation with myself & some others I consider to have been of no slight amount. By the bye it was from no want of thought or disposition on my part, & I presume on the part of others, that there was no resolution brought forward & passed commending your work and conduct as contractor for the line; but you saw how the day & night went, & that the rights of folks were of little moment — or in fact they had no time for complimenting contractors or trustees, only for abusing them. any thing else but to carry an election. Clark however thought it decent (& therein he was wise) to say nothing of the squabble, & to bring up some of the points of my report, especially where I spoke of yourself. I will inclose it, if I can lay my hands on it. As to that important matter. the bringing the two companies into one, you are aware that nothing was done by the directors when together — at least I have heard of nothing, & it is most likely no one of them has given a thought to it since I can keep it be yourself. I have given no special thought to it, for the plain reason that none of the facts which may bear most strongly on the

matter have been communicated to me. But be the whole line brought under one company or not, it is of the highest consequence to all parties that it be got into action through to Montreal as speedily as possible. Every day [redacted] is working this company & yourself & others a mischief. I have foreseen for months that the delay in getting the line at work, after the time originally named by yourself - viz the forepart of December, would bring numerous troubles not easily to be got over, & in no small degree, would be most injurious to myself. It would give time for many to forget their assurances in my favor - for others to cabal to serve themselves at my expence - for others to undervalue my services for the future, having convinced themselves by seeing the line work for a few days that it is a mere boys business to manage it - & all to charge upon me the delays which nobody is to blame for, &c - All of this I am in a fair way of finding to be verified ~~in the reality~~ from what you said & the incidental remarks of one or two others. No Director has said a word to me on the subject - & I do not intend to introduce it. I look upon the matter as having been adjusted under as fair & valid a contract (not made in form, because from the nature of the case it could not be) between myself & those who were most concerned in getting up & constructing the line & paying for it, as could be made with upright & honorable men - & it will be soon enough for me to act & talk when those with whom the legal power lies, as I suppose, to complete the contract in form, shall talk & act. One gross blunder was made, which can not be

altered, which will indirectly prove detrimental to the various Telegraph interests of this line & other connecting lines to an extent far greater than the whole amount of my salary would amount to - even if the services of myself as superintendent of this line could be got for nothing, I mean the leaving me out of the direction. If that blunder is to be followed by another viz doing injustice to myself & the operators, I think the concern will be pretty well fixed out. - But "more verrons" as old Father Richie is wont to say. We had two breaks Sunday & Sunday night - one between here & Tregaron - & one between Middlebury & Orwell - which interrupted through business for a day or so. As for St Johns it has been as bleak as a door nail for three or four days - Why, I do not learn further than that the Operator says the fault is in his instrument.

Alonzo sends word that you have engaged a Mr Brown to come to Tregaron next Monday & open the office there & to stay till some one is ready to operate there. Mr Phelps He says that you thought it best for me to go to V. which I will do unless some word or cause I know not of shall prevent, though I understood it to have been arranged between us that, inasmuch as I have no authority in the case, I had better let you see to that as contractor. Mr C. A. Phelps of Middlebury will be there also, hoping that the directors will appoint him as operator - as I presume they will. If Mr Brinton could go on to Orwell & spend a week or fortnight taking Mr Wright with him, it would be a good thing as I judge & as thus that office would get open so much the sooner. I learn that Mr Goodwin of Manchester, intends to open that

office forepart of next week - ~~forepart~~. I hope he will -

Three registers & relays came here from Foy & according to direction, I took out one register & relay & sent the other two on to Montreal. No weights came with them. Along side the express would not take them. Perhaps when you come on, you can bring them along by stage, for I believe you usually travel light so far as baggage is concerned -

There are weights here for Registers & Dials. By the bye, I supposed that there were some spare cups here for occasional use; but there do not seem to be any - save on the top of Registers & Dials which I put up to go to Montreal two or three weeks ago. If any are obtainable in Foy, I think it would be well to buy a few dozen & bring along with you, if not too inconvenient -

I gave out a general order of business which went into action yesterday & which will put a stop mainly to much of the confusion which existed before: but I am exceedingly averse to moving much any way till I am invested with some proper authority to do so. Residents - if I am to be made -

Yours truly G. N. Bouchette

Washington March 3d 1848

E. Cornell Esq

Dear Sir; Since I wrote you, I have seen a letter from Mr Smith to Prof. Morse stating the amount due Messrs Morse & Vail on account of the Troy and Saratoga Junction Line. It does not obviate the necessity of a full account setting forth the number of miles &c, according to your construction account.

Of the $50 per mile, Prof. Morse is entitled to ten sixteenths and Vail to two sixteenths.

Mr. Vail requires his portion to be paid deducting the $150 received by him.

Morse has received $1.750. For the balance he will waite six months upon your giving your note on interest secured by a transfer of Stock to double the amount in the New York & Washington or New York, Albany and Buffalo Telegraph Lines, as proposed by Mr Smith.

Let me hear from you as soon as convenient.

Yours truly.

(Signed) Amos Kendall

Agent.

Enfield March 4th /48

Dear Sir

Yours of yesterday is before me and I hasten to comply with your request. You say you are willing to deduct from my expences on line what my board would come to at same price as while setting poles, this is $2.00 per week. As things are I cannot find fault with as I did not understand how things were before I went on line

You will see that the expences here includes stage fare which would not come under that head as you pay that, also the amount paid for your Brother

I receive from your son $125, whole amount including money handed to me to give to Brayton which I gave you the receipt of is $1347,50,

I wish you would look over my acct before you leave and see what you find due me, also what I must first do, for if I go to work for you, the sooner the better for me. Please write so I can get it Monday morning by mail whether come to Troy or wait till this line is repaired

Yours &c J. C. Holmes

S. A. Holmes
4 March 68
Recd $125 of Son
Deduct for board $2, per
week

E. Cornell, Esqr
Ithaca
N.Y.

Erie Michigan Ins Office
Buffalo March 4. 1848

Mr Conner

Dear Sir

Your favor of the 2nd came to hand & contents noticed. I here enclose you the Tariff of Prices for the O'Reilly Line west from this city.

Our Tariff is not yet fairly established but when it is I will forward you them immediately

We intend starting a portion of our line this P.M. by Monday we hope to be in successful Operation. I have a very fine office here—

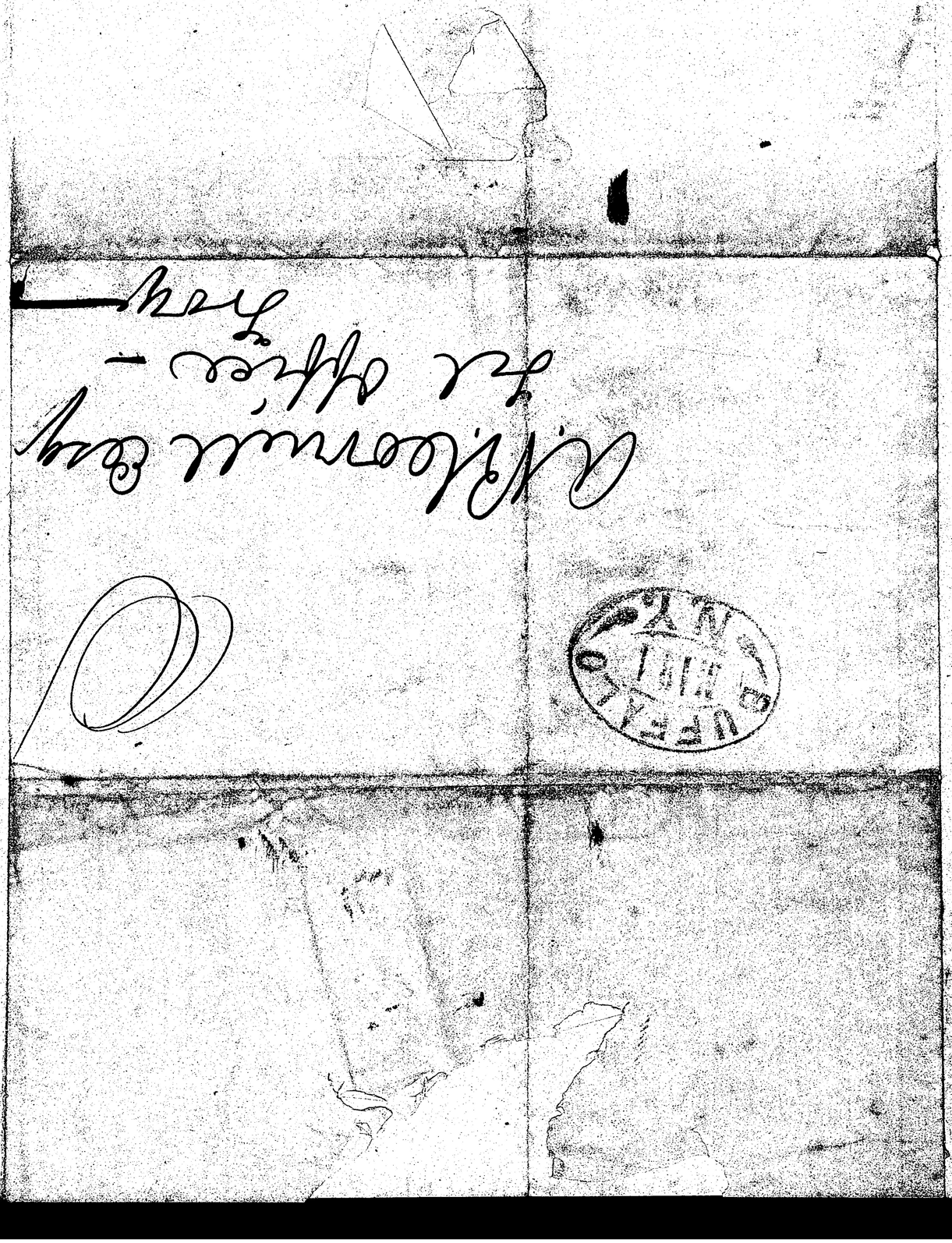
Mr E. Cobb has gone up to take charge of the Fredonia station, this we expect to run this afternoon— My Ups to Mrs. Lady— from S. F. D

Yours in haste

A. R. Conner Esq
Erie

W. D. Allen

W D Allen
4 March 1848
Buffalo



Southport Wis. March 5th 1848

Dear Sir

Yours of the 13th ult. was forwarded from Chicago. It arrived here some time after I was apprised of its being there & of its deposit in the P.O. "Slow & sure" may be a good motto but I dislike to be the subject of its practical operation.

We are now all O.K. between Milwaukee & Mich. City & are now only 12 hours from N.Y. as Mr O.R.'s line is completed to Detroit. Mr Wood I suppose is driving the gap from Mich. City to Kalamazoo but is as I understand embarassed for funds. I have written him that if he will put on an extra set we can draw on us for their pay. The receipts since the line was put in operation are nearly as follows

Milwaukee	$100.70	
Racine	10.81	I think it should be $20. more
Chicago	123.16	
Mich. City	39.53	$274.20

Since Col. S. left I have compared every morning & the above was sent down from Milwaukee but there may be some error. I think you are right without doubt as regards the amount of business to be done on the line & that the investment will be profitable.

What Mich. is a great State. The votes were altered in a day or two after I left - although Mr Wood was strongly of the opinion that they were put to high in the first place

His reasons_ that they were too high for such small places to do much business were perhaps correct but I think they can afford to do as much as they will get an opportunity to do when the line is completed.

As regards the Main Battery I think the plan we adopt is economical differing very little from that of Mr Wood. The Main (the largest) battery is at Chicago & has perhaps cost a little more than it should. But the way I keep mine at Milwaukee_ large enough to work to Southport_ was to make the solution of Sulphuric acid so weak that there was no deposit of salt thus obviating the necessity of taking down the battery only to clean the zinc cups & to wash the tumblers when the evaporation made deposits of salts on the outside so that they looked bad. I kept a pitcher of the solution to fill the outside cups as often as the contents would get too low. The zincs we coated as often as they needed it_ the same in brushing them. The proportion we use is 1 part acid to 15 or 16 water_ thus making the cost of that article trifling. The Nitrous acid_ or rather Aqua fortis_ for we cant get the acid here_ we do not replace at all but replenish what is lost by evaporation from the cups in the local battery_ Still in a small main battery there will be a surplus of acid from the local which I suppose may be worth little for any purpose. The registers work very well but I think the rollers for drawing the paper through are not the thing. We should have in Detroit, Chicago & Milwaukee an extra relay magnet in case of accident. Mine at Milwaukee was affected by lightning so that when the circuit was closed the lever would be repelled. Rea

- collecting that when I first put up the main battery I did not get the poles to correspond with that at Chicago (having forgotten) it played the same trick - I reversed the poles. Still the lever was repelled + I was non-plussed. Finally I concluded to pass the current through the relay in the opposite direction by changing the wires which entered the coils. Having done so it worked all right. In an hour or two I changed back again but I could perceive no alteration - it worked correctly. For the repulsion in the first instance I thought I saw a reason - but why the second change of the current made no difference in the operation was more than my philosophy could account for.

I expect to get the students on this section in full blast so that they can do business rapidly by the time the line is finished - but I own it has been a disheartening job. Persons have been pitched upon for offices who are no more qualified to make expert operators than they are to become rich - But in such case I put in one who is to stay until the claimant gets qualified.

This section would pay very well without any Eastern connection + instead of being obliged to draw on the subscription as they do in Mich. we are quite independent + laugh a little at Mr Wood. But if ever a man labored under embarrassment he is the one in getting that line through. Day will break soon however + if I mistake not this line will be unable to put business "through by daylight."

Do you reach Montreal yet with the Troy line? How comes on the Halifax line?

Yours Respectfully

L. Connelly

F. Haviland

Dear Ezra I find on looking over
that I Put up Some over 3 Miles the
other Side of Middlebury & I think the
Boy me Called it when me Roaded over
ads 63 Poles the Last day I marked
I Put up 62 or 63 Pole and I was 3 or
four Poles below the Village before this ~~Column~~
taking the Count from the Corner Just
Above the office where the road turns
North west to Bergennes the reason
I Speak of this is I thought Perhaps
it might make Some difference in your
Settling with Durand

Yours Truly

Bryan March 5th 1848 Jos Bristol

E. Carnell Esq
Thiel
H. Garth

J. S. Bristol
Monroe Co. 1848

Fredonia March 5 1848

Dear Brother

Yours of the second is just at hand and I can inform you that I have opened the Fredonia Office although your advice was to the Contrary I done so for this reason Mr Allen had nothing to do and Cobb came out here from some thing that C. E. Wood said in reference to the line being ready to work to Fredonia in about a week, and I thought as certain if there had any thing to do it would be best to get the line to work hoping that it might do Enough to help pay Expenses, I don think it will make any difference about getting Stock Subscribed there feel very much ticheled here with the Ideau of the N.Y. & Erie line forming a Junction with the Lake Erie & Michegan line at this point at any rate if they think there is any probability of the Junction being made at West Field there will be a Stage between the two places

there are 2 papers printed here and I gave them the report of the arival of the Bordanna gates as it was the first that was sent on the line, the line works fine and the Fredonians are much delited with the ideau of being Connected with all Creation by this great arter of Communication, our room here was literaly thronged with spectators all the afternoon yesterday beholding with astonishment the greatest wonder of the age, the flatness and Porous & you spoke of in your Corr has not yet been found where did you send them and what way

P.S. I shall want one more Gross of Tickets for Erie in the course of a week it is necessary to have them for the Fredonia Office

Yours &c

Lewis Stanton

In regard to the time I shall try to get the wire up to Erie I probably shall not it pretty high I feared we should be detained about getting the wire and getting it on the ground where it have been done. The wire is now up within about 23 miles of Erie and the balance on the ground but it is to be delivered. It will be up to Erie probably in about a week or 10 days I suppose John will leave immediately for Burlington I guess I must get down on his place I suppose you are acquainted with the situation of my family at home and for that it will be necessary for me to go home soon I suppose that Simeon can fill my place while I am absent I think it will be best not to put up the wire west of Erie until the other poles are set for it is no use to put them on 15 poles to the mile there 30 besides in many places the wire will have to be cut to get it to the existing poles, what think you in reference to getting the insulated west of Erie it is going to cost a great deal to get it up by land and there is more wire in the lake now than there has been before this winter the steamer has made 2 efforts on her second trip up the lake and has returned and given it up for a bad job, I had on 5 tons I was for one but was obliged to take it off and send by land I got it taken up however by return teams for $5- per hundred the same I shall to pay them if you think it best to send the wire west before the opening of navigation now is the time for the roads are better than they have been before the winter and I want to know immediately what I must go up by land, if so let me know by 1st to Fredonia and forward to Erie or by Rail over the line to Erie for I am D.H. on that line and on good terms with the Officers, Telegraphed Thos by Chas who to hand as I shall have to go there to start the wire

E. Cornell

Cornell Respectfully Yours

Rutland Vt. 6th March 1848.

Friend Cogwell.

I have but one excuse to offer for not sooner answering your letter and that is Sickness, the line comenced doing bisiness with this office on the 1st January. Paid up to the 1st March our receipts were $52. & some cents. which concidering the season of the year, and that our community were wholy unacquainted with the advantages of a telegraph. I think the recept pretty fair. & as soon as navigation open I am confident that the business will be increas very much beyond the expectations of all. but this is mere happy Cock Stuff & when will Bull get about again I hope he will survive this attack for he is to good a fellow to be cut off at this time & from what friend Wood tells me I should judge that he will now get well. last I read at one time expecting to hear of his death. Every hour. but thanks god that we are permitted to hope that his time has not yet come. I am glad that you are coming out to this line, but I fear that we shall very little business together. I do not believe that I shall have 6 communications a year for Montreal. we have no body here that Err has bisness at that place.

Your business will be with Troy & those offices upon the shore of the lake, but we can talk together as well at that distance as we could if we were not twenty miles apart Still I should like to be doing business with you, but that cannot be and we must consider ourselves lucky that we have the privilege that we shall this have, but I fear that you will have so much business on your hands when you get to Montreal that you will not have leisure time to talk with us, but I will hope for the best

In your letter you spoke of Mud — My soul why should you try to make a comparison between Troy Mud & Rutland Mud. It was so muddy & the mud was so soft & deep that some of the houses disappeared as high up as the sill of the lower windows & people kept boats in readiness in case they were likely to go clear by the board.

Speaking about that supper. I can swear to that. It was one of them and no mistake, Every thing in style for order. I must confess that Buell got me by the stones that Evening. Handsomly. he gave me a toast something like this "To our friend W.E. Cottoland. May he whenever he has occasion to use ground rice, may he be able to squirt. so as to give relief to his soul". I was taken all aback, and he took me in such a way that I could not get up any thing that was appropriate reply! but in my

to him I gave him one that would match it
it was something like this "To W.C. Bull Esqr
May his pen never ever obey the impulse of his
key and always leave an indellible impression, what
say you. and I greatly indebted to him on that
score, I have been sick so much this winter
that I have not enjoyed myself very well. I have
been to only one ride this winter. and have not
attended a single party. although I have received a
number of invitations. but I had to stick to my
room as I could not persuade my physicians to
let me go out for a single evening but I am
now once more out and ready for any
thing that turns up. Provided Envy thing
works to my satisfaction. I now intend to visit
Montreal next fall, if I do we will have
a good time, —— It is now late & I will let
this go until to morrow before I finish. Good. Nt.

March 7th

Good morning my dear friend. I hope you are in fine
spirits & Good condition. this very fine morning
the weather is very fine this morning & it is March
meeting to day. the great Temperance question is to be
again tried throughout the State to day. there was
a handsom majority last year for No licence. but is thought
by many that there will a large majority for licence this
year. how that may be I cannot say. for I heard very
little said upon the subject.

I was very sorry that it was not convenient for

you to come this way — I should be happy to show
you up a little on this old & Puritan town. there
is some of our neighbouring towns who are so
ingenious as to say that Rutland for sunshine
Sodom in wickedness, but they are very much
mistaken, the Character of the inhabitants is decided-
-ly puritanical, I have nothing more to write. and
in fact I have written nothing! nothing, nothing, altho
I have racked my brain, pulled my hair,
kicked the side of the house, and nearly run
mad after Even one idea. but all to no
purpose, & I must say at last the coon to
Capt. Scott. If it's you Capt. I will come down
& give in — & do exert all patience my thoughts
have all departed, but I hope they will call the
like a bad penny (as they are) and soon
return, for as bad as they are they are better
than none,
& I remain Dear Sir, Yours Entirely &c

Please excuse poor & often

Very Truly Yours

W. E. B. Stoddard

W.E.B. Stoddard
Middlebury 1874

E. Cornell Esqr Montreal March 6. 1848

I received a Message from you
Yesterday dated 3. March Inst. I have this day
Answered by telegraph that through Whitney
I gave Murray 1750 to complete the whole and
he now being engaged in framing the
four
4 Mbs. of Wire.

The Instruments are Goods,
And the Posts are on the Grounds, being set &
No Funds, devilish hard up, being all the particulars
I believe, things go Smooth and the end seems
Quite Near

Yours Respectfully &c

David. C. Griffen
Exchange Hotel

P. S. How is health, please write by mail

D. A. Griffin
March 6. 1828

Telegraph Line from Troy to Montreal.

TARIFF OF PRICES.

From Troy to	*For 15 words or under, exclusive of address and signature.*
Bennington, Manchester, Rutland, Castleton, Whitehall,	**25 Cents.** Each additional word 2 cents.
Orwell, Middlebury, Vergennes, Burlington, St. Albans,	**30 Cents.** Each additional word 2 cents.
St. Johns, Montreal,	**40 Cents.** Each additional word 3 cents.

A reduction of one third is made for all words over one hundred in a single communication.

Communications to be Mailed or to be transferred to other Telegraphic lines, will be faithfully and promptly attended to; but the companies owning this line will not be in any way responsible for inaccuracy or remissness which does not occur on their own line.

All communications must be *prepaid.*

Messenger's fee, *two cents*, for any distance not above one mile; beyond that distance, what is reasonable.

All Communications strictly confidential.

Office of the Troy and Canada Junction Telegraph Company,
ATHENÆUM BUILDING,

Troy, May 7 1848.

By Telegraph from St Johns

For E Cornell

Shall through the Whole
way agreed to give Murray $1750. for the com
pletion of the road and
agreeable to specification.
Murray is now framing at
La Chine the two cars
need to be done in this
work - You will want four
miles of wire after borrow

ing from Aprodt ten to
ales- seven hundred ~~Kennets~~
The instruments and magnets
are first rate and came
in good order. the
twenty pests contracted for
have come and nearly dressed
ted. also ~~the~~ their long mus
for ~~———~~ all will be ready
by the time you forward
Cape glass 16. all goes
pretty well → I have drawn
on J C Price for fifty
dollars which you will
please honour—

Yours

David Griffin
Cutter says that Griffin
lies about the instruments, and
says they will not go at all

New York 7th March 1848

Dear Sir

I am in receipt of yours of the 15th written as suggested by your Telegraphic which reached me in due Course making a proposition to purchase the Allens farm.
I Cannot Commit the Allen to accept your proposition or to be bound (again) without some payment being made and when you come prepared to make the payment I shall be ready to act definitively with you and I have no doubt Satisfactorily.
Mr Johnson sent his Telegraph yesterday that he would take it. It will be too late if you Come forward immediately to Complete the negotiation but I trust it will be now be sold to one as you Satisfactorily.

Yours

A. Mann Jr

Mr E Cornell
Ithica