ERIE AND MICHIGAN TELEGRAPH LINE,

Office up stairs, No. 15 Merchant's Exchange.

Communications must be Pre-paid.

COMMUNICATIONS CONFIDENTIAL.

Buffalo April 19 1849, ___ o'clock, P. M.

By Telegraph from Ithaca

To E. Cornell

In Communication with

Fredonia,
Erie,
Painesville,
Cleveland,
Milan,
Sandusky,
Lower Sandusky,
Maumee,
Toledo,
Monroe,
Detroit,
Ypsilanti,
Ann Arbor,
Jackson,
Albion,
Marshall,
Battle Creek,
Kalamazoo,
Niles,
South Bend,
Michigan City,
Chicago,
Southport,
Racine,
Little Fort,
Milwaukie,
Rockford,
Morris,
Ottawa,
Peru,
Galena,
Dubuque,
Springfield,
Jacksonville,
Quincy,
Hannibal,
Bloomington,
Bloomingdale,
Alton,
St. Louis,
Janesville,
Waukesha,
White Water,
Madison.

Also with
Cincinnati,
Pittsburg,
All other offices South and West.

I will run my line from Warren on such route as I may select through Newcastle, Beaver, Erie to Pittsburg if O'Reillys line from Pittsburg Cleveland through Beaver will not cripple me from communicating north & allow your line to run on my Poles on the terms you proposed

Wm K Rew

W. P. Pew
about line
going to New Castle

Dansville Apl 19 1849

E Cornell & Co

Gent

I paid freight on Telegraph Wire in Nov last to the amt of One hundred & Sixty five Dollars —

I have paid for 2 Shares of the Stock One hundred Dollars by giving Mr Woodruffs receipt to apply on freight ac —

Will You please send me your check on Mr Woodruff for the balance of my ac — $65.00 & oblige —

Yours &c

Wm Welch

Wm Welch
19 Apl 1849

APR
19
N.Y.

5

Messrs E, Cornell & Co

Ithaca

NY

Memorandum of an agreement between James McKay of the city of Buffalo and Ezra Cornell and John J. Speed Jr. Witnesseth. That whereas, the said Jas. McKay is the owner and holder of Eighty Shares of the Capital Stock in the Buffalo and Canada Junction Telegraph Company, of $50 each, the whole capital Stock of said Company ~~being [illegible] $12000. The cash capital Stock~~ being $5000. And whereas the said Cornell and Speed are interested and owners of and in Telegraph lines running East and West from the city of Buffalo, the one to the City of New York and the other to the cities of Cleveland Detroit Chicago and Milwaukee.

Now It is hereby understood and agreed by and between the parties hereto that the said McKay has agreed to sell and doth hereby sell his said Eighty Shares of Stock in said B. & C. J. Tel. Co. to the said Cornell & Speed, amounting to four thousand dollars, for Seventy five per cent of the amount, that is to say for $3000, for and upon the following terms of payment to wit. Fifteen hundred dollars ~~in~~ at three six and nine months, and the ballance, at such times thereafter as the business and earnings of said B. & C. J. Tel. Line will enable said Cornell & Speed to make such payments. It being hereby further understood that all the moneys paid for communications on other business on said line or upon any line in connection with it, in Canada and sent to any point on any of the lines above mentioned belonging to or in which said Speed and Cornell are interested, shall belong to and shall

J. McKay's Contract

be paid over monthly and every month until the amount above mentioned shall be paid to said McKay that is to say The amount of fifteen hundred dollars to be first paid by said Cornell & Speed as is above mentioned. Shall be secured by the promissory notes of said Cornell and Speed payable at three six and nine months from the first day of may next, and the earnings and money paid for communications on said line as is above mentioned shall be considered and deposited for the payment of said notes, with the holders thereof whoever they may be in the City of Buffalo, and the ballance of fifteen hundred dollars shall be paid to said J. McKay or his legal representatives, as soon after the expiration of said nine months or as soon after said notes are paid out of said earnings, as the whole monies paid on said line or on any other lines in connection therewith and passing over any of the said lines of said Cornell & Speed as is before mentioned, will amount to the sum of fifteen hundred dollars. Said last mentioned amount to be paid monthly and every month until the whole is paid.

It is further understood and agreed that said McKay is to hold the said tellegraph stock above mentioned as collatteral security for the fulfilment of this agreement until the payments above mentioned shall be made

And the said Cornell & Speed on their part agree to purchase and pay for said stock as is above mentioned, and to take possession of said line on the first of may 1849 and have the management of it thereafter.

Witness our hands this 20th April 1849.

J. McKay
E. Cornell
J. J. Speed Jr.

Pitts'd Apl 20th 1849—

Mr Cornell

Dr Sir

Yours of 16th is at hand. as to Thayer & his proposition I do not doubt but what you have Law on your side & would gain. but it will be by Litigation. & it appears to me to be the cheapest Way to get out of it to take their Stock off their hands & then by enable us to collect the bal due at Adams.

The Messrs Scovills think it would be impossible to obtain a Sub at Waterbury for over 1400$ the amt which Allen at one time admitted should entitle them to a Station.

Collections are under existing circumstances very slow.

Yours
Very
Respectfully
W. H. Tower

Can you say when we shall meet in Conv to form a Joint Tariff &c

Wm H Power
Apl 20. 1849

Galena April 23. 1849.

Dear Sir,

Your letter under date of the 16th is now before me,

In a casual conversation between Mr Buel & myself in the cars between Troy & Albany some weeks since, the Bill of acids spoken of in your letter was alluded to, Mr Buel saying he had recd a letter from Philadelphia in relation thereto, From what was said Mr Buel might have infered you were to pay the same, the conversation did not occupy three minutes, & if any injustice has been done I am more to blame than Mr Buel, –

I do not consider, nor does any one, that you are liable to pay that Bill, it is a demand against the Company, & ought to be paid by the Co,

The Directors have not had a meeting since you were here, except on one occasion, & then for about 5 minutes, – I have written to all that we must have one, & expect to have one called about the 1st of next month, when the Bill of acids will be disposed of – We will meet you in the city of Troy at any time you may appoint, –

Things & matters in the line have been left to manage themselves, thus far, – I have asked the Directors to take action on several matters that I thought required attention, but nothing has been done, –

Nothing has been done with the unpaid subscriptions, – I have asked for liberty or direction to commence actions against those who are behind, but never have recd any, & I determined not to take the responsibility of doing so upon myself although I think it very unjust that you should lie out of the money,

I send you a Statement of the recpts & expenditures of the line for the last 3 months, I have had a Correspondence with Mr Faxton, I have not shown his letter, nor do I intend to, until you shall see it. I can not make any arrangement with him.

I have seen several Gentlemen from Saratoga Springs, amongothers, Mr Davison Prest of the White Hall & Saratoga R Road, & Mr Marvin the Keeper of the U. S. Hotel, & all express a great desire to have the line extended to that place & are willing to assist. –

I have not been at home much this winter, having spent about 2 months in Albany. –

Please inform me if you can, when you will be in Troy,

Yours truly
J H McFarland

Statement Recpts. T. & W. H. Line Telegraph

Amt recd. January	$99.24
" pd. other lines —	34.85
	$ 64.39
Amt recd. February	$99.45
" pd other lines	21.51
	$ 77.94
Amt recd. March	$ 76.44
" pd other lines.	23.83
	$ 52.61.
Total amt of recpts for January Feby & March.	$ 275.[illegible]
" " paid other lines	80.19
Leaving a balance of	$ 194.94
Expenditures at the various Stations, (about)	35.00
	$ 159.94
	4
	639-76

SALEM
APR
24
N.Y.

1

E. Cornell Esqr
Ithaca
Tompkins Co
N.Y.

J. H. McFarland
Apl 23, 1869

Office of the
Montreal Telegraph Co
Montreal 23rd Apr 1849

Dear Brother

I have almost arrived at the Conclusion that it will be better for me to remain here one year longer than to undertake to do any business that I am not calculated to do - and in Setting me at work getting Stock Subscribed for a line it would require me to make an attempt to Speak in public a thing which I cannot do - I am too timid ever to undertake it, and I shall probably never have the Self confidence to undertake it - Should I attempt the business of getting Stock Subscribed I should be obliged to employ a Speaker & lend him Such assistance as I might in the furnishing of facts -

I Spoke to the Prest of our Co last week about the wishes of the directors as to my remaining and he told me that it was their expectation that I would continue another year - I suppose it will be better to Set Partridge at that business as I am confident he will Succeed better than I can and the Montreal Co, will pay me cheerfully Several hundred dollars

more than they will pay any other person
I will not decide fully until I see whether
there is any inclination to reduce my
Salary & should there be I should
leave and take the risk of doing as
well building Telegraphs. — I am very much
gratified at your present prospects and
hope you may realize your most Sanguine
anticipations of Success —

I will Send you funds to N.Y. the first
of May either my own or from Whitney —
and as much as I can raise — Young
Mills (A S Whitneys) bro in law) was buried to day
and I have not been able to do business
with either of them for Several days but
will get your acct now Soon —

[redacted]

In the mean time I think you had better
calculate upon Partridge going into the
Ogdensburgh Line and if I should wish
to leave here he would be very glad
to change with me, as he is very anxious
to get this place. — I will think matters
over a few days and will write either
you or bro O.E.W upon the subject.
No chance that I can see yet of getting
my funds out of the Savings Bank except
at a loss of 25 to 30 per cent —
Much love to Mary Ann & children —

In great haste
Yours affectionately
O.S. Wood

P.S. Give me a description of your new cap in your next and also let me know upon what terms we could get the right of Connection from the patentees for the Bytown Line— I Suppose our Co. would undertake to build it and make it a part of their line if other parties who are now engaged in it do not Succeed and I believe there is but little prospect of any of them doing anything.

I supposed that by the "milling" you meant our being Sued by Wells—

Troy Line folks left their large wire hanging down near the water until navigation opened and a boat Coming down the rapids Stripped down the top and middle mast which Stood on Alsop's island— They expect to get it up in a day or two— How is the business upon your N.Y. and Erie line now. M.L. says it works horribly— I have no friendship for the cast iron Caps— do not believe they are as good insulators as the glass— The Lines where they are used do not work as far at any rate well as the glass— and I find that after the glass all Come off which break in transporting that they then Stand as well as any— Glass will admit the use of a larger *pin* which is highly important—

O.S.W

Cleveland 23rd Apl 1849

Dear Sir

I came here yesterday morning and have not been able to get away since - Jackson & Lee will go to work as soon as possible, and the success of our line is no longer problematical. they must and shall be built, this year -

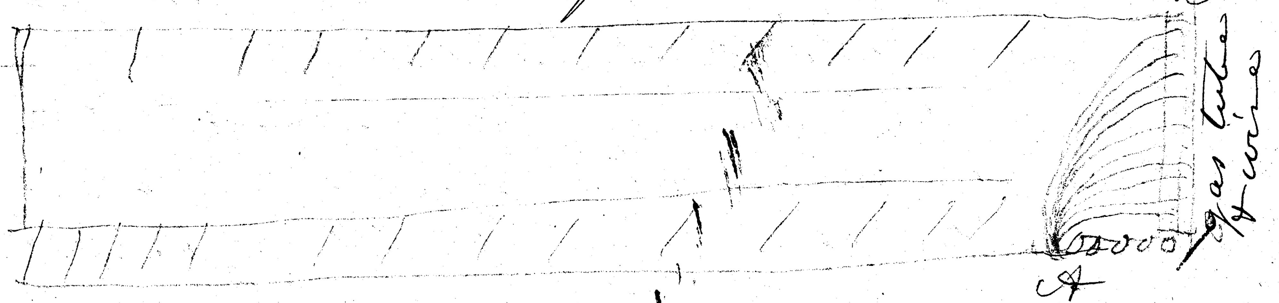
We first asked the Cleveland forwarders 150 dolls per Mile - for a line to Tonawanda they offered $600 as a bonus - I took them up, and they professed to be satisfied - But Warner at Bu asked for $600 in the Stock of the line - I offered him the whole of the stock if they would work the line and give us their business - Warner wrote to his friends here and they were to let me know - I have seen some of them and they now say that they think that if they give us all their business that we can afford to build the line for them for the sake of the business - I say to them we have more customers on those terms than we have money to accommodate I find that they are relying on the O'Reilly line from Bu to N.Y. to go that way

and it is very doubtful whether we can get
any thing out of them at present.
The ~~Conneaut~~ people have subscribed
four hundred dolls for an office; but
they pay in instalments & it will take
some months to get it all — I will send
an operator there and open an off.
for them this week — the P.M. is to learn
and do the business — the office will pay
more than expenses — I want to open an
office at Ashtabula & Elyria as soon as
suitable arrangements can be made — the
O.R. line now refuse to take coms from
us to go South, from any place where
they have an office — Shall we refuse
to take coms from them going West? or shall
we publish them to the world or pocket the
insult and do nothing?
I read Smith's ans. to my Tel dispatch
he says in war the laws are silent
I must do as I please — that two wrongs
don't make one right — judge for myself —
he cannot decide for me &c — the whole of
which I construe into an acquiescence
in our taking coms from Bu to N.Y.
and if Faxton don't come up to the
scratch like a man and do the clean
thing I am in for the fight — When
I return to Bu. must make the question

must be decided, and if you do
not want me to hoist the black
flag you must say so in strong
language. so that I cannot help understanding it - If any thing is left to my
discretion I give you notice now, that
my propensities are decidedly for war -
I will get all the troops started on the
different routes in a short time, Wade
will go on the route from here to Cincinnati
I think he will do as well as any one I can
get - Lee I know will make it go on the
St Louis line - Hotchkiss will be at Detroit
in a few days and he will get the
Monroe & South Bend line through -

In coming up the Lake I had
time to think over my schemes about metalic
circuits - your trial at Albany &c - I am
entirely satisfied that there must have been
some error in your arrangements at Albany -
With a copper circuit on poles, as you had
from Albany to Troy, the current would
not have left the copper wire, and
followed an iron wire up the river Six
miles, rather than pass nine miles on a
copper circuit, Even if you had used
100 cups - you say you had 20 cups, &
got a feeble action at Troy, and you
suppose the current passed through the

water from one wire to the other — this I cannot be true, as such most certainly would not be the case if you had substituted an iron wire in place of the water — The facts are you had your ground wire in at Albany — or your battery at albany was on a shelf saturated with acid, and your ground wire hit the shelf — Your ground wire at Albany is the gas pipe which runs down the street to the river immediately below your wire in the gutter and your arrangement was this



Your current passed round from B to A and consequently you got a feeble action at Troy and a powerful one at Albany But you certainly cannot believe that the current would follow as poor a conductor as salt water six miles, rather than go one thirds further on a copper wire and that not only the greater portion of the current left the copper and passed through the water, but so much of it passed through the water that the little, which followed the wire was barely sufficient to work the Relay feebly— That is asking a little too much, and sooner than believe it, I cannot help thinking that you had a connection with your ground wire.

I say 6 cups, of sufficient size, will work a line of 200 miles in length under ground, with the wires separated the width of an ordinary road— I am so confident that I am right about it, I want you to make some trial which will satisfy me that I am wrong, or convince you that I am right— I can see clearly enough that if I am right, we can avail ourselves of it, and as I have before said, with the use of your Plow, we would have decided advantages over all the world— There certainly is plausibility enough in the scheme to justify a little expense and time in ascertaining its truth or fallacy— I will return to Ben next week

Yours truly J J Speed

Tuesday morning – there is a Detroit boat in sight, and I am off soon – Mr Greene from Medina called last evening, & staid until 10 o'clk and I did not finish my letter –

You will admit that I can work an under ground circuit with two or three cups for 40 50 or 60 miles – and if so, I will renew the action by making the first circuit close the 2d. the 2d. ~~the~~ close the third, & so on to the end of the chapter. That is to say, I will make a new circuit at each office, & close the circuit with the pen lever, as you do on side lines – You may say I cannot break the circuit *both ways* – I do not see clearly how I can, and that you must help me work out – I think it can be done, but my ideas are too crude to attempt a description of the mode or method of doing it –

J J Speed Jr
23 Apl 1849

Rec^d Ithaca Apl 24, 1849 from E Cornell a Note payable at Tompkins Bank in 90 days from May 1, 1849 for $80 — ballance due Christopher Shead for labour on Telegraph line in lower canada — also a receipt for three Shares of Stock in New York & Erie Telegraph Assn in amount $150 — also an order on J J Speed Jr for five shares of Stock in the Erie & Michigan Telegraph Co amount $250 — for ballance due B. E. Stevens Jr and self which when the said note is paid to Shead will be in full of all demands of said Shead — Stevens and myself for labour and expences on said line of Telegraph in lower Canada and from Troy to Montreal line —

A. Backus Jr

A. Backus Jr
Rect in full for sett
Shead & Stevens,

BEARDSLEY, KEELER & CURTIS
IRON FOUNDERS & MACHINISTS,
PRISON MACHINE SHOP
AUBURN, N.Y.
MANUFACTURE,
STEAM ENGINES, BOILERS,
LATHES, IRON PLANING MACHINES,
AND
ALL KINDS OF MACHINERY.

Iron Planing, not over three Feet wide, and twenty two Feet long, done at the shortest notice, and in the best manner.

E. Hurd Sc.

Auburn April 24. 1849

Mr Cornell
Superintendant of the
Auburn & Ithaca Tel Co

Sir

About what quantity of copper wire are you taking down, and what is the lowest price at which you will sell a part or all of it. Please let us know by Mail

Yours Respectfully
Beardsley Keeler & Curtis

40
70
2800

Bangor April 25. 1849

Dr Sir

Yours of 13th inst is at hand. I do not feel inclined to sell my interest in Ia & Au line for the payment of its debts. At the worst, the materials will sell for enough to cancel the liabilities, and probably a proper settlement with the Binghamton & Elmira lines would furnish funds sufficient to pay the debts of the Ia & Au Co.

You have had full swing at Ithaca on your N. Y. & Erie line, altho' the evident result was to be the destroying for the present of all business over Ia & Au line; now in your hands, as a connecting link from the Erie to the Buffalo line, for purposes of transmission from the way stations on one line to like stations on the other it would be valuable. I have made advances to the amount of several hundred dolls for the Ia & Au Co. as will appear on the books at Ithaca, but throwing up all claim and transferring my interest to you I would take ($300.) three hundred dolls,

If you do not feel willing to pay this please
let me know what amount of debt will
remain after settling with Bu & El lines.
Perhaps we can arrange to divide the
line you taking from Ithaca to Aurora &
I from Aurora to Auburn each to ~~have~~
pay our debts in proportion to length of
line he holds, & do what he pleases
with his part—

What would be done with the
Springport subscribers?

As to Bargain with Spencer; I believe
"Nate" was to have two dolls per week
which with reports was to cover the
attendance at that office. But Elmira
& Bing^m should each pay part expense
of Ithaca office.

I have not at hand my papers to
refresh recollection about the amount
Bu line was to pay for reports or on
messages. The officers of Bu line have
the agreement concerning messages in
writing. At your convenience please
give me your answer to the above
proposals—

Resp^y Yours Jas Eddy

E. Cornell Esq

P.S. Address me at Bangor

J. E.

To E C Eddy not inclined to sell his interest in Ia & An line to pay its debts — Thinks proper settlement with Bn & El lines would pay all debts of Ia & An — Will throw up all claims & transfer his interest to you for $300
If you wont pay that — inform him what balance of debt will remain after settling with Bn & El lines
He suggests dividing line at Aurora you taking Ia & he An end & each pay debts in proportion to length of line he holds
~~Says~~ What would be done with Sp subscribers
— Thinks ~~Nate~~ "Spencer" was to have 2 dols per week & reports for Nates services. Bn & El should pay part expense of Ia Ofs
Officers of Bn line have agreement in writing concerning messages — Address him Bangor

Sig J Eddy — letter
translated per M. L.

P.S.
He says something about N.Y. & Ee killing Ia & Am but I am too thick to get his idea

M L

Cuttingsville Rutland Co V.T April 26th 1849

Mr. E Cornell

Dear Sir

Their is my due $24.94 Twenty four dollars and ninety four cents for services done by me on the Telegraph line between Buffalo and Cleveland and has ben due over one year when I last saw you you agreed to send it to my family in ten days that was last May at Burlington I have written to E B Several Times in regard to the Matter all to no purpos he has not answered my last which is a bout three months Since for what Reason I do not know nor do I care if I can git what is my due which I Shall Expect by Return mail

E B Stated in a letter to me that you Said that I Must wait till theire could pay it and that my wages was Raised and the amount my due was about what the amount of my former wages
if you have in vested mony in a bad Stock I do not wish to Suffer if you have in vested it to net you one hundred per cent I do not Expect to be benifited by it I need what is my due and I worked hard for it
yours in Hast John V Burdick

To E Cornell Esqr address John V Burdick Cuttingsville Rutland Co
V.T

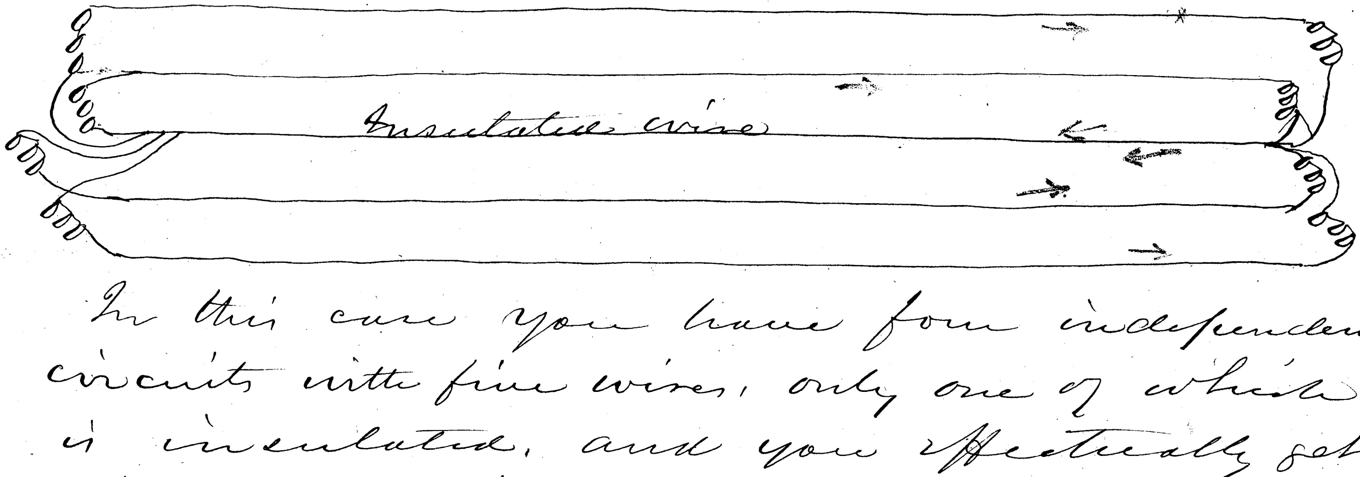
J N Burdick
Apl 23. 1849

Detroit 27 Apl 1849.

Dear Sir

I expected to have moved my family this week; but the house where we are to live was not ready, and I will not be able to move until Monday, and cannot get to Bu before the middle of the week. I recd a Com. from Allen, saying that Faxton was there, and said he would continue to give the Pirates answers to coms which originating on their line. If he gives them any, he will continue to give them the larger portion, and I think the best way will be to dissolve all connection with him, and take coms for N.Y. from Bu. Our E & M line might not make much by doing so, but the N.Y. & E line would be greatly benefited. I hope you will see Smith and give me your views fully & Smiths also while I am at Buffalo. I wrote you from Cleveland, and will now give you an other chapter on Metal circuits. ("Still harping on my daughter")

I said to you that I had some crude notions about dividing the circuit, and working it in Sections, with a battery of low intensity, by making one section close the other – that cannot be done both ways, without using three wires – but with three wires it can be done: but the great objection to that plan is this, the whole of the Relays would have to be properly adjusted to work through, which might, and doubtless would be attended with difficulties. I therefore abandon that idea: but believe that in trying to work out that plan, I hit upon an other, which has real value in it – It is this – I will insulate one wire (or poles if it can be done in no other way) and put a second wire – a third – fourth – or any number of wires in the ground uninsulated. using the insulated wire for the return circuit for all the uninsulated wires, thus –



In this case you have four independent circuits with five wires, only one of which is insulated, and you effectually get rid of all difficulty from atmospheric Electricity, and I say from imperfect insulation in bad weather. Morse, Steinheil and others tried to insulate two or more in one tube, and failed, from causes which to my mind are apparent enough, but it does not necessarily follow that I cannot insulate one wire under ground, sufficiently to prevent the current making a cross circuit from the uninsulated wire through several rods of poor conductor to my insulated wire. I still believe that the wire can be worked without the return wire being insulated. and if so, I can get two or more circuits cheaper under ground than on poles. If it should be ascertained on trial that it is indispensable to have the return wire insulated. We will build our lines with only 25 poles to the mile, and use the new caps, and when we want a second wire, we can put two small copper wires in the ground nearly as cheap as we could one large wire insulated on the poles. and for a third and fourth circuit, the wires in the ground would be cheaper than on poles. I suppose that a copper wire no 20 would be just as good in the ground as a no 10. for the no 20 would have a vast deal more conducting capacity than the Relay wire now in use, and as no more current can pass over any part of the circuit, than will pass through that part of the circuit which offers the greatest obstruction, I see not why a wire a little larger than the Relay wire would not be just as good as one ten times the size – I suppose a copper wire weighing 25lbs to the mile would be ample for under ground circuits, and would cost $7 – about the cost of iron caps, for 30 poles to the mile – with your plow I suppose two wires could be laid down as cheap as one iron wire could be soldered, and the caps put up, & the wire put on the poles – We want a second wire from Freedonia to Cleveland – Let us use our present wire for the return circuit, and put down two small copper wires in the ground from Erie to Cleveland – The two copper wires would cost $14. putting down $3 per mile each, (which would be a very liberal price, & I think twice as much as it would cost) making $20 per mile – We cannot get on one iron wire, with good caps for less money – With the wires under ground we would be rid of bad insulation in wet weather, & all trouble from wild lightning – There is certainly something valuable in the under ground circuits, or I am dreaming –

Mr Cornell
Ithaca

Yours truly J. J. Speed

[illegible]

Detroit 28 Apl 1849

Dear Sir

Hotchkiss is here and will go immediately on the Monroe & South Bend line, and if any man in all the West can drive the pirates off and build the line, Hotchkiss will do it —

Powers is doing all he can to collect in Wisconsin, and Hotchkiss says he has sent you some money and will keep at it until you are paid off — I think Powers is the right sort of a man, and wish Wilson was out of his way I think he will be able to buy Wilson out, or kick him out soon —

I will finish mooring tomorrow and go to Buffalo as soon as Father returns from Chicago, as he will bring back what funds can be had on the route, which I want to pay on the road for poles &c — Write me fully at Buffalo, as I probably will not get there before you will receive this, and have time to answer, or at any rate it is not likely that I will leave Bu before the last of next week, as I must stop at Cleveland, and have See off of the St Louis line

and Jackson on the Pittsburg line, and
Wade on the Cincinnati line - I will
try and have them all off in ten
days - or sooner if possible -

The more I think of the idea of
using one insulated, or uninsulated,
wire, for the return circuit for several
other wires, the better I am pleased
with it - I am so confident that it
will work, and work well too, that
I would like very much to have
you make some trial of its value -
I am also satisfied that the copper
wire laid in the ground, need not
weigh over 25lbs to the mile, as a wire
of that size would carry fully, far
more electricity than can be made
to pass through the Relay wire,
and your idea that the smaller
wire between Binghamton & Owego
has any injurious effect in the working
of your NY & Erie line, cannot, be
well founded - Your difficulty is
probably in your batteries - If one
battery is used with acid, one with
Sulphate of Soda - & one with nothing
but water, I doubt not your line
would work better to have all the
batteries alike - Our line now works

beautifully, with less battery on 500 miles than either you or Faxton are using on 500 miles— and your insulation is far better than ours— I insist that I am right in saying that we can get two wires from Bu to Cleveland cheaper and better by putting down two small copper wires in the ground, and using our present wire as it is for the return circuit for the two copper wires, than to put up an other iron wire— If we put up an other iron wire, we certainly should have the new caps on both wires, or rather both wires on the new caps. If we use the glass knobs as they now are, the top wire will be down on the second one, and cause as much trouble, and delay in putting it up— The cost of an iron wire would be, say

200 lbs to the mile at 7½ including freight =	$15.
Soldering wire, cartage & putting up —	3.
Putting on caps on present wire say —	1.
Cost of 60 caps per mile & cartage say 2/ —	15.
	$34.

Cost of 2 copper wires weighing 25 lbs per mile each — 30¢ —	15.	
putting down each wire say $3 per (mile) but half that should do it)	6	21.
Saving in expense —		$13 per mile
do " " on 200 miles —		$2600—

and With the copper wires under ground we would never be troubled by bad weather, or wild lightning., Shade trees through Mattfield and elsewhere, would not effect us, as I am very sure the current would not run down a tree to the ground and cross over the road to the other wire, rather than keep on a metal circuit — the true way to build a line from Ithaca to Auburn is to put the wires in the middle of Cayuga Lake, separated half or three quarters of a mile, down to the bridge, and then bury them along the Rail Road or Stage road to Auburn —

If Hotchkiss, & I had the wire we would have a line from Milwaukee to Sheboygan in Lake Michigan in a week, and from New Buffalo to Michigan City — the right way to build from New Buffalo to Chicago would be to run across the Lake with the wires, as there are no anchors there to break the wires —

Yours full in the faith
that my mares eggs will hatch
J J Speed Jr

J J Speed Jr
Apl 28 1849

Rec'd May 9th

Montrose Pa Apl 29. 1849

My Dear Alonzo

I came down here from Binghamton with Mr E. St John to Open an office here, and hope to get in Operation tomorrow, shall then work on towards New York where I shall try to make arrangements to buy the wire for the line from Cleveland to Cincinnati, if I am successful it will enable us to push that line ahead vigorously, and I hope soon turn a rich stream of business from Cincinnati over the N.Y & Erie line, I hope Jackson is getting the additional stock for the line to Cleveland via Youngstown,

At Binghamton a few nights since I heard the best lecture on temperance delivered by Phil S. White of Phila that I ever listened to. he portrayed the evils of that world wide Curse in the most eloquent and forcible language to a large and attentive audience- The exercises were commenced and closed by prayer by Reverend ——— and by the ——— Division of the Sons of temperance, by the by when I joined the Division of the Sons of Temperance, I was sorry to find that their regulations excluded young men of your age, but I learn not that an Order of the "Cadets of Temperance has been established embracing persons under 21 years of Age, and I hope

you will embrace an early opertunity to
joine the Division, as it appears to me to
be the best way to carry on the war against
the monster intemperance,

I have not been situated favourably for
learning the amt of business passing over
the NY&Erie line since I returned from Bu
but if each Office that is tributary to it shall
give two or three messages per day each it will
swell the aggregate to a handsome sum,

I hope Faxtons sense of honesty will impell
him to give all his business to the Erie & Michagan
line but I fear not, I shall not be disappointed
to see him influenced by different motives,

The price at which O'Reilly is putting the
Bain patent on the line from NY to Albany &
Buffalo will recoil upon his head. I wrote an
article on the subject for the Chronical which
I presume you have read before this,

Tillotson will try his hand at getting stock
subscribed for me on several of the small side
lines in this State, and I may send him to Ohio
on line from Cleveland to Cin-

I suppose that John & Jane has arrived
at Ithaca ere this as I recd a letter from him
saying he should leave Albion last monday-

Elizabeth, Marrian, Aunt Caroline & Otis
are attending the present term at the academy
at Ithaca, Write me at Ithaca and let me know
about the increase of business on E&M line, as I
hope you will make a dividend by August-

Yours Affectionately
E Cornell

A B C

O. Cornell
Montrose apl 29.49

10

Mr A B Cornell
Cleveland
Ohio

MONTROSE
MAY
1
PA

Detroit 30 Apl 1849

Dear Sir

I returned home yesterday noon. leave tomorrow for Ohio, and will pay some of the debts due on the line, and stop some of their whining. We are now paying about $300 per week, when in order, and since I saw you at Bu. we have kept up very well, and the line worked better than ever before: but I have to keep several men constantly on the road to keep the cursed caps on, and the wire up—
The cap sent from Ithaca is exactly right, and as Smith said of his, I defy the world to beat it— If we had put such caps on our line when we built it, we would have been ten thousand dollars better off, and if you had such caps on your N.Y. & E, you would not take a week, (as you frequently do now), to return answers to our coms,— Now many of our coms are never heard of, after they leave Fredonia, and we neither get answers to coms, or reasons why they are not answered— If you cannot make the N.Y. & E go better than it has thus far, we will certainly loose much of our business— We never

have been so many coms lost, since the line was up, as since we sent by N.Y. & E. and I have lately been very careful not to own any connection with your line: but tell our customers *we* do our duty, and are not responsible for losses after their business passes out of our hands — While at Milwaukee I could scarcely meet a man who did not dun me for the return of his money, in consequence of the coms not reaching their destination — as one instance out of a vast many similar ones — J. S. Fillmore of Au. sent on the 9th May two coms to Rufus King, one to N.Y. & one to Washington, he says *neither* were recd. I tel. Cobb to know when they passed B. and he answers on the 9th May — I then asked him to find out where they were lost, and that is the last I can learn about them — you understand fully the whole subject, and if *you* do not complain, I wont, let the public swear as much as they will: but it is exceeding annoying — Morgan writes me that Porter & Kissock have bought McKay interest in Canada line, he thinks for Faxton —

I send you a letter just recd from Lee — I think we will find it hard work to get much money: but we *must* reach St Louis if possible —

Wade writes me that he has Six thousand subscribers on Cin route, & Jackson says he will make the Pittsburg route go. I will be with them in a few days, but I have so much which must be attended to on this line, that I cannot leave it long at a time -

I was quite sick a day or two at Lou. but have got well again, and think I made one good moove, if no more, in getting rid of our big gun Genl Wilson. Pirates will get a line on the Southern R Road; but Hotchkiss has scared off most of their subscribers, and they will have to build it on their own hook - Kendall has evidently forfeited the contract with Smith, and Smith is not bound to carry it out on his part, any further than he chooses to do so -

How about wire? can you raise the wind as you proposed? give the manufacturers a large share of the spoils if need be; but get it if possible,

Yours truly

J J Speed Jr

Mr E. Cornell

Haviland has just returned - says Wood told him at Ithaca, that he had not changed the acid in his battery since he put it in -
Why would not buttermilk, or piss, do just as well?
I think the difference would not be great, after the Nitric acid has been exposed to the atmosphere for months - If you succeed in working a line well in that way, please let us know your secrets, as we may save a big pile by adopting them -

J J Speed Jr
30 Apl 49

TELEGRAPH AGENCY OFFICE.

The Subscriber, **No. 5 Hanover Street,** in the same Buildings, and immediately under the Offices of the TELEGRAPH LINES,

FROM NEW-YORK TO BOSTON,
" " " PHILADELPHIA,
" " " LAKE ERIE,

will attend at his Office at all hours during the operation of the above Lines, to make and answer any enquiries, or transact any business that may be sent him by Telegraph or otherwise, from any part of the United States or Canada, with the least possible delay, and for a very small commission.

Any Communication to him by Telegraph will be in his hands the instant it reaches the Telegraph Offices here, and will be attended to and answered as soon as possible

Every Commmunication, and its answer, must be paid for at the Office from whence the Comunication is sent, and the fee for the subscriber's services will be paid at the same Office when the answer is received.

J. S. BEEBE,

Telegraph Buildings, No. 5 Hanover Street.

NEW-YORK, FEBRUARY, 1849.

REFERS TO

STEPHEN B. MUNN, ESQ. MESSRS. LIVINGSTON & WELLS,	New-York.
EZRA CORNELL, ESQ. CAPT. T. D. WILCOX,	Ithaca.
COL. JNO. JAS. SPEED, JR.	Detroit.
HON. LEVI HUBBELL,	Milwaukie.