New York 20th June 1857

Mr Conell Every other man but you pay me the interest when it is due — seldom go over a day — I want money very — much have not been so much interested in ten years — It is not good policy in you to abuse me so do you think when I let you the 2800 Dollars I did not expect to be paid the interest punctual. I must have money on property in the Country

Stephen D. Mann

S B Munn
June 20, 1881

Mr Ezra Cornell
N.Y. & E.R.R. Office
Merchants Exchange

Detroit 20 June 1857

Dear Sir

If ever a couple of poor devils were made suffer purgatory before their time, you and I are among the number; after I left you at Dunkirk, I used all the Glass caps I had, which was only 2000 after finishing Pittsburgh line - and the 2000 were distributed East and West so that they apparently did but little good - The line continued to work worse every wet day, until we could not even get our bus off by repeating at Erie - I had no money, and the line worked so badly I could not get any from our business - I finally went to Fargo at Buffalo, and agreed to do all his Tel on our line for a year for $100.00 if he would lend me $500 for six months. He let me have the money & I made a straight wake for Pittsburgh - & got caps enough to reinsulate our No 1 wire all the way - I am set half a dozen hands at work, and by the middle

J. S. Jr
June 20. 57

of next week every iron cap will be off between Cleveland & Ber. on the No 1 wire - I am also having the irons removed on Western end of the line, and have glasses enough to replace all the irons between here & Cleveland. I can see that every day the line works better, and as soon as the cursed irons are all off we will have a respectable line again. I put in one of your connectors at New Castle, and it works to a charm - When Pews line is up we can work from V to F just as well via New Castle as we ever could on the Lake line - I am getting 6000 more glasses made at Pittsburgh for No 2 wire, and as soon as I can get the money to pay for them I will have them on, and then we will do up telegraphing between V & Ber as it should be done - We have lost two years work by using iron caps, and you will never be able to do anything on your line until you get rid of them -

I have paid $400 at Cleveland this Spring: but there is as much more due there, and I have to renew the promises and tell a good story every time I go there to prevent being sued - One man did sue: but I got security and get nine months, longer -
Stevens, at the Meddell house, takes hard, and would sue me on my guarantee of AB's board bill if he thought he could collect it - Mosse, the clothing man, also threatens some, on my promise to pay what AB owed him -
I also owe $650 at Erie on the iron caps of last year: but may buy off & get additional time on it = On the whole I can and will fight my way out of the woods & get glasses on both our wires, and make them work as well as any line in this Country: but it has been, and will be a desperate tight fit - When you have nothing, & nothing coming it is mighty hard work -
In taking to Pew about the balance he owed you he says he paid me something over $300, which I

enclosed to you in letter and sent by express — I have some recollection of having got money of him after he paid the $1000, which I gave to AB & he sent to you, and I also remember reading my letter to you to Pew — I think the letter was given to the express men at Cleveland, and directed to you at New York Care Wells & Co — If you did not receive $500 or a little over from Pew in a letter from me, the chances are that Livingston & Wells got it, and credited you with the amt — I do not find any memorandum of it, and cannot say positively what the sum was, but it was something over $500 and I do remember writing you that I got all Pew had, and if he owed more you must settle it with him — Pew says I gave him a recpt for the amt., and he has it now at N Castle — I know that I sent you all he paid me in the letter, & you better see if L & Wells did not receive it —

Yours truly J J Speed Jr

Enclosed I send letter from Randall
What can be done with Smith?

Elmira June 25th 1851

E. Cornell

Dr. Sir.

I do not suppose that You can well help it but the way in which our Busineſs is conducted between here & N.Y. is completely ruining the Busineſs of this Office. I have tried my very Best to keep up its reputation & to get all the Busineſs popible but I must say that if there are not some different arrangements soon I shall begin to feel discouraged. If we could only have some one at Ro. or some station near there to repeat our Busineſs for us we could get along much better. If I can send a Com. to N.Y. & get ans^ in 6 to 10 Hours I do not complain but when it takes two or three days it looks like poor Telegraphing. For 2 or 3 days last week when we had somebody at P. (Mr Dunn I believe) to do our busineſs for us & who seemed to take some Interest in it I did My Busineſs quite satisfactorily to all Parties. You can see from those 3 days

that if the line only worked well the Busineſs of this Office would be considerable more than it is although last month & this I believe have been equal to your expectations if not more. This morning I have two of those answers to those 3 Cons you sent me last night from Ro. Not a man can I raise east of Ns. to send them to & if I could raise Dr he would make a fuſs about taking them & as for sending to Y. I am done asking him to repeat Busineſs. I sent him 4 Saturday night for N. Y. & none of them went through. One of these Meſsages is from John Arnot Esq the richest & probably the greatest Busineſs Man in town. He wants an ans^{r} to it immediately. He goes east on the Cars at 1 o'clock. How shall I feel when I tell him it has not gone through? It certainly is not my fault that the Busineſs does not go through for I think that although I say it I am on hand as well as any Opr on the line & after all that is not saying much. I think we need a good Opr at

Binghamton very much. I can't trust him to act for I know he makes mistakes. If we only had a good Opr at R's that we could depend on we could get along a great deal better. Father wishes to know if there is any prospect of that old Balance due one being any smaller. I would be glad to hear from You

Yours Respectfully

L. G. Tillotson

Meadville Pa June - 26-57

Sir

Yours of 17th is <u>wholely</u> uncalled for - I can assure You, you may now rest at ease in regard to circuit being broken by me

Yours &c

W Shippen.

E Connell -

Ent

Newburgh June 27th 1851

E. Cornell

Dear Sir,

After waiting until things drove me to such an extremity, I have been compelled to borrow money to settle up. You saw my bro' despatch complying with my request. You possess too much feeling not to be ashamed of the management or circumstances which makes it necessary for one employed on this line to borrow funds to meet his moderate & proper bills. Since I came on from home last May a year since I have been compelled to borrow of friends $106. to meet my necessities. You have not only had a years time in which to provide any deficiency of this ofs. but you have had every bill of expense of this office paid by me & that too while I was entirely out of my own salary. There are two bills unpaid, one for Lines & one of two pounds of Nitric!. In addition to this, I resigned at your implied request, giving you every opportunity to better yourself by that resignation. You so far forgot your character as a gentleman as not even to answer my letter of resignation! More, I have numerous verbal & written promises of yours not one of which has been complied with! You once told me that Boardman was the man to pay me up to August 1st/50. We shall look to that! You are the proper person to call on for my last months pay. My unsettled accounts are with Fullerton & Fowler. It will cost me some $30 to effect a settlement. I leave saturday morng. C. M. C. R. R.

2d

Ahr. "Poverty divides friends" & I am too poor to remain with you! You probably consider quite too independent to be retained! I thank the Lord for the little independence I possess. To none but yourself have I been able to show feelings of such a character. I have been looked upon with feelings of distrust by all my creditors here, & to state that the line was indebted to me far beyond my indebtedness only increased their suspicions

As far as accuracy goes & constant & close attention to the office is concerned, the line has no when been better served than at W. If I could read by sound I would ask no odds of any-

We probably shall never meet again. I wish this line success & you credit & praise in its management. A good bye to you and all friendly operators on this & R R line.

Your injured but respectful creditor

Chas McK Ingersoll

Montreal 27 June 1851

Dear Sir

I have to acknowledge your favor of 23rd inst. and give you all the information I can. by the memorandum below viz -

1848			
April 24	Money	$800.	to yourself
" "	Draft	1000	" on New York
August 29.	"	1000	City Bank, on Dunscomb & Beckwith N.Y.
Oct 16.	"	1000	W Lyman & Co on Wadsworth & Sheldon N.Y.
1849 Jan 30	"	1000	do — do "
May	"	500.	to O.S. Wood.

Dunscomb & Barnstoff 18 Beeber

Some of these last amounts were handed to Mr Wood. I think the two items of August 29. & Oct 16. were remitted to Messrs Wells & Co. not positive though.

In reference to any balance due you by the Company I fear there is but little chance of its being paid, the Company, of which I am but a small portion think you misjudged in selecting a place to cross the Wire. the Line has been down for the last six months, everything has been done that possibly could be, and the

enormous Sum of Eight thousand Dollars has been Expended at the rapids. without being able to keep the wire up any length of time. the only alternative now, is to abandon this altogether, and look out for a different crossing, which will involve a great Expense, besides the necessity of changing Posts & Wire for several miles, this however will have to be done before the Line can be made permanent.

Yours truly

H. H. Whitney

E Cornell Esq.

Pike July 1st 1851

Dear Sir

lest you should think I had squandered other mens money for the last month I will explain alittle, on Friday the 13th abt 4 K the ci opened west & saturday mng I started & went 11 miles & found the wire broken (I think on purpose) & not having my relay with me I returned home & monday mng found me had not been Ok I started agn & went 30 miles & bk same day & mended a bad brk where it had been off 5 poles some 2 weeks & a creture got hung in it & broke it in 2 places then it went ik drawing a cat by the tail till Friday 20th hf past 7 it failed agn saturday I wend out 32 miles & mended & monday mng F was Ok but ntg east abt noon I started & went to the end of my rout & found all up gd but while my horse was getting breath I that I would run over in the words & see & found a brk abt 1 mile & mended & got home 5 K & at 7 K ci opened west agn I staid till tuesday noon

& went clear thro my rout was gn
that day & all day Wednesday & repaired
every place that looked any ways bad
so you see I have had trouble enough
for one month & I was as prudent
as possible of money for I had to furnish
it from my own pocket

Now I dont wish to dictate but
do think there sd be an Ofs at V
it is too far to go & I dred to start
the worst kind & if I hant earned
my wages the month past then I
am no judge

Respectfully Yours
D. P. Gordon

E, Cornell Esqr

D P Gordon
July 1. 57

Dansville July 4 1851

Dear Sir: I have yours of the 24th ult. Mr. Welch will take up your draft and attach the wire at once, unless the amount is paid. I have so much business on hand to enable me to run and look after these matters, and cannot give them a second thought.

July 4 57

The stockholders of your Company are very much dissatisfied with your management from beginning to end, and are clamorous for a change in its management. Ithaca charges all its misfortunes upon you, and I do not see but you must stand Godfather to them all, fix it as you will. We have a line of telegraph that ought to pay well — substantially built — well arranged, and yet running in debt every day, and becoming a reproach and by word among

telegraphers and laymen. A wire boat will convey intelligence faster than it can be sent over it, and instead of improving, it grows worse daily. Between New York & Peekskill it is in a disgraceful state of repair, and the only wonder is that it will work at all. Between Ithaca & Owego, the old wire, which could be stripped off for $2, is left to become entangled with the working wire, and is then charged with all existing troubles there. This makes it necessary to keep a man running at expense between the two places, and has interrupted the working a week at a time. Between Ithaca and ~~Owego~~ Jefferson, it takes the range of the rail fences, and depends upon them for support — while through Pennsylvania the impression is generally, judging from its bad condition, that the

line is abandoned!

In short, there is one general complaint—one outcry, and it is evident to me, that though you understand telegraphing well, you either have too much business in hand, or are short of capacity and combination to manage such a line. It is unpleasant for one to tell them plainly, but as a friend to you, I deem it my duty to inform you of the facts, as they exist.

Again, the organization of the company—the patent under which it works—its completion and delivery—its construction and arrangements, are all defective, and render it as complete an abortion as was ever ditch delivered by any dam.

Now for the remedy. Shall the offices be closed and offences stopped at once—shall

it be sold at auction by the Directors to the highest bidder — shall an assessment be made to re-organize and go along with it — or shall we allow creditors to sell it for claims? Or shall we abandon it and let it all go to the Devil!

You call a meeting of Directors — we come to Ithaca and find no quorum for business, and no effort to procure one, and are laughed at for our folly for coming!

I attend no more meetings without an object, nor will Bagley. The thing must be closed up or put under entire new management. This is evident. The stockholders lack confidence in your ability to do anything with it, and the people lack confidence in the line.

These are my opinions, and I shall be glad to hear from you in reply.

I am not certain but the best thing we can do, is, to abandon the line for

5

Bath to Owego — run a line from B. to Corning and connect with the Rochester line, making it a joint stock. They will be glad to do it if we put our line in shape. In that event, I would remove the second wire to the Rail Road poles as fast as possible.

Charles showed me your letter. The communication of James your son ordered him to send via Rochester! This will explain that.

If we have a meeting, it must be at Elmira.

Yours Truly
L. O. Wakeff

Rec^d — July 12, Ans^d
July 13 — by a letter
of 16 pages — E. C

Mr Cornell

Just rec'd yours in which you refer to the "wrongs, neglects, & "annoyances" perpetrated at Ov——. Although I felt considerably hurt by being charged with these molestations I could but feel some pleased to find Bn Ra Ro Sa & D were all in such fine operation—Capable of being raised at any time!! How it is, that you were calling me half the afternoon yesterday. Bn & Ra responding. & not hear, is more than I will attempt to explain——

The Comr to Wm Foot & Co 2 was sent to Sa in ample time for answer to have been obtained by 3 Pm as requested—it has not been received—

If Ro can be raised at any time he ought to answer to his call once in a while. I called Ro & others almost incessantly from the time I received Ransom's answer till about 11 Oclock (of the morning Mrs Ransom left for N.Y.) When I succeeded in raising him, Had sent it, & was sending another—Ci was opened Late in the afternoon got him again & left sending the rest asked, Ransom's com. was sent—& he said not wishing me to detect it.—Bring as near the facts as I can recollect—Will be glad of any advice, at any time. But when I become an "annoyance" to the line I will

to leave Ch — Dont wish to be disastrous

Yours Submissively

Oswego July 4th 51

G W Allen

G W Allen
July 4th 1851

Fridonia July 8th 1871

Mr E Cornell

Dear Sir

Yours of the — June & 3d July were rcd yesterday = One by RR just rcd = In regard to the ~~Off~~ Germantown Com it was never rcd here — Lost somewhere between this & New York = In regard to the acceptance you sent me it is not Bankable paper — You will notice when you receive this that the word "dollars" is left out. I got it endorsed & all ready to get the money on it presented it to the Cashier & he saw the mistake. I am very sorry that it has happened so but it is even so =

I hope you will try & meet ~~me~~ the Draft as it would be rather hard as I said in my other letter for us to have our paper dishonored. I dont know as I can do anything for it if it comes back = I will not trouble you again soon with a Draft if this one is met =

Ans^d July 13 1871 EC

The Line does not seem to work very well on this end for what reason I know not. I suppose the Line is in bad repair all through. The man I sent out half way to Pike found the Line on the fence in several places he fixed it up as well as he could. The western Line works nicely ~~not~~ now never better. The glass caps have fixed it right up no mistake =

I shall be down to Ithaca in few days I think = Hope ~~you~~ to see you there =

Yours in haste —

Emory Cobb

Madison Wis July 8th 1857

Mr E. Cornell Esq

Dear Sir

We have reorganized the Milwaukee Galena & Chicago Tel. Co. under the name & style of the Northwestern Tel. Co. and have complied with the provisions of the act passed last winter in the Legislature of this state and now occupy a corporate capacity thereby doing away with the necessity of trustees,

We have also declared our bounds in the certificate filed that can take in any part of the United States by a majority vote of the board of Directors when a proper application is made I will send you a copy of the Law Speed told me in Chicago a few days since the he thought some of organizing the E & M. Co under the same act, I do not mention in by laws or regulations anything about patent or right to construct we have a board of 5 directors one of their number to be elected President also a vice President, Directors to be elected by the stockholders at their annual meeting & directors elect or appoint all other officers and their salaries, I have been elected the President & Maj I. M. Smith of Janesville Wis. the secretary he is my partner in constructing lines now

We shall soon want to reissue our stock
in the name of the N. W. Tel Co. I should
like the corresponding vignette or Device & sent forword
to Chicago soon if you carry out the
system I think that one where the Lady is
catching the flash of lightning in one
hand is very pretty I did expect to
hear of the success of uniting the different
companies from you ere this please write
me to Chicago on the receipt of this,
if you with me to use such woodcut
or copper as you use I shall want them
immediately the A Reedy fellows from ~~Galena~~
~~&~~ Dubuque north have 60 miles of good
line they have written me that they want
to sell it but it will be sold for them
at Sheriff sale soon for debts contracted
there is two suits now pending against them
in the supreme court at this place
I shall commence the C & M line at N. Buffalo one
the route of the central Rail Road to Chicago
next week I build 60 miles for Col Speed
& thereby get rid of the trouble we have
heretofore had around the lake
I hope you are well & that your line is
working fine I find by adding more
battery I can do much better

I have been waiting to hear from you as my reason for not writing before I believe we agreed to correspond
Col Speed says we have the best charter that he knows of in the U.S. in my certificate filed I have made Eagle Harbor on Lake superior — St Paul Minnesota Ft — St Louis & council Bluffs Mo. New orleans Louisiana — Washington D.C. — Buffalo New York city N.Y. — Boston Mass. — Halifax Nova Scotia the bounds that our Co may extend its lines either by ingrafting in others, or by Constructing with the privilege of swelling the Capital Stock to one Million You will Laugh when you read this no doubt but if we undertake to unite the lines and their interests we shall want an act of incorporation & a charter
I could wish you had been here to help get up one by laws but however we can alter or amend them we have decided to ingraft the Milwaukee & Green Bay line into this Co making 662 miles now working Please let me hear from you and what you done with the order of $600, I gave you Money is mighty tight in this country
Yours truly S. W. Hotchkiss

Please send me the Device that you had intended to chicago as we see the need of some corresponding ensigna or device

S.W.H

S.W. Hatch Kiss
July 8. 1857

Elmira July 9th /97

E. Cornell Esq Sec.

Dear Sir. I went over to
Mr. Norton to fix his Bat & was
to be back at 8 o'clock but found
there was a ground ci next &
no ci. from Fs Battery so I staid
there & about 11 k started out west
& found the wire off of 5 or 6 poles
about 15 miles west of F & broken
& lying on ground. I fixed it as
well as I possibly could alone
without any tools (could not find
any of Greens) but it is in a very
bad condition & it is necessary
that Da should send a Repairer
out to F or Fartlow & fix it. I got back
to F just in time to take cars for
Rd but found no ci from Fs battery
yet, & it lightened so I could not
get Da to tell him about it.
I will send a com to G.A.B. 6 early
as possible in the morning about it
I have had a very hard time & feel
very bad & almost sick. Was up till
12 o'clock last night in the office
& up at 4 k this morning.

Yours Respectfully
G. Tillotson

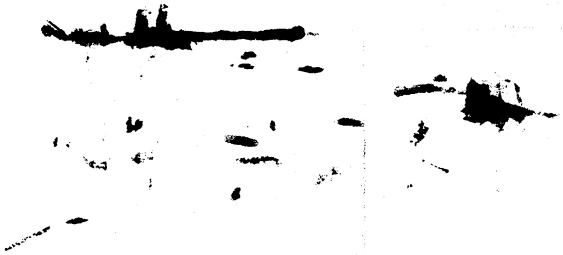
P.S. Mr Norton's son at F has learnt
to operate a little & that was why he
wanted Bat fixed G.G.T.

800.# Zanesville Ohio July 10. 1837

One year after date We or either of us promise to pay W Stuyes or order Eight Hundred Dollars Value rec^d, and we hereby agree if the same is not promptly paid when due, to pay Interest on the Same at the rate of Ten per cent per annum, after the 10th day of July. 1838 until paid.

Cornell & Reed

C & Spend
to 3 note
Wm. Strings
$800 – July 51



Janesville 10 July 1854

We have this day borrowed of William Sturges Seven hundred and twenty Eight dollars in cash and have given him our note for $800 payable in one year from date, and if not paid at maturity then until paid to bear interest at the rate of ten per centum per annum until paid. And we have, to secure the payment thereof assigned to said Sturges Forty shares of stock in the Cleveland & Cincinnati Telegraph Company as evidenced by two certificates thereof Numbers 78 & 82 for twenty shares each, And we do hereby agree that until said note is fully paid no charge shall be made to the said Sturges for any dispatch transmitted to or from him over the line of Telegraph from Janesville to Newark, or from Janesville to Dresden, Rosco, New Comerstown, Euclidville, New Philadelphia Canal Town, Navarre, Massillon, Hatton, Akron or Cleveland and should the branch line from Euclidville to Wheeling be kept up no charge is to be made for any dispatch to or from Wheeling

or to or from Cadiz or Mt Pleasant, or to or from any other offices which may be established on the line, known as the Cleveland Wheeling & Zanesville line—

And we do further agree that upon the nonpayment of said note the said William Sturges may upon giving thirty days notice by advertisement in some newspaper published in Mt Vernon in the County of Knox & State of Ohio. Sell all or any part of said stock to the highest bidder and of the proceeds pay the expenses of the advertisement and sale, then what may be due on said note and the balance return to us—

J. J. Speed Jr
Cornell & Speed

C & Speed
3 Note
Wm. Sturges
$728—
10 July 51

Cleveland 13th July 1857

Dear Sir

I returned last evening from Zanesville, where I have been to see what could be done to save that line from being sold out by the sheriff - The old brimstone fixings come in for an other cursing on that line, as the line got badly in debt while the iron cops were on, and has not been able to get out since they have been removed - The line owed $1600 - some in suit & all due and suits threatened - Had a stormy meeting which lasted three days, and the result was that I rented the line for four years and agreed to pay the debts - I borrowed $500 and paid 30 per ct of all due on the spot - agreed to pay $150 per month until the whole is paid up - Wade takes the line and will work it in connection with his - It can be made to pay off the debt and pay its expenses, and is now working well -

The Pittsburgh line is also working well

J J Speed Jr
July 13. 57

but whether Pew will be able to manage it, is doubtful — All the debts ~~now~~ hereafter incurred on Pittsburgh line are made in Pews name, and if I can pay the old debts & pay Jackson back his $600 which he expended in insulating it, the line will not be sacrificed, & if Pew cant work it some one else can — Our Lake line now works well to Bu. that is one wire — I have glasses enough to insulate the no 2 wire and will get them on as fast as I can get the means to do so — My men are now on line between here and Sectwin and it will take two weeks more to get the iron caps off — line works better every day; but cant work through in bad weather yet — Wood is taking off irons on Western line between Kalamazoo and Niles & will change line on Rail Road between Niles and Mich City — by 1st of October I think our whole line, including no 2 wire will be in as good order

as possible, with glass cops all the way, excepting some few of your old irons with the glass & stucco - We have lost one years work, and had the expenses going on all the time - Six months more would have effectually put us out of the way - Bad as it is, I can save all our lines, and fight through: but I assure you I have had, and still have a mighty hard fight to do it - I have been sued once, and may be again: but when I can get the lines all in good order, and working, I can pay some; and promise more, and get through without compromising any of the lines - It has been utterly impossible for me to go to St Louis - I have written her every few weeks, & hope she will soon be able to get over the river, but the tremendous flood & losses caused by it, has no doubt prevented his doing as well as he otherwise would - The River opposite St Louis is five or six miles wide, & has been for months -

I saw Hotchkiss at Chicago the first of this month - He is doing all he can; but his lines are down half the time; and I much fear that he will be used up in the end and his lines go down - A Tel line like your Auburn & Ithaca & Bridgeport & Vermont lines, that wont pay enough at the best office on it to pay the operators board bills, is a very hard line to manage - I have great doubts about our being benefited by the side lines we have worked so hard to get - certainly thus far, the only line I have connected with West that has not been a curse to me has been Wades -

How is your old N Y & E doing? are you going to reinsulate it, or let it go down? N Y & E RR line will fail in 6 mos, unless they take off iron caps - I go to Ravenna tomorrow hoping to get some money to pay a claim of $220 agt Pitts line - If not paid line will be advertised for sale & if I thought the purchaser would keep it up & give us the bus he might have it for the debt.

Yours truly I I Speed Jr

Write me & let me know the worst, if we do go to the devil we will go together & I guess find some other Telegraphers there too -

Sherburgh, July 14. 1857.

Dear Sir,

Yours of the 12th inst. was received this morning.

Mr Boardman engaged Mr Ingersoll in the first instance, and to him we look for payment of salary up to May 26th last. The balance due Mr Ingersoll at that time was $20.00/100. For the last month's services Mr Ingersoll considers you as personally bound, and the balance due him on that account is twenty three 00/100 dollars.

We are not authorised to delay for the length of time you mention, and unless the accounts are arranged within a week will prosecute.

Mr Ingersoll also owns the account of A. R. Keen for services as operator, amounting to $7.49 which is omitted mentioning above.

We trust you will see that these matters are arranged at once.

Yours respectfully,
Fullerton & Towle.

Ezra Cornell, Esq

Goshen July 15/51

Sir

Yours of the 14th recd. your complaints are undoubtedly correct you ask whether "there is any way we can make a reformation for the future?" Yes. I will promise to do all business required. give my whole time to working the 2 lines for one year at the following terms viz.

1st. One dollar per day for the whole year. Sundays included if required

2nd You to punctually forward me amt. due me at the end of every month.

3rd I to forward monthly my report with amount of funds collected at this office after deducting therefrom cost of lights, stationery, zinc, acids, repairs of line, &c &c rent & fuel gratis

Yours respectfully

N. Vail

Greenwich July 16th 1851

E. Cornell Esq
New York City

My Dear Sir —

I recd your favor of the 14th Inst. — and in reply to your interrogatories would say —

First, That the Troy & Whitehall telegraph is not in working order now. nor has it been for the last six months — The wire is down in many places, and the whole line is fast going to distruction

There was a man who wanted to take the line ~~and~~ from Cambridge to Troy and make it a part of ~~a~~ Bains line from Boston to Troy — But there was no one authorised to make any arrangement with him and I believe he has concluded to run down from Saughticoke Point on our Poles — and take the responsibility of making an arrangement hereafter —

I was up at Salem a few days since to see Mr McFarland about the affairs of the Co. and he informed me that as soon as the Troy and Rutland Rail Road Commenced opperations ~~that~~ they would take the line and put it in working order, if the Company would give them the receipts for one or more years — Are any thing Better be done than to let the Rail Road comp'y

have the use of the entire line for 5 years if they will keep the stations in working order - perhaps at the end of that period the line would pay something to the Stock holders -

We can either do that or sell the line at auction and close the concern - We are satisfied that the line now will not command business enough to pay the operators, and contingent expenses -

We should like your views and advice what is best to be done with the line - If you could make it convenient to visit this part of the country in the fall about the time the rail road gets in opperation perhaps some advantages arrangement can be made with them either by sale or otherwise

By a late law of our Legislature Rails Roads are permitted to own stock in Telegraph Compt,

The Company owns some debts that will probably be sued and collected before long if nothing is done to revive the line

Yours Truly in haste
L E Ray Morry

5

GREENWICH
JUL
17
N.Y.

E. Cornell, Esqr
New York
City

L. Monroe
July 16. 57

Lakeview 17. July, 1851

My Dear Sir

I really feel great doubt about making collection of the delinquent subscribers in Salisbury. They are banded together and are determined to resist payment and the prospect of success against them is so discouraging that I am not willing to undertake to carry on a suit unless I can have at least 100 dollars before hand to meet expenses and costs of the litigation, and you ought not to be required to advance so much money.

As to Powers he is no doubt liable to refund the money he has collected and you can get a judgment against him for the amount he actually received but he is out of my reach and you will be compelled to employ Counsel in the State where he is. His conduct has

criminal and he ought to be punished for it, but it is not one of the crimes for which he could be demanded as a requisition. In my opinion our Governor would decline to demand him and if he was demanded the Governor of the State of Newyork would probably refuse to surrender him. So there is no mode of proceeding against him but by a civil suit.

I may be wrong but think I am right in my opinion as above expressed.

Had you not better lay the matter before Counsel in the State of Newyork and make an effort to collect of Power the many he collected and run away with. If you can think of any way I can aid you I am ready to do all I can.

Yours
J H Hubbard

18

Peirce 3

E Cornell Esq

Telegraph Office

13 Merchants Exchange

Newyork

[illegible]

17. July 1857

Cleveland 19 July 1851

Dear Sir

Your letter of the 4th forwarded from Detroit I recd. on my return here today - It looks squally enough - The cursed iron fixings will be the death of both of yet, I fear, in spite of all we can do - I am not surprised that you should hold on to the idea that it is not the iron caps, as I know from sad experience how hard it is to admit that I was in error, and retrace my steps - But I am compeled to disbelieve the evidence of my own senses, or admit that the iron caps are the cause of our bad working - Wade had on iron caps, and his line would not work half the time to Columbus - He took them off, & put on glasses, and it has worked every day for a year to Cincinnati in one circuit - Pew had on iron caps, & he could not work 100 miles - He changed them & his line works well more than double the distance - I put on iron caps on Zanesville line, & could not work it to Massillon, I put on glasses, & it works to a charm to Wheeling & Zanesville - Pittsburgh line was in same fix & the change has

J J Speed Jr
July 19 1851

produced the same result - See had irons on from Cin to Terre Haute 200 miles, & could do nothing - changed them, & line works well - I had irons enough on our No 1 wire to almost kill us dead - could not work to Erie in bad weather, took them all off, & line works as finely to Bu as over a line worked in the world - Caps are not all off yet to Detroit, but more than half of them are off, and line works better every day - I had only 55 miles of irons on between Kalamazoo & Niles, & could not work in bad weather, have got them off and all OK again - Now if this is not sufficient proof that our trouble has been in the caps, you would not believe tho one rose from the dead, and told you so - We have been made bankrupt by the iron caps, and nothing else - The Pittsburgh line got in debt about $1000 the first year - I have had to pay all I could & agree to pay the bal, besides spending $600 to reinsulate line - Zanesville line got in debt $1600 & I had to take that line - paid $500 down, & took the line for four years & agreed to pay the balance - Made will manage it - The Zanesville line will now take care of itself, & I think something more -

Pero is a poor stick, & I he will fizzle out; but he has no right to run the line in debt — When he gives up, as he will in the course of a year, I can get some one to take Pittsburgh line who will keep it up & make it pay its expences; but not much if any more — Lee says he has enough due him to pay all he owes on the line, & will yet reach St Louis this fall — I fear he is in a bad fix, and it has been impossible for me to help him out — The floods, and the sickness at St Louis has operated against him — Even now it is out of the question to set poles from Alton to St Louis, as I am told the river opposite St Louis, is five or six miles wide, & as soon as the water goes down, it will be so sickly on the bottoms that no one can be hired to work there — The cholera is bad even now, & will probably be worse — I think it would be foolish for me to go there now, even if I could leave, as I would run great risque in doing so, and could effect nothing at this time if I was there — Wade will be here today

and I will try to make some arrangement for getting Lee through as soon as possible — I have now got glasses enough to reinsulate our no 2 wire, and will do it, altho I owe $680 on the old irons at Erie, and cant pay it — everything else I can get along with, some how, & get our no 2 wire in as good order as our no 1 is, between here & Bu, and that is good enough — I will get our line on R Road to Chicago this fall, — It will be on R Road to Mich City by first of September, or before, and if we do break down, it will be with a capital line, in first rate order from Bu to Chicago — From Ch to Au, the line is in bad order, but it wont cost a great deal to make that right —

What to say about My & E line I dont know — The only way to make it work, is to cut down half the poles, and reinsulate the balance — How much would it cost to do it? Could it be done for $2000 —

If it can be put in order for $2000, and the line owes $4000 where are we to get the 6000 from? I really see no way of doing it— I have paid over $400 on old debts here made last year— have also paid $500 on cops at Erie, $291— on Instruments at Detroit besides $100 more to Bixby for Repairing &c. I have paid $400 for glasses and as much more for freight & work, and have all I can do to get our line right to Chicago and pay the balance me over— our help were very poor between South Bend & Mich City, and we could not keep the wire up much longer without new poles and consequently I have made great efforts to get new line, with good white Oak poles on L&P Rail Road. It will cost about $2000 to do what we are doing West of Detroit, and as much more to Reinstate line East & get both wires right— But I can do all that, and save Pittsburgh & Zanesville lines— If it is possible for me, or Made to do anything more, it Should be done

to help Lee through - One thousand, or at any rate 2000, would get Lee to St Louis - That line must be protected, when I see trade, if any means can be devised to aid you in resuscitating Ny & E I will write again; but I see no way now of raising the needful - If suits are to be commenced, would it not be well for you or for me to commence suit on our debt of near $700 - due our line - would it not be well to have our judgment ahead of some others - our directors charged you, or rather Cornell & Speed, with the and due from Ny & E line; but I told them that you might repudiate the debt, and they said if you did, we must get it some other way if we could - now if you think it for our interest to do so, you tell me you wont start it, & I will sue Ny & E line for the amt - would it not be well to do it at once - Perhaps no one would pay the 700 and

we could have our interest
in the line by getting the
control of it in that way -
Let me know your wishes and
I will act accordingly -
The Sy & E RR line will fail
in less than six months, and
I fear they will put it in
other hands, who will reinstate
it, and use it in competition
with your old line - If that should
be done, it is questionable whether
it would pay to reinstate old
line & pay the debts, as two lines
cannot live in competition with
each other on that route -
I owed a telegraph from
Taylor, asking me to send him
1000 cups before I got yours
I immediately told Jackson
to gather them up & take them
to him & get $2 a piece for
them - the same they paid me
for 420 which they had - If I
can get the $2 it will be better
than 15¢ but if I can't, I had
rather take 5 thou and to sell
them, as they are only worth $2
for old iron -

In looking over your letter again and reading mine - I think I can save our Lake line & pay all an owe in Six to 9 months - I will have the line in as perfect order as it is possible for any line to be with as poor poles - more than 140 miles will be entirely new, with large oak poles - The whole line will have glass insulation on - I can save Zanesville & Pittsburgh, & by hook or by Crook will save Lees line - But how on earth to save Ny & E from the hammer is more than I can tell - Pew will go to the devil - Hotchkiss will follow him (I guess.) Hope to get your money out of Hotch first but may not be able to do it - Aside from our own misfortunes in the caps, there is but one line, & that is Wades, that has not been a constant draw on our Lake line - Hotchkiss owes us - Pew owes us - Zanesville owes us, Pittsburgh do - Ny & E do and Bain do to the extent of over $100 for Bain & more than twice that for each of the others - I can take care of Lake line, if I did not have to carry so many others - Let me hear from you again soon as you receive this - Yours &c. J. I. Sheridan