

U. B. Bonar
Hillsdale
Mich

Jan. 28.

asking dris

7312

Hillsdale College Jan 28th / 59
Hon Stephen A Douglas.

Sir: Believing that you will
grant me my request, which I am about to make,
I would say that I ~~asked~~ ^{ask} it of you as a friend. My
request is this, I would like to be the possessor of a
report from the Smithsonian Institute, or
a Patent office report, or any public documents
which you may deem proper to send me.

I leave it to your own discretion; and
I should like to have a few Democratic
speeches. All I have to say for myself
is this. I am from Illinois and
am at the above named College as
a student. I am a ^{young} true Democrat up
to the mark, I voted for you last
fall I can say with pleasure, I heard
you speak 2 or 3 years ago in
Illinois at Cambridge in Henry Co
and also in Yewand last fall
in the same county and Lincoln
succeeded you. Yours Truly U. B. Bonar
Hillsdale Mich

Address U. B. Bonar
Hilldale
Mich

L. Bremon
P.M.
Shadwell
Albemarle Co.
Jan. 28. Va
asks speeches

7313

Shadwell P.O.
Albemarle Co. Va
28th Jan 1859

Sir

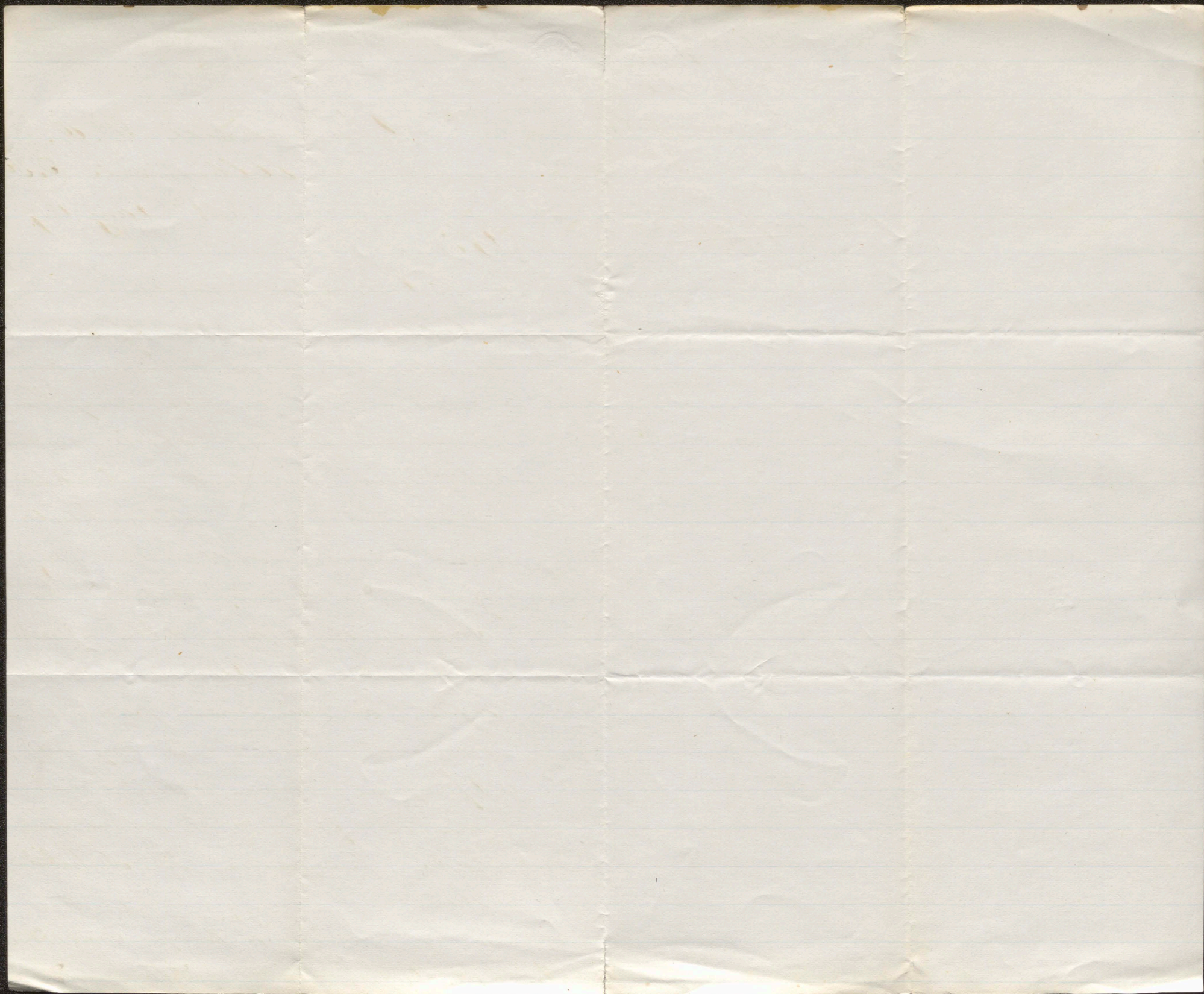
I have with- no
little- degree of pleasure
noticed your course and
now write to say that
holding an office, under
this administration, I shall
sustain you throughout
and carry with- me my
friends. I only received two
copies of your able speech
delivered in Illinois, which
after a careful perusal
handed them to my friends.
If you have others send
me a few, & I shall
take pleasure in distributing
them,

To

I have the honor
to be your Most Obedt

Hon S. A. Douglass

L. Bremon P.M.



North Prairie January 28th AD 1859

Hon

Friend Douglass

Sir

Although not being personally acquainted
with you, yet being a Douglass Democrat
all over I take the liberty of writing
to you, I want you should favor
me if convenient by sending me
the Congressional Globe & appendix
of 1858 & the Post Office Reports of
last year and you will oblige
your friend. as we have no
Senator from Wisconsin but I thought
things look well for Douglass in 1860
Yours With Respect

Peter J. Gifford

Peter S. Grifford
North Prairie

Jan. 28 Wis.

Asking doc's

Pat. Office
report to the
S.D.

Sent
Feb. 6

Wm. L. Post Jan 28th 1859

Hon^d & Dear Sir

I formerly from my acquaintance with Mem-
-bers of Congress I have received Copies of the Presidents
Messages - but I have not yet received seen a Copy of Presi-
-dent Buchanan's late message - I will thank you Sir,
to forward 1, 2 or 3 Copies of them also, such other Public papers,
and Documents as you can spare; Any Maps, Charts, or other
papers, relative to the newly annexed States or Territo-
ries will be thankfully received by your Obedient
Servant

Yrs. Wm. L. Post
Hon Stephen A Douglass U.S. Senator -
Washington - in haste -

P. W. Hackett
Newburyport
Jan. 28. Mass.

asking doc

Chicago Post Office
Jan 28th 1859

Wm L. A. Douglas

My Dear Sir & Bro -

I feel it a duty incumbent on me at this time to address you. not only to endorse your principles as those of true democracy. but also if possible to assist in my humble capacity in any manner ~~my~~ services can be made available.

Referring to the recent debate in the Senate on the subject of discrepancies in the Chicago P.O. and your Mail Matter being detained. I have some little to say. When I was first installed here. I was placed temporarily in the Eastern Distributing Room. from there transfer to the General Delivery and in that department (where I am at the present time) I had the best

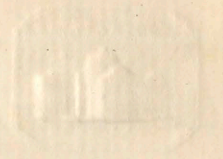
opportunity of seeing a portion of what you refer to
in your charge - it is true that a very lengthy
document is now on its way to Washington to rebut the
Statement you made. it is a jigsaw of words
carefully put together. the substance of which is
that no clerk or employee wilfully detained them,
it was subscribed and sworn to ^{by all in the office} by (Conscientiously
at least, by a little band of us 5 or 6) that know
each other principles. although numerically considered
we do not "count 215" we are nevertheless true to your
cause. I enclose 4 of envelopes which had your

Speeches &c in - and give you an explanation, and
you will then be best capable of judging, as you are
no doubt aware there are many ways in which a
homicide may be committed. when these envelopes
came into the General delivery for their distribution
there being quite a large number of them say several
hundred - some few of them were placed in the pigeon
holes, but the majority of them were placed on the top of the
newspaper case where if the fortunate owner knew they



2
were resting there, he might have demanded them
they were placed there by the Head Clerk of the G. P. O.,
the general rule adopted is when any large document
or (Daguerotype arrives (which is inconvenient to handle
in a bundle of letters) a red card or notice is placed in
its stead. (see the one enclosed.) in the regular letter case,
informing the person. should he call, that such matter
is there for him. this rule was not adopted with ~~the~~ your
envelopes. although the meanest Canadian Newspaper
is treated with that courtesy, subsequently I took
charge of the Ladies Window and lost sight of them,
they remain in the position I have stated for some
months, what became of them I know not. I presume
they were thrown into the waste paper bag and sold or
destroyed, I have no doubt whatever that smuggling has
been carried on ^{here} for Political ends. a Washington Bag
could be taken into the Room you once occupied. and
dealt with as circumstances might suggest -

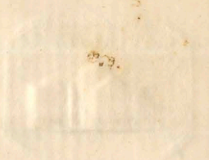
without any other, save the party interested having any direct knowledge of the fact, I throw out this hint for your consideration. you can draw your own inference, such things might be considered legal in political warfare, however I deem this a matter of so much moment at such a crisis as the one now at issue. that I feel it not only my duty as a "True Douglas Democrat" but as a brother Mason ^{to name it} when I was first introduced to your notice. I met you at the Bloomington Station where I resided. with several letters and a Petition from the Chairman and, Committee of Democracy of McLean Co - asking you to procure for me an appointment as mail agent. I was not aware of the storm that was brewing in the Democratic Horizon at the time. and did not learn it until I ~~learned~~ ^{heard} it reach Washington and seen Hon^{ble} H King - some 5 months after I procured the office I now hold, through the instrumentality of a Railroad friend. I had previously lost all I possessed in the World in a pecuniary point of view. the severity of winter having destroyed my crop of 168 acres and sowed again



3/ in the Spring and lost again from farming on too large
a scale with little means - the crop was cut down
and lay there to rot without one dollar to assist in
harvesting it - in this extremity with a large young
family, 8 in number whose claims were pressing heavily
on me I became an employee in the Chicago P. & N.
at a salary of \$600. by the strictest principles of
economy and a trifling assistance from my son a
youth of 19 years at present in the employ of the Pittsburg
and H^o Wayne R. Road. we are enabled to live —

within the last month it has come to my
knowledge, that whilst I was placed in the above
trying dilemma, Mrs Hartford wrote to your Lady asking
her as a favor to use her influence with you to
obtain an appointment for me. I enclose you Mr D^r
reply. and may I ask you at the same time to return
her my most grateful thanks for it, and return it enclos^d
to me. I shall ever treasure it as a Golden Gift -
such sentiments as it contains could only emanate
from a Pure and honest heart -

I have wandered some little from my original subject and am perhaps intruding on your valuable time. I would respectfully ask you to drop a line to George T Woodward - now in Washington with his family. he was an employee in the P. office here and was one of a band of 6 of us that sign a document respecting the Pay Roll and sworn to before Mr Stewart Notary Public. he will corroborate me in what particulars I have named and perhaps may give you some more definite account of how documents were disposed of. as he had charge of the Box delivery. I think you can confide in him. I would be glad to know how Mr Kings principles are as I sent him 5 sheets of fools Cap last summer detailing facts concerning the P.O. and I have never rec'd a reply to it - it has not however militated against me. and I have reason to believe those facts were properly considered as a good deal of uneasiness was felt here for a long time and many a scrutinizing glance is cast from time to time to discover your friends. I mention ^{this} as a Masonic hint.



[The remainder of the page contains extremely faint, illegible handwriting, likely bleed-through from the reverse side.]

4/ and beg you to accept ^{it} as such —

I wrote Mr Beuham some time since asking him to confer with you at some fitting time, and tender you my warm congratulations on your return to the Senate - tis true I am placed in a very peculiar position and am one of your humble followers having only one ^{"vote"}, but with Gods blessing I will have 2 in 1860 when my son shall have attained his majority he is also one of those Poor "Douglas Democrats" and one of your ardent admirers.

I am Dear Sir &c
Yours Faithfully & Fraternaly
Joseph Hertford

P.S. Please address me as Edmund Sinnott
Wabash Avenue

Chicago Ill^s
and place a Stamp. Not a Frank

The Chicago P. O.

Letter from Mr
Hertford detailing
the manner in which
your speeches were
treated in the Chicago
P. O.

Also letter from
P. A. Hayne

Misson

7316

Madison County Ills January 28th 1857
Hon^{ble} S. A. Douglas Esq Sir

Through your favor I rec^d the
Patent office reports for 1855 will you please send me the
Reports for 56-57- & 58 or as many of them as you can procure
I would be pleased to receive any other public documents
that you may have for distribution.

Yours with high regard
Adm^{rs} Staunton Macoupin Co Ills } James Olive
}

Gas. Olive
Stanton
Macoupin Co
Ill.
Jan. 28.

Shs. P. O. Rep.

and the Little (of Carthage) and I
used to foretell your career 20
years ago - or nearly as long
ago as that - There is the other
thing in your favor - viz your mag-
nanimity to Buchanan at the Chi-
cago Convention - But I must stop this
so much from a looker-on who is
opposed to you & your party alike -
I have left the Republicans to oc-
cupy the Gerist & Smith ground -

But, Senator Douglass, I
took my pen (waiting for the mail)
to ask if you have come across
any Owens, in Ills, the last
season? Dr Jas Owens, (a few
years ago, of Astoria, Fulton
County) was of your politics &
very friendly to you - He died in
California, but I can't hear
from his family - David Owen
Esqr of Rusville (20 years ago)
has left a family there - but
I can't hear from them either -
Those men were my uncles -

If you can put me in correspon-
dence with the families - I shall be
truly thankful - Yours obt & sent
Lyng C. Sampson

taught with credit in
Academies

All in good
health

NB. If you have
no time to write
refer this line to
some M. C.

Y^r Obedt^l

Jan. 22, 1859

[Sampson?]

7317-2[7]
I have been playing Editor & Sec-
retary these few years past. Myself
wife & youngest daughter are here
in our snug home - while my
eldest daughter is teaching
at Westville Miss (30 miles
from Hazelhurst - the 2^d
at Muskegon Mich & the
3^d is married living at
Port Huron Mich -
(She has been quite a suc-
cessful teacher - Indeed
all 4 of the daughters have

A. G. Lushall
Williamsburg
Jan. 28 Va
asking speeches

[Douglas Papers]

7318

Williamsburg Va.
Jan. 28/59.

My dear Judge

Will you do me the
favor to send me at your earli-
est convenience one copy, each,
of your address when the Eque-
strian Statue of Genl Jackson
was Inaugurated in Washington
City and your speech delivered
in Congress on the remission of the
fine imposed on Genl Jackson
by Judge Hall. I desire them
for historical as well as political
purposes and hope therefore to re-
ceive them very soon. It was
not my purpose to introduce
politics in this hasty note I can-
not omit tho to state with how
much pleasure I have read in
the "Press" the recent correspondence

between Senator Fitch and
yourself and I will add that
your democratic friends here
express a similar satisfaction.

cordially but truly

your friend

A. G. Southall.

Hon S. A. Douglas }
U S Senate }

Lanham 28/5/88

Ohio farm P. O. Kendall county Ills

Hon S A Douglas

Sir If you please send me the patent office report
And such other reading matter as you do get also send ~~the~~
a patent office report to Thomas Widney with my best wishes for your
future prosperity I remain your friend and servant
Joseph H Widney

Jn. C. Widney
Ohio Farm
Kendall Co.
Ill
June 28.

asking P. O. exp

Douglas Papers

Rockford. Jan. 29th 1859.
" "

Dear Sir,

Can you furnish me with
a copy of the Agricultural Patent Office
Report for the year 1856, if so you will
greatly oblige, yours, &c.

Wm. C. Bicknell.

Rockford, Illinois.
" "

Wm. E. Bicknell
Rockford
Jan. 29. Ill.

Asking Patent
Office report 1836.

P. G. Coghlan
Washington

Jan. 29. D.C.

Ashes of assistance
to local ed. of States

7321

Office of "The States"
Washington D.C.
January 29.

Wm. Stephen A. Douglas
Sir

I have
met you but twice, once
about four years ago when
I was connected with
Mitchell's Paper - the New York
Citizen - and you were
living on the road
near the depot, and
again when I went to
your house on your
recent arrival here. We
make a report of the
your reception / a report

by the way which has been
abused without stint by the
Black Republican papers) and
therefore I have no claim on
you, but when a man has
a sickly wife, two little
children, no capital and
a small salary of \$15 a week
he will in his despair cast
about for any help; therefore
I turn to you.

Could you as your
native state procure me
any employment on the
press, or on a railroad
or ^{anywhere} anywhere that would
enable me to place a
consumptive wife in
comfort and lay up
some buffer for my

little ones. If you do
you will release from
much suffering a family
whom if you knew them
I am sure you would be
interested in and you
shall have the prayers
and gratitude of us all.

If you
need recommendations
my friend Mr Pryor with
whom I was associated
on the Richmond South
and who brought me here
would give them, and
of the strongest kind.

Very respectfully
J. M. B. S. S.

J. G. Loggins
[P. G. Coglan]
Local Editor

E. H. Somner
Plymouth
Wrote Mr. Walsburg
Jan 29
3rd Feb. for advice.
H. H.

Change
made 2
Apr 1859.
answered
April 3rd.

Plymouth Jan 29th 1859

Hon S. A. Douglas
Washington City
My Sir

After Presenting my best
Respects to You, I will say that the
present Post Master at St. Marys Hancock
County Ills (Mr Graves) has so mismanaged
our Postal Affairs - that forbearance is no
longer a virtue - And we have this day
forwarded to the Post Office Department
a Petition for his removal, and the
Appointment of our Good Citizen and
friend Daniel Long Esq in his Place

Your friends in this vicinity
request me to invoke Your aid in making
the Change, and in so doing You will
much Please Yours of those that receive
their mail matter at that Office -

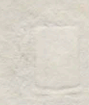
Please Give This Early attention

I am Sir

I concur in the
above Statement

Yours Truly
E. H. Somner

John Cleveland per Plymouth Geo



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Chicago July 29. 1859.

Hon. Stephen A Douglas
Washington

Dear Sir

The Sons of
New York resident in the Garden City,
propose having a festival in honor
of their native state on Tuesday
February 8th 1859 at the Richmond
House and we most cordially invite
you to join us upon that occasion.

It will be convenient
to the Committee that an early answer
be given.

We are, Sir,

Your Most Obedt Servt

Charles B Farwell
E. M. Dewey
E. D. W Robinson
James R Hugganin

Committee
of
"Excelsior"
Society.

Chas. B. Farnell
Chicago

Excelsior Society

Jan. 29. All

Inviting you to
N.Y. dinner on
Feb. 4.

Answered

Feb. 4.



John B. Thompson
Chicago
Jan 21
1877
My dear Sir
I have the honor to acknowledge the receipt of your letter of the 19th inst. in relation to the matter of the Chicago & North Western Railway Company.

I am sorry to hear that you are not satisfied with the result of the investigation. I have, however, no objection to your making such use of the facts as you may see fit. I am, Sir, very respectfully,
Yours truly,
John B. Thompson
General Manager
Chicago & North Western Railway Company

John B. Thompson
General Manager
Chicago & North Western Railway Company
Chicago, Ill.
Jan 21, 1877

Pawtucket Mass. 15
Bristol County, Jan. 29, 1859. 2

Hon Stephen A. Douglass.

My Dear Sir:

When I was a member of the Executive Council of Mass, in 1852, I was honored with an invitation to dine with the Hon Wm B. Lawrence, at Newport R. I., where I had the pleasure of an introduction to yourself, & a seat by your side at the table. Possibly you may recollect this circumstance, which I have thought might be a sufficient excuse for my addressing you this note of congratulation, on the glorious achievement you so triumphantly attained in the state of Illinois.

My eye has been constantly upon you, and without flattery or hesitation I can truly say, that the great principles and doctrines of popular & state Sovereignty

you have so eloquently advocated,
& the whole course you have pursued
since the commencement of this
Administration, commend themselves
to my unqualified approbation, ~~approbation~~. The appointments of the
President in Illinois cannot be more
obnoxious to the people and the great
mass of the Democratic Party, than
are many of those in Massachusetts, ^{& R. I.}
(I was recommended by the most
influential Democrats, and almost the
entire mass of the Democratic Party
for the office of "naval officer" of the
Port of Boston, but Col. Greene, contrary
to Mr Buchanan's professed relation
doctrine, was reappointed. Subsequently
my appointment as Collector of the
^{District} City of Fall River was urged by the
unanimous party in the County, and
Mr. Cobb, Secy. of the Treasury, pledged
to Hon Chas F. James, my friend from
R. I., then in Washington, that I "should"
certainly have the position". Yet
for some reason, to me hitherto

unknown,
Phineas W. Leland, under whose
lead the Democracy in that city
had dwindled down to a mere cor-
poral's guard, was reappointed,
after a tenure of the office
for more than twenty years!

Being a physician, and having
an office on the Rhode Island side
of the Bridge, in Pawtucket Rhode
Island; and there being no physi-
cian in the City of Providence
of any reputation, who is at all
identified with the Democratic Party,
all of the most distinguished physicians
^{of all parties} there, and the most prominent Democrats
^{among them} ^{Gov. Sherman} ^{of Physician & Surgeon to the Hospital}
desired my appointment to the place,
if I would accept it. But the Collector
at Providence, Mr. Aborn (whether
or not at the request of Senator
Allen I do not know) appointed
to that place a young man by
the name of Beckwith, not certainly
much distinguished in his profession,
and who was never known to cast
a Democratic vote, although

I had constantly and invariably
with my time & money, supported
and sustained the party ever
since the first election of
Genl Jackson to the Presidency
down to the present hour.)

But please excuse the length
of my note, and be assured that
any thing I can do in this section
of Mass, or in Rhode Island
to promote your wishes, I shall
most cheerfully perform.

With the greatest respect
I have the honor to be,
Your Obedt. Servt.
Johnson Gardner.

P.S. If you have any spare
copies of your Speeches in Illinois
or at New Orleans or elsewhere, I
wish you would have the kindness to
send me some.

Also, as we have no Democratic
Senators from Mass., a Copy of
the Patent Office Report.
(When I was a member of the Mass. Senate Wilson
was a Whig, & Baynes a Democrat. Now, both abolitionists.
and personally my friends.)

W. Johnson Gardner

Dawtucket.

Mass.

July 29. 1859.

Gratulatory -

was candidate
for office of

"Naval Officer at
Boston" &c.

Political -

Wants Speeches

Pat. Off. Reports

Request complied
with.

1. White sand

2. Yellow sand

3. Red sand

4. Green sand

5. Blue sand

6. Purple sand

7. Brown sand

8. Grey sand

9. Black sand

10. White sand

11. Yellow sand

12. Red sand

13. Green sand

14. Blue sand

15. Purple sand

16. Brown sand

17. Grey sand

18. Black sand

19. White sand

20. Yellow sand

Lebanon Tenn. 29th Jan'y 59.

Hon E. A. Douglas
Washington City {
D.C.

Sir

If entirely convenient you
would very much gratify me
by sending me a printed
copy of the Pacific R.R. Bill
& amendments

Oblige

Yours C^ot Serv^t
J. F. Henry Jr.

J. P. Henry Jr
Lebanon

Jan. 29. ^{Yenn}

asking Pacific R.R.
bill. Send



[Faint, illegible handwritten text, likely bleed-through from the reverse side of the paper.]

L. D. Jared,
Morrison
Jan. 29. Ill.
Aship drit

Morrison Ill. Jan. the 29th 1849

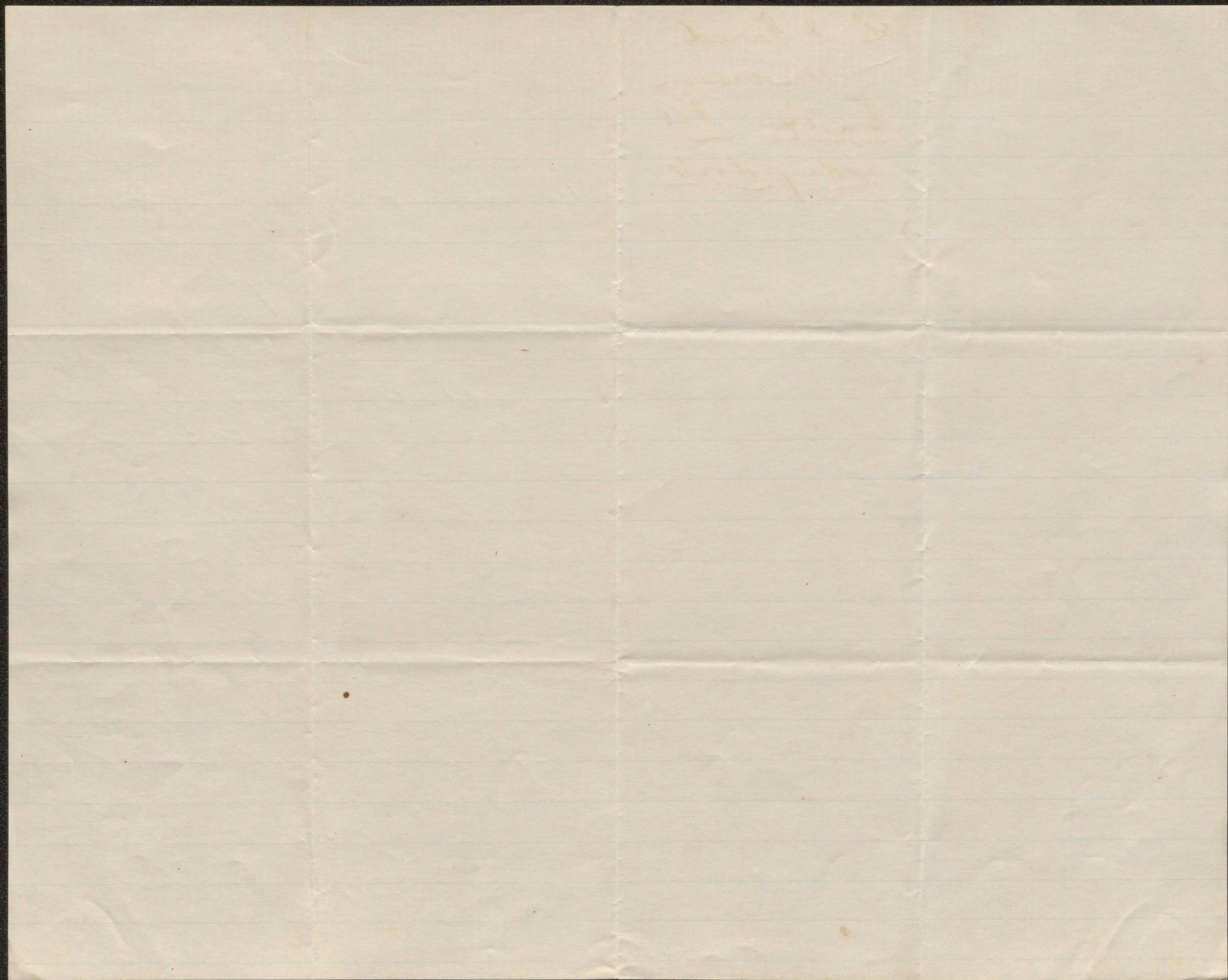
Hon S. A. Douglas

Dear Sir: My object
in addressing you this note
is to obtain some of the public
documents which are yearly
distributed throughout the
country by members of the Senate
& House. I am but a new beginner
in life & have never yet
received any such documents
from any Senator or Represent.

Should be duly thankful if
in distributing documents of
public interest. I could be ^{cherished} ~~renewed~~

Yours very truly

L. D. Jared



Office of the Chicago and Rock Island Rail-Road Company,
Corn Exchange Bank Building,
13 WILLIAM STREET,

New-York, Jan 29 1859

For Stephen A Douglas
Honored Sir

Will you
have the subscribed named added to
your list of Constituents &c - for favors
in the way of Documents or speeches.

We are enthusiastic
admirers of yours - and rejoice at
every onward step you take - We pray
you success - and wish confusion
to your enemies

Yours &c
Wm H Hendrick
Box 2501.

New York

P.O.



Wm H Kendrick
(of Mrs Le R Road)
New York
Jan'y 29. 1859

Speicher & Co

A. S. Hoadley
Lane Depot
Ogle Co Ill

Jan'y 29.

Asking Patent
Office reports
Sent Feb. 6

7327

Jan'y 29/59

Lane Depot Ogle Co Ills.
Hon. S. A. Douglass
Washington D.C.

Dear Sir;
Will you please send
me the last "Patent office
Report" - 1 copy if the supply
is not already exhausted, &
much oblige a friend

Respectfully
Yours
Alfred S. Hoadley
S. A. Douglass



Nevada City, Cal.
January 29th 1859.

Hon. E. A. Douglass
U. S. Senate

Dear Sir

In about six months from this time, I shall be called upon to canvass the County of Nevada as a nominee for either the State Senate or the Office of District Attorney.

For one or the other of these positions, I shall, beyond peradventure, receive the nomination from the Popular Sovereignty Party of this County in the July Convention.

Numerically, the two wings of the Democracy of Nevada County are so nearly in equipoise, as that the active and energetic efforts of a single well-informed advocate, may decide the contest in favor of the principles of his party. The County polls over five thousand votes, and last year we elected our County Judge by a majority of one.

I write to request a favor, and the simple expression of my unqualified admiration of the patriotic position you have assumed in relation to the admission of Kansas under the Leecompton Constitution, and the masterly manner in which you have triumphantly sustained yourself throughout an extraordinarily arduous and stormy contest, is the only justification I have to offer for the liberty I am taking.

I desire to be thoroughly posted upon the Kansas issue in all its phases and ramifications, from the moment it was joined, and to be perfectly fortified by documentary authority and evidence obtained from the fountain-head of political information.

To this end, I respectfully request that you will transmit to me, at your earliest convenience, such documents as will enable me to discuss the great question intelligently before the people.

In the coming contest it will devolve upon me to take a prominent part in the advocacy of the doctrine of Popular Sovereignty in this Country, and I desire to enter the arena of public discussion fully prepared to unmask the political apostasy of James Buchanan and the weakness and corruption of his most remarkable administration.

I trust, Sir, most sincerely, that you may feel disposed to aid me in securing the object at which I am aiming, and that you may also command a few leisure moments to honor me with a reply to this communication.

I am just upon the threshold of my political life, and am reaching after light, official facts and counsel from those whom I consider the ablest exponents of the principles I have espoused.

Another consideration moves me in this behalf. I was born and educated in the Valley of Virginia, am the adopted son of a slave-holding Secessionist, and demagogues of that ilk here are

unscrupulous and silly enough to charge me with being recreant to the South — and this too, for the reason that I endorse the profession of Mr. Buchanan when he says in his letter of acceptance "that the people of a Territory, like those of a State, shall decide for themselves, whether Slavery shall or shall not exist within their limits."

Mr. Douglass is true to the Constitution — true to the eternal principles of human right and true to his professions — yet, recreant to the South.

Mr. Buchanan is recreant to the Constitution — recreant to the principle of popular Sovereignty and false to his promises and professions — yet, true to the South. What an absurdity! and yet, these conclusions must follow from their own premises.

Permit me to refer you to the Rev. Dr. C. M. Kibben, with whom I have the pleasure of a personal acquaintance.

With sentiments of the highest regard, I am

Yours very obedient Servant
Geo. S. Kibben.

Gen. S. Hays,
Nevada City
Jan 29. Cal.

Political.

Ames Mon. 30



Baltimore, 29th January 1859

Hon S. A. Douglass,

Sir,

I have the honor of informing You of your election as an honorary member of the "East Baltimore Lyceum," an association composed of a number of the young men of Baltimore and formed for the purpose of intellectual improvement. You will confer a favor on us by acknowledging the receipt of this as soon as possible.

Very Respectfully Yours

J. Leary Jr.
Cor. Sec, E.B.L.
No. 37 Broadway
Baltimore
Md.



P. Leary Jr.
Baltimore

29 Jan'y. Md

Notifying you of y^r
election as hon^y
member

East Balto. Lyceum

Ans'd Feb. 14



January the 29th 1859
 Sir Mr Stephen A. Douglas I
 Congratulate on your return to Washing^{ton} again
 and hope that you will again for the next
 six years stand by our Constetution and
 defend the just wrights of this great and
 gloris Republic during the last great
 Political Strife I did not stand as an idle
 spectator but with all the rest of little
 men I engaged hart and hand to sustain
 our party well if you now think it not
 too much trouble I woud like that you
 woud send me as much of the Blck Repub
 lican speches and kinds of public dockmen^{ts}
 you can evry week so that I may sum
 better posted when 1860 comes on if I
 live as I wout to fight that party
 stronger, harder, and louder then then we
 did last summer and beat them wos
 as I am not personally acquainted with you
 I thought that I woud write you my
 address pleas send me all the good oad
 Democratic speaches mad during your
 Stay at the City

Mount Erie Erie Wayne Co. Ill.

McAlester Lick

Mulabel Lick

Mt Erie

Wayne Co

Jan. 28. Ill

Pat. of report

WINDSOR

Chicago. January 29th;
1859.

Hon: Stephen A Douglas,

My Dear Sir:

Permit me to

Call your attention to the enclosed bill
& ask your favorable consideration for
it -

On either side of the four mment piers
where, at the time of their construction
there was nothing but water, a large
quantity of land has formed & the piers
themselves they form the main portion
of their extent are nothing but wharves.
From Rush Street bridge as far down as
the eastern limit of the lands on the
north side & to the eastern limit of
the piers of the Illinois Central
Rail Road Co on the south side, these
piers abut upon private property
from which the owners should have

free access to the water for all commercial purposes - To confer upon them this right of access & the right to use & occupy the pier as a wharf - & they can have none other than that which the pier affords - and at the same time to impose the duty of repairing various portions of the pier upon the proprietors of the adjacent soil who are certainly much interested in keeping this in a proper state of repair, is the subject of the first section.

The second section provides, that the owners of the adjacent property shall be allowed to cut an entrance slip or canal from this land through the pier into the ~~river~~ harbor or river -

By means of such canals along the entire line of the river within the corporate limits of the City its commercial facilities have been much increased, & since the pier no longer abuts upon a mass of water

WINDSOR but upon private property, I should regard the privilege this section asks as a right it would be unjust in Congress to withhold. But this & section third further provide that the adjacent proprietor before cutting such entrance shall ^{deposit sufficient} give bond to be approved by the Judge of the District Court for this District & filed with the Clerk conditioned that he will maintain the pier in good order & so protect the entrance such that no injury shall thereby result to the Chicago harbor -

Whether the privilege asked be a right or not this would seem to be full protection to the public interest - To this however I do not attach much importance for I think it should not be argued -

I think the measure will commend itself to you as one calculated to promote the interest & commercial prospects of the City - My attention has

been called to it by gentlemen interested
in its passage & who I feel much disposed
to aid ~~from~~ not only from feelings of
personal regard, but also because of the
duty of reciprocal kindness which I owe
them -

The measure will probably be
introduced in the House by Mr. Farnsworth,
& unless you see objections to it which
I can not discern, I should be much
glatified if you would have it passed

this Congress during the present session
Let me hear from you in relation
to it & believe me dear Sir

Yours

With great respect

Truly

Yours friend
R. T. Merrick

R. T. Merrick
Chicago
Jan. 24

Amended
4

An Act, to enable the owners of property fronting on the government piers at Chicago, to use the same for commercial purposes; & to keep the same in repair

Sec. 1. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any person or persons, or any body politic, and corporate, owning property on, or adjoining, the government piers on either side of the Chicago river, and harbor, in the City of Chicago and State of Illinois, may, and shall have the right, to use and occupy, and at his their or its own expense repair, the pier in front of and adjoining his their or its land or property, on giving his their or its bond to protect and preserve the pier upon or in front of his their or its respective premises from all injury arising from such use and occupation of such pier.

Sec. 2. And be it further enacted that any person or persons, or any body politic and corporate owning property fronting on or adjoining the government piers on either side of the Chicago river and harbor in the City of Chicago and State of Illinois, and being desirous of enlarging the commercial facilities of said river and harbor and property, may, and shall have the right,

to cut an entrance slip, or canal, from
his ~~their~~ ^{its} land, lots, or basins, through
the said government piers into the Chicago
river and harbor, on giving a good and
sufficient bond to be approved as in this
act provided, conditioned that he they,
or it will maintain said pier in good
order, and so protect such entrance
slip or canal, that no injury shall
result to the Chicago ~~river~~ harbor by
reason or in consequence of such entrance
slip or canal being cut through
said pier, or piers:

Sec. 3.

And be it further enacted that the bonds
mentioned in this act shall be approved
by the Judge of the United States District
Court for the Northern District of Illinois, & be
filed with the Clerk of said Court.

Lord Napier
 Washington
Jan. 29,
 Asking information
 in reference to
 Mr Collingwood,
 a young Englishman

Private

Washington.

January 29th 1859.

My dear Sir,

I take the liberty of
 submitting to your kind
 attention herewith a Private
 letter which I have received
 from the Under Secretary of
 State for Foreign Affairs
 in London making enquiry
 respecting the position and
 conduct of Mr Edward
 Collingwood a young

The Hon^{ble}

Stephen Douglas

Englishman who has settled
at Ottawa Illinois. As I have
no acquaintance in those parts
I am compelled to have recourse
to your good offices which I beg
you will kindly employ with
a view to obtaining the
information desired by Mr.
Hammond.

I hope to learn that Mr.
Douglas is already in some
degree recovered. My wife
her sister in indisposition
is shewing signs of amendment.

Believe me,

My dear Sir,

Yours very truly
Napier

MEMORIAL FOR A PACIFIC RAILROAD.

Presented by W. A. GWYER, G. C. MONELL and A. D. JONES, and adopted by the Convention at
OMAHA CITY, January 29th, 1859.

To the Senate and House of Representatives of the United States of America in Congress assembled: The undersigned citizens of Douglas County, Territory of Nebraska, desire to present to your honorable body some facts relating to the question of a National Pacific Railroad, and respectfully and earnestly ask your attention to the following considerations and arguments in connexion therewith.

The object of this Memorial is to present in a cogent and comprehensive manner, the advantages to be derived by the entire American Union by the construction of the NATIONAL PACIFIC RAILROAD, via the Platte Valley and the South Pass route, in preference to any other route at present known and surveyed; and whilst your memorialists will endeavor to present all the advantages of the above mentioned route in the most attractive light, no invidious comparisons will be indulged in, and no attempt made to give this route undue prominence, by denying to other routes all the advantages which the surveys by the General Government will warrant.

Conceding as an admitted fact the necessity for the immediate construction of a Pacific Railroad, which we believe is now demanded by every consideration of public policy, commercial progress and national honor, the subject which presents itself to our consideration is—WHERE shall it be built and by whom shall it be constructed?

Your memorialists find, on examining the reports of the Secretary of War, that no less than five routes have been surveyed by the Government, viz: route near the thirty-second parallel of latitude; route near the thirty-fifth parallel of latitude; route near the thirty-eighth and thirty-ninth parallels; route near the forty-first and forty-second parallels; route near the forty-seventh and forty-ninth parallels. Of these various routes, the one on the thirty-eighth and thirty-ninth parallels is pronounced by the Government officials impracticable, thus reducing the consideration of the subject to the remaining four. The route on the thirty-fifth parallel has the disadvantage of unevenness of surface, of the greatest sum of ascents and descents, and of larger cost by forty millions of dollars than any other route proposed. As this route cannot claim for itself, in a national and comprehensive view, any advantages which the others do not possess; the difficulties of construction and its excessive cost are bars to its favorable consideration.

The remaining three routes, popularly known as the Northern, Southern, and Central, have been prominently brought before the public mind, and have therefore elicited more inquiry and investigation. Our examination of the subject will be limited to the three routes named. Admitting that these three routes are practicable (and they have been pronounced so by the Government surveyors), the next subject of investigation is—which will most subserve the interests of the entire country, the whole country, North and South, the Atlantic and Pacific coasts, and the center and heart of the American Union? which will most subserve the interests of commerce? which will most subserve and is best adapted to the necessities of Government? We unhesitatingly reply—the Central route; and present in verification thereof the following facts:

Assuming the outlet of the great Platte Valley, which is situated in latitude 41 deg., as the initial

point of observation, and looking East, we find that a line between the belts of latitude 40 and 42, though north of the geographical central line of the country on the Atlantic slope, will pass through the commercial center and most populous and wealthy portion of the Union. That line will pass through the following States, viz: Iowa, Missouri, Illinois, Indiana, Michigan, Ohio, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island and Massachusetts, which contain a population numbering more than half of the inhabitants of these United States, and, according to the census of 1850, represent wealth approximating the enormous sum of four billions of dollars, which is more than one-half the wealth of the entire country, over its whole vast area. We find also the following commercial centers included within the above mentioned belt, viz: Omaha, Nebraska City, Davenport, Keokuk, Springfield, Chicago, Indianapolis, Toledo, Cleveland, Columbus, Philadelphia, Albany and New York, and many others approximating close to the line, whose commerce and interests are identical with the above, but not geographically within the belt described. We find also that the lines of railroads North, South, East and West converge to these important commercial centers, and that the twelve States named comprise within their limits a greater extent of railroads, canals, river and lake navigation, post routes and telegraph lines than is to be found in the remainder of the States of this Confederacy. Having thus as briefly as possible shown the superiority of the Central route eastward, in a commercial point of view,—having shown its claims to popular favor by demonstrating that it is in all respects to be considered a NATIONAL ROUTE, we will view it in connection with the wants of Government. As we comprehend it, the business of the National Government is subsidiary to, and is closely allied with, the necessities and wants of commerce. If commerce requires the speedy transmission of freight by railroad and canals and lake transportation, so does Government; if commerce requires rapidity of mail service, so does Government; if commerce requires instantaneous communication by telegraph, so does Government. There is no possibility of severing the identity of interests which prevail; without government there can be no commerce, without commerce can exist no government.

Your memorialists will now respectfully ask your attention to the following reasons which have induced them to believe that the route Westward via the Platte Valley has superior claims to your favorable consideration, over either of the remaining routes. On examining the reports issued by the Secretary of War, we find that the route Westward through the Platte Valley to the South Pass and thence on to San Francisco, has never been surveyed with a special reference to the practicability of constructing a railroad, and the reports do not contain all the details necessary to the elucidation of the subject. In this respect we labor under a disadvantage in comparison with the extreme Northern and Southern routes. The Northern route has had a fair and—for all preliminary purposes—a sufficient exploration. The Southern route has had many surveys to establish its possibility, and money without limit has been expended in post-roads,

boring for water to supply arid deserts, in publishing immense reports and illustrated narratives, in picturing mountains and plains, men and beasts, birds and insects, to give attraction to the route, while the first section of the Central route, East of the Rocky Mountains, for 800 miles has never had the first foot surveyed or the first dollar expended on railroad explorations. The Secretary of War thus briefly sums up the route by saying—"From the Missouri river to the entrance of the Black Hills the route resembles others from the Mississippi to the Rocky Mountains, fully discussed elsewhere and needs no special mention." and again—"About one-half the route in this latitude (41 and 42 deg.) extending from the Missouri river to Fort Bridger, has not been explored." But we find that the route has been travelled over and reports made by Col. Fremont, Capt. Stansbury, Lieut. Warren and Capt. Lander. We have also to guide us in the investigation the information derived from numerous private surveyors of great experience, who have travelled over the route and are familiar with all the facts which a cursory view and observation would give. The Platte River having its source in the Rocky Mountains, and flowing Eastward, empties its waters into the Missouri, fourteen miles South of the City of Omaha. Twenty miles West from its junction with the Missouri it bends Northward and passes twelve miles North of a direct West line from this city. Twenty miles due West we enter upon the great Platte Valley, which continues unobstructed by any obstacle, and carries us to the very gate of the Rocky Mountains. Nowhere else upon the American continent can be found, for an equal distance, like facilities for the construction of a railroad; scarcely any grading would be required for a distance of 520 miles; from that point West to the summit of the Pass, the Secretary of War says—"The work is assimilated, in amount, to that of the Baltimore and Ohio railroad."

"From the South Pass to San Francisco the route was surveyed by Lieut. Beekwith, which resulted in the discovery of a more direct and practicable route than was believed to exist from the Great Salt Lake to the Valley of the Sacramento. Since his report was made, a brief communication from Lieut. Steptoe, commanding the troops in Utah, has announced the discovery of a still more direct route from Great Salt Lake to San Francisco;" and yet more recently Col. Johnson, now commanding in Utah, has discovered and used a route from Fort Bridger to Salt Lake, which materially diminishes the length and lessens the difficulties of construction. The conclusion which we arrived at from these facts is, that if the Central route had the same amount of care and scientific effort bestowed upon it which the extreme Southern route has received, it would be proved to be far superior in every respect to any route within the present limits of the United States.

Your memorialists do not consider it within their province to enter into the details of the construction of the several routes, but will present in a commercial and national point of view the advantages which we claim for the Central route West. Among the most prominent of these is the fact, that the route via the Platte Valley can be and will be made self-sustaining by the local traffic alone to the South

Pass. So far as your memorialists are aware, this is not claimed, and certainly is not susceptible of proof, by either of the other routes, for an equal distance on their line West. From a careful and reliable estimate which your memorialists have made, we find that the Platte river, with its numerous tributary streams, has a total of two thousand lineal miles; if we estimate a belt of only fifteen miles in width as the average of the arable, cultivable land, unsurpassed in the United States, through which the Platte and its tributaries discharge their waters into the Missouri, it will amount to 30,000 square miles. But this is not all the land which would be tributary to the Platte Valley railroad: we have estimated a belt of only 15 miles in width of alluvial land; on either side of this belt, stretching North and South, are vast prairies, covered with nutritious grass, over which at present roam countless thousands of buffalo, antelope, elk and other animals; natives of the plains, which fatten on the native grass of the prairies. If a railroad was constructed through this region, it would become a vast pastoral country, and the entire line between the parallels of 40° and 42° would become settled with a pastoral community, whose cattle would usurp the place of the buffalo, and become tributary to and feeders of the railroad. But to present this matter in the comprehensive light of figures and statistics, let us compare the area of the Platte Valley with the State of Massachusetts.

Massachusetts contains but 7,840 square miles, and sustains a population of 126 persons to the square mile; assuming that, as a basis, we find the Platte and its tributaries capable of supporting a population numbering three million, seven hundred and eighty thousand persons. We find that the State of New York sustains by its productive industry, with a population of three millions, about two thousand five hundred miles of railroad! From this we deduce the fact, that when the Platte Valley and its tributaries are settled, as they will be, with a population of 3,750,000 persons, the 520 miles of railroad will become the best paying stock in the United States. Even if a railroad was commenced now, to-day, and prosecuted with all available speed, it would not be completed in time to satisfy the necessities of commerce. The Platte Valley is becoming the focus of settlement in the far West. East of the Rocky Mountains. But a few months past, there came uncertain and dubious news, at first, of an auriferous region, teeming with precious ore, on the head waters of the Platte river; those uncertain and doubtful rumors have been since confirmed by unimpeachable testimony, and the doubters become no more; the fact is now developed beyond all controversy, that a vast gold region, stretching, for a surety, some 300 miles in extent along the sources of the Platte, and probably along the whole range of mountains to our Northern limit is rich in mineral wealth. The public mind is cognizant of the fact, and emigration has already turned its face, onward, toward the setting sun. From present indications, there will be a population of 100,000 persons in the mining regions in 1860. Perhaps a State, full armed, without any preparatory Territorial existence, will spring into being, and add one more star to the national galaxy. This population, and this nascent State, will require a vast amount of transportation to supply them with the products of Eastern industry and commerce. Already twenty dollars per hundred pounds is freely offered for transportation to the miles, and the caravans which will leave the frontier and travel west-

s the Platte Valley in the ensuing Spring, will rival
f in numbers and value the caravans of Asia.

Thus the railroad can be self-sustaining on the soil of Nebraska, and, continuing its Westward course, enter the South-east corner of Oregon, and extending one arm through Utah—now numbering a population of 75,000 persons—will pass on to California, and touch the Pacific ocean at San Francisco. The right arm coursing through Oregon—now ready to assume the position of a sovereign State—will penetrate the Territory of Washington, and grasp the commerce of the world at Puget's Sound.

It will thus in its onward course pass through Nebraska, Utah, California, Oregon and Washington Territories, giving to all our Pacific States and Territories intercommunication, transit, and commercial intercourse with the Atlantic States.

Your memorialists are profoundly impressed with the conviction that it is an impossibility for either the extreme Northern or extreme Southern route to present such a combination of unrivalled advantages to your consideration.

Following the same belt of latitude Westward which we have traced Eastward, we find that it is the geographical as well as the prospective commercial central line of the Pacific slope. We find that the superficial area of the five States and Territories through which it would pass, numbers one million of square miles, with a population approximating one million persons, and rapidly increasing in population, wealth, productive industry and commercial activity. The mind cannot grasp the future of the vast country West to the Pacific ocean.

Your men orialists believe that they have shown that the Central route is worthy of being called par excellence the National route! If to accommodate the largest amount of population, the greatest aggregate wealth of the country, the greatest number of States and Territories, and supply the largest area of surface with commercial facilities, are elements to be considered in the construction and location of a Pacific railroad,—then we think we have shown that the route we have described is the National route. It is evident that a road constructed at either extremity of this Union, bordering upon British America or Mexico, would be unsafe in time of war, and would not diffuse its benefits as equitably throughout the country as the route described.

But if all these advantages are to be ignored, and the struggle for a Pacific railroad is to be made a sectional contest between the extreme North and the extreme South,—then we, the Great West, and the central portion of these United States, claim to be heard. Modest and diffident as we have heretofore been, we will throw off the garb of immobility which has enveloped us, and present our claims to your consideration, respectfully, modestly, yet firmly, with an abiding faith that we will receive at the hands of the united Representatives of the nation, and of a just, wise, liberal and enlightened Government, the attention which our unrivalled advantages entitle us to receive.

Y. Your memorialists do not consider it within their province to enlarge upon the vast results which will flow to the United States by the construction of a railroad to the Pacific ocean. The commerce of that vast sea, of China, Japan, and the Amoor river and other countries of the East, would appertain alike, and the arguments apply with equal potency to any railroad North or South. But as a measure of governmental policy, apart and separate from all

commercial advantages we claim for this route superiority above and beyond all others. By this route troops, government stores and munitions of war could be more readily conveyed through the heart of the continent and be distributed over Nebraska, New Mexico, Utah, Oregon, Washington and California more rapidly than by any other route. The Indian tribes would be kept in check, their annuities distributed, and the irresistible power of the Government more fully displayed, where and when it is most required. We are informed that the amount paid for transportation alone, overland to Utah, during the past two years, would have constructed a railroad to the South Pass.

Your memorialists are convinced that the road is demanded alike by the exigency of the times and by the requirements of governmental policy, and believing that the wishes of the people of this inchoate State (ere long destined to occupy a front rank in the councils of the nation.) will be heeded when courteously expressed, would suggest to your honorable body, that the Eastern terminus be permanently fixed in the vicinity of Fort Kearney, 180 miles West of the Missouri river; leaving it to individual or corporate enterprise to construct the road from any point on the Missouri, thus reducing the cost in money and lands to the general Government, and making a focus and center, to which and around which all the railroad interests, North, South and East, would cluster. This arrangement would give communication and transit with all portions of the Atlantic and Gulf of Mexico, and extend its benefits and blessings to every State and city on the Atlantic slope of the Continent. The undersigned might urge other important facts bearing on this subject,—such as the value of the means of fluvial transportation furnished by the Missouri and Mississippi rivers, and the chain of lakes and canals which would facilitate the distribution of commercial products in every hamlet in the land. But as these facts are patent to the observation of the members of your honorable body, we forbear.

Your memorialists respectfully and earnestly ask your honorable body to give the foregoing plain and cogent facts that deliberation which the importance of the subject requires, and for your speedy and favorable determination, as in duty bound, we will ever pray.

WILLIAM A. GWYER.

WILLIAM A. GWYER
G. C. MONELL,
A. D. JONES.

* This arrangement would reduce the length of the road to 145.2 miles, and the cost of construction—according to the average per mile estimated by the Department—to one hundred and six millions of dollars.

Acting-Governor Morton offered the following which was adopted :

RESOLVED; That a copy of the Memorial adopted be sent to the Governors, Senators and Representatives of the several States and Territories named therein, and also to all the Counties of the Territory, to the Mayors of the respective cities mentioned, and their concurrence and co-operation requested in furthering the subject matter of the Memorial.

I certify that at a Territorial Convention held in
of this city January 29th, 1859, the foregoing Memorial
er] was unanimously adopted.

T. H. ROBERTSON, Secretary
OMAHA CITY, Feb. 8, 1859.

Pacific R. R.
Memorial, adopted
by Omaha City Con-
-vention.
Jan. 29/59

Wm Stephens & Son
Washington
D.C.

W^m. E. Sheffield
Dixon

Jan. 28.

Ill.

Wishes to be Secretary
of Territory.

Answered
Feb. 4.



Dixon Ills. Jan. 29th 59
Hon. S. A. Douglas
Washington D. C.

Dear sir, I wrote
you a few days since in re-
gard to the proposed Territory to
be formed of the western portion
of Kansas &c. - I expect to leave
for Pike's Peak in about ten days
and if there is to be a Territorial
Government organized, then I
should like very much to receive
the appointment of Secretary of the
Territory - I do not know as any
of your friends will be allowed
to receive any appointments if they
do and you can do anything for me
in that direction you will render
me under renewed obligations -

I am sir respectfully your
most obt. servt. W^m E. Sheffield



L. G. Speed

Milwaukee

Jan. 29. Wis.

asking letters
introduction to
Europe



7335

Milwaukee Jan 29. 59

Hon. J. A. Douglas
My dear Sir

I am expecting
to sail in a few days for
Europe and the Mediterranean
Will you do me the great
favor to furnish me with
a line of introduction to
our foreign Ministers and
consuls. I presume that
a line of a general nature
will answer all purposes
By so doing you will gre
atly oblige

Yours very truly
L. G. Speed



Pittsylvania Court House,

January 29th 1859

Dear Sir,

Altho, I know you, are encumbered with correspondence, I cannot resist longer, the excitation of a purpose, long entertained, of writing, to you, to let you know, that there is one Virginian, (nay many besides,) who has, all along, confided in you & sympathized with you, & who now rejoices with you, in your late, unparalleled victory. A victory which imports, no less honour to you, than a rebuke to the alliance, of Federal patronage, with Black Republican villainy. As a Southern man I say, with all my heart, all honour to you, & shame upon, a Democratic President, who could stoop to such means, as are attributed to Mr Buchanan.

My Dear Sir, In the name of the Democracy of better days, what is the matter with our politicians & leaders? Has cunning jealousy & blind ambition, so maddened aspirants, that they must either rule or ruin? Must, that great party, now the only bulwark of the Union, be torn down

by the shock of intestine feuds, and disprove
the age & curse mankind, in the sad
catastrophe? To avert it, demand, a bold
adventure, and no man, in the nation,
can embark in it, with as fair a
prospect of success, as yourself. The
intrigues of party officials, must be exposed
& thwarted, & the bullying onslaught
of black republicans, must be met
with bold defiance, yet with caution
& prudence. You know how to do
it & can do it. But I do protest
against, your, condescending to let
a black republican shoot at you.
I have an abiding confidence, that
you will, as you have done, stand
uncompromisingly, upon the Constitu-
tion & the rights of the States, and
I hope to see shortly, a Senatorial
expose, such, as you can make
& such, as the circumstances require.
We are in bad plight in Virginia
for the Spring Campaign. Wise & Hunter
or their friends, have done the
mischief. The success, of our party
in the elections, will not relieve
us. I think Hunter & Wise, have
cut each other's throats, & in all

probability, neither can get a State endorse-
ment. I have written this, with no selfish
design, for I have no ambition, & regard
myself, as an outsider. My only purpose
is, to cheer you on, as far as the voice
of an humble democrat, can do it.
To give you, my best wishes, for your
good health & continued success.

Your engagements, maybe
such, as to render it, unreasonable
to expect, a letter from you; altho,
I should be delighted, to hear
directly from you, & still more
pleased, to see you - at any rate
if you can't write send me, your
dequarotype.

Hon. S. A. Douglas
Washington City

Your friend

Wm. M. Fredway

Wm. M. Fredman
Pittsylvanian
Crestline

Jan. 24 ~~18~~ 74

Political Tasting
speeches.

Answered
Feb 4

Don. S. A. Douglass.
U. S. Senator
Washington City



J. Wiener &
S. N. Gillett
Mendota,
Ill

Jan. 29.

asks Pat. of reports

Sent. Feb. 6

1857



Mendota Jan 29th 1857
Hon. S. A. Douglas

Dear Sir if consistent
with the nature of things have the
kindness to send me the last Patent
office Report.

S. N. Gillett an old friend of
yours asks for a like favour
Remaining yours with the
greatest esteem & respects
J. Wiener

P.S. Your old friend John
Hoffman is a warm Administra-
tion man at present

Yours &c
J. Wiener

