Cincinnati, Janry 21st 1858
Mr. B. Barry
Widows Pension

Cincinnati, Jan. 25th 1858

How I A. Douglas

I had the honor of handing you at Washington the letter of an aged and infirm Bishop Powell requesting your influence to aid a class of very needy widows who reside in this county.

They are presenting on the 3rd of July 1858 at a court of the county. They now apply for whole pay. Their petition is before the committee of claims of your House. I trust you will find the same worthy of support when the bill comes up for action, hoping that Healthy and Political prosperity be with you until 1860. That your friends.
Many thanks, the pockets well done good unto faithful servant, renew your reward and wish of your of humble and from B.P. Harry

I should be happy to receive any speeches or political documents you might think necessary to send one 13
January 21, 1858

Dear Mr. Douglas,

You are doubtless overwhelmed with letters from strangers to you in which you of course can feel no particular interest. Yet at the risk of boring you I cannot overcome the inclination to write you.

I am a Democrat, have always been one since I became a voter. In common with a large number of Democrats of the North I did not like the repeal of the Missouri Compromise. Not that I had any objection to the principle of popular sovereignty as applied to the Territories as well as the States but I think that as to the limiting which was the subject of that Compromise it would have been better as a matter of policy not that Compromise should have been left undisturbed. This opinion is to the policy of repealing the Missouri Compromise I have since been reluctant to change.
The principle of allowing the territories to settle their own affairs on their own is evidently the only one upon which these territories can be peaceably settled over the principle is in itself right and democratic. That principle could never have been established had the Missouri Compromise remained.

It was only by that appeal at that time that the great principle of Popular Sovereignty could have been extended to the territories. As a humble citizen, I know no commoner with many fellow Democrats who blesse you for your agency in the appeal I mean heartily. Thank you for that act.

But not alone by the establishment of the principle of Popular Sovereignty in the Territories have you won our gratitude by your bold and manly defense of that principle when assailed by those upon whom we have a right to expect better things you have established yourself in our hearts forever. And you will succeed. The great mass of Democrats
Saginaw City, Mich.
January 21, 1856
Gen. B. Benedict
Politics
Bainbridge Jan 21st 1853

Mr. S. A. Douglas

Dear Sir: I beg permission to introduce myself (Jacob Berner) to you with my compliments and hope that this letter will come safe to hand and find you well & hearty and able to attend to the duties of a United States Senator and legislate to the best of your abilities for the best interest of the people of these United States of America as a nation. I am well & hearty and able for my allowance as far as I can get them at this time.

I want you if you will please to do so to send me a copy or two of your speeches made at this session of Congress on the Kansas question and as many other documents as you can conveniently.

I should like to get a copy of the second & third volumes of the Exploration & Surveys for a Rail Road Route from the Mississippi River to the Pacific Ocean. I should be very glad to get the two volumes from you or any other Senator, please to remember me in your distribution of the Public Documents and thereby much oblige yours Respectfully

Jacob Berner
Bainbridge
Rusk County
Ohio
Rainbridge O.
Jan'ry 21 15 8
Jacob Benner.
Galena, Jan. 21/58

Hon. A. A. Douglas, Sir,

Excuse the liberty I take in thus troubling you. It will benefit our party if you will send some few documents in the English and German languages, to be distributed, to Henry Marfield and Jo. De Jager, accompanied with a few lines from yourself. Marfield has considerable influence, and is a little disaffected, so that if late years he has received nothing under your name, I know I write these sentiments of our Democratic party here when I write, "We stand or fall with you."

Yours with respect,
Robt. Brand

---

Galena, Jan. 20/58

Robt. Brand

---

John Dean

J. Dean & Co.
Real Estate Brokers,
Auctioneers
And
Commission Merchants,
Successors to Jordan, Dean & Co.
Will continue the Real Estate, Auction & Commission Business, at the Old Stand, No. 81 Main Street.

Galena, Illinois

And respectfully solicit a share of your patronage.

Refer to

N. Corwith & Co., Galena, Ill.
Geo. W. Campbell, do
H. F. McCloskey, do
W. H. Willis & Co., do
Alexander & Lansing, St. Louis, Mo.
E. B. Kimball, do
Wm. Welch & Son, Baltimore, Md.
Taylor & Tolman, New Orleans, La.

Farley, James & Co., Dubuque, Iowa.
Findley, Burton & Co., do
Crans, Hewitt, do
Crans & Brothers, Chicago, Ill.
J. M. Douglas, do
Ew'd & Hempstead, do
Stokes & Smith, New York.

Galena, September 1, 1857.
Des Moines Iowa
Jan. 21st 1858

Dear Sir,

Will you please send me copies of all your recent speeches on the Kansas Nebraska Bills etc. to also a copy of the Patent Office report for 1856 and 57.

Yours truly,

[Signature]
T. Bird
Westmines
Iowa —
Waus-Gecheches
+ Pat Off Pe 1856-07.
JOHNSON & GRIFFITH,
CIVIL ENGINEERS,
Surveyors and Land Agents,
ST. PAUL, MIN.
OFFICE.—NO. 6 ROGERS’ BLOCK, ST. ANTHONY ST.

Lands Bought and Sold on Commission. Money Loaned and Invested. Particular attention paid to Locating Land Warrants, and to showing desirable Lands to Settlers. Agent for W. & L. E. Gurley’s Engineers’ and Surveyors’ Instruments. A complete assortiment kept constantly on hand. These Instruments are guaranteed equal in quality, and cheaper than those of any other manufacturer of established reputation.
Dear Sir,

The will of Samuel Townsend has recently been established in the Probate Court of this county. Under its terms, that forty of his slaves shall be removed to some state or territory once emancipated, and that after such emancipation, a permanent plan of settlement shall be selected for them by his executors, to which they must be removed at the expense of his estate. He expresses a preference for their settlement upon the North American continent, and desires that in making a selection of the country, his executors will act with a view to the ultimate improvement and happiness of his descendants as well as the welfare of their descendants.

I am nominated as an executor of his will and feel obligations of carrying out his wishes.

It has been deemed necessary in the slave-holding states to enact laws prohibiting the settlement of free negroes within their limits, and I am informed that similar statutes have been enacted in many of the non-slave-holding states. Not having convenient access to the statutes of your State, I take the liberty...
of applying to you for information relative to any laws touching the privileges and disabilities of free negroes — if prohibited from making a permanent settlement, how long would they be permitted to remain after their emancipation? The testators had made liberal provisions for them by this will, and it is not probable that they will ever become a charge upon the charitable institutions of the state if settled there; the estate left them being over $200,000.

Can they be settled in Kansas during the coming spring, without violating the laws now, or likely to be enforced in that territory?

I will feel thankful for any suggestions you may think proper to make as to the most desirable place of location for them, temporary or permanent. An early reply will place me under obligations.

Nile, Niles

[Signature]
Seminole, Greenbriar County, Va.
January 21st, 1858

Respectfully Sir,

Print you would prevent and send me some of the 'Wicked Monster' Rice seed, which is indigenous about our northern lakes. The great altitude of my land on top of the Alleghanies gives a climate I think of the same temperature as these lakes. Please to forward me a general supply of peas, for garden, and please to send me all the documents, maps of survey, Speech, &c.

Yours most respectfully,

W. J. Caldwell

Dentist

Hon. Stephen A. Douglas
Washington, D.C.
Boston Mo.
Jan. 21, 1855

Sir Henry—Maj. A. P. Graham, Capt. and Maj. by birth of the U. S. Army desiring an appointment of a
lieutenant of the proposed Ninth Regiment. We will hand you this and
it may be that I shall see you before he does. In any
event, if you have the disposition to serve an old friend,
you could please him more by aiding Maj. Graham in the
way indicated than in all other ways combined. I need add
nothing of his character as an officer, a soldier or a gentleman for
the first office you meet can tell you all you could desire of one you might endorse. He
My warm personal friend,
and Thou mightst interest
myself for others yet I de-
gard this favor as above all
others.
Respectfully
Your friend,
J. Calhoun
Weston. No.
Jan 21st 1868
J. Balhous.
Relative to Majr.
S. P. Graham.
Cloughsville
Jan 21/58
Lewis F. Clough

Cloughsville, 21st Oct. 58
Hon B. E. Douglas

Sir as I was

Reading your speech of Dec 9th 57

Sir Permit me in brief words to

Express my most felt joy in

Knowing that there is in the

Halls of Congress at Washington

as a jackson at least

may our good & just & wise

strength wisdom and understanding

to man may be bless you

with yours till you are a

Hundred years old

This is the sincere desire of your

Friend.. Lewis F. Clough to

Hon B. E. Douglas
Washington City
A. H. Cragin,
House Refus
July 21/52
Wants 10 Speeches
Franked,
Sent

George of Rupi,
Jan 21, 1858

Judge Douglas,
A Democratic friend of mine in New Hampshire is desirous of receiving a few copies of your great speech. Faited by yourself for distribution. You will oblige me by sending a few so framed, to me. 10 copies will be enough.

Sincerely yours,
A. H. Cragin
OshKosh Jan 21st, 1868

Mr. Douglas Dear Sir,

There are some important questions to come before this Congress which I feel some interest in in order that our country may improve as she ever has under Democracy.

Therefore you will do me a favour by sending speeches of defiant men and other documents necessary to inform me of your doings.

From your friend and
Obedient Servant

C.A. Douglas, Esq.

OshKosh, Wis.
July 21, 1858

Dear Hon. Henry Clay,

I received your communication of July 20th, and have the honor to acknowledge it.

I am glad to hear from you, and to learn that you are in good health. I have been in poor health for some time, and have been compelled to take a long vacation. I trust that you will continue to be as active and as vigorous as ever.

I am much obliged to you for your kind offer of assistance. I shall be happy to accept it, and to do whatever I can to promote the interests of the Union. I know that you are a friend of the Union, and I am confident that you will do all in your power to promote its welfare.

I am grateful to you for your kind expressions of esteem. I shall be happy to receive you whenever you shall choose to visit me.

I am in haste to get to work, and to complete the business that has been intrusted to me.

I am, Sir, your obedient servant,

C. W. Eastman

Henry Clay

July 21, 1858
Private

Lynchburg, Va.
Jan 21st 1858

Hon. Stee. A. Douglas

Dear Sir:

I am extremely grateful to be assured by you that I have not mistaken your future relations and intention towards the Democratic party of the country. Your past career had won for you a brilliant reputation in the South, and one which could have insured you a decisive Southern vote in the next Presidential race. It was for this reason that, in common with your numerous admirers, I deeply regret your latest speech in the Senate, not because of any very objectionable doctrine which it announced as an original proposition, but because of the peculiar circumstances by which the question was then and is now surrounded. I appreciate your position and your motives, however,
and admire the courage and firm
repast with which you maintain your
position; and while it would be unbecoming in me to disregard
the fact that your position has consi-
derably clouded your prospects
in the South for the present,
it is nevertheless more consoling
for a true Democrat and slave-
man to believe himself right
than to be President. Hope
and flatter myself, however, that
these clouds will pass away in
the next two years, so that you
may stand forth the standard
bearer of the Democracy in the
with considerations of the
highest respect
I have the honor to be
Very respectfully,
Your most obedient,
[Signature]
Washington
Jan. 27, 1858

Mr. C. E. Goldsborough
My dear Sir

I have an application

before the President from many

County for a Consulate. I went
to the Presi's receipt 1st to do. The
second requested, and showed
me a list of 660 applicants for

those appointments. He said he
had about 100 appointments of that
kind to make which need not

hurry. You will see by the state-
mant of the Presi. what chance

there is for an appointment.
I will cheerfully do anything I

can for you, but indeed I am
afraid you will stand but a poor chance now. If you desire to try it, send a letter to the Presi and I will back it with whatever influence I can.

Respectfully,

[Signature]
Chamberburg
Nov. 24/56

My dear Sir,

If, after Mr. Buchanan is inaugurated, I can be of any service to you, I will cheerfully exert any little influence in your favor.

My impression is that a letter to Mr. B. before his induction into office would do harm instead of good.

Very Respectfully,

Nelson Reif

Nelson Reif
To B. E. Goldstream
Huntertown
St. Mary's 601
Pac.
Gettysburg, Feb 24, 1857

Dr. C. C. Goldsborough
Dean Sir

It affords me much pleasure to comply with your request. Enclosed you will find a letter to Governor Bisbee. I hope the efforts of some friends may prove successful and result in your appointment.

Very Respectfully,
Your friend,

[Signature]
Letters of Recommendation
to be returned to
Dr. E.L. Goldsborough
Hunterstown
Adams Co.
Penn.
Hon. Dear Sir,

Newburyport, 21st Jan. 1858

In quite a number of years past I have been in the habit of receiving public papers, documents &c. from Representatives, Senators while Congress was in Session, after addressing them as above, I immediately am put about the trouble in Kansas and other places in Territories.

I would thank you Sir to forward me a copy a line of letter your late Speeches Relative to Kansas, and any other subject which may draw your attention. Any new Maps, Charts or History of these newly annexed Places will be thankfully received by your obedient Servant,

Phillips W. Hackett

Hon. Stephen Douglas
U.S. Senator, City of Washington.
P.S. Please to forward a Catalogue of the names of the press and Members of Congress &c. Oblige me to a copy of the President's Annual Message complete from a Newspaper.

[Signature]

[Hodglin, October 21, 1855]
MEMORANDUM
OF A
PLAN
FOR THE
CONSTRUCTION
OF THE
Atlantic, Mississippi & Pacific
RAILWAY.
1858.
MEMORANDUM
OF A
PLAN
FOR THE
CONSTRUCTION
OF THE
Atlantic, Mississippi & Pacific RAILWAY.

1858.
ATLANTIC, MISSISSIPPI & PACIFIC RAILWAY.

The undersigned has matured a plan for the construction of the above named Road, which he believes is not only feasible, but entirely practicable, and has presented a Memorial to Congress praying that body to aid in the matter by the necessary legislation, and also by an appropriation of the unapplied lands belonging to the general government, to the extent hereinafter set forth. It is the opinion of the subscriber that the work cannot be completed by any other plan as soon, or as well, or at so small a cost, as by the plan herein proposed. It should be borne in mind that by the plan proposed there will be no debt of any kind on the Road, it will therefore be not only a safe, but a profitable investment—and the Stock will be as valuable in every way as the Treasury notes recently authorized by Congress—Dividends will be regular and large, as the construction account will close when the work is taken from the hands of the Contractors—they not only building the Road, but furnishing it with the necessary rolling stock and all equipments adequate for the safe and economical transaction of the business—the earnings therefore will all be applied on the transportation account and to the payment of dividends.
To commence on the Missouri River at some point accessible to central Roads already constructed, or in process of construction, thence west by the nearest practicable route to San Francisco, California.

Any, or all, of the lines now being constructed, whose lines are running in that direction, and all branches proposed, may take part in the construction of this main trunk line by becoming Stockholders therein, on fair and equitable terms with individual Stockholders; and this main trunk line shall have the privilege of consolidating with one or more of said Roads, when it shall appear mutually advantageous to do so.

The above point of starting is deemed to be the best that could be selected, as it gives all other lines centering in that direction an equal chance not only to share in the construction of this main trunk line, but also an equitable proportion of the immense business to be transacted on a Road that in addition to being a great national highway, will be a highway for nations.

The Road bed to be graded of sufficient width for double track, the tracks to be laid with heavy rails of the most approved and durable pattern, the whole well tied and ballasted.

All Rivers which the Road may cross to be spanned with Iron Bridges; wooden structures of every character to be excluded.

The maximum grades east of the Rocky Mountains to be thirty-three feet to the mile, and in the mountain region as light as possible. In that portion of the mountain region subject to deep snows the Road to be arched and ventilated by side and upper openings, and thus rendered available at all seasons.

To establish regular ten mile Stations, with suitable side tracks, and Station houses of the most substantial character, and on a scale commensurate with the amount of business to be transacted thereat. The distance of ten miles between Stations to be maintained as far as is practicable, but to be varied where from obstacles impossible to overcome, or where from other causes more advantageous points at greater or less distances shall present themselves. To establish, in addition, midway between such regular Stations, Water Stations, at which points also the main tracks shall be connected by Switches so as to render the transfer from one track to the other easy and expeditions in cases of emergency.

To be stocked with twenty Coal-burning Locomotives, and five hundred Cars, of all kinds, to each one hundred miles of Road, and also for each one hundred miles to construct Turntables and Engine houses of such character and dimensions as will not only afford shelter to the Engines, but at the same time admit of temporary repairs. And for each four hundred miles to construct Engine houses, Machine and Car Shops, the same to be furnished with all tools and machinery necessary not only for the regular and prompt repairs of the rolling Stock, but also for the construction of such additional rolling Stock, of any nature, as may from time to time be required. Also to construct mainly for the use of the Road a line of Telegraph.

To plant on each side of the Road at all prairie openings, for an extent of not less than one hundred feet wide, locust and other timber, which will serve the double purpose of protecting the road in a great measure from drifting snows, and as its growth advances of furnishing the necessary timber for the use of the Road.

Each and every part of the work to be constructed more with reference to durability than to cost.

The work, constructed upon the scale and style mentioned, is estimated to cost one hundred and seventy-five millions of dollars, which it is proposed to divide into one hundred and seventy-five thousand shares, of one thousand dollars each, the Stock to be all taken and secured, and paid by annual instalments of six per cent. The number of shares to any one individual shall positively be limited to ten.
After the Stock is absolutely taken, and a Board of Directors legally established, the first instalment, of six per cent, shall become due and payable, and on this instalment the construction of the work shall commence, by this means there will be no necessity of resorting to the issue of bonds, or contracting one dollar of indebtedness, and thus the Road when done will be wholly unencumbered.

The subscriber is making all necessary arrangements to have the Stock taken, and he confidently believes the whole will be actually taken and secured within a less period than two years, and possibly within one year. The arrangement for effecting this object being to employ some competent man in each State, he employing and directing men, whose duty it shall be to canvass each County in the State.

Congress has been petitioned to grant the right of way three hundred feet in width, through all lands now belonging to the general government, and in addition to afford such armed protection to the workmen while engaged in the survey and construction of the line. The necessity for such protection would as a matter of course cease as each successive section of the work became completed, opening the path to emigration to such an extent as would render the continuance of such protection wholly unnecessary.

It is proposed to carry out the above plan, construct, complete, and equip the Road without resorting to those measures which have been generally adopted in the construction of nearly all the Roads in this country, which have been by means of the credit system, or by large grants of lands, lost to the actual Stockholders, given away in the shape of premiums on money loaned for the construction of the Roads.

With a view therefore of averting such a condition of things in this instance and as a measure due to the character of the undertaking, Congress has been solicited, on the completion of each twenty miles, and as the same shall become completed, paid for, and in running order, to appropriate twenty-five alternate sections of the unapplied lands on each side of the Road for the sole and exclusive benefit of the actual Stockholders.

The subscriber is sanguine that when the great natural character of the work, the great and beneficial results to civilization and commerce that will ensue on its completion, are considered, that some such plan of endowment will be adopted by Congress, for the purpose of stimulating and encouraging all to engage in the work.

With the foregoing means as a basis of operations, the Stock should be readily taken up and the work commenced, and pushed forward to completion much sooner, and better, than in any other way. The Corporation will be prohibited from contracting any debt by which any part of the Road, or equipment, can become embarrassed—this restriction to be a prominent point in the charter.

The men chosen in each State to solicit the Stock subscriptions are to act under all necessary restrictions, and be controlled by any measure that Congress may deem expedient, and as best calculated to give security and confidence that the duties will be faithfully performed. The whole expenses to be paid out of the money raised on the Stock.

To sum up the whole thing, the Subscriber proposes to take all the Stock, perform all the work, and deliver up the Road to the Stockholders, in Sections, free from all incumbrances to pay all expenses of getting up the Stock, or of getting it taken off his hands, at not less than par value, and complete the entire work so that the Stockholders will have the Road, and lands, for the money invested free and untrammelled.

The parties employed in getting up the Stock to act as a Board of Commissioners for the building of the Road, and to be paid a regular salary—they are to see that the instalments of Stock are collected and paid over as the work progresses—that the undersigned performs all the stipulations of his contract—to guard the interests of the Stockholders—to receive
the Road, as completed, from the undersigned, and deliver it
over to a Board of Directors to be elected by the Stockholders.
The Government to retain such exclusive use of said Road
and Telegraph, on payment of compensation therefor, as
the proper Officers of the Government may deem fair and
equitable.

The Road when constructed to be subject to the inspection
of such parties as the Government may elect.

All of which is respectfully submitted as deserving con-
ideration.

JOEL T. HAM,

Covington, Ky.

Address:

LANCASTER, OHIO.
Lancaster, Ohio
January 21st, 1858

Hon. Stephen A. Douglas
Dear Sir,

Write a view to explain more fully my plan for the construction of the Atlantic, Mississippi and Pacific Railroad. I would state that the estimate of one hundred and seventy-five millions of dollars is based upon the cost of the portion of the New York and Erie Railroad which has double tracks, and on the supposition that the proposed roads will be two thousand miles long, which will be about the length of it. You will perceive that two per cent on the above estimate will amount to ten millions five hundred thousand dollars a year, which sum will be ample for the most vigorous prosecution of the work. The lands asked to be appropriated is intended for a basis on which to commence raising the stock, if with that basis I have every reason to believe the stock will be all taken up in a very short time. A man with very limited means can pay sixty dollars per year, and will, when he is convinced he is investing it in a concern which is a saving institution superior to any savings bank, because there will be no
probability of any loss, and by the time he has paid six hundred dollars the work will be so far completed that it will support itself, or the earnings of the bonds will furnish the balance, and he will have his share of stocks, worth a thousand dollars, and a thousand dollars worth of land, or its equivalent in cash—all for $600—and ten years in which to pay it.

In a State where the people would be likely to feel much interest in the work, I propose to employ one man for each of those States, and give him two per cent on all the stocks he gets taken, paying him out of the first installation to retain him as one of the Boards of Commissioners during the construction of the works under a regular salary.

If a man with ability and commanding influence would undertake it he could raise $5,000,000 of the stocks in four or five of the Western States in a very short time—two per cent on which would make one million dollars.

I am sure that if you can give this project your countenance and support you can materially aid in carrying it through Congress—an achievement that would entitle you to the lasting gratitude of the nation. I should be glad to have you take this matter in hands and

Your very truly,

Joseph B. Bayne.
Sancasi, O.  
January 21/38  
Joel H. Ham

Explain his plan of Pacific Rail Road
Chicago

Jan 21st 1858

Dear Sir,

I have just given a letter of introduction to R. L. King Esq. of this city, who will call upon you soon at Washington. He is a gentleman of intelligence and wealth and influence. But a few months ago he was an staunch Republican, but now he is one of the most devoted and enthusiastic Douglas men I have ever seen. He feels a deep interest in you and your cause, and I trust you will give him a little attention during his stay in your city. You will find him kind, honest, and true.

It is a source of great pleasure to me that you have taken so decided a stand on the Kansas question, and I am sincerely grateful to know that your bold and unflinching and unanswerable advocacy of the right is making you hosts of new friends here and everywhere. Your enemies in the party and out of it, seeing your firmness and tenacity, you are giving yourself in the heart of the people, with doubt in their present to undermine and destroy you, but right will soon might in this case, and your victory is inevitable.

Remember me with great respect to Ellen Douglas, and believe me —

Your true and devoted friend,

W. G. Howard.
Chicago,
January 21, 58.
W. H. Howard,

Commander
R. S. King. Corp.
.of Chicago,
Chicago, Ills.
January 21st

W. G. Howard

Introducing
Mr. King.

Chicago
Jan 21 1858

Hon. S. A. Douglas

My dear Sir,

Permit me to introduce you to my accommodating and valued friend, Mr. R. L. King of this city, formerly a resident of St. Charles. He is in Washington and any attentions you may be able to show him, will be highly appreciated by him.

You must not forget,

W. G. Howard.

P. S. I am in my note and your impressions to Mr. King on the Kansas question.

W. G. H.
Chicago January 26* 88

Mr. A.H. Douglass Sir,

I am greatly in need of reading mat-

ter for the winter and would

be very much obliged to you

if you will please send the some

House Documents. Should like

Perry Gap an Oregon

Pacific Rail Road among

Patents Office Rep. Office

Direct Box 3673

Respectfully yours,

David A. Wells