

Canals & Roads

Marchbank July 3<sup>rd</sup> 1836

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R. R. Co.

Dear Barnard General

Today being Sunday and tomorrow being 4<sup>th</sup> of July we have quite a leisure spell and I will improve a little of it in writing to you - In your letter to John a few days since you expressed a desire to learn something of the situation and prospects of our works - I will therefore give you a sketch of matters as they are - We are very much retarded in our operations by the scarcity of hands, particularly at this time, when the Dutch are most of them going home to harvest, and having but few Irish our force is much reduced. We have during the past month had on the whole line about 1000 hands but during the present, I presume we shall not exceed 500 - and to complete the works within the time required by the Charter I think at least 2500 will be necessary - The company will have to make some extra efforts if they do not intend to forfeit their Charter -

To begin at Lock L. we have got in a coffee dam and wheel, but have not as yet got the dam sufficiently tight to take out the water with the wheel in consequence of the unevenness of the bottom but hope to effect it in a short time. Lock K (Gao) is nearly completed and looks very well I think it is the best job on the line - Spooner has excavated and Salisbury has got the job at about double the former price - Needham has gone on rapidly with his work and has his walls up about 20 feet - The Gun hole job has gone on slowly - we have in about 100 feet of crib and a considerable portion of the rock taken off - Saw has just begun on Lock H. Talkes & Riggs have not done much at Hatchet tooth

The same with F. (Ringling & Spence) Doughty is going on well with E and talks as much as ever nothing done to his dam - Peckins has Lock I about  $\frac{3}{4}$  done and the walls are tolerably good stone fence - Barker has driven his work with energy and will finish I think in about 3 months he has done nothing to his dam yet this season. The River has been so high that the dams have been kept back very much Lock B. is in quite a ~~worn out~~ <sup>worn out as a wheel</sup> condition, I am afraid we shall be obliged to apply the screws to that job - Cooper has finished his section of Canal - Chapman is managing Lock A very well - with the exception of his taking his tea rather strong and often, he is a good manager - he talks everlasting as usual - Kelso & Grant have completed their sec. of Canal at a lots of, say \$1000 - Stirling has been at Lock 18 about 2 months and is driving on well - Mack is at work on Sec 18. with a small force - He fought a duel with one of his men the other day and shot him in the leg - I regretted that he did not get it himself - he is however hardly worth the powder and lead that it would require to kill him, as we Southerns say - Porter has commenced Lock 17 but has a man to manage it that "does not know beans" consequently I think he will "gain a loss" - No 16 not commenced - No 15 at Brandon is commenced and going on slowly - All dutch and some of them nearly 7 ft without shores. Lock 14 is commenced but one of the contractors is a fool and the other is so old he cannot see through a ladder, and only

holds on to the job to afford him an excuse for being absent from  
a young wife to whom he has been married only two or three years  
as his guns are entirely too light for her (my opinion only)

Craighead & Belford are going on tolerably with No. 13. we have a very  
comfortable office built there - and also at Potters (Silvermine) Naleigh  
and Gobin have nearly completed Sec. 13. I find them very gentlemanly men  
and hope the Stony Creek job may eventually fall into their hands -

Lock 12 at "Dutch tail" is begun but very little done - One of the  
contractors has a very good looking wife - The section above (12) had been  
abandoned and relet to Sloake - Packer is going on tolerably with  
Lock 11 the board at Ashby, whenever we have occasion to stay at  
"Grey hollow" Southrop makes his head quarters there - A very distressing  
accident happened there the other day to one Jerry Rumsey a Bull driver  
he had his left arm mashed to a jelly, and Doctor Boyd amputated it  
near the shoulder - There have been several lives lost by casualties this  
season 3 or 4 drowned and one of the contractors of Lock A was killed  
by a blast a short time since - his name was Garriques - The coal  
operations go on about as usual - They are about to build a new plane  
and shuttle near the old one - I presume I have given you enough  
about the works - Old Ingham is in this neighborhood and I believe  
is trying to get up a row - He forbid our men digging into the hill for  
the upper shot piling at Lock A the other day - and Shreve Chapman  
politely told him to go to hell - Mr. Paine notified Mr. Douglass a day  
or two since that they were resolved to go through those points (alluding  
to Douglass' Barker t. Lock A) at all hazards - Mr. Douglass told  
him he could do so if his force was stronger than ours - he replied  
that they should try it - Douglass then said "Come on" - Jackson  
& Chapman are determined not to give an inch and if we do not  
have a row I think it will be because they can not make their  
contractors fight, which I am inclined to think will be the case

Do not however be surprised ~~of your wife~~ from me a bulletin before  
long with an account of a battle at Burnt Cabin" we shall endeavor  
to win as many laurels as you did at Bear Creek

Mr. Sussman's family are well except Julie who is complaining  
a little this morning - Mrs. Douglass is rather lonely here and I am  
afraid will get homesick as Mr. Douglass is obliged to be absent much  
of the time and she has very little society - I am much pleased with  
her I think she is much of a lady -

Rogers has completed the preliminary Survey on the Reservoir  
and is now locating - I find him a first rate fellow

I made a journey to New York some time since to see Col. Frayer  
who sent for me with a view of engaging me to go to Cuba - He pressed  
very hard and offered me \$3500. per annum passage paid &c - This road  
quite a temptation to me but he required me to go within a few days  
and I did not see how I could well get away from here so soon - besides  
I saw one of the Directors of our Georgia RR in N.Y. who told me by all  
means to decline the offer - and informed me that the President would be  
in N.Y. about the 1<sup>st</sup> of Sept. for the purpose of getting eng'd &c - I find they have  
been talking about giving me the appointment of Principal Engineer

I think thy can't do better - especially for me - I am in daily expectation of a communication on the subject and if thou offer me that birth I shall of course accept - or if thou offer me the post of Principal Ass'tt. I will take it, provided the principal is such a man as I should be willing to act under

I hear from Mr Douglass, that Henry is returned. You must have a feast I think in hearing his "tales of travel" - I wish I could spend a few hours with you in that south east chamber - If I go south I shall of course visit Hartford before I go and in that case hope to have the pleasure of seeing you both, unless indeed I have the gratification of seeing you here before I leave Mr Douglass. I believe is making calculations to get you into his service again if possible. By the bye he is one of the best fellows I have ever had the good luck to be associated with -

Billy Knowles is the same as usual, and a fine fellow, as you of course well know. He is always roaming after you - I hope it may be my good luck to have as good a name behind me when I leave this place as you have but I fear I am hoping against hope - I shall however do my best - I have the advantage in one respect I have, as yet got along smoothly with the Beavers - I should not be surprised if I were placed in the same column in their books with you before long for if they tread on my toes I shall surely do something - I think if the old "the one" has kept away there would have been no danger of difficulty

Tell Henry I should be very much pleased with a letter from him and see that you answer this duly and truly - and give me all the news about the Hartford & New Haven Rail Road - and also about the Hartford & Guilford Rail Road - How is your Father's health? you like of bringing him out here - if he is well enough why not come soon - if you knew how glad we all should be to see you you would not be long in making a start - Has Goodwin got that "Thaddeus", as he called it - yet? If I go to the South I shall want to buy it - If there is a likelihood of his parting with it I wish you would secure it for me - I think his price was \$100 - but I would rather give \$110 than not have it - What is young Hudson about?

I will not spin out this letter any longer - I don't believe you will ever have patience to get through half of it - My respects to your father and the rest of the family

I am yours truly

P. C. Reynolds



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and in

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Single 3  
Sheet 3