

Lisbon Farm March 3d 1869

Dear Andrew

I cannot resist the temptation to tell you some things that have taken place in which I have been one of the actors. The winter of 67 & 68 we were visited by Gen Scultze. General Manager of the Manchester Land Co. The prisciple men of that firm are Brown & Bro a Mr Potter (a son of the late Bishop of Penn^a) an others, all men of wealth & standing. actively inguaged in business in a Banking business. Brown & bro are owners of a million Dollars worth of the First Mortgage Bond, and also large holders of the stock of the R & D. Bay Rail Roal.

Scultze represented to us. (that is Mr Carpenter of Hanover. Browns Mills people, myself & Eayre Oliphant & C) that they wanted to build a road from Manchester to Camden. but that was necessary for the people along the rout to apply for a Charter, and felt no doubt but that we could get one. as we could disarm the Camden & Amboy by assorting a clause in our Charter that our road should not carry through goods on our road, but that it was nessary to have meeting of the people in all the little places. & pass resilutions in favour of the road. So we did we had a meeting at Lisbon. Browns Mills Pointsville. passed resolutions & whereass plenty, and had them published in the neighbourhood papers. So did the people of Medford, Toms River, Manchester.

Our charter was presented to the Legislature, the Amboy. influence defeated it. there was some show of opposition by the Stock holders of the R & D Bay R Road. My self was named among the Coporatus. & we all spent a couple of Day in Trenton talking up our road. at the request of Gen Scultze.

A Mr Stevens of the Amboy Road said we might have a Charter to Femberton Or Vincentown. and with out altering the title of the bill we obtained Charter For the Manchester & Camden R R. to stop at or near Femberton Or Vincentown with the right to run spurs to any Marl Pits. and run passengers upon them. The Medford people then obtained a Charter from Medford to Camden with a right to run spurs to Marl Pit. and carry passengers. the letter of the two making a through road. So the thing layed untill the middle of last winter 68 & 69. when we were again visited by Scultze saying it was necessary to move in the matter. and on the appointed day we the Corporator met at Manchester. to open the books to receive subscriptions to the stock of our road. when Mr Scultze subscribed to a majority of the stock. in the name of the Manchester Land Co.

And amediately after the Corporators of the Medford & Camden R R met. and Scultze in the name of the same company subscribed to majority of its stock. But this part of it goes through a fertile & wealthy part of the country. they made him sign an agreement that if the connection were not made he would not be in the way of their building it themselves.

A majority of the Stock on our end being taken we expected last week to be called together. to superintend the election of Directors. But instead of that we received a letter from Scultze saying that the Company. found it difficult to obtain money on first Mortgage on the road. for although we had a Charter in words that gave a connections. (I mean the Marl spurs). the intention of the Law giver was not apparent. So that he was at Trenton and would offer a Charter for a connection. the time he though propitious as there appeared a disposition to do away with the Transit duties that had been making such a fuss in Congress and make a general system of Taxation for all R Roads alike throughout the State. And demands that we who are interested should come up. and show an interest in it. and a show of heads. at

least. I am not well enough to go. and I know not what others have done

So much for the R Road that asked not from us subscriptions to stock. as much a manifestation of Public interest in the Road which I thought was a cheap way to bring my Cranberry Bog into Market. and also Mr Morris Pine Land.

Because the D& R Bay R Road is dead as she now lays and the men that have the means & the will to build it must be assisted to build where they see their own interest. Should the Road run where it does now. or near Browns Mills and be on a foundation that gives confidence in its stability the Lands you are interested in will sell. and without it the sale must be a drag. It is manifest that the exertions already made to get a road (have made all ready your lands more saleable) Look at a Map of N. Jersey. and see that a line from Manchester to Camden Via Medford will pass near, Lisbon, Browns Mills, and Hanover. and make a through route to N. York Via Monmouth city. or Raritan Bay.

In my intercourse with Schultze this winter I found him interested in the tract Mr Morris has for sale. every time I met him he was making inquiries of me about it. I knew much. by inquiry of the working men learned more. and imparted it to him. about the timber. soil &c. I suppose that I spoke so earnestly in the matter he thought me interested. He said he was coming down to my house and that I should go out with him for a few days and show him the tract. I told him that I could not afford to do that for nothing. He told me then to go down to Mr. Morris and get a commission for selling it. and then name a day and he would come down because he was ordered by on the leading Browns & also by Mr Potten of the M Land Co to purchase it. I went to Mr Morris and he agreed positively to give me one per cent for selling and a hope for more. I then made diligent inquiries about the Timber & soil and marked it down on a Litho Map. and rode down to Manchester and saw Schultze. and appointed a day for him to come to my house. had guides engaged to go with us.

On the day appointed he came. but unfortunately for me and for all hands I fear. the day before they arrived I was taken down with a tooth & face ach. that turned my eyes into fire balls, & my brains in wild confusion. I was good for nothing. He would not wait a few days. but goes at once to Mr Morris. who with great unfaithfulness took the whole transaction on himself. and I was thrown out.

From an interview since that with Mr Morris I learn that he agreed to give Schultze $1\frac{1}{2}$ per cent if he purchased it and a day was fixed for him to pay down a \$1000. but instead of Schultze coming Mr Morris received a letter from him saying he would not come forward without he would promise him $2\frac{1}{2}$ per cent. Day before yesterday Schultze came to pay down. and Mr Morris told him that he had received another offer at a higher price. and he Schultze. must wait for a month or some fixed time.

Now it appears to me that if Morris had when he came to him said at once go to Fenwick he is your man. it would have knocked out of him at once all idea of a commission and the thing would have been closed up by this time. and it appears to me that his asking a commission was fraudulent. he the agent of the Land Co. if he had not handed over this commission to his employers it certainly would have been fraud. Anthony has done me wrong in this. and made trouble or prolonged it for himself and he does look harassed enough. but I was not through ignorance he did it. I know that should Schultze have purchased I could have sued and recovered my commission by repeated decisions on the Pennsylvania courts. But it was not for the purpose of accusing him that I have written. but as I knew you would hear of it. I wished to stand right before you

James A Fenwick