

4 St Thomas Terrace
Charlton. 3rd Jan^y. 1866.

F. C. G. Ritso-Esepe

Dear Sir.

Egmont.

In reply to yours of this date relative to the statement in my letter of 6th October, 1867. that. "The ship must have been severely strained and though now repaired I can still see signs of it in the bolts and a very slight hog between the Main & Mizzen rigging". I beg to state that in no way, was it my intention to convey the impression that the ship had deteriorated in value, inasmuch as I consider that the extra fastenings have materially strengthened her, and the thorough repair she has had, to have more than compensated for any injury sustained on her voyage to the Mauritius. As far as the very slight hog. it was only just perceptible, and did not in my opinion in the least affect her seaworthiness or value.

I remain, Dear Sir

Your obedient servant.

Henry D. Grant
Captain. R.M.

Copy of letter of Instructions of Captain D. B. Inglis, Ship
"Egmont" to Capt. Stephen Brigg Ann.

Port Louis - 27th August 1816.

Capt Stephen
Brigg Ann

Dear Sir,

The "Ann" being now loaded I beg to inform you that it will be necessary every 12 hours during your voyage to Vancouver's Island to register the temperature of the water alongside, and that in the tank, in the log book given you for so doing; for which purpose you have a marine Thermometer on board and whenever the temperature of that in the tank exceeds 70 degrees of Fahrenheit you will be good enough if it be possible to pump it out and refill it and see that the Cable is ~~so~~ well saturated. Of course it is left to your discretion as Captain of the Brig to pump out the tank when you consider it necessary. You will please see everything delivered into the charge of Colonel Bulkeley or his Representative at Vancouver's Island, and hoping you will make a quick and safe passage

I remain

Yours faithfully

(signed) D. B. Inglis.

Reply to letter of Instructions

Capt Inglis
Ship Egmont

Port Louis - 27 Aug 1866.

Dear Sir,

I beg to acknowledge receipt of your letter of this date, and have to inform you in reply that the instructions conveyed therein, shall be attended to, to the best of my ability, and that every possible care shall be taken of the force pump, hoses & marine Thermometer you have put on board my Vessel. As however an electric Cable is a Cargo I have had no previous experience of I have to inform you herewith that in signing the bill of lading I do not hold myself responsible for the length of the Cable I have on board nor for the risk of leakage to the tank, nor for accident to the pump or thermometer.

I remain, yrs faithfully
(signed) George Stephen
Master of the Ann.

Port Louis - 27 Aug 1866

Capt Stephen
Brig Ann

Dear Sir,

I am in receipt of your letter of the 27th inst - and take due note of it - also that the bills of lading are signed. As however you have thought proper to use the force pump & hose for your own purposes in this port I give you notice that I hold you responsible for the condition in which you deliver them to Island Bulkeley, Vancouver's Island.

Yours faithfully
(signed) D. B. Inglis

Letter of Captain Stephen respecting the tank
in the "Ann". —

Capt: Inglis - Ship "Edmont".

Sir,

I beg to give you notice that as you decline
to plank the posts in the corners of the tank on board my
Vessel, and as I consider it necessary for the safety of
the Cable to have it done, it is my intention to call a
survey and I shall feel obliged by your naming a Surveyor
to act on your behalf and the time when the survey shall be
held

I remain, Dear Sir

Your obed^t. Servant

(signed) George Stephen.

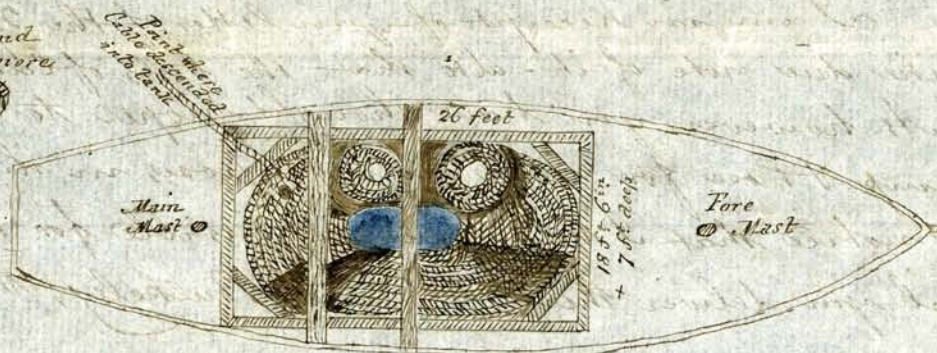
The matter was referred to the Arbitration of V. Wales Esq
Surveyor Colonial Maritime, who decided that it was quite
unnecessary, and I understand Capt Stephen was satisfied
with his decision.

Plan of the Stowage of the Cable in the Brig Ann

Instead of round
Coils. this is more



the shape



The Cable having been such a long time in one lay, in recoiling it, it rose or
sprung on the starb^d side - to compensate for this I make it up square, two coils were
formed on the port side - the difficulty was increased by the position of the beams
so that instead of making a perfect walk round the cord - it had to be
dipped under each time.

Copy of Mr. Notary de Baize's Opinion

The Ship 'Egmont' Inglis Master whilst in the progress of a Voyage from London to Victoria Vancouver's Island having on board a telegraphic Cable was constrained through perils of the Sea to deviate from the said voyage and put into this port of Port Louis, under the circumstances Captain Inglis is desirous of knowing whether or not he would be justified in delaying the repairs required by his said Vessel until after having communicated with his owners on the subject.

One of two things must be done by Captain Inglis either to forward the Cable to its port of destination, and wait for orders, or forthwith enter into the repairs.

Having carefully perused the Charterparty of the said Vessel, as well as the report of survey held on the said Vessel in this port. I am clearly of opinion that Capt. Inglis cannot under the present circumstances and without violating his Charterparty wait for orders from his Owners, and that the only thing to be done is to go on immediately with the repairs.

The Egmont having been compelled to deviate from her Voyage through perils of the Sea, it is one of the accidents provided against in the Charterparty and for which the owners are not responsible,

(signed) Theodore de Baize
Solicitor

Port Louis
Mauritius

(Copy)

At the request of Captain Inglis I William Margatson, Joiner for the Western Union Telegraph have tested that portion of the Behring Sea Cable contained in the After tank and that portion in the dock attached - the tests are as follows:-

Insulation 100 Elements	20°
Charge 1 Element	18°
Discharge after one minute	25°
Continuity	32°

That portion in dock from the Fore tank and which was stowed between decks

Insulation 100 Elements	28°
Charge one Element	25°
Discharge after one minute	30°
Continuity	38°

That portion in the main tank

Insulation 100 Elements	26°
Charge one Element	22°
Discharge after one minute	28°
Continuity	34°

(Signed) W. Margatson
Joiner

October 6. 1866

H. C. G. Bates

Nov 27. 4 1866

1000

(Copy)

~~The General Credit & Finance Company of London,
(LIMITED)~~

~~PLEASE NOTE CHANGE OF ADDRESS
DURING REBUILDING OF PREMISES.~~

~~27, Austin Friars, E.C.~~

~~London~~

1866

Port Louis,
Mauritius

Oct. 6th 1866

Dear Sir,

I am happy to inform you that Captain Grant has arrived here and I have given him all the information I possibly can, he has examined my log-book which I have duly kept every day since I left London, the Cable I am happy to tell you remains perfect with regard to the Insulation; it has all been discharged from the fore and after tanks and placed in a Copper dam at the head of the dry dock while the Ship was undergoing her necessary repairs caulking her bottom fresh coppering &c. which is all finished now and we have commenced to re-ship it again. I think we shall have the after tank refilled again to day - It goes into the tank much better than I thought it would with the exception of a great number of broken outside wires which I have repaired both going out and re-shipping again I have kept an account of them all.

Port Louis - Mauritius
October 6th 1866.

J. A. W. Harper Esq
Salvage Association, Lloyd's

Dear Sir, "Edmont"

I arrived here the morning of the 22nd inst^l and put myself in communication with Mr. Fraser, Lloyd's Agent & Captain Inglis "Edmont". You will have been informed before this that when your telegram of the 11th August was received here on the 6th Sept. the work had proceeded so far, that these Gentlemen decided it was better for the interest of all parties to continue work. Considering the nature of the Contracts, that on the 6th Sept., there was 100 miles of Cable in the Coffey dam for which a rent of £50 p. diem would have been charged if the work had been stopped, besides raising the prices of the other articles which I have ascertained are moderate here I coincide in their decision.

Cargo - The present state of the Cargo is this -
One hundred miles were put into the Anis, who sailed on the 30th August. 270 miles were put into the Coffey dam at the head of the Stevenson Dry Dock. It was well & carefully coiled in two Coils commencing on the 3rd Sept. and completed 14th Sept.

Ann

The re-shipment commenced on the 25th Sept. in the after tank which will be completed this morning having only 5 miles to get in. The paying out machinery, which is at work taking it in, will then be moved forward to fill the Fore-tank. It is being coiled at an average rate of about 15 miles per diem and I hope will be finished about the 24th.

of the mouth. The cable will then be stowed as follows:-

Fore tank	Maintank	Aft tank
130 miles	130 do.	122 do.

'Tween decks about 18 miles

Precaution was taken to put the Cable which had been between decks on the papered out underneath so as to get thoroughly saturated. The coiling has been & is conducted with the greatest care, - the after tank is thoroughly well done - From the head of the dock to the Ship is a distance of 400 feet. The Cable runs through hanks on a jacks stay, a bell wire communicating with the Ship in the event of anything going wrong. The 2^d Officer with the jointer superintends the coiling in the tanks on board the 3^d Officer in the Cofferdam & a man by the side of the deck to see no wires are loose or anything wrong. I noticed that in some places the outer coating wires were loose, yet on leaving the Cofferdam they settled down, and by Mr. Margetson's report herewith sent you will see that the Cable has not deteriorated. I have carefully examined the Ship's log, Mr. Margetson's log, and great care appears to have been taken by the Captain of the Cable. I observed that the tanks were full of water during the bad weather, but they could not work the Engine, and the Ship leaking so badly the Crew had all they could do to free the Ship. Part of this Cable was shipped at North Woolwich by night, and on landing it here, several long lengths of the outside wires were found broken, which had not been repaired as no wire could be got of the same size, wire rope was purchased unlaidd and the Cable repaired with it. With reference to the portion in the brig 'Anni' Mr. Margetson tested it & a copy of his Certificate is sent (23 Aug) - it seems to have been coiled strangely though I believe perfectly clear. Mr. Margetson says he thought of coiling it left handed

Brig
'Anni'

but the Captain prudently considered it a doubtful experiment. The diagram will best explain how it is coded. The Master of the "Ann" appears to have been somewhat captious, and as correspondence passed between him & Capt Inglis I send you a copy of it, and all other documents connected therewith.

Ship
X

The Ship must have been severely strained and though now repaired I can still see signs of it in the bolts and a very slight hog between main and mizen rigging. I have seen the fastening bolts that were broken and I am satisfied that no work of any nature has been entered into but what was actually & imperatively necessary. The Ship was surveyed on the 6th July, and immediately commenced repairing the upper works - the brig Ann being loaded by hand at the same time. The "Edmont" went into dock on the 15th Sept. & undocked on the 24th. The Surveyors ordered extra fastenings to be put through the water-ways between every stanchion as additional strength to the upper works. There was a survey on the vessel going into the dock but no Certificate of it, it being the custom of the port that one Certificate does for all. The Ship is now in my opinion thoroughly tight & staunch and will leave in excellent trim And though she was not below her legal marks on leaving England, yet from the questions I have asked & the log I think with a cargo of this nature and the way in which it stows it is now proved. A vessel should not have more weight than her register tonnage. From thoroughly disinterested persons I have ascertained that her condition on arrival was such that they were astonished how she ever reached.

Estimate

I obtained yesterday from Mr. Fraser a rough estimate of expense. the expenses, and as it so very much exceeds the amount originally estimated I expressed my astonishment. He explained

that when he sent that bond, he did not know to what extent the repairs would have gone, and the Ship & cargo had passed through several phases since, I informed him that as soon as the particulars could be made up. I would like to go into every particular thoroughly. By the tender the prices are all much below the usual tariff though that seems in a great measure to be governed by the demand. The usual docking charges range from 75¢ to 1 \$ for ton, and the labour is only the current rate, however I have hardly had time to ascertain all, I will be able to report more correctly by the Messageries Imperiales on the 18th which you will receive 4 days after this. I do not however think that the amount will be less than 29,000 \$ and as this is so much in excess of my credit I consulted with the Manager of the Oriental Bank and he has consented to extend the credit to the amount of \$1000 if required - Under the circumstances in which I am placed I trust this will meet your approval & you will be prepared to honor my draft to the larger amount.

Capt Inglis informed me that his communications from Messrs Adamson & Ronaldson, acquaint him that I am furnished with credit to meet the charges on Ship & Cargo but not to bottomry the Ship. he had also received similar instructions from the principal Owner, Capt Morgan of the Ship 'Bonnington' now loading in Calcutta. He has however decided to bottomry the Ship, the owners being notified by him in time and no steps taken by them to enable him to meet the case.

I asked Capt Inglis the reason of his taking the Eastern route after Mr. Peto's letter of the 31st March to Messrs. Howden distinctly refusing to authorize it. He replied that he never saw this letter or was he informed of it and he understood it was left to his option or getting

to sea & ascertaining the Ships qualifications to decide on the route. She appears to me to be perfectly clear on this point.

The report of Survey - Tender for work & Mr de Baize's opinion I am not certain whether they were sent to you & therefore furnish copies now.

I remain, Dear Sir

Your most obedient Servant

(signed) Henry D. Grant
Captain R.N.

P.S. Mr. Trader informed me that there had never been any doubt as to the certainty of the vessel being able to take the cargo after she was repaired.

Noon - I had just closed my letter when Capt Inglis came to me, & informed me that after looking over his instructions again, he would wait the arrival of the French mail to see if Capt Westcott came by her, before giving his final decision with regard to bottomry. I have made him fully aware of the serious responsibility he would incur in detaining the ship after she is loaded, when I am prepared to advance money at a moderate rate to cover the Ships proportion, but for which he must give bottomry. Should Capt Westcott not come, there is no doubt but what he will do so having no other course open.

The General Credit & Finance Company of London,
(LIMITED)

27, Austin Friars E.C.

London Nov 13th 1866

Col. O. H. Palmer

Dear Sir

I now enclose you the report of
Captain Grant. R.N., sent out by the Under
writers to watch over their and our interests,
in the repairs of the "Egmont," and the taking
out and reshipping the cable -
You will see that the "Egmont" is expected to
sail for Victoria the beginning of November,
and it probably will take her two and a half
to three months to reach that port; which will
be the middle or end of January. I presume
Mr. J. H. Mumford & Col. Bulkeley will have made
their arrangements, as I have written to Victoria
and kept them posted. I would only suggest
that if the "Egmont" is taken over, she will not

6
all the cable in her tanks.

I also enclose you a copy of a letter from
Margetson. I am afraid the Captain &
Mate have not treated him well, which is a
great shame, as he is a most respectable
young man, and he has shown himself thor-
-oughly anxious for the interest of the
Western Union Telegraph Company.

I hope you will like your case of specimens
of cables - I thought it very handsome.
It went last Saturday, per City of Cork Steamer.

Believe me, dear Sir

Yours very truly
Frederick Bates

When the cable is laid it must not be at a
rate exceeding two miles an hour - especially
from a sailing vessel towed, and with so
small a cable - Be sure an express this
upon bot Bulkeley - How lucky we sent a
paysant and picking up machinery -

7

The Insulation of the Cable paid into the Brig was perfect; the following are the tests for the two days previous to her departure:

Thursday August 23^d -

Insulation 100 Cells 25°
Charge 1 Cell 10° -
discharge after 1 minute 20°
Continuity 30°

Friday, August 24th

Insulation 100 Cells 25°
Charge 1 Cell 10°
discharge after 1 minute 20°
Continuity 28°

for which I have given a Certificate.

Captain Grant informs me that there are some Gentlemen here come to survey for a line of Telegraph for this Island, he will get them to test the Cable when we get it all back again into the Ship they having got all Instruments necessary, so that we shall start from here on a sure foundation again, I suppose we shall be at least a month before we are ready for sea. I can assure you Sir I shall be very glad when this journey is all over. I seem to dread the rest of it like a child does a rod, I get nothing but insult and incivility from the Mate who tells me I shall have to alter on our next journey, I am sure I do not know

in what way. I do not know Sir how I shall
post this letter not having the means of so doing.

With respect to Mr. Bell he has been a
much abused young man both by Captain & Mate,
I cannot say he has been quite so smart as he
might have been had he been used better -
I never saw him break much of the owners
property myself, he certainly broke a pump
and lost a fallow measure overboard, they
were both down upon him for the least thing.
He has started for Cape Town in the 'Liberty'
on the 29th of August last paying five pounds
for his passage I am sure I do not know
what he will do when he gets there. I
advised him to get home if possible as soon
as he could - Hoping to remain Sir

Your obedient Servant
(signed) W. T. Margetson
Ship 'Egmont'
Port Louis
Mauritius

The General Credit & Finance Company of London,
(LIMITED)

PLEASE NOTE CHANGE OF ADDRESS
DURING REBUILDING OF PREMISES.

27, Austin Friars, E.C.

London July 5th 1867

Col. P. H. Palmer

Dear Sir

Your favour of the
11th Dec. have duly reached
me -

I have arranged the whole
matter of the Bottomry Bond,
without giving security to the
Salvage Association, and shall
have no difficulty in recovering
all forwarding charges, when
I get the receipts of the Captain
of the "Bug Ann" -

I have great satisfaction
in having settled the question

of the Bond in London, as
there will now be ^{nothing} ~~nothing~~ ^{except the balance of freight}
further to pay at Victoria ^{£650}
and no trouble of any kind.

I have written to Captain
Joant R.N. for his opinion
respecting the "Egmont", and
I now enclose his reply -

I did this in order that you
might be at ease about the
Ship "Egmont", if it were thought
desirable to take her over when
she arrives safely -

I tried to induce the owners
to take the £4000 here, ^{for her} but
I could not succeed -

There is an account come in
for 3 months time pay for the
"Evelyn Wood" amounting to
some £1152, which I shall
have to pay when the next
mail comes in, & the certificate
from the Agent of the Western
Union Tel. Co. arrive -

I am glad you received the
case of specimens safely, and
are pleased with it -

I hope you will do all you
can to favor the cable from
New York to Pret. It will
affect the Atlantic cable be
very much, and they will be
glad to make better terms

with the Western Union Tel. Co.
I am anxious to hear Col
Bulkeley's report - The Captain
of the " Evelyn Wood " reports
Homer Bay as a very wild
place indeed -

I hope there will be no more
hindrances, or accidents.

Believe me, Dear Sir,

Yours very truly
Fred K. Putso

THE WESTERN UNION TELEGRAPH COMPANY.

The rules of this Company require that all messages received for transmission, shall be written on the message blanks of the Company, under and subject to the conditions printed thereon, which conditions have been agreed to by the sender of the following message.

O. H. PALMER, Secretary

J. H. WADE, President.

Dated, San Francisco 16 Received at 145 Broadway,
 To O H Palmer Mich 16 1867

Forty three⁴³ the Egmont arrived
 off Esquimaux at one P.M.
 today and anchored waiting
 wind to come to Harbor shall
 I give notice immediate of
 intention to purchase or does
 it depend on acceptance of
 proposition sent to London

34 Dh
 G H Mumford

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

Via *Reu*

J. H. WADE, President.

Dated, *San Francisco 21*

Received at ^{1130.} *145 Broadway,*

To *O. H. Palmer*

March 21 1867

Jacky Devon⁴⁷ Capt English refuses to obey orders to sail for San Francisco on ground that Charter does not permit it.

I have telegraphed that we should hold him and the owners responsible for Entire delay so caused and should make

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated,

2 Palmer

Received at 145 Broadway,

Feb 21 1867

To

No payments whatever for time
lost to us in this
way Charter provides distinctly
Ship to be always at our
disposal five hundred thirty two⁵³²
pounds are due for freight
on Ships arrival at Victoria

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated, 3 Palmer
To _____

Received at 145 Broadway,

186

by Charter party and Memorandum
attached thereto I suppose you
are aware that Insurance on
Cable will not hold
to San Francisco for this season
I thought it best not
to try to put Brigg and

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated, _____

Received at 145 Broadway,

To _____

186

H Palmer

Cable on Egmont Erin (new)
 if Capt was willing stormy
 season now on Oregon coast
 the time pay on Egmont
 would probable be as much
 as it would cost to
 send ^{all} of our ships for
 the extra hundred 100 miles owing

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated, 5 Palmer
To _____

Received at **145 Broadway,**

186

To Manner in which cable
now coiled on Egmont Pittfield
^{marked} through Ann cable with
one' cup groove has not
been tested with galvanometer
in present position can't tell its
condition as to insulation armor

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated,

3/3

6 Palmer

Received at 145 Broadway,

To

186

is fair

G. M. Mumford.

187 St.

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated *San Francisco 23*
 To *O. H. Palmer.*

946
 Received at *145 Broadway,*
Mar 23 1867

Fifty two⁵² capt English has received my message and notification still refuses to come here on grounds already given gives notice in Turn that ship on time pay & requests immediate payment balance freight due

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated,

2 Palmer

Received at 145 Broadway,

To

186

If we can carry through
~~our~~ our construction of charter
 His refusal is very good thing
 I shall neither pay nor give
 further instructions pending
 such refusal until advised
 Captain says Elmont is in
 Egmont

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated, _____
To _____ 3 Palmer

Received at 145 Broadway,
_____ 186

first rate condition It seems
to me well to leave matters
as they are until question
of purchase decided.

Sydy
G. W. Mumford

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated, San Francisco Cal 27
To O H Palmer

Received at 145 Broadway,
Mar 27 1867

Captain Egmont wants reply to second application for freight due says if Company declines payment, he will take steps to raise money for vessels use by the charter having a line an cable for payment of freight
G. H. Mumford

THE WESTERN UNION TELEGRAPH COMPANY.

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G. H. PALMER, Sec'y.

J. H. WADE, Pres't.

Dated, LA Cable 30 1867

Received at NY Mar 30

To Ward New York

Ritas says to J. H. Wade
 New York owners of
 Egmont refuse to
 accept freight here
 or give orders to
 proceed to Subrovincisco
 They dispute her liability
 by the Charter party
 to go there on time
 pay by Contract balance
 of freight is payable
 at Victoria. ~~It~~
 Better pay there as Captain

Blank No. 1.

TELEGE

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Sec'y.

J. H. WADE, Pres't.

Dated, _____ 1867

Received at N. Y. Mar 30

To W. Wade

wants money telegraph
more fully to me
Beane
London 30th

Nov 30 1867

Dear

London

O. H. Palmer Messrs H. W. P. Co.

Says to Ritso (27 Austin Friars E. C.)

Have ordered freight of Egmout paid
at Victoria. We insist she can be required
^{under contract}
to proceed ~~there~~ to San Francisco. The cable
can be discharged there better and facilities
^{superior}
~~better~~ there for putting her in order ~~if we~~
~~do not take her~~. Besides Capt Morgan one
of the owners said she was wanted there -

Ward

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Sec'y.

J. H. WADE, Pres't.

Dated, _____ 1867

Received at W. H. Wade'sTo Ward

Ritso says to J. H. Wade New York.

Cannot get any decisive answer from owners they argue they are not bound to go to Louisiana under Charter party. You had better give proper notice to Captain so we may recover if they are wrong their object I think is to force sale of vessel.

Dated, 1867

Received at *NY* *2*

To *Ward*

I will try again
today answer

Dear
London

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated San Francisco 3^d
To O. H. Palmer
U.S.

Received at 145 Broadway,
April 3 1867

Sixty five ⁽⁶⁵⁾ English wons receipt less than
Six hundred fifty ⁽⁶⁵⁰⁾ Pounds for balance freight due - you
will see by Memorandum attached to Charter
that only five hundred thirty two ⁽⁵³²⁾ are due - of
Ritzo paid twenty five hundred ⁽²⁵⁰⁰⁾ as stipulated in
Charter the terms of agreement for Purchase
Provide that balance of freight due shall be paid

with the purchase money in London
G. H. Mendenhall

THE WESTERN UNION TELEGRAPH COMPANY.

The rules of this Company require that all messages received for transmission, shall be written on the message blanks of the Company, under and subject to the conditions printed thereon, which conditions have been agreed to by the sender of the following message.

O. H. PALMER, Sec'y.

J. H. WADE, Pres't.

Dated,

Cable

1867

Received at

NY April 6 6 PM

To

Ward

Rites says to J. H. Wade
 Have closed for Egmont
 at six thousand ⁶⁰⁰⁰ guineas
 not including time pay
 to date and funds owners
 have telegraphed to Captain
 to receive five hundred
 and thirty two ⁵³² pounds
 as per ~~the~~ Memorandum of
 eighth of Jan'y

Dear London

OH

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Sec'y.

J. H. WADE, Pres't.

Dated, Call 6 1867

Received at NY
To New York, Vaud

Ritso says to J. H. Wade I do not understand your reference to Memorandum of eighth of January. The balance of freight is six hundred and fifty pounds I am trying to arrange for Egmont to save time pay will telegraph when I conclude hard work
Dear London apr 6th 67

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Sec'y.

J. H. WADE, Pres't.

Dated, Cable Co 1867

Received at N York

To Ward New York

Adomson Ronaldson
 London says J. H.
 Wade New York me
 authoriz Captain
 Inglis to accept five
 hundred and thirty
 two ⁽⁵³²⁾ pounds balance
 outward freight of
 Egmont instead of ⁽⁶⁵⁰⁾ six
 hundred and fifty
 pounds forward this
 message to him.
 Deane London

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated,

7 5h

Received at 145 Broadway,

To

Palmer

Apr 7 1867

well found in anchors
Chains bolts spars &c

J. N. Mumford

45 5h

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary. *X*

J. H. WADE, President.

Dated, *San Francisco* ✓
To *O. H. Palmer* —

Received at ⁹¹⁶ 145 Broadway,
Upland 1867

Sixty seven I had the
Egmont examined by Capt Caffery
 at Victoria previous to my
 message *sixty* he reported ship
 is in good condition for
 a long voyage *Timber* appear
 to be sound and she is

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

16
Dated *Visalia Cal 31*
To O. H. Palmer

Received at 145 Broadway,
June 2 1867

ref.
Possession of Egments
has been taken in name of
Company

G. H. Murnford

102.16.

THE WESTERN UNION TELEGRAPH COMPANY.

The rules of this Company require that all messages received for transmission, shall be written on the message blanks of the Company, under and subject to the conditions printed thereon, which conditions have been agreed to by the sender of the following message.

O. H. PALMER, Secretary.

J. H. WADE, President.

Dated, *San Francisco* 17
 To, *O. H. Palmer*

Received at 145 ¹²Broadway,
Aug 18 18*07*

138, The whole cable cannot be put on board the *Egmont* without sinking her below her copper - This would ruin the ship if kept lying in salt water for any length of time *Magetson* is on board *Egmont* & does all he can which ^{isnt} ~~isnt~~ much every care has been taken of that portion of the

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated,

Received at 145 Broadway,

To

2 Palmes

186

Cable in warehouse it has been kept there after much consideration as on the whole the best place for it. The only alternative is to construct suitable tanks on shore and coil it in them this will involve a good deal of expense while its questionable whether

THE WESTERN UNION TELEGRAPH COMPANY.

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O. H. PALMER, Secretary.

J. H. WADE, President.

Dated, _____

Received at 145 Broadway,

To 3 Palmer

180

Cable will be less liable to injury it is at best very bad property to keep on hand.

G. H. Mumford

W. H. C.

The General Credit & Finance Company of London,
(LIMITED)

PLEASE NOTE CHANGE OF ADDRESS
DURING REBUILDING OF PREMISES.

27, Austin Friars, E.C.

London Augt 31st 1867
Col H Palmer -
Dear Sir

I sent you a
telegram on Thursday this,
"Circassian arrived on the
" 27th, I will put the wire
" on board."

You will understand that
the latter part of the
message was a blind -

I have not yet settled
with the insurance people,
but think I shall do so
in a few days - There are
a great many things before

into in this matter - I think
they bring in the Del Company
& pay £76 for expenses at
Mauritius - and they allow
all I claim - This will
leave about £165 more
to receive - There will be
something to pay the agents
for collecting it, not much.
I have paid Johnson and
will make up your account
and send you as soon as
I return from Doncaster,
in about a week's time -
I enclose you an account
sent in by the ^{late} owners of the
Eymont. I told them I
knew nothing about it, and

said I would telegraph to
you, and also write -
Will you look at the Charter
-party and advise me what
to do in the matter. by return
of post -

I hope you have received
the wire at Halifax all
right, and it is liked -
I am sure it is good -

Yours very truly
Fredk Pitts

Please state whether the
Captain of the Egmont
voluntarily resigned and
that you can prove it by
affidavits if necessary -

Discount Company
The General Credit & Finance Company of London.
(LIMITED)

7, Lothbury, E.C. at
London Sept 21st 1867

Col. V. H. Palmer

My dear Sir

I send you, as you desire, a copy of the Ship's ("Symant") Articles - and I shall await your instructions - I do not know the merits of the case, whether the Captain & Mate discharge themselves or were paid off - The Captain, I understood from your telegram, resigned. I do not know how this will affect his being paid his expenses home - They threaten

to sue the late owners of the Symant, and if they can recover from them, it is a question whether the Owners cannot recover from the Western Union Telegraph Company -

I have got a settlement with the Salvage Association at last. There was £59.7.6 but yet collected from the underwriters in Lloyd's Room. When collected it is to be paid over to me, but I do not know when this will be, as I think two or three of them have failed - I send their statement

I shall, I suppose receive
a cheque for the £105.18.7
next Tuesday, and will forward
my final statement on
Wednesday with Johnson's
receipts -

I think, on the whole, the
Western Union Telegraph
Company has very successfull
recovered its insurances.

Which is a great satisfaction
to me, as I like all my
business to be done well.

There will be a balance of
£250.12.1. due me on
freight of wire - Which
I will thank you to remit

me. and telegraph me when
you have done so. When I
made the estimate of the
sum required for wire, I was
unaware that it was necessary
to pay the freight in advance
by all Steamers to Halifax.

The total amount of expenses
(as per your statement) of
Brig Ann were allowed, ^{and}
^{the sum red for pump big' & other}
£1240.15.11. & deducting
from this £75.14.10. as
per statement of disbursements
on Company's acct at Mauritius
leaves balance £1165.1.1.-

Yours very truly
Frestel Watson