MILLEDGEVILLE AND MACON TELEGRAPH LINE.

Office Hours,—from 7 1-2, A. M., to 10 P. M.
SUNDAYS,—from 8 to 9, A. M., and from 7 1-2 to 9 1-2, P. M.

This Line CONNECTS with ALL Lines,—EAST, WEST, NORTH and SOUTH.
WM. PARTRICK, Sup't.

Dated New Orleans 1861

To Gen. J. E. Brown

Can you aid Commodore Hilling with powder for the defence of New Orleans

Nelson 1863
Tuesday 18th instant.

Sir,

The motion to re-consider the bill in regard to direct trade with India, and the act being passed, has been referred to the Senate for impeachment.

If you desire to

His Excellency

J. E. Brown

to. to. to

Executive Department.
In me, therefore to say, that it is entirely at your disposal. Thinking that the presence of officials alone, upon you must be very great, it would be a pleasure for me to wait in silence, until other matters requiring executive attention were disposed of. Particularly, as it is very

grown questions of details growing out of the mission to Europe which I would like to bring to your attention.

With the highest respect,
I have the honor to be your faithfully,

C. G. Blyton.
Confederate States of America

WAR DEPARTMENT.

Memorandum,

Joseph E. Brown

Milledgevil

Came 25th November 1861

Secretary of War
Dated Savannah, 31st Dec.

To Gov. J. C. Brown

I need funds for the Brigade. Will you authorize the Bank Commerce to honor my draft not exceeding three hundred (300) dollars. For which I will send estimate. Please answer at once.

R. L. Clark
MILLEDGEVILLE AND MACON
TELEGRAPH LINE.

Office Hours,--from 7 1-2, A. M., to 10 P. M.
SUNDAYS,—from 8 to 9, A. M., and from 7 1-2 to 9 1-2, P. M.

This Line CONNECTS with ALL Lines.—EAST, WEST, NORTH and SOUTH.

W.M. PARTICK, Sup't.

Dated, Milledgeville, 16th 1861.

To Geo. Fox, Esq.

Genl.

Bragg is unable to equip his as field artillery here. Will you substitute a company of infantry for its answer per

Telegraph

Capt. J. F. Girardey

Washington Artillery
To His Excellency Mr. Brown

We the undersigned, citizens of the State, being deeply impressed with the necessity for providence, economy, and energy in utilizing all our resources, would most urgently call your excellency’s attention to certain facts in the present condition of our state; and invoke your powerful authority in giving beneficial and practical effect to measures of prevention and relief. A state of war we all know, is one inducing hurry, precipitation, and waste. In this way we have had much of our substance most naturally and excusably consumed. Besides this, some portion of our state was excepted to the almost universal want of the last season in blessings to the farmer; and particularly in the north-eastern portion of our state have the crops of the last season been curtailed. Again, it has been true, that the present variable winter, illustrating we might say the whole round of yearly seasons have peculiarly unkindly for us in the caring for our meat. No doubt very large amounts of beef & pork have been lost, so much so as to limit our sustenance for the present year to a most serious extent. To meet these losses & restrictions the appendixes were obviously needful: first, to put down a very large surface in grain crops for stock; and secondly to introduce large stores of sugar, syrup, molasses as substitutes for meat. Experience has shown happily demonstrated the value of these substitutes. I have seen them no want of forecast in doing our part in providing them. Very large
 qDebug went forward from our people to New Orleans some four months since, which orders have been continued; to within a short period, for the arrival of the superabundant yields of the sugar lands; and we are perfectly sanguine that if these large purchases could have been in hand within a reasonable time or of even now, perfect assurance could be had of their receipt in yet a reasonable time, our people could be provided with the means of a vast alleviation for want of food, in provisiou. Referring to the unprecedented pressure on the transportation capacity of the Memphis & Charles River, the absolute vital necessity of yielding place to the Government transportation, our timely & practicable measures for our relief have proved ineffectual.

At the present we have not a doubt that the million of dollars worth of purchases at first cost, intended for Missouri are scattered through Memphis, were burned, or lying almost abandoned in the midst of its streets for want of rolling stock to bear it away. This state of things entails all sorts of losses, untold & incalculable. The difficulty now experienced in releasing the army of Memphis when once laden for the Long Horn carrying freight through the city to fifteen dollars per ton of sugar, cotton brought in proportion. Of course this expense at last must be borne by our own consuming at home if any such expense as has no compensation. Its very exaggeration must prove this. We know we need not urge argument of precaution.
on warning on our Executive, the very life of whose life seems to be the good he may secure to his beloved State in these trying times. It will not be the amiable for us to say to Gov. Brown that a neglect of large grain crops or a failure to receive the immense amount of goods purchased for our consumption in New Orleans will certainly entail upon our people a terrible apprehension of the consequences of a state of war. We would respectfully submit to your Excellency that this apprehension need not be received of necessity. And they must be, we are sure, unless we shall have been from a change of policy on the part of the leading Roads in South of Albemarle. If the surplus idle rolling stocks of these roads could be allowed to go through from this point to Memphis in aid of the M & O R we could soon be charged by having in store the million worth of raw materials goods which would arrive this day to our people at present from near 2½ to 3 Millions and which are the indispensable four coming and, as to the almost invaluable, we may he uncertain or misconstrued, by the skill or ability of the roads mentioned, to aid in this momentous patriotic work. But if we are not the true full assume that it in entirely within their power to come to our relief. We suppose there cannot be less than 1700 Car and 150 Engines belonging to these roads a vast number of which in the interest of business must be kept idle. Delay in now, pregnant with mischief, and the Country must suffer
While arguments rage. The conspiracy is
grave enough to feel constrained to invoke
the highest influence and authority in the State
to avert the threatened evil.

With all becoming respect, as good and
patriotic citizens, duly concerned for the
Weal of our beloved State, we urgently appeal
to your Excellency to make such representations
to the Rove authorities in the State, as shall
induce them to grant effective prompt assis-
tance to our People in the Present. If a
question should arise as to the expense
of this Evolving Stock, or the Share of this
expense to be proportioned between the Rovengers,
we unhesitatingly assure your Excellency that
we will gladly meet every such charge. We
would only stipulate for energy and dispatch
for three times the ordinary Charge of trans-
porlation would be cheerfully met by our
People:—And thus at that could prove a
blessing to the Masses of our Population if
by that means we could be placed in the
Possession of the goods. We pray
God, that your People may not have sufficient
knowledge of the actual and explicit horrors
of War (Which we cheerfully encounter)
or the unnecessary evils, which proceed
self-sacrifice and energy might avert.

With every assurance of our profound
respect and united praying for your support
I will beg in this hour of trial
we are

Thomas Smith
John H. Newton
W. Lucas
Beachy Revd
W. Robertson
Muddof Welling
Paster Dunn & Co
J. J. Thrasdor
W. H. Green
J. H. Brown
H. James Don
Daniel Ottman
W. M. Gilbert
W. R. Williams
C. B. Steeley
J. B. Heiman
A. H. Wright
M. Seabolt, etc.
Salmon, Simmons
Nathan, Edon
J. B. Heiman
Massey, Hannell
Burton, Salt, Parker, and Co.
The Phoenix, etc.
W. J. Krogsby
J. H. Juck
P. J. F. Richter
P. Frank
J. D. Jordon
J. D. Mayer
J. H. Hayes & Co
J. S. Rogers
Lucinda Green & Hammond
1813. Amos