

to division among the partners shall be divided as follows, viz: The said James J. Hill & William B. Newcomb shall each have one fifth part thereof, the said Chauncey W. Griggs and John A. Armstrong shall each have one fifth ~~part~~ ^{of} part thereof for their own use and benefit. The remaining one fifth thereof shall go to the said Griggs & Armstrong and be expended by them for the benefit of the whole concern in such manner as they the said Griggs & ~~Newcomb~~ Armstrong may deem best. Losses if any to be equally divided among the partners.

V

All lands purchased for the benefit of the firm, whether before or subsequent to the date of these articles, in whose name so ever the title may stand, shall inure to the benefit of the concern, and will be entered at once on the books of the firm, and a correct list thereof kept therein; the lands aforesaid will be limited to the main line of the First Division of the Saint Paul and

Pacific Rail Road.

VI.

The books of the concern shall be kept at the Saint Paul Office and be always open to the inspection of any partner; monthly statements therefrom showing the then condition of said business shall be rendered to each partner and each partner shall on the 25th day of each month render to the Saint Paul Office a correct statement of all business done by him for the firm during the preceding month and up to that date time. There shall be a general settlement between the partners on the 1st days of April and September in each year.

VII.

Each partner shall devote at least two thirds of his time to the business of the firm and no salaries shall be allowed.

VIII.

The firm name shall not be used nor the credit of the firm pledged in any manner nor for any purpose whatever except in the legitimate business of the firm.

IX.

This partnership shall continue until
the end of five years ~~do~~ commencing
December 31st, 1869. & shall commence
on the first day of September A.D. 1869.

Witness our hands the day and
year first above written.

Chauncy W. Griggs
John A. Armstrong
Wm B. Newcomb
James J. Hill.

Copy

Shows all men by the name: that the Joseph Robt Brown and Angles Riddle in wife of Paulina County, and ordinary of District, in consideration of the sum of \$1000, in hand paid by James J. Hill

of Saint Paul City, State of Minnesota; do hereby sell and convey unto the said James J. Hill the land and assigns the following described premises: situated in the County of Paulina and Territory of Dakota.

To wit: Commencing at a Post, 12 chains and 15 links north, and 17 chains and 33 links east, from the south west corner

of Lot No. 5. Section No. 4. Township 46 N. Range 10 West; thence north 35° East 8 chains and 15 links, thence south 55° West, 8 chains and 69 links,

thence south 35° West 8 chains and 15 links, thence north 55° West 8 chains and 69 links, to place of beginning, containing about 10 Acres, it being a part of said

Lot No. 5, above described, and it is hereby covenanted with the said James J. Hill - his heirs and assigns, that we hold

and Guarantee by good and lawful title: that we have good right and lawful authority to sell and convey the same; that they are free of all liens ^{and other} ~~any~~ encumbrances, whatsoever.

and the court to accept and defend the
 and persons against the laws of
 all persons who are; and the said
 Anglin's Petition being made for
 right of down in and to the above
 described person -

Signed the 20th day of January
 A.D. 1871

Joseph R. Pettit
 Clerk of the Court
 Court

Declarator of
 H. E. Nelson
 Jm R. Pettit

Ames

Declarator of
 Deane County
 Jm R. Pettit

Henry Pettit in the County of Deane
 and Township of Deane, is hereby that
 on the 20th day of January A.D. 1871 at my
 Office in Deane, personally appeared Joseph
 R. Pettit, owner, and Anglin's Petition his wife, to
 me personally known to be the identical individuals
 who are named in the foregoing and as granted.
 and who executed the same and acknowledged the
 same to be their voluntary act and deed for the use and
 purpose therein stated, and the said Anglin's Petition

Copy of
Warranty Deed

Joseph Routh Sen
and Wife
to

James J. Hill

Recorded in Book. A -

Pages 8 & 9. Jan'y 30, 1871.
at One o'clock and twenty-five
minutes P.M.

John E. Harrison

Register of Deeds -

Princeton County.

North Carolina.

Spence Jan 1 1872

I do hereby acknowledge that the
real estate described in the within
instrument is held by me in trust for
the Copartnership firm of Hill, Griggs & Co
Composed of myself Chauncey W. Griggs & George
S. Acker, & that the same is a part of the assets

of said firm -

James J. Hill

Witness

Geo. H. Goodrich

H. V. Smith

Partnership Articles
of
Hill, Griggs & Co

Jan. 1 1872

HILL, GRIGGS & CO.
Red River Forwarders,

Consignees and Transfer Agents St. Paul & Pacific R. R.

Freights Contracted from all Points in Canada to Red River.

St. Paul, Minn., Jan 16 1872

Messrs

Hill Griggs & Co
Please pay to Carrying
depue & Co One Hundred and
forty-Six $\frac{16}{100}$ Dols. & c to
Minn Buck Co

J C Terry
Secy

\$706 $\frac{42}{100}$

Messrs H & G Briggs & Co

Please pay to F. Miller
or order, Seven Hundred & Six $\frac{42}{100}$
dolls. and charge Minn Brick Co

In Paul, Minn
Jan 13, 1872

J C Lerry
Secy

Endorsed
any way
J F Miller

L ~~12.0.0~~ *£* Red River Settlement, 4 January 1842

N^o ~~1112~~ *Sixty* days after sight please pay this my **SECOND** Bill
of Exchange (First same tenor and date not being paid) to the
Order of *D. J. Ward* the sum of *Twelve*
pounds (£ 12.0.0) Sterling
for value received, with or without further advice and charge the same to account of

Northern Department Bills.

To The Governor, Deputy Governor,
and Committee

of The Hon^{ble} Hudson's Bay Co.,

London.

J. W. Baird



[January 19, 1872]

Articles of agreement made and entered into between Norman W. Kittson of the City of Saint Paul County of Ramsey and State of Minnesota of the first part and Hill Griggs & Co of the City County and State aforesaid of the second part - Witnesses, that whereas the said Norman W. Kittson party of the first part owns and controls a certain Steamboat called the International and a barge heretofore used and navigating the Red River of the North, and that the said Kittson party of the first part is now building or having built another Steamboat and barge at or near Breckenridge a Town so called on the said Red River of the North, and that the said Hill Griggs & Co party of the second part own and control a certain Steamboat called the Salina and a barge also heretofore used and navigating the said Red River of the North and the said party of the first part and the said parties of the second part have during the season of navigation of 1871 been severally engaged in the transport of freight and passengers on the said Red River of the North and for the better accommodation of said transportation, now to enable them to reduce expenses of maintaining and operating their boats for the same it is mutually agreed that the parties hereto shall and by these presents do form a transportation line on the said Red River of the North for the purpose of transporting freight and passengers and

doing all legitimate business usually done by Steam-
boats. That the said Transportation Line shall
be called "Kittson's Red River Transport-
ation Line" and it is mutually agreed that the said
Norman W. Kittson party of the first part shall be
the sole manager of the said Transportation Line
and that he shall do so fairly and impartially for the
best interest of all concerned

The Steamers of said Line shall be run regularly and
shall make alternate trips between ports on the said
river for which purpose each boat shall be allowed
ten days for the round trip and each boat shall be
entitled to have and receive all the freights and
business which may be offered or ready from the time
of the loading of the last regular preceding boat at
any port up to and including the day of the arrival of
such boat at such port but no boat shall be entitled
to freights or business offered or ready for the line after
the day of the arrival of such boat in port

A pool shall be made up and deposited each trip
by the Clerk of each boat of one third of the gross earnings
of each of the said boats and barges which shall re-
main so deposited until the end of the season of navi-
gation when the amount so deposited by all of said
boats and their barges after deducting therefrom the
amount of expenses for carrying on the business of
said transportation line shall be divided pro rata
between the said boats according to the number of

Tons of freight—each boat and her barge have carried but in case that the new boat now building by said Kittson shall be used above Goose Rapids on said Red River for the purpose of transporting freight to be carried by the other two boats below said Rapids its proportionate part of the through rate for all such transportation so made to be carried by said other boat shall be one third part thereof on all freight carried from Moorhead and a fair and reasonable rate from any other point above said Rapids, said ^{rate} to be mutually agreed upon, to be paid over by the boat collecting the same respectively, one third part whereof together with one third of all her other gross earnings shall go into said pool as above provided, and in estimating the number of tons carried by said new boat for the purpose of dividing said pool she shall be allowed for one third only of the number of tons so carried above said Rapids, and the other two boats for carrying the same freight so carried by said new boat above said Rapids shall be allowed for two thirds the number of tons thereof only.

The other two thirds of the gross earnings of the said boats and their barges shall be retained by each boat for the purpose of defraying the running expenses and cost of repairs.

The respective crews of each boat shall be hired paid and discharged by the respective owners of said boats. The tariff for freight and passengers shall not be less than one dollar and fifty cents per one hundred



pounds freight and eight-dollars for each passing or between Moorhead and Fort Larny or Winnipeg excepting for freights owned by the Hudsons Bay Company and servants of said Company which shall be carried as per agreement of said Kittern with said Hudsons Bay Company at one dollar per one hundred pounds from Georgetown Minnesota to Fort Larny Manitoba and a pro rata rate according to distance from points above or below Georgetown such distance to be estimated according to the travelled road between said places.

These rates shall not be changed unless by mutual consent of all parties hereto

All Expenses incurred in taking care of freights at the point where it is received by the boats or the point where it is discharged shall be borne by the owner of the freight and shall not be deducted from the earnings of the boats excepting it is for loading or unloading said freight-

Each of said Steamboats shall pay all back charges on freights carried by them or their barge immediately on receiving the same and each of said Steamboats or their owners shall be liable and responsible for all loss or damage which freights may receive while in possession of each of said boats or her barge, that is neither party hereto shall bear any such loss or damage except the same is incurred while said freights are in possession of their or his own boat or barge and this

provision is intended to operate without regard to what may be the rights of third parties in reference to any such loss or damage.

It is hereby stipulated and agreed that the parties to this agreement shall not build equip or maintain any steamboat-barge or other vessel other than the steamboats barges and vessels above referred to, or be interested in the building equipping or maintaining of any steamboat-barge or other vessel except as aforesaid for the purpose of carrying freight or passengers on the said Red River of the North either for the purpose of carrying freight or passengers under this agreement or for the purpose of opposing the interests of the parties hereto but in case the steamboats or barges of the parties hereto shall be damaged or lost by accident or otherwise, then and in that case the said boats or barges so lost or injured can or may be repaired or rebuilt by the owners thereof.

It is agreed that all freight-bills and collections shall be left with warehousemen who shall pay the same on the next trip of the boat so leaving the same or within eight days which said warehouseman shall be responsible for such freight and collections provided that such warehousemen can be obtained but no arrangement shall be made by the parties to this agreement or either or any of them or shall be valid if made whereby either party hereto shall be deprived of his or their lien for freights and charges on all goods wares or merchandise transported by said line until the same is fully paid



It is further understood that this agreement shall not affect any arrangement which either of the parties hereto may have made for the transport of freight - during the present - winter

This arrangement is based on and with the understanding that all interests connected therewith shall be carried out in good faith and that no advantage shall be taken of the position of any of the parties for the benefit of either of the steamers herein named but that all things shall be done to equalize the interests of all the boats of said line as near as possible.

A general tariff shall be agreed upon and shall remain in force until changed by mutual consent -

The pool mentioned in this agreement shall be deposited at the City Bank of Saint Paul Minnesota

The Clerk of each boat shall furnish each trip duplicate copies of trip statement, one copy to go to the party of the first-part and the other copy to the party of the second part hereto

It is understood that Hill Briggs & Co of the second part shall do all that is in their power to advance the interests and facilitate the business of the said transportation line - Neither of the parties hereto shall be entitled to or receive any salary or recompense for their services and no expenses shall be incurred by the said line other than for



George J. Fisher
 John J. Hill
 John J. Hill
 John J. Hill

Committee to lay members of
 John J. Hill

Michael
 J. Smith

Witness

John J. Hill
 John J. Hill

day of January A.D. 1892

Witness and Clerk and Clerk the witnesses
 have this day may be completed to first
 year or each time thereafter as the Railway
 firm and after this date for the term of two
 this agreement to continue and be in force
 in full
 taken from the amount of the post dues
 and shall not be deducted or
 be paid by the respective owners of said bonds
 the said bonds and charge the same they shall
 the said two funds of the said gross earnings of
 bonds of officers and crews they shall exceed
 expenses of either of said bonds including the pay-
 ment of officers and crews they shall exceed
 it is further agreed that in case the running
 and for printing and stationery
 in actual expenses of officers of said bonds
 Clerk here at St Paul or Minneapolis and

Saint Paul, Minn.,

Feb 1 1872.

M. J. L. Mariani

J. J. HILL,
C. W. GRIGGS,
G. S. ACKER.

BOUGHT
OF

HILL, GRIGGS & CO.,

DEALERS IN

WOOD AND COAL.

Pioneer Print.

Hauling 7 Cords D M	0.50	3 30	
Unloading same		1 05	
Hauling 4 1/2 Cords D M	50	13 75	
			18 90
Paid Hill Griggs & Co			

Land Office -
Pembina Land Dist 5th Mch^y 72.

Removal of D. M. Robbins the following Half
Breed Joint Receipt filed this day -

No	Letter	No Acres	Name
596	E	160	Joseph Brown
340	E	160	Seymour Lobatto
340	C	80	do
267	C	<u>80</u>	Lucy Welch
		480 -	

L. B. Brasher
Register

OFFICE OF THE

W. C. Scott,
Agent.

Canadian Express Co.,

Quebec, 9th Feb 1872

Wm Will Friggo & Co
Ldres

I have answered your enquiry
respecting lost pkg for Hm La Mc Kay
viz - that it was shipped by S Rowand
of this city whose claim went forward
some time since & to which no reply
has been received as yet -
I would thank you to bring the matter
to a settlement as soon as possible
as S Rowand is looking to us for
an early settlement

Yours reply by return
will oblige

Yours Resp^t
W. C. Scott
Agent

Rush City

March ²/₁₁ 1872

Dear Sirs
as you deal in wood
and coe I presume you
handell charcoal as well
if so pleas let me know
what you will pay me
here deliverd in the car
or in St Paul as I have
between 8 and 9 hundred
bushels on hand now and
some more coming soon
it is all first class Hard
Ashle coal and well housed
pleas answer soon and

oblige Respectfully yours

Geo C Jones

Rush City

Minn.

HILL, CRIGGS & CO'S RED RIVER LINE.

W. G. Gath
Trans. Works

April 30 1872

Trip No. *1*

To STEAMER SELKIRK, Dr.

MARKS.

For Freight and Charges as per Bill Lading.

Wood Cuttings

600

Back Charges,

Boat's Freight,

Total,

Received Payment,

Memorandum of Agreement made this
10th day of May A D 1872 between Hill
Griggs & Co & Garrett & Johnson of St Paul
& B S Russell of Duluth for the purpose
of carrying on the business of buying & selling
all kinds of Coal & Coke, witneseth

The parties to this agreement are to retain
their several distinctive firm names & are to
be known as such in all their business
transactions & this agreement is made for
the more economical & profitable manage-
ment of their Coal business

x All Coal purchases & sales shall be for
their equal & joint benefit & shall be
received by B S Russell at Duluth so far
as that coming by the Lakes & by Hill Griggs
& Garrett & Johnson so far as that coming
from Iowa Illinois & parts below St Paul.

The General Office of the Association shall
be at Duluth under the Supervision of B
S Russell who shall employ a competent
Bookkeeper at the joint expense of the Association
& the books & accounts shall be open to the inspec-
-tion of the members of the Association at all
times.

The Coal ^{& Coke} purchases at Buffalo Cleveland
or other Eastern points shall be received by
B S Russell & paid for by him Each member
of the Association contributing one third of

of the money for that purpose & that bought
at points below St Paul to be paid for in the
same way by Will Griggs & Co & Garrett Johnson

All the Coal & Coke sold by either member
of the Association shall be at a price agreed
upon by them from time to time ~~which shall be~~

~~on~~ all Coal sold for domestic use by either
member of the Association shall be subject
to a charge of one dollar per ton which shall
be charged by such seller & allowed to
them in each monthly settlement & cover
the cost of screening weighing & delivery for
all coal sold to points elsewhere at wholesale no

to be made for selling & the profits resulting from
the sales made by any member of the Association
shall be divided equally share & share alike
that is to say one third to each member of the associ-
ation ~~no charge to be allowed for coal sold & delivered from the line~~
~~when hauled by the purchaser~~

+ The Coal now on hand belonging to each member
of the Association shall be taken for the joint benefit
of the Association at the cost price of the first cargo of
same kind of coal that shall arrive at Duluth
the present season & the weight guaranteed by the
seller & credited to said member on account of
the new purchases.

The Contracts for Gas Coal to the St Paul & Minneapolis
Gas Works are to be put in to this agreement & the cost
of delivering said coal to be allowed at the rate of

Forty Cents pr Ton.

Each member of this association shall make monthly reports to the General Office at Duluth of the sales made by them which sales shall be charged to such member & credited to Stockace's and the proceeds shall be distributed, less the amount collected, among the members under the direction of the General Office at Duluth. Each member to have one third thereof to be credited on account of the advances made by him for purchase of freight & interest at the rate of twelve percent pr annum shall be charged on such account in case of failure to pay the same over.

The amount to be paid over under the foregoing article shall be ascertained at the General Office at Duluth after receiving the monthly reports of all the members ^{book accounts to be considered as stock on hand} & a statement shall be furnished within five days after such reports are received & forwarded to each member showing the amount due by each member & to whom in what proportion such excess is due.

This agreement is made with the understanding that the following rates of freight are obtaining from the Northern Pacific Rail Road viz Two 75 from Duluth to St Paul Minneapolis & Ellulwater ^{these} & Two per ton & when we ship less than ten tons the Road allows a drawback of fifty cents pr Ton when we ship fifteen thousand tons & over a drawback of seventy five cents pr Ton on such excess over 10,000 tons & an additional drawback of 25¢ pr Ton on the first 10,000, the R.R. doing all the

Handling except unloading the Cars at their destination after leaving Duluth

Meetings of the Members of this Association shall be held once each three months that is to say on the second Wednesday in June September & Decr & Feby & Extra meetings shall be held on notice by any one of the members to the others on five days notice

No charge shall be made by any member of this Association for the time given by him to the business of the Association but the regular & legitimate expenses of any member when absent from home on the business of the Association shall be paid. This agreement to be in force from date of Contract ^{for freight} with H. H. Hill & Co.

Hill & Co.
Garrett & Johnson
B. S. Duffell

The above Contract is assented to
by each member of the firms of
Hill & Co. & Garrett & Johnson
Jas. G. Hill
C. W. Briggs
Geo. F. Allen
Gates & Johnson



Coal Agreements
1843
Cancelled!

Hill Griggs Co.

Saint Paul, Minn., May 14 1872.

Mr Bishop Yach

J. J. HILL,
C. W. GRIGGS,
G. S. ACKER.

BOUGHT
OF

HILL, GRIGGS & CO.,

DEALERS IN

WOOD AND COAL.

Pioneer Co. Print.

Baldy

Mr. Nor Eagle

39623



Minnesota Historical Society

Copyright in this digital version belongs to the Minnesota Historical Society and its content may not be copied without the copyright holder's express written permission. Users may print, download, link to, or email content, however, for individual use.

To request permission for commercial or educational use, please contact the Minnesota Historical Society.



www.mnhs.org