

GENERAL CORRESPONDENCE

1873 July-Dec.

FOLDER NO.

3-21

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

Winnipeg July 15/73

Herb Lipp Ho

To A. B. Barnard

To Storage on 89 Bds Run 11 m² @ 1 54.42

Recd by

A. B. Barnard
Andrew Straus

West Wisconsin Railway,

St Paul Station.
July 21 1873

J. J. Hill Esq.

According to your request
I send amount of Tonnage for
June 73.
Respectfully,
J. J. Hill

	Total		
Pac R.R.	Forwarded	52362	
	Received	<u>44055</u>	964.17.

	Total		
West Wis.	Forwarded	274.55	
	Received	<u>490.49</u>	765.04.

	Total		
Cr Carver	Received	3.18	
	Forwarded	325	
	Discharged	<u>225</u>	8.68.
			<u>1137.89</u>

against May			
Pac	Forwarded	883.32	
	Received	<u>441.61</u>	1324.93
MMR	Forwarded	283.98	
	Received	<u>929.04</u>	1213.02
CrC	Forwarded	3.01	
	Received	<u>128</u>	429
			<u>2542.24</u>

over excess of May on June 804.35.

Cash remitted to R.R. besides Tonnage

	May	June
Shops	77.10	49.59
Team	111.09	90.75
R.R. Labor	85.58	128.18
	<u>276.77</u>	<u>268.52</u>
	17137.84	2542.24
	<u>2011.66</u>	<u>2810.76</u>

102

WARRANTY DEED.

The First Division of the St.
Paul & Pacific R. R Co.

AND
EDMUND ROE,
HORACE THOMPSON, } Trustees.
S. J. FIDDER.

TO

Jagg & Newcomb

STATE OF MINNESOTA,)

County of *Wright*) ss.

I hereby Certify that the within
Deed was filed in this office for record on the 3rd
day of *January* A. D. 1873 at 2
o'clock, P. M., and duly recorded in Book "0"
of Warranty Deeds, on Pages 392 & 393.

Wm. Gutzwiller, Jr.
Register of Deeds
By Geo. K. Hoffmann,
Deputy

FORREK PRIN, 373 Third Street, St. Paul.

Paid

A. W. Elliott

Land Department, First Division of the Saint Paul and Pacific Railroad Company.

WARRANTY DEED.

MAIN LINE.

This Indenture

Made this *twenty third* day of *July* in the year of our Lord one thousand eight hundred and sixty-*nine*, between the First Division of the St. Paul and Pacific Railroad Company, by its President, and Edmund Rice, Horace Thompson and *S. J. Tilden*, Trustees, named in a Trust Deed, made by the First Division of the Saint Paul and Pacific Railroad Company, dated March 1st, 1864, by George L. Becker, their Attorney in Fact, parties of the first part, and *Chauncey W. Briggs and William B. Newcomb of Minnesota* parties of the second part, Witnesseth, that the said parties of the first part, for and in consideration of the sum of *Twenty five hundred & fifty three* Dollars, to them in hand paid by the said parties of the second part, the receipt whereof is hereby acknowledged, have granted, bargained, sold, released, conveyed, and confirmed, and do by these presents, GRANT, BARGAIN, SELL, RELEASE, CONVEY AND CONFIRM, unto the said parties of the second part, *their* successors and assigns forever, all *these* tracts or parcels of land situate, lying and being in the County of *Wright* in the State of Minnesota, known and described as follows, to wit:

lots three (3) & four (4) and North East 1/4 of South East 1/4 and South half of South East 1/4 of Section Thirty three (33) and the West half of South East 1/4 of Section Thirty one (31) all in Town One hundred and nineteen (119) Range Twenty six (26) containing Two hundred and fifty five (255) acres (255 3/4) more or less, according to Government Survey, Reserving however to the party of the first part, a strip of land one hundred feet in width over said premises for right of way or other Railroad purposes for the line of the First Division of the St. Paul & Pacific Railroad.

The same being a part of the lands granted to the late Territory of Minnesota, by Act of Congress approved March 3d, 1857, for the purpose of aiding in the construction of a railroad from Stillwater, by way of St. Paul and St. Anthony, to a point between the foot of Big Stone Lake and the mouth of the Sioux Wood River, with a branch via St. Cloud and Crow Wing, to the navigable waters of the Red River of the North:

To Have and to Hold

The same, together with all and singular the hereditaments and appurtenances, thereunto belonging, or in any wise appertaining, unto the said parties of the second part, *their* successors and assigns forever.

And the said parties of the first part, do hereby for themselves and their successors, and each and every of them, Covenant and Agree, to and with the said parties of the second part *their* successors and assigns, in the manner and form following, that is to say: That *they are* at the time of enrolling and delivery of these presents, the true, lawful and rightful owners of said premises hereby conveyed and have therein a good, sure, perfect and indefeasible estate in fee simple.

And that they have full right, power and authority to grant, bargain, sell, remise, release, convey and confirm the said premises unto the said parties of the second part, *their* successors and assigns, in manner and form aforesaid.

And that the said premises are FREE AND CLEAR OF ALL INCUMBRANCES AND LIENS WHATEVER: and that the said parties of the second part, *their* successors and assigns shall quietly enjoy and possess the said premises:

And that *they* will WARRANT AND DEFEND the title to the same against all lawful claims.

In Testimony Whereof, The said the First Division of the St. Paul and Pacific Railroad Company hath hereunto caused its corporate seal to be affixed, and these presents to be subscribed by its President, and the said Edmund Rice, Horace Thompson and ~~S. J. Tilden~~, Trustees, have hereunto set their hands and affixed their seals, the day and year above written. *After signing and delivering the words "and S. J. Tilden" were erased in seventh line from top of first page and in third line from top of second page.*

Geo L Becker
President First Division of the St. Paul & Pacific Railroad Company.



Sam S. Orcutt
Secretary First Division of the St. Paul & Pacific Railroad Company.

Signed, Sealed, and Delivered in Presence of

Hermaun Trott

Edmund D. Ahlstrom

Edmund Rice Trustee
by *Geo L Becker* his Atty in fact
Horace Thompson Trustee
by *Geo L Becker* his Atty in fact

(SEAL)

STATE OF MINNESOTA, }
County of Ramsey, } ss.

Be it Remembered, that on this 24th day of July, in the year of our Lord, one thousand eight hundred and sixty-seven before me personally came *Geo L Becker* to me known to be the President of The First Division of the St. Paul and Pacific Railroad Company, and he acknowledged that he executed the foregoing deed as President of said Company, and caused the corporate seal of said Company to be attached thereto, pursuant to authority given by the Board of Directors of said Company.

And on the said day, also before me personally came George L. Becker, to me known to be the attorney in fact, of Edmund Rice, Horace Thompson and ~~S. J. Tilden~~, the individuals described in and who executed the within conveyance as Trustees by George L. Becker, attorney for each one of said Trustees: and the said George L. Becker acknowledged that he executed the same as the act and deed of Edmund Rice, Horace Thompson, and ~~S. J. Tilden~~.

Hermaun Trott
Notary Public
for Ramsey County

Statement of Tonnage for July 73.

Office

Hill, Griggs & Co.,

DEALERS IN WOOD AND COAL.

St. Paul, August 1 1874 [3]

<u>Wash. Wm. H. Co. Received</u>	226650 lbs. Ashes	0.2		145.32
	35100 Ashes	0.1		5.50
	25100 Ashes	0.1		15.75
	1728 Ashes	0.0		74.56
	2 cars live stock	1.0		3.00
	\$8633.50 collected	2.5%		217.09
	3 5342 collected	Min. Ashes Co. 2.5%		13.35
				520.60
<u>Forwarded</u>	281667 lbs. Ashes	0.2	563.33	
	18000 Ashes	0.1	5.50	
	33 cars billed		9.00	
				578.13
				1058.73

<u>Charles Carver</u>	<u>Forwarded</u>	12170 lbs. Ashes	0.2	2.52	
	<u>Received</u>	12 cars billed	0.0	3.00	
		2040 lbs. Ashes	0.0	4.1	5.93

<u>Wash. Wm. H. Co. Received</u>	2288034 lbs. Ashes	2	256.50	
	129 cars billed	10.0	64.50	
<u>Forwarded</u>	966880 lbs. Ashes	2	193.21	
	181 cars billed	10.0	70.50	
				805.01
				\$ 1909.67

July 20	7 Mon. to day cash clearing	2.5%	6.12	
July 30	2.5% " "	working year	4.37	10.49

Wash. Wm. H. Co.	84.91
Chicago	58.32
Tonnes of	67.50

Total for July 73. 2153.89

Wash. Wm. H. Co. of 32.60 against Wm. and collected yd. and included in the above report.

620.6.



Wm. C. Farish
Cashier.

\$2,000 #

St. PAUL, Minn. May 5th 1878

On demand

without grace, after date I promise to

Pay to the order of

J. E. Reed & Co.

Two Thousand

DOLLARS,

with interest at the rate of ^{ten} ~~Five~~ per cent. per annum, ~~to be paid~~, until paid.

Payable at the FIRST NATIONAL BANK, St. PAUL.

Value Received.

No. 13993 Due demand

99-62911

GENERAL MANAGER'S OFFICE,

ST. PAUL & SIOUX CITY AND SIOUX CITY & ST. PAUL RAIL ROADS.

SAINT PAUL, MINN., Sept. 1, 1873.

CIRCULAR No. 5.

Notice is hereby given to all concerned:—The sale of Wood and Coal by agents of these Companies is discontinued; and fuel, hereafter, must be purchased and shipped by dealers, or by individuals, as lumber and other supplies now are. Wood may be purchased from other parties, and corded beside the track, at any Station, (or not less than 100 cords at any suitable point between Stations west of Brentwood,) and the Companies will load and deliver it on cars at any Station on S. C. & St. P. Railroad; and Coal from Le Mars, St. Paul and Kasota, will be transported to any Station on said road at the prices given in the Special Fuel Tariff hereto annexed. No deduction from, or change in these rates will be made by agents for any person, or for any reason, unless by express direction of the Superintendent or General Freight Agent.

The St. Paul & Sioux City Railroad Company will fill orders for Wood, by the car-load, from responsible persons, charging for it the actual cost, whenever such Wood is on hand, and not immediately needed for the Company's use.

J. W. BISHOP,
General Manager.

GENERAL FREIGHT OFFICE,

ST. PAUL & SIOUX CITY and SIOUX CITY & ST. PAUL
RAIL ROADS.

ST. PAUL, Minn., Sept. 1, 1873.

SPECIAL FUEL TARIFF.

TAKES EFFECT SEPTEMBER 8, 1873.

A car load is seven cords or less, of wood, or ten tons or less, of coal.

COAL.				WOOD.	Per Car Load to
From St. Paul.	From Kasota J.	From Le Mars.	From Sioux City.	From all Stations between Brentwood and Mankato, included.	
26-20	12-70	26-70	31-10	15-15	SAINT JAMES.
27-75	14-30	25-15	29-55	16-75	* BUTTERFIELD.
29-00	15-50	23-90	28-30	17-95	MOUNTAIN LAKE.
30-05	16-55	22-85	27-25	19-00	* BINGHAM LAKE.
30-95	17-45	21-95	26-35	19-90	WINDOM.
31-95	18-50	20-95	25-35	20-95	* WILDER.
33-00	19-55	19-90	24-30	22-00	HERON LAKE.
34-75	21-30	18-15	22-55	23-75	HERSEY.
36-15	22-70	16-75	21-15	25-15	WORTHINGTON.
37-90	24-45	15-00	19-40	26-90	BIGELOW.
39-30	25-85	13-60	18-00	28-30	SIBLEY.
40-55	27-05	12-35	16-75	29-50	* GILMAN.
42-10	28-65	10-80	15-25	31-00	SHELDON.
43-50	30-05	9-40	13-80	32-50	HOSPERS.
44-90	31-45	8-00	12-40	33-90	EAST ORANGE.
47-00	33-55	5-90	10-30	36-00	SENEY.
47-90	34-40		9-40	36-85	LE MARS.

* Stations marked with a star are flag stations, and freight must be prepaid.

JOHN F. LINCOLN,
Superintendent.

JAMES C. BOYDEN,
General Freight Agent.

West Wisconsin Railway,
St Paul

Station.

September 2^d 1878
Earnings for August 1878
SPRR Forwarded 553.59
Received 374.43
928.02
CCRR Forwarded 2.94
Received 36
3.30
MTWRR Forwarded 224.12
Received 646.19
870.31
1801.62
transferring Miscellaneous freight
11.00
Team &c
44.78
RR Labor
remitted to office
48.47
Storage
82.57
(2018.45)
E & O E
Respectfully submitted
Wm. F. Fidelity
Cashier

Blank No. 1.

The Northwestern 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.

C. H. HASKINS, Gen'l Sup't.,
MILWAUKEE, WIS.

Z. G. SIMMONS, Pres't. } KENOSHA, WIS.
H. B. HINSDALE, Sec'y, }

Dated *Asmarek Sept 9* 187 *3*

Received at

To *James Hill Care Kelly & Co*

St Paul Minn
When are you coming here
Can you meet me in Fargo
Wednesday night next answer
immediately

Jackman

25 paid for rate

\$81.10

St Paul Sept 5th 1873

Sixty days from date for value recd,
I promise to pay to the order of Hill Griggs
dcs. Eighty one, dollars, at first National
Bank of St Paul, with interest @ 12%.

C. D Williams

Recd Nov 12. 1873 on
within Fifty ⁽⁵⁰⁾ Dollars

STATE OF WISCONSIN, } ss.

County of Brown.

GREEN BAY,

Sept 25 1893

PLEASE TAKE NOTICE, That I have this day presented a

for *Twenty hundred seventy two & 72* Dollars,

dated at *St Paul, Minn. Sept 24. 1893*

payable *on demand*

at *to Elum & Kelly*

from by *you* on *Elum & Kelly*

endorsed by *H. B. Baker*

and demanded *payment* thereof, which was refused, and that thereupon

I protested the same for non-*payment*. I hereby notify you that the holders look to you for payment thereof, with exchange, re-exchange, damages, interests and costs.

Done at the request of the CITY NATIONAL BANK OF GREEN BAY.

To *Nice Gripp Co.*

H. B. BAKER,
Notary Public.

Received from ST. PAUL AND PACIFIC ELEVATOR CO., in good order or condition noted, to be
forwarded and delivered to Consignee as per margin, on payment of Freight at _____

St. Paul, September 22 1873

MARKS.

ARTICLES.

WEIGHT.

Car 26 5024 L. 30 W. H. 2 Wheat 2400

W. H. H. Co.

Wm. Gigg & Co^{rs} N.Y.

98750

\$ 1972 ⁷⁹



St. Paul, Minn. Sept 22 1873

On demand

Pay to the order of

First National Bank

ST. PAUL.

One thousand nine hundred & seventy two ⁷⁹/₁₀₀ Dollars

value received and charge the same to account of

To Elmore & Kelly

Green Bay Wis



Hill Briggs & Co

STATE OF WISCONSIN, }
Brown County. } ss.

On the

day of

in the year of our Lord one thousand eight hundred and seventy

I, H. B. BAKER, Notary Public, duly admitted and sworn, dwelling in the city of Green Bay, County and State aforesaid, at the request of THE CITY NATIONAL BANK of Green Bay, did present the

draft which is hereunto annexed,

and demanded

thereof, which was refused.

WHEREUPON, I, the said Notary, did PROTEST, and by these presents do publicly and solemnly protest, as well against the drawer and endorser of the said *draft* as against all others whom it doth or may concern, for Exchange, Re-exchange and all costs, charges, damages and interests already incurred and to be hereafter incurred for want of *payment* of the said *draft*.

AND I, THE SAID NOTARY, DO HEREBY CERTIFY, That on the same day and year above written, notices of the foregoing protest (a copy of which is on the back hereof,) were delivered by me in person as follows:

Notice for

" "

" "

" "

AND I DO FURTHER CERTIFY, That on the same day and year above written, notices of the foregoing protest, (a copy of which is on the back hereof,) were deposited in the Post Office at Green Bay as follows:

Notice for

" "

" "

" "

Each of the above-named places being the reputed place of residence of the persons to whom these notices were directed respectively, and the nearest Post Office thereto.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal
Notarial, the day and year above written.

H. B. Baker Notary Public.

FEES—Protest 75 cents; 3 Notices 75; Postage, 06: Total \$ 1.56

Call 1974 35

\$1974.35
Postage
Fees 1.52
\$1972.83

Wm. Gregg Esq.
in
Elmwood Mass

PROTEST.

STATE OF WISCONSIN, } ss.
County of Brown.

GREEN BAY, Sept 25 1873

PLEASE TAKE NOTICE, That I have this day presented a draft
for Twenty Seven two & 79 Dollars,
dated at St Paul Minn. Sept 22. 1873
payable on demand
at Elmwood Mass
drawn by Wm. Gregg Esq on Elmwood Mass
endorsed by H. B. Baker

and demanded payment thereof, which was refused, and that thereupon
I protested the same for non-payment. I hereby notify you that the holders look
to you for payment thereof, with exchange, re-exchange, damages, interests and costs.

Done at the request of the CITY NATIONAL BANK OF GREEN BAY.

To.....

H. B. BAKER,
Notary Public.

Form 45.

WEST WISCONSIN RAILWAY.

No. Car

Received from

Bill Griggs Co

Sept 22^d 187³

in apparent good condition.

CONSIGNEE AND DESTINATION

DESCRIPTION OF PROPERTY

WEIGHT

Elyone & Co
Gr. Bay

5 Cars wheat

98751

Cons Wis

OTW 5024-3942-8896-5906

Wrot 894-

As described above, contents and value unknown, to be transported by the WEST WISCONSIN RAILWAY to their Warehouse at ready to be delivered to the part.....entitled to the same, and it is expressly stipulated and agreed that the above property is transported on the condition endorsed hereon, which form part of this contract, and of the consideration for carrying the same, and not otherwise; and that the Company is not to be held liable for the loss of said property, or for any damage or injury to the same, or for any delay in the delivery thereof, by any carrier, cartman or freightman, after the same has been loaded, shipped or sent from the Company's Warehouse at.....aforesaid.

THE WEST WISCONSIN RAILWAY, INC.

No.

TURN OVER.

Bill Griggs Agent.

H. P. O. R. W. Co



\$102 ⁵⁰/₁₀₀

Saint Paul Oct 11 1873



Thirty days after date I promise to pay to
the order of Hill & Briggs — or bearer

One hundred & two —

Dollars

at the First Nat Bank

Value received

N^o 15396

Due Nov 13

Adam Worley

This draft of L. J. Jackman
was for money furnished by me
to Jackman to pay the homestead
price on 160 acres of land
preempted by one Proctor at
or near Rismans's D.P.

and of which I am to own
by deed from Jackman and
Proctor one third of said land
for myself and Mrs. Robbins
of St Paul - said Robbins having
furnished half of the above sum

Nov 1/73 J. J. Hill

D. C. GARRETT,
GATES & A. JOHNSON.

St. Paul, Minn. Nov 6th 1873

McMillan Griggs Co

Bought of GARRETT & JOHNSON,

DEALERS IN ALL KINDS OF

HARD COAL, SOFT

July	7	To	3160*	Brian Hill	11	50	18	17
"	9	"	3290*	"	"	"	18	92
"	"	"	3190*	"	"	"	18	34
"	15	"	3580*	"	"	"	20	59
"	16	"	1480*	"	"	"	8	51
"	17	"	1000*	"	"	"	5	75
Sept	6	"	2310*	"	"	"	13	28
"	29	"	1400*	"	"	"	8	08
Oct	1	"	1695*	"	"	"	9	75
"	4	"	2000*	"	"	"	11	50
				Recd pay	"	"		
				Garrett Johnson			\$132	86

Saint Paul November 14th 1873

This memorandum witnesseth that we the
undersigned James J. Hill and D. M. Robbins have
this day settled our running account each with
the other in full to date excepting the matter
of half breed scrip owned jointly by ~~them~~ by

James J. Hill
D M Robbins

Statement of Earnings St Paul station for 1873.

Month	hauling freight		storage		RR labor		Tram	
1873	\$	cts	\$	cts	\$	cts	\$	cts
January	✓	767	22	49	00	12	50	
February	✓	1168	49	28	49	12	00	
March	✓	1232	83	11	21	16	40	
April	✓	1896	96	68	07	57	50	
May	✓	2408	42	77	10	85	75	111 09
June	✓	1727	74	49	59	128	18	90 75
July	✓	1911	31	78	32	87	91	67 50
August	✓	1819	01	82	57	48	47	74 78
September	✓	2280	02	80	85	21	00	103 21
October	✓	2464	22	88	97	88	74	114 05
Nov	✓	1627	72	59	81	28	11	100 63
December	✓	1564	33	35	80	57	22	55 94
Total	\$	20868	27	709	78	643	78	717 95

Reconciliation

hauling freight	} Cash unmitted to office	20868 27
storage		709 78
R.R. labor		643 78
Tram		717 95
undained chgs & Line communications	does not include Tram work for RR Coal & Wood	212 00
due from Mts Co not yet collected		57 00
		<u>\$ 23208 78</u>

The above does not include Wood & Coal labor done by RR men.

St Paul Jan'y 2/4/3.

Recd. Submitted Wm. C. Smith

	Wht	Miles	chard	Rep	Flow	Un Sls	Sum	chld
Indes 35	193	1150370	148	35	17	8	17	
Flows		4545478	14		24	49	16	
		56818						
		2813000			218			
		538780						

	Wht	Miles	chard	Rep	Flow	Un Sls	Sum	chld
	25	2	50	35	2	100	250	30
Nov	136	2627540	621	156	6171	1	16	80
	193	844820	65	17	207	1/2	4	169
	4	150000		36	3872			162
	85	55370	148	218	1000	1		30
	177	1207340	84	37	1100			84
Oct	20	4369543	136	136	650	14	5	44
	3	1150370	90	50	50		13	44
		4545478	41	137	1303		2	68
	642	56818	71	23	1408		20	67
		2813000	23	205	7			66
Sep		538780	73	85	1511			21
		2747510	48	44	1729			71
		361400	73		612			135
		55440	56	1168	235			
		107848	77	9	424			923
Aug		3264294						425
		1802550	1470	1179	18555			5
		250950	123					
		386720	65					
		3162402	12					
July		42520	154					
		882244	160					
		1620502	131					
		1876460	17					
		398790						
		34960						
June		1951450						
		470220						
		35140						
		781260						
		1605760						
		708770						
May		3671264						
		1888590						
		365780						
		28470						
		2009240						
		382580						
Apr		792380						
		4237505						
		28390						
		7670						
		452450						
		251000						
		703500						
		570000						
		1180252						
		1800000						
		80000						
		431720						
		272390						
		645560						
		968204						

61471.047

77
15
05
24

11705 928.50
5895 74240
3537
413.65
74240
7107/1155.04/55
10535
10155

Acids at owners risk
and Co's convenience

Can Planters

Spoons & Plows

Fanning Mills

Sally Rakes

Cultivators and

Similar light tubs

Machines & etc etc

Shd be same as

Ag Infrs

Hand Boxes

Baskets

Bath Tubs

Batting

Baths

Bearings

Bird Cages boxed

+ Boilers over 20 ft long

Bonnets boxed

Boots & shoes boxed (not strapped)

Boots & shoes in trunks

Boys in Bds

Bowches

Cases in Trunks

Carpenter's and Carpenters

at Owners risk

Carrriages & Buggies

Saddles and all Sleighs

and cutters - Hacks

Stage Coaches & etc

Carrriages and light Sleighs

boxed

Casks large empty

Cigars boxed & strapped

Domestic

+ Dry Goods in trunks

Earthen & Stone ware

at Owners risk

Dec 27
1873

200

In the year 1871 the R. Paul and Pacific Railroad Company undertook to build one of the most important lines of Railroad in the country. Destined to establish a connection by rail with the prosperous ~~English possessions on the St. River of the~~ North. The Charter was set out and the General Government had pledged a Land grant in aid of this road, on condition that it should be finished within a certain time. The line as first established by old Congressional and legislative acts proving to be impracticable on account of the nature of the country through which it runs. The Company in the year 1871 obtained permission to change the location of their route to the British Possessions and to adopt the present location in consideration of a relinquishment of lands.

Financial arrangements were entered into with foreign banking houses and the Bonds, which were issued finding a rapid sale, the work was at first vigorously prosecuted. Considerable work was done - The Grading finished to a large extent and all the iron necessary for the entire length of road was bought and shipped to Minnesota. About the middle of last year financial

2.

Embarrassments occurred in consequence of the diminished confidence of the European public in new American railroad enterprises and in or about the middle of September 1872 work had to be stopped. The Bondholders and their representatives subsequently becoming dissatisfied with the management of their affairs they applied to the ~~United States Court~~ for the appointment of a Receiver. This application was granted by Judge Dillon of the Circuit Court of the United States after hearing extensive arguments on both sides and on the first of August a Receiver was appointed with authority to issue a certain amount of his certificates or debentures to complete the lines of road and to obtain the entire security to which the Bondholders are entitled.

The delay and embarrassments naturally incurred by these events were cause that the work could not be resumed until late in the season and from that time until the commencement of winter, which has set in very early - the ground in Northern Minnesota having been frozen as early as the middle of November so as to stop all railroading - the work of completing the line has been vigorously prosecuted, so that 140 miles of this railroad are now completed and accepted by the Governor of the State of Minnesota.

Further work can not be done until next Spring and the Committee of Bondholders, representing a large majority of the parties in interest, is now completing its financial arrangements in order to resume the work on this important line as soon as the weather will permit to do so.

In the meanwhile the time for the completion of the entire line is expiring on the 31st of December and further arrangements for money must wholly rest on the possibility of having this time extended. If the land grant should be lost it will not be possible to raise any further means, the work already done and the money already put in the lines will be useless and prove almost an entire loss to the Bondholders. The Bonds issued by the St. Paul & Pacific are not held by a few rich capitalists, able to stand this loss and having undertaken this work as a mere matter of speculation; they are on the contrary in the hands of thousands of people of small means who bought them in good faith as an investment, on the representations made by the Company, having confidence in the names of those parties then representing the Northern Pacific and its dependant lines. A great many of these people are entirely, or partially dependant on these Bonds for their income. Should their Bonds prove worthless it will

from a most serious loss and will have the most disastrous consequences to all new American enterprises, for which the managers have to apply to the European markets for money. Already the confidence in these enterprises and more particularly in railroads has been materially shaken.

In case the land grant should be extended by Congress for another short period the lines will undoubtedly be finished by means of sacrifices made by the parties in interest.

Already a sum of \$700,000. in Gold is ready to prosecute the work, in case an extension of time can be obtained and the most strenuous efforts are being made to procure the balance of the money sufficient to finish the line. Should the Bondholders fail in receiving this favour from Congress the connection by rail with the British Possessions can not possibly be made for a number of years and the State of Minnesota will be the greatest loser.

1
[1873]

In the year 1871 the St. Paul and Pacific Railroad Company undertook to build one of the most important lines of Railroad in the country, destined to re-establish a connection by rail with the prosperous British Provinces on the Red River of the North. The Charter was an old one and the General Government had pledged a Land-grant in aid of this road, on condition that it should be finished within a certain time. The line as first established by old Congressional and legislative acts proving to be impracticable on account of the nature of the country through which it runs, the Company in the year 1871 obtained permission to change the location of their route to the British Provinces and to adopt the present location in consideration of a relinquishment of lands.

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2. Embarrassments occurred in consequence of the diminished confidence of the European public in new American railroad enterprises and in or about the middle of September 1872 work had to be stopped. The Bondholders and their representatives subsequently becoming dissatisfied with the management of their affairs then applied to the Circuit Court for the appointment of a Receiver. This application was granted by Judge Dillon of the Circuit Court of the United States after hearing extensive arguments on both sides and on the first of August a Receiver was appointed with authority to issue a certain amount of his certificates or debentures to complete the line of road and to obtain the entire security to which the Bondholders are entitled.

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