

GENERAL CORRESPONDENCE

1876 OCT. 5 - 9

FOLDER NO.

6-11

JAMES J. HILL PAPERS

PLEASE RETAIN  
ORIGINAL ORDER



E. B. EDDY.

G. Q. ERSKINE.

~~S. G. SEYMOUR.~~

# The Plainview Bank,

PLAINVIEW, MINN., Oct-5 1876

Mrs Hill & Acker  
St. Paul  
Minn

Gent:

As you have  
not shipped our Coal  
yet - A notice that  
was going to leave port  
of the Car Lander is about  
moving away. We will  
be pleased to have your  
ship up to town of best  
screwed Nut-Lackawanna  
Coal in casks or barrels to  
Weener. in place of  
the Car Lander

Yours Truly  
Eddy & Erskine



Eber Ward, Pres.

John M. Nicol, Secy

Wards Central <sup>and</sup> Pacific Lake Company,

Foot of First Street,

Detroit, Mich. *Oct 5 1876*

Messrs. Hill & Abram.

St Paul Minn

Gentlemen.

We shall  
require Two Thousand (2000) Tons of  
Coal about the middle of next week  
for our Barges. aside from the 1000  
tons ordered by Griggs & Johnson  
which will go forward this week.  
Please send us orders for it at  
once & oblige

Yours Truly  
Jm. M. Nicol  
Recy



Office of  
CRANDALL & HENING, SUCCESSORS TO  
**H. M. CRANDALL,**

Druggist AND Pharmaceutist,

Staples' Block, Main Street,

Stillwater, Minn.,

Oct 5<sup>th</sup> 1876

Meigs Hill & Acker  
Gents;

Your bill  
of Sept 21<sup>st</sup> gives us 30 + 60 days  
from Sept 1<sup>st</sup> we paid  
freight which was \$22.92 and  
enclose a check for \$28.65 which  
is one half the amount for 31 days.  
will send bal first month.

Yours Respectfully  
Crandall Henning

51.57

2

103.14



Trinitation Convent  
St. Pauls Minn  
Oct. 6. '76.

Dear Mr. Hill:

Dear Sir:  
Be kind  
enough to receive from  
me the balance of  
our account with you  
deducting Mrs. Smith's  
school bill which  
has been sent in -  
But as she was not  
taking French at the  
time it is not on  
the bill so the ad-  
ditional \$20. for it  
can be put down



Before occupying it  
Garry's Post Cordillera  
Sst. of the Visitation

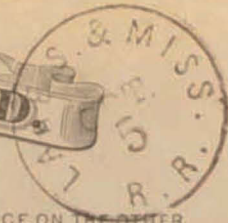
Coal \$142.00  
Mamies Bill \$82.00  

---

\$224.00

Half a ton of sub coal -  
but do not know the  
price of -





WRITE THE ADDRESS ON THIS SIDE—THE MESSAGE ON THE OTHER

Hill & Acker  
St Paul  
Minn<sup>a</sup>



Horris Oct 5/96

Miss Hild & Acker

Gents

I have 150 cords

Red Oak cut last winter

do you want it

Geo W Flanders





OFFICE OF

D. B. SMITH,

WHOLESALE AND RETAIL DEALER IN

ANTHRACITE & BITUMINOUS COAL,

Agricultural Implements and Carriages.

Corner of Bridge & Chatham Sts.,

Austin, Minn., Oct-6<sup>th</sup> 1876

Hill & Ackley

Gents

Mr Smith has gone East and since he left Parties have inquired for Leigh Range did Mr Smith order any of you I received one car of Leigh But and one of Leigh Stone coal I received your Bill also of car of Lack Stone size 15000<sup>ft</sup> I ordered last week one car of Lack But size and two of Lack Stone size did not understand and that he had ordered any Lack Stone size Will you please give me a list of orders received when and what kind of coal

And Oblige

D B Smith

Per Sprague



Leu Vorne Oct 6/76

Miss Hill & Arthur

Dear Sirs

Will

you please explain this coal  
business to me.

You bill it to me at \$10<sup>00</sup>  
per ton. Enclosed you will  
find freight bill for \$6.124  
When I received invoice I  
supposed that was the price  
delivered here, but as I had  
no understanding about price  
before leaving St Paul I  
thought that I had best  
write you.

Will you please return  
the freight bill by return



mail together with an  
explanation of price. freight  
I understand from others  
here that the price is always  
so much delivered here.

By giving this matter your  
earliest attention you will  
greatly oblige

Yours Truly  
M. H. Battelle



Office of

JOHN A. ARMSTRONG,

DEALER IN

Wood and Coal,

Minneapolis, Minn.,

Oct 7 '76

Messrs. Hill & Acker  
St Paul Minn

Gentlemen

I have  
entered up the Wood Report for  
Sep. as rec'd from you including  
2 Cars Soft Wood. I have  
no record but of 1 Car Soft  
# 107 rec'd Sep 2<sup>d</sup> where did  
the other go. My Wood  
Acct does not agree with  
yours. please send me  
Statement of same from May  
1 to Sep 1<sup>st</sup> and oblige

Yours  
J. A. Armstrong



Yankton SD OCT 7 + 74  
Miss Hill and Ocker  
St Paul Min

Gentlemen  
you will please excuse this  
hasty mistake  
as it was not done intentionally  
we have received your bill for  
a car of hard coal  
and are in hopes the car will  
be in on the next train

yours Respectfully  
E. J. Lister & H. J. Lister



OFFICE OF  
W. L. SCOTT & CO.

WHOLESALE DEALERS IN GAS, GRATE & STEAM COALS & IRON ORE

SCOTT'S BUILDING.

& PITTSBURGH DOCKS.

CORNER STATE & TENTH STS.

Erie, Pa. October 7th 1876.

• Messrs Hill & Acker.

St. Paul, Minn.

Gentlemen,

Your favor of the 20th ult. came duly to hand. We do not understand how it is that the cargo of Beaver shipped per Marthemer, should have fallen short to the extent you make it, or, indeed, to any extent whatever.

The weights shipped by us are those of the Erie & Pittsburgh track scales immediately adjoining our docks, and in all shipments made by us on these weights, they are found to be practically correct. You do not intimate in this letter, at what point this cargo was weighed by you, whether at point of discharge, or on its receipt at St. Paul, or elsewhere. We do not ordinarily sell coal at other weights than our own, and especially should we object to abiding by weights after the coal had been handled several times in transshipment to distant points in the interior. We intend always



[10-7-76]

H. A.

OFFICE OF  
W. L. SCOTT & CO.

WHOLESALE DEALERS IN GAS, GRATE &amp; STEAM COALS &amp; IRON ORE

SCOTT'S BUILDING.

&amp; PITTSBURGH DOCKS.

Corner STATE &amp; TENTH STS.

Erie, Pa.

187

- to furnish purchasers every ton of coal called for by our bills, and are not unwilling to make corrections when ascertained, but the shortage you make on this cargo, is so large and so unusual, in our experience, that a doubt is created in our minds as to the correctness of your system of weighing, whatever it was.

In regard to the "screenings", as you term it, we beg to say that we do not under any circumstances sell coal to be screened at point of delivery.

You are aware, of course, that the Beaver Coal which you ordered, is of a very soft nature and breaks up a great deal in the necessary handling it undergoes in shipping. The screenings, as you term it, are not objectionable to Gas Companies who have used this coal for years, and we have not yet, in a single instance, had such a claim made on that account. We suppose your having screened this coal, arose from your inexperience in its use. For many years in succession we shipped



[10-7-76]

H & A.  
8.

OFFICE OF  
W. L. SCOTT & CO.

WHOLESALE DEALERS IN GAS, GRAVE & STEAM COALS & IRON ORE

SCOTT'S BUILDING,

& PITTSBURGH DOCKS.

CORNER STATE & TENTH STS.

Eric. Pa.

187

This identical coal to the Chicago Gas Light and Coke Co. as well as other large companies of the kind, and no exception was ever taken to it on account of being broken up, as that was understood by all, to be the character of the coal. Please inform us at what point you weighed the cargo.

We shipped yesterday for your account on board Steamer St Paul, two hundred tons Youghiogheny Coal which was all the propeller would take, having been instructed by Captain Ward to that effect.

We could just as well have given her the amount of your order, - three hundred tons, as otherwise.

Yours Very Truly,

W. L. Scott & Co.  
W.



Austin Oct 7. 1876  
Hall <sup>and</sup> Scker  
St Paul.

Gentlemen

Your favor recd.  
Sorry you did not give me  
your bottom figures in the  
first letter same as in the  
last as I had ordered seven  
car loads from Milwaukee  
before receiving your last.  
However that is all sold and  
I want some more.

Please send me 2 D Tws car  
loads of stove coal as soon  
as you can ~~at~~ you can draw on me  
in 30 days the Wm. Co. Bank.

Yours Resp

C. H. Hanson & Co



Duluth Oct 7/76  
Mr Geo S. Carter  
S. Paul. Dear Sir

Have drawn  
on you through Savings Bank for \$125<sup>00</sup>  
to meet expenses for week. The ~~Craig~~ <sup>Craig</sup> brought  
about twenty tons of the lumberman's cargo. We  
got off a little over 400 tons this week. Intended  
to load some of your foreign orders today,  
but the yardmaster was reluctant in giving  
cars for foreign roads. He telegraphed the  
Supt and I understand we will be able to load  
11 cars. We could have loaded four or five  
more cars today had it not have been  
for a scarcity of rolling stock.

Very Respectfully  
A. C. Jones



OFFICE OF

JOHN A. ARMSTRONG,

Dealer in Wood and Coal,

Minneapolis, Minn., Oct 8<sup>th</sup> 1876

Mrs. Hill & Ascher  
St Paul

Gentlemen

Enclosed please find  
Copy of report for month of September.  
Do not fail to have that old Propellar  
Wheel repaired at once you will find it  
in the baggage room at Pacific Depot  
have new flukes made of boiler iron  
made double - they understand how to fit  
it at Deane & Housons shop so our engineer  
says he told them about it - and as soon as it  
is fixed send it to me at Wazgatta. The Boat is  
running all right now but we may break down  
any day and without a spare one we will be laid  
up and certainly we have no time to spare -  
do this at once Jones & J A Armstrong







[10-9-76]

# 1st Division St. Paul & Pacific RR Stationing

## Main Lines

|                     |                                         |                       |
|---------------------|-----------------------------------------|-----------------------|
| X St. Anthony       | W. Ulmer                                |                       |
| X Minneapolis       | J. W. Benion                            |                       |
| X Haystack          | W. R. Tennant                           | F. P. Reeves at agent |
| X Long Lake         | W. B. Rome                              |                       |
| X Maple Plain       | L. W. Bolton                            |                       |
| X Selano            | W. W. Sandies                           |                       |
| X Haverly           | L. V. Lytle                             |                       |
| X Howard Lake       | L. H. Rickerson                         |                       |
| X Smith Lake        | <del>W. P. Ballbrook</del> John Bennett |                       |
| X Lakato            | J. E. Jenkins                           |                       |
| X Sarsell           | L. S. Breed                             |                       |
| X Sarwin            | W. B. Knapp                             |                       |
| X Litchfield        | L. C. Porter                            |                       |
| X Suede Grove       | W. C. Vandevere                         |                       |
| X Atwater           | J. S. Marshall                          |                       |
| X Xandiyohi         | L. A. Van Meter                         |                       |
| X Hillmar           | R. S. Bloomfield                        |                       |
| X St. Johns         | W. S. Van Cleave                        |                       |
| X Xerikhoven        | J. A. Walker                            |                       |
| X Seckraff          | L. W. Flanner                           |                       |
| X Reeson            | W. J. Weebner                           |                       |
| X Raudall (Contarf) | S. F. McDermott                         |                       |
| X Hancock           | J. W. Merrill (A. H. Pike)              |                       |
| X Morris            | L. J. Fisher                            |                       |
| X Douglas Donnelly  | J. S. Donnelly                          |                       |
| X Berman            | P. Blague                               |                       |
| X Campbell          | A. Smith & W. Coats                     |                       |
| X Breckenridge      | R. Phelps & H. Faugh                    |                       |



[10-9-76]

Branch Lines

|                      |                  |   |
|----------------------|------------------|---|
| Saint Paul           | H. B. Burke      | + |
| St. Anthony Junction | L. J. Baker      | + |
| Canonville           |                  |   |
| Boon Creek           |                  |   |
| Anoka                | L. E. Browning   | X |
| Itaska               | J. B. Schaffer   | X |
| Elk River            | J. W. Glassford  | X |
| Big Lake             | E. P. Wellington | X |
| Becker               | H. B. Fridley    | X |
| Clear Lake           | A. B. Patten     | + |
| Sauk Rapids          | S. J. Wright     |   |
| Sauk Rapids          | H. H. Wright     | X |
| Sauk Rapids          | S. J. Wright     |   |
| St. Joe              | J. Culbertson    |   |
| <del>St. Joe</del>   | S. S. Ulmer      |   |

|                |                    |       |                |
|----------------|--------------------|-------|----------------|
| X J. P. Farley | Gen'l Manager      | +     | } Gen'l Office |
| X H. H. Fisher | Asst               | +     |                |
| X J. Bateford  | Treasurer          | +     |                |
| X S. S. Breed  | Auditor            | +     |                |
| X J. H. Doran  | Int. & Pass. Agent | +     |                |
| X G. H. Turner | Master Mechanic    | Shops |                |



Austin Minn Oct 7<sup>th</sup> 1876

Messrs Hill & Acker  
Saint Paul  
Gents

In regard to the  
Coal it has arrived but  
the freights are enormous.  
They are billed for every  
pound at forty nine dollars  
for every ten tons, at Milwa-  
kee we get eleven tons for  
forty five dollars. —

I will give you the freights  
on each car as I paid them  
Car 2584 has been reloaded  
in M. & St P. 1522 freight

\$68.56 — Car 4228.     "  
\$69.58 —     " 7866     "  
\$61.25     Which makes the



freights came per ton  
nearly \$4,90 from Chicago  
where it is only \$4,09 Cts  
from Milwaukee which  
will make the coal cost  
about sixteen cents per  
ton more than it would  
to have bought in Milwau-  
aukee & paid them \$6,65.  
Now according to our trade  
I want to get eleven tons  
for forty five dollars.  
They probably weighed the  
coal at Chicago and bill  
for every pound. How-  
ever, we are Cox & found  
the coal all right.  
When I will enclose the  
bills so you may see all  
Now you can figure it  
all & write me how  
much you allow me

for freight, shall  
remit as soon as I get  
the other cars unloaded.

Yours very respectfully

J. T. Royce





P. H. Kelly & Co.

Wholesale Grocers

St. Paul, Oct 9 1871

My dear Sir

Gentlemen

I purchase

30 cords wood in the  
yard

A. B. B. B.

In French Church order



Office of **J. C. N. COTTRELL,**

WHOLESALE AND RETAIL DEALER IN

**HARDWARE, STOVES AND TINWARE,**

MAIN STREET.

Keeps full stock of Iron, Steel, Nails, Paints, Oils, Glass,  
Plows, Belting, Packing, Tin Plate, &c.

Faribault, Minn., Oct 9 1876

Men Hill & Hester

St. Paul

The fit on Car  
load is \$73 - which we refuse to  
pay - From Milwaukee it is  
only \$45 - And as you guaranteed  
fit from Chicago to be same  
we look to you to settle with R.R.  
Co. as soon as you have done  
so please advise us with  
Yours truly

The Car is in one of the Superior line  
Cars from Edina - not transferred in  
Chicago -



Wm. Hill & Co. 47  
Please let the Bearer have  
the Word (8 Cards) ordered for me by Mr. Gooding  
Alas. Menzies  
47 Mr. Bond Street



(original)

Office of Trustees of the First  
Division of the Saint Paul  
and Pacific R.R. Co.

St. Paul, Oct. 9, 1876

To whom it may concern:

Default having been made  
in the payment of interest under certain  
mortgages, the one for \$1,200,000 - dated June  
2<sup>nd</sup> 1862, and another for \$2,500,000 dated  
Oct. 1, 1865, both covering the entire railroad  
of the First Division of the Saint Paul and Pacific  
Railroad Company, extending from St. Paul  
to Watab, another for \$3,000,000 dated  
March 1<sup>st</sup> 1864, covering the entire rail-  
-road of said Company extending from  
Saint Anthony to a point 15-0 miles westward  
thereof, and another for \$6,000,000 dated July  
1<sup>st</sup> 1868, covering the entire railroad of said  
Company from Saint Anthony aforesaid to  
Breckinridge, which said default has  
continued for a period of over six months,  
whereby the right to enter upon and take pos-  
-session of all and singular the said  
railroads and other property in the said  
mortgages respectively described, hath ac-  
-crued to the undersigned Edmund Rice,  
Horace Thompson and John S. Kennedy,  
Trustees under said mortgages for  
\$1,200,000 & \$3,000,000 respectively as to the



\* Therefore the undersigned as such Trustees under the said respective mortgages

railroads and property therein described, and to the said Horace Thompson and John S. Kennedy, Trustees under said mortgages for \$2,800,000 and \$6,000,000 respectively as to the railroads and property therein described respectively, by virtue of the power in the said mortgages respectively contained and pursuant to the <sup>provisions</sup> thereof have entered upon and taken possession of all and singular the entire railroads of the said First Division of the Saint Paul and Pacific Railroad Company, both Main and Branch lines, including, as to both of said lines, all the railways, and rights of way, depot grounds and other lands; all tracks, bridges, viaducts, culverts, fences and other structures; all depots, station-houses, engine-houses, car-houses, freight-houses, wood-houses and other buildings, and all machine-shops and other shops, all locomotives, tenders, cars and other rolling stock or equipment; and all machinery, tools, implements, fuel and materials for the constructing, operating, repairing or replacing the said railway, or any part thereof, or any of its equipments or appurtenances, and will from this date operate the said

railroads as such Trustees under the provisions of said mortgages.

We have appointed Jesse P. Farley, late General Manager of the said First Division Company, as our General Manager who will have his office in Saint Paul. All employees connected with the road will continue in the discharge of their respective duties as our employees, reporting to Mr. Farley as "General Manager for the Trustees."

The Trustees hope to receive the



\*  
= houses, engine-houses, Car-houses, freight-houses,  
wood-houses and other buildings, and all  
machine-shops and other shops, all lo-  
=comotives, tenders, cars and other rolling  
stock or equipment, and all machinery, tools,  
implements, fuel and materials for the con-  
=structing, operating, repairing or replacing  
the said railway, or any part thereof,  
or any of its equipments or appurtenances,  
and will from this date operate the said

railroads as such Trustees under the  
provisions of said mortgages.

We have appointed Jesse P. Farley, late  
General Manager of the Saint Paul  
Division Company, as our General  
Manager who will have his office in  
in Saint Paul. All employees connec-  
=ted with the road will continue in the  
discharge of their respective duties as  
our employees, reporting to Mr. Farley  
as "General Manager for the Trustees."

The Trustees hope to receive the  
hearty co-operation of all employees, and  
trust that through their assistance the road  
will become popular with its patrons,  
and that by a prudent and economical  
Management it can be made to yield  
sufficient returns to furnish some speedy  
relief to its unfortunate bondholders.

St Paul October

9th 1876

Edmund Rice

Horace Thompson

John S. Kennedy

Trustees

We acknowledge service of the  
foregoing notice and hereby agree  
to hold all the property and money  
in our hands, or that may hereafter come



to our possession, appertaining to said  
lines of road subject to the orders  
of said Trustees

Dated Oct. 9. 1876.

J P Gausley

H. W. Fisher Asst Genl. Manager

M. Ulmer Agt Anthony Office Asst Supt

Ed: 1876

W. A. Doran Genl. Mgr

J W Kenion Agent  
Munapolis Station

J Potsford Agent  
Wm. M. Burk

F. P. Rues Agent

Agt. St. Paul

Wayzata Station

Saml J. Beals

H. P. Rame agent

Supt. Clark

Lung Lake Station

Supt. Reed

Geo. W. Berton

Geo. W. Turner

Maple Plain

M. M.

L. J. Baker

W. H. Landis agt agent at Junction

Deland

L. F. Browning

L. V. Hyde agt

Agent Quoka

Waverly

T. B. Shaffer

W. R. Rickerson Agt

Agst Itasca

Stoward Lake

J. W. Glassford

J. M. Bennett

Agst Elk River

Smith Lake

El. P. Munro

J. E. Jank

Agst Big Lake

Agent at Cohato

W. L. Fridley

G. D. Dreed

Agst Becker

Agst at Dassel

A. L. Potter agent

at Clear Lake

Min

J. N. Abright

Agst Lake Rapids

O. B. Knapp  
La. Porter Agt

Darius Sta

W. C. Vandrom

Litchfield Station

W. A. Van Meter

Grand Grove

Rich. D. Bloom

Maues

Jan



O B Knapp Agt. Danvers Sta  
 C. C. Porter Agent Litchfield Station  
 H. C. Vanderveer " South Green Stn  
 J. Marshall Agent Water " "  
 N. A. Van Meter Kandiyohi  
 Richd. D. Bloomfield agt. Willmar,  
 H. Maule agt. St. Johns  
 James Walter Agt. Kerkhoven  
 C. W. Plummer " Kerkhoven  
 H. Metner " Benson  
 D. F. Mc Dermott " Randall  
 F. W. Merrill Agt. Pike east Agt. Haverhill  
 C. Fisher " agent at Morris Station  
 J. Gavin Donnelly Agt. Douglass Station  
 D. Clague Agt. Keosauqua  
 Arthur Smith Agt. Campbell  
 Ransom Phelps Agt. Breckinridge -



1st Division  
St Paul & Pacific R.R.  
~~smoking~~  
Notice & demand  
for possession by  
Trustee Oct 9. 1876

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Original

Notice shown and  
read to persons  
subscribing rents  
by Trustee Oct  
9 & 10. 1876.

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(Ex C.)





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