

GENERAL CORRESPONDENCE

1891 NOV. 5

FOLDER NO.

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

OFFICE OF
A. J. MIGHT
CITY RECORDER

FIRST NATIONAL BANK BLOCK

Minneapolis, Minn., Nov 5th 1891

S. S. Grune Esq

Room 50 Great Northern Building
St Paul, Minn.

Dear Sir - In reference to the repairs of the
sidewalks abutting the Grand Pacific Hotel
in this City I have this to say: The walks have
been in a dangerous and disgraceful condition
all summer and notice was given the Land-
lord to have them repaired. We waited a long
time for the right party to repair them and
when it was not done the Street Commission
was instructed to do so. In order to make it
binding as a tax the whole walk had to be condem-
ned and a new one put in which would be an
unnecessary expense to the property. We therefor
put the necessary repairs on it which will
make it good for another year or two and
think that you would be willing to pay for
the new material used, for which a bill is
inclosed, if the City pay the Labor which amounts
to 8 or 10 Dollars. Awaiting your early reply I remain
Yours Very Truly A. J. Might City-Recorder

M. Grand Pacific Hotel Property

Marshhead Mine

To *The City of Moorhead* Dr.

Date	Particulars	Debit	Credit	Balance
Sept 23	20 fcs 2x8-20			
	12 " 2x8-12			
" 24	2 " 2x8-12			
"	2 " 2x8-20			
	25x Stails			
			1423	
			166	
			125	
				1714

ATCHISON, TOPEKA & SANTA FE R. R.

PRESIDENT'S OFFICE.

ALLEN MANVEL,
PRESIDENT.

IN REPLY QUOTE NO.

Chicago, Nov. 5th., 1891.

W.A. Stephens Esq.,

Room 57, Great Northern Ry Bldg,

St. Paul, Minn.

My dear Stephens:-

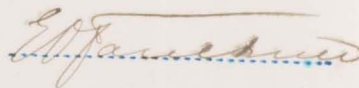
I am at last within the haunts of civilization, with, I hope, no further trips to the South-west. Got here last Saturday. Found all my folks well, and glad that I was home again.

Hope all your people are well. Please remember me very kindly to them.

I hear Captain Griggs is dead, but do not know whether it is a fact, or not.

When do you expect that Fargo matter will require any further attention -- and has the Major ever been in Fargo since?

Yours truly,



Wm. J. Finney
709-10-10
Admission
John

Office of the Jekyl Island Club
No. 52 Broadway, Room 92
New York, Nov. 5, 1891.

At the Annual Meeting of the Shareholders of the Jekyl Island Club, held at the Fifth Avenue Hotel, New York, on Wednesday, May 27th, and at Jekyl Island, on Wednesday, June 3rd 1891, the following resolution, introduced by Mr. N. K. Fairbank, and seconded by Messrs. Bartlett and Maurice, was unanimously passed, eighty-four (84) shares having voted in favor of, and none against it:-

RESOLVED: That an assessment of Two hundred dollars (\$200.) per share, be and is hereby levied upon each and every share in the Jekyl Island Club, payable on and after June 15th. Said assessment to be used for further improvements, the floating indebtedness, and the general requirements of the Club, as set forth in the estimates.

In accordance with the above resolution, the Board of Directors, at their regular meeting, held at their office on Wednesday, June 10th, at 3 p. m. passed the following resolution:

RESOLVED: That the assessment of Two hundred dollars (\$200.) per share, passed at the Annual Shareholders Meeting of May 27th and June 3rd 1891, be and is hereby called in and made payable, on and after June 15th.

By order of the Board of Directors,

H. E. Howland,
President.

N. S. Finney,
Secretary.

As the holder of share, you are hereby requested to forward your cheque for the amount of your assessment, payable to the order of "The Jekyl Island Club."

Frederic Baker,
Treasurer.

The Spalding
L.R. ENERSON PROP.

Duluth, Minn. Nov 5 1891.

My dear Stephens

This will introduce
to you Mr M. J. Costello
the gentleman you have heard
of in connection with the new
regime, now being inaugurated,
of the Tribune, who will
talk to you in regard
to some business you
are interested in.

Any statement Mr Costello may
make to you will be just,
in accord with my views
and any favor you can show
him will be appreciated by
Yours truly
J. H. Spalding

To Mr Stephens
From L. J. Gustafson, Secy
Spalding.

The Spalding

E. P. EMERSON, PROP.,

Duluth, Minn.,

[11-5-91]

Mr. W. H. P. P. P.
Room 57 East Northern Bldg.

Signature, Mr. Corbello

Assaul

The Saint Paul Trust Company.

J. W. BISHOP
President
CHARLES W. EBERLEIN
Secretary
HARVEY OFFICER
Treasurer

Capital \$250,000.

Exchange Building

Surplus \$75,000.

St Paul Minn. Nov 5 1891

Mr. Jas. J. Hill
Dear Sir,

*Missing you at our Board
meeting to day I send you a copy
of our financial statement for
Nov. 1st which I trust may be
found satisfactory.*

Very truly Yours

J. W. Bishop Pb

W.A.S.

FIVE O'CLOCK.

lieved that the reactionary element is strong enough to uproot the new republic.

A PLOT OF ASSASSINATION

The Enemies of Col. Canto Are Encamped on His Trail.

Special to The Journal.

NEW YORK, Nov. 5.—The Herald's Valparaiso dispatch this morning states that a plot has been discovered to assassinate Col. Canto, the leader of the Junta forces during the recent rebellion.

It is stated that the discovery was very timely. The news has caused much excitement. The plot was unearthed among adherents of the late President. The Itata arrived at Valparaiso yesterday. Her officers and crew were most heartily received by the populace.

Secretary Tracy's Caution.

Special to The Journal.

NEW YORK, Nov. 5.—Secretary Tracy was at the navy yard in Brooklyn on election day conferring with Commandant Ferben. When questioned, he said he anticipated no serious hostilities in regard to the Chilean affair. He nevertheless intends to be on the safe side and has ordered that every ship at the yard be gotten ready for sea. Commandants of other yards are under similar orders.

Egan's House Carefully Watched

LONDON, Nov. 5.—The Chilean question was made more interesting, today, by a telegram from Valparaiso, stating that the government had doubled the number of watchers in the vicinity of Minister Egan's residence at Santiago. The Chileans appear to be on the lookout for some prominent Balmacedist, who is suspected of being in Egan's house with the intention of slipping away unobserved. The Chilean minister at Paris is in constant communication with his government, and it is reported that Chili will soon place a large order for rifles with a French factory.

Just a Trifle Fishy.

SAN FRANCISCO, Nov. 5.—The Victoria story of the actions of the officers of the United States steamer Baltimore at Valparaiso is regarded with incredulity here. The charges of acting as a spy heretofore have all been directed against the cruiser San Francisco.

RECKLESS EXPLORERS

Fatal Results of an Attempt to Scale the Heights of Fujiyammii.

VICTORIA, B. C. Nov. 5.—The steamer Sussex, from Japan, brings word that five English naval officers, on leave, met with three Americans, all brothers, named Castleton, of Philadelphia, and together formed a plan to climb to the summit of Fujiyammii, the sacred mountain of Japan, taking with them rockets and a few fireworks, which they intended to explode when they reached it. Having secured two guides, they started on their journey from among a group of astonished natives of the village of Kashito, on the west side of the mountain. The guides at the end of two days signified their intention to commit suicide if the party did not turn back and, on finding their threat did not have the desired effect, coolly walked in front of the tourists and each, with a stroke of a sharp knife, disemboweled himself before their horrified eyes. Both died instantly, and the youngest of the Castleton brothers, a boy of 18, immediately pulled out a revolver and blew out his own brains.

Sickened by this fearful scene the rest of the party returned and descended the mountain, taking with them young Castleton's

LACK OF NEEDFUL

That's the Great Obstacle to Accepting the Hill Proposals.

HOW CAN THE MONEY BE RAISED?

The Bond Limit Reached and No Increased Valuation Likely.

ILLEGAL TO ADVANCE THE MONEY

Solid Sentiment for Lowering the Tracks but the Problem of Getting the \$100,000 a Knotty One.

The motion made by President Hill to lower the East side tracks is unanimously carried.

At least that's the way the public would vote on the question if put to the test. Of that there seems little question. But there is an obstacle in the way of putting the motion into effect, which though large and obstinate has so far escaped public attention. It's vital, too, and must be settled. This obstacle is involved in the answer to the question:

Where is the \$100,000, the city's share, to come from?

It is conceded on all hands that the proposition made by President J. J. Hill, of the Great Northern, looking to the lowering of his railroad tracks across seven streets leading into Northeast Minneapolis, is a very generous one and should be accepted. The mayor thinks the idea a good one, but doesn't know how the money can be raised, and the same is true of the city attorney and city engineer, who, with the mayor, will become more familiar with the case than any other city officials. Of course, it must be said that no careful canvass has yet been made for the money, but if it is made, will it bring more than a water haul?

The city has reached its bond limit and cannot sell any more paper until the legislature says so, or the assessors' valuation increases. Even with legislative consent, it is a question whether the city's financial standing would be improved by an increase in bonded debt. Some have suggested that Mr. Hill, out of his great goodness of heart, might be willing to advance the money and wait for several years until the city would have opportunity to repay it. But the city attorney says no. "Our charter expressly forbids the creation of a floating debt," are his words, "and this is what has saved us from being in the same boat today with St. Paul. Mr. Hill might possibly be willing, but the city is prohibited by law from accepting. The street railway company advances money for sewer work in the city, but this is assessed against abutting property, and in course of time comes regularly into the city treasury. The railway company simply agrees to wait until the money comes, which is a very different case from the supposed one we are now considering."

Others favor raising the money by direct taxation, which would mean almost an extra mill on the dollar, and could not be levied now in time to be available before 1893. With the public schools sending up a

the party returned and descended the mountain. They were forced, however, to leave it behind after the first day, and after Lieut. Brown, R. N., had repeated the burial services of the English church, they threw it into a glacier crack several hundred feet deep and left it there. After two more days' very hard work the party again reached the level country.

The Kentucky Association Assigns Special to The Journal.

LExINGTON, Ky., Nov. 5.—The time-honored Kentucky association has at last succumbed to the weight of debt it has been carrying since last spring, and at a full meeting of the stockholders held here yesterday, it was decided to make an assignment. A number of members said they will organize a new association and continue racing here next spring.

HE GETS \$600

Another Damage Suit Verdict Against the Street Railway.

William Salomon sued the street railway to recover \$5,000 damages for being insulted on a 2d at NE car last May, and receiving a severe wound in his eye. The jury in the case gave him a \$600 verdict this morning.

When the World Will Hear from Sully.

SAN FRANCISCO, Nov. 5.—John L. Sullivan was the guest of the California Athletic club last night, and in a speech said: "I don't say whether I will fight or not, but it will probably be along in September or October next, when I shall have nothing to do, and then the world will hear from me."

A Denverite Knocked Out.

NEW YORK, Nov. 5.—George Wright, of Boston, knocked out George Strong, of Denver, in one round this morning down on Long Island. The fight was for a purse of \$250.

TOWN TALK

"On or before" money loaned by the Title Insurance Trust Company.

A vacant grocery store at Main st and 18th av NE was damaged about \$700 by fire last night.

Thomas Crossley's residence at 825 8th av S, was damaged by fire last night about \$200 worth.

Max Pressler was awarded \$100 damages for the injury Albert Pozybalski inflicted upon his ear.

The regular meeting of Zurah's Ladies society will be held in their room at Masonic Temple Friday at 3 p. m.

An equine Carmencita on the track delayed Washington av street car traffic for several minutes yesterday afternoon.

The site selected for the new garbage crematory is two lots 100x150 feet some distance west of the workhouse buildings.

New pianos for rent, lowest rates; one year' rental allowed if purchased. Haines, Foster & Waldo, 43 4th st S, upstairs.

Advertisements for the Want Columns, or One Cent a Word Department, of THE JOURNAL not taken after 1 o'clock on Saturday—closes at 1:45 other days.

The fire department will sell nine condemned horses at the department hospital, on Franklin av, Saturday. They are still valuable for ordinary work.

Assistant Chief J. R. Canterbury, who was hurt at the Empire elevator fire, was out for the first time yesterday. Jacob Hafstad is the only one now in the hospital.

The W. C. T. U. coffee cart is being built by F. A. Darrow. George A. Brackett, who is an old volunteer fireman, and secured the appropriation from the harvest festival to pay for it, now suggests that the fire department maintain it.

W. J. Phelps, W. M. Regan and W. J. Burton have been appointed a committee to name 18 exposition board stockholders, nine of whom will be elected at the first December meeting of the board. A. B. Barton, S. E. Olson, W. G. Byron, B. F. Nelson, W. D. Washburn, C. P. Lovell, O. C. Merriman, T. B. Janney and W. S. Corser are the retiring members of the board.

Mrs. E. L. Courtran is visiting at H. V. Moore's, 327 3d av SE.

The Mahtowah club inaugurated its sixth series of dances last evening at Mahtowah hall. Over 100 guests were present, and the season promises to be the most successful socially in the club's history.

1893. With the public schools opening and a Mahtowah city and the city in all its departments running close to the wind, it is likely that some objection would be made to an extra assessment.

Comptroller Armstrong says the question that should be answered first is where is the money to come from? Until that is answered all else is worse than useless. The city might raise part of the money by direct taxation, but wouldn't some of the outlying wards on the West Side object to being assessed to help pay for improvements distinctly local and applying to the East Side only? "Then, we might ask the legislature to help us in some way," suggested Mr. Armstrong.

"If one of these plans doesn't solve the problem, I don't know what will, for we can't issue bonds. We cut the public improvements all we could this year, in order to get money for current expenses, and at that are within half a mill of the limit. Our public improvement limit is 2½ mills, and if we had known of Mr. Hill's plan before the board of tax levy met we might have tacked on the remaining half mill, which would give us about \$70,000. But now we can't do that until next year. Some of the aldermen are in favor next year of increasing the real estate assessment and thus putting ourselves in position to issue more bonds. This, however, would be a makeshift at best and would only settle the question of money temporarily. Besides, if our realty assessment is run sky high this city would at once pay more than its share of state and county tax, which would be manifestly unfair. We cannot, in fairness to ourselves, go above the basis upon which all the other cities and towns of the state are assessed. Mr. Hill can't advance the money, for that would create a floating debt, and is prohibited by the charter. He might, of course, advance the money without security, which would evade this point, but he is too good a business man—unless he is very, very anxious to have his tracks go down—to do this, and depend upon the uncertain generosity and recognition of future councils."

Richard Chute is in favor of putting the streets under the railroad tracks, after the idea of the Milwaukee viaduct on Washington av S. Ald. Fred C. Barrows favors this scheme also, and both think it can be done with less expense than \$300,000 and with less damage to abutting property, for the tracks between the streets would be on grade and present manufacturing interests would not be disturbed. This plan, however, it is thought, would hardly be indorsed by Mr. Hill. Mr. Barrows himself isn't certain that Mr. Hill would entertain it. "I am of the opinion," says he, "that there is a good deal back of Mr. Hill's scheme. There is the fast transcontinental service to which THE JOURNAL has already referred, and then there is the point which is quite as important as applied locally, that all other roads entering the city from the west and leaving it on the east would in time be compelled to lease running rights over the Great Northern's lowered tracks. The rental secured from this source would form no insignificant portion of the Great Northern's income. Still, I think the city's benefit would be as great as the company's, and I do not object to it because the company is getting a good thing. The important feature to me is that the city will be benefited as much as the company. My firm owns a block of ground fronting on the proposed change of grade and will be damaged as much as anybody else if the improvement is made. Yet, I shall not object. I never yet have allowed private interests to stand in the way of great public improvements and shall not do so now."

"As a member of the council committee on ways and means I see the greatest difficulty in the city securing money to pay for its share of the expense. In fact, at present I see no way by which that money can be raised. It will be impossible to secure it in 1892, and whether we can do anything in 1893 is so uncertain as to be discouraging. Mr. Hill can't advance the money unless there is some way I do not now understand by

GREAT NORTHERN RAILWAY COMPANY.

40-42 WALL STREET,

P. O. Box 756,

NEW YORK.

Nov. 5th 1891

Dear Mr. Will:

Since the Manitoba stock opened on the 2nd inst. there have come in for transfer from English accounts 1250 shares of stock and there have been transferred to English accounts 150 shares, marking the net loss in English holdings 1100 shares. Of course this movement if continued is going to defeat any efforts that may be made here to advance the price, and the splendid showing of earnings now being made by the property will lose its legitimate effect. This loss is principally from institutions and investment accounts.

I have said nothing of this to any one. Our people are keeping quiet and C. D. Leo are telling Manitoba go with the rest of the market at present. The Boston bank trouble, the elections and a hardening in money are making the market weak just now and Manitoba has sold today at 112.

If Sir George is to efficiently cooperate in any upward movement in Manitoba stock this is the time

[11-5-91]

GREAT NORTHERN RAILWAY COMPANY.

40-42 WALL STREET,

NEW YORK.

P. O. Box 756.

for him to do his work. The flow of the stock should be to England now, not from it. The movement I have mentioned is not yet sufficient to do any material harm but should not be allowed to develop. I do not see any indication of stock going from Mr Skinner's hands to investors, and if he is unable to distribute in investment channels what he already has, it certainly indicates that we were correct in not giving him more when he asked for it, which would apparently have come directly back to this market, London making the profit of the difference in prices.

I do not want to be understood as criticizing Mr George's action. I merely desire to call ~~at~~ your attention to the facts that come to my notice. In the present movement London as yet, so far as we can tell here, is not ascending. If we are not to depend upon it, it is unwise to do anything to advance the market here to give London a dumping ground. Clark, Dodge & Co have great confidence in their ability to advance the price when circumstances are favorable, but I am afraid they would be discouraged if they knew of the

[11-5-91]

GREAT NORTHERN RAILWAY COMPANY.

40-42 WALL STREET,

P. O. Box 756.

NEW YORK.

I am glad to note what you say regarding the November earnings and the prospects for business.

Everyone here seems to be thoroughly satisfied with what we are doing. I have been particularly impressed by the net results shown by the ^{English} ~~London~~ balance sheet and am inclined to think that if we could safely publish our net results in London they would help us there, but all things considered it might and probably would be unwise to make such publications.

We shall all be particularly glad to see you here. There are a good many things to discuss and a good many plans to be decided on.

Yours very truly
Wm. Schuch

DICTATED.

Philadelphia.



Nov. 5th. 1891.

My dear Mr. Hill :-

I am very much obliged to you for your letter of October 26th., and if you think the price of 90. or whatever the stock can be bought for, is a fair figure, I will be willing to take five hundred (500) shares and divide it between Mr. Cadwalader, Dr. Thomson and myself. I do not want you to take the responsibility, exactly, but I know so little about the enterprise, except in a general way, that I would like very much to have the benefit of your judgment if you do not mind acting on it in the manner suggested.

Very truly yours,

James J. Hill, Esq.,

St. Paul, Minn.

C. A. DAIGH,
Pres. & Genl. Manager

A. B. SIDLEY,
Secretary

MORGAN BROOKS,
Treasurer

ST. PAUL
413-JACKSON ST.
DULUTH
409-WEST MICHIGAN ST.
CHICAGO
931-ROCKERY



AGENTS FOR
National Transformers
& Dynamos,
the Munson Belting,
Packard Incandescent Lamps

Chicago, Ill. Nov. 5th. 1891 169

Col. J. J. Hill,

Pres't Gt. Northern Railway,

St. Paul, Minn.

Dear Sir:

I have selected a deep well pump here which I think will be the proper one for your artesian well. It is not only a much better made pump than the one ordered in St. Paul, but the capacity is double.

With this pump the manufacturers claim they can deliver if necessary, 4,000 gallons per hour with a 10 horse motor.

I shall be in St. Paul within a very few days, and will present the matter in detail.

The pumps are kept in stock and can be shipped promptly.

Yours Very Truly,

THE ELECTRICAL ENGINEERING & SUPPLY CO.

By

C. A. Daigh

President.

C. A. DAIGH.
Pres. & Genl. Manager.

A. B. SIBLEY.
Secretary

MORGAN BROOKS.
Treasurer

ST. PAUL.
413 JACKSON ST.

DULUTH.
409 WEST MICHIGAN ST.

CHICAGO.
931 RODNEY.



AGENTS FOR
National Transformers
& Dynamos.
the Munson Belting
Packard Incandescent Lamps

St. Paul, Minn. Nov. 5th/11 189

C. E. Stevens, Esq.,

St. Paul, Minn.

Dear Sir:- In response to your request we have looked up the price of Ingot copper in the New York market reports and find the following to be the prices quoted in the Iron Age, a weekly paper:

Under date	June 25th.,	Lake copper was quoted at	.13	cts.
" "	July 2nd.,	" " " " "	.12-7/8-13	
" "	Oct. 29th.,	" " " " "	.11-1/2	cts

The New York Tribune,

Under date	Oct. 31st.,	" " " " "	.11-3/4	"
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We have a quotation on Bare copper wire, dated June 13th. of 15-1/2

To-day Bare copper wire is worth about 14-1/2 cts.

Trusting that these figures answer your inquiries, we remain,

Yours truly,

THE ELECTRICAL ENGINEERING & SUPPLY CO.

By Morgan Brooks

Treasurer.

Dictated E.A.S.

THE ACCUMULATOR COMPANY,

W. W. CRISCOM.

Vice-President pro. tem.

No. 224 CHESTNUT STREET,

WORKS:

NEWARK, N. J.

Philadelphia, November 5th 1881

MR. J. J. HILL,

St. Paul, Minn.

Dear Sir:

We have received a letter from the Electrical Engineering and Supply Company of St. Paul, a copy of which we enclose to you herewith.

Will you kindly inform us at as early a date as possible, whether the information contained in this letter, that the contract for setting up your storage battery has been given to that Company is correct; and if so, whether you desire us to give to that Company the information which they request of us in regard to modern methods of setting up storage batteries. We await your reply before answering their letter.

We should add that while willing to give instructions we will not guarantee that they are understood or carried out.

Yours very truly,
THE ACCUMULATOR CO.


General Superintendent.

Stenographer.

[11-5-91]

[WITH 11-5-91]

The Electrical Engineering Supply Co.

St. Paul, Minn.

Oct. 30th, 91

The Accumulator Co.,

New York City.

Gentlemen:-

Mr. J. J. Hill has just given us charge of the installation of his cells sold to him by you a few months ago. These cells are now here and ready to be unpacked.

Will you kindly reply as soon as possible giving us instructions for the installation of these cells and description and price of the special switches necessary for such installation?

Some of the officers of your Company will doubtless remember the writer as electrician of the Boston office of the Electrical Accumulator Co. in 1895 and '7.

What I desire to learn more particularly is recent developments in storage battery practice, as I have not been able to follow accumulator work closely since leaving Boston.

It is of course for your interest as well as our own that this plant should work satisfactorily from the start. We intend to make it the finest private installation in this country.

Will you also please inform us the exact density of sulphuric acid when first put in the cells, and also give us the price of Hydrochloric acid if we should buy a lot of 600 in order to have one in

[11-5-91]

[11-5-91]

every cell

An early reply will greatly oblige.

Yours truly,

THE MINERAL ENGINEERING & SUPPLY CO.

By Morgan Banks.

Treasurer.

Form No. 1.

THE WESTERN UNION TELEGRAPH COMPANY.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been accepted to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.
This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.
THOS. T. ECKERT, General Manager. NORVIN GREEN, President

NUMBER	SENT BY	RECD. BY	CHECK
34 ex	Mr	CS 10 Pd	

RECEIVED at St. Paul, Minn. 227 P M. Standard Time Nov 5 1891

Dated Minneapolis Minn 5
To J J Hill

If Convenient please name
hour I can see you
tomorrow
A B Robbins



Minnesota Historical Society

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