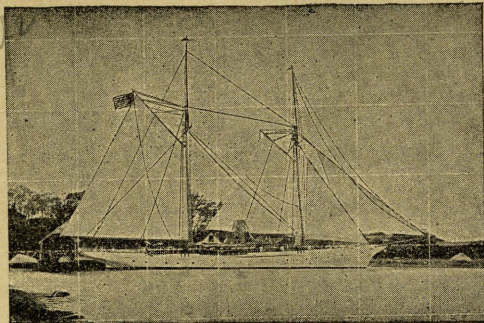


Y  
arrived  
Aug 27/92



Kauai Island  
Aug 16/92

J J Hill Esq  
New York

My dear Sir,

See enclosed cutting  
of what my old friend the marine  
reporter, Mr Duncan McLean,  
says about the Wild Duck & her  
Belville boilers - But Mr Miss  
Coryell of 21 East 21<sup>st</sup> St NY  
could best give you further  
particulars about the boilers  
in the event of your wishing  
for them

Very truly  
Yrs  
J M Forbes  
per W H H



## AN OLD POST MAN WRITES.

Duncan McLean Worked on the Post  
in 1839—A Great Ship-  
ping Man.

## VANDERBILT WILL HAVE A NEW YACHT

Mr. McLean Tells of the Scheme—This  
Yacht Will Be "Unsinkable"—The  
Boilers Cannot Burst—A Steamer  
With a Centreboard.

To the Editor of the Post:

Sir—As I am the oldest Post man above ground, having joined it in 1839, I send the inclosed that some of your old readers may see by it that I still "wave."

I served my time to "stick type" in it, was at one time its assistant editor and second foreman, eventually became its shipping and commercial editor, and was the first to describe new ships in it, when American shipping was the "first among the foremost on the great world of waters."

You were the only paper that published a full description of the Wild Duck when she was new. I wrote it to order, under the direction of the builder, who offered it to a leading yacht paper, the editor of which said: "O, yes we'll publish it, but we'll cut it down." He was asked where he would begin? and knowing nothing about shipping he could not answer.

Sam Bowles, the incarnation of egotism, boasted that he never saw a sentence he could not condense. Charles C. Hazewell, the best-informed newspaper writer in the country, asked him to condense "Jesus wept." He was equal to the task, and produced "J. wept." Bowles, though a kind-hearted, honest man, must have died of self-conceit.

A detailed description of a ship cannot be cut down intelligently. The least that can be said about a ship is her tonnage, and it is better to do this than to mix up her dimensions and materials, in a blind effort to condense the whole.

The description of the wreck of the Alva, published in the Post, was both elaborate and intelligent, compared with most of the other descriptions I read. It was not condensed to death.

I am now in the 81st year of my age, and can still swim, sing and set type. The next time I visit the city I will take the liberty of introducing myself to you personally. Respectfully, DUNCAN McLEAN.  
119 Princeton street, East Boston, Aug. 12.

## Mr. Vanderbilt's New Yacht.

It is currently reported that Mr. Vanderbilt intends to build or to have built a yacht of larger dimensions than the Alva, to embody all new improvements and to be a complete sailing vessel as well as a steamer.

The Wild Duck, of nearly three hundred tons gross measurement, owned by the Hon. John M. Forbes of Milton, is the only vessel of this kind under our flag, and is the only steamer in the world that has a centreboard. She has probably steamed and sailed over twelve thousand miles since she was first put under way. She is fully rigged as a two-masted schooner, and has hauled off nine knots by the wind, has stayed within nine points inside of a minute, has gone twelve knots off the wind, under sail alone.

Under steam alone, in moderate weather, she frequently goes over twelve knots. Her rigging and figures embrace all that her owner requires, and consequently "fill the bill." She is fully equipped for a cruise she will make ten inches forward and

eight feet two inches aft. Having a centreboard, she is almost flat upon the floor, and hence her light draught of water and her great advantage in going free off the wind.

In addition to this, if she should take the ground, she would remain upright, whereas a vessel sharp on the bottom is sure to list, and thereby be exposed to bilging.

It will be remembered that the Alva, when she took the bottom, fell on her side, being sharp on the floor. It is supposed that Mr. Vanderbilt will have his new yacht built to be unsinkable. Captain George Meacom of Chelsea, a scientific shipmaster of great experience, has obtained a patent in this country and in Europe for the designs of an unsinkable ship. The skin, decks and bulkheads are arranged with airtight compartments to buoy up any weight that may be required, so that if a vessel were cut in two the parts would still float.

Captain Meacom's plans are so practical that eventually they will be adopted by all the navies of the world. A torpedo blown through a ship's bottom might flood her with water, but could not sink her, for she would always have compartments enough left to keep her afloat.

It may not be amiss to state that the Wild Duck has Belleville (French) boilers, which are absolutely unexplosive, and which are so arranged that the slightest defect in any of their parts reveals itself at once without damage, and the defective part can be replaced easily. Indeed, the whole boilers can be put in or taken out piecemeal without disturbing the deck or engines.

The yacht Sultana of New York also has them, and her owner and engineers speak of them as the best in the world. They are universally adopted in the French navy, and in all the large passenger steamers of France. In the Wild Duck and the Sultana they uniformly make more steam than is required. Mr. Vanderbilt's new yacht is expected to be as perfect as genius and money can make her.



MINNEAPOLIS, MINN., August 16, 1892.

*To the Stockholders of Minneapolis Trust Company:*

GENTLEMEN:—At a duly called meeting of the directors of Minneapolis Trust Company, held on the 5th day of August, A. D. 1892, the following resolution was unanimously adopted:

*Resolved*, That the following assessments be and are hereby made on the stock of "Minneapolis Trust Company," viz:

10 per cent, payable September 1, 1892.

10 per cent, payable October 1, 1892.

30 per cent, payable November 1, 1892.

\$10,000.

In pursuance of the above call, stockholders of this Company are requested to remit to its treasurer the amounts due on stock held by them, upon the dates named in said call. It is hoped that all subscribers will meet calls made for the balance of the stock. Any who desire may take full-paid certificates for the amount paid upon their stock to date, and assign their right to subscribe for the remainder. It is thought next year's business will be profitable.

SAMUEL HILL,

President.

*W. H. Hill*



# GREAT NORTHERN RAILWAY LINE.

After transmitting telegrams which in their judgment would have served the Company's interest if sent by train mail, or which appear unnecessarily long, operators are required to make a copy of them and forward to Superintendent of Telegraph. Operators will write all telegrams in ink, and enclose those for delivery on trains (except to trainmen) in sealed envelope.

Received From	Time Received	SENDER	RECEIVER	TELEGRAM.		SENT TO	TIME SENT	SENDER	RECEIVER
C	106	pc	B	TIME FILED, _____ M.					

FROM Duluth TO Wm Stephens  
 DATED AUG 16 1892 189 AT Room 57 St Paul

Messrs Cary & Nicola leave  
 on Eastern Munn No 4 this afternoon  
 due St Paul Seven pm  
 WCT

Copy sent to  
 L. H. Hill  
 8/16/92



**THE WESTERN UNION TELEGRAPH COMPANY.****21,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.**

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented 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.

1138 NORVIN GREEN, President.

NUMBER

SENT BY

REC'D BY

CHECK

37 Ex mg | wei | 162h

**RECEIVED** at No. 16 Broad St. (Next door to Stock Exchange).

Aug 16 1892

Dated St Paul Minn 16

To Jas J Hill

40 wall st ny

Have heard nothing from you

Since Tuesday last. How are

You all we are all well

Mary J Hill



TIFFANY & CO  
GOLD & SILVER SMITHS  
UNION SQUARE  
NEW YORK

Aug. 16 - 1892

Mr. J. P. Hill,  
St. Paul, Minn.

Dear Sir,

By yesterday's  
express we sent you the  
silver service, a most  
beautiful piece of work  
which we know will  
give you satisfaction.

Today we are sending  
✓ 1 pair of ruby earrings  
✓ 1 Diamond & Sapphire bracelet  
✓ 2 Diamond rings, and  
✓ 1 yellow diamond for your  
inspection.

To-morrow the two remaining  
articles of silver will be for-  
warded.

Yours Respectfully  
Aug. 16 1892  
Tiffany & Co. N.Y.

} This gem returned to Tiffany N.Y.  
by Am. Exp. Sep 2 1892 - W.A.S.



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