

B. F. BROWN,  
AGENT FOR  
THE GEO. B. WRIGHT ESTATE,  
City Lots, Water Powers, Etc.  
Choice Farming Lands for sale in Otter Tail, Grant,  
Swift, Kandiyohi, Chippewa, Yellow Medicine,  
Redwood, Meeker, Renville, Pope  
and Douglas Counties.

Fergus Falls, Minn. Dec 20<sup>th</sup> 1897

W. A. Stephens Esq.

For John S. Kennedy -

St Paul, Minn

Dear Sir:-

In reply to yours of the 17<sup>th</sup> inst. - We have not through any ill will shut the water off from the Barclay Mfg Co. - The facts are - that they are three power above that of ours. and when either one of them shut the water off. we are compelled to do the same - which is often the case. especially at this season of the year - when the rapids and narrow outlets are freezing over. - Mr Barclay could not consistently expect us to open our dam and let the water go by and not use it to turn the wheels at our dam. We have been to a large expense of building a dam at the outlet of Otter tail lake. in order that when there is a surplus of water to hold back the same. so that we might let the water out when there is a shortage. The Barclay Co realizes as much benefit from this as we do - altho' the owners of the Barclay power refused to contribute anything to the building or maintaining of the dam - We don't wish



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Fergus Falls, Minn. .... 189

to injure the Barclay power in any way, and had  
Mr. B. been here and watched the ups and downs  
in the stage of water for the last twelve years I don't  
think he could have any complaints to make

I remain

Yours Very Respectfully  
B. F. Brown



Amsterdam December 20<sup>th</sup> 1892

Dear M<sup>r</sup>. Hill,

Since a fortnight I have returned from my trip to the United States and resumed my occupations at the Administration Office.

One of my first duties was to report to my Directors the impression which the Great Northern Railway Company had made on me, and my statement being favorable, added to the particulars you were so kind as to give verbally to me, it struck those gentlemen, that the public in Holland was only so slightly interested in the debentures of such a sound, prospering company as yours. This, I think, is the more to be pitied as in later years American Railway bonds are in good favor here and generally held by conservative investors.

No doubt your company is still in a state of development and in course of time will have to meet further money requirements, and provided the general condition of our market be favorable, I



think on these eventual occasions, the Administration-Office might be of some service to you. I do not mean to say that our company would take up the entire issue, but that it might be able to carry part of it at once to the hands of the investing public.

I believe it would be interesting for both parties concerned if you were willing to think the matter over.

Finally I have to request that you will present my regards to M<sup>rs</sup> Hill and thank her for her very kind reception at St Paul.

I remain, dear M<sup>rs</sup> Hill,

Yours very truly

L. van Kempen

J. J. Hill Esq  
President Great Northern Railway Co

St Paul  
Min.



# GREAT NORTHERN RAILWAY LINE

F. 8066.

GREAT NORTHERN RAILWAY.  
WILLMAR & SIOUX FALLS RAILWAY.  
DULUTH, WATERTOWN & PACIFIC RAILWAY.

J. B. KING,  
Superintendent.

## TELEGRAPH DEPARTMENT.

3

ST. PAUL, MINN. Dec. 20th, 1892.

Delay in delivery:

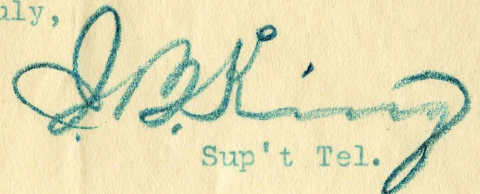
Mr. W. A. Stevens,

Room 57, Bldg.,

Dear Sir:

Please note, I regret this delay exceedingly. On account of the wreck at Nelson, the Gen'l Office force was unusually busy on Sunday, and your message was handled by a new man. I believe that a reprimand will prevent a re-currence, so far as this particular operator is concerned.

Yours truly,

  
Sup't Tel.



[Dec. 19, 1892] [WITH 12-20-92]

Reply referred to <sup>(3)</sup> J. B. King Esq. Supr

Attached important message was not delivered  
in time for action acct - Ofr Callaghan  
overlooking same - His Statement attached  
D.A.R

12/19 am



[WITH 12-20-92]

ROOM 117

# 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
21	11:50	Ca	Copy					
TIME FILED.				M.				

FROM Moorhead 18 TO O.A. Stephens  
 DATED DEC 19 1892 AT Room 57. St Paul

Es have pass served for  
 Miss Burnes to go down  
 with me tonight  
 HARB



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Received From	Time Received	SENDER	RECEIVER	TELEGRAM.	SENT TO	TIME SENT	SENDER	RECEIVER
				TIME FILED. _____ M.				

FROM \_\_\_\_\_

TO \_\_\_\_\_

DATED \_\_\_\_\_ 189

DEC 19 1892

AT \_\_\_\_\_

*Da Ngan Mgr*  
*Office*  
*Dear Sir*

Referring to attached important message I remember about receiving it with several others and intended to call Mr Haskell's attention to it; about this time Mr Yale came in and spoke to me about sending answers to his rush message to Mr Rice's office it being an unusual busy Sunday and my first Sunday



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Received From	Time Received	SENDER	RECEIVER	<b>TELEGRAM.</b>	SENT TO	TIME SENT	SENDER	RECEIVER
				TIME FILED, _____ M.				

FROM \_\_\_\_\_ TO \_\_\_\_\_

DATED \_\_\_\_\_ 189 \_\_\_\_\_ AT \_\_\_\_\_

on duty I overlooked it. I will try and not  
let it occur again;

B. Callaghan  
Opr



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Received From	Time Received	SENDER	RECEIVER	TELEGRAM.		SENT TO	TIME SENT	SENDER	RECEIVER
				TIME FILED,	(M.)				

FROM \_\_\_\_\_

TO Callaghan

DATED \_\_\_\_\_ 189\_\_\_\_\_

AT \_\_\_\_\_

DEC 19 1892

Is the attached - every was it not  
delivered?

JAR





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