

DIRECTORS AND OFFICERS:

WALTER P. WARREN, PRESIDENT.
FREDERICK DRISCOLL, FIRST VICE PRES.
CLINTON MORRISON, SECOND VICE PRES.
WILLIAM R. MERRIAM, TREASURER.
GREENLEAF CLARK,
JAMES J. HILL,
CHARLES W. HACKETT,
GEBHARD BOHN,
C. E. DUDLEY TIBBITS,
J. RUSSELL PARSONS,
P. S. MACGOWAN, GENL. MGR. AND ASST. TREAS.
FRANK V. BARTLETT, SECRETARY.

Walter A. Wood Harvester Company

[FORMERLY CALLED MINNEAPOLIS HARVESTER WORKS.]

23 Merchants National Bank Building.

St Paul, Minn. March 8th, 1893.

Mr. James J. Hill,
St. Paul.

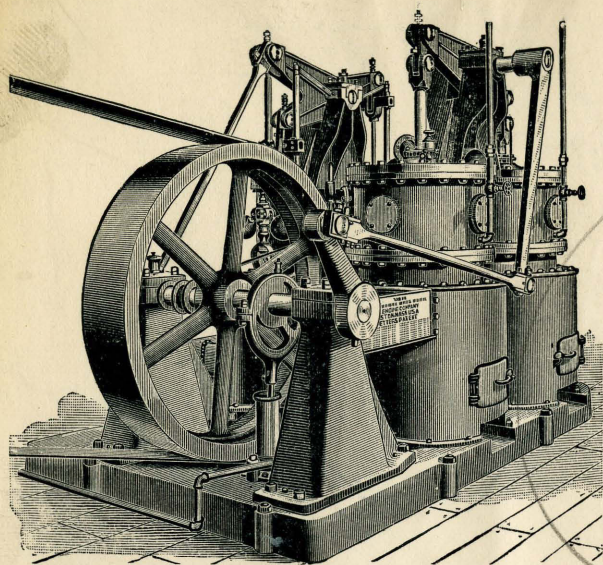
Dear Sir:

You are hereby notified that you have been elected as a Director of the Walter A. Wood Harvester Co., for the ensuing year, at a meeting of the stockholders, held this day, according to the by-laws of the company.

You are requested to attend a meeting of the Directors to be held at the General Offices of the Company, in the Merchants National Bank Building, at 10.00 o'clock A. M., Thursday, March 9th, 1893, for the purpose of organizing the Board, and the transaction of any other business that may properly come before the meeting.

Hoping that you will attend, I remain,
Yours respectfully,

Frank V. Bartlett
Secretary.



Woodbury, Merrill,
Patten, AND Woodbury
Air Engine Co.

No. 8 Exchange Place,
Boston, Mass.

JAMES A. WOODBURY, PRES.

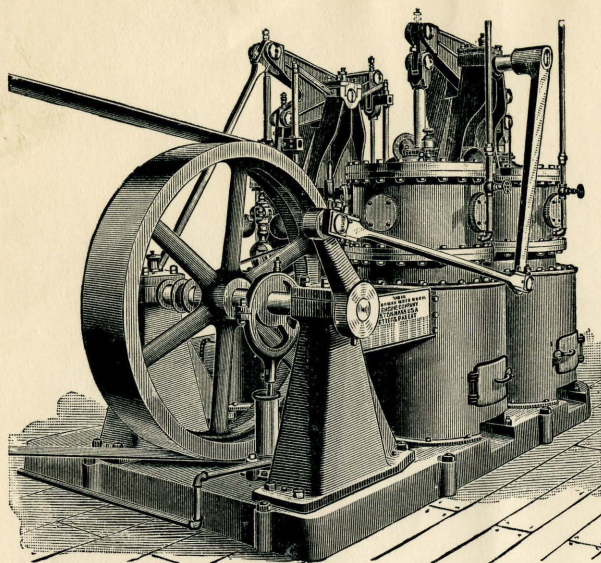
JOSHUA MERRILL, TREAS.



Gold Medal Awarded for an Air Engine of the Highest Perfection.

Boston, March 8th 1893

James. J. Hill. Esq. St Paul Minn
Dear Sir. I have your letter of Feb 25. which for some
reason unknown did not reach me until 5 days. I
beg in reply to state its contents fills me with amazement
and especially the part in which you state no man was
even given by you. or by any one representing you. for the
removal of the engine but that Mr Preston acting entirely
on his own responsibility removed the engine. and shipped
it elsewhere. I beg to refer you to your telegram of July 13
92. in which you state no one affirming further. and
stating to Mr Bro die. in Mr Prestons presence. that you
would not have it. any way. and if it was not at
once removed. you would pitch it out into the street
I received on same date a telegram from Mr
Preston stating the engine only speed up 200
lights. but the big dynamo. was used in the
test. Now you well know. this dynamo. was taken away

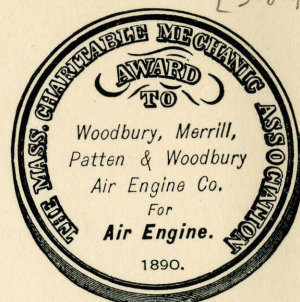


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JAMES A. WOODBURY, PREST.

JOSHUA MERRILL, TREAS.

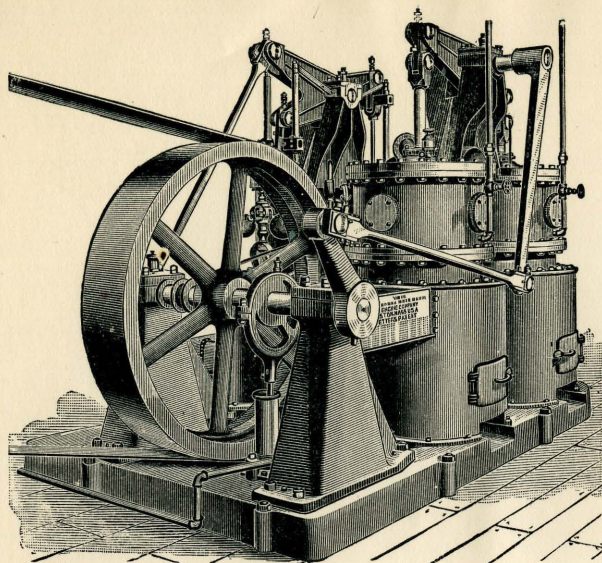


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Boston,

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from your power house and tried with use of a
steam engine. and it required seventy five horsepower
actual to operate it. and I always admitted
and so stated to Mr Brodie. Our engine was not of
sufficient power to run it. and I assure you. if I
or any officer of our Co. had the least idea of the
amount of work expected of this engine we should as frankly
stated. it was not able to do so much work. I did
so state in a letter to Mr Brodie. dated April 27th 92
in which I stated you had any idea of the duty required
of the engine we certainly should have honestly stated
it could not do the work then I repeatedly wrote
you personally asking for information regarding what
you intended the engine to do. On May 14th 92. I addressed
a letter to you personally. stating I had written Mr Brodie and
fully stating what our engine would readily do
and again on May 31st 92. wrote asking kindly for information

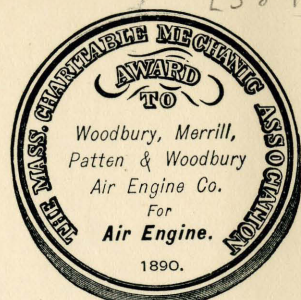


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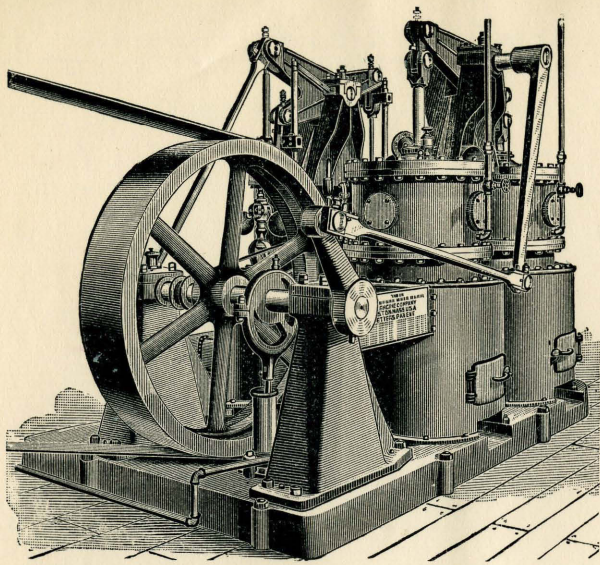


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in regard to your plans. Concerning an engine and whether or not you proposed making any modification in rearranging your electrical plant. and in all these letters fully stating the facts. That our engine was in power. all we sold it for. but to all my letters I received no satisfactory answers. and we were entirely in the dark respecting what you were intending to do. and I now confirm all my former statements. that the engine was always. and is now. all we ever claimed for it or sold it for. in power. Economy. Safety. and regularity. Only. No 64 indicated Horse power engine can do the work of 75 Horse power delivered. regarding to our letter referred to by you of May 27th 1891. all your quotations are quite correct and we did state in the letter to Mr. Brodie. we have run both are & in considerable dynamos with entire success. in fact it is peculiarly adapted for that purpose. and we now confirm. all we stated. we also admit you were to have a



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Boston,

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a 20 days test or satisfactory trial of the Engine. but this clause relating of course to any test within the limits of the power of the Engine as stated in our Contract. It is also strictly true that the material and workmanship are of the best quality. we also as above. within the limits of our power. as stated guarantee our Engine to run to your satisfaction or no sale. but you put such conditions upon the Engine it was impossible to give satisfaction. and this guarantee is only intended when power is used within the limits of the Engine & perished in conclusion. I will state I believe you are under obligation to us to show with us the expenses incurred in sitting up our Engine in St Paul. for your use. my letter of July 13th 1892. just before you decided the Engine would not do your work. I offered to settle the whole matter for the sum of twenty five hundred dollars. and I feel this is a fair and equitable proposition. and I trust you



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