

Great Northern Railway

James J. Hill,

President

T. J. H. [unclear]

Asst. to the President



President's Office,

St. Paul.

April 10th, 1893.

E. T. Nichols, Esq.,
Secretary, 40 Wall Street,
New York, N. Y.

Dear Sir:-

Before leaving New York, I estimated that we might require from there \$500,000., and in case this sum was required, I suggested that you should make sales of securities for my account without waiting too long for outside prices, and that you would be at liberty to use any of my money for the Company's purposes.

Mr. Sawyer has drawn, up to this time, \$340,000., and thinks he will require from \$60,000. to \$100,000. more. This will be determined this week.

Our Columbia River bridge has been connected over the main channel, and our terminal property in Seattle has been acquired and paid for, with the exception of about \$90,000.

We have had, during the past six weeks, a succession of storms, floods and slides. The high water throughout the country between here and the Pacific Coast has done great damage in some sections, particularly on the Northern Pacific between Bismarck and the Yellowstone - and in the Yellowstone valley. We have so far escaped any considerable damage, except delays from rock and snow slides, and from snow blockades. This has largely interfered with our revenues, and increased our expenses. Business is now settling down to more regular channels, except as to

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T. J. Hyman,
Asst. to the President.

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E. T. N. 2.

delays along the Kootenai River, and in Tum-water Canon, caused by rock slides where the material on the mountain sides has been softened by the unusual amount of water from melting snow.

We find ourselves over-run with applications for cars for shingles and lumber from the Pacific Coast. The unfilled calls now amount to over seven hundred cars.

We have written resolutions to conform somewhat more in detail with the Statutes, in regard to our Preferred stock, and these will be forwarded to you to-day.

Yours truly,

Jas. J. Hill



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