

Des Moines, Iowa
June 12th 77

Gas J. Bill Esq
St Paul, Minn

My Dear Sir;

Enclosed I send you some letters that will explain themselves. I guess that our only chance for a Machine is with Bullock after all. You see what he says. I believe that when I can talk with him and explain just what is needed that he can and will get us up a light and reasonably priced Machine. I would like to meet you in Chicago either on your way East or on your return and both of us go and see him about it. Will you please let me know what day you can see me there?

Stevens reports working only 4 days last week - owing to rain. Was down 55 feet on sec 29. had passed through 3 veins of coal 1st 2 feet. 2nd 1/2 feet and 3rd 1 1/2 feet and was in the plate just above the heavy vein. Those seams of coal conform exactly with section 13 and West side Sec 29. and he will find the thick vein below.

I wrote you as agreed and mailed on 10th inst and am

[6-12-77]

2

now looking for instructions from you as to further writing.

E. B. Litchfield & son are no doubt now in St Paul. Father goes East on the 16th inst.

Everything working favorably in Railroad matters as far as I can hear. I can learn all the points as soon as I get to Ft W and see parties there. One thing is sure that we are not going backwards and that these Roads - even if narrow gauge - help bring our field to the front.

Let me hear about meeting at C.

Yours ^{tr}
Hauer

Des Moines. Iowa
June 12th 77

Jas J. Hill Esq
St Paul. Minn

My Dear Sir;

Enclosed

I send a cutting from Ft Dodge
Gazette. Matters are satisfactory
to us. Glad the Humboldt people
gave Ft Dodge cold shoulder as
it tends to frighten them and
spur them on in building the
Road. Ft D cannot afford to
let N. City get a Road in to
Humboldt ahead of them.

I go to Ft D
to-morrow if my folks are
well enough.

Yours &c
Hann

Office The Michigan Salt Association.
MANUFACTURERS AND

Dealers in all Grades of Salt.

GENERAL OFFICE.

East Saginaw, Mich., June 12 1877

E. A. Saunders Esq
St Paul

Sir - Enclosed please find
bills Lading of Board Chamberlain - Hannis
Mill & Barge Hanniford - In all 10,000
Bbls. Also Invoice - - The Boats left
this P. M. And will probably be at
Duluth by Saturday morning -
You will please remit upon receipt
of Invoice -

Sincerely
D. G. Ballou

OFFICE OF
HENRY JONES,

DISPENSING DRUGGIST.

St. Peter, Minn. *June 13* 187*7*

E. A. Saunders Esq

Dear Sir

*Enclosed please find
Post Office Order for Aunt Mary at
\$13.26. Please to cash the same. Will
omit out due any time of interest by
statement.*

*Respectfully Yours
Henry Jones*

*Recd June 14/77 P.O. Order #14405 - \$13.26
pay to's a/c 6/17*

W. R. BURT, President.
D. G. HOLLAND, Secretary.

ALBERT MILLER, Vice President,
THOMAS CRANAGE, JR., Treasurer.

Office The Michigan Salt Association,
MANUFACTURERS AND

Dealers in all Grades of Salt.

GENERAL OFFICE.

East Saginaw, Mich.,

Jan 14 1877
E. A. Saunders Esq
St Paul

Dear Sir

The cargo
of salt was for C. D. McCoy
& Co. They purchased the
salt outright. It was conveyed
to Ingham. as the salt was sold
for cash on delivery. It was
drawn with bill lading —
Our agency with them is closed
shall ship them 200.000 salt on
sale — did not intend to
sell them this, but they say
they would have salt to sup-
ply their trade — Yours truly J. W. Burt

new 1/8 in 2 into veiled new thick
l. leaf 2; has 80 to 100 in thick
has no clear speck - small thick at new
tail 1/2 in as new as air - new to

Des Moines. Iowa

as special I at going new 1 June 16th - 77
Jas. H. Hill Esq at St. Louis Mo to trade to
H. P. Miller at St. Louis Mo very private

My Dear Friend,

I have no word yet

from you relative to a second letter about the pale
fossiliferous limestone at St. Louis. The first a week ago
and was with instructions from you before I
wrote to second time. I had expected to hear from
you about it before this but conclude you do not
need the further word yet as I believe it
"take or leave" - want to know W's
conclusion about Sec 29 and 21 for if he is not
going to buy in we ought to be figuring with
others. I shall see Miller Tuesday next and
he will likely speak about #29. So in order that
I may know what to do I wish you would write
or telegraph me at St. L informing me what you
wish done about it.

Stevens struck the lower
vein in sec 29 at 68 feet - was little over
3 feet thick. I am satisfied that there is
a lower and much thicker vein some 50
feet below this one. I saw Hughes yesterday
who did the drilling for Pa in 1873 and I
showed him the list of formations in 29. He
says that there can be no doubt about a

thick vein below this 3 or 3 1/2 vein
which we found at 68 and 73 feet. I
mean to put down a deep hole on each
of our sections as soon as I get that
machine.

I am going to Chicago on
or about the 25th if I do not hear any-
thing from you to the contrary.

Yours & Son's
H. and

Duncombe's father asking donation
of 80 acres of ground for Harrow Gauge
Dept. of Ironworks. He won't get it.

Litchfield is making Beckers his headqrs.
I guess he doesn't know "what is what".

There is a lot of iron ore in the
vicinity of the Harrow Gauge. I
have been told that there is a
lot of iron ore in the Harrow Gauge.
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Des Moines. Iowa
June 17th 77

Gas J. Hill Esq
St Paul. Minn

My Dear Sir;

Enclosed I send you an article cut from the Daily State Register of to-day by which you will see that the vote in Humboldt County was favorable on the question of taxation for aid in extending the Harrow Gauge Road from Ames (Story County) via Webster City to Dekolah. This no doubt insures the extension this season and is certainly significant to us in that it shows how earnest and liberal the people of Northwestern Iowa are in securing Railroad connections. And is fair proof that we may expect correspondingly liberal treatment from those Counties through which our Road would pass. There can be no doubt but that with the present fine prospects of large crops and consequent prosperity in that section of Iowa that we could if first in the field secure satisfaction subsidies. How long it will be safe to postpone action in this matter I cannot say but I fear that we are taking great risks by delay as there are several Railroad projects afoot in the neighborhood of our proposed line and should any of the number assume tangible



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