

GENERAL CORRESPONDENCE

1877 JULY 3-5

FOLDER NO.

7-19

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

Newell & Harrison,

WHOLESALE GROCERS.

Johnson & Smith, Minneapolis.

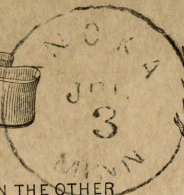
Minneapolis, Minn. July 3rd 1877

On Saunders Esq
Dear Sir,

Enclosed
are hand you Ex Bill
for 70 lbs. Oak. antelope
\$5.00 The Ex Bill you
write us that you did
not receive we are very sorry
we mailed it to you at
time of payment If you
do not find it I can
get you a duplicate of
that will do. as we can't
find any trace of it here
Yours Truly

Please send us 10 Bbls
Blossburg Coal we do not
wish the largest Bbls as
we have to sell it by the
Bbl instead of by weight. send
us a good article and oblige

Yours Truly
Putnam Chesley & Lindsay
Anoka July 3 1877



WRITE THE ADDRESS ON THIS SIDE-THE MESSAGE ON THE OTHER

Mrs. Hilpa Acker
St. Paul
Minn



J. J. Hill & D. W. Robbins,
To Chas. D. Kerr Dr.
1877

July 3 To Chas D Kerr Atty.
for services rendered in
matter of Jackson
prompted at his march.

\$50.00

OK
not g
JH

Recd payt.
Chas D Kerr

Duluth July 3rd /77
Mr E N Saunders
Saint Paul) Dear Sir

Have drawn
on you this date through Bell & Lyster
Bankers for \$464.⁸⁶ as follows
Frt 1716 Bbls L Iron R.R. 25¢ 429.00
Labor on Salt (same) 10.40
Lake Charges on 50 Bbls to Browns.
F. Moorhead 25.00
Exchange 46
\$464.86

Enclosed you will please find the said road
receipt for the charges on the oil. I also return
you the B/L. The oil went forward in a
1 Condition. I did think about taking the
gauges, but did not do it. The Brightie has
729⁽²⁹⁾ tons railroad iron for M.S.L. road, and
is unloading at the U.P. docks next to the
ware house, that space between the hooking.
Coal and warehouse. It will require 200 feet
to unload her. I understand the L.S. road

✓
 would pay 12¢ per ton for dock rent but have no
 good authority for this. They had to get per-
 mission from the U P folks before unloading.
 There is not much room outside and I sup-
 pose are reserving it for the U T Boat which
 bring the most of this ^{iron}. The U P folks sent
 an order for forty ^{Cars} of Coal commencing
 July 2nd and requested me to notify them of
 the number of the 1st car. which I did (2145)

The coal in front of ~~Clare's~~ ^{main} warehouse has
 gone forward and will load the balance of
 order from the streets ~~with~~ ^{and} without bank
 on the main dock with the view of making
 more room. The coal on bay side of track we
~~it~~ take the face next to the railroads leaving
 the face on the bay side. This method holds
 the frontage. I thought advisable to work
 this way until something definite was settled
 about dock room. There is room for three more
 cargoes of soft coal on main dock and Clare's
 dock will take another by putting a partition
 across the track. In reference to the Homer's
 cargo of 740 tons Bliss. I thought about
 putting that on the L. There is room enough

3

for the round trip at farina. They are bringing very little freight. The And
 & P. Canadian Coal. Vess as they are out providing with means for storage
 for round trip. Very Respectfully A.C. Jones

without coming in contact or injuring the salt.
 It would make too much weight to put it on
 top of the bross now here - and if you spread it
 out at that point a portion of the salt must
 be shipped besides spoiling that corner for
 another cargo. It could be put next to the
 Grate, providing store would be the one of
 the next cargoes of hard coal. Prefer to reserve
 that place as we can get this cargo on the L
 easier now, than we might be able to put
 another at some future time. The orders for
 bross are very seldom more than two cars at once,
 which is all that can be loaded from the
 L. If this plan meets with your approval, please
 let me know and I will make preparations for
 unloading them. The Collingwood line have
 three steamers here. Two of them burn wood
 and one coal and wood. I gave their agent
 here, £²⁵ as the figure for N. Bank, I also
 got the address of the manager - Cumberland
 35 Young Street Toronto and if you
 think the matter of sufficient importance,
 you have it. It cost's about 8⁰⁰ per ton to put it
 aboard. The Quebec & Ontario of Beatty's line take coal.

F. J. Burhyte.

R. S. Burhyte.

OFFICE OF F. J. BURHYTE & CO.,

DEALERS IN

DRY GOODS, CLOTHING,

GROCERIES, CARPETS, NOTIONS, etc., etc.,

River Falls, Wis., July 3^d 1877
E. N. Saunders

St Paul

Dear Sir

At whole

price can you deliver
us salt to Glenmont If
you cannot do better than
1⁴⁰ per bbl it will be no
object as you wrote a few days
ago

Yours
F. J. Burhyte & Co



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