

Duluth July 5/77

M<sup>r</sup> C A Saunders  
St Paul

Dear Sir

Your favor

of the 4<sup>th</sup> to hand, I have been to see M<sup>r</sup> Chase about putting the O'Neil's cargo on main dock, but he says he cannot let a pound go ~~there~~ unless instructed by M<sup>r</sup> Sandborn: ~~if~~ I was in good hopes the railroad would be more lenient. Stone's dock is hard to get at in case of the low water and that is a reason preferred to have the steam barge Townsend there. The steam barge can help herself and the schooner cannot and the three together cannot render her much assistance. The Townsend trips between 700 & 800 tons. This is the plan I had in view, previous to any knowledge of the O'Neil coming. To put the Townsend at Stone's dock and the Kelly on the main dock across the track, and there is space

PS If any arrangement is made about the main dock here, please let me know by wire at the expense of this party so to have the O'Neil here instead of at Stone's. I am sure this much



[7-5-77]

done at Saint Paul and the taxes were paid there. I have written Capt Rhodes about it. This is about the only business that brings any money to Duluth and it looks reasonable to me that the people here, that are encouraged by, instead of using every means to drive it away. I mean to access here is connected in such a manner to the principles to order that the case times that I don't doubt any by my feelings for me.

for their last trip on each side of the Townsend's first Cargo here (May 25<sup>th</sup>) on the bay side of the track. There is room for about 1000 tons at one end of the pile and 700 at the other. If the Townsend and Kelly return as soon as expected something must be done for room. This Cargo of the Great frustrates us somewhat, but if it could be managed, put the Great across the track and the Scher Kelly at the end of the Townsend first cargo on bay side of track and the Townsend at Min's and then for the last trip of the Townsend and Corbett, unload the Corbett at the other end of the Townsend's first Cargo and the Townsend over at Min's again. The shipments of Miller Bank would have to be divided between Min's and the main dock to admit of this. It may be possible that salt will go forward so that the elevator dock could be used for soft coal. The Assessor has been after me about the coal business. I tried to convince <sup>him</sup> of the truth, that the general office and business was



Office The Michigan Salt Association.

MANUFACTURERS AND

Dealers in all Grades of Salt.

GENERAL OFFICE.

East Saginaw, Mich., July 5 1877

C. A. Saunders Esq  
St Paul

Sir - I am of the 3rd  
with C. A. change on New York for \$2900<sup>00</sup>  
to hand -

I enclose Invoice of the 5000 Bbls  
Salt shipped on the Bridgeport June 27.  
Send along the \$50.<sup>00</sup> to bal of what conven-  
ient - We have dropped the car load  
price on the Lake with \$54 per  
Bbl - We make no difference now in  
car load. or 1000 Bbls. - No change  
in price here - It will not go any  
lower -

Yours truly  
D. G. Holland Secy



Office of *H. C. FRICK,*

MANUFACTURER AND SHIPPER OF

# CONNELLSVILLE COKE AND COAL,

WORKS, at Broad Ford, Pa., Pittsburgh and Connellsville R. R.

OFFICE, 104 FIFTH AVENUE, COR. FIFTH AVENUE AND SMITHFIELD STREET,

Prices subject to Change without  
notice, unless otherwise agreed.

*Pittsburgh, July 5 1874*

*C. N. Saunders Esq,  
St Paul Minn  
Dear Sir:*

*I now offer you best  
quality Connellsville Coke on  
board Cars at mines at \$1.00  
per ton, Cash, R. R. w<sup>g</sup>, and guarantee  
rate to Chicago not to exceed \$1.91<sup>2</sup>/<sub>3</sub>  
per ton - Cannot you give me  
part of your trade at this  
price? Would like to furnish  
you with a cargo by Lake this  
season, if you are getting by  
that route*

*Sincerely  
H C Frick*



# Minnesota Historical Society

Copyright in this digital version belongs to the Minnesota Historical Society and its content may not be copied without the copyright holder's express written permission. Users may print, download, link to, or email content, however, for individual use.

To request permission for commercial or educational use, please contact the Minnesota Historical Society.



[www.mnhs.org](http://www.mnhs.org)