

B. G. CROOKSTON,

DEALER IN

GROCERIES, HARDWARE,

STOVES, TINWARE,
COAL, DRUGS, PAINTS, OILS, GLASS, &c.

Minneiska, Minn. July 9 1877

W. E. W. Saunders
St. Paul.

Dr Sir

Yours of July
7 is received. The Coal shipped
in August will suit me as
well as any other time. I would
like to change the order. I ordered
Nut Coal. I have made a mistake
I want Egg-coal when I examined
the grates I find Nut to fine.
If you can make the egg cheaper
than the Nut please do so. I will not
want Nut therefore cancel that order
& place instead the same amount
of egg coal. Amd Oblige
B. G. Crookston

Rockefeller *J. W. Bennett* *C. W. Sanford*
Pioneer Oil Company,

Rooms 1 & 2, No. 313 Euclid Avenue,

CLEVELAND, O. *July 9* 187*7*

Mr Est. Saunders

Dear Sir:

We have your valued favor of the

5th inst with *1164* *95*

in settlement of *on a/c Sales & invoice May 28*
and for it please accept our thanks.

Awaiting your further commands, which shall have
our prompt attention, we remain,

Very Truly Yours,

PIONEER OIL CO.,

By *Laughlin*

J. B. WHEELER.
—WHOLESALE AND RETAIL DEALER IN—
DRUGS, GROCERIES, CROCKERY,
Books, Stationery, Wall Paper, Etc.

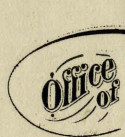
Faribault, Minn. *July 9th 1877*

E. N. Saunders Esq
Dear Sir

I enclose check on City
Natl of this place to pay
bill of June 5th for \$40.²⁷
Please credit same to bal^c
& oblige

Yours Resp'y
J. B. Wheeler

OK 40.²⁷ recd July 9/77
to pay bill June 5/77

 **FRANK VEITS,**
-DEALER IN-

GENERAL MERCHANDISE.


Grand Forks, Dakota Territory.

Grand Forks, D. T., *July 9th* 1877

E. H. Sanders
St Paul

*Dr Sir enclosed
please find check on 1st Nat Bank
St Paul in. Payment of invoice of June 12th
as per your letter*

Yours Resp
F Veits
per

A/c \$80.50 recd July 13/77

350 Rebate

84.50 in pay bill June 12/77

Mr E. N. Sumner

Dated July 9/77

~~Dear Sir~~ Dear Sir

Enclosure

please find Prop Asia receipt for Forty
Tons Yellow Bank Coal. Your telegram
Saturday in reference to dock room for Schs
O'Neill came to hand ~~just in time~~. The
vessel was in ~~port~~ ^{day} and got in just
after dark. I thought it advisable to un-
load her on bay side of track instead of across
it is a point gained as the space across the
track cannot be used for any purpose except
Coal and this point might be, if left un-
used. I understood there is Lang and Consort
due with railroad iron which had something
to do with ~~placing~~ the O'Neill. I heard there
was 7000 tons of the iron to come. There must be
half or more here now. This cargo of Yellow
Bank is exceedingly dirty so far there is hardly
lumps enough in it to build a wall. The
Captain mentioned, it was much finer than

X
R & Co

[7-9-77]

that he brought last year. The *Tramont* last
cargo was also fine but not as good as this.
I expect the *Harbor* in yesterday or this morning
but she is not in sight yet. Capt Davis of the
Orcut thinks she will not be here until to-
morrow night. I hope not for it is more than
possible the *Orcut* will be unloaded and we
will have the engine to hoist with. The extra
hoisting has amounted quite a sum and we
prefer to do all we can with the engine. I ex-
pect at Mr Gordon's clerk over to settle the freight
on salt as he mentioned it Saturday night.
The rate is certainly troubling Mr Gordon
for if he had any good authority for better
figures than you mentioned, he would have
been around quick. We are using a good
many many shingle nails for coopersing; they
cost 5¢ per pound. Do you think we could make
anything by getting a key from St Paul
Very Respectfully
A C Jones



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