

Go. EN d _____
Milwaukee, July 27 1877

Rutter in this and I got to
work at her. Gawn not here
yet, Not. in last. H.H.G. —

EMPIRE WRINGERS.

SEARLE & DYNES,

— DEALERS IN —



HARD AND SOFT COAL.

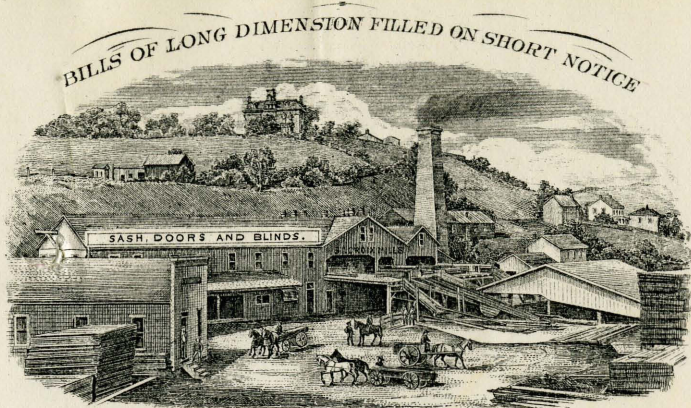
Owatonna, Minn.

July 27/87

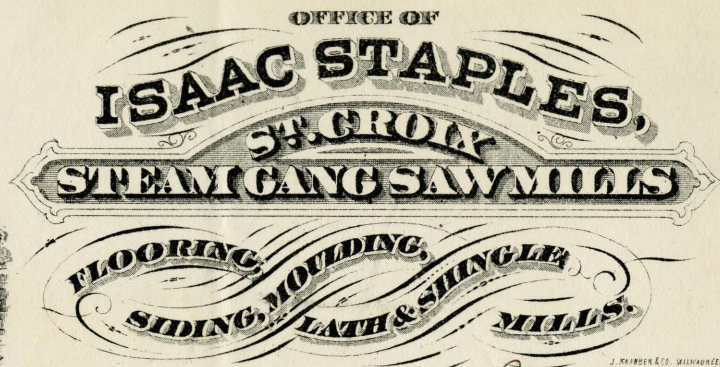
Wesley Saunders & Co
Gentlemen.

Not having
rec'd Invoice of Coal
as yet we thought we
would write to ask
how soon we may expect
it. We have the Coal
named in former order
all engaged. and think
we shall want more
after receiving that.

Yours Truly
Searle & Dynes



Cars Loaded at Mills Free of Charge



Stillwater, Minn. July 28th 1877

Mr. Hill, Saunders & Acker
St. Paul Minn

Gentlemen -

Your quotations on Gloss Coal
were duly received. After asking your figures I
found that I had 4 or 5 tons on hand at
the Machine Shop which I could use at the
Blacksmith Shop.

Yrs Truly
Isaac Staples
President

Northfield July 28/77

Wm Hill Landin & Acker
Dr Sir

Yours of 27th at
Land, please ship 7 ton
Blop Coal & three ton
Coak have the coak
loaded in centre of car.
If I can spare the money will
permit on receipt, will
see what can be done in
Ill Coal, but think it is
too early to take orders for
stone Coal will write again
soon if anything can be done,
Yours &

OB 365-

L. F. Prior

St. Louis July 28/97
E N Samuels Esq
St Paul

Dr Sir

Enclosed find
left on 15th Nat bank
St Paul for \$107.20 to
bal a/c

Yours &c
C F & N Powell

We overlooked this
bill. It would have
been paid however before
the 1st prox.

C F & N P

1877

Hastings July 28

Hill & Ocker

Dr. Sir I wish that you
would send me a carload
of Coal at the price you
offer them \$5²⁵ per ton,
delivered at Vermilion Station
not at Hastings if they are
what you say superior
threshing Coal last year I
had a very bad lot wood
would be cheaper if I could
get no better lot send them
by the 8 of August not
any sooner but I must have
them by the 8 let me know
as soon as you send them
Yours Truly L. J. Schickling

ST. PAUL.
N. W. KITTSOON,
Gen'l Manager.
C. MICHAEL,
Sec'y-Treas.

OFFICE OF

WINNIPEG.
E. V. HOLCOMBE,
Supt.
H. SWINFORD,
Agent.

The Red River Transportation Company,

Winnipeg, July 28th

1877

J. J. Hill Esq
St Paul.

Dear Sir -

I wrote to our feet from Moorhead last week again urging the importance of immediate & decisive action in reference to the Flatboat trade - provided the law was on our side - Now this is the most important item in our whole business so far as the outlook for this fall is concerned & the very one that receives the least attention -

Our Company should employ some capable person to devote his whole time & attention & not let him sleep till the matter is pushed into an issue before the proper authorities. That will never either in bringing the Flatboatmen to a stand still - or if its decided we can't do anything in that way - then we should make some special rates & reduce rates on certain articles -

I am ashamed when I think of the amount of freight these fellows take right under our nose ("so to speak") & our people in St Paul hardly make an effort to prevent - I wrote Mr. A. a strong letter about it last spring - he replied that "Galusha was going to look it up" -

Now Jim - let us infuse a little more vigor into this thing - its more to your interest than anyone - all I get is success - you get money - You ought to find out what the law & our rights are & how much these Flatboatmen are infringing on the law & our rights & then if there is a case against them employ some one to push it with vigor

ST. PAUL.
N. W. KITTSON,
Gen'l Manager.
C. MICHAEL,
Sec'y-Treas.

OFFICE OF

[7-28-77]

WINNIPEG.
E. V. HOLCOMBE,
Supt.
H. SWINFORD,
Agent.

The Red River Transportation Company,

Winnipeg, _____ 187

Mr. Sect. has too much detail work at his own desk to give much time to such things - Mr. K. being absent I consider it my duty to step the matter in light - in fact it is ever present with me because actually visible right here all the time - After ascertaining what our rights are or to what extent the Flatboats are liable for infringement unlawfully on our rights. if we have any case it would pay you to run up to Henderson & Co. Frankfield (where I think he lives) -

It is at the Customs where the complaint must be made - affidavits could be easily procured by any person working the matter up in our interest that three fourth the goods entered or passed the Customs at Pembina - are not owned by the people running the Flat boats - although they generally make a statement to that effect under oath. I think. Certain it is they go around this place openly & solicit orders for freight -

Now will you put a little of your usual "vim" into this thing & by so doing show you are interested -

Yours truly
E. V. Holcombe

I may add that the Customs authorities seemed to deem it their duty to hold an line to strict account in matters pertaining to laws by which we are governed - If they will act with equal promptness against Flatboats I feel certain the result would be favorable to the Steamboat interest -

Winnipeg, July 28, 1887

J.J. Hill Esq;

St. Paul.

Dear Sir;

I wrote to our Sect. from Moorhead last week again urging the importance of immediate and decisive action in reference to the Flatboat trade, (provided the law was on our side). Now this is the most important item in our whole business so far as the outlook for this fall is concerned, and the one that receives the least attention.

Our Company should employ some capable person to devote his whole time and attention and not let him sleep till the matter is pushed into an issue before the proper authorities. That will result either in bringing the Flatboat ~~men~~ ^{men} to a stand still, or if it's decided we can't do anything in that way, then

we

we should make some special ~~pates~~ and reduce rates on certain articles.

I am ashamed when I think of the amount of freight these fellows take right under our nose ("so to speak"), and our people in St. Paul hardly make an effort to prevent. I wrote Mr. K. a strong letter about it last spring, he replied that "Galasha was going to look it up". Now Jim, let us infuse a little more vigor into this thing, for it's more to your interest than mine. All I get is success; you get money. You ought to find out what the law and our rights are, and how much these Flatboat men are infringing on the law and on our rights; and then if there is a case against them, ^{simply} some one to push it with vigor.

Our Sect. has too much detail work at his own desk to give much ^{time} or thought to such things, and Mr. K. being absent I consider it my duty to keep the matter in sight, (in fact it is ever present with me because actually visable right here all the time). After ascertaining what our rights are or to what extent the Flatboats are liable for infringing unlawfully on our rights, If we have any case, it would pay you to run up to Henderson & see Frankenfield (where I think he now is).

It is at the CustomHouse where the complaints must be made, affidavits could be easily procured by any person working the matter up in our interest, that three fourths of the goods entered or passed the Customs at Penibina are not owned by the people running the flatboats, although they greedily make a statement to that effect under oath. I think. Certain it is they go around this place openly and solicit orders for freight.

Now will you put a little of your usual "vim" into this thing, and by so doing better your own interest.

Yours truly,
E.V. Holcombe

I may add that the Customs authorities seemed to deem it their duty to hold our line to ^{strict} ~~H~~ account in matters pertaining to laws by which we are governed. If they will act with equal promptness against the Flatboats, I fell certain the result would be favorable to the Steamboat interest.
E.V.H.



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