

GENERAL CORRESPONDENCE

1877 AUG 24

FOLDER NO.

8-12

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

Duluth Aug 24/77.

Mr E. M. Saunders
Saint Paul) Dear Sir

The balance
of blocs here exclusive of the Homer's cargo
is about two cars consisting of Youngs Screen-
ing Mining Run, Morris Run & Cumberland
blocs. This mixture I have reserved for
barrelling purposes and have moved it to a
place where it will be out of the way. It is
a saving to barrel blocs near the toll shed and
as this coal would not give satisfaction shipped
in bulk in cars to the most of your customers,
I thought it prudent to reserve it for the pur-
pose mentioned. The shipments of blocs for
the past two days are from the Homer's cargo.
This cargo came billed as blocs, the quality
not mentioned. I dropped you a postal last
night, so that if this is not Mr. Run and
you would prefer it should not be used
when the order called for that quality, you
would know, there was none of that kind.

MULFORD & MARCHANT,

No. 5 Nicollet House Block, Washington Ave.,

DEALERS IN

All Kinds of Wood and Coal,
 Minneapolis, Minn., Aug 24th 1877
 Wm. Hill Saunders & Co.
 St Paul

Gentlemen

On the 1st of Sept and each day thereafter
 You may ship us (2) Cars of Grate
 Coal until we have shipped us
 Sixty (60) Tons. Then you may ship us
 (40) Forty tons of Stone at the rate of
 2 Cars per day. Then (20) Tons Egg-
 then 40 Tons Mt. do not ship on-
 2 Cars per day at any time and oblige
 us

We shall probably want the extra 300 Tons
 of Coal that Mr. Mr. speaking Wm. Saunders about
 when he returns we would like to know
 so as to see him either in St Paul or here
 Enclosed you will please find our check
 for Two Thousand Dollars which please pass to
 our credit

Yours Mulford & Marchant

We want you to be carefull and have
the Coal all well secured before it
loads on the Cars As I see that some
of the last year was very dirty
indeed. please see more of these
M. M.

Cresco Iowa Aug 24th 1877

Please send us
Two Cars Lackawanna Coal
Please put in half stove & half
nut in each car

Thomas Price



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



Will Saunders & Acker
St Paul
Minn



Hastings, Minn
August 28th 1871
Will & John
St. Paul.
Gents.
Please forward
per freight boat, one
Hogshead of Coal
and oblige with
promptness.
Yours Truly
Jas C. Fitch
P.O. Sand Blasting
Coal, J. F.



POSTAL CARD

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

ST. PAUL, MINN.
AUG 24

Jepes S. Hill & Co. Acker.
112 East 3rd St.
St. Paul, Minnesota.

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

Saigo, D. I. Aug 24th 1877

J. J. Rice Esq.
Siam.

I had hoped to have seen more of you when in St Paul. When next return I will come down & talk our matters over. Before the close of navigation it is necessary to know as near as possible what the Co's programme will be for the next year - in order to know what calculations to make on regard to repairs & what material we must have on the ground for that purpose. The business of the river is gradually undergoing change - which I can see better here than my employers can being located in St Paul.

To keep the Companies properly in shape to meet these changes will not be caught with a lot of unavailing property on hand when the great change comes - is the problem to which I have devoted considerable thought.

[8-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors,

or

Fargo, B. T.

187

no little anxiety. The most noticeable changes in business this season are

First. The increase in the proportion of Passenger to Freight business. Calling for all the passenger accommodations our little line could furnish. With an apparent lack in the demand for the larger class of barges. This last of course on account of not having large amounts of Grain flow to - & no RR down to transport. This feature in our business will be quite as prominent next season as this. - for it is quite evident to my mind that there will be a continuation next year of the migration begun so thickly this season & the amount of business must increase in proportion. It would not take a great amount of money to justify a daily line - which could be done with a reasonable degree of certainty if the

[8-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

Fargo, D. T.

187

Read now extended to Grand Forks & back four
boats in any ordinary stage of water - in fact
the passenger business should increase in
proportion next year would almost demand a
daily line - We see this up here because we
actually see the passengers - Now in St Paul
Can't see it - only seeing the figures, too our
passenger rates bear no comparison with freight
rates - they cut a small figure in the State-
-ments. Well at the end of the year it will
be found that our freight & mail receipts go
along way towards paying the expenses of the
line - more so than in former years - besides this
branch of business takes more than freight -
that is - every passenger spends for himself
while freight is represented by companies
a few shippers - It is necessary to give this
class of our business as much accommodation

[8-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

Fargo, D. T.

157

+ dispatch as possible to maintain business -
against us. Have my great desire of keeping up
regular days & hours of departure making quick
time & sure connections. I feel certain it has
been a splendid card for us this year - more
than you in St Paul can appreciate - Of course
this branch of the business is closed when the
R.R. is completed - so the policy should now
be to give the best possible passenger facilities
where we can hold the trade. With what pas-
senger boats we now have - without investing any
more capital or as little as possible in that kind
of property - but keeping what we now have in
reasonably good shape.

The Second - noticeable change in the business
is the turning of freights. Grain back up stream
this will of course have to be done in Fargo &
in that respect generally our barges are not in

[8-24-75]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

5

Fargo, D. T.

157

good shape. That is those that are adapted for the business (particularly up in this end of the river where the grain is & the river is very shallow) are not in good repair. While those that are in good repair - are not at all adapted for the business. In the former I will mention the - Cheppewau-Hutchy, Pembina Red Lake, Potter & City of Moorhead. Some of these are very poor & some almost worthless & all in very poor repair. I have neglected repairing them much because last year we had greater use for the larger class of barges which were in good repair. & it was the policy not to spend any money on boat or barge when it was not actually needed. But these barges are now the only ones adapted to the carrying grain from Dulynpitas & Bonnell River to Moorhead. according to Mr K's letter

[S. 24 17]
Quarters Hotel,
HUBBARD & TYLER,
Proprietors.

Fargo, D. T.

6

157

to Minneapolis he promised him one barge -
but we have not one barge (adapted to this
upper river) - in fit order for use & I have no
gang at the foot yard that could do anything
in the way of repairs at present & wish also
to put that off till we regularly begin for
the winter - So we will get along the best we
can with our little barges in their present
condition - But to have all our light stock
up here is very embarrassing for the boats
running to Gresham &c - When a boat has
about 50 to 75 tons more than she can
take on herself a barge like the Chipman
is handy - the idea of having to take a
big Boston barge down to Minneapolis just
for 50 tons of freight & push it back
300 miles makes a practical Steam
boatman shudder - but this is the way

[8-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

1
Fargo, B. T.

457

We are tried in trying to carry out the spirit
of that letter - Now as to the barges -
Down in the Minnibago. Meromun &
Tanka - they are all in reasonable good
repair - being nearly new - but too big &
heavy to push up stream in this little
shallow crooked river - they don't carry
enough in proportion to the size on any barge
in fact they draw from 8 to 10 men high - &
you have to push too much barge for too
little freight - the Minnibago (purchased from
Merchant firm) & Meromun (built by us at
Grand Forks) are more medium size & better
adapted for winter light or heavy business
In the matter of barge property we are not
exactly in the same line - as with passenger
boats - Barges will be required after
the RR is built & I think the Co. is

[5-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

8
Fargo, D. T.

157

justified in keeping up a set of barges
adapted for the trade - In this respect
I wish to haul out two or three of
the old light barges this winter if they are
not caught off somewhere in the ice - &
I shall recommend the building of two new
light medium sized handy barges - for the
carrying of wheat in bulk & agricultural
implements thrashers &c in deck - which
would be a great addition to our facilities
for doing business - of course I don't mean
in this case it will involve a cost of over
\$5000 - the Co. must decide what is to be
done - This brings me to the subject of repairs
which is one not fully understood by those
connected with the management of the
Co. in St Paul - Now although the Red
River is in no way a dangerous river

[P-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

9
Pargo, D. T.

187

the wear & tear of L.R. property is very
great. Haven't counted & shown there is
any amount of "sawing around" & while
these knobs singly don't do any apparent
damage taking them altogether they make
old coats & bags feel - The person who
has charge of the Co's accounts & money matters
has no more appreciation of this than a
little child - makes frequent allusions to
"large disbursements" & great expense at Pargo
& shows an inclination to find fault with things
that he knows nothing about. He should
know that wear & tear of L.R. property is
constantly going on day & night & almost as
much when idle as when in use -

I don't think \$10.000 pays for any repairs
submitted to keep the R.R. & Co property in
repair - when there is no serious defects

[P-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

18

Fargo, D. T.

187

if there is it would be proportionately
greater. This winter if we carry out the
understanding I have partially entered into
with McArthur on behalf of Maustoba
people in transferring the Chugach to
New Co. quite a lot of work will have
to be done to them. What we have talked is
to put high cabins in place of the board
thwarts now on them & change Chugach
machinery. The idea is also to change the
names of both of them which can be done
when ever they become registered at Thompson.
All this with the repairs of larger & smaller
building of two barges will involve "large disburse-
ments". Should any of our boats meet with
accident during the low water this fall
rendering docking necessary (which is not
impossible) the repair expenses will be

[8-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

11

Saigo, D. T.

187

increased in proportion. This is one thing that steps right in the way in the eyes of some people to all this - which is the single word - "dividend" -

Now don't you think it is better to use some of the Co's money to ^{keep} get them in condition to compete with R.R. or other Bond lines if they come - than to divide the whole off & leave themselves in bad shape when competition comes - when the stockholder - no matter how big his dividends may be now - will want to put his hand in his pocket to help the Co. Besides outside stockholders may get brag about big dividends - (you can't prove that) which which shows up outside competition) - I am sorry that I can't speak as a stockholder - am sorry Mr K. never thought me of enough consequence

[8-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

102
Sargo, D. T.

157

or took enough interest in my personal
prosperity to give me a show to get
back of stock which could have
been done - You are at liberty to show
him this whole letter if you think worth
while for I certainly don't think I
have been used well by the Company
in that respect don't care who knows
it - It has always been the greatest
mystery to me why Mr. K. who seemed
to have confidence in me in other
respects should have treated me as he
has in regard to this matter I thought from
what you told me the winter before I went
into the Co's employ that I would have
had a better chance - People who have
fright or threatened the Co. - or on the other
hand those who pretend that "certain

[8-24-77]

Headquarters Hotel,

HUBBARD & TYLER,

Proprietors.

13

Fargo, D. T.

457

parties ~~want~~ them to go in sight of
a new line. (which is all fortune and
reality) seem to stand my well to get back
when others cannot. Such practices
are hardly worthy of a man & I shall
be lowered very much in my own estimation
when I have to resort to them.

I hope you will excuse the length of
this communication. Have a whole day on
my hands, waiting here for the Fredrick &
hope you will have a whole days leisure
if you ever attempt to read it.

Write or telegraph me when Mr. K returns
don't leave it to the post he will never do it.

Shall leave for Minneapolis tomorrow

Yours truly

E. H. Holcomb



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