

GENERAL CORRESPONDENCE

1877 NOV 22 - 23

FOLDER NO.

10-13

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

Northfield Minn
Nov 22/87

Meper

Hill, Saunden & Co

Dr Sir

Will remit the
whole balance due last
of this or first of next
week

Yours

J. P. Prior

Norithfield Maine

Nov 22nd 1877

Mr Saunders

Sir write us
by return mail what you
can sell us of Port-Bison
or Cortovaig lime for
10 to 25 Bbls

Yours
Jas S. Lills & Co

Give us quotations on self

130 Pt B

125 Ashland

St Cloud Nov 22/77
Messrs Hill Saunders & Baker
St Paul

Gentlemen

Sent as per car of
Best Blooming Coal

Yours &c

C F & M Powell

OB
14

Duluth Nov 22/77

M^r C N Saunders
Saint Paul

Dear Sir

The cargo
of Store of Schrs F A Georger 232260⁷⁴
and Barge Whitmore 1803200⁷⁴ overruns
33193⁷⁴ (The Store from Schrs Bulcher Bay
726320⁷⁴ overruns 22085⁷⁴ and the Nut
Coal from vessels 505120⁷⁴ overruns 37995⁷⁴
The Nut coal amount on hand May 1st 972464⁷⁴
and that from Prop of Lord 724010⁷⁴ is about
45708⁷⁴. I was very much pleased to
see the old Nut go and I was afraid
to say anything about its being gone until
a sufficient ^{time} had elapsed to cover all
complaints. I have not heard of any com-
plaints regarding it, so conclude it went
forward. Satisfactory.

There should be 129250⁷⁴ of the Nut from
Schrs Dictator on hand, there is only however
about 1/2 case and as your telegram yesterday
stated to hold four cases Nut for Duluth

[11-22-77]

Log's warehouse and more empty set in. They have had two boats
here and is really no fault of the gentleman that no more set came more.
They have had more work than they could do and I felt pleased to
get as much
done as
we have,
I suppose
this will
be no loss
and they
have no
more
more
no more.
They say
begin

Wade, did not ship any of it today. Mess
Griggs & Johnson of this place want five tons
for office use and they have an order in
for four tons for over the U.P. road. This
order has been standing since the first of
the month and I told them I would ship
the coal but I was to glad to get any kind
of car as to guard about the road it was for,
so that the order has not been filled. Shall
I fill this order for four tons or cancel it. The
party is very desirous for it and has been
writing Mr. Stone several letters regarding it.
Mr. Williams is not altogether wrong in
his claims. We have six gondolas loaded
and there is thirteen here unloaded. I thought
I would get them ^{weighed} ~~loaded~~ and placed today
but did not succeed. Have the promise they
will be put in tomorrow and have a gang
of men engaged to load them. We have
mini cars loaded but not weighed. They have
poor help about the yard and the men are
completely tired out or would have had the

[11-22-77]

A. D. MULFORD.

OFFICE OF

GEO. W. MARCHANT.

MULFORD & MARCHANT,

No. 5 Nicollet House Block, Washington Ave.,

DEALERS IN

All Kinds of Wood and Coal,

Minneapolis, Minn., Jan 22^d 1877

Mrs. Kate Saunders Macer

St. Paul

Gentlemen

Please send

us one (1) Car Brant Hill Coal

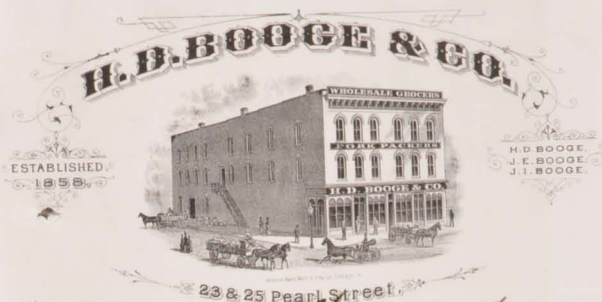
one (1) Car Ill. Coal soon as possible

and reply

Yours

Mulford & Marchant

*018
13*



SiouX City, Iowa, Nov 22nd 1877
Messrs Hill Saunders & Acker
St. Paul Minn.

Gentlemen
Please ship to
Geo H. Carr Adrian Minn.
25 Bbls Salt
and send Invoice and B/L to
us here.

Resply
H.B. Booge & Co

S.B.
118

E. CLARK, PRES. Iowa City.
W. A. LINDLY, CASH., Oskaloosa.

H. W. McNEILL, GEN'L SUFF.
W. A. McNEILL, SECY.

GENERAL SUPERINTENDENT'S OFFICE

CONSOLIDATION COAL COMPANY.

Replying to your favor of
187

Capital \$500,000.
Capacity 150 Cars per day.

Machakinock, Iowa, Nov 22 1877

Wm Saunders & Bill

Gentlemen

Did I understand
rightly about the test you
got from Mr Prior showing the
Illinois coal 35% better than
ours?

Would there be any use for us
to figure down to \$4.00 per ton
in St Paul to reach your trade
in Steam coal?

Very Truly
H. W. McNeill

Gents I have now coal enough
for the present - Please ship
more until ordered, will
want some more as soon as I get
straightened out again

Sibley Found Yours truly
11-23-77 J. H. Riley



SIBL
NOV
24
1894



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



Will Samuels & Acker
St Paul
Minn

[Blank No. 1.]

The North Western Telegraph Co.

The rules of this Company require that all messages received for transmission shall be written on the message blanks of the Company, under the subject of the conditions printed thereon, and that the sender have been agreed to by the sender of the following message.

C. H. HARRIS, Sec'y & Gen'l.

MILWAUKEE, WIS.

C. C. SIMMONS, President.

H. D. BINGHAM, Secretary. KENOSHA, WIS.

Dated, *St. Dodge 222* 1877

Received at *ST PAUL MINN NOV 23*

To *James J. Hill*

Examined Coal field with Barabam
He is favorable to a
negotiation wishes me to visit
Milwaukee about the 1st of ³⁰4
be at St Paul

H. Browne.
Col

24 Col

Grand Junction, Iowa
Nov 23rd '77

Jas J. Hill Esq
St P. Minn

My Dear Friend,
I am here
on my way from Ft A to Ogden. I
telegraphed you yesterday while
at Ft A regarding my doings
with Burnham.

I went to Lehigh
on Tuesday and met Chas J. and
John Burnham - they came to
Iowa representing Judd & B and
in response to my suggestion
that an inspection of the district
should be made before the snow
covered the ground. Chas J. is
a clear headed fellow of about

35 years - member of Legislature
from Milwaukee and I judge
estimated considerable by J & B
with their matters - realizing the
necessity of pleasing him I took
time enough to carefully point
him on the whole subject. and
I am satisfied he goes home
in good condition. As it stood
when we parbed the situation
may be summed up like this.
Judd - Burnhain - Willson &
Trunk are in favor of buying
 $\frac{1}{2}$ interest in our 1070 acres (this
includes Enings land in XX⁴ sec 17)
on the East side (this does not
include the Tax land in Sec 7)
at a fair figure - then we buy
 $\frac{1}{2}$ interest in their mining im-
provements (pay \$4,000⁰⁰) - with
this done we, as a "pool" of
9 persons, place the 1070 acres
+ mining improvements together

with the Chapman land into
a Stock Company at scaled
prices - Hill & B take $\frac{1}{4}$ of the
Stock and Judd & Co. $\frac{1}{4}$ as
part pay^t from the Stock Co for
the total property turned in -
The other $\frac{1}{2}$ of the Capital stock
to be put into the Market
and sold - the proceeds of
the sale go to provide an
operating fund and to pay
to the "Pool" any balance of
pay^t due them on the
sale of the property to the
Stock Company. of this $\frac{1}{2}$
of the Capital stock to be
sold we are to place some
and they the balance. This
then leaves their present
organization to operate their
Railroad & Town site. and
the Coal Company becomes
a separate independent

affair. The purpose being to
open up on a large scale
and give Platt a tourist next
season - however there is
trade enough for both -
The Coal Company is to
reserve such of the 1070
acres as may be deemed
best and make leases on
the balance - Willson & Co.
agreeing to run a track
down the river to tap the
lands so leased - In case
such a trade is made one
of the conditions is that the
Railroad Co is to give a
low rate to this Coal Co
on freight to Judd -

Now I say
to Burnham that if we
can agree on the general
frame work of an organization
and the prices at which
the 1070 acres shall be leased

[11-23-77]

to the Stock² Co why I will
make the figure to ~~them~~
them (Dodd, Bingham & Co) for
their $\frac{1}{2}$ interest in the 10%
acres low enough to suit
them.

They said the idea
satisfied them and they had
no doubt, as we were all
business men, that on meeting
at Mil^k for a conference
that the general plan and
prices to the Stock Co could
be agreed on - also the rate
of freight per ton to be asked
by the R. R. Co - but whether
we concluded a trade or not
depended of course on the
price we would ask for the
 $\frac{1}{2}$ interest to them and they
pressed me for an approximate
price then & there - I refused
to name one saying simply

that when all other points were agreed on we (Bill & B) would make a satisfactory figure.

Willson then referred to my having once said 140% for $\frac{1}{2}$ interest in fee. 7 - and privately urged a repetition to Burnham of that figure. I told him I could not do it as I had no authority to and did not know your views as to price in connection with such a joint scheme, but assured him you would be liberal - I told him that you would not abide by the offer I made on fee 7 and scolded me for doing so. So I left the price unsettled.

My object was this - I did not want to give them an inside view of how low (for it is low) we would

name until there was a sure thing of its going through - I did not care to give myself away when so many other things were yet to be agreed on - preferred leaving it as the last item after all else is agreed on - let that be the last bar to be put up - we are then in a safe position to talk -

Burnham assented to my position and said he would present it to J & B and name the day for a talk at Mil^k and wished me to mail Klaps &c to-morrow which I will do -

You will see that Willson's name is not mentioned in the list of those forming a trade.

He says he thinks well of it
but would not say definitely
until I named our price -
however Willson said if M.
kicked he would buy him
(M) out.

So there it stands -
I do not know as I have
made myself clear in this
hurried writing - I have a
set of figures for the
whole scheme that if
adopted would answer
my part but of course all
heads will plan out a better
one - I want you to think
of the matter and go to Will^{ks}
with me - I could not cope
with that gang - too old
and too many of them -
You must make the fight
for our side -

It is plain
to me that they are anxious

3

11-23-77

to go into the enterprise
and it was partly on that
ground that I held back
now on a price - I believe
time & consideration of the
scheme will increase their
anxiety and our chances for
a better price than 40% all
around -

Drumcombe told Boyle
that I "had sold" see 7
but did not say that it was
to him. (S) So I am sure
that Wilson told S that
they had bargained for
it - referring to my 40%
offer - evidently they calculate
on having it.

I cannot say
what I want to by letter & I
leave several points for a
personal explanation -
I enclose

a scrap on Railroad matters -
It is no doubt so that the Iowa
Pacific will build from Clark-
sville to Ft D via Belmond
next season - and in '99
go on south west to face El
Calhoun Counties - ~~designing~~
the present Ft D + Des M R R
separ at Ft D and the Road
to Tava - Then the Des M + Ft
D R R will run in from
Tava to Ft D on the present
Ills Central tracks and the
two Roads (Des M + Ft D and
Ills Central) build a Union
Depot on the site of the present
Ills Central Depot.

The iron
for the Humboldt Road is now
being distributed along the
line - broad gauge - In
the meantime Durant is crowding
things on his line - Miller.

Also agree to run north from
Judd intersect with the
Iowa + Pacific and with
Smarts Narrow Gauge -

Now if
you will take hold of the
Route from Albert Lea to
Grand J we will have a
net work of Roads tapping
the Delight District -

Yours if 19th
met rec'd last night - of
course I must see you (if
you do not go to Mil.) before
I go to see J & B - Please
let me know at once if I
can count on finding you
at Ft P as late as the 30th
met -

Excuse this long
& crawling letter as I
am hurried being train time
Yours &c Hamm

San Pedro Nov 23/77

Mr. H. L. Saunders & Co.
St Paul

St Paul

Spent

Enclaved

please find draft for \$50.⁰⁰
and freight bill \$67.¹¹
in payment of bill of
Oct 25th.

You have charged me
\$12- for shoe coal. Your
Mr Fairmeters gave me
price at \$11⁷³/₄

Yours Truly
Jm D. Battelle

$$\begin{array}{r} 25022 \\ 0000 \\ \hline 50051 \\ 30264 \\ \hline 5228 \end{array}$$

$$\begin{array}{r} 187.82 \\ 123.09 \\ \hline 14.73 \end{array}$$

25022
0009
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35269
52.28

$$\begin{array}{r} 123 \\ 123 \overline{) 1578} \\ \underline{123} \\ 348 \\ 348 \\ \underline{0000} \end{array}$$



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