

GENERAL CORRESPONDENCE

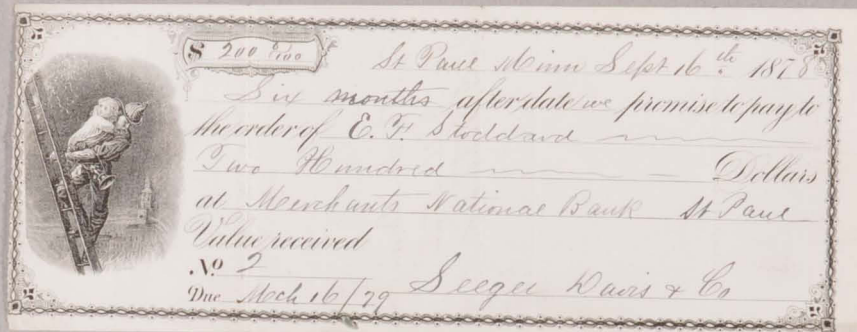
1878 SEPT 16 - 23

FOLDER NO.

11-7

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER



\$ 200 00

St Paul Minn Sept 16th 1878

Six months after date we promise to pay to
the order of E. F. Stoddard

Two Hundred ————— Dollars

at Merchants National Bank St Paul

Value received

No 2

Due Nov 16/79 Seeger Davis & Co

Pay Thurston Bushnell
for Collection
24 dollars

U. S. LAND OFFICE,

Detroit, Mich., Sept-16th 1878

J. Knuppe
Land Commissioner
St. J. & P. R. R. Co.

Dear Sir:

In reply to yours of the 13th inst -
in relation to the status of sections 10 & 11 Tp 163 R 51.
I will state that sec 1 is vacant - as shown by the records
of this office, sec 11 has been claimed as follows;

Joseph Montvail Sr. filed Declaratory State-
ment No 1395 Feb 18th 1876 for SWth SEth & Lot 3 sec 11 and
Lots 1 & 2 sec 14, alleging settlement - May 20-1866, he
transmuted said tracts to himself as No. 1561 (final 376)
August-15th 1878 under Act - March 3 1877.

Francis L. Equire filed Declaratory Statement No 1394
Feb 18th 1876 for NWth SEth & Lot 3 sec 11 and NWth SWth Sec 12,
alleging settlement - May 20th 1869.

William Delorme by A. W. Stiles his Atty - located R. L. & P. R. R.
No. 259 R & R No. 251 - Apr 16th 1875 (by metes and bounds) on the
SEth NEth & Lots 2 & 3 & 4, Patents have not been issued.

[9-16-78]

U. S. LAND OFFICE,

Detroit, Minn.,

187

for any of the foregoing locations. I will also
state that 4 Pies of R L & P Denip was located
in pie 1 and that the locations have been
cancelled.

Very Respectfully
Thos. C. Shapleigh
Brig

Trial Balance

Saunders & Acker 9/6/78

4 J. J. Hill Spl	109912	
70 Salt		12277
30 Cement		4500
104 W. Luce	53	
114 E. A. Riggs	6774	
177 St Paul & N. T. Ry	8580	
184 S. Mast	34800	
773 D. Mullin	660	
778 R. F.		76973
776 J. A. Graves & Co.		113000
779 Union Cement Co.		19774
76 North Western Fuel Co.	100745	
	170000	176000

[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 and subject to the conditions printed thereon, which conditions have been agreed to by the sender of the following message.

C. H. HARRIS, Sec'y & Dep't.

MILWAUKEE, WIS.

E. S. DINGWELL, President.

H. S. DINGWELL, Sec'y.

KENOSHA, WIS.

Dated, *Kingston Ont* *182* *1878*
Received at *St. PAUL, MINN.* *Sept 16th*
To *J. J. Rice*

*Murphy accepts Willis order with
your guarantee*
Wm. Harty
I paid via
Ch

X

[Blank No. 1.]

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C. H. HARRIS, Gen'l Mgr.
MILWAUKEE, WIS.

E. S. SIMMONS, President.
H. S. HINGSCALE, Secretary.

2:45 P.M.
KENDOTA, WIS.

Dated, *Minneapolis* *Sept 14* 187*8*

Received at *ST. PAUL, MINN.* *Sept 14*

To *JJ Hall*

will you furnish
Take Jane gentleman upper floods
trampling onion evergreen lamurac
triaty smiling indissolubly federal
Smiling indissolubly towering enated
fat Mackerel frenchman Germania
brasser cutthroat lounge recounting
Emerson apoloque worth prolong
withhold permission Elk appryd
hare upper pinket mopless
architect willis barlain Comfort
Donald A Smith

43 Collect 285

MEMORANDUM.

From J. S. KENNEDY & CO.,

41 CEDAR STREET,

NEW YORK.

October 17th 1878

To

James J. Hill Esq.
St. Paul, Minn.

Enclosed we hand you 10 bonds of \$1000. each of the
\$2,000,000. issue Main Line of the 1st Divn St. P. & P. R. R.
having Coupons N^{os} 18, due May 1st, 1873 and upwards
attached, N^{os} 432, 578, 46, 1383, 1126, 1721, 2481, 197
2308 and 1436.

J. S. Kennedy & Co.
per Nichols.

[Blank No. 1.]

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C. H. HASTINGS, Gen'l Supt.

MILWAUKEE, WIS.

E. S. SIMMONS, President.

E. S. HINSDALE, Secretary.

KENOSHA, WIS.

Dated, Winnipeg Mon 17 Sept 1875

Received at ST. PAUL, MINN. 7 24 AM

To Miss

Engine has not arrived
Error having occurred
Astrologically, not
it is along his farm
justification along his farm
Vibration

A.A. Smith

10p2100

Murray

Mr Michael

Ask Demers when
above was shipped and have
Holcombe make special effort
to hurry it forward J.J. Hill

[54418, 1878]

[Blank and 1-]

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C. H. HARRISON, Gen'l Mgr.
MILWAUKEE, WIS.

E. S. HINCHMAN, President.
E. S. HINCHMAN, Secretary.

St. Paul, Minn.

27th Feb 4/78

THE N. W. TELEGRAPH COMPANY'S MESSAGE BLANK.

Dated Perkins 27 18 1878

Received at ST. PAUL, MINN.

To J. J. Hall

Whenever you can get the
accepted and material for track
am ready to commence laying
track but not before

A. B. Willis

19th and 20th pass 402

C. H. GRAVES.

Memorandum.

C. E. BOSTWICK.

Duluth, Minn., Sept 18 1878
To E. T. Saunders & Co.
Dfci St Paul

Office of
C. H. GRAVES & CO.,
COMMISSION MERCHANTS,
Duluth, Minn.

We have this day drawn on Neil
Saunders & Co. for \$695.⁰⁰ as per statement
of Sept 4th - please see that the same is paid
and oblige Yours Truly

Chas. Graves

Draft at Nicks & Hart Bn

©/4512
Chicago, Milwaukee and St. Paul Railway.

GENERAL FREIGHT AGENT'S OFFICE.

WM. G. SWAN,
Gen'l Freight Agent.
A. J. MCCORMICK,
Asst Gen'l Freight Agent.
DWIGHT W. KEVES,
Asst Gen'l Freight Agent.

MILWAUKEE, *Sept 20th* 1878

*Melp 14th and A.
St. Paul -*

Dr Sirs:

*Referring to en-
closed papers - Our net
rate, on Cement deliver-
to St. Paul, at the time these
shipments were made,
was 40[¢] @ Bal - at which
rate I made settlement
with you - I know nothing
of a 30[¢] rate, on Cement
at that time -*

*Yrs &c
W. G. Swan*

MONTHLY STATEMENT [WITH SWAN 9-20-78]

St. Paul, June 1878

M. C. WOTAP R.

Truander
To Hill & Acker, Jr.

TERMS CASH.

We Pay no Exchange or Express Charges.

No. 62 East Third Street.

London, France, St. Petersburg, N. Y., Port.

Months, Bal of 104.62 Bal
on 273 Bal. Amount

2730

Dep. 14. A. T. A.

W. T. A. S.:

Please send
me the expense bills
for these shipments
+ all W. T. A. S. & Co.

Sept 4/78

Expense bill sent with
original claim - copy herewith
H. T. A. S.

Please remit. If we do not hear from you by the _____ inst., we shall infer
that you prefer us to make _____ draft upon you for above amount.

Dominion

[WITH SWAN 9-20-74]

Saint Paul, Minn Mar 15. 1878
Chicago Milwaukee & St Paul Ry.
To Hill Saunders & Co. 2A
For Overcharge on Salt and Cement shipped from
Milwaukee to St Paul as follows:-

Date	No of Cars	Articles	Rate	Freight
Dec. 17 1877	245 1308	75 Bbls Cement	50	3750
	246 1658	75 "	50	3750
Jan 16 1878	88 11002	70 " Salt	50	3500
	89 6150	70 "	50	3500
	90 4600	70 "	50	3500
	91 5230	70 "	50	3500
17	100 3170	70 "	50	3500
	101 4332	75 "	50	3750
	102 6818	75 "	50	3750
21	145 186 64	" Cement	50	3200
	146 2540 59	" "	50	2900
	773			38000
Should be				
773 Barrels @ 30¢				23190
Overcharge				\$ 15460

Received on above claim
April 13. 1878.

St Paul, Minn
Sept 10. 1878

1 Bal.

Chgo back
Sept 23d June 99

12730
2730

[1878, Sept 10] [2]

[Blank No 1-]

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C. H. HARRIS, Sec'y & Treas. }
St. Paul, Minn. }
E. O. SIMMONS, President }
St. Paul, Minn. }

Dated Sept 10 187

Received at ST. PAUL, MINN.

To you

Very agreeable about the freight
on the machine of late date
and change the same on
the 10th inst. and
get map of water course

Yours truly
C. H. Harris

sent at 1/2 11/12

Grand Forks Sept 21st 1878

J. J. Hill Esq.

Dear Sir - I understand Mr. Kittum has left for the East. I heard nothing from him in regard to any of the Co's affairs. Although I wrote him or two letters informing of the situation up here which is daily growing worse. I suppose you know that we are wearing out our stock very fast & need money & are giving satisfaction to any one. In about 30 days we will be caught with a lot of freight accumulated on our hands. Everybody clamoring for their freight & will be obliged to run boats to the last minute taking chances on their being frozen up before they get through. Now we have two or three boats that must be hauled out before there is any ice or I will not be responsible for the result. What may happen to the balance of the line in the next month is more than I can tell. Our two best boats the Minnesota & Manitowish. look like two old baskets. & the wear & tear at this stage of water is perfectly fearful. You need not be surprised to hear of ^{any} ~~any~~ ~~some~~ of them being on the bottom of the river at any time. The Minnibooks sink the

Large "Chippewas" in the Red Lake River - Monday
night. Damaging quite a lot of freight I had
the boat entirely broken here. I think Lyons & McElroy
Mallory of Winnipeg will be the best persons -

The Company loses the use of one of their best
barges & what it costs to raise & repair it - which latter
will not be a very great expense -

I want to commence hauling out about the 20th of Oct
or at least not later than the 20th - the river is so low
that ~~that~~ should be done in early Oct. - it is
sure to close. Even if we have a late fall of water -

Will take out the Minnesota & Manitoba. Hope to get
along without anything further - unless we have an accident
which may make it necessary to haul out something else
to save the property. - The repairs to be put on these boats
will be "hull work" almost exclusively - as the passenger
business is at an end - repairs to upper works - painting
& outfit may not be attempted - The "depot" has
knocked herself to pieces & got dead in the tracks
in Town Red & Leamington - have just got a telegram
from Shreds that they knocked off a snag - & are

Now get consent of Customs authorities to run her
up here for repairs & hold her back to do so.

While I don't have the least particle
of faith in the completion of the R.R. to Pembina
before the close of navigation. So that any business
trains can be run on it. I am still hoping
that it will ^{be done} in order to be able to run our
boats from there for a week or two which
would release a boat or two at once &
let us have them out. - Write me what you think
of the prospect. I don't desire you to be too
 sanguine in regard to the completion of the road to
do us any good this fall.

The An. Gauges now started from Fisk Tuesday night.
I came the most of the way with them. It was an
awful job to get them out of the Red Lake River.
Carrying the locomotive draws more water than the
boat can run but there is no way to lighten it. - We
got them out last night. Nearly three & a half days
from Fisk. They left here today by the Lake
this morning. But as there is less water in the
Red River below here than in the Red Lake River it
is uncertain when they will get down. The last boat
up (last night) report that they had to pull over
with a line. Coming up it came right at once

than twenty different place.

I see the Canada general election has
gone against the Government. I think this will
defeat Mr Smith without a doubt. I hope
it will not effect your interests unfavorably as
have been quite anxious about it.

Please let me hear from you
Householder

Sincerely

Enoch



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