

GENERAL CORRESPONDENCE

1878 OCT 1-8

FOLDER NO. 11-9

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

[1978, May-out.]

May	m.	62 171.15	
	B	33 886.31	96058.25
	m	17630.10	
	B	27857.74	47187.84
June	m	81040.81	
	B	39265.37	110406.18
	m	36187.09	
	B	17764.10	53951.19
July	m	58807.19	
	B	32345.60	91152.79
	m	32209.72	
	B	21593.20	53802.02
Aug	m	44199.20	
	B	28472.70	72671.90
	m	57624.02	
	B	18086.32	55710.34

Sept	m	43267.53	
	B	30809.85	74077.38
	m	50570.93	
	B	21205.02	51775.95
Oct	m	11174.45	
	B	8801.06	19975.51
	m	15626.53	
	B	7823.82	23450.36
	m	41924.40	
	B	24773.12	66697.52
	m	19817.21	
	B	10985.07	30802.28
	m	60847.26	
	B	31176.91	81524.27
	m	12715.00	
	B	31186.79	33901.79

ST. PAUL WATER COMPANY.

Register No. 64
Application No. 509

7 1-2 GALLONS IN ONE CUBIC FOOT.			
Galls. at 5 c. per	100, \$		
" 4 "	"		
" 3 1-2 "	"		
" 3 "	"		
" 2 1-2 "	"		
	\$		

St. Paul, Oct. 1 1878
No. J. J. Hill
To The St. Paul Water Company, Dr.,

Premises
For Water from Sept 1 1878 to Oct 1 1878
Meter, this date, 10084 cubic feet.
Meter, last month, 9545-
Consumption, 479 at 5 cents per 100 gallons, \$ 1.80
Rent of Meter 3/4 \$.40
Received Payment, \$ 2.20
ST. PAUL WATER CO.
Office: No. 17 East Fifth Street. Per

[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. HASEND, Gen'l Supt.
MILWAUKEE, WIS.

E. C. SIMMONS, President.

E. B. HINDSALL, Secretary.

KENDISHA, WIS.

Dated, Winnipeg Mani Oct 1878
Received at ST. PAUL, MINN. 10 246 PM
To J. Hill

Advise me of letters arrival
Want arrangements made for timber
H B Hill

repe too

J. J. Hill

[Oct (17) 1872]

Winipeg Man. 1 [1872]

advise me of Uppers
arrival want arrangements made
for timber

H. J. Hill

EDMUND RICE, { Trustees \$1,200,000 Mls. Branch Line.
HORACE THOMPSON, { \$1,000,000 " Main
JOHN S. KENNEDY, {
HORACE THOMPSON, { Trustees \$2,800,000 Mls. Branch Line.
JOHN S. KENNEDY, { \$2,000,000 " Main Line.

31
OFFICE OF THE TRUSTEES

20
OF THE

17
First Division St. Paul & Pacific Railroad Company. 15

14
Saint Paul, Minn. October 1st 1878

James J. Hill is hereby appointed
Auditor of the Trusts named in the
above printed caption in respect
to the several mortgages or trust
deeds therein referred to, in place
of Samuel T. Bond, resigned.

Edmund Rice, Trustee

Horace Thompson, Trustee

John S. Kennedy, Trustee

Montreal 1st Oct 1878

J. J. Hill Esq
St. Paul.

My dear Sir.

I have just received your
wire, stating that the track layers
are still 35 miles from Pembina.

I am quite concerned about the
great amount of work yet to be
done, and the daily diminishing time
in which we have to do it.
and am glad you are going
up the line to try and expedite
matters.

I fear however, the delay is to
a great extent beyond all St. Paul
control.

Mr Farley writes me on the 26th.

See copy of my reply to Mr. Hill, 10/1/78

(letter received today) that the delay
has been caused by want of rails,
and he says further, that if Rostov
is reached by 1st, and Alexandria by
15th November, it is all that can be
done. I do hope something better
than that will be possible.

That would throw the delivery
of the Debentures forward to nearly
1st December.

You know that we have calculated
on getting them on 1st November
at latest, and I much fear delay
beyond that date, will cause us
great loss and serious embarrassment.

Explain all this to Mr Farley.

I am satisfied he is as anxious
as we are to get the work finished
in the ^{fixed} time, and I am sure he will

and you, in every possible way, to
minimize the great loss and inconvenience
arising from this unexpected delay.

Mr Farley has been good enough
to send me a statement of the
earnings of the road for August,
which foot up only \$52,000.

Did you not expect a much
better result for August? or
are you satisfied?

I am writing to Mr Barnes today,
and sending him an extract from
Mr Farley's letter, for the benefit of
the Cambria Coy., in order that no
time may be lost in getting delivery
of the Debentures, with you see that
everything is ready for the issue the
moment the Governor grants his
Certificate.

Yours very truly,

Geo. L. Allen

Montreal 1st Oct 1878

J J Hill Esq
St Paul

My dear Sir,

Since writing the enclosed,
I have received your letter of the 29th.
It is really too bad the
Cambria Coy should be so ditatory
in their deliveries.

I am, as you know, doing all
I can to stir them up.

They do not seem to appreciate
the importance of our being finished
in the time stated.

I have received copy of the
Contract, which, I doubt not, is
all right. I will look it over
at my leisure.

I am glad that steps have been

taken to prevent any delay, or contra-
temps, when we go before the Judge
to ask for the Debentures, and hope
you will see that the proof of the
publications, required by the order,
is complete.

It was well you thought of
speaking to Young about the matter.

I am sorry to hear that the
navigation of the Red River is likely
to be stopped before closing by frost.

The Government will surely not
refuse to pay extra cost of completing
the Branch this Fall.

Mr Smith ought to get down as
soon as possible before the
Government resigns.

Yours very truly

E. Stephen

Private &
Confidential

Montreal 3^d Oct 1878.

J J Hill Esq
St Paul

My Dear Sir

I have a note from Mr Barnes today, in which he says, that he thinks you and Judge Young have forgotten, that the Committee in Holland had already signed their assent to the issue of debentures to a certified copy of the Judges order, and that he had sent you the proof of the publication today.

I hope there will be no "hitch" in this matter, as it is one of supreme importance to us personally.

You will see by yesterday's European cables, that serious financial difficulties have appeared at Glasgow

and elsewhere. with ~~strong~~ indications
of increasing and spreading all over
the country.

If these occur, it may not be
possible for the Bank of Montreal, in
justice to itself, to do all for us
that it might otherwise have done,
and it will be only prudent for
us to get our affairs put into
as good shape as possible, so that
the burden we cast upon it, shall
be as light as possible.

If we get the Debentures on the
1st. we shall be in the position
of having a more convertible security
to put up, than we at present
have.

In troublous times, that, of
itself, is an enormous advantage.

Therefore let us get the Debentures

on the 1st by all means, and let us
secure as large a margin of them
as possible. They will be a great relief
to us.

Mr Farley, I hope, appreciates the
importance to us, of our getting early
hold of them, and, I am sure, will
do all he can to help us.

I hope Judge Young and his associates
are working up all the legal
elements, and that nothing will be
allowed to intervene between us and
a foreclosure of the Extension lines
before New Year.

By the way, how will it be
with these debentures if we get
foreclosure in December? Shall we
not be in the position of having
to pay the money for them when
the Road is bought in by us, and

at the same time be incapacitated
from issuing a new Bond?

We cannot issue our new Bonds
until the whole Concern is sold,
and the New Company reorganized,
and that cannot of course be done
until the First Division line is sold.

Have you thought of this?

Write to me fully, your views on
this point, as we must look ahead,
and provide for all contingencies.

Drexels of Philadelphia have bought
the Cambria Company's Debentures, whereat
I am glad, as it shows that the
security is considered a good one.

All my concern now is, to
make the Bank of Montreal easy, and
I am sure you will do all you
can to aid.

Yours very truly,

W. H. W. H.

I have marked this point for serious consideration

Montreal Oct. 15th 1878

J. J. Hill Esq
St Paul.

My Dear Sir

I got your message from
Pembina last night.

I have replied, that I thought
everything would be settled today at
Ottawa. I have been stirring everybody
up within the scope of my influence,
and Forsyth wires me, that the Pembina
Branch matter would be brought up
in Council today, & he thought passed.

At anyrate nothing more can be
done, and, I am not sure but we
may be able to do as much
with the New Government, as with
the Old.

We want nothing but what is
right, and for the public benefit.

I send you now a copy of Stark's
reply to my letter, and my reply to it,
which means, that I will write again
as soon as I have heard from you
as to the line to be taken.

I have sent a copy to W Barnes and
asked him to advise me.

You had better think over the
matter, and let me know the line
you would advise being taken.

How would it do for you to
consult Mitchell or Merrill before
deciding definitely? Or do you think
it desirable to make confidants
of them? Perhaps better not yet.

Would it not be well now to
recapitulate all the matters in
conflict with the R.P. of which we
desire a settlement, including our
claim on Brainerd Branch?

I wrote to you privately yesterday
on our financial matters.

In talking over them with Mr Angus,
he spoke of the Boat earnings.

Could they not be sent down to
N.Y. now or soon?

You see we want to turn everything
we can into the Bank, for the reasons
I gave you yesterday - the weight
of which I am sure you appreciate
and will do all you can to carry out.

You might ask Mr. Thompson what
he thinks of the R O proposals.

What is the meaning or rather,
what will be the effect of the
Judgment reported in the Paper of
1st Oct in re 1st Division Coy?

I do hope our legal guardians
are not sleeping.

Not a stone must be left unturned
now to accomplish our object.

Yours very truly
Geo Stephen

Copy

Montreal Oct 14th 1878

Geo Stark Esq

Vice Pres

Northern Pacific Rail Road

New York

Dear Sir

I am this morning in receipt of your letter of the 3^d Inst. a copy of which I have sent to St Paul for the information of my friends there. As soon as I have heard from them I will reply definitely to the proposals, upon which you desire to base negotiations for a full settlement of all matters in dispute between the two roads.

I may say here, with reference to your suggestion as to the desirability of a division of interest in the Line from Glyndon to Pembina, similar to that proposed between St Cloud & St Paul that I am afraid your Committee had not, at the moment, had the actual position of the St Paul & Pacific, as regards that section of country, in their mind.

The St Paul & Pacific, being the only line in existence in that section of country, and the only one that can

have the advantage for the next ten years,
whatever that may be, of a connection with
the Canadian Pacific

I also notice that you want to say
anything about the interest of the St Paul
& Pacific in the line from Edmonton to Winnipeg

Generally mention these as points of
some importance, which your Committee
would seem to have overstated, not from
any desire to raise obstacles at the
outset of negotiations

I will write to St Paul at once, and
request my friends there to see that
the conditions of the receipt inward are
carried out in good faith by the St Paul
& Pacific RR

Yours very truly
(Signed) Geo. Stephen

Montreal October 5th 1898

J J Hill Esq
St Paul

My Dear Sir.

J J Kennedy & I write under date of yesterday, that they have had a letter from Mr Otis, stating as follows;

"Time is extended for taking proof until Nov 15th, when the other side have thirty days to take testimony, the case then to go on the calendar for Dec. term, if the Court so orders."

Is there any doubt about the ordering of the Court? I hope not - pray let me hear. Mr Barnes thinks it very close work.

I hope the Lawyers are constantly on the alert, and doing everything that can be done, to hasten matters.

Mr Barnes seems not to attach ~~any~~
importance to the recent decision
of the Court, overruling the demurrers
of the Trustees.

What do you think about it?

Yours very truly

Estlin

ST. PAUL.
N. W. KITTSOM,
Gen. Manager.
C. MICHAEL,
Secy. Treas.

OFFICE OF

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

The Red River Transportation Company,

Winnipeg, Dec 6th 1878

J. J. Hill Esq.

St Paul -

Dear Sir -

By the time this reaches you - You will have no doubt a pretty correct idea of what time the firm will be laid down - As I presume that after two rivers are crossed - You can calculate almost to a day (weather excepted) when you will be through. If it is to be in time to interchange any freight to boats - (say about 20th) I should know it at least a week in advance - In any event - the RR people should have first what freight to fishes Landing our boats can take away up to Sunday the 20th no more - as it will hardly be safe to start any boats down the river after that except such as we can afford to have winter here -

(If any necessary) let the 'International' & 'Dakota' winter here - also the 'Cheyenne' & 'Alpha' - which now belong here - unless the Customs will let the 'Alpha' go to Grand Forks for necessary repairs -

The 'International', 'Dakota' & 'Cheyenne' can handle more freight from St. Paul to here than our Warehouse and the Custom House force here can take care of & the

ST. PAUL.
N. W. KITTSON,
Gen. Manager.
C. MICHAEL,
Asst. Gen. Mgr.

[10-6-78]

OFFICE OF

WINNIPEG.
E. V. HOLCOMBE,
Asst. Gen. Mgr.
H. SWINFORD,
Asst. Gen. Mgr.

The Red River Transportation Company,

Winnipeg.

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out of the boats. You go to the bank - get laid up &
arrived out before any ice comes which will be a big
thing - You will of course in front of transfer at St. L.
arrange for a track to the river - (on the U. S. side of the
line) also an U. S. boat (and run) also an office
car for the transactions of business & another for
employees to sleep in - I mention these matters
lest in your press of other business they might be overlooked
There is another thing I will venture to suggest -
that Winnipeg freight should be put in cars separately
- unmixed by itself, not mixed with Amburn & Emerson
freight as formerly.
Hoping to hear from you soon I remain
Yours truly
E. V. Holcombe

Everything here indicates an early close -

THE RED RIVER TRANSPORTATION COMPANY,

Winnipeg, Oct. 6, 1898

J.J. Hill Esq;
St. Paul-
Dear Sir-

By the time this reaches you, you have no doubt a pretty correct idea of what time the iron will be laid to ~~St. Vincent~~^{St. Vincent}. As I presume that after two rivers are crossed, you can calculate almost to a day (weather expected) when you will be through.

If it is to be in time to transfer any freight to boats, (say about the 20th.) I should know it at least a week in advance. In any event the R.R. people should haul just what freight to Fisher Landing, our boats can take away up to Sunday the 20th. and no more, as it will hardly be safe to start any boats down the river after that except such as we can afford to have winter here.

We can (if necessary) let the International and Dakota winter here- also the Cheyenne and Alpha, which now belong here; unless the customs will let the Alpha go to Grand Forks for necessary repairs.

The International, Dakota, and Cheyenne can handle more freight from St. Vincent to here than our warehouse and the custom house force here can take care of and the rest of the boats can go to the bank- get laid up and dried out before any ice comes which will be a big thing.

You will, of course, in event of transfer at St. Vincent arrange for a track to the river- (on the U.S. side of the line else our U.S. boats can't run) also an office car for the transaction of business and another for employees to sleep in. I mention these matters lest in your press of other business they might be overlooked.

There is another thing I will venture to suggest that Winnipeg freights should be put in cars exclusively by itself, and not mixed with Pembina and Emerson freight as formerly.

Hoping to hear from you soon, I remain,
Yours truly,
E.V. Holcombe

Everything here indicates an early close.



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