

1879
Does the Minute Description of the St P
& Pacific tend towards anything beyond a description
of the Line?

The Charter of the St. P. Pacific limits its power
to run East a line from Lake Superior to Puget
Sound and does not allow it to own any line
not a part of such Main Line from Lake Superior

Does the reorganization under the late foreclosure
of the N.P. Mfr give them all the powers of the old
Company and does an agreement made with the
present Compy bind them provided Congress does
or does not grant them a recognition of the
reorganization, or is the effect of any such
Congressional action limited to their lands only.
Was their Charter mortgaged?

Fol 7 - Should this not read and points on
the main line of said St. P. Pacific ~~between~~ Pass
not the language used give color of a right to the
St. P. Pacific to use the Extension line south of
Olympia on a different basis from other parts
of the St. P. Pacific, as regards business other
than from local points on the St. P. Pac, as for
instance business from St. Paul or Minneapolis.
Else why name Olympia?

Fol 9 - The agreement should declare it is
to be recognized by each of the parties that the
Nor Pac is ~~an~~ an East west line ~~and~~
the St. P. & Pacific terminating on Lake Superior
and the St. P. & Pac a North & South Line and
the natural channel of traffic to be divided
accordingly

Fol 10 If words "Main & Branch" are to be used
why ^{not} use Extension also, so as to get into St. Cloud
Is it necessary to add "and the exceptions
hereinafter provided," on folio 11

Tol 10. A separate ticket office may be objected to by the Union Depot Co.?

Q Tol 12. In place of "necessary side tracks and switches" would it not be better to say "Approaches"?

Q Tol 12. When we have furnished track into Union Depot and ~~as shown for~~ the Union Depot Co. provides a transfer track to the Levee on the Mississippi River does this not comply with protocol? and would it not be better as far as possible to provide specifically for the tracks ~~re~~ and not leave this clause so general?

Tol 13. The ground furnished by the city of St Paul to be accepted in lieu of this provision.

Q Tol ~~13~~ How can we furnish tracks to all other connecting lines?

The N. Pac freight yard will be north of Third St, and a transfer track through to the Levee under control of the Union Depot Co. is all that should be necessary. and the N. Pac should pay its proper share of expense levied by U. D. Co. for use of such tracks.

Tol 15. See protocol - St Paul & Pac only furnish trackage into Minneapolis (West) and St Cloud - It is intended that the Nor Pac shall furnish their ~~own~~ depot grounds in both places, but they may have use of ours temporarily until ~~that~~ their, which should be limited.

Q Tol 15. This might oblige us to furnish connection with other roads outside of our present property which should not be

Fol 21 - This should ~~not~~ ~~subject~~ ~~to~~ give the Northern Pacific the same right and no more they ~~will~~ ~~have~~ will possess under this agreement for the single track

Fol 22 The amount to be paid to the Great Pacific for transporting local traffic on the Branch line should not be one-half - but should be left for adjustment between the respective Managers - and if they cannot agree the STP&P must do the work with its own trains - Nor Pac should report all ~~the~~ fares local.

Folio 24 Each Company should be responsible for all the acts and omissions of its officers or servants.

Folio 27 & 28 This should not allow the Nor Pacific to connect with or operate or use the tracks between East St Cloud and St Cloud ~~with a view to~~ with any road on ~~from~~ Minneapolis on the west side of the Mississippi River or any line which comes in competition with either of the lines of the St Paul & Pac west or southwest from St Cloud

Folio 33. The Nor Pacific should not have or operate any line to be built - that will compete with the lines of the St Paul & Pacific or ~~now~~ constructed or that will compete with ~~or~~ ~~oppose~~ the idea that all north & south business belongs to the STP&P and that East & West business belongs to the Nor Pacific - The STP&P should provide for building a line on each side of Red River crossing the N. Pac. in general direction at right angles

[1879?]

4 Folio 34 What is a natural division of traffic? The Northern Pacific ~~Line~~ ^{Line} should be limited to business going by way of the Lakes from Duluth - as they may hereafter make connection with the Wisconsin Central at Ashland and thus form a line to Chicago which would compete for traffic going to Chicago which would otherwise go via St Paul and the St P & Pacific.

Q Blynden business should be divided on fair basis. It would not be fair for the Nor Pac to compete for all traffic in Duluth and then ask St P & Pac to divide the balance to St Paul or Minneapolis equally.

Folio 35 Should roads & road points beyond Blynden on the lines of both parties? unless it is to be understood that the Nor Pacific have the only line from Minneapolis to points west of Blynden on their road.

Fol 36 It should be provided that the Nor Pac may make routes from Duluth to ~~points~~ ^{points} Manitoba and the ~~relative~~ ^{relative} rates as are fixed by the St P & Pac from St Paul to Manitoba, and the relative division of the rates on such Duluth business shall be equitably divided.

Folio 38 Will a reference to this agreement in a mortgage be any cloud against the value of the security of bonds?

P. 77.

Memorandum
Northern Pac^{fy} & St. P. & O.

[1879?]

TREASURER'S OFFICE
ST. PAUL, MINNEAPOLIS & MANITOBA RY CO.
ST. PAUL, MINN

[1879?]

yourself from any responsibility in case there should prove to be a deficiency hereafter.

As in regard to purchase of ties and material for next summer's work, the that work will probably be done under the Reorganized Co. we would leave that matter as much as possible to Mr. Hild under the direction of Mr. Stephen. He believes it is very important, however, that before scores of foreclosures are entered that all matters connected with the right of way should be settled and paid in full so as to leave no question of that sort to be decided after scores are entered.

Mr. Stephen informs us by letter received yesterday, that he has been somewhat embarrassed in his negotiations with the Government by the fact that through rates of freight and for passengers had been given through to St. Boniface. Mr. Stephen has telegraphed you in regard to this asking you to withdraw all rail rates north of the Canby River.

We do not understand exactly the situation of Mr. Stephen in regard to the Canby River, but we know that the situation is a delicate one on account of political considerations.

[1879] [2]

Profit & Loss	Dr	Cr
Jas. O'Leannon	600.-	
Tools	36,695.66	
Tracklaying	505.04	
Ember Work	26,913.50	
Expense	228.05	
Emps. Street	2,399.27	
Canadian P. Ry	6,036.13	
Labourers Passage		54,100.-
Lynch & Hurley	19.50	
John McDonald	3,954.00	
Miscellaneous Prof.	5,018.00	
Canine & McLeannon	35.50	
R. R. McLeannon	200.-	
Board of C	300.-	
L. J. Gooding	49.50	
Boarding Camps	10,967.99	
Track "		148,516
Macaulay Jarvis	460.27	
Running Expenses	800.-	
St. B. Station	4,031.04	
Passenger Fares	15.90	
Freight of C		2,516.75
Interest		11,449.41
Mileage - Cars	946.90	
R. R. Fares	105.84	
Expense of C	3,000.-	
Allowance office Rent	37.34	
Bradleys Bridge	200.-	
Govt. Eastern Hill	1,671.11	
P. R. Road Per C		15,000.-
		6,000.-
	101,632.94	90,551.32
	90,551.32	
	11,081.62	

Assets		Liabilities		[1879?]
Cash				156.42
Bank	5,495.92			
Govt				40.61
Notes	3,000.00			
S. Upper	4,486.03			
H. B. W.	14,670.35			
Harty	13,867.57			
Grading & Other Tools				1,000.00
Siskin Round House				18.95
Pulcher	45.35			
H. Roe				55.00
R. S. M. Union				4.75
Stocks &c				1866.30
J. Bates				
Labine & Scott	7.50			
R. Down	159.00			
Antelinson	25.07			
Lucas	2.66			
Robinson & Co	15.87			
J. Winkelman				3.00
Martin	256.56			1.80
Rolling Stock				14,700.44
A. Macmillan				
Geo Aske	12.60			615.00
W. G. Alloway				500
St. P. & P. R. Co				
J. J. Hill	1,082.90			
	1,125.00			
	44,263.38			18,962.27
Assets				
Govt Extra Bill				15,000
" Bank Per city				6,000
				39,962.27

[1879?]
I will accept the advances made on the work
less \$5,000, and assign the contract, or I will pay
the advances made by W. B. Miller or his surety less \$5,000
and complete the contract.

Payment due on or before May 1st.

W.

1879

Braimard Gravel

4 1/2 miles iron from Braimard

Smith 396 tons @ 45

17,820.00

Fish plates spikes & laying

1,500.00

Work done as per Engineers

Estimates

3m

208,000.00

\$229,520.00

[1879] [23]

Two River 10th

J. J. Hill

Section house at
St Vincent will be
ready to paint today
It is not large enough
for the crew. There
now Had it not
better be painted
before we move
We are out of well
curbing at St Vincent
well 16 feet in clay
no. Water when
will you be ⁱⁿ ~~at~~ ~~proceeding~~

Nor Pacific

Do St Paul & Pacific Extension Lines

7 Locomotives Taken from
Ex Line by Nor. Pac.

These Locomotives were paid for
by over charges on hauling material
charged full rate \$180,000

Should be 60% 108,000 72,000.

15000 Cord of wood @ 2⁰⁰ 30,000.

Station House at Elgin 2,000.

560 Kegs Spikes from docks
at Duluth and Brainerd 3⁵⁰ 2,960.

280 tons rails Taken by N. Pac 12,600.

Machinery Taken from Engine
House at Elgin by Nor. Pac

Which had been paid for by 1st Div
Estimated 12,000.

Work done and material furnished
by 1st Div to Nor. Pac. R.R. 3 81,742.63

Work done by 1st Div on Brainerd Branch 1,611.94

\$214,894.57

[1879] [2]

Mr J. F. Hill

Dear Sir

May I
trespass upon you for
generosity in asking for
a pass to St Vincent
for myself and daughter
the latter having recovered
from an attack of fever
&c. &c. &c. the trip will
be very beneficial to her
I feel loathe in asking
this of you, having already
taken this trip, but by
granting this request you
will greatly oblige

Yours truly
Chas. E. L. McCombe



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