

GENERAL CORRESPONDENCE

1879 APR 16 - 29

FOLDER NO.

11-22

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

Grand Forks April 19th 1879

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

I am waiting here with the hope that I may get some more favorable news in regard to our transportation matters. I telegraphed Wm today to get me authority to pass back a few days. as our St Pauls (thru of them) comes up expecting to do the usual old passenger business. I am keeping all the important men here yet as I presume if Miller did not come to an agreement with the Govt. & should take the Pinkish Branch things might work in such shape that boating both for passengers & freight would still be made necessary. Wm should another boat have to be transferred. & I can only repeat what I have told you before that the Minnesota branch be just as valuable North as South of the line.

The Dakota & Dakota can take care of all the River business between Frog Point or Goose River & Pinkish for the next five years - of that there is not a shadow of doubt. please telegraph me when you get this if there is any prospect of business being up anything - or in.

I must do something soon with these Goats &
men -

Yours Truly
C. H. Lamm

Grand Forks, April 19, 1879

J.J. Hill Esq;
St. Paul

Dear Jim;

I am waiting here with the hope that I may get some more favorable news in regard to our transportation matters. I telegraphed Mr. K. today to get me authority to pass back a few boys- as our (three of them) came up expecting to do the same old passenger business. I am keeping all the important men here yet as I presume if Willis did not come to an agreement with the Gov't and should take the Pembina Branch, things might work in such shape that boating both for passengers and freight would still be made necessary. Even should another boat have to be transferred, and I can only repeat what I have told you before that the Minnesota would be just as valuable north as south of the line.

The Selkirk and Dakota can take care of all the River business between Frog Point or Goose River and Pembina for the next five years, and of that there is not a shadow of doubt.

Please telegraph me when you get this if there is any prospect of fixing up anything, for I must do something with these boats and men.

Yours truly,
E.V. Holcombe

[WITH 4-18-79]

Coping

New York April 16 1879

My Dear Mr Stephen

I duly received your favor of 14th inst but was so pressed for time yesterday I did not get an opportunity to reply.

I also received your telegram of yesterday date and I immediately telegraphed to Rice and Thompson at St Paul, requesting them to have Mr Wakeman appointed Superintendent, and telegraphed you last night that this matter had been attended to and had so advised Mr. Still.

I have a reply from Mr Rice this morning, in which he says "Farley is in Iowa when he returns your request will be complied with, the Superintendent is a general officer and should be appointed by the Trustees"

I do not know from this whether Mr Rice wishes to display his own power and authority or whether he is acting at the instance of Mr Still, but in either case I think the appointment will be made, though it may offend Mr Farley, who evidently had the idea that the appointment was entirely in his gift.

I regret very much to see the manner in which Mr Farley acts, and of his vanity and

egotism are carried much further, the Trustees
may in the interest of the property be compelled
to remove him and appoint Will his successor
with Wakeman as Superintendent.

But I hope he will not so far forget himself
but what we can get along with him
until the reorganization is effected.

I have today received the letter of your
firm enclosing copies of telegrams and copy
of letter from Will to you of 17th inst.
all of which have been carefully perused
and contents noted.

I consider it of the utmost importance
that you break ground, and make a vigorous
demonstration from Breckinridge north,
on the West side of the Red River.

I do not think that any person can get
ahead of you unless they act in concert
with the Northern Pacific RR which is hardly
likely, but there are parties I am sure,
who, if they were aware what you intended
to do would begin work from some
point on the Northern Pacific RR and try
and possess the land before you could
commence work. You could certainly
head them off by beginning work at this

work, but your surest method of protecting
your property and keeping others off, is
by beginning at Breckenridge, and that
immediately. I will be sorry to miss the
fishing, but I would be much more so
if our going off in June was to postpone
the completion of your organization in Minnesota.
Business must be attended to first, and if
we cannot get off in June, I will be
very glad to accompany you in July
if all goes well.

I am very sorry indeed to hear of
the illness of Mrs. Thompson and of the death
of her baby. I hope however that her
own illness is not at all of a serious
nature, and that her convalescence will be
speedy.

Yours very truly
Signed John S. Kennedy

[WITH 4-18-79]

New York Apr 17 1879

My Dear Dr Stephen

In the hurry writing to you yesterday I omitted to say that I had received a letter from Dr Barnes dated Amsterdam 3rd inst and the following is what he says in regard to your matter

It telegraphed you today in cipher the main points of my interview with the Committee. The details would make a long story but as I hope to see you in a few days after you receive this I will defer them until then. Indeed as the practical results will have been apparent to you before I reach home I will have more to learn on my arrival than I can communicate.

The Committee have fixed upon the 19th inst as the date when the certificate holders shall have declared the form of payment, and the announcement will be made by cable to us on that date. All I can say is that at the present moment the declarations as made are in the proportions or sums as stated in the enclosed memorandum and I found that the prospects were that the great majority would declare in favor

of bonds at par and preferred stock.
I have by much argument changed the course
of events and the Committee for all bonds
contracted by them will now take bonds at
90% and they make bond holders to do likewise.
Those who have already declared for
preferred stock will be given an opportunity
to change their declarations.

This is all that can be done, and I am
highly satisfied with the result of my
mission in this respect.

Whatever reduction of the preferred stock
there will be will be owing to my work
here, and I am very confident that in any
case the amount of it will be but small
and that but for my intervention at least
75% would have called for it.

It has required some argument and special
pleading, but I think it is justified
by circumstances. I am glad it is all
over. L.R.C. and all the Committee agree
that we can afford to ignore the outstanding
bonds and certificates. They have no cohesion
in Holland - widely scattered and there is
no probability of their working any trouble
at the sale, or at the confirmation of

matters are pushed through with good speed
hence my telegraphic address to you today.
I think that if Mr. Stephen desires to
buy he can buy at less than his figures
take on, if the proceedings are delayed
but I hope they won't be.

There are a few bonds - \$6000 of the
1,200,000 issue and 8 or 10,000 of the 600,000
issue held by Oppens which I have agreed
shall be taken into the scheme. He was
the only one disposed, or who had the
power to make trouble, and I thought best
to get him on our side. More of this
when I return."

I enclose you a copy of the amounts
thus far declared referred to in Mr. Barnes'
letter quoted above.

I have just received your telegram
of this date and will telegraph tonight
to Amsterdam as you suggest, but I
am rather under the impression that unless
you have advised Mr. Ashworth as suggested
in Mr. Barnes' cable, a copy of which I
sent you on 9th April, that nothing will
be done there until they know officially

whether they are to buy for bonds at par
or cash or both as arranged.

The cable I sent tonight however
will undoubtedly call this matter up
and I will advise you as soon as I
hear from L R & C.

I hope to see you on Saturday morning

Yours very truly
John S. Kennedy

Declarations to the salary up to Apr 30

Cash

1 Sectie.	\$19,750
2 "	6,000
1869	4,000
Prain 13 3/4	14,000
" 11%	8,000
	<u>57,750</u>

Bonds 90%

1 Sectie	21,000
Consol	10,000
1869	8,000
Prain 13 3/4	55,000
" 11%	10,000
	<u>98,000</u>

Bonds 100% & Preferred Stock

1 Sectie.	18,000
Consol	5,000
2 Sectie	27,000
1869	47,000
Prain 13 3/4	67,000
" 11%	10,000
	<u>165,000</u>

Montreal April 18 1879

Jas J Hill Esq
St Paul

My Dear Sir

I am this morning in receipt
of your letter of the 15th inst.

Par 13 It is no use noticing newspaper
paragraphs about Pembina Branch matters,
as not one of them can be trusted

Par 14 I am not quite sure that I fully
understand your meaning, when you
speak of the danger of our opposing
the Government to an extent that might
force them to fight us.

The policy by which we should be
guided in dealing with them, as
with every other body, should be
based on principles of self interest.

[4-18-79]

2/ Nothing is to be gained by fighting the Government or anybody else for the pure love of the fun, but we must be always ready to defend ourselves, when attacked, against all comers, otherwise other people will soon trade upon our cowardice.

You are under a great delusion if you think we can get anything from the Government ~~but~~ they are not in some way bound to give us, we have nothing to expect from them but scant justice, and it would be a mistake for us to go out of our way either to please or offend them.

The thing to do is to let them alone, and do our business in our own way, without heeding them.

If the boats are refused the right

3 to run down to Winnipeg, we must
[4-18-79]
just make the best of it, and
let the Winnipeggers and the Government
settle the matter. We can always stop
at the boundary, and can charge
what rates we like to that point.

Per 15 I have not heard from you yet
as to the steps you have taken to
bring about a settlement with Eastern
roads as to the rates to the boundary.
Surely we are able to say what
the rates over our own road shall be.

Per 16 About the control of the Pembina
Branch, of which you speak, as
likely soon to fall into our hands;
As I understand the matter, unless
we can get it on our own terms,
we are better without it, and my
preference would be in favor of the

14. Government working it itself, through its recognized agents, for whom the Government would be responsible.

The whole matter will soon settle itself in some way; our policy meantime is to lie low and wait.

Per 17 I am glad to hear the business keeps up. The emigration from this country is only just beginning.

Per 18 I note your action in regard to McKimlay, and am glad you have set him to work. Your decision of the

Per 19 legal work ought to facilitate matters. Willis has no status as a Contractor at Ottawa. It was a great omission not getting him accepted by the Dept. and placing him in Upper power.

I go to NY this pm., and will try and get out to St. Paul by 1st May.

Yours very truly
Geo. Thompson

possession of the
land "occupying
the ground."

I am just starting
for N.Y. ranch

Is to be there

Wentworth

Apr 18-79

My dear Mr Will
I send you a
copy of a letter now
to day (private)
from Mr Kennedy ^{which}
keep to yourself.

You see the very
great importance
to
be attached to
our all men talking

Chas

~~WATSON &~~ FILTEAU,

Contractors & Bridge Builders.

P. O. Box 231.

Minneapolis, Minn., Apr 16th 1879

J. J. Hill Esq
St Paul Minn

Dear Sir

Will you please inform me by mail, when
abouts your company will be ready to
let the timber work, bridges &c, from
Alexandria west,

My reason for asking is, I am going
down to Illinois & Wisconsin the last
of this week or the first next, but
would like to be here, when the work is
let as I intend to tender proposals on
pile, trestle & other bridges, culverts &c
if I am allowed to

Yours Respectfully
Charles. Filteau

J. W. RAYMOND,
W. H. THURSTON.

Wm Denver & Son

Bismarck, D. T. *Apr 22* 1879

Bought of

J. W. RAYMOND & Co.

WHOLESALE DEALERS IN

GROCERIES AND BOAT SUPPLIES

FURNITURE AND WAGONS.

1878 Sole Agents PH. BEST MILWAUKEE BEER.

Nov	9	1 sawhile	20	2 nd Tobacco	160	180
	18	McBread	60	B Powder	25	85
	22	7 th Ros Coffee	70	1 St Pickle	50	120
Dec	5	1/2 Bu onion	25	1/2 gal Syrup	65	100
	14	1 st Buttin	100	3 rd Pail Lard	60	420
	6	2 nd Ros Coffee	70	1 Can Milk	35	105
	14	1 gal Oil	40	1 st Powder	10	180
	17	10 th Meal	20	1 st Flour	10	290
	21	3 rd Ros Coffee	70	1 st Powder	10	345
1879	30	3 rd Pail Lard	60	1 st Powder	10	461
Jan	6	3 Breads	100	1 gal Oil	40	165
	9	5 th B Bacon	102	3 rd Ros Coffee	102	202
	14	1/2 nd Peppa	50	2 nd apples	40	70
	20	7 th Bacon	40	1 gal Oil	40	276
	28	1 st Peppa	40	1 st Powder	50	90
	31	5 th Bacon	10	7 th Beans	42	152
Feb	1	13 th Peppa	105	3 rd Coffee	100	305
	7	1 st Tobacco	80	1 st B Powder	50	130
	14	3 rd Lard	60	1 gal Oil	40	150
	22	5 th Meal	100	1 st Powder	10	297
Mar	5	3 Chimneys				60
	6	Sugar	100	1 gal Oil	40	140
	12	1 st Peppa	100	4 th Buttin	100	305
	17	10 th Meal	20	1 st Powder	10	410
	19	50 th Flour				175
	22	1 st Peppa	115	1 st B Powder	50	165
	24	1 st Peppa	50	3 B. Soap	25	135
	26	7 th Beans				22
	28	3 S. S. S.				78
Apr	1	Vinegar	10	Potatoes	20	140
	5	1 st Buttin	100	1 st Powder	10	490
	8	1 Single Mattress				6
	4	Pillows				10

7790

Private

Minneapolis Apr 29th 1879

J. H. C. Cuy

Dear Jim

When I see Graham I shall inform him I have given you the refusal of about a dozen of the best lots in front of the Forks. at a certain figure (about \$125. each)

I will be very easy for him to conclude that this trade has something to do with the Rail Road. & I will explain the whole thing in a few weeks. I may want to borrow \$500. to carry that out - if the R.R. does actually go to the Forks. I'm giving a \$1000. mortgage which I hold against 1st class Stillwater property as collateral security. I hope to see you down this way - or if you happen to be at St. Paul telegraph me & I will meet you there

Yours Truly

Ed. H. Cuy

No. 1737 ²⁶⁸



St Paul ¹⁸⁷⁹ 78 19

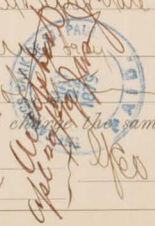
I hereby certify that I have paid to the

Order of O. G. Smith

Three Hundred ⁰⁰/₁₀₀ Dollars,

Value Received, and charged to the account of

May 19/78 to Jas J Hill
St Paul
Geo J. Fisher



J. J. Rice
May 19/77 350

O. Henry
- copy

OFFICE OF

"The Winnipeg & Western Transportation Co., Limited."

Winnipeg, April 24th 1879

J. J. Hill Esq.
St Paul.

Dear Sir,

I arrived here yesterday find everything in confusion behind hand. Spencer has as "standing trustee" (expressman) to check freight into & out of our warehouses. Says he has applied to the department at Ottawa & no reply. No coal is in a mine when goods begin to arrive.

Everyone here whom I have talked with seem inclined to do business from St. P. by river. I think most of the passengers will want to go that way if we can regular & make good connections & I'm sure you that's the only way to do & if you see how you should see it just as I do. But the trains should arrive at St. Vincent as early as four o'clock & depart not sooner than 11.³⁰ A.M. instead of 9³⁰ as at present. & at that they would not have to make as fast time as they did last season when running to Fiddlers. In fact an average of 18 1/2 miles an hour from St. Paul to St. Vincent would take them through in 22 1/2 hours.

Of course this is not ^{intended} to give any one advice how to run the road but to show you the necessity of making good connections.

I have been thinking over what you said about the possibility of a compromise with the Gov.

E. V. HOLCOMBE,
Gen'l. Manager.H. SWINFORD,
Sec'y & Treas.

OFFICE OF

"The Winnipeg & Western Transportation Co., Limited."

Winnipeg,

1877

the Lessees of Pembina Branch. Now if you should finally
conclude to withdraw your opposition ^{to them} (in rates) & give them
the freight at St Vincent they ^{the S.P. & P.} paying for it there - I would
give this Company the same rate as them - (but give it to no outside
Steamboat) I think we could make a rate live that would
make them sick - (as long as there is no bridge here) & force
them to make some kind of a pose of the earnings on
buying this Co's Stock for all it is worth - & possibly the
writer might be in a position then to keep himself & not
hurt his friends -

When you are figuring these matters over in your mind
bear this in mind & don't be too hard on this little Steamboat &
not fairly on its legs -

Let me hear from you

Yours Truly
E. V. Holcombe

Winnipeg April 29, 1879

J.J. Hill Esq:

Dear Jim.

When I see Graham I shall inform him I have given you the refusal of about a dozen of the best lots in Grand Forks- at a certain figure (about \$125 each).

It will be very easy for him to conclude that this trade has something to do with the R.R., and I will explain the whole thing in a few weeks. I may want to borrow \$800 to carry that out, if the R.R. does actually go to Grand Forks. Can give a \$1500 mortgage which I hold against 1st. class Stillwater property as collateral security. I hope to see you down this way or if you happen to be at St. Vincent telegraph me and I will meet you there.

Yours truly,

Ev. Holcombe.

"THE WINNIPEG & WESTERN TRANSPORTATION COO LIMITED"

Winnipeg April 29, 1879

J.J. Hill Esq;
St. Paul, Minn.
Dear Sir:

I arrived here yesterday find everything in confusion and behind hand. Spencer has no "Landing Waiters" (except one) to check freight into and out of our warehouses. Says he has applied to the department at Ottawa and received no reply. We shall be in a mess when goods begin to arrive.

Everyone here whom I have talked with seem inclined to do business from St. Vincent by river. I think most of the passengers will want to go that way if we run regular and make sure connections and, Jim, I tell you thats the only way to do and if you were here you would see it just as I do, but the trains should arrive at St. Vincent as early as four and depart not sooner than 11:30 A.M. inststead of 9:20 as at present, and at that they would not have to make as fast time as they did last season when running to Fishers. In fact an average of 18½ miles an hour from St. Paul to St. Vincent would take them through in 22½ hours. Of course this is not written to give anyone advice how to run the road, but to show you the necessity and advantage of making fair connections.

I have been thinking over what you said about the possibilities of a compromise with the Gov't on the Leases of Pembina Branch. Now if you should finally conclude to withdraw your opposition to them (in rates) and give them the freight at St. Vincent they paying the S.P. & P. for it there, and would give this Company the same rate as them-(but give it to no outside steamboat), I think we could make a rate and live (that would make them sick), as long as there is no bridge here and force them to make some kind of a pool of the earnings or buy this Co's Stock for all it is worth; and possibly the writer might be in a position then to keep himself and not hurt any of his friends.

When you are figuring these matters over in your mind bear this in mind and don't be too hard on this little Steamboat Co not fairly on its legs. Let me hear from you.

Yours truly,
E.V. Holcombe



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