GENERAL CORRESPONDENCE

1879 AUG 11 - 30

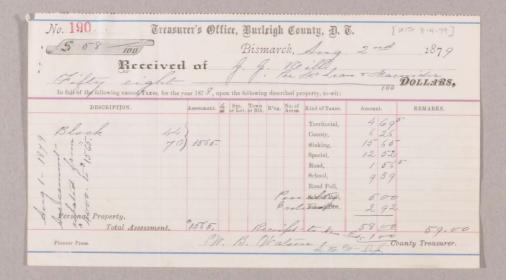
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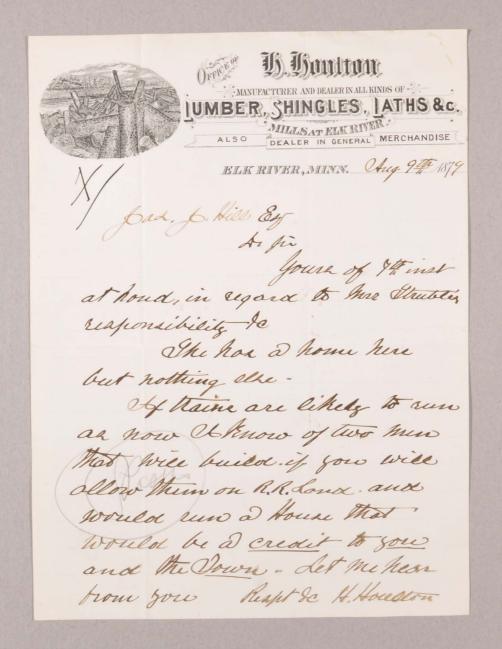
11-25

JAMES J. HILL PAPERS

PLEASE RETAIN ORIGINAL ORDER



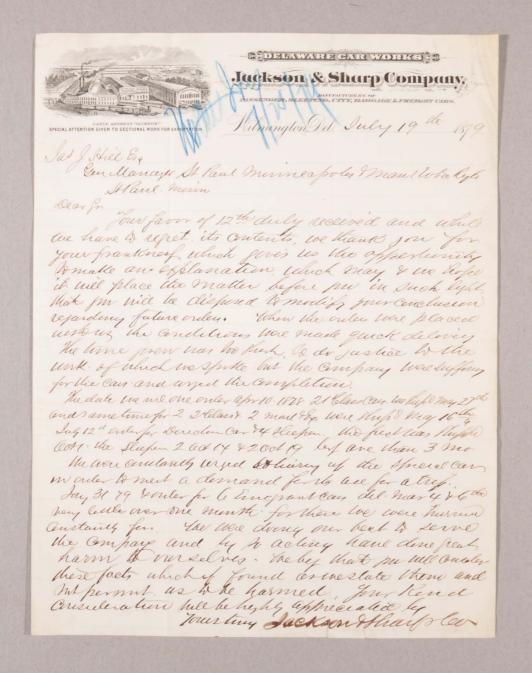




Chicago I Fora Railroad. WAH HOLCOMB, RECEIVER. Rochelle; Oll ang 9th 1879 furnish me a trip pros St Paul to Crookston and return for 6.6. Noctrook. Mr Noltrook is my Devetary in search of helief from Hay Fever and the four will be appreciated and oneignment at any time by Vauratruly Receiver

First Division St. Paul & Pacific Railroad. Montroe Station, Aug 11 1879 Jos J Hill Gent may mr miller ayear here informs me that the ways of this Station have been reduced frame 40- 5 125, and the lack named price has been offered me to Cortinu here are acting agus now this is not Enough and I lament Heep my family on that amount and would respectfully request that you provide me with some other Situation that will Enable me at least to support my family I have worked for this lo or on this live of real for the last six

FIRST DIVISION St. Paul & Pacific Railroad. Station, 18 years in the Dapacity of Station agent and think I am able to take hald of a good Solid Station - Please see what you do for me, my habits are temperate and Steady have not been about from my of tier but two days for the past two years and a half Olive advise me when Donomint what you think about the matter that Id may goorn rugself accordingly Very Respectfully Jaun



The Eunard Steamship enclosed letter from IN, ofeland of the Con Clave Mas! Chould mort respectfully And and to framen telum I have Known Copelane for Jean, and Can houch God Fin as a trice-a walle Carlor Such to man greed in Mearthall & age o that district - No Johnson & and other ar brawles will do all there is consistent To judice vipuland to pino to Proneey at mure

grant to passes. which

POFFICE OFF [WITH 8-13-74] a letter from The triday, and he and tell me of a proposition haw, if you can procure place" on that road, the Roaner it The quicker the wark will be ac. Camplished. I have a pass from here his Paul. I have just written be Ethe telling him of the will raine \$300, to be credited to aubscribers, I will take printing material with me, so

us to start the paper immediately, and will start from the as soon as I can seeme a passifrom St. P. to this place. It is a matter of business, and delay is danger aus the its success. Jemain as even Jamfriend Manfriend MHEapeland

Memorandum. ALEX. J. LEITH,

PRESIDENT

JOLIET STEEL CO.

HONORD HOLLDING.

Chicago 20 Aug!: 1879

Chicago. Dear Sir, Referring to y enginery this day fordulails for Jeorge Stephen by, we have forwarded particulars to M. feith with a request that he ovice on receipt the can suche. can be given to obtain offers from Rugland we will write for same upon receiving from you full particulars of what is required for Rh. in question. Please let us know about We leave from the G. C. Kolling hill that the weight per lineal yard is 56 lbs.

REAL ESTATE AND LAW OFFICE. W. H. H. JOHNSTON. Attorney and Counsellor at Lav fall your remembrance to the fack as soon as the consolidation or new arvaugement of the It Paul & Pacific . divisions look place render the new law passed last winter that for would deem it a pleasure to send or give to judicignes - the Rec. of the Lehate Judic. totake du recasional jum up in the Northern part of the State dwing

the coming autience a lost my entire end to alex by hail this peucon and would like touchange or select a price of land tout of St Haul somewhere and try my luck some when in that Vicinity- Wille other roads in the State Kindly persone dimund fasses - aux Swould deemich a falor from for was with grewhespech Amshule

"The Minnipeg & Mestern Transportation Co., Limited."

Winnipeg, Thegust 20 2 1879

J. Joseph Strain Strain

Owing to law water four mability to Make Connections at of bruseuch with The Foats- it wee low heceway to fut in a third book (the Chegune) to keep upour leve - This Arofoso to do about the first meeting September. I think to shared have an advance in our freight ratesof the 10 folor an Classified to to 100 Ton Specials-I have no doubt but the change of time + larlier defacture from how wie caned the loss of a part of our through passenger trusucess . Int don't think it hier effect the Abrial business- unfavorably. What me loosed in one respect his to more than wade up by an worraso in and regate on freights - I Guernes This for this month Than Seew the & uneatificating - we have kaid & faid Expenses to try tar a little money out of ih - Our thore Effunces an Considerable the haw four Seamboats & white I hope you wie think the watter on. I have be an It tail need buck for a day or trop"THE WINNIPEG & WESTERN TRANSPORTATION CO., LIMITED"

Winnipeg, Aug. 20, 1879

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

Dear Sir:

Owing to low water and our inability to make connections at St. Vincent with two boats, it will be necessary to put in a third boat, The Cheyenne, to keep up our line. This I propose to do about the forst week in Sept. I think we should have an advance in our freight rates, of say log per loof on classified, and 5g per loof on specials.

I have no doubt but the change of tile and earlier departure from here, will cause the loss of a part of our through passenger business, but don't think it will effect the local business

I anticipate a good business in Sept. and Oct. and want to try and get a little money out of it. Our shore expenses are considerable and we have four steamboats to winter.

unfavorably. What we lose in one respect will be more than made up by an increase in amount carried and rate on freights. Business thus far this month has been dull and unsatisfactory; we have hardly

I hope you will think the matter over; I shall be in St. Paul next week for a day of two.

Yours trul, . E.V. Holcombe

Winnipeg, Sept. 10, 1879

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

paid Expenses.

I have not had time before this to write you any particulars in regard to the Manitoba. All there is of it is - She sliped very easily on to a rock, covered with almost as much water as she was drawing, got out a line to pull off and in the mean time a fleet of flat boats run into her and showed her further up on the rock. I think this must have brought the rock to a tender place between the Knucker and Main Helson for it broke up through her enough to let the water in faster than her pumps would throw it out. Of course as she filled and settled the whole size of the rock, probably from five to seven feet through, bursted through her bottom and she sunk from six to twelve inches over her main deck. We shall sink a barge on each side of her and I think we can raise her though she may be

broken in other places as the bottom of the river is very rough there, and she is badly bunned up at the forward hatch; but I still hope to raise her without much trouble as soon as we can get all the outfit together for that purpose. Should we fail to get her up, the only thing to do is to take off her outfit, cabin and machinery and to let the rest go. The question of hauling her out and repairing her is quite a serious as that of raising. The Hudson B Co. happen to have Crabs Blocks Tackle etc., which I can borrow, and I am getting things together the best I can, and trying to find a good place which is almost impossible on account of the softness of the ground close to the waters edge; it not having had time to dry since the river fell, and a man will sink in above his knees9 (at almost every place I have tried) within 20 feet of the waters edge.

I have not dared to make any estimate of the cost of this accident (outside the damage to our business which is no triffle) but one thing is certain that our poor little company that I have been trying so hard to get into a healthy condition - with so many discouragements - has got a black eye and no mistake; and I feel very much discouraged. But you can rely on my trying to get out of it the best I can, and with as small expense as possible. Yours truly,  $$\mathbb{E}_{\bullet}V_{\bullet}$$  Holcombe

Winnipeg, Sept, 14, 1879

J. J. Hild Esq:
St. Faul, inn.
Dear Sir:
I find your telegram of the 12th on my return here today. inches, and her bottom is badly broken up and I think there must be big 'eak in her that we have not been able to find. We have pump capacity in the way of Cyphons to keep her up if we could only find all the leaks. I find we can't raise her up much by her Enucker Kelsons, and she is weakened so by the breaks by the bottom that she buckers right down under the Kelson when there is a strain put on her. I am going up again tomorrow (Monday) will do everything I can before going her up. Our passenger business is knocked into pie, we can't been up a daily line after this week. I am in doubt whether to run the Minnesots three trips a week regularly for passengers,

and what little freight she can carry on herself, and run Cheyenne and Alpga for freight only or let the Minnesota and Cheyenne make two trips a week each and each tow a barge. This would give four passenger departures each week. While the former plan would give three only, but would make our time so slow don't think R.R. passengers would go by boat. In any event I don't think you need fear but we will keep the freight clear. The only trouble now is there is not freight enough, and the Alpha has lost money right along for the past month because there was a little too much freight (in the way of lumber machinery etc.,) for the two passenger boats, but not enough excess for her to make a living out of it.

I am hoping at least for a revise of freight business soon, but fear we can't expect much from the passenger trade hereafter with but one boat that can make connections and such low water that is getting lower all the time.

Yours truly, E. V. Holcombe

J.J.Hill Esq; Dear Siri Winnipeg, Sept. 25, 1879

I returned here about midnight and brought the Manitoba with me; feel pretty well worn out, and having stood at the wheel for eighteen hours am rather demoralised for letter writing. I find your letter of the 18th which is a surprise to me, conclude you must have written it without deliberation. The idea of selling the Manitoba after raising her seems so absurd that I can't believe you realy mean it. If we had wanted to abandon her from the start, it might have been all right to offer the wreck for sale; still as there is no one in this country who make a business of wrecking (as there is on the Mississippi) we could only have otten the most trifeling nominal sum for her and prepared ways on which to haul her out. It is impossible for me to see the point you wish to make in advising a sale now, , for if she is worth anything as a steamboat she certainly is worth more to us than anyone else; and we are fixed to repair her easier and cheaper than others. Suppose we should find a purchase at all she is worth it would only be for them to fix her up and have another opposition boat for local business, which of course you don't want unless you intend to realy abandon

boating in thece waters, in which case there is a better way to get out of it than that; but on that subject, of course, you don't need my advise. Now as to estimating repairs - there is not a man in this vally that could make a close estimate on it, at least we have never had such a man, and I have never known one. All they could do is to guess, and I can do that myself, and I guess that \$2500 won't be far out of the way for all that has been and will have to be done, it may vary a little, (say a few hundred dollars). The boat is worth on this side (duty paid) from \$7000 to \$10,000 according to the requirements of business which is sure to be good in the A-another season.

The first thing to do is get her out so we can cool down and stop pumping, then repair her as soon as we can conveniently, so as to put her in the water and get her into a good harbor before close of navigation; as the ways where I had to place them are not in a safe harbor when the ice goes out in the spring. I hope these views will meet your approval, and be taken in the friendly spirit they are offered; and that you won't makeany more such discouraging suggestions, which come like a wet blanket. When I am bothered by almost everybody both employees (who always get demoralised at this time of the year) and the public, to say nothing of dead low water, I feel as though I wanted the confidence and support of my employer to a resonable extent. Now permit me to thank you for your promptness in sending the pump which worked like a chapm, and was just the thing we required.

As to business it is <u>not good</u> freight business don't receive worth a cent and the water is so low we can't load barges to more than 20 inches. So at our rates or any rate we could get against that Fembaira Tranch with freight only one way, and barges to tow back, we can't make a dollar and I live in mortal fear that the Minnesotawill be crippled or sunk before the close; but I will hang on and fight her out if you think it best till the close, only I advise you not to obligate yourself to deliver anybodys freight here late in October or do anything to make us take chances on the ice. I can see that everybody is going to hold back and about the last week in Oct. or first week in Nov. there will be lots of freight. Everyone of our boats should be in winter quarters by the

25th. Oct., except possibly Alpha which might be kept out till the last to accommodate local business.

Excess the appearance of this letter and let me hear from you when convenient.

Yours truly, E. V. Holcombe

Winnipeg, Sept. 28, 1879

J. J. Hill Esq; Gen. Manager, St. Paul, Dear Sir:

Last evening we got the Manitoba out where we want her. She straightened out and looks well except the one big gash and several small ones in her bottom, and her main deck which had to be cut up considerably; but it was an old deck badly wern, (Cap't Griggs advised a new one last winter), The advise, however, was not followed, but nearly half of it will have to be lai new. This expense up to last night for all material and labor in raising her, bringing her down here, laying ways, and hauling out, is about \$1200. Part of this is estimated as I have not all the trees for timbers-lumber etc., but you can rely on its being a close estimate; and I think a like amount (or about that) will be required to pay for all the labor and material necessary to repair her and put her backing the water.

I received your telegram in regard to keeping freight clear at St. V. If there has been any laying over freight there it was beyond my control, for our boats have begged for freight, have laid over for want of it and lost money right along for three weeks on account of it. I am furnishing our three boats with two barges each with instructions to take all the freight they can carry on the water, & never to leave St. V. without a load regardless of time In that way we ought to be able to handle 500 tons per week, and I think that's more than will be offered. If the river falls six ins. lower, we won't be able to get up & down the river light. There are several places where we have to pull up and down without any freight Should it get much worse it would be better to lay up the whole fleet, but I would not be surprised to see a slight rise in ten days We have most always had a little source in this river about 2 weeks before the close, and I never could see there it came from. I would like to keep pump at St.V. for few weeks for fear of accident. Please E. V. Holdombe

ST. PAUL, MIN APOLIS & MANITOBA RAILWAY COMPANY, GENERAL MANAGER'S OFFICE JAS, J. HILL, Gen'l Manager St. Paul, Minn. August 2 st 1879 Tulean from Works Chicago. Hoto how Things are provided for That of course means \$27 says they must have the rails if M han any more to orle to hold

ST. FAUL MIN APOLIS & MANITOBA
FAILWAY COMPANY,
GAVERA MANAGERYS OFFICE. as stiff on prier as in want to & they or others will take them at our own figure. Everything Ok. here trash & May

Memorandum. ALEX. J. LEITH,

PRESIDENT

JOLIET STEEL CO.

Bank phontreal

Chicago 23 Aug. 1879

Chicago Roome D. and E. HONORE MULLING. } Chicago 23 Aug. 1879 By wire from bw-feith we are authorized to quote you for steel rails fifty dollars per ton of 22 40 lbs f. o. b. cans Chicago, delivery in spring months, cash on delivery of each 500 tons. this price is but I embject to no commission or other Changes and is for 56 lbs steel rails. We understand from wire that he feith chongly advises you to take 48 lbs steel rails rather than 56 lles iron duy further information you want the writer will call round office you on hearing from gon pw R Staling

I.H.Smith. Ross

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