

GENERAL CORRESPONDENCE

1879 AUG 11-30

FOLDER NO.

11-25

JAMES J. HILL PAPERS

PLEASE RETAIN  
ORIGINAL ORDER



No.

\$59<sup>00</sup>

Bismarck, D. C., Aug 4<sup>th</sup> 1877

Pay to the

Order of A. P. Upham Cashier

Fifty nine

Dollars,

Value Received, and Charge the same to Account of Taxes

To J. J. Hill

Paul

McLean & McQuinn

Miner



No. 190.

Treasurer's Office, Burleigh County, D. T.

[11TH 9-4-79]

558 100

Bismarck, Aug 2nd 1879

Received of

J. J. Mills

Fifty eight

DOLLARS,

In full of the following named Taxes, for the year 1878, upon the following described property, to-wit:

DESCRIPTION.	Assessment.	Mile.	Sec. or Lot.	Town or Bk.	R'ng.	No. of Acres.	Kind of Taxes.	Amount.	REMARKS.
Block 44 } 70 } 1555. Personal Property.	1555.						Territorial,	4 69 <sup>5</sup>	
							County,	6 25	
							Sinking,	15 60	
							Special,	12 52	
							Road,	1 56 <sup>5</sup>	
							School,	9 39	
							Road Poll,		
							School Poll,	5 00	
							Saloon Poll,	2 92	
Total Assessment.	1555.						Receipt to be paid to	58 00	59 00

Pioneer Press.

W. B. Watson Co. Bismarck, D. T. County Treasurer.



Office of  
**H. Houston**  
MANUFACTURER AND DEALER IN ALL KINDS OF  
**LUMBER, SHINGLES, LATHS &c.**  
MILLS AT ELK RIVER  
ALSO DEALER IN GENERAL MERCHANDISE

ELK RIVER, MINN. *Aug 9<sup>th</sup> 1879*

X/

*Car. J. Rice Esq*

*As per*

*Yours of 9<sup>th</sup> inst*  
*at hand, in regard to Mrs Strubler*  
*responsibility &c*

*The box & home here*  
*but nothing else -*

*If trains are likely to run*  
*as now I know of two men*  
*that will build. if you will*  
*allow them on R.R. land. and*  
*would run a house that*  
*would be a credit to you*  
*and the town. Let me hear*  
*from you Resp<sup>t</sup> de H. Houston*



# Chicago & Iowa Railroad.

W. H. HOLCOMB, RECEIVER.

Rochelle, Ill. Aug 9<sup>th</sup> 1879

James J. Hill, Esq  
Gen. Supt. M. & N. P. R.

St Paul Minn.

Dear Sir,

If convenient please  
furnish me a trip pass  
St Paul to Crookston and return  
for C. E. Malbrook.

Mr Malbrook is my Secretary  
in search of relief from "Hay  
Fever", and the favor will be  
appreciated and reciprocated  
at any time by

Sincerely

W. H. Holcomb

Receiver

## ST. PAUL &amp; PACIFIC RAILROAD.

Montreal Station, Aug 11 1879

Jos J Hill Genl Mgr  
St Paul

My Sir

Mr Miller agent  
here informs me that the wages  
of this Station have been reduced  
from \$40 to \$25. and the last  
named price has been offered me  
to continue here as Acting Agt.  
Now this is not enough and I cannot  
keep 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 Co. on  
this line of road for the last six



## FIRST DIVISION

ST. PAUL &amp; PACIFIC RAILROAD.

Station,

18

years in the capacity of Station Agent and think I am able to take hold of a good Solid Station — Please see what you can do for me. My habits are temperate and steady have not been absent from my office but two days for the past two years and a half. Please advise me when convenient what you think about the matter that I may govern myself accordingly.

Very Respectfully Yours

J. F. W.  
J. F. W.

W. Q. Halbraath



CABLE ADDRESS "JACKSON"  
SPECIAL ATTENTION GIVEN TO SECTIONAL WORK FOR EXPORTATION

DELAWARE CAR WORKS

**Jackson & Sharp Company**

MANUFACTURERS OF  
PASSENGER, FREIGHT, CARRIES, RAILROAD & FREIGHT CARS.

Wilmington, Del. July 19<sup>th</sup> 1879

Sir J. Hill Esq

Gen Manager, St Paul Minneapolis & Manitoba Ry Co  
St Paul, Minn

Dear Sir

Your favor of 12<sup>th</sup> duly received and while we have to regret its contents, we thank you for your frankness which gives us the opportunity to make an explanation which may & we hope it will place the matter before you in such light that you will be disposed to modify your conclusion regarding future orders. When the orders were placed with us the conditions were made quick delivery. The time given was too short to do justice to the work of which we spoke but the Company were suffering for the cars and urged the completion.

The date we received your order April 10 1878 21 Class Car, 10 light 27<sup>th</sup> and same time for 2 2 Class & 2 mail & ex. were shipped May 16<sup>th</sup>.  
Aug 12<sup>th</sup> order for 20 Class Car & 4 sleepers. The first was shipped Oct 1<sup>st</sup> the sleepers 2 Oct 14 & 2 Oct 17 but are then 3 mo.

We were constantly urged to hurry up the special cars in order to meet a demand for its use for a trip.

Aug 31 79 order for 6 Emigrant cars, del. Mar 4 & 6<sup>th</sup> very late over one month for there we were hurried constantly for. We were doing our best to serve the Company and by so acting have done great harm to ourselves. The best that you will consider these facts which if found as we state them and not permut. as we harmed. Your kind consideration will be highly appreciated by

Yours truly Jackson & Sharp Co





# The Cunard Steamship Co. (Limited.)

N.W. Corner of Clark and Randolph Streets.

Chicago, Aug 13<sup>th</sup> 1877

J. Hill Esq  
Min. Man: Al. H. M. H.  
St Paul Minn.  
Dear Sir

Referring to  
enclosed letter from W. Opeland  
of the Eau Claire Area. I  
should most respectfully  
ask for a pass for him -  
St Paul to Waverly & return -  
I have known Opeland  
for years, and can vouch  
for him as a nice - a waste  
Canton, just the man we  
need in Marshall S. and  
that district - Mr Johnson  
and others at Waverly will  
do all that is requisite  
to induce Opeland to join  
the Pioneer at Waverly

and I ~~will~~ <sup>5-12-12</sup> will  
grant the passes, which  
please send to

Samuel Johnson  
Edmonds  
Waver



OFFICE OF [WITH 8-13-79]

EAU CLAIRE ARGUS.  
ALL KINDS OF

BOOK AND JOB PRINTING.

Corner Water Street and Fifth Avenue, (West Side.)

H. H. COPELAND, Editor and Proprietor.

ONE DOLLAR PER YEAR.

Eau Claire, Wis., Aug. 11, 1879

A. E. Johnson,  
Chicago.

Dear Friend: I received  
a letter from Ethel today, and he  
feels quite friendly towards the propo-  
sition of me, starting a paper in Marshall  
County, and tells me of a proposition  
which the people there have  
made. Now, if you can procure  
me a pass from St. Paul to  
Farley, or Warren, or to the "jumping off  
place" on that road, the sooner I get  
it the quicker the work will be ac-  
complished. I have a pass from  
here to St. Paul. I have just  
written to Ethel, telling him if they will  
raise \$300<sup>cash</sup> to be credited to subscribers,  
I will take printing material with me, &c.

~~5-12-1~~ 5-12-(1)(2)  
as to start the paper immediately, and  
will start from here as soon as I can  
secure a "pass" from St. P. to this place.

It is a matter of business, and delay  
is dangerous to its success.

Washington and yours in health,  
I remain as ever

Yours truly  
R. W. Chapeland



Memorandum.

FROM

ALEX. J. LEITH,  
PRESIDENT  
JOLIET STEEL CO.

Room 101, E.  
HONOR BUILDING.

Chicago 20 Aug 1879

TO

Wm. Muirroe Esq  
Bank of Montreal  
Chicago.

Dear Sir,

Referring to yr. enquiry  
this day for steel rails for George  
Stephen Esq. we have forwarded  
particulars to W. Leith with a  
request that he will on  
receipt if he can quote.

As to iron rails if time  
can be given to obtain offers  
from England we will write  
for same upon receiving from  
you full particulars of what  
is required for R.R. in question.

Please let us know about  
this?

We learn from the R.C. Holting  
mill that the weight per lineal  
yard is 56 lbs.

Yrs truly  
Joliet Steel Co.  
J.C. Holting

REAL ESTATE AND LAW OFFICE.

W. H. H. JOHNSTON,

Prompt attention to Collections,  
and to business and care in draft-  
ing papers—Lands Bought and  
Sold—Taxes Paid.

Attorney and Counsellor at Law.

Madelia, Watonwan Co., Minn.

Aug. 30<sup>th</sup> 1879

Mr. J. A. Mill  
Gen. Manager St. Paul, Minn.  
apolis and Manitoba R.R.

Dear Sir

Is it too bold for me  
call your remembrance to the fact that  
as soon as the consolidation or new ar-  
rangement of the St. Paul & Pacific divisions  
took place under the new law passed  
last winter that you would deem  
it a pleasure to send or give the  
sunderground the Sec. of the Senate Judic.  
ary & Rail Road Committee for the  
past four years a general "pass"  
over the road? I would like  
to take an occasional jump up  
in the northern part of the State during



The coming Autumn. I lost my entire  
crop. 40 acres by hail this season  
and I would like to exchange  
or select a piece of land south  
of St Paul somewhere and try  
my luck some where in that  
vicinity. Will the other roads in  
the State kindly send me Annual  
Passes - and I would deem it  
a favor from your road

I am Sir  
with great respect  
Yours truly  
M. H. Scholten

E. V. HOLCOMBE,  
Gen'l Manager.

H. SWINFORD,  
Sec'y-Treas.

OFFICE OF

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

Winnipeg, August 20<sup>th</sup> 1877

J. J. Rice Esq.  
St Paul

Dear Sir

Owing to low water & our inability to  
make connections at St Vincent with two boats - it will be  
necessary to put in a third boat (the 'Chequamegon') to keep up our  
line. This I propose to do about the first week in September.

I think we should have an advance in our freight rates -  
of say 10¢ for 1000<sup>lbs</sup> in Classified & 15¢ for 1000<sup>lbs</sup> in Specials.

I have no doubt but the change of time & earlier  
departures from here will cause the loss of a part of our  
through passenger business - but don't think it will affect  
the local business unfavorably. What we lose in one  
respect will be more than made up by an increase in <sup>carried</sup> rates  
& rate on freights. Business thus far this month has  
been well & satisfactory - we have barely paid expenses.

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

I hope you will think the matter over. I shall be in  
St Paul next week for a day or two -  
Yours Truly E. V. Holcombe



"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 first week in Sept. I think we should have an advance in our freight rates, of say 10% per 100# on classified, and 5% per 100# on specials.

I have no doubt but the change of time 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 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 paid Expenses.

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.

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

Yours truly,  
E.V. Holcombe

Winnipeg, Sept. 10, 1879

J. J. Hill Esq,  
St. Paul,

Dear Sir:

I have not had time before this to write you any particulars in regard to the Manitoba. All there is of it is - She slipped 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 shoved her further up on the rock. I think this must have brought the rock to a tender place between the Knucker and Main Nelson 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

-- 2 --

broken in other places as the bottom of the river is very rough there, and she is badly bumped 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 as 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 knees (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 trifle) 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,  
E.V. Holcombe

Winnipeg, Sept. 14, 1879

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

Dear Sir:

I find your telegram of the 12th on my return here today. Have not been able thus far to get the Manitoba up more than a few inches, and her bottom is badly broken up and I think there must be a big leak 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 Knucker Nelsons, and she is weakened so by the breaks in 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 keep up a daily line after this week. I am in doubt whether to run the Minnesota 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

Winnipeg, Sept. 25, 1879

J.J. Hill Esq;  
Dear Sir;

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 really 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 gotten the most trifling 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 really abandon

boating in these 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 make any 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 reasonable extent. Now permit me to thank you for your promptness in sending the pump which worked like a charm, and was just the thing we required.

As to business it is not good 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 Peabody Branch with freight only one way, and barges to tow back, we can't make a dollar and I live in mortal fear that the Minnesota will 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



-- 5 --

25th. Oct., except possibly Alpha which might be kept out till the last to accomodate 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 worn. (Cap't Griggs advised a new one last winter). The advise, however, was not followed, but nearly half of it will have to be laid 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 back in 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 where it came from. I would like to keep pump at St. V. for few weeks for fear of accident. Please reply.

E. V. Holcombe

ST. PAUL, MINN., ST. LOUIS & MANITOBA  
RAILWAY COMPANY,  
GENERAL MANAGER'S OFFICE.

JAS. J. HILL,  
Gen'l Manager.

St. Paul, Minn. August 21<sup>st</sup> 1879

Jas. J. Hill Esq  
St. Louis

Dear Sir,

I enclose herewith letter  
from Willis also one from  
Tulean Iron Works Chicago. Mr. Shepard  
is Enquiring about Turned switches,  
head blocks & other track material for  
the work. I will see Mr. Wattenman on  
his return tonight & find out just  
how things are provided for.

Mr. O. L. Garrison of St. Louis called  
on me today & told me confidentially  
that Phila<sup>d</sup>. Parties are in the market  
for old rails & that they will bring  
\$30<sup>00</sup> per ton in Chicago before Sept  
15<sup>th</sup>. That of course means \$27<sup>00</sup> here.  
He says they must have the rails &  
if we have any more to sell to hold



[F-21-79]

ST. PAUL, MINN. APOLIS & MANITOBA  
RAILWAY COMPANY,  
GENERAL MANAGER'S OFFICE.

JAS. J. MILLER,  
Genl. Manager.

*St. Paul, Minn.*

*18*

*as stuff in prior as we want to &  
they or others will take them at our  
own figures. Everything O.K. here  
Respectfully & truly  
H. Lee*

Memorandum.

FROM

ALEX. J. LEITH,  
PRESIDENT

JOLIET STEEL CO.

Rooms D and E,  
HONORE BUILDING.

Chicago 23 Aug 1879

To Wm Munroe Esq  
Bank of Montreal  
Chicago

Dear Sir,

By wire from Mr. Leith we are authorized to quote you for steel rails fifty dollars per ton of 2240 lbs f.o. b. cars Chicago, delivery in all spring months, cash on delivery of each 500 tons.

This price is net & subject to no commission or other charges and is for 56 lbs steel rails.

We understand from wire that Mr. Leith strongly advises you to take 48 lbs steel rails rather than 56 lbs iron.

Any further information you want the writer will call round & give you on hearing from you.

Yrs truly  
Joliet Steel Co.  
p. W. R. Stirling



L. F. Hodges

J. E. Lewis

J. H. Smith

**L. F. Hodges & Co.**

**General Commission Merchants**

209 & 308 Broadway

Milwaukee

August 2<sup>nd</sup> 1879

J. Hill Esq  
St Paul

Dr Sir

Our Mr C E  
Lewie is about to take  
a trip over your  
Road for the purpose  
of soliciting business for  
our House of  
Consistent with your  
rules We should like  
to have you send me  
a trip pass over your  
Road and return for  
him

Very truly  
Yours  
L. F. Hodges



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