

GENERAL CORRESPONDENCE

1879 SEPT 3-28

FOLDER NO.

11-26

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER



E. T. JAHRE,

DEALER IN

Hardware, Stoves, Tinware, Bar Iron, Steel, &c.

Caledonia, D. T., Sept. 3rd 1872.

Mr. James J. Hill

St. Paul, Minn.

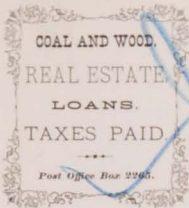
Dear Sir,

Excuse that I take the liberty to write you a few words in concerning my Goods shipped in your Road to Cedar Station Minn. I got a few Goods there now, as your Agent there Mr. Sunlap wrote me a Postcard that I had to receive them inside of 24 hours, or they would be stored at my expense. Now I can't do that. I have to ask to get them to lay there for a day or two in till I get them to get a team to bring them home, because I live in about 20 miles from the Station. I will have a big number of goods to come by your Road during the fall and winter, that is if I get the same rates as via Fargo. Yours Respectfully
E. T. Jahn

C. W. GRIGGS.

R. W. JOHNSON.

WM. RHODES.



OFFICE OF

Griggs, Johnson & Rhodes,

29 EAST THIRD STREET.

St. Paul, Sept 8 1879.

Mr. Will.

Mr. Shepard is to go to St. Vincent
to take charge of matters at that point.
Will you please give him a pass?
+ always

Yrs.

R. W. Johnson

E. V. HOLCOMBE,
Gen'l Manager.

H. SWINFORD,
Sec'y Treas.

OFFICE OF

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

Winnipeg, Sept 10th 1879

J. McKee 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
onto a rock. Covered with almost as much water as
she was drawing - got out a line to pull off & in the
meantime a flock of flat boats ran into her & shored
her further up on the rock - I think this must have
brought the rock to a tender place between the knuckle
& main keelson for it broke up through her naught to
let the water in faster than her pumps could throw
it out - of course as she filled & settled the whole size
of the rock - probably from five to seven feet through
burst through her bottom & she sunk - from six inches
to a foot over her main deck - we shall sink a
barge on each side of her & think we can raise her -
though she may be broken in other places as the bottom
of the river is very rough then & she is badly humped
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

[9-18-79]

E. V. HOLCOMB,
Gen'l Manager.H. SWINFORD,
Sec'y-Treas.

OFFICE OF

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

Winnipeg,

1879

but should not fail to get him up. the only thing to do is to take off his outfit ~~and~~ ^{and} machine & let the rest go. The question of hauling him out & repairing him is quite as serious as that of raising. The Hudson's Co happen to have Gobs Blocks, Tackle &c which I am borrow. & am getting things together the best I can & trying to find a good place which is almost impossible in account of the softness of the ground close to the water's edge. I not having had time to dry since the river fell - & a man will sink in above his knees (at almost every place I have tried) within 20 feet of the water's edge.

I have not dared to make any estimate of the cost of this accident (not side 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 & a mistake & I feel very much discouraged. But you can rely on my trying to get out of it the best I can & with as small expense as possible.

Yours Truly

E. V. Holcomb

OFFICE OF

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

Winnipeg, Sept 14th 1879

J. Hill Esq.
St Paul

Dear Sir,

I find your telegram of the 12th inst
return here today. Have not been able thus far to get the
"Manitoba" up more than a few inches. Her bottom is badly
broken up & I think there must be some big leak in the hull
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 the leak.
I find we can't raise her up very much by the keelson
keelsons. She is weakened so by the breaks in the bottom that
the beamers right down under the keelson which has a
chain put on her. I am going up again tomorrow morning to see to
everything I am beginning 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 "Manitoba" three
times a week regularly for passengers & what little freight
she can carry on herself & then "Cheyenne" & "Algonquin" for freight only
or let the "Manitoba" & "Cheyenne" make two trips a week each &
each two are larger this would give four passenger departures
each week. While the former plan would give three only
but would make no time to lose but think R.R. passengers much more

E. V. HOLCOMBE,
Gen'l Manager.

[9-14-79]

H. SWINFORD,
Sec'y-Treas.

OFFICE OF

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

Winnipeg,

1879

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. the Alpha has lost money right along for the past month because there was a little too much freight in the way of ~~bulk~~ ~~stanching~~ ~~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 revival of freight business soon but fear we can't expect much from the passenger trade hereafter with but one boat that can make connections & such low rates which is getting lower all the time.

Yours Truly
E. V. Holcombe

Private

~~7~~
P

Winnipeg Sept 16. 1899

My dear Mr. Bill

I found on my arrival here that my wife had been very ill and not yet quite up to moving. I am however clearing up things here and hope to start for St. Paul at the end of this week or beginning of next.

I sent you a copy of the Winnipeg Times with a paragraph

marked, and I am writing
today to the Toronto Globe and
incidentally mentioning the rebate
plan of the C.P. Mail R. I
sometimes write to the English "Hill"
and one of the West of England
dailies and I think that
perhaps it would be well to
point out some facts concerning the
firm west in these mediums and
possibly offer to act as a repelling
or selecting agent. This might be
useful if it could be worked out,
though of course actual operations

in England and Scotland would be
more effective. I think I understood
you to say the company would
like to get rid of their Pine Lands
out and out if they could. Would it
be any use as you think to set
Macaulay thinking in that direction.
I know he had a hankering after
St Paul for a winter residence
and is of course a respectable
man. I will see him if you like
on the subject. In the mean time
I hope my absence will not be
inconvenient.

Yours very truly
Robert M. L. L.

P.S. I write to you directly instead

of Mr McKinley because you
know Macaulay and all about
him which of course Mr McKinley
does not not.

JOHN R. LINEN, President
L. CHESNUTWOOD, Treas.

A. A. HOUGHTON, Secy
J. H. USHER, Mch. Supt.



Buffalo, N.Y. Sept 18 1879

J. J. Nell Esq. New York
Dear Sir I find it

the carrier will probably
reach you about same
time as this as he is on the
way with but one stop to
make and that only a few
hours. We hope you will
let us ship some more scales
at once as we cannot afford
to send a man for each
scale

Yours truly
A. A. Houghton

[9-18-79]

"This is the only piece of clipping
that was attached to letter."

Note with letter. RMF 3-16-82

THE BUFI

We learn the
new running for
Although
some

[WITH HOUGHTON 9-18-79]

Indianapolis, Cincinnati & Lafayette Railroad.

OFFICE OF MASTER OF TRANSPORTATION

Indianapolis, Sept 19th 1879

Jas. J. Hill &
Genl Manager
P. M. Hill

Dear Sir

This will introduce Mr. McQuinn
one of our Passenger Conductors.
Being unable to get away myself
he will take care of the party, & will
you please give him transportation
as usual.

Yours truly
J. McQuinn
m35

J. S. POLK.

F. M. HUBBELL.

POLK & HUBBELL, BROKERS,

Dear Sirs, *Sept 21 1878*
Mr. *Hall Sanders & Co. St Paul*

Dear Sir:
Having received no answer to my P.O. of 31st ult
I will offer you 300. ^{cents} for your two notes
on *Wm. B. & Co.* endorsed by me. If accepted
send them to Iowa Nat Bank Des Moines &
get your money. ^{Please answer}
Yours truly
Send the notes *F. M. Hubbell*



E. V. HOLCOMBE,
Gen'l Manager.

H. SWINFORD,
Sec'y-Treas.

OFFICE OF

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

Winnipeg, Sept 25th 1879

J. Rice Esq.
Dear Sir,

I returned here about midnight & brought the Manitobas with me. feel pretty well word out & having stood at the wheel for Eighteen hours am rather demoralized 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 "Manitobas" 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 financial sum for her - but now that we have gone so far & raised her & prepared ways on which to have 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 to anyone else. We are fixed to repair her easier & cheaper than others. But suppose we should find a purchaser at all she is worth it would it would only be for them to fix her up & have another

E. V. HOLCOMBE,
Gen'l. Manager.

[9-25-79]

H. SWINFORD,
Sec'y-Treas.

OFFICE OF

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

Winnipeg,

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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 this subject of course you don't
need my advice - Now as to estimating repairs - there is
not a man in this valley that could make a close
estimate on it - at least we have never had such a man
& I don't know gone - all they could do is to guess & I
can do that myself & I guess that \$2500 - worth is far
out of the way for all that has been & will have to be done -
it may vary a little, say a few thousand 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 Allumabouin another season -

The first thing to do is get her out so we can cool down
& stop pumping - then repair her as soon as we can
conveniently - so as to put her in the water & 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 & that you ~~will~~ take in the
friendly spirit they are offered - that you will make

[9.25.79]

OFFICE OF

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

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Winnipeg.

1877

any more such discouraging suggestions. Which come like
a wet blanket - when I am battered by almost anybody
both employees (who always get demoralised at this time
of year) & the public - to say nothing of dead low rates. I
feel as though I wanted the confidence & support of
my employers to a reasonable extent - & now permit me to
thank you for your promptness in sending the sample which
worked like a charm & was just the thing we required -

As to business it is not good - freight business don't
run worth a cent & 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 the Chubb's branch - with freight on
the way & barge to tow back we can't make a dollar &
I live in constant fear that the Illinois will be crippled
or sunk before the close - but I will hang in & fight her out if
you think best till the close. May I advise you not to
obligate yourself to deliver anybody's freight here late in
October or do anything to make us take chances in
the ice. I can see that everybody is going to hold back
& about the last week in Oct or first in Nov - then will be
lots of freight. Every one of our boats should be in
winter quarters by the 25th Oct. - Keep passing the

Alpha which might be kept out till the last
to accommodate local business -

Excuse the appearance of this letter & let me hear
from you when convenient -

Truly Yours
E. H. Holcomber

Private
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Winnipeg Manitoba
27 Sept. 1879

Dear Mr. Hill

I made the
acquaintance of the English
Commissioners and party
on the road down and have
done what I can. The Red
River Valley has a powerful
opponent in Mr. Drake
of the St. P. & L. Ry. Co.

and the Wampanoag should have
behaved like a set of donkeys.
Not a word to meet the
party, to ask them who
they were, where they were
going or anything about
them. In my conversations
with all and any I have
spoken of the "Red River
valley as distinguished
from the Southern Inundation

but Drake is going to take
them through to Nebraska
Omaha. Kansas and Texas.
I think that I will take
other means of getting at
the English public, doing
as well as I can with those
in the mean time. all of
which I will explain when
I see you. In the mean
time I write to say that
Schultz is on his way up
with the party of delegated
farmers from Great Britain

and I have asked Mr.
McKibbin if no other way suggest
itself of getting the pamphlets
into their hands to send one
packet home here and I
will arrange for their proper
distribution if I should have
left for St. Paul. I presume
I should be right in staying
if I think I can do good by
so doing. It may however appear
to be unnecessary.

Yours sincerely
Wolfgang S. S. S.

J. S. Hill Esq

E. V. HOLCOMBE,
Gen'l Manager.

H. SWINFORD,
Sec'y. Treas.

OFFICE OF

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

Winnipeg, Sept 28th 1879

J. J. Hill Esq.
Gen'l Manager
Detroit

Last coming we got the "Manitoba"
for whom we want her. She straightened out Hoots well
Except the one big gash & several other ones in her bottom -
her main deck which had to be cut up considerably -
but it was an old deck badly worn. Cap. Groggs advised
a new one last winter. Which advice however was not
followed. But nearly half of it will have to be laid
new. She expended up to last night for all material &
labor in raising her. bringing her down here - laying ways
& hauling out, about \$1200 - part of this is estimated at
I have not all the bills for timbers - lumber &c. but you
can rely on its being a good estimate. & I think a like amount
or about that will be required to pay for all the labor
& material necessary to repair her & put her back into
the water.

I rec'd your telegram in regard to the freight claim
at Stonicab. If there has been any laying over freight
there it was beyond my control. Our boat had

E. V. HOLCOMBE,
Gen'l Manager.

[9-28-79]

H. SWINFORD,
Sec'y-Treas.

OFFICE OF

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

Winnipeg,

1879

begged for freight have laid over their detail for
that of it & lost money right along for three weeks
on account of it.

I am furnishing over 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 most any freight & I think that more than
will be offered. But if the river falls so much that we
won't be able to get up & down the river light - There are
certain places where we have to pull up & down and without
any freight on the Steamboat - I think it got 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 or two
weeks. We have never always had a little surge in
the river about two weeks before the close & I know
could see where it came from.

I would like to keep that Pump at St Vincent
for a few weeks for fear of accident. please reply
if I can

Yours Truly

E. V. Holcombe



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