

The Inter-Ocean,
Chicago.

HOLMES & SWEETLAND,
SPECIAL
Traveling Correspondents.
INDEPENDENTS OF IMMIGRATION

Macon City 3/20 1880

Geo. J. Hill Esq. Esq.
M. J. P. & M. R.

Dear Sir

Your favor
of 17th with annex to hand
We wish to return thanks
for same. Will endeavor to
go out over your road
some time this summer

Yours Respy

Arthur Sweetland

Jones & Gove,

ATTORNEYS.

Rochester, Minn., *March 22 1880*

Genl Manager

J. P. M. & Co

Dear Sir

*It would be a
personal accommodation to me
if you could consistently renew
the enclosed Page for this year*

*Yours Truly,
R. A. Jones*

et

MINNEAPOLIS ELEVATOR CO.

FRANCIS S. HICKLE,
Sec'y.

MINNEAPOLIS *Mch 26* 188*8*

J. J. Hill Esq

Worship

There will be
a regular meeting of the
Company stockholders at
ten am Monday April
8th at rooms of Millers Assn
in this city. It is important
on this occasion that all
the stock should be represented
if you can not be present
will you authorize some one
to vote your stock.

Yours Truly *F. S. Hickell*

ST. PAUL, MINNEAPOLIS, & MANITOBA RAILWAY COY.

MOLYNEUX ST JOHN,
AGENT

18, Tower Chambers, Water Street
Liverpool. 26 March 1880.

R. B. Angus Esq.

St Paul. Minn

My dear Sir

I write to tell you that an enquiry was made the other day from London for a through rate from Montreal to Winnipeg for freight over our line. I was of course unable to give it, and so I thought that perhaps it might be well to enable me ^{to answer} questions of this kind if again asked. The Immigration season has opened wonderfully well this year. I was round the S.S. Offices the other day getting figures and nationalities and found that the Canada and Bremen ~~had~~ sent out for March about 1000 a week. The White Star's figures will be about the same and the National. Guion and others not very greatly behind. I don't think the Allen are doing much yet though they are perhaps the best advertised of any, as people do not like Halifax as a point of arrival. When the season opens on the St. Lawrence I think there will be a larger number for St. Paul from that route than there has been. There are a few enquiries from Ireland now but I think the

Bulk of Irish Immigration is going to join friends already
 established in the States and Canada. The subject of farming in
 Red River is gradually receiving attention from the particular
 men we want, though they cling to the last straw to stay
 in England. Mr. Sheppard from the Northern Pacific is here,
 but I am told confidentially is much disappointed. When he
 was here before he had the field all to himself but now
 it is a very different thing. I enclose you a circular I obtained
 in order to show you the competition, and I have thought
 it well in one or two instances to say that if men were
 sent to me by certain agents and afterwards went to St. Paul
 and purchased land from our Company I would write
 and ask if any Commission would be allowed. I have
 had several intimations from intending settlers, to whom I
 have introduced the subject, that they would start in April.
 To one or two of these I may find it well to give a note
 of introduction to the Land Commissioner. I had the
 pleasure of seeing Mr. Frost Angus at Manchester but as
 I had an engagement with an Immigration Agent I was unable
 to avail myself that day of an invitation he was kind enough
 to give me to go on to his house with him. He told me of a
 Mr. Walter Bilack who wrote to me afterwards and who with
 a friend intends to start for the West. I have given him all
 the information about routes fares &c and I presume he will
 call upon you directly he arrives. I have a note today
 from Mr. James Angus telling me of another intending
 settler who has some Capital and who wants pamphlet &c

[3-26-80]

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COY.

MOLYNEUX ST JOHN
AGENT18, Tower Chambers, Water Street
Liverpool 188

3)

I hope soon to visit Manchester again with time to see Mr Angus and his brothers.

The Election fight is very warm over here, and there seems to be a great likelihood of the Conservative party being defeated. They are fighting with the disadvantage of having their two best men Lord Beaconsfield and Lord Salisbury tongue-tied, and have no one but Sir J. Lubbock and Mr Cross to meet the impetuous onslaught of Mr Gladstone and the very telling speeches of Mr Lowe, Mr Hartington and Mr Bright, and they have a fearfully weak story to tell to the country. The London Herald published a paragraph about Lord Drummore and this with a little additional information of my own I have sent through the Agricultural districts. I am in hopes it may provoke somebody to say something in a newspaper, but I was not at liberty to use the fact - Lord Drummore having asked me not to do so for the present - until it has made public by the world. I am circulating the pamphlets well both through the S. & S. Companies and otherwise and abroad as well as in England. I hope the result is or is getting to be good.

Yours truly

Molyneux St John

St. Paul, Minneapolis & Manitoba R'y Co.

Atwater Station Mich 29" 1880

J. J. Gille
General Manager
St. Paul

Dear Sir,
Please send me a
pass for my Wife from
Atwater to Smith Lake and
return she would like to
start Saturday Apr 30 and
return in the following week
Yours Truly

Peter Johnson
Section Foreman
section 16
Atwater Minn

CHAS. F. STANSBURY,
HERRY B. MUNN.

STANSBURY & MUNN,
Attorneys and Counsellors at Law,
AND
SOLICITORS OF AMERICAN AND FOREIGN PATENTS,

Office, Rooms 21, 22, 23, St. Cloud Building, Ninth and F Streets,

P. O. Box 501

Washington, D. C., Mar 30 1880

R. B. Galusha, Esq.

Dear Sir,

We have received the enclosed letter from the Patent Office in the case of Mr. Hill's Dumping Car. This is but a first rejection open to reply and argument, and leaving full liberty of amendment of the specification.

In view of the patent of Hutton, a copy of which we enclose, we have prepared and shall file an amendment changing the statement of the nature of the invention, and substituting for the two broad claims a more limited ^{single} one, confined to the construction shown in the drawing.

We should like to have Mr Hill's views of the similarity and difference between his car and that of Hutton from a practical engineers stand point.

Please return the enclosures when used.

Yours Truly,

Stansbury & Munn.

Mar 23 1880

[2-071]

[Mar 30-80]

Drawings of the references cited in this letter, marked with BLUE PENCIL, may be obtained by remitting 25 cents for each.

Room No. 27

All communications should be addressed to the Commissioner of Patents.

DEPARTMENT OF THE INTERIOR,

Serial 4508 United States Patent Office,

Washington, D. C., Mar. 20, 1880.

James E. Hill
Care, Stanbury & Munns
Resent

Please find below a communication from the EXAMINER in charge of your application for a Patent for Improvement in "Dumping Cars" filed March 6, 1880.

Very respectfully,

H. E. Paine.

Commissioner of Patents.

The patent of Thos. H. Hutton
Nov. 24, 1879. No 221,315 (Dumping Car)
substantially answers the alleged in-
vention. A patent is therefore refused.

E. J. Hill -
1898
Decoupling Car
Room 87 -
Sawyer Bros Mar 6. 1898
Ref^d Mar 20 -

"This invention consists in the removal or leaving out of parts of the floor of a car to be filled therewith, and the substitution of plants of wood or other material which shall be raised or otherwise fastened to the timbers of the cars to admit of their being easily dropped or dumped to distribute the load ^{to the} _{Timbers} ^{of the} _{cars} ^{as} _{shown} ⁱⁿ _{Fig. 1.}

Claims

1. The adaptation of rolling stock or cars already in use by or that may be built for railroad & construction companies without in the least impairing or deranging the usefulness of said cars for other purposes.

2. In combination with the dump trucks A hinged or otherwise secured to the timbers of the cars, the rods a

and links b which answer the double purpose of fastening and supporting said plants substantially as set forth -

Page 3 -
line 11 to

21

Proposed new claim

I claim as my invention, a car provided with a floor having oblong openings B, B, extending nearly from end to end, beneath the floor beams as shown, and closed by the dropping valves A, hinged at one side to the lower edge of the beams, raised by chains and supported by the hooks Z, engaging the hooked rods a, having cranks c at their outer ends, by which said rods may be semi-rotated and the hooks Z, engaged or released, to support or drop the valves all in the manner, and for the purposes specified.

63 William St., New York,

31st March 1880.

Syndicate
St. Paul, Minneapolis & Manitoba Ry Co.
Thirty year Second Mortgage Bonds.

Gentlemen:

We beg to advise the following sales of the St. Paul, Minneapolis
and Manitoba Railway Co.'s Six per cent. Second Mortgage Gold Bonds
for account of the Syndicate:

\$3000. @ 95 $\frac{1}{2}$ and accrued interest less comm $\frac{1}{2}$ %.

Sales accounted for	\$ 339,000.
Sales to be accounted for	\$ 49,000.
Balance on hand	\$274,000.

Withdrawn. 340,000.

Respectfully yours,
\$200,000

P. F. J. S. Kennedy & Co.
C. H. Northcott.

J. J. Hill Esq, St Paul.



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