

GENERAL CORRESPONDENCE

1880 MAY 18 - 31

FOLDER NO.

12 - 8

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

63 William St., New York.

May 18 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:

\$5000.- à 95% and interest less $\frac{1}{2}$ % comm.
(under date, 15th inst).

\$4000.- à 95% and interest less $\frac{1}{2}$ % comm.
(under date of today).

Both these sales are awaiting settlement.

Sales accounted for \$ 839000.

Sales to be accounted for \$ 101000.

Balance on hand \$ 710000.

Withdrawn \$ 340000.

Respectfully yours, \$ 2000000.

J. J. Kennedy & Co.
10 N. Northcote.

James J. Hill, Esq. St Paul.

St Paul May 19, 1880

J. H. E. Co.
Genl Manager

Dear Sir -

Your telegram in
regard to delay in transfer of our freights
was duly rec^d.

After my conversation with your Mr. Stephens
in regard to ~~our~~ prospects for our business
with the Chance that you would deliver
to us Car lots only, which would deprive
us of at least half of our good paying
business. You know we concluded it was
best to run the one boat (Minnesota), &
let it take care of the freight as
got - & not stick in a tow boat - so was the
original intent - With that understanding
I left St Paul - but before I knew it (not
having been informed by Mr. Gooding) the
Capt of the Minnesota reported to me
about 30 Cars boat freight at St V -

although 9 of these are ready not ready
for shipment. they being all in one
bond & one Car behind. making that
bond incomplete - the report to you of
40 Cars was a mistake.

I immediately set to work to take the
freight away - had barges & the "Cheyenne"
but no crew & no show to get on for a
week or ten days. Chartered a "Tug" & she
broke down - had to get her up - telegraph
worked so badly I could not communicate
with St Paul an array of two days in
the work - so I came down to get a crew
for the "Cheyenne" thinking to save time thereby
- in the mean time I threw the Winnebago
a little out of her time & made her tow
up a barge which will take an extra
150 or 200 tons which I have ordered load-
ed with lumber & will have her tow
down - when the Alpha comes back now
off on a long trip to Fort Elise & will put
her in the St V - trade to two lumber coal
grain - machinery & back lots of R.R.

freight assigned to boats as the
Minnesota is not able to take
for that purpose I will ask you to
lend me the large freight in addition
to the Mendota which I propose
to purchase (after she is caulked) - this
will leave for the Dakota to use in
the wood trade or any trade - the
four largest barges - Iowa - Oneida -
Memphoner - Winnebago - also
the Winnipeg a nice middle barge
for general use & the Pavilion of not
much account -

The Assinaboine trade is becoming
too much water & not enough hook -
I will put the Cheyenne in that
trade to the Portage - Let the Manitoba
run clear through to Ells opposite
the Marquette - Each on each alternate
week - I like the Alpha as above
stated - Hope to hear from you soon
anxious to see you as I wanted to have
some further talk about this scheme

St. Paul, May 19, 1880

J.J. Hill Esq;

Gen Manager

Dear Sir:

Your telegram in regard to delay in transfer of river freights was duly received. After my conversation with you and Mr. Stephens in regard to our prospects for river business with the chances that you would deliver to us car lots only which would deprive us of at least half of our good paying business. You know we concluded it was best to run the one boat (Minnesota) and see if she could take care of the freight we got, and not start in a tow boat as was the original intent. With that understanding I left St. Paul but before I knew it (not having been informed by Mr. Gooding) the Cap't of the Minnesota reported to me about 30 cars boat freight at St. Vincent, although 9 of them were really not ready for shipment, they being all in one bond and one car behind making that bond incomplete, the report to you of 40 cars was a mistake.

I immediately set to work to make the freight away - had barges and the "Cheyenne" but no crew and no show to get one for a week or ten days. I chartered a "Tug", & she broke down, had to give her up; telegraph worked so badly I could not communicate with St. Paul an average of two days in the week; so I came down to get a crew for the "Cheyenne" thinking to save time thereby - in the mean time I threw the "Minnesota" a little out of her time & made her tow up a barge which will take an extra 150 or 200 tons which I have ordered with laborers and will have her tow down. When the "Alpha" comes back now off on a long trip to Fort E-- and will put her in the lot- trade to tow lumber, coal, grain, and such lots of R.R. freight consigned to boats, as the "Minnesota" is not able to take - for that purpose I will ask you to lend me the barge Freight^{er} in addition to the "Mendota" which I propose to purchase (after she is chalked). This will leave for the "Dakota" to use in the wood trade or any trade, the four largest barges, "Iowa", "Oneda", M-----, W-----, also the "Winnipeg, a nice model barge for general use and the "Pembina" of not much account.

The Assinaboma trade is booming too much water and not enough wood. I will put the "Cheyenne" in that trade to the Portage, and let the Manitoba run clear through to Ellice opposite the

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"Marquette" - each alternating a week, and use the "Alpha" as above stated; hope to hear from you I am anxious to see you as I wanted to have some further talk about that scheme proposed by Mr. Stephens.

Yours truly,
E. V. Holcombe
Winnipeg, May, 23, 1880

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

On arrival here I found the "Marquette" was disabled - about fifty miles from here on her way to Fort Ellice with a big trip of freight and passenger. She broke a wrist, run through cylinder head (after end) and pitman jumped into the river and was lost. I sent the "Manitoba" to take her trip, and have concluded to make a change in our program. After this trip which will be the "Minnesota's" last to St. V., I will run the "Cheyenne" and "Alpha" & barges to St. V. taking care of all R.R. freights offered to us, but will not attempt much in the way of passenger connection. Will attend to local passengers, and I think we can get all the R.R. freight we can handle with the two boats and barges; but I hope the R.R. people will treat us ^{as} kindly as possible. Your St. V. agent is not very friendly to us this year, he thinks the boats make him too much trouble, and since Mr. Sullivan has been stirring him up about his expenses he has discovered that it's all the boats' fault. Now this is simply "boosh" - he may have to keep one extra man on account of the boats, but no more; and the Boat Co. will pay that expense if you think best. Mr. G. threatened the Cap't of the "Minnesota" that he would ship certain cars of freight consigned to us by the H.B. Co. by Rail unless he took them on a certain day. I hardly think you will bear him out in such action, and respectfully request that you advise Mr. G. what his action is to be in conducting his business with the boats. We shall use our best endeavors to take freights promptly. The Minnesota has done thus far very well, handled more than 400 tons R.R. freight last week besides considerable local. Has made about \$2000 on first four weeks work. Hope to hear from you.

Yours truly
E.V. Holcombe

Winnipeg 26th May 1880

Jas. J. Hill. Esq.

Genl. Mgr., St. P. & M. Ry.
Dear Sir, As Engineer of the
Ry. Bridge across the Red R.
here, as well as the
Bridge to be built by the
Atlimboine R. Co., I shall
have occasion to travel over
your Road this summer, to
inspect our Superstructures
which will be made each

Will you kindly extend
the courtesy of a Free Pass
over your Road, to me,
on the above grounds, for
the balance of the season -
and oblige,

Yours faithfully,

E. W. Jarvis.

ST. PAUL, MINNEAPOLIS, & MANITOBA RAILWAY COY.

MOLYNEUX ST. JOHN,
AGENT

18, Tower Chambers, Water Street
Liverpool, May 21 1880

R. B. Angus Esq
St. Paul

My dear Sir,

I mentioned in my last letter that I was considering the propriety of assisting in a panorama ~~there~~ to travel through England and show some sketches of our line. I am concluding the arrangement having been joined in the project by the Manager of the Human Line and I am just going to write the lecture for the show, while the paintings are being made. The intention is to visit all the rural districts starting out as soon as the painting is done and continue on the road throughout the remainder of the year.

One part of the entertainment will be "A trip from Liverpool to the Red River Valley in Minnesota" and the other portion is of a pious nature - either the Holy Land or some Biblical subjects. The

MOLYNEUX, ST. JOHN,
AGENT

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18, Tower Chambers, Water Street,
Liverpool.

1888

panoromist says this conciliates the rural parsons, ministers &c and secures the schoolrooms in the small villages. I found that the human people had already something of the kind - I don't know particulars. I'm now with the manager over here of the Erie line and he has promised, his partner agreeing, to let me into their business to go on where the Erie stops. I think if the kind of thing can be worked, and if necessary I'll go round a little with it, it will be the best kind of advertisement. The emigration from here has been small. I mean natives of England - but the opinion of everyone is that they must come to it. I received a letter from Mr. Brown the other day enclosing a Northern Pacific Card. I am having the same thing printed and have made it to be a certificate that the person introduced will receive a land-hunters ticket at a reduced rate of fare to examine land in our land and I have made the introduction to the land

[5-21-80]

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COY.

MOLYNEUX ST JOHN,
AGENT

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18, Tower Chambers, Water Street,
Liverpool.

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~~Agent~~

Commissioner or any of the local agent. I don't know that that means much, but it seems to get the card with the roads name at the top into the right peoples hands.

I am in hopes of hearing from you in answer to my letter of April 8th asking for authority to promise Commissioners in Certain Cases.

I sent you one or two papers containing letters I had written describing the country &c. It all works, though slowly. The intending Emigrants appear to require a great deal of time to make up their minds and to get ready and so lose the time that they ought to be using. The enquiries for information pamphlets is continues the steady, and I hope the result will in the end be good.

Yours faithfully

Molyneux St John

E. V. HOLCOMBE,
Gen'l Manager.

H. SWINFORD,
Sec'y-Treas.

OFFICE OF

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

Winnipeg, May 23^d 1880

J. J. Hill Esq.
St Paul

Dear Sir-

On arrival here I found the "Marquette" was disabled - about fifty miles from here on her way to Fort O'Brien. With a big trip of freight & passengers - she broke a wheel run through cylinder head (after run) & put man jumped into the river & was lost - I sent the Manitoba to take in trip - I have concluded to make a change in our programme - after one trip which will be the Minnesota's last to St Vincent - will run her in the Assiniboine will run the "Hygiene" - & Alpha & Barges to H.R. - taking care of all Rail Road freights offered to us but will not attempt much in the way of passenger connection - will attend to local passengers but don't expect to get any Rail Road passengers - I think we can get all the R.R. freights we can handle with the two little boats & barges, but I hope the

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

Winnipeg,

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Rail Road people will treat us as kindly as possible. Your Vincent Agent is not very friendly to us this year - thinks the boats make him too much trouble. & since Mr. Sullivan has been blaming him up about his expenses he has discovered that its all the boats fault. Now this is simply boosh - he may have to keep one extra man in account of the Boats - but no more & the Boat Company will pay that expense if you think best. Mr. G. threatened the Capⁿ of the Minnesota that he would ship certain cars of freight consigned to us by the R.R. Co. by Rail - unless he took them on a certain ^{day}. I hardly think you will bear him out in such action & I respectfully request that you advise Mr. G. what his action is to be in conducting his business with the boats. We shall use our best endeavors to take freight promptly. The Minnesota has done this for very well - hauled more than 400 tons R.R. freight last week besides considerable local. Has made boat \$2000 - in first four weeks work. - hope to hear from you soon truly, E. V. Holcombe

Stenographic Letter of Partners

JOHN S. KENNEDY.
J. KENNEDY TOD.

J. S. KENNEDY & CO.
BANKERS.

New-York May 26th 1890

Genl. J. Hill Esq.
St. Paul
Minn

Dear Sir,

In view of the fact that a market has been formed on the other side by the efforts of some of our correspondents for the sale of the St. P. & N. W. Second Coll. bonds, we have judged it advisable, in order to afford them a fair opportunity of effecting sales, to advance the price of the bonds here to 96% & int. giving our correspondents at the same time the privilege of accounting to the Syndicate for the parcel which we have placed

in their hands for sale at 94½% and int.

Yours truly,

J. S. Kennedy & Co.
C. H. Hotchkiss.

P. S. Enclosed we hand you 26 of sale of \$1000. @ 95% and int. effected by a member of the Syndicate before receiving the notification in the rise of price.

May 25, 1880

The St Paul, Minneapolis & Northern Pacific Ry Co's 2nd Mortgage Bond Syndicate.

In account with J. S. KENNEDY & CO.,
NEW YORK.

1880

May 11	By \$17,000 Bonds sold @ 95 interest less 1/2%	16178 33
" 14	" 75,000 " " "	71412 51
" 25	" 9,000 " " "	8586 00
" "	" balance of interest @ 4%	112 39

Contra

" 11	To Cable message to Amsterdam	996
" "	" notarial charges paid	300
" 12	" Circulars	1275
" "	" advertising	1800
" 24	" Cable message to Amsterdam	1660
" 25	" postages	1500
" "	" balance	\$ 96213 92
		\$ 96289 23
" "	By balance (proceeds of \$101,000 Bonds sold)	\$ 96213 92

" To participation of James J. Hill Esq
125/166^{ths} \$7,000 Bonds taken against 724502

E. & O. E. NEW YORK. May 25th 1880.

p.p. J. S. Kennedy to
D. H. Northcole.

63 William St., New York,

May 26 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:

\$1000.— @ 95% and accrued interest, less $\frac{1}{2}$ % comm.

Sales accounted for \$ 940000.

Sales to be accounted for \$ 1000.

Balance on hand \$ 719,000.

With drawn 340000.

Respectfully yours,
\$1000.000.

J. J. S. Kennedy & Co.
O. H. Northcott

James. J. Hill. Esq. St Paul.



OFFICE OF THE

MINNESOTA STATE FORESTRY ASSOCIATION.

GEORGE L. BECKER, PRESIDENT.
A. A. SOULE, 1st VICE PRESIDENT.

J. M. BOWLER, 2d VICE PRESIDENT.
U. B. HOLLISTER, 3d VICE PRESIDENT.

LEONARD B. HODGES, SECRETARY.
PENNOCK PUSEY, TREASURER.

EXECUTIVE COMMITTEE—Prof. C. Y. Lacy, Maj. B. Thompson, Herman Troit, Gen. J. W. Bishop, Ex-Gov. William R. Marshall.

J. J. Neil Esq. Saint Paul, Minn. May 26 1880
Dear Manager of the MNR
Dr Sir, I have during this month
done all possible for me to do on
R of M without maps or tracings—
Have been over the line several times
talking as pretty as I know how to
to aggrieve parties. Don't feel
as tho I had earned my wages,
yet owing to time spent in your
Service have not been able
to make my own collections
for this I have done, this spring.
I have paper maturing at 15¢ half
BR St Paul 27 & 28th inst.
Have abundant resources to meet
it, but no time to collect, unless
I neglect your work— Please

place to my C^x with Mr
Upham what you think
I ought to have for this mo.
I assure Mr Upham that
a short renewal of my notes
will be safe for him & duly
appreciated by me,

I go up the river to day,
my address is Morris or Greenville
Yrs Respectfully
L B Hoag



MINNESOTA STATE FORESTRY ASSOCIATION

OFFICE OF THE

7-43

N. W. Richardson
I thank a former
letter from the party was
referred to you & the "line" he
spoke of from you is an
answer to it. That was
his claim & how disposed
of yours truly
H. W. S.

JOHN S. KENNEDY,
J. KENNEDY TOD.

J. S. KENNEDY & CO.
BANKERS.

New York, May 27th 1880

James J. Hill Esq
St. Paul
Minn.

Dear Sir,

Enclosed herewith we beg to hand you
Statement of St. P. & N. Ry Co's 2^d Edg.
Bond syndicate & showing the sum of
\$7245⁰² at your credit, as your 125/1000th share
of the net proceeds of sales of bonds.

We pass this sum to the credit of the
in which we are carrying your subscription.

We remain

Yours truly,
J. S. Kennedy & Co.



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