

10071

Receipt from Thos Lowry
for \$1,000⁰⁰ given in land
deducted to R D Angus

[8-17-90]

TREASURER'S OFFICE,
ST. PAUL MINN. APOLIS & MANITOBA RY CO.,
ST. PAUL, MINN.

Milford, Mich, Aug 18. 1880

J. J. Hill Esq
St Paul, Minn, 3

Dear Sir

In recently traveling through Minnesota I noticed the want of fuel, at a moderate price, was a serious drawback to the rapid settlement of the country. This is also the case with Dakota & Manitoba. I am interested in the best known Patent for Manufacturing Condensed Peat The 'Dodge Process' which if introduced into the parts of Minnesota through which the St Paul Minneapolis & Manitoba RR passes would largely aid in the sale of its lands and increase its carrying traffic thousands of tons annually. I take the liberty of sending you a sample of Peat for peat to clay Manufactured by the 'Dodge Process' for your examination with a view of interesting your Railway Company in the prosecution of this industry. I am reliably informed there are large Peat bogs of choice quality in Minnesota & Dakota and know there is in Manitoba which Providence in the "eternal fitness of things" seems to have located there for development and utilization by Man. The Grand Trunk Railway Co have been using

Peat largely for several years past below Montreal
 of not near as good quality as sample I send you
 2000 pounds of the "Dodge Process" Peat for steam purposes is
 equal in value to 1500 pounds of Anthracite Coal. Messrs. Heald
 & Co in their Engine and Centrifugal Pump Manufactory at
 Baldwinsville Oneida Co N.Y. have used about 100 tons of
 this Peat very satisfactorily. Partially dried Peat is now being used
 for steam purposes at the following places in New England
 Plymouth Wooden Co - Plymouth, Mass.

Cobb & Drews Rich Works	"	"
Willard Lewis & Son	"	"
A. W. Peril	"	"
Hollingsworth & Co	Walpole	"
Brookhardt's Brewery	Boston	"

I am now arranging for and shall commence the
 Manufacture of Condensed Peat in Manitoba next spring
 and if you and your Railway interest would like to join
 in such an enterprise in Minnesota I shall be pleased
 to correspond further and shall be glad to hear from
 you at your earliest convenience after which will
 impart further information on the subject

Yours Very Resp. Yr

Saml J. Holley

ST. PAUL, MINNEAPOLIS, & MANITOBA RAILWAY COY.

MOLYNEUX ST. JOHN,
AGENT

18, Tower Chambers, Water Street,
Liverpool, August 19th 1880

R. B. Angus Esq^r
St Paul

My dear Sir,

I find that my advertising and printing &c having been a little heavier than I expected my credit is very much reduced. The accounts I have forwarded to you show up to the end of June £457. 15. 4 expended against the £500 credit. July shows £50. 0. 6 and August having an Advertising bill of £44. 11. 0 so it will show about £79 or £80. That is

	£
Feb ^r & March	108. 9
April	43. 8
May	84. 0. 9
June	221. 7. 7
July	50. 0. 6
August	80. 0. 0 (About)
	£557. 15. 10

I am not advertising much now because the season for that is over and the next one not yet at hand, but I shall require to do a little towards the close of this year. I have paid something on account of the

[8-19-50]

ST. PAUL, MINNEAPOLIS, & MANITOBA RAILWAY COY.

MOLYNEUX ST JOHN,
AGENT

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18, Tower Chambers, Water Street,

Liverpool.

1888

panorama which is now nearly ready and have yet some more to pay. As the Autumn sets in I shall also require to do some more printing, but I am considering the propriety of a change in this which will be less expensive. Instead of printing any large supply of pamphlets I think of using only the map folders and another kind of folder.

The Graphic people want £8 for an ~~electro~~ electrotype of the Red River pictures they published. I think of buying it, especially if I can get them to come down in price a little, and printing the same material that goes on the maps, on the back of the pictures. The pictures would I think attract attention to the reading matter better than the map or pamphlet cover. The panorama will lessen the advertising charges a good deal and I am obtaining confidentially a select list of agents from several of the S.S. companies in order to get into more direct communication with them. I am sorry if I have passed the limit of expense you thought would be necessary but you do not perhaps realize how close the competition is for settlers, and my advertising has been small in comparison with some of the others. The other day I noticed that a Manchester Agent who publishes

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ST. PAUL, MINNEAPOLIS, & MANITOBA RAILWAY COY.

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MOLYNEUX ST. JOHN,
AGENT

18, Tower Chambers, Water Street,

Liverpool.

1888

a small paper to assist his immigration business had
 sailed towards Minnesota and Manitoba and was
 pushing Texas (which he had formerly abused) and Missouri
 so I went over to find out how this was. While in his office
 a man came in to look for Manitoba where he and a
 party of friends thought of settling, and I saw that party turned
 from Manitoba, and the arrangements made for looking them
 to Missouri. Before I left I extracted from him the fact
 that Dr. Kingsbury pays him 10/- per head for all he
 can send to Texas, and that the Missouri Agent pays
 him 16/- a head. He told me he had made £10 out
 of one family and that he had sent altogether about
 400 people. Many of these are not people whom
 we desire particularly as they are without capital and
 are to find work on railways that are building, but
 he will send farmers just as soon as anyone else
 and from some circulars I have, a copy of which I
 sent you, I believe this arrangement must be in force
 with a number of other agents. Of course they can
 much more easily find men in the large cities who have
 no capital to commence farming but for whom they get their
 10/- or 16/- suitings all the same.

Since writing the above the Inspector of the German Colonial

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ST. PAUL, MINNEAPOLIS, & MANITOBA RAILWAY COY.

MOLYNEUX ST. JOHN.
AGENT

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18, Tower Chambers, Water Street
Liverpool.

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Agents has just called in. He strongly approves of the idea of printing on the back of the pictures and in reference to the panorama said that he had for some time been urging Imams to do the same. His ideas are of course on the scale of his Company and are necessarily very much larger than I can manage, but he has given me some information of a useful nature. I think that up to the end of December another credit of about £250 will be necessary and that will prepare much of the material for the new year as well. In the mean time I have asked the manager of the Bank of Liverpool to give me a small credit in case I want it while I write to you. I found the last returns of our sales in the P. Press. They are sure to fall off as the summer goes on, but the people over here seem to think that the emigration next year will be as good all round and better from Great Britain than it has been. A good number of farmers would like to go if they could, and it is astonishing to see how slow they are to understand what is offered to them in the best and how they can get on land there. As for understanding the difference between one part of America and another I presume it will be years before that knowledge is acquired. There is nothing to do but keep on driving it into them.

Yours faithfully
Molyneux St. John

SEPARATION SHEET
LOUIS W. HILL PAPERS

TYPE	HOW MANY	OVERSIZE	ADDITIONAL INFORMATION
Photo			
Map			
Blueprint			
Other	LEGAL DOCUMENT 1	LEGAL SIZE	"CONTRACT WITH THE CITY OF ST. PAUL FOR R.N. (Registers)"

Notes:

ORIGINAL WAS SIGNED BY JAMES J. HILL, AUG. 23, 1880

Item(s) originally filed in:

LWH HOME FILE

Item(s) now filed in:

JAMES J. HILL PAPERS, GEN. CORRESP., BY DATE

Separated by:

R. f. name

Date:

9-3-87

Copy

[FOUND IN LOUIS W. HILL PAPERS, HOME FILE]

State of Minnesota
City of St Paul

In the matter of the Railway crossings, over
or under the streets within the city limits. It is understood that it is
the purpose of the City Council to determine what ~~and where~~ ^{where} ~~the~~ ^{the} ~~crossings~~ ^{crossings} shall be made, whether at grade by bridges over, or roadways
under the tracks - That the extent & character of these crossings
whether bridges over or roadways under the tracks, shall be determined
by the city authorities after consultation with the Chief Engineers of
the respective rail road companies interested in such crossings -
That when the plan for any crossing requiring a bridge over the
railway tracks is adopted by the common council the rail road
companies interested shall build the abutments & the superstruc-
ture over their right of way. In case of roadways under the
railway tracks, the railway companies shall make the
necessary excavations across their right of way & surface the
same with grade in a suitable manner & the city shall build the
approaches thereto. And after such crossings are completed in
accordance with the requirements of the city authorities, such
crossings shall be maintained & kept in order at the expense
of the city government. And it is further ordered that the City Engineer
shall effect the right of the city under its charter as to making changes
of grades of the public streets of said city or the right of said rail
road companies to maintain their lines of roads as they now
exist in said city at present grades of said roads.

St Paul August 23, 1880 - St Paul Mpls & Mantwa Ry Co

and by
J. O. A. R.
C. O. M. O. R.
C. O. M. O. R.
C. O. M. O. R.

by J. O. A. R. Gen. Man

Copy

[FOUND IN LOUIS W. HILL PAPERS, HOME FILE]

State of Minnesota
City of St Paul

In the matter of the Railway Crossings over
or under the streets within the city limits. It is understood that it is
the honor of the City Council to determine whether such

crossings shall be made, whether at grade by bridges over, or roadways
under the tracks. That the extent and character of these crossings
whether bridges over or roadways under the tracks, shall be determined
by the city authorities after consultation with the Chief Engineers of
the respective rail road companies interested in such crossings.

That when the plan for any crossings requiring a bridge over the
railway tracks is adopted by the common council the rail road
companies interested shall build the abutments and the superstruc-
ture over their right of way. And in case of roadways under the
Railway tracks, the railway companies shall make the
necessary excavations across their right of way and surface the
same with gravel in a suitable manner and the city shall build the
approaches thereto. And after such crossings are completed in
accordance with the requirements of the city authorities, such
crossings shall be maintained and kept in order at the expense
of the city government. Provided however that nothing herein contained
shall effect the right of the city under its charter as to making changes
of grades of the public streets of said city or the rights of said rail
road companies to maintain their lines of roads as they now
exist in said city at present grades of said roads.

St Paul August 23, 1880 — St Paul Mpls and Manitoba Ry Co
and by St P RR }
Chas M O Ry }
Chas H O Ry }
St P & M Ry }

by Jas J Hill Gen Man

Copy of
Contract with the City
of St Paul & Son
B. R. Crossings

1880

ST. PAUL, MINNEAPOLIS & MANITOBA
RAILWAY COMPANY,
GENERAL OFFICE.

F. 555

Morris

ST. PAUL, MINN.

Aug 23rd 1880

H. C. Iowa Esq.

Dr. Sir,

would like to get a pass
from St. Paul to Morris and
return. Please send it to
No 37 to east St. St. Paul.

Truly yours

Archibald Johnson

Recd
28/8/80

St Paul, Aug. 28. '80

Dear Sir,

Please send me a trip pass
from St. Paul to Morris and return for
"Rev. J. Healey". I am having to go up
on colony business -

Respectfully
J. Ireland

J. Ireland, Esq -



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