

Assiniboine Bridge Company.

Winnipeg, 11 Jan. 1881

Jas. J. Hill, Esq.

General Manager

St. P. M. & M. R. R.

Dear Sir,

I beg to acknowledge the
receipt of Time Pass no. 60 - over
your road. With thanks

I remain,

Faithfully yours,

E. J. Jarvis.

Chief Engineer.

Office
Coalton Boone Co Iowa

Jan 17th 1881

Mr E. A. Saunders

Dear Sir

Mr Browne will make necessary explanations
regarding the December pay Rolls

The sum
expended as shown on labor pay roll to make
improvements that would increase our production
and lessen ~~the~~ cost was unavoidable and
we will receive a benefit from the alterations
made as soon as pit-cars are made and
weather settles. The principle changes made
was the taking down of 1000 feet of roof in
the entries so that I could use mules
in place of men to push the coal to the
shaft and rigging a cheap means of handling
the water. Our labor list for Jan is
lower than Dec. We need 22 men to run
the mine outside of regular miners &
this force is required whether we produce
5 cars or 25 so our object must be to run up to

our capacity as soon and as regularly as possible. The wages of these men may be decreased after march but the true way to diminish cost of production is to increase the out-put with no increase of employed force. This we can do with the houses completed & pit cars built. The latter have been delayed as we had no shop to work in. The increase in Jan over Dec would have been 1000 tons. If storms had not made it at times impossible to work and at the same time our labor would not have been $\frac{2}{3}$ of what it was in Dec. In regard to our new shafts I think work should be commenced in March. There is no doubt I am told but what we will have one or two other R.R. in our immediate vicinity the coming summer and we should prepare ourselves in time for the increased demand they will make. By having plenty of time I can do better job and less cost. Before beginning the work I would like to visit Braidwood in company with Mr Brown and will myself do anything I might learn

as to late improvements. I think 2 shafts of 300 tons Capacity better than one of 600 tons. The reasons are good & too many to explain by letter. I can furnish you an estimate of Cost of shaft & Machinery entered ready for 150 men to begin mining in. It is good policy to utilize your lands as much as possible while the demand & prices are as they are and to open on the land the most convenient and requiring the least outlay the realize from. To open ~~the~~ on the Fox land (east of track) requires time & money to search for the coal another $\frac{1}{2}$ to be built and a very heavy grade for the entire distance east of the shaft. I advise using the New land. We can extend R Road to two shafts on this land without doing scarcely any grading & use our present $\frac{1}{2}$ - besides the coal is known to be there & the location for our shafts can be more easily & cheaply arrived at.

In time we can work the ~~the~~ land
if Coal exist there and this fact
will be proven for us at no expense
by work of others.

A great many gangs
of prospectors expending thousands of
money. Will be busy looking for coal all
over northern Iowa next Spring & we will
know all about our surroundings without
our drilling. I am well satisfied with
our mine I am driving entries and
the Coal keeps good every way. I am
sure that when once get things arrange
that I can produce Coal as low as it
can be in Iowa. If The Company wish
it. I can come to St Paul in about 6 weeks
to talk about our new works about whatever
is to be done should be decided on next
month

Yours Respectfully

Dan Rees Supt
Clemax C. Co

Mr. [unclear]

Chicago & North Western Railway Co

Office of General Freight, Warehouse and General Manager

Chicago, Jan 17 1881

*W.F.A.
What do you
think of
this?*

Dear Sir,
I enclose herewith a letter from
Mr. Alex. H. Warren, a contractor for
grading a section of the Canadian Pacific
Railway. Under the circumstances will
you not authorize us to make a check
against your company for your proportion
of the overcharge claim? There was no
intentional violation of the conditions
under which the through freight was paid to
Mr. Alexander and under the circumstances
we feel it proper to ask you to pay a portion
of the claim.

*Wrote
July 15 1881*

Truly
Yours
W. F. A.

J. J. Hill Esq
Genl Manager N.P. & C. & N.W.
St. Paul Minn

[WITH HJ647T 1-17-21]

Chicago & North Western Railway Co.

Office of the Freight Traffic Manager

Chicago, Jan'y 13th 1881

H. C. Wieler Esq,

F. T. Manning

Dear Sir: The facts in connection with the claim of Manning, McDonald, McLaren & Co., contractors for grading a section of the Canadian Pacific Ry., for overcharge west of Chicago on their shipments of supplies from Canada to Manitoba in 1879-80 are as follows; Contract was made Augth 79 for one year by our Mr Beatty with, Glasser, Manning & Co. (succeeded by the firm of Manning, McDonald, McLaren & Co.) at thro rate of \$1²⁵/₁₀₀ per 100lbs. Chicago to St Vincent on all their supplies - divided 25^c Chicago to St Paul and 7^c St Paul to St Vincent.

The rate of 7^c per 100lbs. St Paul to St Vincent was given by Mr. Alexander to Mr. Hiland as applicable to shipments in full carloads, and was so quoted to us by the latter, but Mr Beatty failed to specify in the contract that shipments should be in full carload lots, although

Chicago & North Western Railway Co.

Office of the Freight Traffic Manager

Chicago.

1888

he pays "carload rate was intended if not expressed". Upon the basis of through rate of $1\frac{25}{100}$ per 100 lbs. without regard to quantity there is an overcharge on all the shipments upon which claim is made of \$436.62 of which amount \$280 is chargeable to our line and \$156.62 to the line beyond St Paul. Mr. Alexander of the St. P. M. & N. Ry. refuses positively to pay, claiming that the rate he named was on full carloads only. If we settle the claim on the strict letter of the contract we are "in" for the whole amount unless the Management of the St. P. M. & N. Ry. can be induced to alter the decision of Mr. Alexander.

Yours Respectfully,

O. F. Bell,

M. J. Coghlin Esq,
2nd V. D. & C. M.

The above is a brief statement of the actual facts of the claim referred to. If the lines Chicago to St Paul are compelled to pay the entire overcharge it will leave them little or nothing for carrying the freight. I would suggest that you ask Genl. Manager of the St. P. M. & N. Ry. to authorize us to pay and charge them \$156.62. Truly
H. Wilkes

24/1/81

Darropuk Doa Jan'y 25th 1881

J. I. Hill
St Paul Mine

Dear Sir

Can you
place a first class man
as employee under your Ry
management? He is my brother
& has had good business Experience
- is trusty & capable & fit
for any position you may
assign him to - is about
35 years of age & unmarried.
If you can do anything for
him let me know, or address
the party himself - C. F. Hodges
Durand Ill - and I will reciprocate
as far as possible -

Very truly yours P. F. Hodges
Cor 5th & Rock Island Sts Darropuk Doa

ST. PAUL, MINNEAPOLIS & MANITOBA
RAILWAY COMPANY.
GENERAL FREIGHT AND TICKET OFFICE

F. 310.

ST. PAUL, MINN. *Jan 21* 1860.

*a/c Manning, McDonald & Co.
Cromwell Calge*

*Geo. J. Hill Esq.
Cust. Mgr. St Paul
Dear Sir,*

*Referring to above claim -
The statement of Mr Hill as to rate is
Correct - Mr McDonald told Mr Hill
& myself that he cared nothing for his
small shipments & only wanted rate on Car
loads -*

*I sent Mr Hill a statement
of this Carload Shipment showing
St Paul to St Vincent 1495.490 lbs
Charged \$15.044.⁷²*

*The surcharge claimed
on their small shipments
amounting to \$563.⁸² may*

[1-21-81]

F. 211.

ST. PAUL, MINNEAPOLIS & MANITOBA
RAILWAY COMPANY.
GENERAL FREIGHT AND TICKET OFFICE

W.
J.H.

ST. PAUL, MINN., _____ 1880.

be allowed and there
is still an undercharge
Mr. Tucker has shown
no good reason why the
Ochs should be paid &
no credit taken for
undercharges
Very Respectfully
W.S. Alexander

St. Paul, Jan 24. '81

Dear Sir,

Do me the favor of
sending me a trip-pass to from Clontarf
for Rev. Mr. Mc Donnell

Respectfully

John Ireland

J. J. Hill, Esq.

W. P. MILLS.

W. H. HOULTON.

MILLS & HOULTON,

MERCHANT MILLERS,

And Manufacturers and Dealers in Pine and Hard Wood Lumber.

Elk River, Minn. Jan 21st 1881

Dear Sir,

my long - years

Enclosed I return

I shall be glad to receive
a new one for 1881 and will
agree to make it as much
for your interest - as mine
(in the way of additional
business) - to give it to me.

We have for the past 3 months
been building our mill
over into a Roller Mill and
doubling our capacity - so we
shall next year be able to
do much more business on
our road. Please to favor me
with an early answer and oblige

Very Truly
Wm. H. Houlton



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