

GENERAL CORRESPONDENCE

1881 FEB 1-13

FOLDER NO.

12-19

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

Henry G. Sage, Bank

C. Wright, T. Bank

Jas. Campbell, Cashier

2030
The First National Bank
OF FERGUS FALLS
Fergus Falls, Minn. Feb 1st 1881

Personal
Jas J. Hill & Co. Jr Sir.

Your esteemed
favor 30 Jan. Touching upon
"Will Matters" recd this P.M.
I hope and believe Mr Ford
is far better satisfied to have
the will than he would have
been if I had kept it.

It did not take long for me to
make up my mind, that if
Mr Ford wanted the will on the
terms suggested by you to me,
that he should it. And I feel
under lasting obligations to
you for the treatment you have
given me, as well as for
your kind expressions of

Henry G. Page, Pres.

C. H. Wright, V. Pres.

James Campbell, Cash.

2030 [2-1-81]
The First National Bank
OF FERGUS FALLS

Fergus Falls, Minn. Continued

interest towards me in
time to come.

I hope your two or three
weeks "happier" trip may
be a delightful one, as it
almost surely must be,
and that you may have
much "rest and pleasure"
from it for yourself and
party. Believe me
Very Truly Yours

Henry G. Page

Wm 1/3/81
Ostlin Feb 2nd 1881
J. J. Will
St Paul
Minn
That Matter of James Collins
Has Not Been Settled yet
Please attend to it
and Write
John B Johnson

ST. PAUL, MINNEAPOLIS & MANITOBA
RAILWAY COMPANY.
GENERAL MANAGER'S OFFICE.

JAS. J. HILL,
Gen'l Manager.

F. 241.

ST. PAUL, MINN.

July 6th
1881

from H.C. Jones

Prof. Hill Esq.
Gen'l Mgr
Dear Sir.

As per telegrams sent & newspaper reports you probably know that the road has had a hard work of it. Tuesday was bright & pleasant, but during the night it snowed about two inches. Wednesday it commenced blowing & has kept it up ever since with two or three intermissions of a few hours each. The papers I sent give correct accounts of the accident except as to the condition of the injured. Dr Mitchell of Elk River magnified a scratch on one finger into a badly mangled hand & all the other cases in proportion in his report to the agent which was all the news we could rely on until the relief train reached there & from then the doctors sent up could tell little about some of them, as Dr Mitchell had them so covered with bandages & plaster, & gave such exaggerated

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Statements that they thought best in most cases to let everything remain as it was until the next day provided the injured were comfortable, & bring them to St Paul & Minneapolis as soon as possible. Dr Mitchell could not stand so much prosperity in so short a time & feeling obliged to brace himself against it, & the "Shanty work" as he termed it, succeeded in getting drunk by the time he reached St Paul. Dr Murphy, who could not go on account of a lawsuit met the train at the depot. & has had charge of the cases since. That appeared to be the two worst injuries have turned out to be slight ones, Albert Eggert & Mrs M. L. Mann.

The former was evidently struck by something "right between the legs" & the canal leading from the bladder rendered useless for one day. He is now all right & will in a few days be as good as ever.

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Mrs Maun, reported as badly injured
in back & spine & head mashed has
been very comfortable since her arrival here.
They removed the plaster from the broken
skull (?) yesterday & found nothing wrong
but a slight scalp wound the shape of
an arrow the forehead where it does not show
& about 1 1/2 inches long. He is the mother
of R. L. Maun one of Mrs Reed's clerks
Eggert is one of our Land Commis.

L. M. Clough is probably the worst injured
person. His right shoulder is broken &
face bruised. He is doing as well as
possible, it being only a question of time
with his case. The remaining injured are
today in condition as noted below.

L. G. Haddleston of Sauk Centre.		Slight scratch on face all right now
A. J. Tuohy	Minneapolis	One scratch on one finger all right now
A. T. Clarke	"	shoulder bruised, no bones broken, all right now
Rev. J. Whitney	Manitoba	Slight scratch on face
F. Phelps	Appleton Wis.	cut back of ear all right now
Mrs Chase	Clarks	face bruised all right now
Mrs Chase's little daughter	"	slight cut on wrist all right now

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Benom Newby
Mr Brewster of St Paul
*Stiff & sore. no injuries
thence stiff & sore
slightly scratched all up*

The worst of the storm reached us Friday Morning. It kept up a regular blizzard with wind in the South East until last night when it stopped snowing but continued blowing until this morning. We laid all trains up Friday noon. Breckinridge Lion Rains held at Willmar. Jurgus Falls Lion Rains at Jurgus Falls. We did not start the train North Friday night. The North Pacific could not lose the opportunity of having the only train from St Paul to Fargo so they decided, contrary to Mr Westhousen's advice which they solicited, to run their regular train out at 7 P.M. They reached Fridley about 9 P.M. & remained there until 4 P.M. Saturday. Had we not put out three engines to their assistance from the Junction they might have been there now. It took the three engines with a

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Large gang of men firing houses to
get them back to the junction. Everybody
tired & hungry & agreeing with the
Fireman that their energy was good
but their judgment poor.

The situation this morning is better.
It has stopped blowing. Snow is falling
at some points. Mr. McKinnon is working
four snow plows on each division & thinks
he will have Argus Falls soon open
by three PM. Callahan ran his
train north from Argus last night.
It reached Vincent at 7³⁰ this
morning. The northern division has not
had as much snow & this last storm
was not as severe there as at points
south of Barnesville. So they have had
less trouble to open it. Car No. 3
will start out tonight & should go
through unless it blows again.

The Buckenridge division is in worst shape.
The plow working west from Willmar is

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at present. Bucking a drift fifteen
feet high & over two thousand feet
long west of Kerkhorn. The blow
East from Breckenridge is in about the
same shape in the neighborhood of
Campbell. Mr Shepard says it is
the worst storm since 1866 & it
is generally conceded we have had
nothing like it in years. Mr Rice
who is with outfit on Ft. T. Lion reports
more snow than he has ever known there.
Nothing but the amount of snow since
we have is proving our salvation in
getting open quickly. They have built
over three miles this week & Col Smith
says he will keep on at it until the
Winter is over if necessary. There
were ten cars loaded at Junction
yesterday which will be set up today.
Considerable was put up before the
storm struck us, & we will not lose
any time in getting all we can at

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JAS. J. HILL,
Gen'l Manager.

ST. PAUL, MINN. 188

with three feet of snow on the ground
of the months of Feb'y & March ahead
we may reasonably expect plenty of use
for it. This last snowfall amounted to
eighteen inches on the level.

I arranged yesterday to take three
cars of coal per day from Saunders
of the coal he is getting via the River
road. Thought best to have this to depend
on to bridge over the cracks that must
occur from now on in our receipts via
Iron roads. There are 50 to 60 cars
for us between Coaltown & Minneapolis
& some this side of Whatchew. Until
it comes we will get 5 to 7 cars
per day from Saunders of Iron north.
I am tried to be brief in giving the
news but this past week has been a
prolific one in that respect. All well
at your house & Mr. Hoffmann.

Very truly
Yrs. J. J. Hill

Howard
Howard & Crawford,

Warehouse, Commission, Forwarding and General Agents.

Winnipeg, Manitoba.

Agency Standard Life
Insurance Co.
of Edinburgh

Imperial Fire Ins. Co.
of London,
England

Consignments Solicited
Freight at Reasonable Rates.
Warehouse Receipts given.

Winnipeg,

July 7th 1887

Dear Sir,

As I passed through St. Paul
on a Sunday. I was enabled to
present the enclosed to you. - as I
have to meet Mr. Conrad in Ottawa
on the 10th inst and intend leaving
here on Friday morning next.
Might I request you to furnish me
with a pass from St. Vincent to St. Paul.
On my way down I hope to have the
pleasure of seeing you I desire to obtain
some information from you in regard
to J. J. Hill Co.

Very truly yours

J. J. Hill Co.
St. Paul, Minn.

Wm. H. Hill
St. Paul

[WITH BAKER 2-7-81]

J. G. Baker,
C. E. Conrad,
W. G. Conrad,
J. H. Conrad,

OFFICE OF
J. G. Baker & Co.
219 OLIVE STREET.

St. Louis, Jan'y 20th 1881

Mr Jas J Hill Genl. Maw.

St. P. M & M Rlly Co

St Paul Minn.

Dear Sir: The bearer Capt.
Thos Howard is our resident Agent at Winnipeg
Mann, and you will confer on us a favor by
presenting him a pass, St Paul to Winnipeg.

Yours Truly

J G Baker & Co

{Baker Line}

DAVID & CARL SIMON
Mannheim

GETREIDE-, MEHL-, LANDESPRODUCTEN-, COMMISSIONS- & CONSIGNATIONS-GESCHÄFT.

Adresse für Depeschen:
Dasimon, Mannheim.

Mannheim, den 8^{ten} July 1857.

Gas. J. Hill Esq^r

St. Paul.

Gentlemen: -

We beg to acknowledge receipt of
your valued favour of 21st ulto and note that
you don't intend to build a mill this season.

We had seen the respective communications
concerning the establishment of a mill in America,
English, German & Hungarian papers; as soon
as you might be in position to make use of
our services, we shall be pleased, if you will
remember of our firm.

If you are interested in the flour trade, we
beg to draw your attention to our reports in the
'American Miller' (see March & June 1857).

We remain, Gentlemen,

Yours respectfully
David Carl Simon

ST. PAUL, MINNEAPOLIS & MANITOBA
RAILWAY COMPANY.
GENERAL MANAGER'S OFFICE.

JAS. J. HILL,
Gen'l Manager.

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Sunday
Feb 13th
ST. PAUL, MINN. 1881

Dear Sir,
Jas Hill Esq
Genl Mgr

The past week has been nearly as bad for the road in the way of weather as the previous one. Another storm struck us from the North Friday & worked its way down the line during Friday night and yesterday. About midnight it stopped blowing & by noon today the entire road was opened & Freight & Passenger trains moving in both directions. The storm was over on the Northern line yesterday afternoon. Sullivan started his train out of St. Min. today. It will probably arrive in time tomorrow morning. We have no train out of here on Saturdays so did not lose that train yesterday. I will run our regular train out tonight. Nos. 1 & 2 Presk. Div of yesterday were laid up at Willmar going west & Herman coming East. They will both arrive at destinations this

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Evening. Every body in the road feels
justly proud I think, in the fact
that we have opened up quicker, & followed
the two storms with plow & trains in
better shape than any other road continuing
in here. Mr. Wolkman has done nobly,
watching everything closely & not losing
an hour in getting the snow out of the
way. Had we allowed that warm spell
after the first storm to catch the snow
in the cuts it would have cost a mint
of money to have handled it. Some of our
neighbors are finding out this expense
having to use shovels & not having even
a train for two weeks.

The M & ST. L. had their first train
through from Albert Lea. A day for eight
days. The St. Paul, D. & A. M. & P.
(D & S. line). & Fort Dodge & the S. of M. & L.
road are still blocked. There has not
been a single outfit for us to get coal
from either What Cheer or Cotton for one

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Mr. Messrs. We have kept things running
on what amounts just as Sullivan will
have business making a week's supply
on hand here being 24 cars en route
of him 19 of which will arrive at
Dugas tonight. If they ever get open
on St. Louis Road we should have 60
cars in 48 hours from there.

Last Thursday Conductor Simment
caused an accident, which resulted in
burning up a caboose & 1st car of
N.H. Road. & scorching himself. His
engine ran out of water just this side
of Morris. They detached the engine
& put it ahead. He knew he was
being followed by a snow plow engine
& he protected himself by putting
torpedoes on track, allowing his
trainmen to return to the caboose
& sit around the store with him.
The plow should have tripped off
without exploding them & the snow

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in the air prevented the Engineer from seeing the tail lights until too late to stop without striking the caboose. Had the store not upset the damage would have been light & had the brakeman signaled the engine it need not have happened. With this exception everything has worked as well as could be wished for considering the weather.

As to fires there have been none received from either the Omaha or Dakota roads. The former has made no freight for two weeks on their Eastern line & it will still take them some time to get straightened out. After reading the original message about Cremona's trees I received the answer to my first one of Friday. I consulted with Robbins. & he thinks that owing to the depth of snow in the woods (3 to 4 ft deep) there will be few trees gotten out from

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Now on. & that we had better take what we need if such as there are in sight even though we have to accept some Norway in order to get the White Pine & Tamarac. I first thought Brennan might be playing it to corner us on them, but he came in again yesterday & stated that the party who stands ready to take 100,000 for St. Louis Road, has been to see Major Smith regarding transportation. & that the Major is holding him off as he prefers to get the longer haul of St. Paul rather than deliver them at the junction (White Bear) of the St. Louis Road. I will see Smith in the morning & if it is so will tell Brennan to take them all only will try to reduce the number of Roundups to least possible proportion. N. Brown keeps me posted as to condition of roads from Mines & I will ship coal by first road that opens. Aragon is here because he had

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JAS. J. HILL,
Gen'l Manager.

ST. PAUL, MINN. 188

not been able to get away. I have
just returned from Minneapolis
saw Mr. Hatch. He is pretty well
discouraged over the execution of his
road. He papers this morning notice
his resignation from here but does not
state where he is going. Weather
fought clear & cold with no wind
at all points. All well at your
house.

Respectfully truly,
H. B. Hill

* We have had no eastern mail since
yesterday morning. The river road train
due yesterday noon not arriving until
11³⁰ A.M. today.



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