

GENERAL CORRESPONDENCE

1881 FEB 14-26

FOLDER NO.

12-20

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

Form 2.

The North American Telegraph Company.

CONNECTING WITH POSTAL AND UNITED LINES TELEGRAPH COMPANIES, & MACKAY-BENNETT OCEAN CABLES.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message.
Errors can be guarded against only by repeating a message back to the sending station for comparison, and the company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after sending the message.
This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

H. A. TUTTLE, General Sup't.

C. M. LORING, President.

NUMBER	SENT BY	RECD BY	CHECK
17ms	In	P	16211
			\$400
Rec'd at Paul Feb 14 1881			
Dated Minneapolis 14			
To J. H. Hill Office Manitoba RR			
Don't think I can go			
down today. If I do			
will be there at 100 fairly			
H. F. Brown			

Form No. 44.

NIGHT MESSAGE. **THE WESTERN UNION TELEGRAPH COMPANY.**

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been accepted to by the sender of the following message.
 Errors can be guarded against only by repeating a message back to the sending station for comparison, and the company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Night Messages, sent at reduced rates, beyond a sum equal to ten times the amount paid for transmission; nor in any case where the claim is not presented in writing within thirty days after sending the message.
 This is an UNREPEATED NIGHT MESSAGE, and is delivered by request of the sender, under the conditions named above.

THOS. T. ECKERT, General Manager.

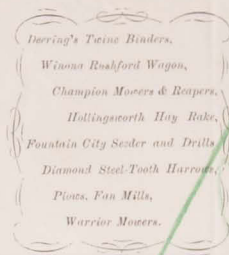
WOLFE G. FLETCHER, President.

NUMBER	SENT BY	REC'D BY	CITY	DATE	TIME
Va 24	Wm	Be	14 D K Minn	Feb 14	9:22 P

Received at St Paul Minn. Feb 14 1887.

Dated, Aberdeen D K 14
 To Jas J Hill Manitoba RR
 St Paul

Am here snow bound what prospect
 getting to Bismarck via Fargo over
 your Road Ans L. K. Church



OFFICE OF
JOHNSON, HOLMES & CO.,
DEALERS IN
FARM MACHINERY
OF ALL KINDS.

Pembina, D. T., Feb 14th 1881

J. J. Hill Esq
St Paul Minn

We write you to know if you could not send
us a Standing Pass good for any of our
Firm to go from St Vincent to St Paul
We have a great deal of trouble in getting
that goods we want and having them shipped
at once while if we could run down & get
them loaded on in a hurry we could handle
more goods we shall have over 30 car loads
this Spring & Summer and think you ought
to send us such a Pass
Names of Partners are O. S. Johnson & H. Holmes
& D. W. Driscoll

We have now 4 car loads on the Road for this
Place 2 of Mill Machinery & 2 Cars Sunders
they have been on the Road a long time and if
we had such a Pass we could go & look them
up hoping to hear from you soon We remain Truly Yours
Johnson & Holmes

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

JAS. J. HILL,
Gen'l Manager.

F. 241.

McNulty

ST. PAUL, MINN.

Feb 16th 1881

My Will, Esq
Genl Mgr.
Dear Sir

Since writing Sunday there has little of importance occurred.

We are all open except the Irons Valley Branch. Mr McKean hopes to have a train over it tomorrow.

The weather turned cold last night from the north. Hancock reports 31° below zero this morning. Wood orders are all filled. There has no coal come through from Iron yet. The M. & St. L. are still blocked, also the B. & N. & the road from Waterloo north so that we are entirely shut out from Coattown. The Officials of the Omaha & St. Louis Roads, particularly Mr Winter & Mr Gaylord are feeling very blue today. They have not yet reached the blocked train at Mountain Lake

[2-16-81]

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

P. 241.

JAS. J. HILL,
Gen'l Manager.

ST. PAUL, MINN.

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on the Omaha line. which has
been favored in since Tuesday, 1st.
Jimmies is keeping us going
from hand to mouth with coal
as he regains it.

Mr. Jimmy is very anxious to reach
you. He was here last week, thinking
you had returned. I wired me
yesterday for your New York address.
The bulk of the Eastern mail
now consists of applications for
employment on the Can. Pac. Ry.
& most of the letters are addressed
to Waples Hill & Angus.

The children are all well.
McGilman says they are all right
every way.

Cable message from Atlanta recd
which I answered application to. Cordia
Respectfully & Truly
J. J. Hill

Enclose N.Y. Cent
Annual just received.

The Canadian Pacific Railway Company.

\$150,000⁰⁰/₁₀₀

Montreal, Feb'y 17th 1881

RECEIVED of James J. Hill ~~~~
the sum of One hundred & fifty thousand Dollars

in full payment of the First Instalment
of Thirty per cent upon 5000 shares of the
ordinary stock of this Company registered in your name

C. W. Finlayson

Secretary.

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

F. 150

Breckenridge
~~MINN.~~ MINN. Oct 18th 1881

James J. Hill Esq.
Genl Manager St. P. & M. Ry
St Paul

Dr Sir:

I learn that a movement
is on foot to incorporate a company
to build a road from Breckenridge to
Morrhead via McCauleyville, that
the state legislature will be petitioned
to donate swamp lands, and the Co
to bond itself in the sum of 500
(about \$20,000.⁰⁰). I would like to know
your mind upon the matter as I am
personally acquainted with most of
the prime movers and can obtain any
information you may desire.

[2-18-11]

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

F. 455

ST. PAUL, MINN.

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Mr David McCauley is one of the principal actors in the scheme, and the plans so far are to get a bill of incorporation, and find some company - either the N. P., or the embryo Minnesota Northern to build the road.

Overtures are now being made to the former road, and if I can be of any service to your Co., I would like your instructions.

My object in writing this letter is to earn some position on the road, you may deem suitable.

Yours very truly,
Geo. H. Hopkins

Ho. S. Alex. 1887

AMERICAN BIBLE SOCIETY

MINNESOTA DISTRICT

JOHN HINTON, District Superintendent.

Sept 21/87

Faribault, Minn. Feb 18 1887

W. S. Alexander, Esq.

My dear Sir

I returned the Free Pass the General
Chambers so kindly granted me for the prosecu-
tion of my mission work along your line of
Road & asked in continuation of the same favor
for the current year. I received from you
early in January a Clergyman's Half Fare ticket.

The Chambers of the various roads in
Minnesota & Dakota have granted me a free
pass. I believe Mr. Hills would do so could
I again see him. Will you be kind enough
to ask him on my behalf for the favor, the
months of May & June & the early part of July depend
on the frontier of Northern Minnesota & Dakota. If
he would kindly grant the pass for those months
it is all that I need.

I have ceased to see you personally on two
occasions. But you were engaged.

Yours very truly
John Hinton
His Supl. for Minn. & Dakota

Private

James J. Hill Esq

St Paul

Minnesota.

My Dear Sir,

I did not know where a telegram would reach you & stay in Washington or I would have sent you a dispatch asking you to return this way.

Mr. Mc Intyre learned today, on the most probable authority that a Schultz had succeeded in negotiating his Bonds in this city through the late James P. Co who are to advance him immediately \$100,000 in order to enable him to leave his city and go to work on construction immediately. The most good is to be made to the Farmers Loan and Trust Co at the rate of \$20,000 per mile and they buy the Bonds at 85% which will give them \$17,000 per mile cash and as I understand it more than build the Road. Schultz is to be here to morning to sign the first Bond and as soon as that is done he is to get his \$100,000 to begin work with. Of course you understand that all this means nothing Pacific and that they mean to push the Road up from Casselton to the Boundary Line and meet Schultz's Road somewhere which he will push down from Minneapolis ready to meet them that is plainly and unequivocally their programme and you must not lose sight of it.

As soon as Mr. McIntyre learned this he telegraphed to Hickney not to lose any moment in securing this but thought it dangerous to put in the telegram the reason why and in order to impress upon him the importance of haste he said he should send a second telegram to night urging immediate action.

Mr. McIntyre and I have looked over the situation as the matter and we both agree that this action is threatened action on the part of the Northern Pacific Co necessitates your proceeding immediately to assist your Grand Forks line for the International Boundary and building the line on the West side of the Red River to Minneapolis under the Canadian Pacific Act. The only thing that will prevent the Northern Pacific Co going on will be prompt action on your part even that may not stop it for long. I think it will but on any event the Branch from Minneapolis to the boundary line on the West side must be built some time to get your lines in Dakota and while under other circumstances it might have been postponed, with the light we now have it will not be prudent to delay it for a

moment. Dr. McJannet suggests that you put on a Co's of Engineers at once working from Grand Forks North running over the route to the boundary line rather hurriedly but doing it very thoroughly from the line through to Winnipeg. Dr. McJannet goes home to-morrow morning and said as soon as he returned he would endeavor to get Mr. Peter Mitchell to go to Winnipeg and endeavor to get the Manitoba Legislature to ratify our Dominion Chart so as to enable us to exercise all our Chartered privileges in that Province and as an inducement would propose to make one or two stops there, that is all very well so far but actually has already got his Charter and as I understand the case against the Dominion Government, nor that of Manitoba can prevent his building the line the only way to stop the Northern Pacific Co. from carrying out its design is to build from Winnipeg to the Dakotas line under the Canadian Pacific Charter as rapidly as possible.

I think the sooner you come to an understanding with Merrill about the St. Paul & Duluth Road and build not from Saint Rapids to this City the better.

You will have a great deal to do next season but I hope you will make all your arrangements in each good time that you will get through with it comfortably and so protect your hunting that no one here will attempt to disturb you.

Please get the Western Union Telegraph Co. to send us our Annual Pass as usual Agents. There is some considerable delay every year in getting it.

Yours very truly
John S. Kennedy.

P.S. You had better put yourself in communication with Dr. McJannet
J.S.K.

6-17-(1) (2)

"The Wisconsin"

N.Y. July 21

[1891]

Do
Dear Sir,
Enclosed

The beg to hand
you herewith a correct-
ed bill showing a bal-
ance due of \$5.00 the
amount of a bill of
exchange which at the time
of your departure and set-
tlement was unsupplied
at the office.

We simply desire
to call attention to the
omission while it is
fresh in mind.

Very Respectfully,
Hank & Webster
S.

Windsor Hotel. ³⁵⁰

WINE CARD

Name, James Hill

Number of Room, 26

Kind of Wine, 1st.勃艮第
Latam. Blanche

Date, 2/19/81



STATE OF MINNESOTA

EXECUTIVE DEPARTMENT

St. Paul, Feb. 22nd 1881.

*Paul
22/2/81*
J. J. Hill Esq.
Genl. Mgr. St. P. & M. RR.
St. Paul.

Dear Sir

I am directed by Gov. Pillsbury to
request for Louis Berthiaume & one, a trip
pass to Crookston & return, so days,
on a/c of State Land matters.

Mr Berthiaume has been employed in that
connection heretofore

Very Respectfully,

M. C. Jewett

State Land Agent

May you ask the pass to be made for Berthiaume
and two St Paul to Crookston and return

W. J. H.

23^d Feb 1881

James I. Hill Esq

Private

St. Paul

Minnesota.

My Dear Sir,

I am writing you in 2nd Inst. I have seen Mr. Kettlen who tells me that Shutt's Road does not run North and South as I had supposed but on a South West by West direction from Minneapolis towards the North Mountains and that will involve the swinging of the Cassellton Branch of the Northern Pacific Co. rather West of North so as to meet the former at the boundary line and will therefore be pretty much on the same south as your Buckenridge extension towards Devils Lake. That is not so bad as I had supposed still it is bad enough and we must kill it I am sure and in this Mr. Kettlen concurs. The only way to do is to proceed as suggested in my letter of 2nd Inst. after conference with Mr. Putney.

I have written to Mr. Clapham suggesting that you should keep 5 or 6000 tons of Iron Rails and fastenings constantly on hand so that at any time you could start to build 50 or 60 miles of track to head off competition and I think it is especially necessary in this case for you cannot delay work next summer as you did last. To lay down steel Rails and take up the old iron now for your extension you lose altogether too much time. This time last year we were told the Des Moines extension would be completed by 1st Sept ready for the Fall business but this are not completed yet and I presume the delay was caused by the delay in getting the Iron Rails out of the track now you would have saved money if you had purchased now Iron Rails and had the Road finished at the time you intended. I wish you would enquire at what price you can get 4 or 5000 yds. of Iron Rails from your Western Mills for April & May delivery and then I will see whether it would not be cheaper to buy English Rails which we can do in 6 months. Could have them brought here by steamer and sent forward in bond by River, Canal & Lake to Milwaukee or Chicago and thence by Rail to St. Paul. You could withdraw from bond and pay duty on 500 tons at a time for I suppose St. Paul is a port of entry and if not you should get your Minnesota delegation at Washington to apply to the Secy of the Treasury to have it made one at once. I will write further to Mr. Clapham as soon as I hear from you. I was so anxious about the question that I telegraphed Mr. Kettlen yesterday to secure and get out too that not a moment was to be lost.

Yours very truly
J. S. Kennedy

P.S. Mr. Kettlen says he will start for some thing for tomorrow morning.

Wm. I. Mill Esq

Dwight

St. Paul
Minnesota.

My Dear Sir,

I was sorry to learn by a telegram from Mr. Jones that you would not be back until St. Paul till today and as I have heard nothing from either Livingston or Mr. Lytle since they left here I am fearful but my telegrams and letters have not been received in time to do any good, but I hope not.

We have of course heard of the state of semi-panic we have been in here for the past few days, growing out of the action of Congress regarding the Funding Bill and the great and rapid decline that has taken place in all stocks especially the rubber speculation ones and it has occurred to me that though the worst will probably be over in a day or two if it is not over already we will have a feverish and active money market till about the middle of April and it is therefore probably a good time to negotiate with Porter & Merrill regarding the St. Paul & Duluth Road. With money tight and an uneasy and uncertain condition of affairs Porter and Merrill will be apt to concede much better terms than they would with an easy money market and one likely to continue so. Besides if the arrangement talked of is worth doing at all, and is ever to be done, I think that sooner it is done the better, you can however judge of that much better than I can.

The tightening of money has stopped all sales of stock or bonds (that is Manitoba) but as soon as money eases up I hope we will find buyers again. When the panic first started we bought a few hundred shares of Manitoba stock - 98% + 99% not supposing the pressure was going to be so severe or long continued with which we are of course stuck but I hope in time the demand will revive so that we will get out of it without loss.

Yours very truly
Wm. S. Kennedy



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