

GENERAL CORRESPONDENCE

1881 DEC 12-16

FOLDER NO.

12-30

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER



Chicago Dec. 17th 1881
Mr. Hill
N. O. Manitoba R.R.

Dear Sir

I have a scheme in my head, and want to make you a proposition. I see you are about to become interested in the Hotel Business at Manitowka, consequently I thought you the man that would also be interested in anything that will promote the safety and comfort of Pleasure seekers and have a tendency to draw.

I have not got much money but am choke full of days work. am a Mechanic and an Engineer by trade. I want to interest you enough in my Scheme for a safe Boat to furnish the money to build it and give me two years to pay for it with interest on amt. invested, you to be exclusive owner until it is paid for with privilege of taking same when I fail to do as I agree.

[12-12-91]

OFFICE OF



84 MCGREGOR ST.

Chicago

SS

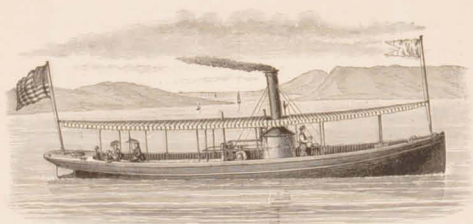
owing to the many explosions that have taken place on the Lake, many people are afraid of a Steam Boat; I propose to run one without a Boiler Water or Fire, as safe as a Parlor Stone. I know by experience what I am talking about and will explain satisfactorily to you, if you feel inclined to take hold of it; or to any one you may recommend if you do not. Large Boats do not pay as well on small Lakes as small ones, the one I propose to build (for the first at least) will carry a hundred Passengers and require two men to run it; I have Boated on Geneva Lake and know about the sized Boat that pays the best.

Enclosed is the style of Boat I would build for the first one, no one wants to stay in Cabin in pleasant weather and can make Cabin of tin when necessary, will refer you to above firm also Mr Orcutt 2015 N. Wabash Ave and others. Hoping to hear from you soon & remain yours &c C. H. Whipple

[WITH WHIPPLE 12-12-61]

New York Safety Steam Power Company.

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STEAM LAUNCH "BARRANCAS."

BUILT BY NEW YORK SAFETY STEAM POWER COMPANY.

CABIN YACHTS.

The THAYER was built for and is now in use by the Quartermaster's Department, at Boston Harbor, Mass. This boat and the HAMILTON are excellent examples of cabin boats. The THAYER is 65 feet long, 10 feet 9 inches beam, 4 feet 9 inches deep, and draws 4 feet 4 inches aft.

The stem, stern post, keel, deadwoods and floors, plank-shears, garboard and sheer strakes of plank are of the best seasoned white oak. The keelson, bilge strake, clamps, beams and planking are of clear Southern pine. The knees are of hackmatack, the deck of white pine, stanchions and rail of white oak. The fastenings are all of copper or composition below the load line, and of copper and galvanized iron above.

The pilot house has an elliptic front, and stands somewhat above the top of the main house. Has whole-light windows in front, sides and doors; also small windows in rear. Has a mahogany steering wheel, binnacle box, shelves and seats.

The forward cabin is immediately aft the pilot house, is entered from the pilot house, and is 6 feet long. Has seats and two berths, arranged same as in after cabin, the seat-tops forming a third berth, when required. Out of this cabin is a capacious water closet.

The engine room occupies a space amidships between the forward and after cabins, 14 feet long, and amply accommodates the boiler and engine, both of which are vertical

and of the same size and general description as in the BARRANCAS (see description).

The after cabin is 12.6 feet long, by an average width of 6.4 feet, and 6.7 feet high in the clear. There are seats on each side, upholstered with crimson rep, and arranged to be used as berths, the seat front forming the berth board or front.

The windows are glazed with double-thick French plate glass. The door and windows hung with brass fittings and fastenings. The windows furnished with double crimson rep curtains and gilt fittings. The cabins painted, and the sides and top formed into panels, with gilt moldings. The companion-way steps, door sills &c., are covered with brass plates, also the rail where the fenders chafe. The after deck is 9 feet long, the forward deck 12 feet. The gangways are 18 inches clear between rail and side of house. The bulwarks are 17 inches high, solid forward of the pilot house door, and of galvanized wire netting aft of this. A hand rail of brass galvanized in brass stanchions extends all around the house and pilot house. Galvanized iron chocks, ring bolts in stanchions, anchor, cable lines, fenders, deck buckets, axes, brooms, hose, boat hooks, flag poles and flags are fully provided.

The THAYER is an extraordinary sea boat and a good carrier. When quite new she ran faster than twelve statute miles per hour several different times.



STEAM LAUNCHES.

Under the name of Steam Launch we include all open boats, whether used for pleasure or business purposes. They may be any length, but usually are not less than 25 feet or much over 60 feet. The machinery is located near the centre of the boat, and seats are carried around the sides fore and aft. The smaller sizes are steered by a tiller, but a cord can be arranged to enable the engineer to steer when desired. The larger sizes are provided with a steering wheel forward, the pilot standing on a wide thwart just forward of the boiler. Fuel is carried under the seats around the boiler.

The hulls are built of oak, hackmatack and cedar, and are fastened with galvanized iron and copper. All the fastening

is clinched or riveted. The finish is plain but substantial. If for use in rough water it is better to deck a few feet forward and aft, and a narrow strip around the sides, with a washboard or coaming carried around to keep water from the cockpits. When desired, awnings of canvas, or a light deck, and curtains around the sides, can be provided to furnish shelter from the sun or showers; and the soft cushions upon the seats provide comfortable sleeping quarters in warm weather.

We give special attention to the building of Launches and their machinery; and will furnish them complete in every particular, fitted either as Swift Racers, Fast Pleasure Boats, Party Boats, Fishing Boats, Ships' Tenders, or Ferry Boats.

STEAM LAUNCHES.

THE BARRANCAS, which was built by us for the Quartermaster's Department, U. S. A., and is now stationed at Pensacola, Fla., will give a very good idea of this class of boats. She is 61 feet long over all, 10 feet 10 inches beam over the fender strakes, 4 feet 6 inches draft aft. The after cockpit is 20 feet 6 inches long, and the forward one 11 feet long—the average width of both being 8 feet 6 inches, the total length of seating, including thwarts, is 78 feet. The finish of the inside is of black and white wood staving going clear around the boat. The awning stanchions are of ash, turned, and are five feet high above the gunwale. The awning is of heavy canvas, with side and cross curtains to inclose the after cockpit when desired.

The cylinder is 9 inches diameter and 12 inches stroke, has a balance slide valve arranged to give a full opened port at any point of cut-off, up to three-quarters stroke. The crank shaft is of hammered wrought iron, 4 inches diameter, has two bearings in the frame, each 8 inches long, and is counterbalanced on each arm of the crank. The thrust-bearing is secured to the engine-frame, has composition wearing-plates, and can be adjusted either way. The main or propeller shaft is 3 inches in diameter. The stern bearing is 18 inches long, lined with lignumvitæ. The propeller wheel has two blades, is 4 feet in diameter, 6 feet pitch.

The boiler is a vertical tubular, of steel plate, $\frac{3}{8}$ inch thick, is stamped 70,000 lbs. tensile strength, is double riveted, and tested at 200 lbs. to the square inch. It is 54 inches in diameter and 89 inches high, has 204 2-inch tubes, each 44 inches long, 430 square feet of heating surface, and 12½ square feet of grate. Has a "shaking grate," worked by a hand lever. The boiler and steam pipe are covered with hair-felt and canvas, and over this a jacket of galvanized iron. There is a 3-inch plunger pump, driven by the engine shaft, and an independent steam feed and air pump, combined, both pumps so connected that either or both may be used to pump from the sea, bilge or tanks, to feed the boiler, wash the boat with the hose, or for fire purposes. A surface condenser of hard-drawn brass tubing extends from the exhaust opening in the engine, through the bottom, close to the keel, around the stern post, and forward to opposite where it went through the bottom, where the air-pump connects to it, and delivers into the hot well tank. A three-way cock in the exhaust pipe shuts off the condenser, and allows the engine to work non-condensing.

There are four galvanized iron tanks placed in the bottom of the boat, two forward and two aft of the engine and boiler, which, with the hot well tank, will hold two hundred and fifty gallons.

Boston, Dec. 13th 1881.
Friend Alex,

Enclosed find
adv. cut from the Boston
Sunday Herald Dec. 11th
They have commenced
operations, I have not
as yet managed to run
across the young man,
again though he is in town

Truly yours
Geo. P. Field

\$5,000,000
FIRST MORTGAGE BONDS
—OF THE—
DULUTH & WINNIPEG
RAILROAD COMPANY.

Subscriptions will be received on and after Monday, the 12th inst., at our office, 56 Broadway, for all part of the above-mentioned bonds.

The bonds are dated May 1, 1901, have 20 years to run; carry interest at the rate of 5 per cent per annum, payable semi-annually upon the first days of May and November, in New York, and both principal and interest are payable in United States gold coin on the several stated days and places. They are secured at the rate of \$10,000 per mile, to provide for the construction and equipment of the new line, the franchises and entire railroad and property of the company, including a very valuable land grant of 8000 acres per mile.

The bonds are offered at 104 per cent, premium and accrued interest or 110c for each bond subscribed. For and subject to the payment of which sum will entitle the subscriber to one first mortgage bond for \$1000 and also to an amount of the second mortgage income bonds of the company, issued at the rate of only \$7000 per mile, and secured upon the same franchises, railroad and property, equal to 40 per cent of the par or face value of said first mortgage bond, and in the proportion for larger amounts.

Subscribers may pay for and receive their bonds at the time of subscription, or, at their option, may pay 25 per cent of the amount at the time of subscription and 10 per cent monthly thereafter till the whole shall be paid.

N. B.—Pamphlets and circulars giving full information sent on request.

HOOVER, McLELLAN & CO.
New York, Dec. 8, 1899.

1904
THE CLIMAX COAL COMPANY,

154 EAST THIRD STREET, ST. PAUL, MINN.

J. J. HILL, President.
E. N. SAUNDERS, Secretary and Treasurer.

Mayas La Vie 13th 1881

J. J. Hill Esq
St Paul Minn
Dear Sir

On the last day of the present
month my time of engagement will end
and I shall consider my self free from all
obligation here. This is the end of time stipulated
by Mr Thurston when I was in St Paul.

I thank you heartly for past
favours and remain

Yours truly
Dan Rice

THE CLIMAX COAL COMPANY,

154 EAST THIRD STREET, ST. PAUL, MINN.

J. J. HILL, President.
E. N. SAUNDERS, Secretary and Treasurer.

May 20 1893

ISS 1

Wm J Hill & E N Saunders
St Paul Minn -

Gents,

Your favor of the 5th inst at hand and
note I was sorry that you have concluded
not to buy the Elder tract for I am of the
opinion that it would have been a fine thing
for you and in the concern of time I think
that you will see as I do on this subject
I may have forced this matter a little to far
If I did it was done purely to protect your
interests,

What shall I do with the Mine and
quit prospecting or go ahead with it and
report to you after I am through drilling.

The new shaft I am using will be back
Thursday night and have a lot of dirt
that had to be got out in order to put
down the tracks but we have a great deal
of work to do beside hauling coal

THE CLIMAX COAL COMPANY,

154 EAST THIRD STREET, ST. PAUL, MINN.

J. J. HILL, President
E. N. SAUNDERS, Secretary and Treasurer.

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It may require you a long time getting ready as it does to me, I often times but when you take me contribution that the Building of this Shaft is Equal to building two Common shafts you will see where the time is consumed.

I can say to you that I have done all in my power to push this work from the day it was started and could not do any better under the circumstances and have done everything that I could to protect your interest here since I have had charge of the work.

In regard to the advertising in the Burlington Hawkeye I did it purely to enable us to get a good class of miners here in the future. If this was wrong you can deduct the cost it cost from my salary and all will be satisfactory.

Very truly

J. J. Dan Rice Supt
A

FARMERS AND MERCHANT MILL.

Fergus Falls, Minn., Dec 14 1881

Mr J. D. Hill Esqr

TO JACOB AUSTIN, JR

I wish to tell my mill and water
power and as you own so much power
here if you had mine you could
control the freight for all the grain your
road I will sell low

Yours very Respectfully
J Austin

At what price will he
sell and of what does
the property consist

JJA

OFFICE OF
PARIS GIBSON,
WOOL BUYER.

Ack'd
11/13/80

Benton, Mont., Dec. 14 1881.

Gen. J. Hill Esq.
St. Paul

Friend Hill: Not having heard
from you for sometime, in regard to
lead mine matters, I presume you have
abandoned the idea, for the present,
of doing anything in this direction.
I wish to call your attention to another
matter. Nearly two years ago, I bought
the Benton & Grey Eagle Consolidated
Lode, soon after its discovery, and have
had the land renewed twice since that
time. This mine is situated in the
new mining district, in the Belt
Mountains, about 45 miles from Benton.
I am now developing the mine having
the privilege from the owners of selling
ore to a Smelting Co. (recently established
there) sufficient to pay my expenses.
Should the work which I have already
done, I have established the fact that the

property is very valuable. My bond
expires next July, and before that time
I shall see the property, provided I can
get anything like a fair price for it.
Otherwise, I want to get some one
to take hold with me, and buy it.

The difficulty in getting a fair price,
lies in the short time that my bond
has to run. I have bonded $19\frac{1}{2}\%$ of the
Lode for 60,000 + I saw $1\frac{1}{2}\%$. I believe the
property is worth today 500,000 at least.

Now would you not be willing to employ
a first class expert to come here and
examine the property with a view either
of buying it, or taking hold with ^{me} on some
fair basis under the bond. There
never existed a better opportunity
to examine the mine than now while
it is being developed, and while
the ore is being reduced. -

If you and I owned this mine together,
I think we could make a million
dollars out of it, by capitalizing it.

[12-14-81]

OFFICE OF
PARIS GIBSON,
WOOL BUYER.

Benton, Mont., _____ 188

in London.

The ore is galena, and carries about
60 ounces of silver & 35 percent of
lead. Close to this mine is plenty of
iron, limestone & wood for coal. The
Belt Ark Coal mines lie within fifteen
miles of the lode.

Prof. Fox (supl. of the smelter) a man
of large experience in quartz mines,
says he has never seen so promising
a camp as this, and our clock had
all the resources for reduction if it
are located so conveniently.

Hoping this business may strike you
favorably.

I remain,
Yours truly,
Paris Gibson.

JOHN S. KENNEDY,
J. KENNEDY TOD.

J. S. KENNEDY & CO.

NEW-YORK Dec. 16th 1881

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

My dear Sir:

My firm has handed me over your letter of the 10th inst, with a request that I will reply to that portion of it which you refer to me regarding the proposed mortgage on the Minneapolis and St. Cloud Railway. In answer I would say without any hesitation that if the consolidation with the St. P. & M. Ry. Co. will in no wise interfere with your getting the swamp lands I would advise making the consolidation first and then have the mortgage made, and the bonds issued, by the St. P. & M. Ry. Co. That Company, as you suggest, being better known the bonds would unquestionably bring a better price, but should you find, after Mr. Bigelow has examined into the case, that by this course you might jeopardize the land grant I would suggest that you get the Minneapolis and St. Cloud Ry. Co. to make the mortgage, but either let the bonds be issued by the St. P. & M. Ry. Co. or let that Company guarantee the bonds - i. e. if this can legally be done,

and on this point Mr. Bigelow will advise you. I do hope that you will shortly get the balance of the Dakota extensions completed and send us on the certificate to enable us to get the bonds from the Trust Company. If you have any more building next year you will have to adopt a different method and send us certificates for every 10 or 20 miles so that we may get the bonds and have the means wherewith to finance.

We will be glad to receive the promised statements of your disbursements, receipts etc. and I hope we may have the pleasure of seeing you here shortly.

When in Montreal last week Mr. Stephen stated that he was going to ask you to come on here about the end of next week so that we may have a conference together when he and Mr. Angus are here.

I trust that you will be able to come and that my nephew, Mr. Arthur Tod, will come along with you.

Hoping to see you soon

I remain

Courteously truly,

John H. Kennedy



At. Edwards.

Dec 16th 1851

My Dear Service

Please advise me if necessary to come down, when? I am short handed but can get away Sunday night to be there Monday morning, if convenient for you, if not please say when?

Has it ever occurred to you that an element would like to see the future capital at or near Devil's Lake?

Yours truly
At. Edwards.

From the
Legal Office
Mr. Stickney will be in St Paul
Mr. Beck is in charge of the
no 1/2/81

Detroit Minnesota
December 16th 1881

James J Hill Esq
St Paul

Dear Sir

Will you please
inform me when Mr Stickney
will be in Winnipeg. I have
to go down when he is there to
settle up my Hog business

I wrote you two weeks
since in regard to the land on
C R R but think you were absent
at the time

Yours Truly
Jas. B. Holmes



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