

New York

Mar. 20, 1882

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

Dear Sir:

We have received your telegram requesting us to
cease selling Manitoba Seconds on your account and we have
accordingly withdrawn our orders from this market and cabled
our friends in Amsterdam.

Within a few minutes of receiving your dispatch we
also received a cable from Holland advising us of the sale of
\$11,000 more at 103 $\frac{1}{2}$ % and interest.

We remain

Yours very truly

J. S. Kennedy

*From envelope found in J. Hill's papers, probably copies
made of the Farley Trial of 1887*

CANADIAN PACIFIC RAILWAY COMPANY.

FOR REFERENCE USE ONLY: OFFICE OF THE GENERAL MANAGER.

Reproduced from the original in the
Minnesota Historical Society. Per-
mission necessary for reproduction
or publication.

WINNIPEG, MAN.,

March 9, 1882

Sir,

I beg to submit herewith a statement showing the freight rates now in force on the lines of this Company in the North West as compared with those of the Grand Trunk Railway of Canada and of five of the principal railways in the United States, west of Chicago. The latter may be taken as fairly representative since one of them, the Chicago, Burlington & Quincy, traverses a country thoroughly developed and enjoys an unusually heavy local as well as through traffic; another the Chicago Milwaukee & St Paul has lines both in old and well developed sections and in the sparsely settled districts on the frontier, another, the Union Pacific, having a heavy local traffic on a portion of its lines and a large through business over the whole & the remaining two, the Atchafalpa & Santa Fe and the Northern Pacific, having

FOR REFERENCE USE OF CANADIAN PACIFIC RAILWAY COMPANY.

Reproduced from the original in the OFFICE OF THE GENERAL MANAGER.
 Minnesota Historical Society. Per-
 mission necessary for reproduction
 or publication.

WINNIPEG, MAN., 188 .

no through traffic and only a partially developed local business.

I have been unable as yet to procure the data for a comparative statement of the tonnage of the several lines, but I am safe in saying that the tonnage per mile of the lightest of them is far in excess of that of the Canadian Pacific. I hope soon to be able to submit a statement showing this and also a comparative statement of passenger rates. I may remark now, however, that with the exception of the Grand Trunk and some of the lines of the Chicago Burlington Quincy, the passenger rates of the Canadian Pacific (3 cents per mile) are lower than those of any of the railways here represented.

Very respectfully

The Hon Sir Chas Tupper (sgd) W BantHorne

Minister of Ry & Canals

General Manager

Ottawa, Ont

Encls
FOR REFERENCE USE ONLY:
Reproduced from the original in the
Minnesota Historical Society. Per-
mission necessary for reproduction
or publication.

CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN.

22 Mch

108 2

J. J. Hill, Esq:

St Paul.

My dear Sir,

Referring to your favor of the 17th.
as I telegraphed you today I sent to Sir
Charles Lupher a week or more ago, through
the Montreal office, a comparative statement
of freight rates of which I send you a
copy and also a copy of the letter accompany-
ing it. As soon as I get some pressing
matters out of the way I intend to make
a more extended and elaborate comparison
including a comparison of the tonnage
of the various lines to back up an ap-
plication for an increase in our Tariff
rates. I omitted the St. P. M. & M. from the
comparative statement for reasons which you
will readily understand. Enclosed I return
Mr. Schreier's letter.

Yours Truly
W. C. VanDome
Genl Manager

JOHN S. KENNEDY,
J. KENNEDY TODD.

J. S. KENNEDY & CO.

NEW YORK 24th March 1892

My dear McMill,

Thanks for yours
of the 21st, received this morning.

I note its contents carefully,
and am particularly gratified
at the increasingly brilliant
prospects of your property.

Today the stock has had a
tumble to 115½ and rallied
to 117 - about which figure
I think it should stand.

We have sold of your
2^{nds} to date, here and in
Amsterdam, \$165,000. and today
we transfer to your 9c a like
amount of "Dakotas" at 101½%
and interest. There, with the
consent of our Syndicate, we

have taken out of the first
lot of \$600,000. One of the
parties in Amsterdam refuses
to await of their subscription
(\$100,000) to the second call
of \$600,000. so I have today
turned it over to you at par
and interest, and shall sell
your 2^{nds} against it. We had
an offer for \$70,000. of your
seconds to day but I held out
for 107½% and the parties hang
off. I am confident, however,
that we shall yet come to
terms, and, in any case, we
shall easily sell \$100,000. in a
week or two at good prices,
thus making the purchase of
\$100,000 "Dakotas" advantageous to
you. I have written W. Kennedy
today as to "Minneapolis Union"
Bonds asking him to cable if

it is desirable to seek a market in St. Paul, and I shall duly communicate with you on hearing from him. I think he is arranging a Syndicate on the other side, so at present it would be well to await word from him.

Angus and McIntyre are here just now; both well but without any news of importance. We hear from W. Stephen now and then and have many evidences that he is working up the C.P. boom in his own enthusiastic way.

Financially we are very easy, so you may lean on us when necessary. Manuel left last night and has no doubt reported himself before this reaches you. I hope you can fix a peace with N.P. to last a year or two at least. Time is on our side, and against them; but, at present, they are strong enough to make trouble, even if they got more than they gave.

Yours very truly
J. Kennedy Esq.

T. James J. Hill Esq.
St. Paul.

New York

Mar. 25, 1882

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

Dear Sir:

We beg to advise the sale for your account of

5,000 "Manitoba" 2nd. at 107½

2,000 "Manitoba" 2nd. at 107½

Yours very truly

J. S. Kennedy

and Co.

*From envelope found in J. J. Hill's papers, probably copies
made at the Bailey Trial 1887*

[325-82]

MINNEAPOLIS, November 29, 1881.

At a meeting of the Board of Directors of the MINNEAPOLIS GRAIN BINDER CO., held November 28, 1881, the Board having listened to the statement of the General Manager concerning the operations of the Company during the past year, and also to a report of its financial affairs, adopted by a unanimous vote the following preamble and resolution:

WHEREAS, The indebtedness of the MINNEAPOLIS GRAIN BINDER CO. has now reached the sum of \$13,985.63, all of which is due and must be paid to its several creditors, and WHEREAS, to perfect the various machines of this Company a further expenditure of moneys has become necessary, which monies must be raised and used immediately to prepare the said machines for use in the season of 1882, and WHEREAS, there remains in the treasury of this Company 300 Shares of Stock, of the total par value of \$20,000, which may be sold for any of the uses and purposes of the Company;

NOW, THEREFORE, RESOLVED, That the whole amount of said stock be offered to the Stockholders of this Company at 50 per cent. of the par value thereof, to-wit: at \$10.00 per share, in proportion to their present stock in the company, requesting that each take his pro rata value thereof, for the purposes mentioned in the foregoing preamble: and that the Secretary is hereby directed to notify each of the present Stockholders of this action, in accordance with the by-laws.

We, the under-signed, Stockholders in the MINNEAPOLIS GRAIN BINDER COMPANY, heartily concur in the above action of the Directors.

We also agree to take and hereby do subscribe for our pro rata shares of the stock to be assessed under the above resolution, accepting the allotment at the rate of forty-two per cent. of the number of shares now owned by each of us, and agreeing that in such allotment any fraction of a share falling to any of us shall, if greater than one-half, be accounted a full share, and if less than one-half, be accounted as nothing, and so deducted from such allotment. And we agree, each for himself, to pay for the same on demand at the rate provided in the said resolution, namely, at the rate of twenty-five dollars for each share.

And we recommend to each Shareholder in the Company that he subscribe for his pro rata number of shares, especially in view of the liability each Stockholder has incurred, which liability will in this manner be cancelled, if carried out, and value received in the form of additional stock given therefor, while, as to the future, the law holding stockholders liable to the amount of double their stock is now repealed.

GEO. A. BRACKETT, One Hundred and Two Shares.
O. A. PRAY, Seventeen Shares.
A. C. RANDI, Twenty-Five Shares.
CHAS. R. CRUTE, Seventy-Six Shares.
CHAS. L. TRAVIS, Seventy-Six Shares.
T. B. CASEY, Forty-Two Shares.
JOHN WATSON, Nine Shares.
W. D. LAWRENCE, Four Shares.
L. E. CASEY, Seventeen Shares.
W. D. WARDHURN, Nine Shares.
W. D. HALE, Nine Shares.
J. A. CHRISTIAN, Nine Shares.

1410
5900
2000

Minneapolis Minn. March 25/82
A meeting of the stock holders of
the Minneapolis Grain Elevator Co
will be held at the Geo Leo's office
this city on Thursday April 6th next
at 7³⁰ o'clock P.M. for the purpose of
electing a new Board of Directors
and considering matters of great
importance to the company. Don't
fail to attend. Geo. R. Lehnert Secy



NOTHING BUT THE ADDRESS CAN BE PLACED ON THIS SIDE.

Jo. J. Hillyer
St Paul
Minn

R. E. GRAVES, President.

H. L. STOUT, Vice President.

C. H. HARRIS, Cashier.

No. 1801.

Ad 10/80
Confidential
Commercial National Bank,
Dubuque, Iowa, March 25 1882

J. Paul & Paul
Dear Sir:

By reason of the
death of one of the principal
shareholders of the H. Dodge Coal Co.
I am in position to control the
property — i.e. a majority of the
stock. If your desire to make
the purchase I shall be glad to
hear from you.

Yours truly
R. E. Graves

*I do not want
any more coal
at present*



Minnesota Historical Society

Copyright in this digital version belongs to the Minnesota Historical Society and its content may not be copied without the copyright holder's express written permission. Users may print, download, link to, or email content, however, for individual use.

To request permission for commercial or educational use, please contact the Minnesota Historical Society.



www.mnhs.org