

Dr. James J. Hill Esq.

In account with J. S. KENNEDY & Co, NEW YORK.

Cr.

DATE		AMOUNT.	DAYS.	INTEREST.
April 3	To 1st payment of purchase N. W. Peters stock (1/2)	74153 58		
"	" " 20,000 Dakota Ex. Bonds @ 10 1/2 int.	20805 67		
"	" 22 " Cable messages to date	198		
"	" 27 " Cash 1/3 from on 20,000 St. P. & N. W. L. add in Amsterdam	125 00		
"	" 28 " Balance.	170329 65		
		<u>263416 88</u>		

DATE		AMOUNT.	DAYS.	INTEREST.
Mar 29	To Balance rendered.	40061 95		
" 31	" 50,000 St. P. & N. W. L. 2nd sold @ 107 1/2 % 1/2 Philadelphia	52062 50		
April 1	" 28,000 " " in Amsterdam 26,000 @ 105 1/2 %	29757 50		
" 3	" Coupons	3000 00		
" 7	" " " " " " " "	27000		
" 14	" 9,000 " " sold @ 104 1/4 less 1/4 %	9405 00		
" 5	" 11,000 " " in Amsterdam £2,500 @ 105 1/2 %	11218 50		
" 13	" 9,000 " " " " " " " "	9462 50		
" 16	" 2,000 " " " " " " " "	2315 62		
" 15	" Cash 2984 St. P. & N. W. L. add (B) (C) (D) (E) @ 105 %	52200 00		
" 27	" Amount in full for 29,000 St. P. & N. W. L. 2nd sold - amt £10,857 @ 105 1/2 %	<u>52824 31</u>		
		<u>263416 88</u>		
April 28	To Balance.	170329 65		

E. & C. E.

New York April 28th 1882 -
J. S. Kennedy & Co
111 North 4th St.

15 1/2
57 1/2

THE CANADIAN PACIFIC RAILWAY CO.

MONTREAL

private

May 5th 1882.

Dear Mr. Lill,

Many thanks for your kindness in looking after the disposal of the Woodward Avenue House. I really did not want to trouble you with this matter while your hands were so full of Railway business, and I appreciate all the more the service you have rendered. I will arrange details with Mr. Ryan when he calls—

You must have had a very trying and disappointing

trucks during the last two
weeks - I hope however the
Dores are returning with the
olive branches, that the waters
are abating and that the way
will soon be open to pass
Northward the vast accumulation
of freight. -

Stephen knows better
how to take care of himself
than you do. He is here in
excellent health and spirits
anxious to visit the scene
of your labors soon, so as
later to enjoy uninterrupted
Salmon fishing. Do try to
organise the concern so that

[5-5-82]
it can run without you
for a time on the general
policy you may adopt.

With kind regards to
Madam,

I remain Ever faithfully
yours
W. Angus

ST. PAUL, MINNEAPOLIS & MANITOBA RY CO.
MACHINERY DEPARTMENT.
OFFICE OF MASTER MECHANIC.

ST. PAUL,

May 9th 2

Jas J Hill Esq.
Dr Sir:

I beg to introduce to you Mr A. J. Van Solen, one of our blacksmiths. He has been in employ of this Co about nine years the last three under my immediate supervision and I believe him to be worthy of any confidence reposed in him. He leaves for Europe the last of this month, seeking to benefit his wife's health and at my suggestion, desires to do a little something in the way of soliciting for the emigration department. He is well acquainted in Scandinavia, Holland &c. and if existing rules permit, I think his efforts while benefiting himself would be of service to the Co.

Very truly yours
J. K. Hopper.

Office of
HARMON D. HULL,
NO. 129 BROAD STREET.

Recd
May 10th 1882
New York

James A. Hill Esq

Dear Sir

I have taken the liberty to send the enclosed, clipp from the Thunder Bay paper I suggested to Gen. Child, to do so, but he being a modest man ~~he~~ declined, You will see by the enclosed, that this district desires people to develop their resources

Respectfully,
Harmon D. Hull

8-11-(2)

[WITH 5-10-82]

Thunder Bay Sentinel.



No 36

PRINCE ARTHUR'S LANDING (LAKE SUPERIOR) April 13th 1882.

that towards helping forward our prosperity, but have refused to grant the only thing that would have taken a part in bringing about the much coveted activity in mining circles in this district. They refused to grant a charter to a railroad that would have tapped the silver discoveries to the south and south-west of Prince Arthur's Landing, and in the neighborhood of Pigeon River. Most of the mineral land in the latter place is owned by Americans. If this proposed railway line had been built, thousands of dollars of American money would have been spent in improving the district. For it is an improvement to find that our mineral resources are not a myth as some of our enemies especially those across the Lake, are very apt to infer from the inactivity of our people in producing results. But when our head men, those from whom we ought to expect help, turn against us and administer a blow to our development, we can hardly expect that capitalists will come in and do what the rulers of the Dominion by their late action have virtually frowned at, and trampled under foot.

Sir John Macdonald the Premier of the Canadian Government professed great ignorance of General Wild, but the latter has spent more money in the District, and done more in endeavoring to improve the district than the Dominion Government has, and although Sir John may not know him, the people of this district are well acquainted with him, and grateful for his efforts to improve our isolated position and regret that his endeavors failed to meet the hearty response that ought to have been accorded to him and his associates without hesitation. However notwithstanding this effort to keep us back there is a great prospect of our development increasing in a manner that will prove that here we have the richest mineral district in Canada.

CPR

The following is the statement of the route of the Canadian Pacific railway, as furnished by the company on March 13th, 1882, showing the route of the main line and branches so far as determined, together with the mileage of the same.

Main line.—Ottawa, via north of Lake Nipissing, to township 39, near the Wabigoon River, 55 miles; Prince Arthur's Landing, via Wabigoon, Rat Portage, Selkirk, Winnipeg, Portage La Prairie, Brandon, the Weed and Wolfe Hills to Moose Jaw Creek, 837 miles; Savona's Ferry via Lytton and Yale to Port Moody, 247 miles. Total main line, 1,106 miles. Branches.—Sault Ste. Marie, from near the division line of the townships of Hallet and Merritt, to the Algoma Mills, 50 miles; Pembina, from St. Boniface to Emerson, 64 miles; Stonewall, from Winnipeg via Stony Mountain, to Stonewall, 20 miles; Winnipeg and Pembina Mountain, from Winnipeg to Smugglers Point, and from a point on the line about 15 miles from Smugglers point, running westwardly about 15 miles from the international boundary and nearly parallel thereto to a point or short distance west of Moose River, 220 miles; Souris, from Brandon, south-westerly, passing near Oak Lake, until it strikes a point about 15 miles north of the international boundary, thence westerly parallel thereto to the 109th Meridian of Longitude, 195 miles. Total of branches 549 miles, and a total mileage of Main line and branches of 1,655 miles.

P. A. Landing Birt

The sale was concluded to-day of Park Lot 8, north side Dawson st., to Geo. W. Baker et al for \$2,850. Recently 19 lots in O'Brien's addition were sold for \$1,850. Lot 8 north side Park st., and 12 S. Arthur st. were sold in Winnipeg for \$3,500. 8 lots in sub-divisions 6 and 7 South Pearl st. were sold for \$1400.

The District of Thunder Bay.

The District of Thunder Bay is one of great value on account of the numerous deposits of mineral of various kinds. There is known to exist—Gold in the Shebandowan and Pic River District—Silver in all parts from the Height of Land on the west to Pigeon River on the South, Pic River on the North and the Islands including Silver Islet, McKellar's, Pic, Victoria, Thompson and numerous others on the east. Iron at Silver Lake, Thunder Bay, Mattawan, Pic and other points—Copper on Spar Island, Pigeon River, Jackfish district and elsewhere—Lead in many parts of the Townships of McTavish and Macgregor—numerous others, more or less valuable in greater or smaller quantities are found in all parts of this rich mineral district.

The Silver in this region has been proven the richest in the world. But developments have been meagre and investors expected to pick it up without any expense of mining. In only one case has there been any attempt to push work to a reasonable depth, and in that instance which was not successful, there are those who claim that it could be made so by a systematic following of the silver occurrences of this region. There is no doubt that the season of 1882 will see the mineral interests in a more prosperous state of development. There are very few causes to contribute to this other than the enterprise of American capitalists. Even the Government of Canada has done nothing



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