

NOTE: The original of this document is in the Stevens Family Papers, #1210, at the Division of Rare and Manuscript Collections, Cornell University Library, Ithaca, New York 14853.

750904.TOR¹

TO: R. S. Stevens
FROM: H. H. Courtright

*Hannibal and St. Joseph Rail Road Co.
General Freight Agent's Department*

*H. H. Courtright
General Freight Agent*

Hannibal, Mo. Sept. 4th 1875

R. S. Stevens, Esq.
Attica, N. Y.

Dear Sir:-

Yours of the 2nd rec^d. Am glad to hear that your injuries are not likely to prove very serious and that you will probably be with us soon. I really ~~hope~~ so as you are certainly needed very much.

I attended the meeting at Kan City on Tuesday last. Mr. Robinson seemed quite happy and the meeting resulted in a ?pool of Emporia business. The basis of the ?pool is on stock, \$25 per car Emporia to Kan City & Sedalia. I endeavored to get the A. T. & S. F. to insist upon a pool to the Miss. River, and told them it was the only way they could hold Robinson, but they would not do this and stated that they had practically bought the M. K. & T. out of Emporia, (Robinson stated about the same thing) and that sales could surely be maintained.

For fear that Robinson might forget himself I went and saw parties who I think will take care of us.

We are now getting considerable Buffalo stock, have had about Fifty Cars this week and expect 30 Cars from Ft. Kearny tomorrow.

It seems a hard matter to get any grain started over our line. At present there is hardly enough coming on to Kan City to supply the local demand, and what surplus there is goes to St. Louis. We had 147 Cars of Wheat & Flax seed from terminal points in August. Our trains (freight) are now running fully loaded both ways.

¹ FROM: 1875 Book of Letters to R.S.S.

Lumber business has fallen off since rates were restored oweing (*sic*) to large quantities being shipped in during prevalence of low rates.

I have experimented enough to know that St. Louis will capture the stock business at present differences of rates. St. Louis lines will not Consent to any further reduction to Chicago. <?> lines jumped at my proposition and the arrangement went into effect on the 1st and I think will largely increase the business from that direction. Rates from the east to <?> are always very low (particularly from Baltimore) and some rate from <?> as from Chicago ought to turn considerable business that way.

It is unfortunate for us that we have no practical connection to St. Louis and no friendly connection to Chicago as we run into no grain or stock market ourselves, direct, hence it is a very hard matter to controll business. We cannot trust our Chi. connections as they favor lines independent of us over which it is in their interest to send their business. I ?would like to make a power of one <?> line that would worry some of them.

?Drew has arranged for running excursion trains to the St. Joe & Kan City Expositions. The Atchison bridge is now ready for business (having got over its big ?drunk of the 2nd) and I told the Rock Island folks that we would switch their Cars over, subject to such arrangements as could be agreed upon on your return. Their idea is to have less than Car loads transferred by teams, provided the transfer Co. will do it for same rates as if transferred in Cars, including delivery to all west side depots.

Hoping to see you soon I am

Yours Respy

H. H. Courtright

G. M.