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**TO: B. F. Carver**  
**FROM: R. S. Stevens**

October 1<sup>st</sup>, 1875

B. F. Carver, Esq.  
M. D., H. and St. Joe R.R.  
78 Broadway, N. Y. City

Dear Sir:

This morning I commenced taking up for the purpose of examination and investigation some of the agreements and contracts of interest to this Company, in reference to which I propose to say a few words.

First — It seems that the agreement between the Hannibal and Saint Joseph R. R. Co. and the American Merchants Union Express Company, taking effect the 15th, July, 1872, and expiring the same day and the same month of 1873, provide for this Company doing the Express business at a certain stipulated price per hundred pounds, accompanied by a guarantee that the revenue be derived therefrom should not be less than one hundred and twenty dollars (\$120.00), for each and every day.

This agreement continued operative until June 25<sup>th</sup>, '74, when by your authority, the guarantee, the one hundred and twenty dollars per day, was dropped, and the rates per mile per hundred pounds remained the same as theretofore, under the original agreement. Upon inquiring at the Auditor's Department, I find that instead of receiving \$120.00 per day or \$3,200.00 per mo., we are only receiving about \$2,100.00 per mo.

In your letter of the 25<sup>th</sup> of June '74, addressed to Mr. Towne, their Supt., you close with the following words:—

"We have written Mr. Fargo that we are willing to do their business at the rates proposed for the present, but after a while will take the subject up and investigate it."

The business has been done under that authority from that time, June 1874, until the present — and I think from this on we should be paid more, and unless there are some reasons in your judgment why they should not be charged a greater sum than in the past, I propose to give Mr. Fargo notice that from and after November 1<sup>st</sup>, '75 the original contract will

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<sup>1</sup> FROM: Letter Book, "FROM R.S.S. — 1875-1876."

have to be restored. Please advise me of your views in this matter.

2<sup>nd</sup> — I learn from what seems to be reliable authority, that the Chicago and Alton Roads have arranged with Wagner to run his sleepers over their Road within a very short time, thus leaving Pullman out. The reasons for doing this are alleged to be that Wagner keeps his cars repaired, pays all expenses connected therewith and runs them without expense to the Company — contenting himself with berth money. This saves a large amount to the Railroad Companies.

In view of this, and the fact that the same arrangement has been made with the "Mich Central" by Mr. Wagner, and that a similar arrangement will probably be made with Wagner by the C. B. and Q. R.R., I would suggest that no commitments be made to Pullman by which his contract shall be extended beyond the term of years therein mentioned.

I understood while in N. York that he was quite anxious to make a new contract for fifteen years.

If we had a contract today with Wagner instead of Pullman, the saving to this Company would be nearly two thousand dollars per month on sleeping cars to say nothing about running them.

3<sup>rd</sup> Today I have had a brief interview with Col. Eaton, our Tax Commissioner, who has made settlement with Jackson and Clinton Cos for the municipal and school taxes for which we are liable.

Tomorrow he starts for Brookfield with a view to meeting the commissioners of that County sometime next week.

Mr. Blossom is one of the Board of Commissioners and up to this time he has been very strongly opposed to us.

I hope to meet him within a few days and ascertain what is the cause of his antipathy to us. He should be a warm advocate and friend of ours as he has certainly been greatly benefited by this Company.

4<sup>th</sup> — I notice that Capt. Acker is drawing pretty freely as Fiscal Agent upon the Treasurer here. His draft of today for \$2,000 in favor of Van Schaick was presented. My first inclination was to allow it to go back unpaid, but upon further thought paid it, telegraphing Capt. Acker that it would be protected but if any more were drawn for any purpose whatever, I should be compelled to return them unpaid.

Since the 1<sup>st</sup> of August I find that nearly one hundred thousand dollars has been paid here or remitted to N. York and you must remember that it is of the utmost consequence just at present to settle up matters along the Line; to get rid of

the tax question and the prejudices and animosities of the people; and during this month all I can do will be to keep up the current expenses, pay the Quincy Bridge taxes promptly, and also pay such Counties the amount of taxes agreed upon between the Commissioners, and our agent and attorney.

5<sup>th</sup> — The Supt., Engineer, &c., of the Keokuk Road have been here today and we have had quite a long talk in regard to that Line and its continuance to Louisiana. It is of the greatest importance that the Road should be completed before the river closes — and unless it is, we lose the benefit thereof during the entire winter. After cold weather sets in, it will be impossible to either grade or lay any track. I think you had better see Mr. Stone and urge upon him the necessity of prompt action in some shape. A gentleman is here now who goes to Louisiana tonight with Mr. Parkhurst, the engineer, for the purpose of coming up tomorrow over the entire Line, and if Mr. Stone desires, will take the work commencing upon it at once and I wish you would impress upon Mr. Stone the importance of getting at it immediately, for according to the Engineer's statement there are several hundred thousand yards of earth to be moved, not to say anything of the masonry, piling and grading. I am sure the construction of that Road would add during the winter months more than 10%(?) to the gross receipts.

6<sup>th</sup> — From a friend here who seems to be in a position to know, I learn that parties here are circulating a report that it will be impossible for us to pay our January interest and that immediately thereafter the Bondholders will make application for the appointment of a Receiver.

In this connection, Mr. Lathrop is (?carried) (?warned) for such position.

7<sup>th</sup> — I met Mr. Courtright in Toledo Thursday enroute for Chicago, who assured me that he had the most positive and reliable information, that the C. B. and Q. R.R. were not, and had not been, working in harmony with us.

He was quite worried but I was able to set his mind at rest upon this subject, giving him the substance of our conversation with Griswold.

By the way, what has been done in the way of settlement of the balance due the C. B. & Q. R.R. and Quincy Bridge Co.?

Please advise me by return mail.

I am gratified to learn that business is increasing, and the outlook promising.

More tomorrow or Monday.

Respectfully Yours,

R. S. Stevens

Gen'l Manager