

# Kansas Memory



## J. F. Doty correspondence

### Section 13, Pages 361 - 390

J. F. Doty served the Chicago, Kansas and Nebraska Railway Company (part of the Rock Island system) under a variety of titles, including full agent, adjusting agent, and right of way agent. Doty was E. W. Cline's predecessor as representative of the railroads land and townsite interests in Kansas. This correspondence contains letters received by Doty and reflects his duties as right of way agent. The bulk of the material concerns his dealing with CK&N and KT&L Company land agents and the sale, rental, or lease of land and town lots along the CK&N right of way. A letterpress volume containing copies of letters sent by Doty is available on microfilm (box MS1033) at the Kansas Historical Society.

Date: 1888-1890

Call number: Kansas Town & Land Company Coll. #130, Box 1

KSHS Identifier: DaRT ID: 307374

Item Identifier: 307374

[www.kansasmemory.org/item/307374](http://www.kansasmemory.org/item/307374)

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## J. F. Doty correspondence

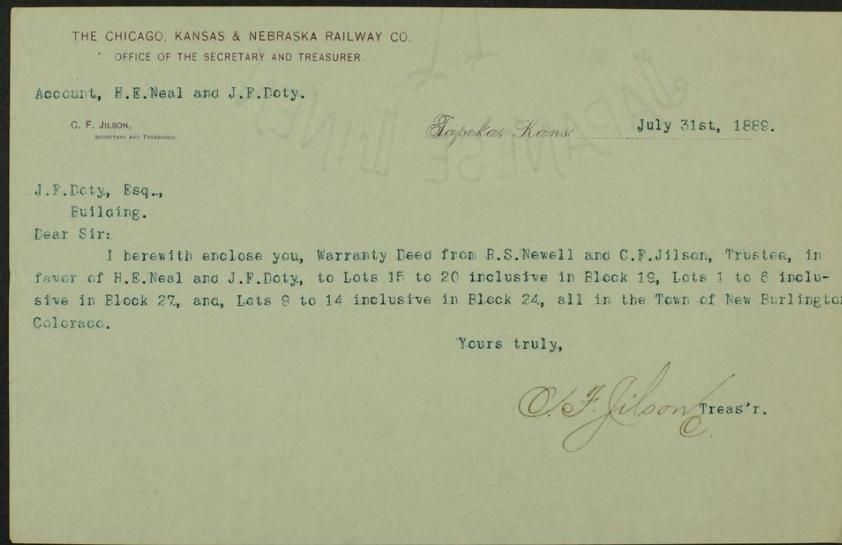
A Dued for the whole of it. I only make  
mention of this matter because I  
think the Co should have the option  
I don't see that there is any use of waiting  
long to keep up the interest when it is  
impossible for me to make the payment  
by the time it becomes due. You can  
tell the Co how the water stands & if they  
don't want it I see no other way only  
to submit to a foreclosure. Hoping to  
hear from you soon I remain

Your truly  
C. D. Doty

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## J. F. Doty correspondence

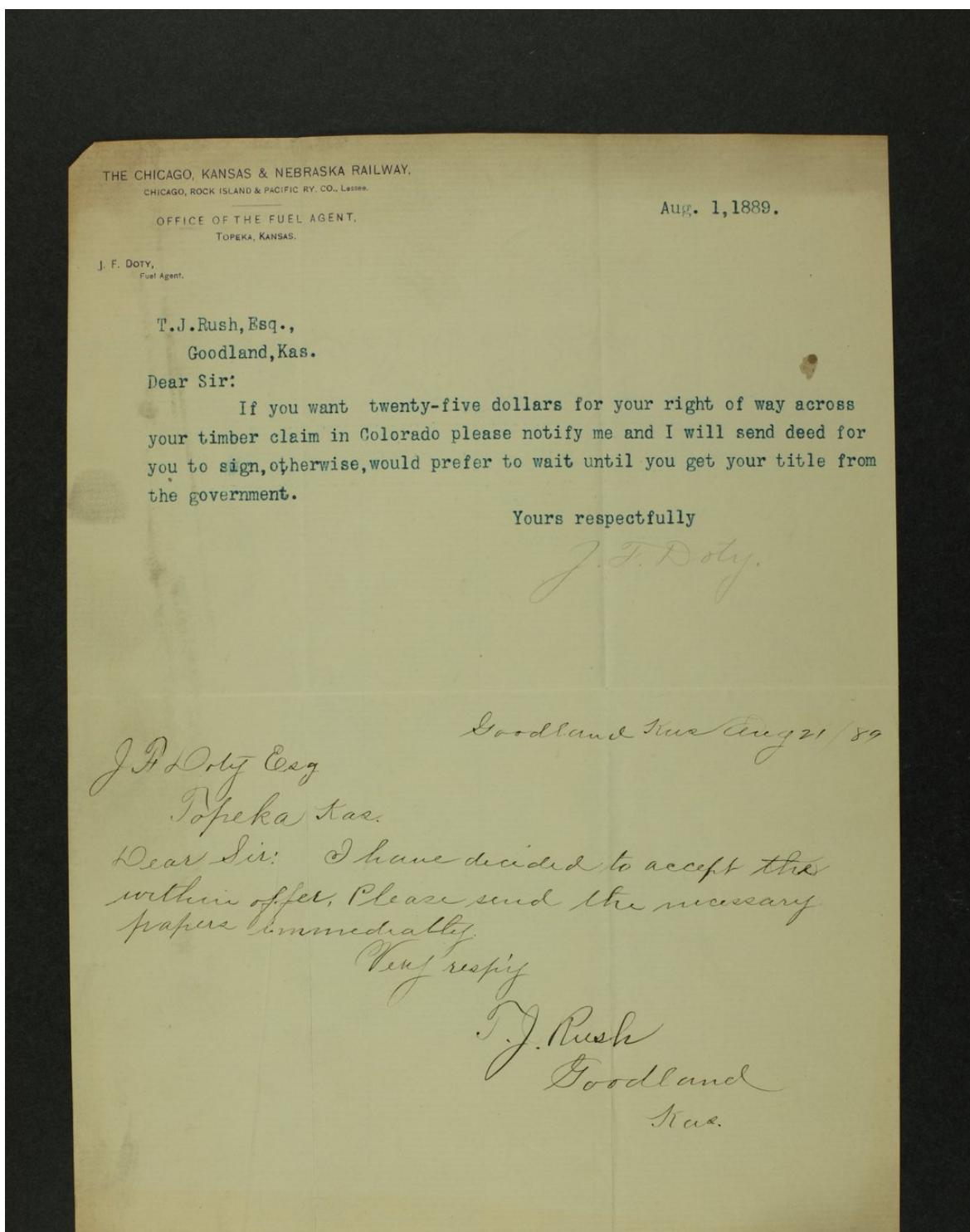


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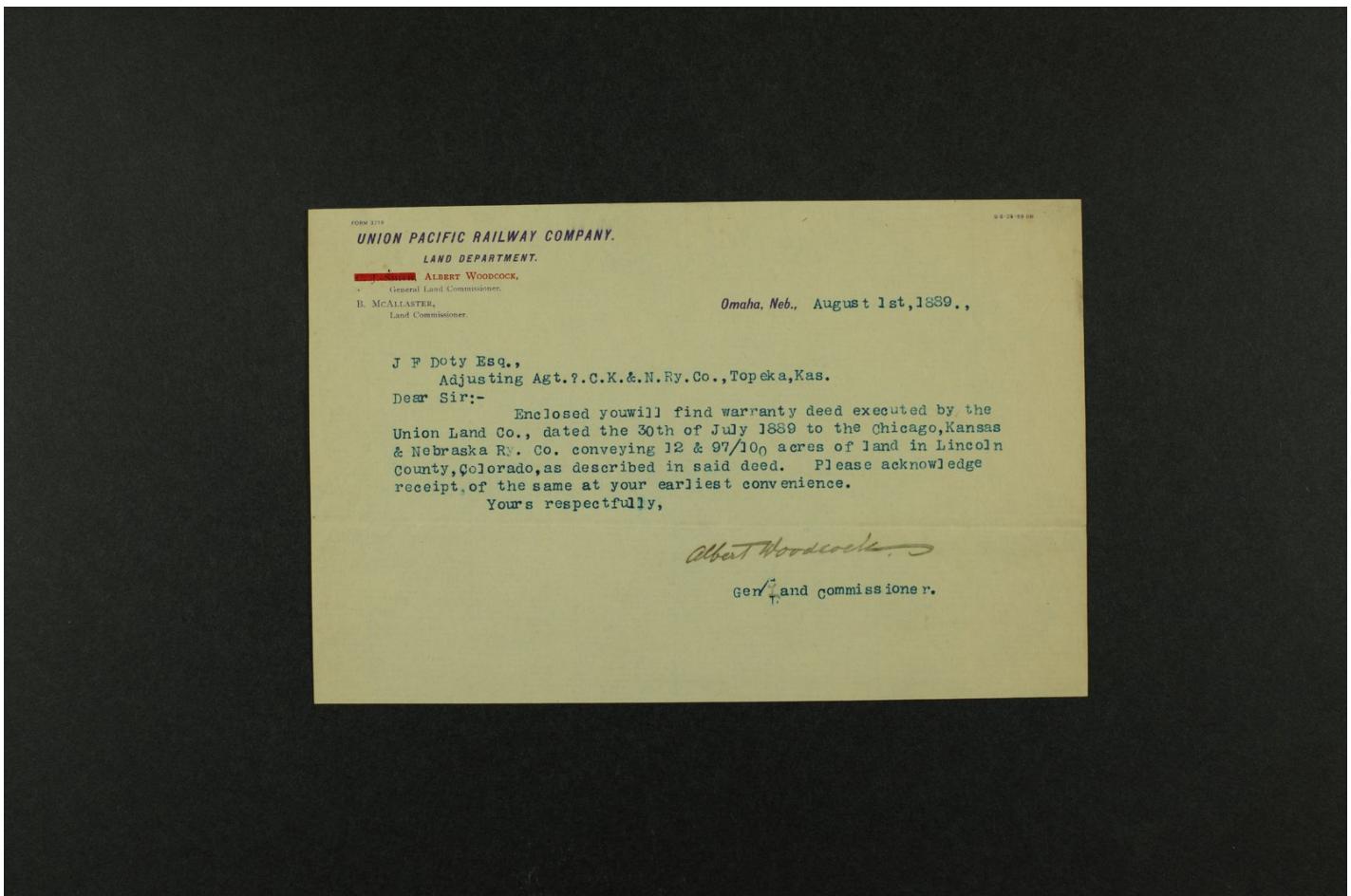
## J. F. Doty correspondence



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## J. F. Doty correspondence

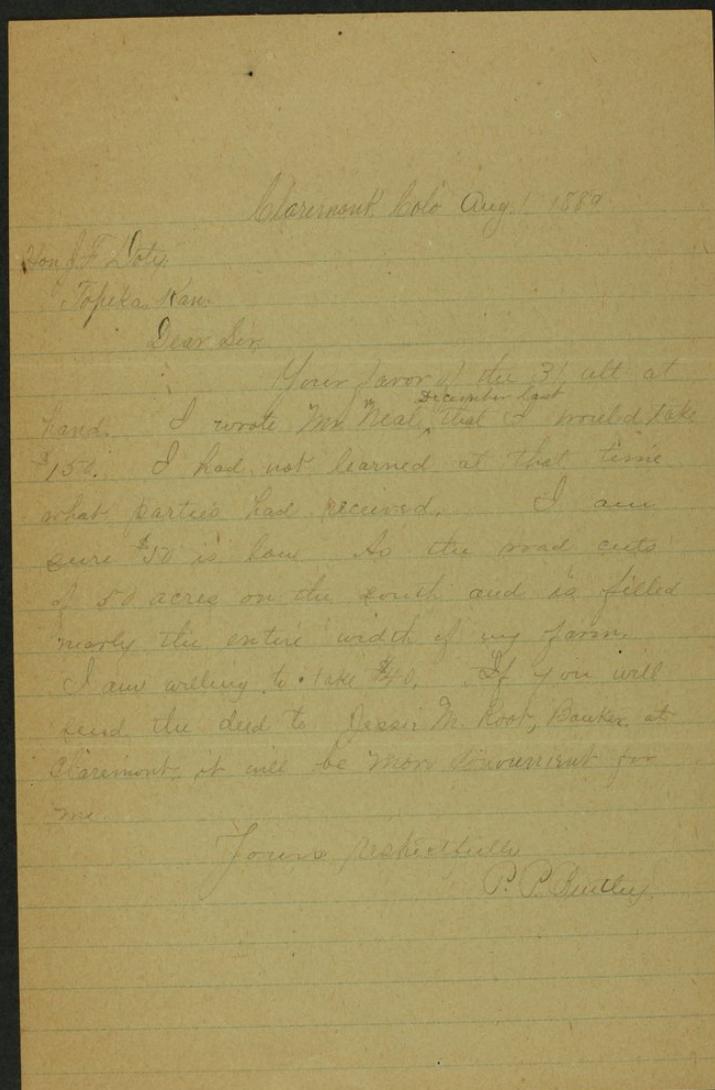


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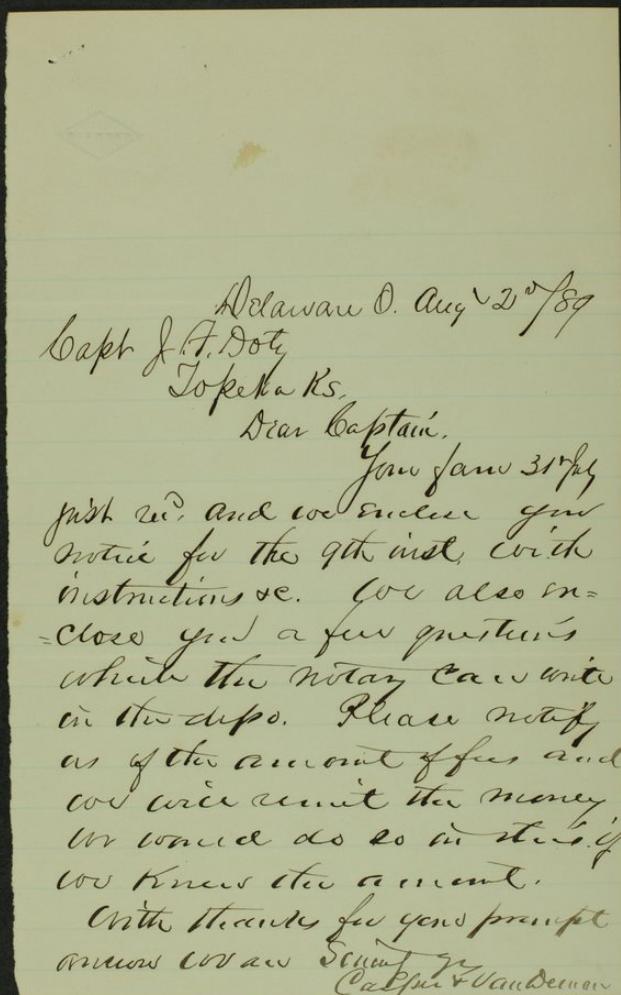


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### Questions

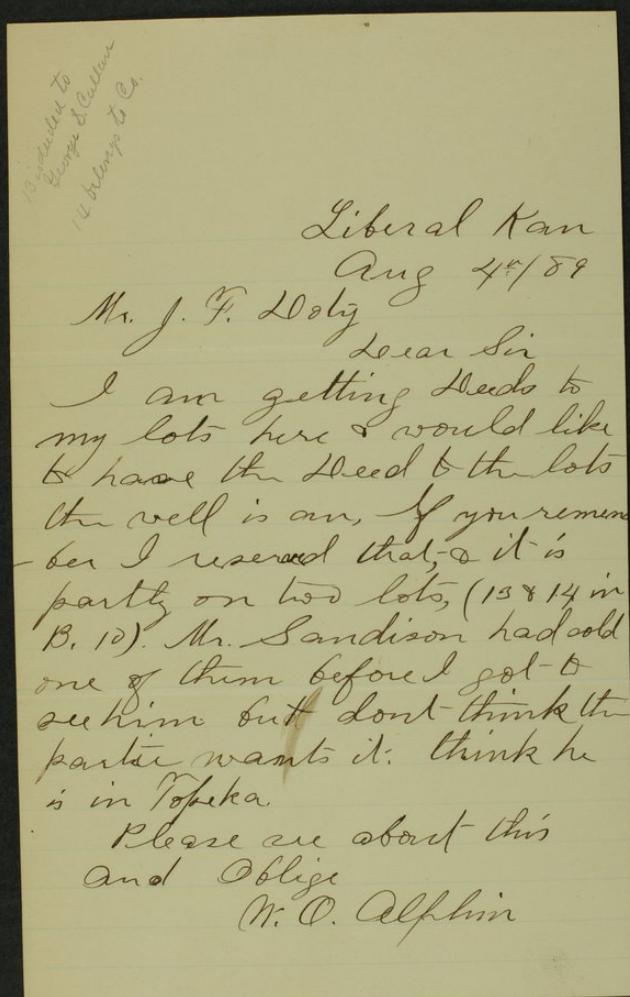
- I. Are you the same J. F. Doty whose deposition was taken in this case on the 22d day of December last.
- II. Please state what was the agreement between Doty & Sackett vs. and the plaintiff for the repair of the Company tools. What was the plaintiff to do, and was he to have any pay or compensation for the repair of the Company tools. Also what, or how was he to be compensated.
- III. Was there any agreement between you, for the Company and the plaintiff by which he was to repair the tools of the Company and to receive pay for it.
- IV. In what way was he to receive pay for the repair of the tools of the Company

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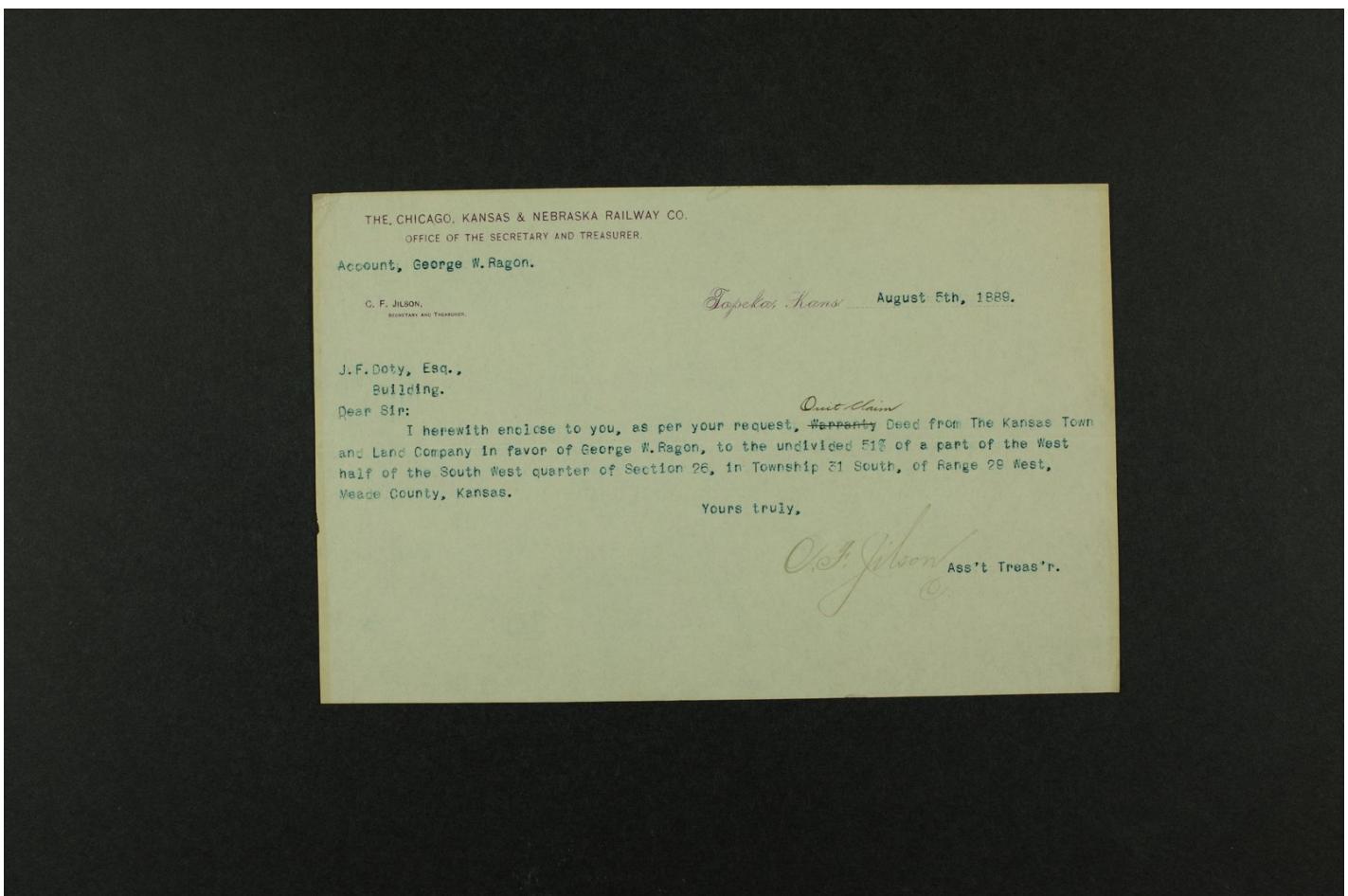
## J. F. Doty correspondence



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## J. F. Doty correspondence



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## J. F. Doty correspondence

Will put in sidewalk for ~~the~~ perfect

Form 374.

CHICAGO, KANSAS & NEBRASKA RAILWAY.  
ST. JOSEPH & IOWA RAILROAD CO., LESSEE.

To J. F. Doty  
Topeka  
Ks

Reats Station  
Aug 6<sup>th</sup> 1887

Dear Sir:-

Mr. L. H. Patterson of this place  
desires to put in a lumber and coal  
yard here and wants to know what he  
can get lots 13-14 and 15 in block 12  
for, for that purpose, He also desires  
a Spur track, for the purpose of running  
cars of lumber, sand and coal on the lots

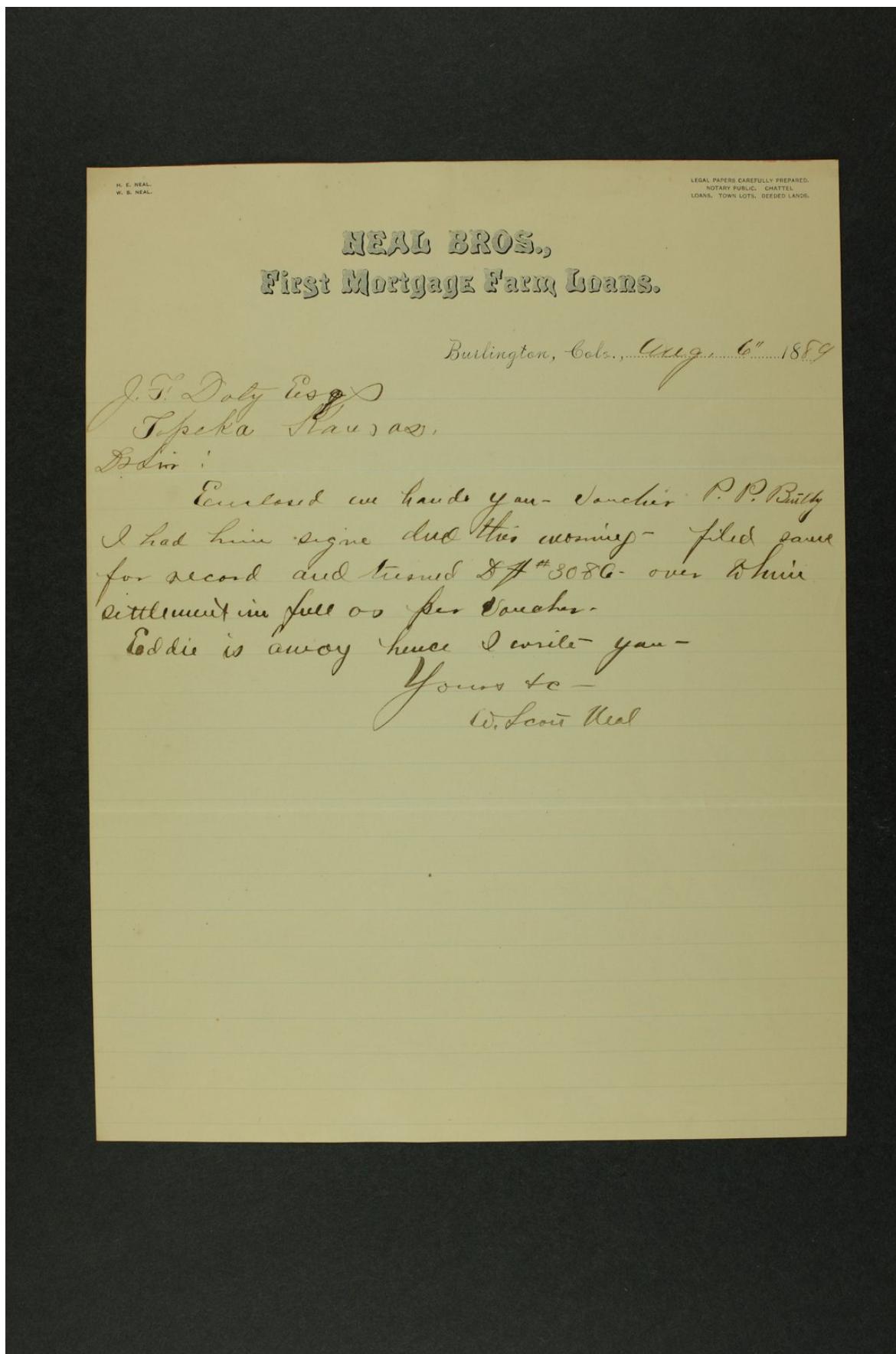
Yours truly,  
H. C. Ladd

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## J. F. Doty correspondence

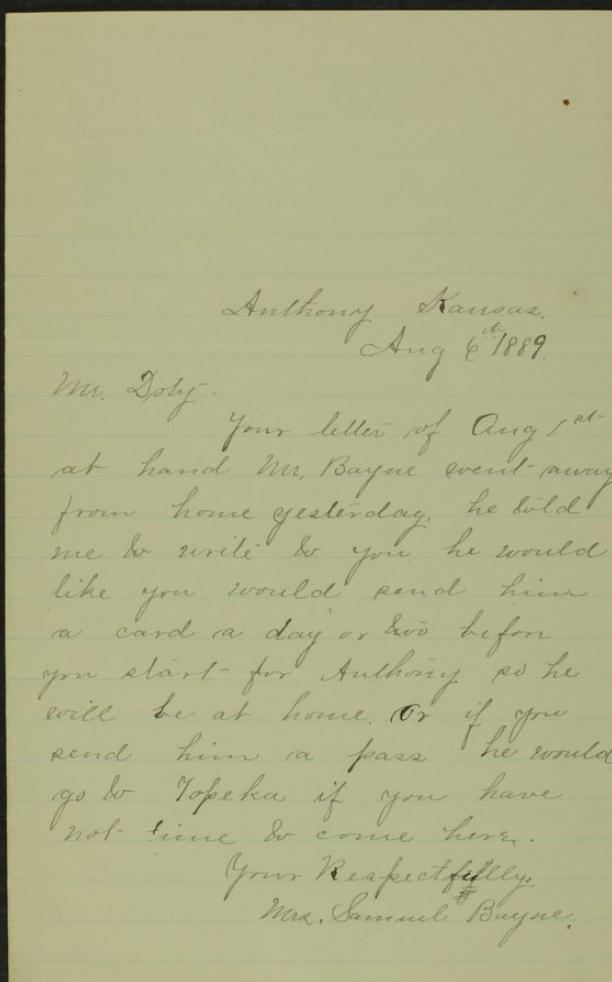


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## J. F. Doty correspondence



Anthony Kansas.  
Aug 6<sup>th</sup> 1889

Mr. Doty - Your letter of Aug 1<sup>st</sup>  
at hand Mr. Bayne went away  
from home yesterday. He told  
me to write to you he would  
like you would send him  
a card a day or two before  
you start for Anthony so he  
will be at home. Or if you  
send him a pass he could  
go to Topeka if you have  
not time to come here.

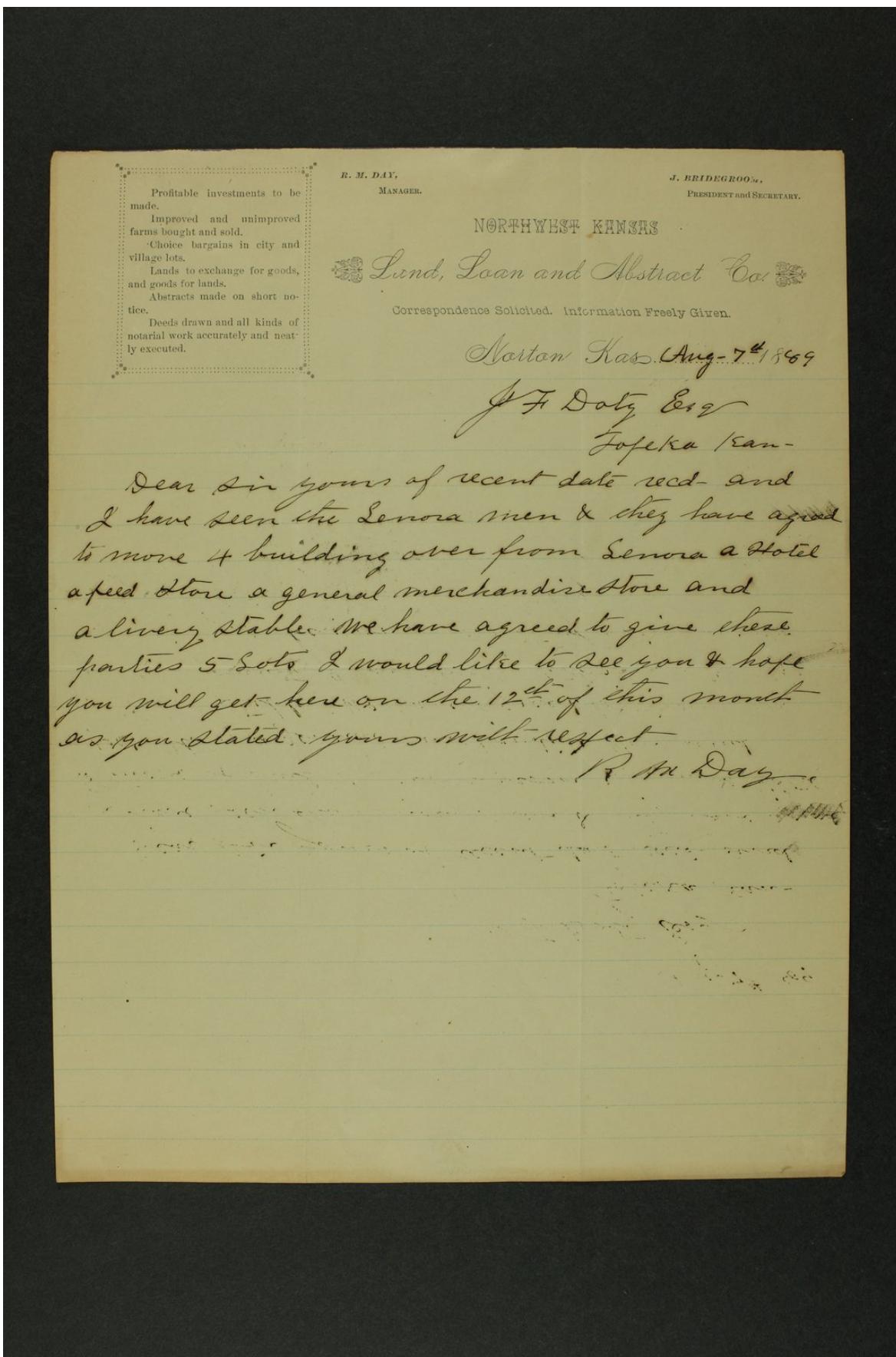
Your Respectfully  
Mrs. Samuel Bayne.

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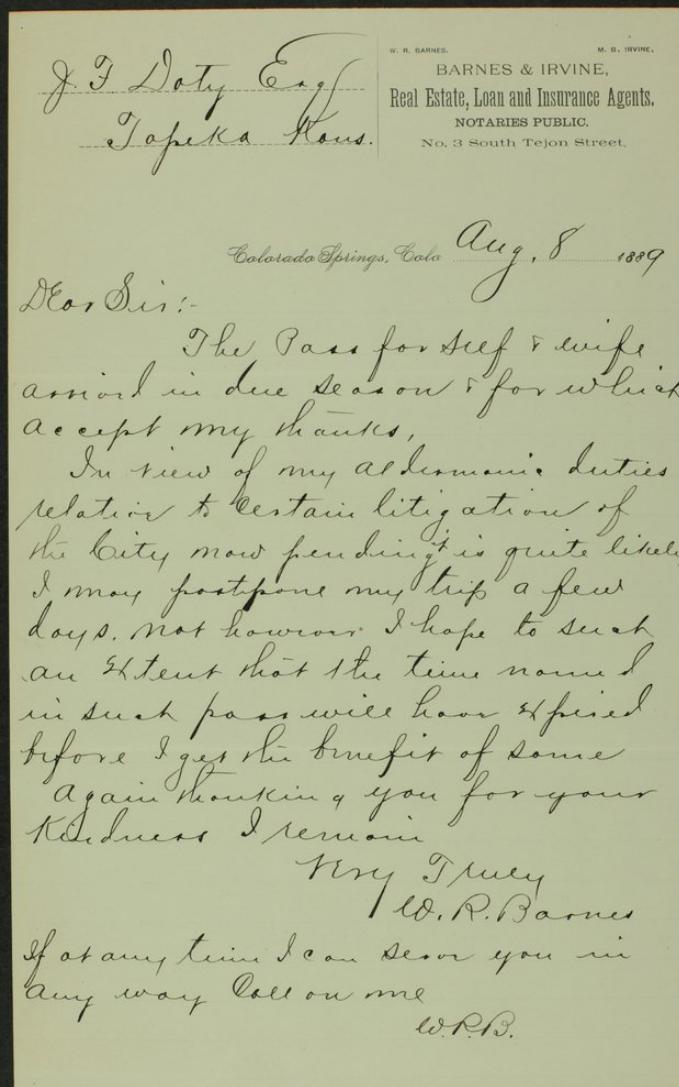


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## J. F. Doty correspondence

Preston Kans Aug 10-90  
Mr J. F. Doty Topeka Kans  
Dear Sir  
you of recent  
date at hand and contents  
noted and in reply will  
say Yes Sir I Want  
the Land and will plant  
it in wheat  
Respectfully  
W. A. Wilson

# Kansas Memory



## J. F. Doty correspondence

Narla Kans Aug 12<sup>th</sup> 1889  
J. F. Doty  
Dear Sir  
Can Lots No 17-18-19-20 in Block  
163 be Leased for a Lumber Yard or  
if not leased will the Company  
make a discount on the Price of  
said Lots for a lumber yard.  
we need one in this town much  
Please let me know as soon as  
convenient and oblige  
E W Hall  
Agent  
at Narla

# Kansas Memory



## J. F. Doty correspondence

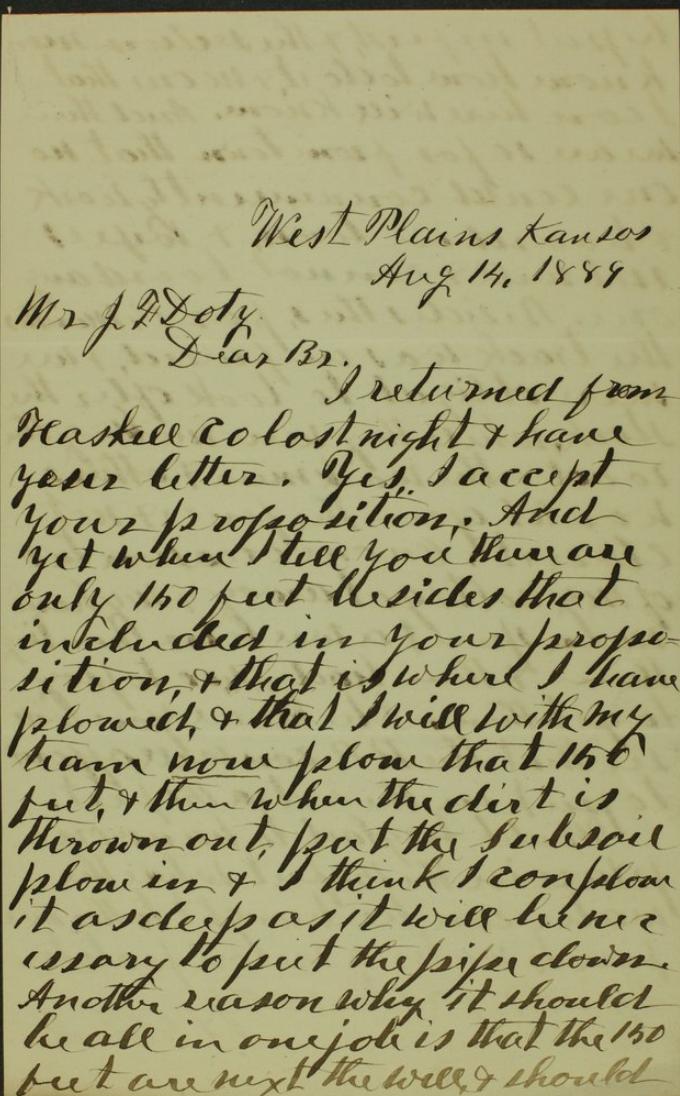
Narita Kansas Aug 12<sup>th</sup> 1889  
J F Doty Dear Sir  
is the out Lot in the Town  
of Narita for Sale if so will  
you give me the Price of said  
lot and oblige  
E W Hall Agent  
at Narita

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be put in first, & the section men  
know how to do it & no one that  
I can hire will know. And then  
we are so far from town that no  
one could conveniently work  
& board in town, & wife is  
not well & cannot board any  
one. Besides this, for 14 Months  
the track was unfenced & we  
were obliged to look after the  
stock, while they were making the  
road, & the workmen & others  
would open the fence & not  
close it. On one occasion two  
of my colts got away & my hired  
man spent a week in hunting  
them & then had \$4.00 to pay  
to get them. I believe you will  
see that the RR can well afford  
to put in the extra 150 feet.

Would be glad to have one  
place in the 150 feet where the  
water can be brought to the fire  
to water a melon patch.

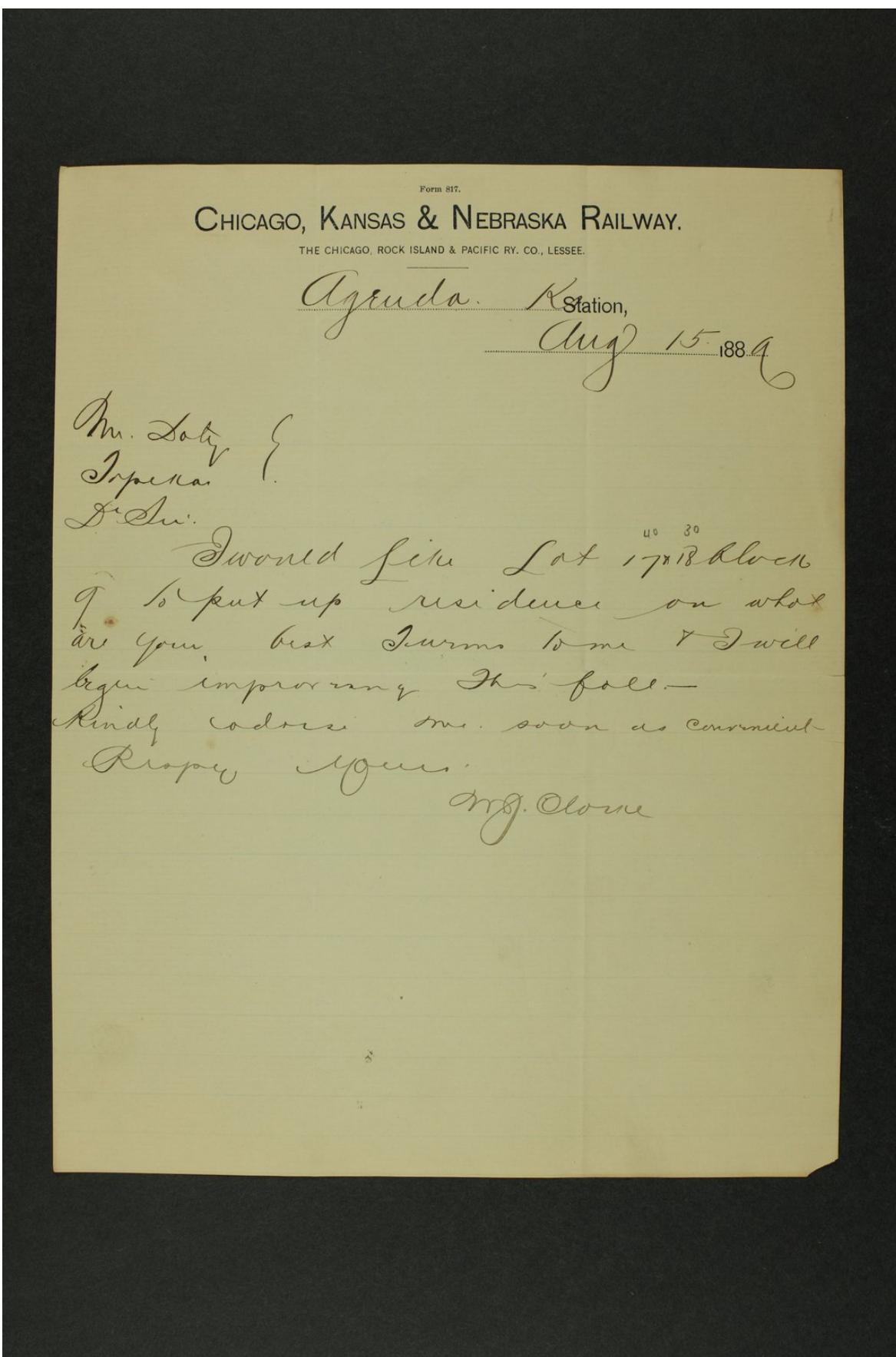
Yours fraternally  
J G Clark.

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Form 817.

CHICAGO, KANSAS & NEBRASKA RAILWAY,  
THE CHICAGO, ROCK ISLAND & PACIFIC RY. CO., LESSEE.

INMAN, KANSAS. Station,

Aug 18<sup>th</sup> 1889

Mr Doty

Dear Sir as I could  
not Rent The company Sand for cash Rent this  
year in aect of crop failures in this part of  
the country I took the Sand my self at  
\$1.00 per acre payable at maturity of crop  
I put the place in wheat which is now in the stack  
but is in the sweat will thresh in a week or two  
and Rent \$1.10<sup>00</sup> There is 55 acres tillable this  
is high Rent but as there is 30 acres grass land  
which customarily goes with the Sand & concluded  
to take the Sand at the \$2<sup>00</sup> The company price  
they Rented their land at. cropland @ \$1.25 per  
acre &.50.¢ per acre. I will take the land next  
year same way & have teams breaking for wheat  
Now  
yours truly  
J. O. Marshall

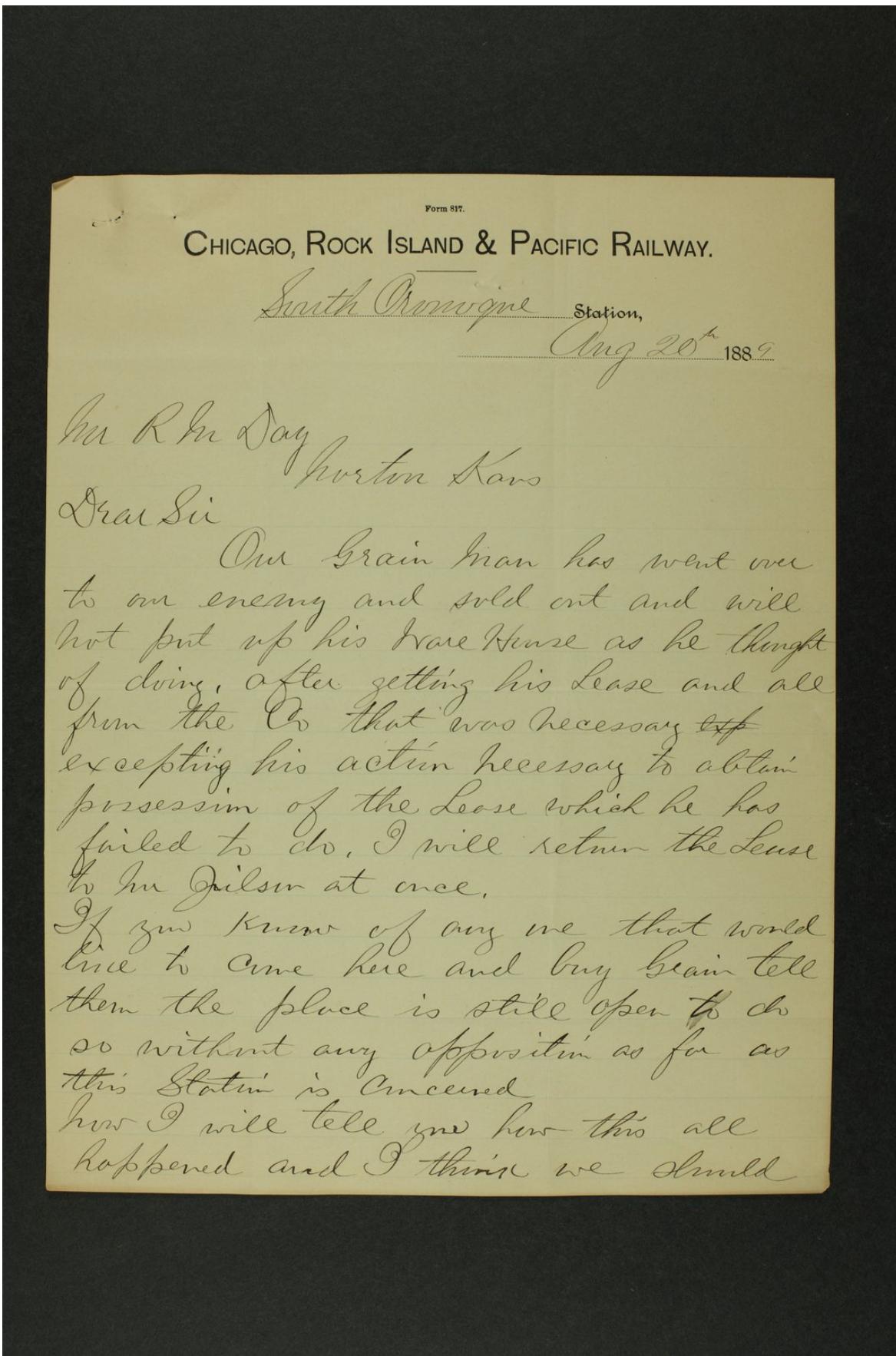
Last year we Rented the land for  $\frac{1}{3}$  main rent  
and then was 55 acres corn and did not yield five  
Bushels on the whole piece & due to failure

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Form 817.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

Station,

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say them back in the same manner  
first when Mr Meeker the Grain man  
came he made arrangements with Mr  
Porter for Lumber when Mr Meeker came  
to Commerce the Dove House yesterday  
Porter said he could not let him have  
the Lumber as he had said but would  
have to have some twenty dollars have  
them he had agreed to, this of course  
threw a damper on Meeker then they sat  
at it and talked and brought him off  
from going into the Grain Business here  
in opposition to Anderson who is buying  
at Orange, I understand they are fighting  
on town hand on every hand, Our folks  
say they will not buy any more Lumber  
of Porters since he has acted so scaly in  
this matter, how if we could get  
a Lumber man and a Grain man we

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CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

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Child down them shortly and they would be glad to come over here, excepting Portes and we don't want them now. Tell Mr Doty how they are acting and to send us a good Lumber train or Lumber and Beam combined also Coal. The Orlongue people are pleading with the B.M. to build them an Elevator to load our town off and pleading with the B.M. to do all they can to save their Town &c &c. I was very much surprised at Meekers action but we don't want any weak Kneed Business here like him he would be no good as the Orlongue people would get him down soon. Anything I can do for the place will do thankfully.

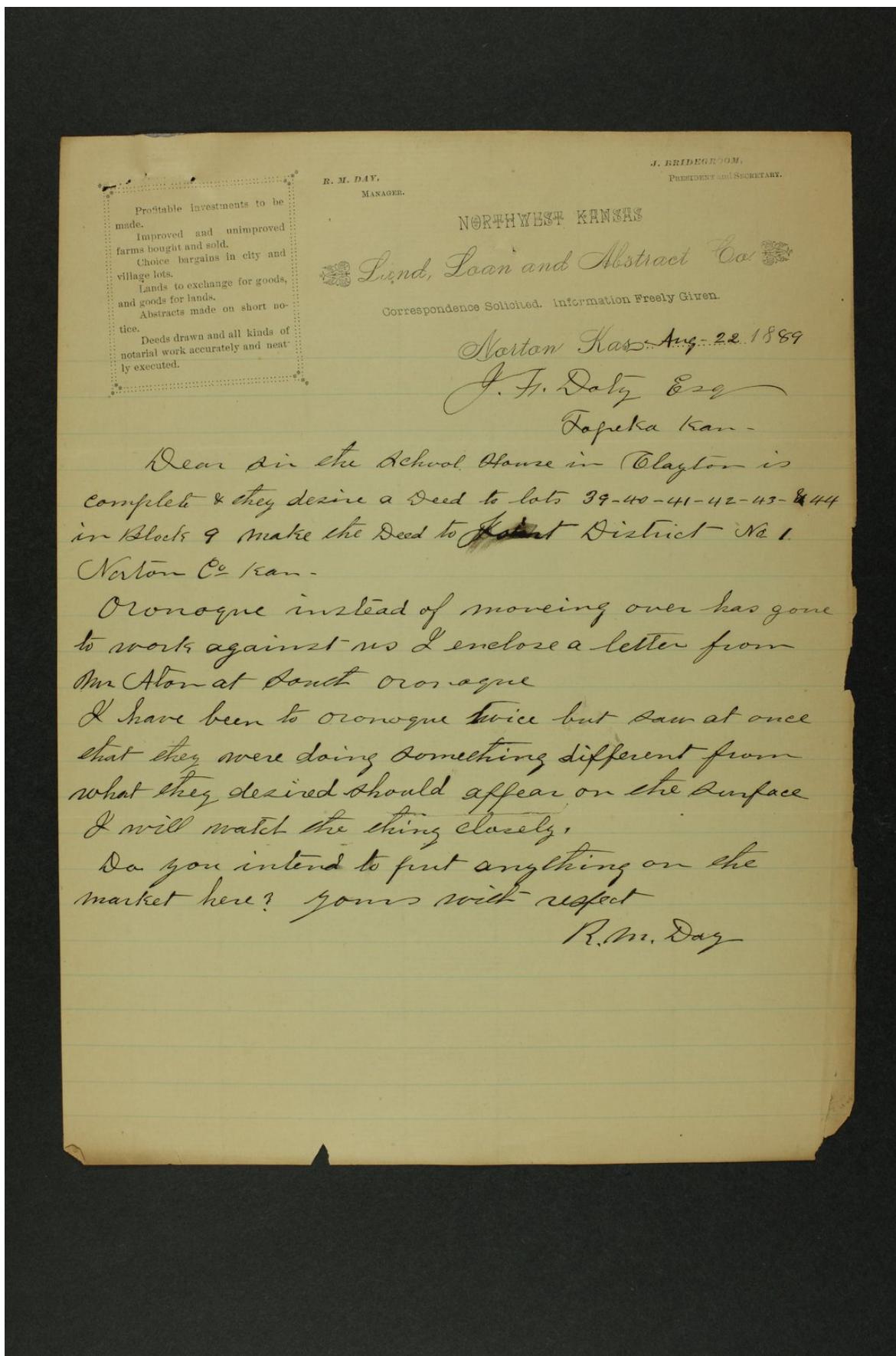
Respectfully,  
W. L. Atkin

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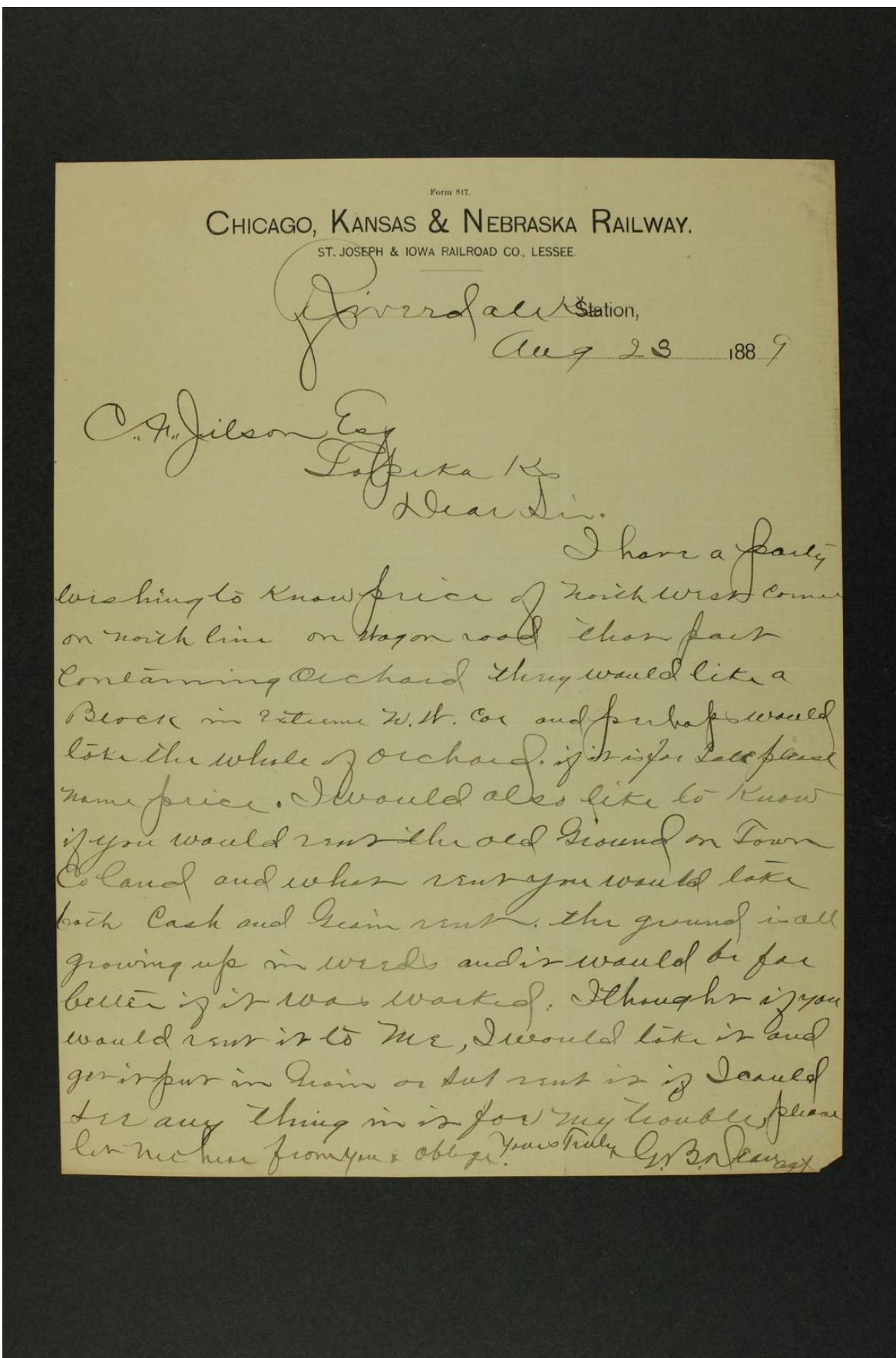


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## J. F. Doty correspondence

West Plains Ks, Aug 23, 1889.

Dear Dr.

Your last letter was a genuine surprise. I took the previous one to our Section Boss, & he said it meant that the RR would furnish all the pipe needed, but that I must put in the pipe 150 feet to the ground deeded to the RR. This was what I agreed to & what I supposed your letter meant. I at once plowed the ground, as I had spoken of, & had no doubt the RR would cheerfully put it all in after giving us so much trouble by not complying with their agreement to fence &c. The last proposition I cannot comply with, first because ~~it~~ I have not the means, & also because it is not right that the RR should cut my stock off from the water when the very language I used at the time we made the bar gain implied that there was no other thought

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but that the stock would have ~~free~~ access to the water. I asked you will remember if they would put in cattle guards. You replied you could not say whether they would or not, as that you could not say that they would, as that was not in your line, but that the R Island was a high minded, honorable company & that a good, convenient crossing would be made. I replied that I was quite sure cattle guards would be put in, for I did not see how either the RR or my stock could be made safe without it, taking it for granted that the stock would have ~~free~~ access both sides of the RR. Nor did you undervalue me in this. I asked for time to consider, told you I had no experience, & asked you to begin at the other side of the country, & thus give me time to consider. I have been to see you twice, to talk over this matter. I now ask that it may be left to three disinterested persons, & I promise to abide their decision. As it now is neither RR or the stock is safe. Besides, it involves an amount of work that no sane man can be made to believe any one would do for ten times the money. Yours truly S. G. Clark.

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Ps. In my letter I spoke of danger to the RR & to the stock as matters now are. The 100 feet of the RR are not fed down & the stock in crossing almost always try to stop & not go directly over, & sometimes when persons are doing all they can to prevent it they will get by & run up & down the track. It sometimes will take 20 minutes, & it might take much longer. Now suppose the person on extra, or a train behind time comes along, there is the greatest danger. When there are frequent trains who would take the risk?

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