Charleston, West Va., March 4th 1878

Mr. Laban Irvin

Quinnimont, W. Va

Dear Sir;

A car load of timber came from your place some time ago, and the roads being very muddy we had it unloaded at the switch and hauled it up as we needed it, that is the timber we bought and marked up there, and timber that was not marked, that would make hubs, — forty sticks in all. The balance on the Car — 16 sticks — being post timber, we have left at the switch. Having been very busy for the past month, we haven't taken time to inquire of you why the timber was sent as it was. We gave explicit orders to the conductor of the material train, and the agent at Quinnimont what timber to load, (that marked with keel) and we have thought it very strange

that you living near the timber, and the watchman within a few steps of it, and both of you agreeing to look after it somewhat when loaded, that it should come as it did. And we are the more disappointed because the large timber which we needed so badly was not loaded first, as we instructed all parties to do, We blamed the material train for it, and wanted a deduction on the freight from the agent here, but he would not let us have any unless we took it all, paying full freight. So the question naturally arise, who is to blame and what are we going to do about it? We are short ten sticks mostly or all large timber, and we remember five or six 15 inch sticks which were not on the car, & the very timber which sold the whole car load. Have you found sale for pins yet? If not, and Knowing about what we want, could you not make out a car load with what is already there? — of choice timber, fully 9 inches at the smaller end, and deliver on car here at our factory prices, one cent per inch. With the 56 pieces sent, the car was only overloaded $2.00. Hence could load 550 ft. including large timber there,