

GENERAL CORRESPONDENCE

1882 MAR 13 - 25

FOLDER NO.

13-3

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

New York

Mar, 13, 1882

Jas. J. Hill Esq,
St. Paul, Minn.

Dear Sir:

We beg to advise the sale for your adcount of \$10,000
St. Paul, Minneapolis, and Manitoba Railway Company's 2nd.
Mortgage 6% Bonds at 106 $\frac{1}{4}$ % flat.

Yours very truly,

J. S. Kennedy & Co.

*[From envelope found in J.D. Hill's papers. Probably copied made
at the Fair, March 1887]*

New York

Mar. 15, 1882

Jas. J. Hill Esq,
St. Paul, Minn.

Dear Sir:

We beg to advise sale for your account of \$5,000
St. Paul, Minneapolis, and Manitoba Railway Company's 2nd.
Mortgage bonds at 106 $\frac{1}{2}$ % ~~possessio~~ of which we plan to your
credit in account today.

Yours very truly

J. S. Kennedy & Co.

*[From envelope found in D.D. Hill's papers, probably copies made at the
trial 1887]*

Recd
Apr 1/82

New York, N.Y.
March 15 1882

Jas. J. Hill.
Dear Sir.

Do you care
to purchase 2 original
oil paintings by well known
European Artists at a price
below anything usual
for the Artists & subjects?

They can be sold at auction
any time in N.Y. for what
they will cost or more

Have an opportunity
to get them at $\frac{2}{3}$ the price
Goupil & Co., Schaner, & other
well known dealers say they
are worth ^{about} at $\frac{1}{2}$ or half
what the present owner paid
for them. One is a Sunset
Marine View of Venice

by Felix Ziem size $22\frac{1}{2} \times 13\frac{1}{2}$
within the frame. The other
is an interior with children
by Jean Verhaeg. size $41 \times 27\frac{1}{2}$

The frames I should say were
built in side at back which
would make a foot in height
& width over above measure
for wall space. The former
picture is worth 6 to 700 $\frac{00}{100}$ &
the latter 12 to 1500 $\frac{00}{100}$ to import.

Don't know what was paid
for the Ziem originally
but know the owner paid
\$1800 $\frac{00}{100}$ for the Verhaeg.

I can buy the Ziem for
\$400 $\frac{00}{100}$ & the Verhaeg for \$950 $\frac{00}{100}$

Although strongly tempted
my means will not permit
me to buy these pictures
but I did verify prices by
asking the dealers whose names
I have mentioned & also 2 others.

all about them. I did
this at first with a kind
of small idea or hope
that I might buy them,
but I cannot.

Then I wished some one in
St Paul knew about them & then
I thought of you & decided
to write. They will please
you - the price is low - they
will please your friends &
you will have two of the best
paintings in Minnesota -

The owner must sell & I have the
opportunity at their price for
2 or 3 weeks only. Further partic-
ulars I can give you on my return
home about 5th April. But, if you
think favorably on getting
the letters & wish to see them
before deciding, you should
drop me a line at once
& I will see about arranging

ment to have them sent
by Exp but you would have
to be responsible for charges
& their safety. The owner in-
tends to put them into a
sale to come off near middle
of April & we have not much
time to waste if you want to
see them. I should not
have troubled myself
about writing to you had
I not known they were
meritorious, pleasing, & for
sale at low prices; & also
known that you like myself
had a fancy for such
things & ^{you} could afford them.

Yours truly

Thos. P. Wilson

Address

No 339 West 58th Street

New York City

until March 2, 5th

P.S. Electric light matters look better than
I expected & it will come out all right
I believe from present outlook.

New York

Mar, 16, 1882

Jas. J. Hill Esq.

St. Paul, Minn,

Dear Sir:

We beg to advise you that we have sold \$50,000 of your St. Paul, Minneapolis, and Manitoba 2nd. Mortgage Bonds at 106% flat. As this lot will be taken right out of the market we thought it well to make the sale at a slightly reduced figure.

We continue to sell small lots of your bonds in Amsterdam to return you say 105½%, and interest but we are un-

able to advise you definitely the amount of last we shall receive until we have advises by letter.

We shall be glad to hear from you about the "Dakota Extensions" bonds as soon as you have decided what you would like to do.

Yours truly

J. S. Kennedy & Co.

[From envelope found in J. J. Hill's papers, probably
copies made at the Farley Trial 8/1887]

Personal

St. Paul, Minneapolis & Manitoba Ry.
St. Paul, March 13/88 2

S. I. Merrill Esq
Milwaukee
My Dear Sir

I have understood
that your Company is about to close
a contract with the Nor. Pacific Ry
for the use of your track between Minneapolis
and St. Paul. Of course you are aware
that a contract was entered into between
the N. Pac and this Compny by which the
former got access from La Crosse Rapids
to Minneapolis and St. Paul and some
other matters regarding a division of Territory
was embraced in the same contract.
During the past two years differences as to
the respective rights under contract as to
Territory have arisen and an effort is now
being made to settle all questions in dispute

Of course you are at liberty to make any
Contract - with the Norpac Compy that you
may see fit, at the same time having in
mind the good understanding that has
always existed between your Compy and
ours. I think you will lose nothing if you
will delay the execution of any contract with
them until you are again in St Paul or
until I see you. If the questions of difference
between the Norpac. and our Compy are
pleasantly settled as I think they will be. I
do not think it would make much difference
to us have them come into St Paul, but if on the
contrary our differences are not settled
and the dispute takes wider ground, we
could not look upon your furnishing them
with facilities to enable them to avoid their
present agreement as other than an unfriendly
act and giving them a preference that we
think would be unfair -

I do not write this to find fault - but rather
to avoid any occasion for fault-finding in
the future - and to promote the good feeling

that has heretofore existed between you and
us. I have tried and will continue to try to
adjust - all differences with the Nor. Pac.
fairly to both parties, but if we fail to agree
it will be largely owing to their proposed
alliance with your Company.

By the last of the present year there will be
nearly two thousand miles of road in our
system and its direct-connections from
which I am sure you have always had
fair open treatment and now I think
we should look for like treatment in
return. and I ask that you will on receipt
of this advise me as fully as you may
the actual situation and oblige -

Yours very truly.

Jas. J. Hill

OFFICE OF HORACE E. HORTON,

CIVIL ENGINEER.

BUILDER OF IRON, WOOD AND COMBINATION BRIDGES,

ROCHESTER, MINN. *March 16th 1882*

J. F. Willard
3/17
President
S. & M. Ry
St. Paul
Minn

Dear Sir

Late in the year 1879 had
the pleasure of rendering a small
service to your Ry. Co. in matter of
inspection and reporting to the Board
upon that portion of your road from
Chapandrew to Barnesville. Having
occasion to go into the Red River valley
about this time I shall appreciate a favor
you in the matter of times & protection

I am very truly yours
Horace E. Horton -

Send this
Pass

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OFFICE OF THE GENERAL MANAGER,

WINNIPEG, MAN., 18 Mch

1082

C. Drinkwater, Esq.
 Secretary

Dear Sir,

We have received the following
 telegrams (via Fort Walsh) from Perry
 and Shaw the men in charge of the two
 Winter Surveying Parties. One from Perry—
 "Have succeeded in the work I was sent
 to do and locating rapidly east a very
 "good line. Plan, profile and report
 "by mail tomorrow". And one from
 Shaw — "Start for Calgary tomorrow.
 "Am locating east from there. Can
 "join Perry's line with greatly improved
 "alignment and gradients"

Shaw has been working during
 the winter between the mouth of the Red
 Deer and Calgary, but being unable to
 follow the Red Deer, he was forced to
 run

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WINNIPEG, MAN.

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run parallel and near to the South Branch for a distance of over 30 miles South West, thence turning and running North Westerly to Calgary causing a very considerable loss in distance, should the crossing be made at the mouth of the Red Deer. In December he explored the South Branch from the Red Deer up to the Medicine Hat and reported no practicable crossing. Perry was sent out about Jan'y 1st with instructions to go to the Medicine Hat at the mouth of the "Seven Persons" River and explore the valley of the South Branch of the Saskatchewan down towards the mouth of the Red Deer, in the hope of finding a crossing about halfway, which would give us a very direct line from the Moose Jaw to Calgary. Perry's telegram does not indicate

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OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN., 188 .

indicate the exact crossing point, but taking it in connection with information previously received, and with Shaw's telegram, I am quite certain that it is about as shown in the enclosed sketch, and, if so, I think we are exceedingly fortunate. I expect his detailed reports within 10 days when I will advise you fully.

Mr. Proberly with a small party started west a week ago to explore the country from the Elbow to the Red Deer, on the north side of the South Saskatchewan, and, although I do not think this line will be found feasible, I expect his report in time to enable us to consider it carefully as compared with the one by the way of Perry's crossing. It has the advantage of good agricultural country all the way, while a line by, ^{Pruss}

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Perry crossing will have to pass through
a Sandy Region for a distance of 60
or 70 miles east of the South Branch.

Barclay started out with a party
a week ago to correct the line in the
vicinity of Du'appelle and Secretan
starts on Monday to correct the
line from the end of the present grade
to where Barclay will begin.

The line from Flat Creek to the
end of the grade is very badly located,
I may say, disgracefully so, but
any correction there would involve
delay and throwing away considerable
grading.

Yours Truly,
(sgd) W. C. Bantorne
General Manager

Personal.

NEW-YORK 18th March 1882.

My dear Mr. Hill,

The enclosed letter came to hand and I opened it thinking it was an 9c. You will no doubt be surprised at the jump "Manitoba" has taken. It is said that some brokers had gone short of it and are now being made very sorry. However, I don't think it will go back to its former level unless the general market breaks away, of which there is no immediate prospect.

We are gradually getting your goods out at good prices considering the state of the Bond market but the sale of "Dabotas" is slow. I shall ask permission of our co-holders to let you have some to replace your 2^{nds} at 101 $\frac{1}{2}$ and int. Mr. Kennedy cables us that he has

placed \$100,000 "Minneapolis Union" Bonds at Edinburgh this week.

Donald A. Smith called today and took about \$200,000 of his funds for remittance to England. I gave him a hint that this was hardly in accordance with the understanding, but he seemed to want the money so he took it and not the hint! However, the certainty that Osborn will now take the remaining call on 5000 Shares and the better outlook all round in the Bonds will make things easier than they have been. Thanks for your telegraph of earnings. You are maintaining your end of the scheme most admirably. Very truly Yours
J. Kennedy Tod.

To James J. Hill Esq. D.
St. Paul.

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OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN.

18 inch 1/16 2

J. J. Hill, Esq.

St Paul.

My Dear Sir,

Your favor of the 15th is
at hand. The rates we will be
able to secure to ~~Swift~~ current creek &
beyond will depend on what the
Missouri River boats do this season.
They have not yet got down to busi-
ness but I expect very soon to know
what their rates will be and will then
make figures for Mr. Conrad & others.
Burdicks transportation last seasons
was done mainly by J. G. Baker who
made very satisfactory rates &
did it well. Does not Mr. Conrad
represent this firm? I expect to be in St
Paul within a week & will talk the matter over
with you.

yours Truly
W. C. VanDusen
Genl Mgr

Encls

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WINNIPEG, MAN.

18 Encls

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J. J. Hill, Esq:

St Paul.

My Dear Sir,

Enclosed I send you a copy
of a letter written today to Mr. Drink-
water regarding surveys in the vicinity
of the South Saskatchewan above the Red
Deer.

About the 1st of March a Courier
arrived from Shaws Party (via Omaha &
Helena) with Reports, Plans & Profiles
giving the results of his Winters work.
Rosser heard of his coming, had a
party meet him at the Depot and took
him to his house, and, pretending still to
be Chief Engineer, secured all the documents
and shipped out west for the purpose
probably of utilizing the information.
The last heard of him he was on his
way to Calgary, via the mouth of the
Red

Red Deer, intending to meet Shaw & Perry on the way and secure additional information. Fortunately the information contained in Shaw's report is not likely to be of any particular value and Shaw and Perry have both learnt that Rosser is now out of office. We have had an information laid against Rosser for obtaining property under false pretences and on his return we will try to make it interesting for him. We have not yet recovered the papers.

I presume you have heard of the action of the Government in warning Squatters off from the even sections on our projected lines.

This is a wet blanket for the Town

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WINNIPEG, MAN., 108 .

Town Site Speculators.

When Rogers left here he had not secured an Engineer to take charge of his party to work between Bow Fort and the Summit. I am waiting anxiously to hear that he has secured a good man.

We have just had another very heavy snow storm and prospects are that Rogers last party will make much better time via Bismarck and Fort Assiniboine than over-land, and I have written him to make his arrangements that way.

The snow blockades have followed each other in such close succession that we have not made very satisfactory progress as yet in moving material to the front. We

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WINNIPEG, MAN. 108

We have there now something over 100 miles of Rails and about 200 000 Lbs. We are very short of Motive Power on account of having been obliged to turn back all of the Contract & Govt Engines, partly because half of them were useless and the men that were with them were agitating ^{in a} ~~the~~ strike for increased wages. We will probably take back six of the best Engines as soon as the danger is over.

We have not received any Kingston Engines yet and are not likely to for a month to come. Three of the Dubbs Engines should be here inside of a month and six more are afloat.

We have now fourteen hundred thousand Lbs in sight and we are safe on that score. What troubles ^{it} me

CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN., 108 .

me now is how we are going to move them to the front early enough. We have not yet secured quite half our seasons supply of Cordwood as the Choppers will not chop wood as long as they have an opportunity to make ties. I shall therefore shut down on the ties tomorrow.

Yours Truly
W.C. Vansorne
General Manager

Have made a pretty general cleaning out in the Chief Engrs office with a view to stopping leaks
W.C.V.

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