

GENERAL CORRESPONDENCE

1882 MAY 15- JUNE 16

FOLDER NO.

13-5

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

No. 318

River Bank - P.D.

Winnipeg

15th May 1882

Dear Sir,

Do you, or
any of the Boss C.P.R.
Officials, want a

Retired Furnished Residence
5 Minutes Walk from Depot
- 9 Rooms & Kitchen -
on the Bank of Red River
in its own grounds
of about an Acre

Price \$15,000⁰⁰
Fifteen thousand dollars -

- Further Particulars -

The lots are No. 94 & 95 on
the Logan Estate - as per
City Map - and are, alone,
worth the money - for Warpage
- being 8 ft above the
Flood of 1882. It is acknow-
ledged to be the prettiest
location in Winnipeg. -

Reason for selling - We are
going to reside in "Hengland"
so will dispose of lock
stock + barrel - cheap -

- Offer open for Ten (10) days

Yours faithfully

John Freeman

James L. Hill Esq

Ackd
1885/80

PQ Box 298

Minneapolis Minn
May 16th 1882

J. Hill
V Pres S.T.P. M. & M. R.R.
Saint Paul Minn

Dear Sir

I take the liberty to ask you
the favor of an answer as to your
views I want to examine & express the
North western frontier more fully; and if
successful, (you will be informed at one
of coal or other information that would
be of interest to you) If this meets your
approval & you would indicate the
route I would follow your instruction

I am very Respecfully Yours

James H. Donalson

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CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN., 20 May 1892

Jas. J. Hill, Esq:

Vice Pres. St. P. M. & N. Ry.

St Paul, Minn.

Dear Sir,

I have just received yours of the 16th. You speak of my having telegraphed to Montreal that you were not giving us freight fast as we could take it away. The only message I have sent from which anything of the kind could be inferred, was one to Mr. Angus in reply to one from him to the effect that we were chargeable with the delay at the line from lack of track room or other facilities. This message I received on Wednesday morning the 10th the second day after the break was repaired. I replied that we were not chargeable with the delay - that we had Engines under steam at Emerson waiting for freight for the past two days and

J. G. H.
v

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had our tracks at Emerson sufficiently clear
to take care of all that should come. I have no
copy of this as it was sent from Delwinton or some
other station out on the line. This telegram was jus-
tified by the facts. On Tuesday afternoon I wired
Mr. Wakeman at St Vincent asking why freight was
not coming faster and stating that we had a large
number of Engines waiting. He replied that evening
as follows - "The west Y is impassable from dump
softening and east Y is impassable temporarily.
Both will be repaired soon as men and material can
do it. Expect considerable trouble with the track
for few days. East Y is under water - part of west
Y also."

It was the morning following this that
I received the message from Mr. Angus - and the
same day one from yourself saying that you

J. J. H.
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WINNIPEG, MAN., 188 .

had received several messages from your Supt. at
St Vincent complaining that our men had not come
down for the transfer until noon &c &c and that a
train~~s~~ turned over to us at 5 o'clock the night
before was there waiting for us at 11 o'clock the
morning of the 10th &c &c.

Now the fact was that the Customs Authorities
at St Vincent shut down promptly at 5 o'clock
and we could not touch a car until after
their office hours at 10 the next morning. Mr.
McMurtree told Egan that he did not propose to
put on a night force until he was asked to do so
and Mr. McM. said about the same thing to me in
Mr. Mansel's presence last Sunday. Such request was
not made until the Friday following the repair of
the break when the night force was promptly
put on. We had arranged a week before for a

J. J. H.
it

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WINNIPEG, MAN.

188

night force on our side of the line so there was no trouble there. If there was any default on the part of our men up to Tuesday night Mr. Haslemann would probably have said so instead of wiring me that the trouble was with the Y's and he could hardly have failed to know what was the difficulty about the train of freight that laid over that night and which was referred to in your telegram. We were in hourly communication with him during the time he was at St Vincent and he did not even hint that there was any delay on our part.

I cannot, within the reasonable limits of a letter, traverse the whole weeks business but I will add that on going over the matter with Mr. Marvel last Sunday it appeared that the delays that might properly be charged to us covered some 12 or 15 cars the bills for which

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OFFICE OF THE GENERAL MANAGER,
WINNIPEG, MAN., 100.

had been lost, mis-sent or overlooked by our men.
The principal point made by Mr. M. was that
we had not a sufficient billing force and that our
Agent had so stated to him. I asked our agent about
this in the presence of Mr. Manuel and your agent, and
he admitted that he had stated to Mr. Manuel that
if more freight came than had been coming his
office force would not be sufficient, but he as-
serted positively that up to that time (Sunday) there
had been no delay from this cause and his assertion
was not contradicted. I submit that what might
occur was not a good ground for claiming
default on our part.

In conclusion I beg to say that
it was evident that Mr. Wakeman did not
fully understand, nor did Mr. Manuel until
he came up, the details and difficulties

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CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN., 168 .

of the customs arrangements at St Vincent.
Most of the difficulty came from that quarter
although I will say that Collector McMurtrie
and his assistants seemed disposed to do all
that the law would permit to facilitate busi-
ness. We have nothing to do with the customs
authorities on that side of the line beyond
furnishing manifests of freight taken out
and the freight must pass the customs before
it can be a delivery to us.

Yours very Truly

W. C. Vansome

General Manager

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RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN.

J. J. Hill

My Dear Sir

I fully appreciate
the importance of what you say
in regard to the necessity of having
a Chief Engr. quickly. I am
very sorry to have missed Ross
but he would not come below
\$2,000 and our Montreal location
thought \$2,000 to \$3,000 enough. There
were about 100,000 francs also
so I had to drop him.

Some of our Montreal people
suggested Mr. James of the Chi
St. Grand Trunk and as he appeared
on inquiry to be a very good
man - the best in sight for
the money - he is to come next week.

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WINNIPEG, MAN. 188 .

We are getting along after
a fashion at the front. Have
strong force of Engrs starting out
the work and I don't think sub-
contractors will have to wait
for us but in a week or two
a lovely Chf Engr will have his
hands full.

We are considerably embarrassed
for want of various items of
material - drift bolts, telyh
insulators, hand cars, frogs
switch stands etc which were
shipped from Ontario long
ago & which have not yet turned
up. Hoping to see you here
early next week I'll not bore
you more now
Yours very truly W. C. Vanman

Enclo.

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OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN., 20 May 1882

Jas. J. Hill, Esq:

Vice Pres: St P. M. & N. Ry.

St Paul, Minn.

Dear Sir,

Please see Harders' endorsement on your
note of the 10th enclosed. I will not let the matter
rest until I get at the bottom facts and if any of
our men have lied about it they will be made to
"walk the plank". If on the other hand your men
have misrepresented the facts I trust that they
will be similarly dealt with since this is the
only way to stop this bickering.

Yours Truly
W C Vanarsdale
Genl Manager

THE SAINT PAUL, MINNEAPOLIS & MANITOBA RAILWAY CO.

GEORGE STEPHEN, PRESIDENT.

over
St Paul May 10th 1882

A.C. Vantborn Esq
Genl Manager
Winnipeg

Darlin
Since I received your
message saying you had
not refused my steambus job
I saw Agent Gooding who
told me positively that your
men did refuse freight just as
telegraphed by him, and further
they claimed to him to be acting
under orders from Winnipeg.
Mr Gooding has worked for this Co
for 12 years and has always been
truthful in his statements.
I have written him for a full
statement which I will send
you
Yours truly Jas J. Hill

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Wm. Hander
 How about the
 down to me
 I want the

5788

exact facts

W. H. Hander

Mr. Hander: Boy
 there is surely some mis-
 understanding about this. Freight
 he gave no address shipping. Freight
 Mr. Hander says
 and I certainly did not. I was for several
 days on the steamer and can certify that
 both Barge and Boat had full loads
 each trip across the Prairie

1875/76

Wm. Hander

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M

23 May 1882
65 Williams St.

Dear Mr. Hill,

I gave Mr. Wolynson,
a letter of introduction to you
this morning. He is travelling,
with Mr. Heselton of the
London firm of Heselton
& Powell, who hold several
thousand shares of St Paul,
& Duluth Stock, principally
I believe the Preferred. He
is very friendly & anxious
to cooperate with the
St. P. M. & their friends.
We hope to interest him in
the new company for taking
C. P. lands, but have not
yet broached the subject.

If you can help him to carry
away a favorable impression
of the North-West, we shall
be much obliged.

The stock is strong on the
big earnings & rumors
of an increased dividend.

Yours very truly

Oliver H. Woodworth

May 27, 1882

This agreement made and entered into this Twenty seventh day of May A.D. 1882 by and between Weston Hammons, and Andrew G. Ford and James J. Hill witnesseth, Whereas the said three parties above named did on or about November 21, A.D. 1881 mutually agree among themselves to undertake and engage in a certain enterprise in which they have and were and are to have an equal interest; and in order to carry out such undertaking and enterprise it was necessary to acquire and purchase certain lands in Middle Lake County and State of Illinois; and said parties have taken steps toward acquiring the title to such lands and have already purchased and acquired the title to some of such lands, and desire to purchase more of such lands; And whereas the deeds or conveyances of such lands so already purchased have in some instances been made to said Hammons and some to said Ford and some to both of them - And whereas such conveyances cover embrace and include all the lands in said Middle Lake County which have since said November 21 A.D. 1881 been deeded or conveyed to said Hammons and all deeded or conveyed to said Ford and all deeded or conveyed to both of them since said date Now therefore in consideration of the premises and for value received and of one dollar to each in hand paid the receipt whereof is hereby acknowledged the said Hammons and the said Ford as between themselves and as between them and the said Hill and

the respective heirs administrators and assigns of all
three of said parties do hereby for themselves and
their heirs administrators and assigns acknowledge,
declare and agree that all the lands and all the
right title and interest in or to all the lands in said
County which have been since said November 21st
1881 so conveyed to said Hammers and Ford
whether to them severally or jointly are held by them
and each of them for the joint and equal use
and benefit of all three of said parties and are
the property of said three parties their heirs and
administrators and assigns; and that all such
lands and all title and interest in lands which may
hereafter be acquired by said parties for such
enterprise shall be held by that person of said three
parties to whom the same may be conveyed in the
same manner to wit; for the use and benefit of
all three of said parties and shall be the property
of said three parties their heirs administrators and assigns
And that as between said parties their heirs
administrators and assigns each of said parties shall
have a lien upon all lands which they have or may
hereafter acquire for such enterprise for all money
by such party put into such enterprise whether already
put therein or hereafter put therein; and should any
one of said parties invest therein more than the
other of said parties then and in that case to
the extent and amount that he has put therein

more than his own land he shall have the first
lien on all of our lands *perish estate*

In witness whereof, The parties
hereto, have hereunto set their
hands & seals, the day & the
year first above written

Signed sealed & delivered
in the presence of

Seal

Seal

Seal

State of Minnesota
County of Ramsey } ss

On this 31st day
of May A.D. 1882, personally
appeared before me, Weston Ham-
mons, Andrew G. Ford & James
J. Hale, to me known to be the
same persons who executed the
foregoing instrument, and severally
acknowledged the same as & for
their free act & deed, for the
use & purpose therein expressed-

New York

May 29, 1882

James J. Hill, Esq.,

Dear Sir:

We beg to advise you that the Syndicate for the purchase of the Canadian Pacific bonds will be called upon to make the payment due 1st. June. Your share of this amounts to \$11,666,67.

The position of the Syndicate is as follows:

Bonds sold and paid for ---\$2,120,000

Bonds sold for fut. settle. \$3,604,000

Total \$2,724,000

We shall arrange for the payment of your share as above debiting your account for the amount, We remain

J. S. Kennedy

[From envelope found in J. J. Hill's
papers, probably copying made
at the Harley Tridell of 1887]



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