

GENERAL CORRESPONDENCE

1882 JUNE 19-29

FOLDER NO.

13-6

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

THE CANADIAN PACIFIC RAILWAY CO.
MONTREAL

Private & Confidential

Monday 19th June 1882.

My dear Mr. Hill,

I enclose a communication from Ernest Munro of the Western Union Telegraph Co. Copy of which I have sent to Stephen who is now at Canapscal.

I regret to find the Dominion Government has actually issued such a Circular as Mr. Maxwell describes. I don't know whether the exclusive arrangement with the Erie was made through Grand Trunk influence, or ^{whether it} results from the stupidity of Lowe. But it is very annoying to

find all the fuss about
"assisted passages" ending
in such a muddle - Of
course it will give offence
to competing lines and hinder
rather than promote emigration
to Manitoba. I am promised
an explanation tomorrow.

From the reported
movement of cars at Winnipeg
I am glad to infer the
freight blockade is being
relieved and our arrangements
are getting more efficient.
We seem however to overcome
one set of obstacles only to
meet with another. Van Home
complains with justice I fear
of extraordinary delays in

executing his orders for general
Railway supplies. Our staff
was not properly organized
in the purchasing department
especially. There was no lack
of industry and zeal but
a great want of special
knowledge and system. I
believe the defect has, since
the arrival of Baker, been
greatly overcome, but I
should be better satisfied
if we had a first rate and
competent man, like Mansel,
at Headquarters. There is
no time that professional
experience is so much required
as at the beginning of an
enterprise like ours. I told

Stephen and Smith. I was not
satisfied with the way matters
were going here and was
resolved to retire from official
responsibility on the return of
Dr. McIntyre. I hope some better
arrangement will be made
for future working, and we
must strive at it in such
a way as to preserve harmony
among our Associates. —
I was pleased to assist
advising the issue of new
State for the Manitoba Co. The
time had come I thought when
it could be done with propriety.
It will be a relief to your finances
to give you an opportunity of
carrying out in perfection your
cherished ideas. The contemplated
change in the Presidency is not
new to me, and I can assure

[6-13-92]

Friend

13 June 1882

My Dear Mr. Will

Only a line to say
how ~~thankful~~ I am to
get your letters & to see the
deep interest you take
in our affairs all
around. I ~~must~~ have ^{written} earlier
to you before but I have
not had a minute to
do so. I have been ^{terribly}
worried & bothered by
fending out the black-
mail Peter Mitchell

through the help of
good nature seems to have
levied on the C & N Co.,
I have taken official
steps to put an end to
it & to all such arrangements
but I cannot tell you
what better trouble
it has caused me
I am resolved that the
Co. shall get the benefit
of every discount and
commission that is to
be got - & no one else.

I am so annoyed at what
has happened that I don't
know myself too
much about it ^{in case}
I should say too much.
All this has to go on
for the present. - I am
very about the block at
Winnipeg. It is with the
Customs this time. but
the Consignees cannot
take their goods away
fast enough - this
difficulty must be got

over in some way, either
by a cartage cog. or excels
her successfully. or some
other plan. I have written

Mr. Van Horn today that
there must be a lot
up on the 500 miles
otherwise our presence
will get into confusion.
Langdon said he could
do it if he got the
material. It must
be done at all hazards
I am writing this just

[6-13-82]

in the case of shooting
for the river - whence
I will enter today as full.
I am about played out
at the moment. I
am laying my blame
to be up in the NW
by middle of July
Mrs. Stephen will go
to the new Hotel at
Mammoth. I will
come up next week

to see the folks in ^{Ottawa}
after the elections.
Our Affairs with the Govt
do not please me
at all & I must
try to get them with
better results. I see
that the stock
is averaging up to
134 1/2. If all goes
well it will go

to 150. I am glad
to hear for myself
that you are getting
the "blended old road"
into good shape
Yours always
J. W. H. H.

CHAS. H. WOODS. F. N. BABCOCK.
WOODS & BABCOCK.
ATTORNEYS AND COUNSELORS.
6 & 7 JOHNSTON'S BLOCK.
Corner Washington and Hennepin Avenues.

*Woods
7/16/82*
Minneapolis, Minn. *June 20* 1882

*James F. Hill Esq
St Paul
Minn*

Dear Sir

Inclosed find check
for \$1024 on account of taxes for 1881 paid by
you for Mary A. Armstrong on her 1/8 interest
in land in St Paul in Sec. 2 T. 28 R. 23
Please acknowledge oblige

Yours truly

Chas H Woods

H. W. Cory,
Attorney at Law.

St. Paul, Minn. June 19 1882

J. J. Hill -

Dear Sir - I occasionally
desire to ride over your road
and would gratefully accept a
pass from you, which would give
me that privilege - I probably would
not use it more than three or four
times during the year. And trip
passes would answer the purpose
were it not for the trouble you would
experience in listening to my importuni-
ties. Whenever I desired to make a
trip - and the difficulty of getting
an audience with one so much
occupied as you are with more im-
portant business - If my request does
not seem too preposterous, and you
so desire I will call for a pass, or
you may send it to me by mail -

The dog I am to train for you, I
would like placed in my care, as
soon as possible. If Mr. Mullins
cannot get a dog for you - I suggest
that ~~Mr. Mullins~~ ^{you} select one of the pointers
belonging to Mrs. Paul, who lives in
the learning house, in Bronsons Add.
They are beauties and I think would
prove more serviceable to one who
has so little time for shooting. than
a setter - Pointers hold their game
steadier than setters & when once
thoroughly broken remain good dogs
all their days - If you would hunt a
bit. I know of a young one of
Excellent breeding, that can be
bought for \$15.⁰⁰ and under careful
training could be made as fine a
dog as there is in Minnesota - I wish
you would give me some advice in
the dog question. Mr. Shepard has
been so kind to me that I am very
anxious to turn over to you this fall
a well broken dog, for his sake -
Yours &c Harry -

Pls. return

CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN., 19 June 1882

J. J. Hill, Esr:

St Paul.

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or publication.

Dear Sir,

As I wired you yesterday in reference
to your telegram and letter about delay to cars
the old cases referred to I think are ^{largely} ~~all~~ covered
by cars that were caught at the several stations
on the Portage air line at the time of its in-
terruption by high water. The last trains
sent out on that line failed to get through
and the cars were set out on the different
sidings; the engines returning. The water
continuing to rise we were unable to reach
the cars again until within the past ten
days. We reached six or eight of your
cars at Rosser a week ago Sunday. We
reached another lot at Reaburn two

J. J. H.
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OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN.

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or three days ago and by today we expect ^{to reach} the
remainders at Poplar Point. In addition to
these quite a number of your cars, as well as
others, got off the track during the freshets and
were more or less damaged. They have all
been picked up and we have pushed repairs on
them as rapidly as possible but this work has
been slow owing to the great difficulty we have
had with getting men. I think you will find
that the larger part of the old cars have got
back to you within the past week. The situation
in Winnipeg Yard is much the same as when
you were here last. Yesterday (Sunday), failing
to get enough Christians to work, we employed
about 100 Refugee Jews and relieved some-
thing over 200 cars belonging to your line
and lines east and sent them home and

J. J. H.
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OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN.

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our yard today is in better shape than it has been since the blockade. We have laid about 2 miles of track in Winnipeg since you were here and have now better working room. We have employed all the outside teams we could get hold of to haul freight and are applying all penalties we can think of to secure the prompt unloading of cars everywhere and the misuse of foreign cars has been made a capital offence. I cannot see that we have left anything undone in this matter. If you are obliged to refuse any freight coming in this direction I would suggest that it be Lumber and similar freight for outside parties as the greatest delay is in unloading freight of that character. Our own Lumber will be very promptly unloaded and the

J. & H.
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Cars returned. I do not think there will be much delay now in handling merchandise here but there is a very great delay in merchandise and other freight destined for other points west — large quantities arriving daily without proper invoices and the consignees west have to be hunted up and invoices procured before the Customs Authorities will permit the cars to go forward. About 150 cars are now standing in Winnipeg for this reason some of which have been here more than two weeks. We would unload the freight on the ground were we permitted to do so.

Yours Truly

W. C. Vanman

General Manager

1882 - CPR totally unprepared
for traffic it generates
immediately

Stephen to Hill June 26 1882

Apparently traffic flowed into the westward extension of the CPR
via Winnipeg like the sea into a hole dug in its bottom. This
, as Stephen explains to Hill, has put demands for cash upon
them, for rolling stock, expansion of freight handling facilities
at Winnipeg, etc., beyond any calculation they had made.

Private

Montréal 26 June 1882

My Dear Mr Will

I am very grateful to you
for your letter of 16th. immediately on its
reaching me at Campswood, in order
that nothing I could do, should be left ^{undone}
to ensure our laying the stipulated ^{500 miles}
this season. I at once wired you that
any assurance you saw fit to give the
Deane, to prevent his "lying down" on us, I
would faithfully implement. I knew
perfectly well that you would not go
farther in that respect than you
considered absolutely necessary. ^{that}
our common interests were quite
safe in your hands. The fact is, ^{and}
it is well we should all bear it in
mind

We shall be in rough water financially unless
we get our 500 miles completed as to get
the subsidy in respect thereof. This ^{unexpected} traffic and the consequent excessive outlay
for Rolling Stock it has necessitated, have
made heavy demand for Cash we did not
count on. We think we must get the
500 miles done & get our money for it
from the Govt. otherwise we may
find ourselves trying to borrow money
at a most unfavorable time, possibly
with no one willing to lend. The present
horizon is not very clear at present &
while it is possible the clouds may
clear away it is equally possible we
may have a sharp thunder storm
between 1st Aug. & 1st Nov. ^{to this}
toward East

uncertain state of things, it is only common
prudence to be as ready as we can for either
fair, or foul, weather. Hope the West
land Coy will be launched next month
and sailing along merrily with over
13½ millions of land grant bond on
board, and that on 1st P.M. we new
stock issue will be out of the way also.
With these two matters in shape, I
think we shall, all round the compass,
be sure. I am appalled by what
you say as to the conditions of matters
in Winnipeg, fright you. It would
be as if it were not possible to raise
the blockade in it. I am impressed by
what you say as to the necessity of
providing at

once the additional shed room you suggest.
I will never do to keep other lines, cars and use
them for storage purposes, and I will write to
Mr V Horn today suggesting that he
should at once begin his preparations for
building the shed. I will not fail to
be guided by you lest to avoid saying anything
to him to ~~offend~~ his sensibility in the matter
of the retention of your cars. I fully recognize
the importance & necessity for patience &
forbearance all round. I hope and
trust ^{with you that} the indications of miskeat you observed
between Langdon & your horse will disappear
a feeling of that kind getting control of either
or both would be very unfortunate and in
the end result in a loss of money to us.
I cannot see why there should be so much
delay as there seems to be in getting material
from Emerson to Flat Creek. If more
Squires be

[6-26-F2]
(it is not there). By all means, have
the Dean keep up his army of readers
even if they should run ahead of
the track layers. So far the track laying
has been a not time stopping. The
readers are having been able to keep
ahead of them, but Van Horn yesterday
wins that after Tuesday (today) he
hopes they will go on without stopping
laying 3 miles a day. I hope this
will be so. As to the "blessed old
road" nothing could be more satisfactory
than its performance. By the way that
was a terrible accident you had at
Astrator. The loss of life was dreadful.
This is one of the uncomfortable things about
rail roading - the liability to accident
to life and limb is great.

I hope you have got Mr. Lethbridge on the
line & that the relief to you & Mr. Marshall
will be all you could wish. I am glad
the ropes for the line will & hope the "hoppers"
will not pay the threatened visit. If they
did it would give us a bit of a
time - though nothing more can
stop the increasing tide of people in the
U. S. By the way I see some ominous
hints that the Indians on both sides
the line are uneasy. An Indian
raid would scare our track layers &
scatter & make them run. Let
us hope nothing of the kind will happen.

I am off to Ottawa this afternoon
to attend to all sundry matters
there before the Westminster Session
for

them. hold up. Now the elections are
over. I hope there will be less difficulty
in getting them to do their duty
by us. At all events I will push
the settlement of all outstanding
matters all I can. I shall be
up at St Paul before the end of next
month. Sooner if anything should
occur requiring my presence at
Winnipeg. I expect McLaughlin will
be here by ~~that~~ time I get back
from Ottawa. I suppose you have
heard of the bother we have had
arising out of his relations with
Peter Mitchell. I have to deal with
that & all other kindred matters

as soon the help turns up. After I have
seen him & put things as they all
thought. I will write to you fully.

It is not a pleasant job that is
before me but I will go through
with it. I wish we could arrange
to get him home down here for at
least a portion of his time.

Yours always

Scotty Allen



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