

GENERAL CORRESPONDENCE

1882 JUNE 30 - JULY 10

FOLDER NO.

13-7

JAMES J. HILL PAPERS

PLEASE RETAIN
ORIGINAL ORDER

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CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN. 20 June 1882

J. J. Hill, Esq.

St Paul

Dear Sir,

I wired you today regarding the
matter of Rails referred to in yours of the
27th. Enclosed I send you a telegram from
Mr Egan on the subject. If there has been
for a good while back any failure on the
part of our people in removing Rails promptly
from St Vincent I have been misinformed.

I have not been there in person for several
weeks but have been assured from day to
day that the Rails were taken away as soon
as they passed the United States Customs.
The U. S. Customs regulations require, I believe,
the Rails to be measured but I do not see
how they are able to do this. I think one

JSH
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WINNIPEG, MAN., 108.

or two of the telegrams I sent you a few days
ago referred to this matter. There is no reason
why there should be any delay on this side
of the line and I don't think there is any.
Foreign cars we unload at Emerson and
at ~~Brandon~~ ^{Pomfret}; our own we send to the front.

Cars are still suffering to some
extent owing to the customary delay in un-
loading at Winnipeg and in getting them
through the Customs but we have no blockade
and have ample working room.

I note what you say about the
claims of the Winnipeg Lumber dealers. A
few of them show a disposition to unload
cars promptly but about 9/10 of them want
to take it as they have occasion to use it.
You can easily satisfy yourself on this

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point by letting them load some of your cars
and sending somebody along to see how
they handle them. I know there have been
a good many cases of delay in our yard
resulting from the fault of our employees
but I never yet heard of a crowded yard
where something of this kind did not occur.
A good many charges have been made
that our switchmen had to be paid for
handling cars, but in most cases we have
managed to bring the parties face to face
with the men against whom the charges were
made and in not one instance has the charge
been substantiated. I suspect however that
something has been done in this line.

As to the handling of Foreign Cars
I will say that they receive preference over

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WINNIPEG, MAN., 188 .

our own in every case both in unloading
and in moving. A few days ago we un-
loaded on the ground potatoes, oats, &c from
about 30 C. M. & St. P. and other foreign cars con-
signed to Lonsdon Shepard & Co at Flat Creek
and we have similarly dealt with freight for
all others along the line. It has caused an
intensely bitter feeling here and elsewhere &
we are likely to have a hundred or two
Law Suits about damaged freight in con-
sequence.

I believe I am correct in
saying that we have not one North West
Fuel Co. Car on our line today. I have
written Mr. Saunders fully on this
subject.

Yours Truly

W. C. Van Horn
General Manager

1882 - Stephen tries to maintain cooperation between Hill and Van Horne - CPR

Stephen to Hill July 1882 [?]

"I hope you will be able to give Van Horne some time to discuss the new tariff which we propose to ask the govt to approve at once. I attach great value to your judgment on the matter."

[July 1882?]

Chicago Wed. evening

My dear Mr. Will

We were detained
by a freight train off the
track below Hastings &
arrived here a little
late for the train
to catch. I would
I would have told you
today adding that I
hoped you would lose
no time in getting Mr.
Mannell & Clark off
to N.Y. It would be
a

likely if they got a chance
of charging us with
holding back. I
see the question of
paying rates is ^{increasing}
the Globe & other American
newspapers & send
you some cutting from
the Globe & Sun to
be sent to day. I hope
you will be able to
give them some
time to do over the
new paper which we

purpose to ask the Govt
to approve at once.
I attach great value
to your judgment in
the matter. We
are all well &
grateful to you &
will be with
your kindness too.
Yours always
Stephen

CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN., 2 July 1892

Jas. J. Hill, Esq.

St Paul.

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Dear Sir,

Following is record of Track-
laying for last week except Saturday
which is not yet reported:-

Monday	5500 feet	Delayed 1 1/2 hours by rain
Tuesday	4400 "	" 5 1/2 " " grading
Wednesday	10900 "	" 1 " " "
Thursday	8700 "	" 1 " " "
Friday	10706 "	and 2 1/2 " a/c material

The delay on account of material
on Friday resulted from stopping one of
the Material Trains to load up freight
belonging to Contractors.

Mr James has been over the
work since my last trip to the front

J J

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and is of opinion that more or less delay to Tracklayers for the next two weeks may be expected. This results from the Contractors having attempted to cover 100 miles of grading with a force only large enough for 75, leaving the work immediately ahead of the Tracklayers insufficiently manned. I looked over the work about 25 miles ahead of the Tracklayers about 5 days ago. On one half mile of difficult work I found one Team and 14 men and outfits were passing this work every hour going further on. Langdon agreed to turn in a heavy force on the weak places and get them out of the way and as I wrote you last week I know no

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reason why the grade could not be kept out of the way of the Tracklayers after Wednesday of last week. I am informed since that even when the Tracklayers were waiting for the graders at some of these slow points forces were still passing from the rear and going to the extreme front.

I have just received the Force return taken June 24th. It shows 1329 Teams, including those engaged in transportation, and 2232 men. This force is considerably under what is necessary and under what L. D. Co. claimed to be necessary when they took the contract. These figures ^{include} ~~report~~ newports outfit which had just arrived.

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We have spared no expense or trouble to put the Contractors in the best possible shape for carrying on their work. We can easily deliver them at the end of the Tract 5 miles of material every day but in my opinion their track organization is not able to lay more than one half that amount.

allowing for bad weather they must lay more than 5 miles per day from this out in order to fulfil their Contract. I don't believe, if they intend to carry out the Contract, they fully comprehend the work they have to do.

While they have ^{improved} ~~done~~ some in surfacing they are still a long way

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behind and their force is not sufficient
 to surface more than from 1 1/2 to 2
 miles per day.

Nearly 4 weeks ago I called
 Mr Langdon's attention to the fact that
 he had only 2 available Pile Drivers
 at the front and urged the importance
 of his providing more without delay.
 A week ago when at the front I found
 nothing ^{had been} done in the matter, while 10
 Creeks ~~have~~ had to be crossed in close
 succession not far ahead and a
 number of Pile Culverts had also to
 be driven.

These and other matters of a
 similar nature, together with remarks
 that have been made by the Contractors

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WINNIPEG, MAN., 109 .

And those associated with them, lead me to believe that their scheme is to get down about 350 miles of track this season doing as much grading as they can in addition, and, unless there is a very decided change for the better within the next week or 10 days, some very decided action on our part will be necessary. I have written Mr Stephen briefly on this subject and have urged him to make his trip here as early in July as possible.

There is no good reason that I can see why the track should not be 40 miles further ahead today.

I have received the enclosed letter on this subject from Mr Stephen.

JGH
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which, I think, it would be well for
Mr Shepard to see. I have shown it to
Langdon. If they understand that they
will be held to a strict account for the
laying of the very last rail, in the 500
miles, and that no mercy will be shown
them in case of failure, I think it will
make a decided difference in their move-
ments. I suspect that the spreading
out of their force so far ahead &
the holding back of the track in the wet
country has some relation to the stipula-
tion we made concerning the cost of
hauling supplies beyond 100 miles - I
have done everything possible to faci-
litate their work and have given them
every accommodation they have asked

28th
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OFFICE OF THE GENERAL MANAGER.
WINNIPEG, MAN., 108.

for and they can have no possible excuse
for holding back or for any sharp
practice.

I sincerely hope that I am
mistaken as to their intentions but
we have too much at stake to let
the present state of affairs continue
much longer.

The men they are sending in
now should have been sent six weeks
ago. Of the 70 miles of track laid not
one half has been surfaced and our
trains have to creep over it very
slowly.

Yours Truly

W. C. Van Horn

Have just received Saturday
report - 2 miles + 1/2. Delay

2 1/2 hours because material
reported. Am going out Tuesday
morning. Don't intend to let any
further delay more than we can

General Manager

CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN.

July 2 1892

J. D. Taylor
Dear Sir:

I wrote
the enclosed with a view
to your showing it to
Shepard. Last reports
from the front are much
better and it may be
best to show him only
Mr Stephens letter just
now, giving him another
shot a little later if necessary.
Will let you know by
teugh if there is any
further lagging.
Yours very truly
W. C. Mansfield

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CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN., 12 July 1882

J. J. Hill Esq:

St Paul.

Dear Sir,

I have your letters of the 5th & 7th.
I fully agree with what you say about
the height and width of embankments
and we are making them, as far as
practicable, 14 feet wide and 3 feet
high.

Langdon has returned and
gone to the front. The effect of their
recent stirring up has been first rate
and I begin to think now that they
will do the work. Langdon is evi-
dently determined to push it through
or break something. He took a big
oath yesterday that he would get

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JHr

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OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN.

1888

ahead of my material supply no matter
what it cost. If he does or if he
puts it in the track as fast as I give it
to him the 500 miles will be built.

Referring to your telegram about
wages for laborers will say that the ad-
vertisements in the St Paul papers were
entirely without our authority. We have
in no case offered more than \$2 per
day for laborers and are not employing
any tracklayers, ^{not} authorized anybody
to employ them for us. Mr Egan
called my attention over a week ago
to ^{the} advertisements and I supposed
then that inasmuch as ^{the} Kindley &
St Cloud Line was also mentioned
that the parties were acting for Lansdon

J. H.
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Shepard Leo but finding that Egan
had dealt with them in one or two
cases and that they still had authority
to send him laborers at \$2 per day
I had him telegraph the parties that
they must not, under any circumstances
offer more than \$2 per day for this
company and when I received L. D. Leo's
telegram on this subject Egan wired
the parties forbidding them employing
any men whatever for us. One
of the parties (Tarbox) came up a
few days ago with a lot of men &
when asked to explain his advertisement
he said that he did it because
another party (Brainerd & Rinchlew) had
advertised something but the men

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WINNIPEG, MAN.,

100

he brought were employed at \$2 per day and are now working at that rate. It was simply an outrageous swindle on the part of the labor scalpers and I have instructed Mr Egan to have nothing to do with them in the future. The transaction grew out of a letter received by him from one of them asking if he wanted laborers and what price he was paying. He replied that he could use several hundred at \$2 per day. I don't wonder that L. S. & Co. were considerably worked up about the advertisement. I agreed with Mr. Langdon sometime ago that he should have an advantage of 25¢ per day over us and that.

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CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE GENERAL MANAGER.

WINNIPEG, MAN., 1ED .

agreement has been religiously lived
up to. It would be the height of
folly for us to do otherwise.

Yours Truly

W. E. Vanman

General Manager

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