

Angus, Richard B.

March 27, 1882

Hill to Angus

Details of a very bad snowstorm that "blockade Canadian Pacific; 3 feet of snow on the level at Hallock. "As soon as I learned that the C. Pac. was blockaded, I held passenger & stock trains at St. Paul. Fortunate I did, for our line between Crookston & boundary was blockaded Fri. night. During Fri. & Sat. we accumulated 1500 people in St. Paul. We can't keep up with the heavy increase in business. "The Emigrant and commercial traffic is more than double what it was last year & the additional 180 miles of track in operation will take about all of last year power to move commer-

cial traffic leaving the track and tracklaying for 600 miles [Can. Pa ?] of new line to be handled with the new Engines. Notwithstanding the 1000 new box cars bought by the Manitoba Co. since July last and 15 coaches and 5 sleepers during the present winter, I find we are still short of both coaches & cars." Our Earnings, but for the storm, would have reached \$700,000 in March." Business north of Breckenridge to Goose River and from Fargo to Grafton Larimore and Grand Forks is very heavy. I think equal to two extra trains daily of stock & Emigrants. The high embankments on our new Dakota lines have saved all they cost during the last ten days having given us no trouble from snow. Manvel has returned after arrang-

See next card

Angus, R.B.

Card 2

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ing a pool with the Nor. Pac. In making up the proposition which we have lately submitted to them I tried to get matters in such shape that they would leave this Co. the business of the Red River Valley... If we can secure this and retain our present Territory for say three yrs I do not think we will have much to fear after that. I am more than ever convinced of the value of the Red River Valley & the country n.w. towards Turtle Mt. It is from this district we are getting a large share of our present prosperity. Manvel told me something of a party claiming to work under our Minneapolis and St. Cloud charter trying to get a charter from Pigeon River to Thunder Bay. I know of no

other charter with a 7th and grant from Duluth to Pigeon River except ours and I think in case we find a reasonably good line from Thunder Bay to Algoma Mills, the line from Duluth to Thunder Bay would be a good one and it will be worth our while to keep alive and control our charter."

JJH LetterBook, 9/24/79 - 7/20/82, p. 399