

Harriman, E. H.

July 22, 1904

Hill to Gaspard Farrer - a 15-page carbon  
"Harriman is very sensitive as to the idea of Mr. Rockefeller or the Milwaukee or North-Western Roads having anything to do with influencing him. His vanity has no bounds." He told me "without hesitation that a ratable distribution was the only course that could be pursued. Details of meeting to dissolve Northern Securities Co. Then Harriman called, 4 or 5 days later, to say he had changed his mind and this delayed paying of the dividend. Later the lawsuit was commenced in St. Paul and Harriman was defeated. Then he moved for an injunction. We welcomed it as a way to an appeal to the full bench of the Court of Appeals and thus save time in taking testi-

mony, &c. It will now come up in the Oct. term. Subsequent events are given in much detail. "this is only one of many cases where Mr. Harriman has gone squarely back on his agreements, and he has even gone farther. He tried to ring in on the Northern Pacific contracts for equipment through Mr. Mellen, and if it had not been that L.W. [Hill] found that the Northern Pacific was about closing a contract for 1100 and 1200 dollars a car for cars that we were at the same time buying for 900 dollars, the Pressed Steel Car Co. in which Mr. Mellen said Mr. Harriman was interested & wanted the business for the Co., would have had a contract for 2,000 cars at more than \$400,000 more than we were paying at the same time." "Among the main reasons for buying the Burlington was to secure for the Northern Roads a per-

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manent supply of coal, and soon after the Burlington was bought we purchased the Jacksonville Southeastern Railroad, which runs from Concord, or the Burlington, to the Big Muddy Coal Field, in Southern Illinois east of Saint Louis. This line is entirely in the best of the Illinois coal field and will furnish for a long time a permanent supply of good coal, practically equal in quality to the West Virginia coals and worth from fifty to seventy-five cents a ton more than the coals from Northern Illinois." Harriman immediately tried to break up the trade & "wanted the road for the Alton & to "have the Burlington bound to get coal from the Alton Road in which himself and Schiff were interested." With our

needs 5,000 tons a day not to mention the whole population of Minn., N. & Dakota dependent on us for fuel," you will readily see the importance of our controlling such a fuel supply." Tells "other unreasonable acts of Harriman"; of Morgan representation on the Board. "I am sorry to have to be compelled to say it, but it is no news to those who have known Mr. Harriman most intimately here, his word is not accepted. Even Mr. Geo. Clark, whom I think you know ... and from whose house Mr. Harriman married his wife, has told me repeatedly Mr. Harriman is not to be trusted and to look out for him, and that even in the matter of family estates he is not to be trusted." and Clark would not go West with you last spring when he learned H. was going along, & J. N. Hill went only because I insisted. Discusses the com-

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petitive roads re Union Pacific. In present law-suit "I am forced to the position that we must protect ourselves fairly and honorably and diligently." You ask if there is any way of settling Mr. Harriman's fears. I do not think it is a question of fear anywhere. It is a question of trying to grasp something and get away with it."

General Correspondence by Date

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See

George Stephen