

Manitoba Road - Construction

Nov.28,1886

Minot to J.S. Kennedy

"A telegram was received yesterday from Mr. Siems, of Shepard and Company, announcing the final withdrawal of forces from our Main Line Extension."because of weather."The roadway is completed from the Mouse River to the Fort Berthold Reservation, and nearly twenty-five miles beyond. There is left unfinished, at least 150,000 yards within said Reservation, and between forty and fifty miles wholly untouched between the Reservation and the Montana boundary. On the other hand, satisfactory progress is being made in the survey of Montana Line. There are four parties in the field between Fort

Buford and Fort Benton; and it is expected that the location can be completed before it is possible to renew construction work next spring...Track-laying is still being carried on, on the Aberdeen Line, and on the Motor Line to Hutchinson. In each case there remains about 40 miles to be laid....The operation of our new elevator at West Superior begins next Monday. Our traffic at present is much demoralized from the great demand for shipments of wheat. The failure on the part of the Company to furnish more than a small part of the cars needed is causing an almost riotous ill-feeling along our Line, particularly in the Red River Valley, where in some cases the farmers and small elevator-men suffer immediate pecuniary loss from inability to market promptly and secure cash."

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Re some "120,000 net tons, 8,000 car loads, or fully 300 train loads" of our steel rails to be brought from the Chicago Union Steel Co. in 1887. "If each of the six lines between Chicago and St. Paul were to haul a train load a day on our account, it would take their united service about two months to complete the transportation. It seems important, therefore, that we should not seek a secret bargain with any one line; indeed at present the members of the Northwestern Traffic Association are tolerably honest, and inclined to be faithful to their pool." Better to "seek an agreement for special rates for the season from Mr. F. [redacted] the Commissioner. The Manitoba Company contributes so much busi-

ness to the Chicago Lines, that it can reasonably demand a favor in the transportation of its own material. This, ~~as~~ rates satisfactory to Mr. Manvel, would afford the Association from \$150,000 to \$200,000 worth of traffic." "The Duluth, South Shore and Atlantic Line bids fair ... to become a considerable factor in the railroad and transportation problems of the Northwest... If the Manitoba Co. is to have its own line to West Superior, it would be worthwhile for it to control the business of the South Shore Road between the Lake and St. Paul. It would be something of a menace to us if the South Shore syndicate should obtain control of the St. Paul and Duluth." Re a bill in Congress to secure "the right of way thro' the Sioux Reservation." Minot's letterbook, p.483