# President's records. Northern Pacific Railway Company records.

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Version 3
August 20, 2018

St. Paul, Minn., January 16, 1928.
B-6

Mr. J. C. Woodworth,
Vice President.

I enclose statement, in duplicate, showing competitive business forwarded via Northern Pacific and Great Northern Railway Companies from the mill of the Oregon-American Lumber Company at Vernonia, Oregon, during the months of October, November and December 1927.

(Signed) CHARLES DONNELLY

Encl.

St. Paul, Minn., January 16, 1928.

My dear Mr. Winders:

This will acknowledge receipt of your letter of January 13, enclosing two copies of minutes of a meeting of the Board of Directors of the Northern Pacific Terminal Company of Oregon, held at Portland, Oregon, January 3, 1928.

Very truly yours,

Mr. C. H. Winders, Western Counsel,
Northern Pacific Railway Company,
Seattle, Washington.

3

January 16, 1928.
S-6

Dear Mr. Dunn:

This will acknowledge receipt of your letter of January 13, enclosing report of work done in the office of the Western Railways' Committee on Public Relations during December 1927.

Very truly yours,

(sgd) CHARLES DONNELLY

Mr. Samuel O. Dunn,
Editor, Railway Age,
105 West Adams Street,
Chicago, Illinois.

4

St. Paul, Minn., January 16, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 13th instant, in regard to proposed supplement to the contract with the McDougall-Duluth Company, dated November 13, 1917, covering the construction and maintenance of a footbridge over the Northern Pacific tracks at Smithville, Minn.:

I approve your recommendation that the proposed supplement be submitted to the McDougall-Duluth Company, and if it is executed by that company, this letter may be considered as your authority to execute for the Northern Pacific.

(Signed) CHARLES DONNELLY

8

cc-Mr. R. H. Relf.

(Signed) CHARLES DONNELLY

8

5

St. Paul, Minn., January 16, 1928. A5

Dear Sir:-

I thank you for your letter of January 14th, sending copies of clippings from the Miner and Standard about Northern Pacific expenditures. The story was prepared and distributed by this office.

Yours very truly,

(Signed) F. W. D-G.J.R.

9

Mr. W. H. Merriman,
D. F. & P. A.,
Butte, Mont.

6

January 16, 1928. A5

Dear Sir:-

Mr. M. E. Harlan, our representative at Chicago, has sent me a copy of his letter to you of January 13th, and I am pleased to send you, under separate cover, a copy of the pamphlet containing "Facts" with respect to the proposed unification of the Northern Pacific, Great Northern and Spokane, Portland and Seattle Railway Companies.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. C. L. Jensen, Principal,
Wimbledon High School,
Wimbledon, N. D.

7

St. Paul, Minn., January 16, 1928. A5

Dear Mr. Berry:

Referring to your telegram of January 13 and my reply date:

I am enclosing a photograph showing the Buick sedan inspection car, which was sent us by the Buick Motor Company, they having used the photograph in their advertising of this equipment.

Yours very truly,

(Signed) F. W. DeGUI[illegible]

5

Mr. F. J. Berry,
General Agent,
Spokane, Wash.

430 pm 4/

Saint Paul Jan 16 1928

W F Turner
SP&S Railway
Portland

A-9 We approve D-8

Ralph Budd
Charles Donnelly

9

Paid

1150 am

St Paul Minn Jan 16 1928

W M Nichols
LaJolla California

Please wire me exact name of camping company the property of which will be put under proposed new mortgage D-7

B O Johnson

Charge: Nor Pac Ry Co
Executive Dept

10

January 16, 1928.
S-3

Gentlemen:

I have received your letter of January 13 enclosing copy of a letter of the same date to Mr. Howard Elliott, Chairman of the Northern Pacific in New York.

We are not buying any passenger equipment nor are we doing any work at this time requiring services such as your organization is able to perform, but we are very glad to have the information which your letter contains.

Very truly yours,

(Signed) CHARLES DONNELLY,

J. R. Bremner Company, Inc.,
835 Madison Avenue,
New York City, N.Y.

January 16, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of January 10, enclosing memoranda relative to inspections of safety appliances made on our equipment during the month of December 1927.

These memoranda have been referred to our mechanical department for necessary attention.

Very truly yours,

(Signed) CURTIS DONNELLY

Mr. W. P. Borland,
Director, Bureau of Safety,
Interstate Commerce Commission,
Washington, D. C.

cc--

Mr. F. E. Williamson,
Vice President.

Encl.

12

St. Paul, Minn., January 16, 1926.
S-3

Dear Sir:

Replying to your letter of January 10:

We approve of making Mr. Ballingall's title "Assistant General Freight Agent".

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

By Signed - Ralph Budd
President.

NORTHERN PACIFIC RAILWAY COMPANY

By (Signed) CHARLES DONNELLY
President.

Mr. W. F. Turner, President,
SP&S Railway Company,
Portland, Oregon.

13

January 16, 1928.
8-7

Dear Madam:

Replying to your letter of January 4, addressed to the Northern Pacific Railway Company:

A copy of the annual report to the stockholders of this company, for 1926, is being sent to you under separate cover. The report for 1927 has not yet been prepared and will not be available until some time in April. You are at liberty to make use of this report as suggested in your letter.

Very truly yours,

(Signed) B. C. JOHNSON.

Miss Rose L. Fritz,
2150 - 84th Street,
Brooklyn, New York.

14

St. Paul, Minn., January 16, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 13 and returning proposed contract with the G. W. Keyes Well Company covering the drilling of a well at Miles City:

This letter, when filed with the Assistant Secretary, will be authority for the Chief Engineer to execute the contract on behalf of the Railway Company.

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

15

St. Paul, Minn., January 16, 1928.
8-3

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of August 30 last to Mr. Donnelly, and subsequent correspondence about taxes and royalties on Cuyuna Iron Range properties:

Have there been any new developments in this matter?

(Signed) B. O. JOHNSON.

16

January 16, 1928.
S-3

My dear Mr. Elliott:

For your information I enclose herewith a copy of Mr. Hughes' letter of January 14 and a copy of the print therein referred to, showing location of lands sold during 1927 and lands under option on December 31, 1927, in the Glendive-Redwater District.

Very truly yours,

(Signed) CHARLES DONNELL

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

2.20 P.

17

St Paul Minn January 16 1928

F J Berry

Spokane

R-180 Forwarding photograph today. G-3.

F W DeGuire

January 16, 1928.A4

Dear Mr. Haugh:

I have your letter of the 13th instant, in regard to language contained in subdivision (d) of Section 3, Article II of the new Camas Prairie operating agreement, and agree with you that a mistake was made in the omission of the word "log" ahead of the word "cars" in the fourth line of page 7 of the printed contract, although it is a fact that the contract as actually executed contains the same omission.

However, there is, I think, no question as to what wasintended and the Northern Pacific is willing to have the language of this subdivision interpreted as it would have been had the word "log" not been omitted. I am advising our people accordingly.

Yours very truly,

(Signed) J. H. POORE

Mr. J. L. Haugh,
Assistant to President,
Union Pacific System,
Omaha, Neb.

cc-Mr. R. H. Relf.

St. Paul, Minn., January 16, 1928. A4

Mr. R. H. Relf,
Assistant Secretary.

I attach a copy of Mr. Haugh's letter to me of the 13th instant with respect to the new Camas Prairie operating agreement, and a copy of my reply of this date. Will you please see that interested departments are advised of the interpretation of subdivision (d) of Section 3 of Article II which Mr. Haugh and myself have agreed upon.

encl.

30

St. Paul, Minn., January 16, 1928. A5

Dear Mr. Gemmell:

Referring to your telegram of January 7th about additional "T" engine for service on the M.& I. Railway:

I am advised by our Operating Department that the locomotive which will be rented to you is now at Brainerd and I presume you are in touch with our people at that point with respect to delivery to your line when required.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. W. H. Gemmell, President,
M. & I. Railway Company,
Brainerd, Minn.

January 16, 1928. A5

Dear Sir:-

Referring to your letter of December 30, 1927, about deficit of the Superior Civic & Commerce Association:

We have today prepared a voucher in the amount of $50, covering our contribution toward this deficit on a membership basis, and it will be forwarded to Mr. Chase in due course.

Yours very truly,

(signed) CHARLES DONNELLY

Mr. J. L. Banks, Secretary,
Public Affairs Committee,
Civic and Commerce Association,
Superior, Wis.

32

St. Paul, Minn., January 16, 1928. A5

Mr. J. G. Woodworth,
Vice President.

Referring to my letter of January 11th, transmitting copy of letter from Mr. T. C. Powell of January 7, relating to the effect of service available on inland waterways upon the price of grain paid to the farmer:

I now enclose, for your information, copies of replies to Mr. Powell's letter from Mr. F. B. Houghton, Vice President Santa Fe; Mr. G. H. Ingalls, Vice President New York Central; and Mr. J. L. Eysmans, Vice President Pennsylvania Railroad. I shall be glad to receive your suggestion as to what reply should be made on behalf of this company.

(Signed) CHARLES DONNELLY

encl.

28

St. Paul, Minn., January 16, 1928.A5

Mr. D. F. Lyons,
General Counsel.

Referring to your letter to me of December 27, 1927, file 1751, about exchange of properties with the Scott-Graff Lumber Company, at Duluth, and to the request made by the Bankers Trust Company and Guaranty Trust Company that a supplemental indenture be furnished subjecting the newly acquired property to the lien of the Prior Lien Mortgage:

For your information, I attach a copy of my letter of December 29th to Mr. Elliott, together with copy of his reply of January 13th, indicating that the Trust Companies have withdrawn their request for a supplemental indenture covering exchange of property in question.

(Signed) CHARLES DONNELLY

encl.
cc-Mr. J. L. Watson.

(Signed) CHARLES DONNELLY

24

St. Paul, Minn., January 16, 1928. A4

Mr. J. L. Watson,
Right of Way Commissioner.

In accordance with your letter of the 14th inst., Mr. Bunn has executed and I return herewith lease to the Dacotah Oil Company covering site at Fargo, N. D., to take the place of the existing lease which will expire on March 1, 1928.

(Signed) B. O. JOHNSON

encl.

25

St. Paul, Minn., January 16, 1928. A4

Mr. J. L. Watson,
Right of Way Commissioner.

In accordance with your letter of the 13th instant, Mr. Bunn has executed and I return herewith deed in favor of Georgianna Chales for unused right of way acquired for the Yacolt Branch.

(Signed) E. O. JOHNSON.

encl.

St.Paul, Minn., January 16, 1928.
D-S

Dear Sir:

Your letter of January 12 to Mr. DeGuire about a story of the new Yellowstone Park Comet for use in the Passenger Traffic Magazine published in Philadelphia, has been received during his absence in Washington. We do not know just when the material for the second issue of this magazine will be required and if you will have it sent to this office as soon as it is ready we will forward it to Mr. DeGuire for transmittal to Mr. Cook, the editor, through our General Agent at Philadelphia.

Yours truly,

(Signed) A. M. GOTTSCHALD

Office Manager

Mr. M. M. Goodsill,
General Passenger Agent,
Building.

St.Paul, Minn., January 16, 1928.
D-S

Dear Mr. Merriman:

In Mr. DeGuire's absence from the city I acknowledge receipt of your letter of January 13th together with a clipping relating to the early days in Butte. Your letter and the enclosure will be brought to Mr. DeGuire's attention upon his return to the office the latter part of this month.

Yours very truly,

(Signed) A. M. GOTTSCHALD.

Mr. W. H. Merriman,
D. F. & P. A., Butte, Mont.

28

January 16, 1928.
D-5

Dear Sir:

This will acknowledge receipt of your letter of January 9th about an error in typing your name on annual pass No. D-7623 now in your possession. I enclose a new pass, No. D-9804, and shall be glad if you will return the pass previously issued to you.

Yours very truly,

(Signed) CHARLES DONNELLY.
G

Enclo

Rev. James E. Malone,
3220 Forty-Third St., S.E.,
Portland, Oregon.

1000am
K2

29

St Paul Minn January 16 1928

J G Woodworth
Care Nor Pac Car 11
Portland Oregon

No news Weather comparatively moderate over entire line Passenger trains on time except number one into Seattle yesterday six hours late account engine derailed on Sappington interlocker Loading continues slightly ahead of last year. B13

B O Johnson.

30

St. Paul, Minn., January 16, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Further my memorandum of December 22 about railway participation in the Duluth Winter Frolic:

I attach clipping from the Duluth Herald dated January 13, indicating plans of the Great Northern. This for your information.

encl.

St. Paul, Minn., January 16, 1928.
K2

Mr. C. C. Kyle,
Purchasing Agent.

You have copy of my memorandum of October 22 discussing coast purchases.

I attach copy of a memorandum from Mr. Coman dated November 18 commenting on our conclusions. I have been holding this until you returned. After studying memorandum will you talk to me about situation as you found it on your recent trip to the coast?

(Signed) B. O. JOHNSON.

encl.

32

January 16, 1928.
M2

Dear Mr. Gay:

Further my letter of January 3 about matter of railway earnings trends:

When we got into this subject we found it somewhat more involved than we expected. However, a talk with our Accounting Department people this morning indicates that we have situation quite completely worked up so that report to you will be forthcoming within the next two or three days.

Yours very truly,

Mr. E. A. Gay, Secretary,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

33

January 16, 1928.
KB

Dear Mr. Conmy:

Have you anything further on movement for constitutional amendment to liquidate bank losses in North Dakota, your last letter on the subject, December 23?

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. E. T. Conmy,
Care Conmy, Young & Burnett,
Attorneys at Law,
Fargo, North Dakota.

January 16, 1928.
K2

Dear Mr. Kerr:

I have discussed your letter of the eleventh about our Brainerd shop development plans with Mr. Williamson, and result of such talk is that our plans at Brainerd are still so vague that we can see no necessity for enlisting outside help. For your confidential information, I do not believe there is a chance that there will be any action taken looking to any major improvement at Brainerd this year.

Yours very truly,

(Signed) E. O. JOHNSON.

Mr. Henry H. Kerr, Vice President,
Dwight P. Robinson and Company,
Conway Building, Chicago, Illinois.

St. Paul, Minn., January 16, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Mr. Clark is leaving for Duluth tonight with intention of spending Tuesday, the seventeenth, in Duluth, Wednesday, the eighteenth, in Fargo, returning here Thursday morning. He wanted a business car and we rather felt you would have no objections if he used the nine. He therefore so did as we knew there was not a chance of you getting back before the car would have returned.

(Signed) B. O. JOHNSON.

36

St. Paul, Minn., January 16, 1928.
K2

Personal:

Dear Mr. Bartles:

Thank you for yours of the twelfth about the Kingsmore case.

I am not clear after reading your letter just what you intend to do with Kingsmore. Will you advise please? What you tell me will, of course, be treated confidential, but I would rather like to know your plans with reference to him before I finally write to Mr. Paige.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. F. R. Bartles,
Superintendent, NPRy.,
Seattle, Washington.

37

January 16, 1928.

Dear Mr. Haugh:

Please see Mr. Donnelly's letter to Mr. Byram, copy to Messrs. Gray and Budd, dated January 9, discussing a proposed constitutional amendment in the State of Washington providing for a certain classification of property for taxation purposes.

I now attach copy of a letter from Mr. Martin which bears on this subject, which letter you will notice is a request from the State of Washington Lower Cost of Government League asking that we contribute $300.00 for the years of 1928 and 1929, to assist them in opposing above legislation. We believe we should make such contribution to this League. Are you agreeable?

Yours very truly,

Mr. J. L. Haugh, Assistant to the President,
Union Pacific System,
Omaha, Nebraska.

January 16, 1928.
KB

Dear John:

After you left the office this afternoon I went over record of your monthly pay for the past ten years and while as you say there were some light months, still even if these were increased to normal it would not appreciably affect your pension. In any event, I cannot, as much as I would like to do so, go behind the record, and I am afraid we will have to let your pension stand as it is. I am sorry I could not have answered differently.

Yours very truly,

Mr. John M. Grimes,
1006 East Third Street,
Duluth, Minnesota.

39

Paid

115pm

St Paul Minn January 16 1928

C C Andersen
Care Northern Hotel
Billings Montana

Your letter thirteenth Mr Donnelly in Washington and am sending your letter to him so he should have it by Wednesday morning Until you hear from him think because situation so involved that you use your own best judgment as to attitude which you should assume.

B O Johnson

Charge NPRyCo
Executive Dept

A 0

St. Paul, Minn., January 16, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Further my memorandum of the fourteenth about advertisement in the program of the American Opera "Winona":

I attach letter and contract from the Opera people which is self-explanatory.

(signed) B. O. JOHNSON.

encl.

41

St. Paul, Minn., January 16, 1928.
K2

Mr. E. T. Dakin,
General Auditor.

Can you secure and let me have figures showing gross ton miles per train hour, excluding weight of locomotives and tenders, for the Great Northern and Northern Pacific for the first eleven months in 1927?

42

St. Paul, Minn., January 16, 1928.
K2

Personal:

Dear Tom:

Answering yours of the fourteenth:

I have kept this file in front of me today trying to figure out some combination wherein we could better use Gullickson, but my thoughts on the subject do not seem to lead me to anything specific. I think we must all bear him in mind. I will certainly do so.

Yours very truly,

Mr. T. F. Lowry,
General Superintendent, NPRy.,
Livingston, Montana.

43

St. Paul, Minn., January 16, 1928.
KB

Mr. F. E. Williamson,
Vice President.

Referring to my letter of December 21, 1927 transmitting 118 copies of Chapter V, Batteries, and my letter of January 10, 1928 transmitting 118 copies of Chapter X, Alternating Current Relays, in connection with the book on signaling being prepared by the Signal Section of the American Railway Association:

We have just received bill from the American Railway Association covering 118 copies of Chapter V at 20 cents each, total $22.60, and 118 copies of Chapter X at 15 cents each, total $17.70, or a grand total of $41.30. We have today prepared voucher in payment of this bill.

(Signed) CHARLES DONNELL

315pm
K2 44

St Paul Minn January 16 1928

J G Woodworth
Care NP Car 11
Portland Ore

New Willard Hotel Washington.

B O Johnson.

45

Paid

315pm

St Paul Minn January 16 1928

Charles Donnelly
Care New Willard Hotel
Washington D C

Am sending you important letter from C C Andersen in mail tonight.

B O Johnson

Charge NPRyCo
Executive Dept

46

St. Paul, Minn., January 16, 1928.
MS

Mr. H. A. Clifford,
Treasurer.

We have today prepared voucher in favor of Mr. C. I. Sturgis, Treasurer, Presidents' Conference Committee, amount $886.96, covering first installment of one-half of our assessment for the sixmonths ending June 30, 1928, for support of Western Group, Presidents' Conference Committee. A draft for the remaining one-half in the amount of $886.96 will be presented for payment not later than April 2, 1928.

(Signed) CHARLES DONNELLY

cc-Mr. F. W. Sweney

47

Paid

925am

St Paul Minn January 16 1928

Charles Donnelly
Care New Willard Hotel
Washington D C

Passenger trains about on time except number one of the twelfth mentioned my wire yesterday into Seattle six hours late yesterday Temperature again moderated so average fifteen above St Paul to Missoula No accidents.

B O Johnson

Charge NPRyCo
Executive Dept

48

January 16, 1928.
K

Dear Mr. Brown:

This will acknowledge receipt of and thank you for the courtesy of annual transportation over your line in favor of Mrs. Johnson and daughters for the year 1928.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. W. E. Brown, President,
Cowlitz, Chehalis and Cascade Railway,
Chehalis, Washington.

49

January 16, 1928. A5-4

Dear Sir:-

Your letter of January 11, addressed to the General Manager of the Northern Pacific lines at New York, has been referred to this office for reply.

I regret that we do not have available charts or maps showing our line from the beginning, but full information with respect to the construction of the main line and some of the branches may be obtained from Smalley's History of the Northern Pacific. Our supply of this publication is very limited, but no doubt you can secure a copy from the public library in your town, or from some city in your section of Pennsylvania. I am, however, sending to you under separate cover copy of the annual report of the Northern Pacific Railway Company for the year ending December 31, 1926, which contains an up-to-date map of our line.

I am also sending a copy of Bulletin No. 611 of the U. S. Geological Survey pertaining to the territory through which the lines of this company extend.

I am enclosing with this letter a brief history of the Northern Pacific Railway Company by Olin D. Wheeler, which will doubtless be of interest in your study.

Yours very truly,

(Signed) B. O. JOHNSON.

encl.

Mr. Isaac E. Walter,
Supervising Principal,
Barrett Township School District,
Cresco, Pa.

50

St. Paul, Minn., January 16, 1928. A4

Mr. J. L. Watson,
Right of Way Commissioner.

Will you please let me have a memorandum showing the amounts expended to date in connection with the purchase of property on Lake Union; also a map showing the property we have acquired and the additional property the purchase of which has been authorized. I would also like a brief memorandum indicating what is now being done to secure the additional property.

(Signed) CHARLES DONNELLY

51

January 16, 1928.
D-5

Dear Sir:

In Mr. Donnelly's absence from the city I acknowledge receipt of your letter of January 11th enclosing copy of reprint of a New Year's review as it appeared in the Railway Age, together with certain confidential information on which the published analysis is based. Your letter and the enclosures will be brought to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

(Signed) B. C. JOHNSON

Mr. Alba B. Johnson, President,
Railway Business Association,
Packard Building,
Philadelphia, Pa.

52

St Paul January 16 1928
D-2

Charles Donnelly
c/o New Willard Hotel
Washington D C

Following from Mr. Burnham quote Mayor Tenant of Tacoma left Saturday morning on the Olympian for Chicago He stated he expects to see Mr Donnelly either in Washington or New York but did not say what he wanted end quote

B O Johnson

Charge Nor Pac Exec Dept

St.Paul, Minn., January 16, 1928.
D-2

Mr. R. W. Clark,
General Traffic Manager.

Recalling our talk this noon about the Whitcomb Pacific Northwest advertising pool:

Mr. Smith has quite a file on this subject, Mr. Whitcomb having written him under date of December 28th. I rather feel we should say something to Mr. Whitcomb one way or the other. Will you advise please.

(Signed) D. C. HARRISON.

54

St. Paul, Minn., January 16, 1928.
K2

Mr. O. Parrhysius,
Chief Special Agent.

You told me on the thirteenth that you were writing Mr. Ramsey that you would not be able to re-employ him, and you were to send me copy of your letter so I could write to Mr. Ramsey. I have not yet received copy of this letter.

Signed

55

Paid

845am

St Paul Minn January 16 1928

Charles Donnelly
C/oNew Willard Hotel
Washington D C

Passenger trains on time this morning Temperature remains about fifteen above St Paul to Missoula Loading last few days slightly ahead of last year No accidents.

B O Johnson

Charge NPRyCo
Executive Dept

St.Paul, Minn., January 16, 1928.
D-S

Dear Mr. Andersen:

This will acknowledge receipt of your letter of January 10th about the proposed sale to Dr. Low of a small tract of land at Roslyn for a consideration of $125. I approve of this sale, and the deed duly executed will be forwarded to you in due course.

Very truly yours,

(Signed) CHARLES DOUGHERTY.
P

Mr. C. C. Andersen, Gen. Mgr.,
Northwestern Improvement Company,
Seattle, Washington.

57

St.Paul, Minn., January 16, 1928.
D-5

Mr. J. M. Hughes,
Land Commissioner.

I enclose copy of Mr. C. C. Andersen's letter to Mr. Donnelly of January 10 together with enclosures and a copy of Mr. Donnelly's reply. The deed was executed by Mr. Donnelly prior to his departure, and assuming that it is in proper form I shall be glad if you will return it for transmittal to Mr. Andersen when the usual record has been made in your department.

(Signed) J. M. POORE

Enclo

58

St. Paul, Minn., January 16, 1928.
8-3

Dear Mr. Andersen:

I have your letter of January 11 submitting Improvement Company AFE proposing an expenditure of $53,731.15 for mining machinery at No. 3 mine, Roslyn.

I have approved the AFE and return it herewith, together with Mr. A. C. Andersen's letter of January 10, a copy of which I have retained for my files.

Very truly yours,

(Sgd.) CHARLES DORNELLY.

Encl.

Mr. C. C. Andersen, General Manager,
Northwestern Improvement Company,
Seattle, Washington.

January 16, 1928.
S-I

My dear Mr. Elliott:

On December 28 I sent you a copy of Mr. Andersen's letter of December 20 summarizing mine operating results for November, and you will recall that in that letter Mr. Andersen commented on the possible savings to be effected in machine mining and shaking conveyors for taking out pillar coal. In your acknowledgment of January 5 you expressed the view that we should have such mining machines and conveyors as are necessary to produce coal efficiently and economically.

Mr. Andersen has written me under date of January 11th submitting an AFE, proposing an estimated expenditure of $53,731.15, to install six mining machines, ten shaking conveyors, and power bit sharpener for No. 3 Roslyn mine. A copy of Mr. A. C. Andersen's letter of January 10 and a copy of the AFE are enclosed for your information. I have approved the AFE, as it is obvious from the figures submitted that the equipment will pay for itself within a relatively short time.

Very truly yours,

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

60

January 16, 1928.
S-3

Personal

Dear Sir:

Replying to your letter of January 10:

It will be entirely satisfactory to the Northern Pacific to have Mr. N. A. Leach, Vice President of Kerr Gifford Company, made a director of the Oregon Trunk.

Very truly yours,

(Sgd) CHAS. H. HEWITT Jr

Mr. W. F. Turner, President,
SP&S Railway Company,
Portland, Oregon.
cc--
Mr. Ralph Budd, President,
Great Northern Railway Company,
St. Paul, Minnesota.

January 16, 1928.
D-5

Dear Mr. Budd:

Referring to your letter of January 3, transmitting Midland Railway A.F.E.40895, covering construction of a two-story brick addition to present banana warehouse for Provincial Produce Company, Ltd., at Winnipeg, Manitoba:

This expenditure is approved by the Northern Pacific, and we have so indicated on the original copy of the A.F.E.

Yours very truly,

(Signed) CHARLES DONNELLY.

Mr. Ralph Budd, President,
Great Northern Railway Company,
Saint Paul, Minnesota.

January 16, 1928.A4

My dear Mr. Elliott:

I attach a copy of Mr. Hughes' letter to me of the 9th instant, together with copy of the enclosures therein referred to with respect to proposed sale to the Covington Creek Lumber Company of timber on the N½, N½SW¼, and SE¼ of Section 21-21N-6E, near Covington, Washington, for a consideration of $26,860.00 in cash.

According to the report made by Mr. Plummer, about 50% of the old growth timber on this land is defective and past its prime, and Mr. Hughes feels that Mr. Plummer has obtained a good price. I agree with Mr. Hughes and shall be glad if ycu will please have the proposed sale considered at the next meeting of the Board or Executive Committee.

The timber is owned by the Northwestern Improvement Company, and I will have formal action taken at the next meeting of the Board of that company to be held in St. Paul.

Yours very truly,

encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

cc-Mr. J. M. Hughes.

63

x

Frank 602

10:10PM

Washington, D. C., January 16, 1928.

B. O. Johnson,
Asst. to the President,
Northern Pacific Railway Co.,
St. Paul, Minn.

Please send to our office in New York the express file covering recent correspondence and resolutions relating to proposed acquisition by railroads of American Railway Express Company.

Charles Donnelly.

64

At Washington, D. C.,
January 16, 1928. D1

Mr. F. E. Williamson,
Vice President.

I have your letter of January 13 enclosing copy of your letter to Mr. Wallace and a copy of his memorandum reply, relating to possible joint use of our ore dock at Superior by the Soo Line.

As I stated to you tonight, I think it would be all right for you to close with the Soo Line for this year on the basis on which you and Mr. Wallace are substantially agreed.

Signed-Charles Donnelly

Washington, D. C., January 16, 1928.

R. W. Clark,
General Traffic Manager,
Northern Pacific Railway Co.,
St. Paul, Minn.

Budd and Kenney incline rather strongly to view that in the interest of economy we should have only one train out of Chicago at night representing both North Coast and Oriental Limited observation cars of two companies to alternate either daily or weekly or monthly. Such a plan would probably involve running train in two sections during the two or three busy months of the year but for rest of period it is thought one section could handle for both companies. We are of course as much interested in saving money as Great Northern and I can see no good reason why we should suffer more from such an arrangement than they would. Please wire me your views.

Charles Donnelly.

4 9

January 16, 1928.
S-3

My dear Mr. Elliott:

I submit herewith third copy of mechanical department AFE No. 7, of 1928, covering application of door post reinforcing plates and improved door fasteners to five hundred 40-ft. 80M capacity box cars, at an estimated net cost of $9850, of which $8195 is chargeable to Additions & Betterments.

This is a continuation of a program which we have been following for a number of years in improving our box car equipment to prevent damage to doors and complaints from shippers. When these cars have been equipped this program will have been practically completed.

This AFE is chargeable against item No. 456 of the 1928 budget, and I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

67

St. Paul, Minn., January 16, 1928. A4

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of the 14th instant, in regardto advertising Montana farm lands this winter, and I approve an expenditure of $5,000 to be used in the manner suggested by you.

CHARLES DONNELL

410pm

St Paul Jan 17 1928

J G Woodworth
Car NP Car 11
Seattle

You will be pleased to know estimated earnings second week January Freight increased thirteen percent passenger increased five percent Total all revenues increased ten and one-half percent Estimate for first two weeks in January all revenues nine percent over last year.

B O Johnson

69

St. Paul, Minn., January 17, 1928.

Personal

Dear Sir:

I attach copy of a letter from Mr. A. H. Walsh, at Glendive, and copy of my telegram to him about farmers meeting at Bloomfield.

I am a little fearful about writing to Mr. Walsh myself for fear that he might extract from my letter some portion and by possible coloring make it public and embarrass us in the Redwater country. Instead of my writing him, therefore, I wish you would get hold of him and tell him that the Northern Pacific has absolutely nothing to announce with reference to construction plans in the Redwater or Bloomfield countries other than what was developed in the testimony at the Glendive hearing last year.

Tell Mr. Walsh also that it was rather too bad that his letter did not reach me earlier for when I got it this morning I talked to Mr. Lantry about having you go out there, but we felt on account of high water troubles you should not leave the main line. Mr. Clark, however, is trying to get Mr. Spurling to go but with what success I have not as yet learned.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. R. T. Taylor,
Superintendent, NPRy.,
Glendive, Montana.

10

St. Paul, Minn., January 17, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

We talked about the attached matter yesterday but this morning I became a little skeptical as to the wisdom of sending Mr. Taylor out to Bloomfield. I therefore got hold of Mr. Scandrett and Mr. Lantry and my telegram to Mr. Walsh of the seventeenth, and my letter to Mr. Taylor of even date, represents the result of our discussion.

(Signed) B. O. JOHNSON.

encl.

11

St. Paul, Minn., January 17, 1928.
K2

Mr. C. C. Kyle,
Purchasing Agent.

In accordance with our conversation today, will you have prepared information showing average consumption of the following items in the territory west of the North Dakota-Montana line, average price and the freight rate from producing point to St. Paul, if bought f.o.b. point of manufacture:

1. Wheels
2. Rails.
3. Track fastenings.

As I told you verbally this morning, a very approximate figure will serve the purpose for which we want these statistics.

97

St. Paul, Minn., January 17, 1928.
KB

Mr. P. H. McCauley,
General Supt. of Transportation.

Our Traffic Department has purchased twenty-five tickets to the Northwest Shippers Advisory Board Dinner to be held at the Nicollet Hotel in Minneapolis at 6:30 P.M., January 25.

These tickets have been turned over to me. By way of making a distribution the thought occured to me that you are more closely in touch with the activities of this Board than any one, and would probably have no difficulty picking out twenty-five of our people in St. Paul or Minneapolis who would like to go.

I am not clear whether we can give these tickets to outsiders or not. Pat Coleman would know if it is proper to invite outsiders; if it is, you can of course also do that.

(Signed) B. O. JOHNSON.

encl.

cc-Mr. J. C. Simonton

This as per out talk this morning. Your file returned herewith.

January 17, 1928.
K2

Dear Mr. Hickey:

Further my letter of December 27 acknowledging your letter of December 24 about certain train crew changes incidental to withdrawal of Trains 41 and 42: I am again writing you in Mr. Donnelly absence concerning this matter.

When we got your letter of December 24 we then had no knowledge of any crew changes because of discontinuance of Trains 41 and 42. Inquiry of our west-end officers indicates that such train schedule re-arrangement has not disturbed crew situation at Tacoma.

We are not clear as to your comment about East Auburn lay-over for Tacoma passengers. Train No. 1 arrives at East Auburn at 6:00 A.M., departing at 6:10 A.M. Train No. 413, No. 1's connection for Tacoma, leaves East Auburn at 6:12 A.M., or two minutes later than No. 1's departure. Perhaps I have not understood your comment about No. 1's connection, and if so I wish you would write me again.

As you state in your letter, we must frequently make movements in the interest of economy. This applies to our passenger service where, for some years past, we have had to face alarming decreases in revenue. We are glad, however, that changes which were made incidental to discontinuance of trains 41 and 42 were made without causing any train or enginemen to move away from Tacoma.

Yours very truly,

(Signed) B. O. JOHNSON

Mr. J. F. Hickey, President,
Tacoma Chamber of Commerce,
Tacoma, Washington.

St. Paul, Minn., January 17, 1928.

Mr. A. B. Smith,
Passenger Traffic Manager.

Attached you will find copy of the so-called Van Sant merger interview, together with copy of a telegram from Mr. Dorety to Mr. Janes, outlining plan of sending such interview, with cut of Governor Van Sant, to all on-line weekly newspapers. I talked to your Mr. Hart about this this morning and he tells me he can make necessary arrangements for this means of publicity.

Suggest first of all that Mr. Hart get in touch with Mr. Mills of the Great Northern so that both companies will handle this in identically the same manner, taking steps to prevent duplication at common points.

It is my understanding that we are to sustain no expense in connection with this plan, aside from furnishing weekly newspapers with plate.

cc-Mr. A. L. Janes

75

Paid

1220pm

St Paul Minn January 17 1928 K5

Charles Donnelly
Care New Willard Hotel
Washington D C

Have telegram from J W Dewing of Worcester Evening Post requesting one of your photographs Shall we forward to him. G15

B O Johnson

Charge NPRyCo
Executive Dept.

St. Paul, Minn., January 17, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Answering your memorandum of the fifth:

We have had no correspondence whatever with the Milwaukee people, and consequently have no assurance that they would not subscribe to the Bozeman Hotel building fund. I have made copy of letter which you received from the Hotel Finance Committee and will make it a point to talk to you about this when you come back. I am returning maps and photographs.

(Signed) B. O. JOHNSON.

encl.

77

St. Paul, Minn., January 17, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Recalling our discussion yesterday about advertising in the special memorial edition of the St. Cloud Journal Press, in which connection please see my memorandum of January 11:

In line with our conclusions I talked to Mr. Martin and developed a rather peculiar condition of affairs. I distinctly understood from him on January 9 that he was disposed to give these people some advertising, but when I called him up this morning to find out how much they had given them he told me that he was proposing to Mr. Kenney that the Great Northern do not contribute. I urged upon him that he maintain this position, particularly in view of recent Traffic Department discussions in Chicago. He assured me he would, and, in any event, that he would take no action without first consulting me. We can therefore let this matter rest for the time being.

(Signed) B. O. JOHNSON.

78

St. Paul, Minn., January 17, 1928.
K2

Mr. T. K. Young,
Chief Clerk, Office of Vice President.

Returning my copy of Distribution of Power Statement, dated January 1:

On pages 3 and 4, I have indicated with a blue cross system figures of power ownership and assignment by classes. Will you have Mr. Butler give you a set up showing this column as it stands on January 1, 1928, and then along beside it a column showing how this column looked January 1, 1925. We want this to show graphically changes in our power ownership in these years. Kindly return the attached with such statement.

(Signed) B. O. JOHNSON.

encl.

79

Paid

240 pm

St Paul Minn January 17 1928

Russell H Dick
Care New Willard Hotel
Washington D C

Letter from Anderson which we advised being sent in mail last night is instead being forwarded air mail special delivery from St Paul today.

A M Gottschald

Charge MPRyCo
Executive Dept

80

Paid

1030am

St Paul Minn January 17 1928

E A Stiefel
Pres Joint Committee Gallatin County Affairs
Belgrade Montana

Yours sixteenth Suggest Highway Commission get in touch with District Engineer F J Taylor Livingston who will be instructed to investigate Jefferson Canyon situation with Highway Commission so that both you and the railway company will be able ascertain what your proposal involves.

Charles Donnelly

Chargo NPRyCo
Executive Dept.

61

Paid

130pm

K2

St Paul Minn January 17 1928

A H Walsh
Care Dawson Loan and Title Company
Glendive Montana

Your letter fourteenth received too late to arrange representation at Bloomfield tomorrow although we are making effort have Mr Spurling go there Am writing Mr Taylor further with reference to your letter.

B O Johnson

Charge NP RyCo
Executive Dept

St. Paul, Minn., January 17, 1928.
K2

Mr. F. E. Williamson,
Vice President.

We have the following telegram from Mr. E.A.Stiefel, of Belgrade, Montana, President, Joint Committee Gallatin County Affairs:

"We are much interested in straightening out the Yellowstone Trail by securing a river grade through the Jefferson Canyon paralleling your line and thereby avoiding the Harrison Hill Route and the proposed Antelope Canyon Route. We also cut our three or four grade crossings to make this possible. Your track would have to be moved possibly three quarters of a mile. We understand the State Highway will pay expense of changing right of way. Running trail through canyon would also permit us to open up Morrison Cave to tourist travel to the benefit of the railroad and the state generally. Our people are all very much interested and will appreciate your cooperation with the Highway Commission to make this change possible."

to which we replied:

"Yours sixteenth. Suggest Highway Commission get in touch with District Engineer F. J. Taylor, Livingston, who will be instructed to investigate Jefferson Canyon situation with Highway Commission so that both you and the railway company will be able ascertain what your proposal involves."

Will you have Mr. Stevens instruct Mr. Taylor to look into this proposal, and after Engineering Department investigation has been completed please advise us what answer should be returned to Mr. Stiefel.

(Signed) B. O. JOHNSON

B

St.Paul, Minn., January 17, 1928.
D-2

Dear Sir:

Think you are familiar with certain correspondence which has been had between Mr. Bates and ourselves concerning project to locate a steel mill at Livingston.

In this connection Mr. Bates wants to bring a committee to St.Paul to discuss matter with some of our executive officers. In the meantime we have gotten contact with Mr. Smainis who represents W. A. Clark, third, and believe we are probably better informed with reference to this proposal than even the Livingston committee. Mr. Smainis is particularly earnest in a desire to keep these negotiations strictly confidential. I am very much afraid that if a committee from Livingston should come to St.Paul it would involve publicity as to plans which the Clark interests might resent; secondly, Mr. Donnelly, Mr. Williamson, and Mr. Woodworth are all out of the city and I do not know when they will be back so there is no one here with whom the committee can talk. For these two reasons and considering that I believe we have complete story, do not believe it would be advisable for this Livingston committee to come to St.Paul. Mr. Bates can rest assured that we are just as anxious to protect Livingston interests as he and the Commercial Club are.

I did not dare write Mr. Bates the details which I have given you above as I did not know what he might do with the letter. I therefore thought it best to write you the story and then have you explain to Mr. Bates confidentially how we feel about proposed trip of Mr. Bates and his committee.

Will you let me know when you have explained this matter to Mr. Bates?

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. R. F. Glendenning,
Chief Clerk to Superintendent,
Livingston, Montana.

St. Paul, Minn., January 17, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Will you please arrange for the movement of business car No. 7, occupied by Messrs. Dakin and Stetekluh, on the following schedule, St. Paul to Seattle:

| | | | | |
|---|---|---|---|---|
| Lv. St. Paul | 1-19 | Thursday | No. 7 | 10:35PM |
| Ar. Jamestown | 1-20 | Friday | " | 11:15AM |
| Lv. Jamestown | 1-20 | Friday | No. 3 | 7:55PM |
| Ar. Glendive | 1-21 | Saturday | " | 4:30AM |
| Lv. Glendive | 1-22 | Sunday | No. 3 | 4:40AM |
| Ar. Missoula | 1-22 | " | " | 10:55PM |
| Lv. Missoula | 1-23 | Monday | No. 3 | 11:05PM |
| Ar. Spokane | 1-24 | Tuesday | " | 6:55AM |
| Lv. Spokane | 1-24 | Tuesday | No. 333 | 3:00PM |
| Ar. Pasco | 1-24 | Tuesday | " | 7:25PM |
| Lv. Pasco | 1-25 | Wednesday | No. 3 | 11:30AM |
| Ar. Seattle | 1-25 | " | " | 8:45PM |

On arrival at Seattle car should be held for use of Mr. Strachan when he reaches there from his vacation early in February. Itinerary and arrangements have been discussed with Mr. Lantry.

(Signed) R. O. JOHNSON.

86

St. Paul, Minn., January 17, 1928.
K2

Mr. F. E. Williamson,
Vice President.

You will recall, I think, that Mr. Kyle has authority to sell nine Y-5 engines at $9000 each. Some equipment outfit in Chicago today offered him $5500 each for three of them. In your absence, Mr. Kyle and myself saw Mr. Zwight and we agreed that unless we sold these engines, their obsolete design, with Stephenson link motion and slide valve, would mean that we ultimately would cut them up and we should make a pretty strong effort to get rid of them. We finally told Mr. Kyle that if he could get $6500 each, or as an absolute minimum $6000 each, that he was authorized to sell these three engines.

This for your information.

(Signed) B. O. JOHNSON

St. Paul, Minn., January 17, 1928.
K2

Mr. E. L. Ledding,
Office of Vice President.

I wonder if you can throw some light on why the Great Northern has increased their gross ton miles per train hour relatively greater than we have in the last six years as is indicated on statement attached? Kindly return attached with what you are able to develop.

(Signed) R. O. JOHNSON

encl.

87

January 17, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of January 10, enclosing memoranda relative to terminal test of air brakes in trains of this company during the month of December 1927.

Very truly yours,

(Signed) CHARLES DURNELL

Mr. W. P. Borland,
Director, Bureau of Safety,
Interstate Commerce Commission,
Washington, D. C.

cc--

Mr. F. E. Williamson,
Vice President.
Encl.

88

January 17, 1928.
S-6

My dear Mr. Elliott:

Coal shipments for the week ending January 14 were as follows:

| | Roslyn | Red Lodge | Colstrip |
|---|---|---|---|
| January 9 | 4295 | 1439 | 999 |
| 10 | 4639 | 1766 | 2732 |
| 11 | 4845 | 1763 | 3171 |
| 12 | 2390 | 1732 | 3121 |
| 13 | 6770 | 1719 | 3175 |
| 14 | 3653 | 1164 | 3209 |
| Total - | 26592 | 9583 | 16407 |

The total shipments from all mines was 52,582 tons, an average of 7,512 per calendar day.

Roslyn mine No. 7 worked five and one-half days, other Roslyn mines worked six days; Red Lodge mines worked six days; Colstrip worked five days.

Very truly yours,

(Signed) CHARLES DUNNELL

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

St. Paul, Minn., January 17, 1928.
S-6

Mr. F. W. Sweney,
Comptroller.

I enclose approved voucher in favor of the American Railway Association covering the first instalment of assessment No. 110, payable January 16, amount $2405.10. These figures include the mileage of the Minnesota & International Railway Company and 476 cars belonging to that company, and bill should be rendered to cover its proportion of the assessment.

(Signed) CHARLES DUNNELL

Encl.

9D

St. Paul, Minn., January 17, 1928.
S-3

Mr. F. C. Sharood,
Assistant General Auditor.

I enclose our file of correspondence with Robert Bruce with respect to information requested by him to be incorporated in an article that he is preparing about the early history of western railroads. Will you be kind enough to verify, to the extent that you are able, the statements which he proposes to make as contained in the typewritten slip attached to his letter of January 11, insofar as they relate to the Northern Pacific or any of its predecessor or underlying companies?

(Signed) E. M. WILLIS

Encl.

January 17, 1928.
S-3

Dear Sir:

Replying to your letter of January 13 about the Yellowstone Park companies:

The name of the camps company is Yellowstone Park Camps Company.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. C. R. Gray, President,
Union Pacific System,
1416 Dodge Street, Omaha, Nebr.

January 17, 1928.
S-3

My dear Mr. Elliott:

I enclose herewith third copy of mechanical department AFE No. 14, of 1928, covering application of pressed steel channel draft arms to five hundred 41-ft. flat cars, at an estimated net cost of $15,155, all of which is chargeable to Additions and Betterments.

This work is covered by Item 467 of the 1928 budget and contemplates a program under which this class of flat cars, built from 1897 to 1913, with wood underframes, will be equipped with steel channel draft arms, in order to reduce maintenance costs and to comply with the requirements of A.R.A. interchange rule No. 3, section U-2, which is quoted in the narrative of the AFE.

For the reasons stated in the narrative I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DUNNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

January 17, 1928.
S-3

My dear Mr. Elliott:

On October 7 last I wrote you about locating the Puyallup and Sumner Fruit Growers' Association on our line at Puyallup or just west of Meeker Junction, the plan contemplating the construction by the Association of a cannery and precooling plant, at a cost of approximately $40,000. The land on which these facilities are being constructed is owned by the Railway Company and is leased to the Association. In addition, we have worked out an arrangement whereby the Northwestern Improvement Company will advance the funds necessary to construct the cannery and precooling plant, repayment to be made by the Association at the rate of $5000 per annum with interest at six percent. A part of the arrangement involves the furnishing by the Railway Company, at its own expense, of certain trackage to serve the plant, and I now enclose third copy of Seattle Division AFE ED No. 36, of 1928, to cover, the estimated net cost of which is $12,560, with a charge to Additions and Betterments of $11,772. It is estimated that the revenue to be obtained by having the Association located on our tracks will be about $60,000 the first year, with increases of from five to ten percent annually during the subsequent five-year period.

The lease of the land and the financing of the construction of the cannery and precooling plant by the Northwestern Improvement Company were authorized by the Northern Pacific Board on October 19th, and on November 16 I informally authorized the construction of the necessary trackage. The latter item is covered by item No. 236 of the 1928 budget, and I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

97

January 17, 1928.
S-3

My dear Mr. Elliott:

As requested in your wire of January 13, I enclose copy of a statement showing estimated savings during the period June to November, inclusive, 1927, as the result of the operation of Class A locomotives, showing, as I have wired you today, total savings of $34,509.

Very truly yours,

[illegible]

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

January 17, 1928.
9-3

My dear Mr. Elliott:

I send you herewith third copy of Fargo Division AFE ED No. 26 covering the construction of a second story on the Fargo freight house to provide office space for the division superintendent and his staff, at an estimated net cost of $47,357, of which $40,633 is chargeable to Additions & Betterments.

Mr. Johnson wrote you about this quite fully on August 11 last, to which you gave your informal approval. The estimated cost at that time was $30,000 but the AFE estimate, prepared with more care and after further study, shows probable cost to be something over $47,000. You are familiar with the desirability of making this change, and I recommend formal approval of the AFE by the Committee or Board. It is covered by item No. 306 of the 1928 budget.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

96

Paid

10 am

St Paul Minn Jan 17 1928

Howard Elliott Chairman
Northern Pacific Railway Co
34 Nassau Street New York City NY

Your wire thirteenth Estimated savings through operation class A locomotives June to November inclusive nineteen twenty-seven are thirty-four thousand five hundred nine dollars Sending statement in more detail today D-11

Charles Donnelly

Charge Nor Pac Ry Co
Executive Dept

97

January 17, 1928.
S-3

My dear Mr. Elliott:

I have your letter of January 12 enclosing correspondence with Mr. Parmelee, of the Bureau of Railway Economics, about an article in the Transportation magazine for October 1927. We receive here a copy of the magazine and this article had previously been noted.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

98

January 17, 1928.
S-6

My dear Mr. Elliott:

I am sending you under separate cover, by express, status report of the Northern Pacific Railway Company, uncompleted section, as of November 30, 1927.

Very truly yours,

P

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

January 17, 1928.
S-6

My dear Mr. Elliott:

For your information I attach copy of a statement showing the estimated earnings of the Great Northern Railway Company for the week ending January 14, 1928, and the period January 1 to January 14, compared with the corresponding periods of last year, together with copy of statement making comparison with the earnings of the Northern Pacific for similar periods.

Very truly yours,

JP

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

100

St. Paul, Minn., January 17, 1928.
S-6

Mr. J. G. Woodworth,
Vice President.

I enclose herewith copy of comparative statement showing estimated earnings of the Northern Pacific and Great Northern Railway Companies for the week ending January 14, 1928, and the period January 1 to January 14, compared with the actual figures for 1927.

Encl.

101

Paid

8.45 AM

St Paul Minn January 17 1928

Charles Donnelly
New Willard Hotel
Washington D C

Message sixteenth forwarding express file to New York office today.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

102

January 17, 1928. A5

My dear Mr. Elliott:

I enclose copy of Mr. Sweney's letter to me of January 11, 1928, together with copy of report of joint examination of the general accounts of the Midland Railway Company of Manitoba for the period March 28, 1925 to July 31, 1927; also statement as to cost of land at Winnipeg Terminals.

Yours very truly,

CHARLES MELLEN

encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

103

St. Paul, Minn., January 17, 1928. A5

Mr. C. C. Kyle,
Purchasing Agent.

I enclose approved requisition for two pieces of chinaware for use on Car Yellowstone. This chinaware can be purchased from Marshall Field & Company, Chicago, and Mr. G. H. Speer, of the Interior Decorations and Furnishings Department, is familiar with the pattern of Lenox China in use on Car Yellowstone.

(Signed) B. O. JOHNSON.
w

encl.

104

St.Paul, Minn., January 17, 1928. A5

Mr. F. W. Sweney,
Comptroller.

We have received from Mr. Julius H. Parmelee, Director, Bureau of Railway Economics, copy of circular letter dated January 12, 1928, calling for information as to the gross amount of new money expended for capital purposes during the year 1927. I presume you have received a copy of this letter direct, and I shall be glad if you will, in due course, forward the statement to this office for transmittal to Mr. Parmelee.

(Signed) CHARLES DONNELLY

105

St.Paul, Minn., January 17, 1928. A5

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of December 24, 1927, about liquidating the debts of the Civic and Commerce Association of Superior, Wisconsin:

We have prepared a voucher in the amount of $50.00, covering our contribution toward this deficit on a membership basis.

(Signed) CHARLES DOUGLAS

St. Paul, Minn., January 17, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 16, advising that a letter ballot is requested by Mr. Wallace, President of the Minnesota Transfer Railway Company, on the following resolution:

> "Resolved, that the Comptroller be and is hereby authorized to draw on all Companies, owners of stock of this Company, for the proportion due from each to make up the deficit in the amount due on coupons maturing February 1, 1928, amounting to $62,300.00; also for the proportion due from each to make up the sinking fund assessment due February 1, 1928, amounting to $12,460.00".

The vote of the Northern Pacific should be in the affirmative in connection with this resolution.

(Signed) CHARLES DONNELL

cc-Mr. F. W. Sweney
Mr. H. A. Clifford

(Signed) CHARLES DONNELL

St. Paul, Minn., January 17, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 11:

I return copy of agreement covering the construction, maintenance and operation of a spur track to serve the Linde Air Products Company at West Duluth, as covered by Lake Superior Division AFE ED No. 151 of 1927. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY

encl.
cc-Mr. R. H. Relf.

(Signed) CHARLES DONNELLY

St.Paul, Minn., January 17, 1928. A5

Dear Mr. Coman:

I acknowledge receipt of your letter of January 13th to Mr. DeGuire, with clipping from the Spokane Chronicle of January 13th, which has been received during his absence in Washington. Your letter and the clipping will be brought to his attention upon his return to the office.

Yours very truly,

[illegible] COTTSCHALD.

Office Manager.

Mr. W. E. Coman,
Assistant to President,
Northern Pacific Railway Company,
Seattle, Washington.

109

Paid

835 am

St Paul Minn Jan 17 1928

Howard Elliott Chairman
Northern Pacific Railway Co
34 Nassau Street New York City NY

Sam Williams passed away five forty-five this morning G-10

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

110

Paid

835 am

St Paul Minn Jan 17 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Sam Williams passed away five forty-five this morning Have advised Mrs Donnelly and Mr Elliott C-9

B O Johnson

Charge: Nor Pac Ry Co
Executive Dept

Western Union Telegram

111

St. Paul, Minn., January 17, 1928.

Howard Elliott Chairman
Northern Pacific Railway Co
34 Nassau Street New York City

Estimated earnings second week January in thousands

| | | | | | |
|---|---|---|---|---|---|
| Freight | 1184 | increase | 136 | or | 13% |
| Passenger | 214 | increase | 11 | or | 5.4% |
| Miscellaneous | 130 | decrease | 2 | or | 1.4% |
| Total | 1528 | increase | 145 | or | 10.5% |
| Total two weeks | 2908 | increase | 242 | or | 9.1% |

Cars loaded locally 13,294 increase 825, accounted for as follows:

| | | |
|---|---|---|
| Increases | Grain | 511 |
| | Merchandise | 45 |
| | Livestock | 3 |
| | Forest Products | 14 |
| | Coal | 349 |
| Decreases: | Logs | 19 |
| | Miscellaneous | 78 |

Received from connections 2944 increase 133 accounted for as follows:

| | | |
|---|---|---|
| Increases: | Yellowstone Division | 5 |
| | Montana | 205 |
| | Pasco | 49 |
| | Tacoma | 33 |
| Decreases: | Lake Superior | 18 |
| | St. Paul | 33 |
| | Fargo | 30 |
| | Dakota | 5 |
| | Rky. Mtn. | 23 |
| | Idaho | 25 |
| | Seattle | 25 |

Grain loading eastern district increased 414 cars received from connections decreased 26 cars. Grain loading western district increased 97 cars and received from connections increased 29 cars.

Fruit loading this year 160 cars compared with 216 last year received from connections 94 cars compared with 85 last year.

111

Potato loading this year 415 cars compared with 377 last year
Received from connections 12 cars compared with 24 last year

Weather conditions were generally mild during the week temperatures ranging freezing and above over entire system light to heavy rains on coast throughout week light to heavy rains between Dickinson and Livingston and Missoula and Spokane twelfth light to heavy snow Miles City to Helena thirteenth and fourteenth and light snows Head of Lakes on same dates continued warm weather with considerable rainfall in some districts resulted in heavy thaws and highwater in rivers and streams in central and western districts causing more or less interruption to traffic due to slides and washouts Ice in Yellowstone River has moved out with no serious trouble resulting.

Charles Donnelly

112

St. Paul, Minn., January 17, 1928.
K2

Mr. E. T. Dakin,
General Auditor.

Your memorandum of January 17, File 101-5b-M2, about gross ton miles per train hour as between the Great Northern and ourselves.

Would you let me have for the same period, statement of the Northern Pacific and Great Northern showing in cost of fuel in cents per some gross ton mile unit?

(Signed) D. H. JOHNSON.

x

119

Frank 58-F

Washington, D. C.,January 17, 1928.

J. E. Davidson,
Chairman, Greater Omaha Ass'n,
Omaha, Nebraska.

Your letter thirtieth. Am glad to say I will be able to attend dinner for Mr. Scandrett on twenty-third.

Charles Donnelly

114

Frank 602

Washington, D. C., January 17, 1928.

B. O. Johnson,
Asst. to the President,
Northern Pacific Railway Co.,
St. Paul, Minn.

All right to send photograph to Worcester.

Charles Donnelly.

x

115

frank
58-F

Washington, D. C., January 17, 1928.

H. A. Scandrett,
Vice President,
Union Pacific System,
Omaha, Neb.

Think hearing will close certainly tomorrow, and I will go on to New York reaching Chicago Saturday or Sunday and go straight on to Omaha. Will be glad to make a talk at dinner. Am advising Davidson that I will attend. Don't you think Fred ought to be there? I don't know that he can be as he will be detained here until Friday but I know he would try hard to be there and I think he ought to be there.

Charles Donnelly.

January 17, 1928.
33-K2

My dear Mr. Elliott:

I submit herewith third copies of the following 1928 AFE's covering riprap work on the Yellowstone and Montana Divisions:

| | Est. Net Expenditure | Capital Account |
|---|---|---|
| Yellowstone ED No. 15 - one mile west of Ulmer - | $ 23,972 | $23,355 |
| Yellowstone ED No. 18 - two miles west of Waco - | 14,845 | 14,845 |
| Yellowstone ED No. 31 - one and three-quarters miles west of Little Missouri - | 7,921 | 7,921 |
| Yellowstone ED No. 32 - one and one-half miles west of Rider - | 25,047 | 23,216 |
| Yellowstone ED No. 34 - five and one-half miles west of Rider - | 9,523 | 9,523 |
| Montana ED No. 23 - two miles west of Dehart - | 10,021 | 10,021 |
| Montana ED No. 24 - two miles west of Carney - | 9,835 | 9,835 |

In each instance the situation has received special inspection, study and consideration by the engineering and operating department officers, who have reached the conclusion that it is necessary to do the work proposed.

Experience has shown us that this type of work can be prosecuted more economically in the winter time than in the summer, due to easier labor market and avoidance of water difficulties. Much of this work should of course be done before the spring break-up, and I have therefore instructed

Mr. Elliott (2) January 17, 1928.

Mr. Williamson to proceed with the work, anticipating formal approval by the Committee or Board. All this work proposed is included in the 1928 budget.

Very truly yours,

(Signed) CHARLES DONNELL

encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

117

January 18, 1928. A6

Dear Sir:-

This will acknowledge receipt of your letter of January 5 to Mr. Donnelly, which has been received during his absence from the city. The bracelet which you forwarded has been disposed of and I am enclosing a money order in your favor in the amount of $2.80.

Yours truly,

(Signed) E. O. JOHNSON

encl.

Mr. Henry Liebelt,
1400 East 21st South
Salt Lake City, Utah.

118

St. Paul, Minn., January 18, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 12, transmitting Tacoma Division AFE ED No. 43, covering extension of spur track to serve the plant of the Wakefield Oil Company at Centralia:

I now hand you executed copy of the spur track agreement for delivery to the Oil Company, copy bearing initials of our officers having been filed with the Assistant Secretary.

Signed CHARLES DONNELLY

Y

cc-Mr. R. H. Relf.

Signed CHARLES DONNELLY

Y

179

St. Paul, Minn., January 18, 1928. A5

Mr.H. A. Clifford,
Treasurer.

Confirming conversation with your office:

Mr. Sam Williams, business car porter, passed away on January 17, 1928. He left a widow, whose name is Mrs. Elizabeth Williams, and whose residence is at 906 Gaultier Street, St. Paul, Minn.

(Signed) B. O. JOHNSON

January 18, 1928. A5

My dear Mr. Gay:

I have your letter of Januaty 16, and have also received the engrossed copy of the minute adopted by the Executive Committee relating to the death of Judge George T. Reid.

We will arrange to forward to Judge Reid's family when the document has been signed by Mr. Donnelly.

Yours very truly,

(Signed) B. C. JOHNSON.

Mr. E. A. Gay, Secretary,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

121

St. Paul, Minn., January 18, 1928. A5

Mr. L. A. Behler,
Assistant General Auditor.

In looking through the minutes of the meeting of the Board of Directors of the Northern Pacific Terminal Company of Oregon, held at Portland on the 3rd instant, I notice that authorization was given for the payment to the Portland Terminal Investment Company of the $23,500.00 which the Depot Company received for damages to its property in connection with the granting of an easement to the city for the west approach to the Broadway bridge. Do your records show how much of the $23,500.00 was intended to apply as damages to Block "Y", and how much to other parts of the Depot Company's property?

(Signed) J. H. PCORE

122

January 18, 1928. A5

My dear Mr. Elliott:

I attach copy of Mr. Hughes' memorandum to me of the 16th instant with which he encloses statement showing the company's scrip business for the year ending December 31, 1927. During the year Mr. Hughes has arranged for the selection of nearly 9,000 acres of vacant government lands in localities in which he thinks we would be able to dispose of them as patents are received from the government.

Yours very truly,

(Signed) CHARLES DUNNELL

P

encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

123

St. Paul, Minn., January 18, 1928. A4

Mr. F. E. Williamson,
Vice President.

Your letter of January 18th:

I approve your recommendation that the Northern Pacific make no bid for rebuilding two S.P.& S. Pacific type locomotives.

(Signed) CHARLES DONNELLY
P

January 18, 1928. A4

Dear Sir:-

Your letter of the 16th instant, in regard to payment for a one-half interest in the interchange tracks at Longview Junction, has been received during Mr. Donnelly's absence from the city. It will be brought to his attention promptly upon his return.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. M. B. Nelson, President,
Longview, Portland & Northern Railway Co.,
Kansas City, Mo.

125

St. Paul, Minn., January 18, 1928.
S-3

Mr. Grafton Mason,
Land Attorney.

Referring to your letter of January 17 about taxes on royalties on Cuyuna Range properties:

Can you advise the amount of the taxes that we have paid and for which we are liable, and the amount that should be recovered from our lessees? Mr. Hughes, in his letter of August 30 last, gave this information for 1926, but I would like to have a complete picture of the situation.

(Signed) B. C. JOHNSON,

126

January 18, 1938.
S-3

Dear Charlie:

Mr. Clark has referred to this office your letter of January 6 to him, making inquiry about our group insurance plan.

I think, in the absence of any specific questions from you, that the enclosed pamphlet will give you an understanding of what the plan is. If, however, you have any specific questions to ask, let me know and I will try to give you the information.

Very truly yours,

(Signed) E. M. WILLIS

Mr. C. F. Craig,
Assistant to General Manager,
The Western Pacific Railroad Company,
San Francisco, California.

St. Paul, Minn., January 18, 1938.
S-3

Mr. C. H. Goodhue,
Mgr. Mail, Baggage & Express Traffic.

When the monthly vouchers in favor of the American Railway Express Company, covering baggage and mail service, reach this office they do not bear the approval of the Operating Vice President, which has been customary. The vouchers are therefore sent to Mr. Williamson's office and it occasionally happens that they come back to this office again without the indicated approval.

I think it would save some time and confusion if, after these vouchers are certified by you as being correct, you would forward them direct to Mr. Williamson's office, and after approval there to be forwarded to this office for final approval.

(Signed) E. M. WILLIS

cc--

Mr. W. C. Sloan,
Asst. to Vice President.

Vouchers Nos. 120814/ for Sept. and 120624 for October are sent you herewith for approval.

126

St. Paul, Minn., January 18, 1928.
S-8

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of January 16 in regard to lease of space occupied by our office at Dallas, Texas:

This letter, when filed with the Assistant Secretary, may be considered your authority to execute renewal lease for one year ending January 31, 1929, at the present rental of $55 per month.

(Signed) CHARLES DONNELLY

cc—

Mr. R. H. Relf,
Assistant Secretary.

St. Paul, Minn., January 18, 1938.
8-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 18:

Voucher in favor of J. F. Weir, Assistant Car Foreman at Laurel, amount $23.50, covering three days' time lost account illness during the month of November, has been approved and passed to the Auditor for payment.

(Signed) CHARLES DUNNELL Jr

St. Paul, Minn., January 18, 1928.
S-6

Mr. C. C. Kyle,
Purchasing Agent.

I have your letter of January 16, and have approved for payment voucher in favor of Jacob Severtson, foreman rail yard, Brainerd, covering time lost from December 16 to 31, inclusive, account sickness.

(Signed) CHARLES DONNELLY,

131

Paid

10 am

St Paul Minn Jan 18 1928

Howard Elliott Chairman
Northern Pacific Railway Co
34 Nassau Street New York City NY

Have conveyed to Sam's family your message of sympathy Am also arranging for flowers as coming from you and your family Funeral tomorrow afternoon Am writing you supplementing my letter fourteenth D-12

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

132

Paid

St Paul Minn January 18 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

J E Davidson wires you from Omaha today as follows quote The Committee and myself managing the Scandrett banquet sponsored by theGGreater Omaha Association are very anxious to have you make some remarks as a railroad executive away from Omaha You will be the only outsider called upon I sincerely hope that I may have a favorable reply end quote.

B O Johnson

133

Paid

925am

St Paul Minn January 18 1928

Charles Donnelly
Care New Willard Hotel
Washington D C

About Andersen meeting with miners at Billings Andersen now wires that awaiting outcome central coal field and Wyoming he will not meet Montana miners in conference until March therefore no answer necessary his letter thirteenth at this time.

B O Johnson

Charge NPRyCo
Executive Dept.

January 18, 1928.
K2

Dear Mr. Morse:

I received your letter of the twelfth in due time and then yesterday I got copy of your "Wonders of Nutrition". I took it home and spent an interesting evening getting a start on the book. I was certainly amazed at the knowledge which, in some way, you have acquired concerning the human body and its functions. It would seem to me that your book ought to meet with a ready sale.

The first time I am on the coast I will see if I cannot find a little time to look you up at Kent. Trusting everything is going well with you, I am

Very truly yours,

(Signed) E. O. JOHNSON.

Mr. W. C. Morse,
R. F. D. 3,
Kent, Washington.

135

Paid

950am

E5

St Paul Minn January 18 1928

J W Dewing
Care Worcester Evening Post
Worcester Mass

Message seventeenth Forwarding photograph today.

Charles Donnelly

Charge NPR Co
Executive Dept

January 18, 1928.
K2

Dear Sir:

In accordance with our exchange of wires I am sending you today, under separate cover, a photograph of myself for use by the Worcester Evening Post.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. J. W. Dewing,
Care Worcester Evening Post,
Worcester, Mass.

137

Paid

1000am

St Paul Minn January 18 1928

Charles Donnelly
Care New Willard Hotel
Washington D C

Funeral for Sam Williams will be held Thursday afternoon.

B O Johnson

Charge NPRyCo
Executive Dept

138

CAK F56

810am

St Paul Minn January 18 1928

Hotel Plaza
New York City NY

Please reserve single room with bath arriving Sunday morning twenty-second.

Mrs Charles Donnelly

St. Paul, Minn., January 18, 1928.
K2

Mr. A. W. Thomson,
Superintendent, D. C. Dept.

Referring to our telephone conversation some time back about entertaining General Office Boys' Club at the Commissary:

Arrangements have finally been made and we will bring between 20 and 25 boys, and about five guests, to the Commissary for a 6:00 o'clock dinner on the night of February 8. Mr. Lacy is going to give me actual number about February 1 and I will then pass this information to you. Will you be prepared to handle? As I explained to you, you should make bill against us for this.

(Signed) B. O. JOHNSON.

140

January 18, 1928.
K2

Dear Sir:

The Northern Pacific has been asked to bid in a prize steer which will be auctioned at the Livestock Sale and Exposition to be held at Billings, Montana, January 24 and 25.

We rather feel we are doing as much of this sort of thing as we can carry at the present time, and unless you advise that your action will be to the contrary, we are going to stay out of it.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. G. R. Martin, Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.

cc-Mr. T. J. Thomas, Asst. to Pres.,
CB&QRR., Chicago, Illinois.

cc-Mr. Haw:

This answers yours of the seventeenth, your file returned herewith. Time is so short between now and Jan. 24 that I question whether I will get an answer from either the GN or the Burlington, and for that reason did not ask for any. I would suggest, however, that Mr. Stapleton be told of what we have done to keep the other two lines out, but if he finds that either of these lines commence bidding in on a prize steer, or prize steers, he is authorized to do likewise within reason. Will you let me know how this comes out?

(Signed) B. O. JOHNSON.

141

St. Paul, Minn., January 18, 1928.
K2

Mr. H. E. Stevens,
Chief Engineer.

Answering your letter of the seventeenth about John E. Hoving:

I believe argument you make entitles Mr. Hoving to additional insurance at this time.

(Signed) B. O. JOHNSON.

245pm

K2

142

St Paul January 18 1928

W E Coman
Seattle

Am sending you in mail tonight draft for Seattle Chamber of Commerce your wire seventeenth.

Confirmation:

Charles Donnelly

Mr. Coman:

Draft attached.

St. Paul, Minn., January 18, 1928.
K2

Dear Mr. Coman:

Further my memorandum of January 11 about slow service on Western Union telegram announcing 68-hour passenger service to the coast:

Although we have not asked Mr. Dildine to give us the result of his inquiry into this slow service, he writes me as follows:

> "I now have a report from Mr. Mackenroth and his investigation discloses that the telegram was filed at Chicago at 2:40 p.m. on December 31 and reached Seattle, via the UP, at 1:40 p.m. It was not delivered to our Seattle Telegraph Office until 3:12 p.m. on December 31. The next messenger trip to the General Office Building was made a 4 p.m. and the telegram was delivered to Mr. Coman's office at 4:15 p.m. December 31 was observed as a holiday at Seattle and it seems that no one was on hand in Mr. Coman's office after 4:00 p.m., consequently no action was taken on the telegram until the following day. The Chief in charge of our Seattle Telegraph Office did not appreciate that this telegram was one which should have been given special attention, otherwise he would have telephoned it either to Mr. Coman or his chief clerk.
>
> "I am sending a copy of this letter to Mr. Mackenroth with request that the Seattle telegraph force be instructed to take the safe course in furture cases of this nature and telephone any business whenever there is the least doubt as to its importance."

It might be helpful in avoiding a repetition of this if you will have your Chief Clerk talk to the Seattle Telegraph

office force with reference to handling of special telegrams.

Yours very truly,

(Signed) E. O. JOHNSON.

Mr. W. E. Coman,
Assistant to the President,
Northern Pacific Railway Co.,
Seattle, Washington.

144

St. Paul, Minn., January 18, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Please see Mr. Donnelly's letter to Mr. Woodworth of November 22 about competitive lumber conditions on the Pacific Coast.

Mr. Kyle has now received a letter from the Crow's Pacific Coast Lumber Digest addressed to himself and other Northwest lines, not including the Great Northern, a copy of which I attach. Mr. Kyle and myself talked over this letter yesterday and it was our judgment that he should immediately undertake to make sure the Union Pacific, Milwaukee and Southern Pacific would support our position. To accomplish this he wrote the Chief Purchasing Officers of these railways as per copy of letter attached.

I am sending copy of this memorandum to Mr. Kyle as request that he discuss their replies with you and myself before he finally replies to the Crow's Lumber Digest.

(Signed) B. O. JOHNSON.

encl.

cc-Mr. C. C. Kyle

This refers to yours of January 17, Desk 1, File 263.

(Signed) B. O. JOHNSON.

145

St. Paul, Minn., January 18, 1928.
K2

Mr. F. D. McCarthy,
General Attorney.

Recalling our talk today about matter of paying license tax on trucks operated by railroad companies in Minnesota.

You will find Mr. Janes' letter of the seventeenth attached, which I told you about. What is your opinion as to answer which should be returned to the Great Northern?

(Signed) H. O. JOHNSON.

encl.

146

Paid

1235pm

St Paul Minn January 18 1926
M2

Charles Donnelly
Care New Willard Hotel
Washington D C

We have call from Mr Felton Presidents Committee Chicago January twenty for purpose of acting on recommendation Conference Committee of Managers Western Railways as to attitude they should take on two questions concerning Denver firemens award litigation Discussed this with Mr Wilder today and he suggests on first questi that we take position if Chicago Federal Court decision unfavorable that we do not appeal it which is recommendation Union Pacific Burlington and Santa Fe with balance Conference Committee favoring appeal Second question is that in event decision of court is in favor of carriers and organizations request conference or it seems expedient to committee to ask for such conference that best settlement possible be negotiated but not in excess of Denver award Conference Committee majority including Burlington Union Pacific Great Northern and Milwaukee favorable and Mr Wilder proposes majority vote be confirmed I suggest Mr Wilder represent you at Presidents Committee taking position above suggested unless Mr Williamson can be there. Advise.

B O Johnson

Charge NPRyCo
Executive Dept

147

X

Paid

100pm

St Paul Minn January 18 1928

Charles Donnelly
Care New Willard Hotel
Washington D C

We have call from Mr Felton Presidents Committee Chicago January twenty for purpose of acting on recommendation Conference Committee of Managers Western Railways as to attitude they should take on

two questions concerning Denver firemens award litigation Discussed this with Mr Wilder today and he suggests on first question that we take position if Chicago Federal Court decision voodou that danvat

do caphog ram glazing it which is recommendation Union Pacific Burlington and Santa Fe with balance Conference Committee favoring glazing Second question is that in event decision of court is sarisen rattinet of carriers and organizations request conference

or it seems expedient to committee to ask for such conference that jacobin undiluded tanarite be stagging but caphog ram in quavering of combination incompose Conference Committee majority including

Burlington Union Pacific Great Northern and Milwaukee rattinet and Mr Wilder proposes snobbish vote be confirmed I suggest Mr Wilder represent you at Presidents Committee taking position above

suggested unless Mr Williamson can be there Advise.

B O Johnson

Charge NPRyCo
Executive Dept

148

St. Paul, Minn., January 18, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 16th:

I now return, duly executed, agreement with the O-W.R.R.& N. Company covering use of a small part of O-W.R.R.& N. trackage in connection with switching at the paper plant at Tumwater, Washington.

(Signed) CHARLES DONNELLY

encl.

149

Paid

4.40 PM

St Paul Minn January 18 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Have just received advice from Presidents Committee Chicago through J E Gorman that meeting called for Friday twentieth at Transportation Building Chicago has been canceled but may be convened later on.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

150

St. Paul, Minn., January 18, 1928. A5

Mr. D. F. Lyons,
General Counsel.

I enclose circular letter from Mr. Walter V. Wilson, Comptroller, Chicago, Milwaukee, St. Paul and Pacific Railroad Company, dated January 13, 1928, regarding the handling of accounts as a result of the termination of the receivership of that company. I assume that you will give the usual advice to interested departments.

(Signed) CHARLES DONNELLY

encl.

161

January 18, 1928. A5

Dear Sir:-

Your letter of January 16 to Mr. Donnelly, about announcement regarding expenditures for the year 1928, has been received during his absence from the city.

I am sorry that we did not send you a copy of this announcement at the time it was released and I am enclosing a copy at this time.

I shall be glad to see that your name is placed upon our list to receive material of this nature as it is released from time to time.

Yours very truly,

(signed) B. C. [illegible]

Mr. David N. Skillings, Business Manager,
Skillings' Mining Review,
Fidelity Building,
Duluth, Minnesota.

1.45 P.

152

St Paul Minn January 18 1928

M E Harlan
Chicago

JW-20 Can you secure drawing room or compartment on Pennsylvania Manhattan Limited. G-4.

A.M. Gottschald

810am 158

St Paul Jan 18 1928 M E Harlan
Chicago

Please reserve Drawingroom or Compartment for Mrs Donnelly on NYC No. 6 Chicago to New York leaving Chicago Saturday twenty-first Pullman pass one thirty-two. G16

A M Gottschald.

154

Paid

845am

St Paul Minn January 18 1928

Russell H Dick
Care New Willard Hotel
Washington D C

Forwarded mail last night to Washington and will forward tonight unless otherwise instructed.

A M Gottschald

Charge NPRy
Exec.Dept.

155

Paid

905am

St Paul Minn January 18 1928

Charles Donnelly
Care New Willard Hotel
Washington D C

Weather still continues moderate over entire line All passenger trains on time No accidents.

B O Johnson

Charge NPRyCo
Executive Dept.

156

Paid

907am

St Paul Jan 18 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

About Andersen meeting with miners at Billings Andersen now wires that awaiting outcome Central coal field and Wyoming Montana operators and unions will not meet in conference until March therefore no answer necessary his letter thirteenth at this time.

B O Johnson

Charge NPRyCo
Executive Dept

157

January 19, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of January 17th, together with a copy of the November "Survey Graphic", largely devoted to the Community Chest plan. Your letter and the enclosure will be brought to his attention on his return to the office.

Yours very truly,

(Signed) E. O. JOHNSON

Mr. C. W. Pfeiffer,
Executive Secretary,
St. Paul Community Chest,
404 Wilder Building,
St. Paul, Minn.

St. Paul, Minn., January 18, 1928.
S-3

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of January 16 and approve of waiving to the estent of approximately $3000 the minimum payment for 1927 and waiving the collection of the advance payment for the 1928 minimum under the lease of the Ravensdale Mine to the Dale Coal Company, these concessions being in consideration of the substantial expenditures made by the Dale Coal Company in opening up the Ravensdale Mine and rebuilding the town.

I understand from Mr. Plummer's letter of January 13 to you and Mr. Andersen's letter of January 5 to Mr. Plummer that the royalties for 1928 will exceed the minimum specified for that year.

(Signed) CHARLES DONNELLY.

159

January 18, 1938.
S-3

Dear Sir:

Referring to your letter of January 11 and returning the typewritten memorandum which accompanied it:

That part of the second sentence which reads, "constructed as a line of the Northern Pacific, surrendered in 1873", and which has been enclosed in parenthesis, should be eliminated. The St. Paul & Pacific constructed its own line to Breckenridge and no part of that company's line was ever constructed by the Northern Pacific Railroad Company.

We think the words "and Minneapolis" should be added at the end of the next to the last sentence, as you have indicated in pencil.

Very truly yours,

(Signed) D. C. JOHNSON.

Encl.

Mr. Robert Bruce,
18 Old Slip,
New York City, N.Y.

x

Frank 602

160

Washington, D. C., Jan. 18, 1928.

B. O. Johnson,
Asst. to the President,
Northern Pacific Railway Co.,
St. Paul, Minn.

Your wire eighteenth. Mr. Williamson has asked Wilder to be present at conference Chicago and Mr. Williamson will also be there.

Charles Donnelly.

101

At Washington, D. C.,
January 18, 1928. D1

Dear Mr. Gay:

I received your letter of January 17 this morning, with two certified checks to the order of the Treasurer of the United States, aggregating $1,220,241.73.

The delivery of these checks to the Treasurer of the United States will be handled by our counsel today. It is a matter of some delicacy in connection with the protection of our rights, and I don't know that we will wish to demand vouchers. I will advise you fully as to this when I reach New York Thursday or Friday of this week, and give you whatever formal receipt may be necessary for your file.

Very truly yours,

Signed-Charles Donnelly

Mr. E. A. Gay, Secretary,
Northern Pacific Railway Co.,
34 Nassau St.,New York, N. Y.

162

At Washington, D. C.,
January 18, 1928. D1

Dear Mr. Elliott:

I have your letter of January 12 enclosing papers relating to the testimony which you were asked to give in support of the bill on the Columbia Basin project. I return these papers herewith.

I appeared on the stand yesterday and made a short statement which I think satisfied the Columbia Basin people.

Very truly yours,

Signed-Charles Donnelly

encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Co.,
34 Nassau St.,New York City.

At Washington, D. C.,
January 19, 1928. D1

Dear Mr. Andersen:

Your letter of January 13 about proposed meeting of coal operators at Billings was forwarded to me here; but before it was received I had advice of your wire to the effect that, awaiting outcome of the Central Coal Field and Wyoming situation, you would not meet the Montana miners until March.

I assume that by that time the situation in other fields will to some extent have cleared up and we will be in a better position to judge as to the right course to take.

Very truly yours,
Signed-Charles Donnelly

Mr. C. C. Andersen,
Gen.Mgr., N.W.I. Company,
Seattle, Washington.

164

At Washington, D. C.,
January 19, 1928. D1

Dear Frank:

The enclosed telegram from Mr. Burnham confirms the information I gave you, that the Senator to whom you referred had not taken any definite position on the question of discontinuing consolidated returns.

Very truly yours,

Signed-CharlesDonnelly

encl.

Mr. Frank L. Polk,
Davis,Polk,Wardwell,Gardiner & Reed,
New York, N. Y.

145

At Washington, D. C.,
January 19, 1928. D1

Dear Sir:

I have your letter of January 13.

I will be glad to bear it in mind should occasion arise for the use of such services as you are rendering.

Very truly yours,

Signed-Charles Donnelly

Mr. N. D. Ballantine,
Consulting Engineer,
Transportation Building,
New York, N. Y.

At Washington, D. C.,
January 19, 1928. D1

Mr. B. O. Johnson,
Asst. to the President.

I return the Minnesota agricultural booklet.

I don't think it advisable to make a direct appeal to those to whom it is addressed for an expression of their opinion, and I have altered the proposed letters in this respect. With this alteration I think they are all right.

Signed-C.D.

encl.

At Washington, D. C.,
January 19, 1928. D1

Dear Mr. Dewing:

Answering your letter of January 13.

I have not prepared, and do not expect to prepare or read any formal address before the Economic Club; but I will see that you receive by the afternoon of January 31 a brief summary of the remarks I expect to make.

Very truly yours,

Signed-Charles Donnelly

Mr. J. W. Dewing,
Worcester Evening Post,
Worcester, Mass.

x

168

Frank 602

Washington, D.C., January 19, 1928.

B. O. Johnson,
Asst. to the President,
Northern Pacific Railway Co.,
St. Paul, Minn.

Will approve taking proposed ad in February quarterly Minneapolis Civic and Commerce Association.

Charles Donnelly.

169

Frank 602

Washington, D. C., January 19, 1928.

B. O. Johnson,
Asst. to the President,
Northern Pacific Railway Co.,
St. Paul, Minn.

Will go to New York tonight leaving there Saturday afternoon for Omaha where I will attend Scandrett dinner Monday night going thence to Milwaukee for Traffic Club dinner Wednesday twenty-fifth leaving there so as to reach home Thursday morning twenty-sixth.

Charles Donnelly

170

Paid

915 am

St Paul Minn Jan 19 1928

Howard Elliott Chairman
Northern Pacific Railway Co
34 Nassau Street New York City NY

Sam Williams' wife passed away two thirty this morning D-13

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

171

St. Paul, Minn., January 19, 1928.
S-6

Mr. F. E. Williamson:
Mr. J. C. Woodworth:
Mr. D. F. Lyons:

I enclose a supply of "Talking Points", dated January 3, 1928, issued by the Western Railways' Committee on Public Relations.

(Signed) CHARLES DONNELLY.

Encl.

172

St. Paul, Minn., January 19, 1928.
S-6

Mr. J. C. Woodworth,
Vice President.

Referring to your letter of January 16 and returning proposed lease covering joint ticket office at Bremerton, Washington, running for two years from March 1, 1928, at a rental of $125 per month:

This letter, when filed with the Assistant Secretary, may be considered your authority to execute the lease on behalf of the Railway Company.

(Signed) CHARLES DOUGHTY,
Pres.

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

January 19, 1928.
S-6

Dear Sir:

Referring to your joint letter of January 14, enclosing SP&S AFE 4897 for purchase and installation of one Woolery rail layer power attachment, at an estimated cost of $235:

This expenditure has the approval of the parent companies, and signed copy of the AFE is enclosed.

Very truly yours,

(Signed) CHARLES DUNNELLY.P

Encl.

Mr. W. F. Turner, President,
SP&S Railway Company,
Portland, Oregon.
cc—
Mr. Ralph Budd, President,
Great Northern Railway Company,
St. Paul, Minnesota.

January 19, 1928.

Dear Sir:

Referring to your joint letter of January 14, enclosing SP&S AFE 4896 for applying axles with journals to tenders of locomotives 602 and 609, at an estimated cost of $2,352:

This expenditure has the approval of the parent companies, and signed copy of the AFE is enclosed.

Very truly yours,

(Signed) CHARLES DUNNELLY

Encl.

Mr. W. P. Turner, President,
SP&S Railway Company,
Portland, Oregon.
cc—
Mr. Ralph Budd, President,
Great Northern Railway Company,
St. Paul, Minnesota.

175

St. Paul, Minn., January 19, 1928.
S-6

Mr. C. C. Kyle,
Purchasing Agent.

I enclose herewith approved form 876 covering the proposed sale of one No. 8 Bridgeport grinder to the Brainerd Foundry Company, at a price of not less than $85.00 f.o.b. Brainerd shops.

(Signed) CHARLES DONNELLY P

Encl.

176

Paid

11.30 AM

St Paul Minn January 19 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Message about plans received and have advised Mrs Donnelly.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

177

St. Paul, Minn., January 19, 1928. A4

Dear Mr. Coman:

Referring to attached:

I assume this matter is being worked out all right, as we have already made payments on account of construction amounting to $12,000.00.

Yours very truly,

(Signed) CHARLES DONNELLY

R

encl.

Mr. W. E. Coman,
Assistant to President,
Seattle, Washington.

178

St. Paul, Minn., January 19, 1928. A5

Mr.J. M. Hughes,
Land Commissioner.

Referring to my letter to Mr. Elliott of January 6, recommending the granting of a cinnabar prospecting permit to William Ellwood, of Seattle, covering the W½ of Section 31-13N-5E, Lewis County, Washington:

At a meeting of the Executive Committee held January 18, 1928, the issuance of this permit was favorably recommended to the Northwestern Improvement Company, and you are authorized to complete the transaction. Arrangements will be made at a later date for formal ratification by the Board of Directors of the Northwestern Improvement Company.

(Signed) C. A. Bu...

P

cc-Mr. R.H. Relf.

(Signed) CHARLES DUNN

P

179

St. Paul, Minn., January 19, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to my letter to Mr. Elliott of January 14, copy of which was sent to you, about proposed sale to the Wilkeson Coal & Coke Company of the timber on Section 3-18N-6E, Washington, owned by the Northwestern Improvement Company:

At a meeting of the Executive Committee held on January 18, 1928, sale of this timber was favorably recommended to the Improvement Company and you may arrange to complete the transaction. We will at a later date arrange for formal approval by the Board of Directors of the Northwestern Improvement Company.

(Signed) CHARLES DONNELL

cc-Mr. R. H. Relf.

(Signed) CHARLES DONNELL

St. Paul, Minn., January 19, 1928. A5

Mr. F. E. Williamson,
Vice President.

I enclose letter from Harry R. Lewis, President, National Poultry Council, asking for our cooperation in connection with their plans for the celebration of National Egg Week for 1928.

With return of this letter will you please advise what can be said to Mr. Lewis as to the assistance which will be given by this company.

(Signed) CHARLES DONNELLY

P

encl.

181

St. Paul, Minn., January 19, 1928.A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to my letter to Mr. Elliott of January 14, about proposed coal prospecting permit to Andrew Reynolds covering certain lands in Sections 13 and 23-24N-6E, Washington, owned by the Northwestern Improvement Company, and other lands in the same sections in which the Railway Company owns the coal rights by virtue of reservations contained in deeds executed at the time the lands were sold:

The issuance of this permit, so far as it pertains to the lands in which the Railway Company owns the coal rights was approved at a meeting of the Executive Committee held January 18, 1928, and favorably recommended to the Northwestern Improvement Company so far as the lands owned by that company are concerned. You may arrange for the issuance of a permit on the basis recommended and we will at a later date arrange for formal approval by the Board of Directors of the Northwestern Improvement Company.

(Signed) CHARLES DONNELLY

cc-Mr. R.H. Relf.

182

St. Paul, Minn., January 19, 1928. A5

Mr.J. L. Watson,
Right of Way Commissioner.

I enclose a copy of my letter to Mr. Elliott of January 10 about arrangement with the United Fruit Growers Cooperative Association covering construction of a berry warehouse at Grand Mound, Washington, and lease of premises to the Association.

As a matter of information, the arrangement as outlined in my letter was formally approved at the meeting of the Executive Committee held January 18, 1928.

(Signed) CHARLES DONNELLY
P

encl.

335PM

K2

183

St Paul January 19 1928

J G Woodworth
NP Car 11
Seattle

Everything quiet President will not be back until Thursday twenty-sixth Passenger trains on time except number one passed Billings last night three hours and thirty minutes late account freight derailment Bismarck.

B O Johnson.

184

St. Paul, Minn., January 19, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

We have the following telegram from Mr. Elliott:

"Please have Freight Department send complete memorandum about action of CM&StP in connection with log and lumber rates at west end which as I understand we thought was unfortunate and tended to reduce r evenue not only to that company but also of other log and lumber carriers. Would like pretty complete history this case, also any other cases where CM&StP have taken lead in making reductions in rates. Talked with very important Director that company last night and he is anxious use his influence to have rates advanced and to prevent any reductions and asked for full information especially about lumber and log rates. Would like havethis information next week if possible."

Will you give us narrative report on this situation as soon as you conveniently can?

(Signed) B. O. JOHNSON.

186

St. Paul, Minn., January 19, 1928.
M2

Mr. R. W. Clark,
General Traffic Manager.

Your memorandum of the fifteenth about Northern Pacific participation in the Duluth Frolic:

I think Mr. Smith's program for this participation is a good one and certainly suggest we go through with it.

I am sending copy of this memorandum, together with your memorandum of the fifteenth, and Mr. Smith's memorandum of the twelfth, to Mr. Williamson asking that Operating Department cooperate with you in this plan.

(Signed) B. O. JOHNSON.

cc-Mr. F. E. Williamson

January 19, 1928.
K2

Dear Sir:

The Northern Pacific has also decided to participate in the Duluth Winter Frolic, your letter of December 21, File 11800.

Yours very truly,

(Signed) E. O. JOHNSON.

Mr. G. R. Martin, Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.

cc-Mr. G. W. Webster
Mr. Charles Jensch
Mr. J. H.Foster

St. Paul, Minn., January 19, 1928.
K2

Mr. E. T. Dakin,
General Auditor.

Your memorandum of the nineteenth, File 101-5b-M2, about fuel costs per various units:

If you will now let me have cost of fuel in cents per thousand gross ton miles, exclusive of locomotives and tenders, for the Great Northern and Northern Pacific for the year 1920, I will not bother you on this subject again.

188

January 19, 1928.
K2

Dear Sir:

Answering your letter of the sixteenth:

I am sorry that we have no engineering or similar vacancies on the Northern Pacific in which you could be used at the present time.

Yours very truly,

(Signed) CHARLES DONNELL

Mr. J. E. Hogan,
210 Ballengee Street,
Hinton, West Virginia.

January 19, 1928.
K2

189

Dear Mr. Holmes:

Answering your letter of the eighteenth:

We are approached with so many requests for assistance that we naturally have to proceed a little cautiously in matters of that sort, therefore I do not feel I can immediately give you an answer to your request. I will look into this and write you again.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. E. E. Holmes,
Care The Veterans Voice,
914 Elliot Avenue, South,
Minneapolis, Minnesota.

190

St.Paul, Minn., January 19, 1928.
K2

Mr. J. W. Haw,
Director, Agricultural Development Dept.

The publication known as "The Veterans Voice" wants some advertising assistance, per file attached. What is your recommendation about this?

(Signed) B. O. JOHNSON.

encl.

191

St. Paul, Minn., January 19, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Your letter of December 23:

Your proposal to purchase one experimental locomotive for handling 4,000 tons between Glendive and Mandan, along the lines of sketch F-190-B, is approved.

(Signed) CHARLES DONNELL

192

Paid

210pm

St Paul Minn January 19 1928

Helena Independent
Helena Montana

Yours date Engineering investigation proposed Jefferson Canyon highway relocation now being made by Northern Pacific engineers and Highway Commissioners No conclusion can be stated until engineering study completed.

F W DeCuire

Charge NPRyCo
Executive Dept

193

Paid

925am

St Paul Minn January 19 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

Mrs Sam Williams had collapse yesterday and passed away early this morning.

B O Johnson

Charge NPRyCo
Executive Dept

1030am 194

St Paul Jan 19 1928 M E Harlan
Chicago

JW-23 Cancel section NYC six.

A M Gottschald.

1100am 195

St Paul Minn January 19 1928

M S Gunn

Helena Mont

Understand Montana RR Commission practically decided adopt resolution opposing consolidation Mr Clift supposed to be in Helena today Will you make call on Commission with him using such influence as you possess to induce Commission remain neutral if cannot openly favor consolidation. If Mr Lowry is available take him with you.

B O Johnson

196

Paid

1030am

St Paul Minn January 19 1928

Charles Donnelly
Care New Willard Hotel
Washington D C

Great Northern and ourselves been solicited by Minneapoli
Civic and Commerce Association take two page four hundred dollar
advertisement containing argument for merger in February quarterly
Proposal calls for advertisement showing map unified northern
lines with quotation President Coolidge's comment on mergers with
text condensed from Mr Lyons original pamphlet entitled Facts
Janes and Martin for Great Northern approve Mr Scandrett feels
may do more harm than good Personally I think might be helpful
Copy must be submitted by Saturday Your decision please.

B O Johnson

Charge NPRyCo
Executive Dept

January 19, 1928.
KE

Dear Sir:

Answering your letter of the seventeenth about license tax on trucks operated by railroad companies in Minnesota:

We have always taken the same viewpoint as is expressed in your letter to Mr. Jenks, and in line with such thought have paid our truck lincenses in Minnesota.

Yours very truly,

(Signed) B. O. Johnson

Mr. A. L. Janes,
Assistant General Counsel,
Great Northern Railway Company,
St. Paul, Minnesota.

198

January 19, 1928.
KB

Dear Mr. Ramsay:

Since receipt of your letter dated January 1, I have had several talks with Mr. Parrhysius, but situation finally resolves itself into conclusion stated in Mr. Parrhysius' letter to you of January 16. I do not see how I can do anything about it.

Yours very truly,

(Signed) R. O. JOHNSO

Mr. L. W. Ramsay,
P. O. Box E,
Cascade, Montana.

cc-Mr.J.A.Mercer, Asst.Supt.,
Billings, Montana.

This refers to yours of Jan. 4. Mr. Parrhysius has filled gap in organization caused by Mr. Ramsay leaving the service, but aside from such fact is afraid of further garnishment trouble. Like you, I have always thought a good deal of Ramsay but under the circumstances I do not see how we can do anything for him.

(Signed) R. O. JOHNSO

199

St. Paul, Minn., January 19, 1922.

Mr. T. K. Young,
Chief Clerk, Office of Vice President.

For your files I attach copies of certain telegrams, dated yesterday, having reference to meeting of Presidents' Committee, Chicago, January 20. You will note that meeting called for twentieth has been cancelled. Can you get word to Mr. Williamson? I have notified Mr. Donnelly.

(Signed) B. C. JOHNSON.

encl.
cc-Mr. S. A. Wilder

200

Paid

905am

St Paul Minn January 19 1928

Charles Donnelly
Care New Willard Hotel
Washington D C

All passenger trains on time except number one of the seventeenth passed Billings three hours thirty minutes late delayed account freight derailment near Bismarck Weather continues moderate No accidents aside above.

B O Johnson

Charge NPRyCo
Executive Dept

201

St. Paul, Minn., January 19, 1928.
8-3

Mr. Otto Parrhysius,
Chief Special Agent.

You may be interested in examining the attached copy of annual report for 1927 of the Chief of Police of the New Haven Road, Mr. McMahon. The report discloses some interesting conditions, with some of which I am familiar. Please return this report when you have finished with it.

(Signed) E. M. WILLIS

Encl.

202

St. Paul, Minn., January 19, 1928.
8-3

Mr. W. F. Every,
General Claim Agent.

Please note the attached letter from Wilfred Canan, from the Senator Hotel, 314 Eighth Street, Minneapolis. With its return please advise what kind of reply you think should be made to Mr. Canan.

(Signed) B. O. JOHNSON

Encl.

203

January 19, 1928.
8-3

Dear Sir:

I received your letter of January 5, and in the meantime have arranged with our operating department to see that those of our conductors who did not properly understand the joint circular governing the interchangeability of free transportation in pool train service between the Twin Cities and the Head of the Lakes were properly instructed. The intent of the circular is that free transportation of the three lines will be honored within their territorial and time limits on the pool trains of any one of the three companies, subject to the restrictions imposed on our line between Minneapolis and Forest Lake, and intermediate points. Thank you for calling these incidents to my attention.

I return herewith the letter from your agent at Moose Lake.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

Mr. R. E. Davies,
Assistant to the President,
MStP&SSM Railway Company,
Minneapolis, Minnesota.

204

Paid

3 pm

St Paul Minn Jan 19 1928

Howard Elliott Chairman
Northern Pacific Railway Co
34 Nassau Street New York City NY

Sam's funeral which was scheduled for this afternoon has been postponed and double funeral of himself and wife will be held Friday afternoon D-14

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

305

St. Paul, Minn., January 19, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter to me of January 3, and my letter to Mr. Elliott of January 5, recommending the issuance of an oil prospecting permit to Messrs. G. O. and H. H. Forsman, of Clark, Wyoming, covering certain lands located in Park County, Wyoming:

The issuance of a permit on the basis outlined was approved at a meeting of the Executive Committee held January 18, 1928.

(Signed) CHARLES DONNELLY

St. Paul, Minn., January 19, 1928. A5

Mr. J. W. Haw,
Director Agricultural Development Dept.

Referring to your letter of January 17, about contribution of $100 toward expenses of the All American Turkey Show to be held at Grand Forks January 30 to February 3:

The voucher has already been prepared by this office and I am sending it to you for handling by your department.

(Signed) R. O. JOHNSON

encl.

St. Paul, Minn., January 19, 1928.
S-6

Mr. J. G. Woodworth,
Vice President.

During the month of December 1927 the Northern Pacific purchased from the Oregon-American Lumber Company a total of 75,821 feet of fir lumber while no purchases were made by the Great Northern. Our purchases to date total 4,511,252 feet, while those of the Great Northern total 4,645,465 feet.

(Signed) CHARLES DONNELLY

January 19, 1928.
S-8

Dear Sir:

I thank you for your letter of January 17 enclosing statement of purchases of fir lumber from your company by the Northern Pacific and Great Northern Railway Companies during the month of December 1927.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Harry T. Kendall,
General Sales Manager,
Central Coal & Coke Company,
Kansas City, Missouri.

309

St. Paul, Minn., January 19, 1928.
S-6

Mr. F. W. Sweney,
Comptroller.

I enclose herewith letter from the Director of the Census, together with a supply of forms, requesting certain information in connection with the fourth biennial census of manufacturing industries of the United States. Will you please arrange to have the information prepared as requested and send to me for transmittal?

(Signed) CHARLES DUNNELLY

Encl.

210

St. Paul, Minn., January 19, 1928. A4

Mr. J. L. Watson,
Right of Way Commissioner.

Herewith file of papers which I have received from Mr. Bruce Jennings with reference to application made by the Pacific Telephone and Telegraph Companyfor two overhead crossings of the Walla Walla Valley line. Will you please have the necessary permits prepared and forwarded to Mr. Martin, General Manager of the Walla Walla Valley Company, to secure execution by the Telephone and Telegraph Company.

As this will be a long term lease, I assume it will be necessary for the President of the Walla Walla Company to execute the permit. A new President has not yet been appointed, but I think that will be arranged for by the time the permit is executed by the Telegraph Company.

(Signed) B. O. JOHNSON.

P

encl.

211

St. Paul, Minn., January 19, 1928. A4

Dear Sir:-

I acknowledge receipt of your letter of the 16th instant, in regard to application of the Pacific Telephone and Telegraph Company for two crossings of the Walla Walla Valley line, and attach copy of my letter of this date to Mr. Watson asking him to prepare the permits.

I do not know as yet who will be the new President of the Walla Walla Company. Mr. Donnelly is now in Washington and upon his return the question will probably be decided. In the meanwhile, if there are any matters which require prompt action, I think you should take them up with this office.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. Bruce Jennings,
Chief Clerk to Western Counsel,
Northern Pacific Railway Company,
Seattle, Washington.

212

St. Paul, Minn., January 19, 1928.

K5

Mr. H. A. Clifford,
Treasurer.

I enclose voucher No. 18076, of the Gilmore and Pittsburgh Railroad Company, in favor of William B. Joyce and Company, covering period January 10, 1928 to January 9, 1929, amount $100.00, in connection with furnishing of a guarantee bond under the Idaho Workmen's Compensation Act.

When voucher is ready for payment, please forward to Mr. B. W. Scandrett, General Solicitor, who will arrange for delivery to the Bond Company.

(Signed) CHARLES DONNELLY

encl.

cc-Mr. B. W. Scandrett
Mr. W. N. Bichler

4/13

St. Paul, Minn., January 19, 1928.

K2

Mr. J. M. Hughes,
Land Commissioner.

Referring to my letter to Mr. Elliott of January 13, copy of which was sent you, regarding proposed sale to the Wheeler, Osgood Company and the Northern Pacific Railway Company of certain Northwestern Improvement Company property on the tide flats at Tacoma:

At a meeting of the Executive Committee held January 18, 1928, the sale of this property was favorably recommended to the Northwestern Improvement Company, and upon Mr. Donnelly's return deed in favor of the Wheeler, Osgood Company will be executed and returned to you. Arrangements will be made to have proposed sale formally approved at the next meeting of the Board of Directors of the Northwestern Improvement Company.

(Signed) R. O. JOHNSON

cc-Mr. R. H. Relf

January 20, 1928.
D-8

Dear Mr. Fullerton:

Thank you for the 10 copies of The Dakota Farmer, issue of January 15, carrying the article entitled "And Bruno Was His Name." These we are distributing among the men we believe would be most interested.

Yours very truly,

(Signed) F. W. McGUIRE

Mr. C. C. Fullerton,
The Dakota Farmer,
Aberdeen, S. D.

215

January 20, 1928.
D-8

Dear Mr. Prosser:

Your letter of January 14th came to me on my return from Washington.

I have been told that the budget story went over very well on the western coast and I thank you for your co-operation. Whenever we have information which we believe would be news on the coast, will not fail to call it to your attention promptly.

I expect to be in the west at the time of the Interstate Commerce Commission's hearings on the proposed unification of the Northern Pacific and Great Northern; I am hopeful that at that time I can have a good visit with you.

Sincerely yours,

(Signed) F. W. DeGUIRE

Mr. W. T. Prosser,
Strang & Prosser,
L. C. Smith Building,
Seattle, Washington.

316

St.Paul, Minn., January 20, 1928.
D-8

Mr. M. M. Goodsill,
General Passenger Agent.

I am returning herewith copy of the Milwaukee Road's " Flashes". Thank you for calling it to my attention.

(Signed) F. W. DeGUIRE

Enclo

317

St.Paul, Minn., January 20, 1928.
D-8

Dear Sir:

Thanks for the proof sheet of the Saturday Evening Post advertisement of the Pennsylvania Railroad entitled "An Old Man And a Corporation." This I have read with interest.

Your letter of January 13, File 332: I will be glad to have copies of the issues of Passenger Traffic and will endeavor to keep you supplied with copy for this publication.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. B. M. Decker,
General Agent,
Philadelphia, Pa.

St.Paul, Minn., January 20, 1928.
D-8

Dear Sir:

Herewith are 8 copies of The Dakota Farmer, issue of January 15, containing on Page 63 an article entitled "And Bruno Was His Name." I thought you might like to place copies in the hands of the engine and switch crew at Bozeman.

Yours truly,

(Signed) F. W. DeGuire

Enclo

Mr. J. J. Collins,
Agent, Bozeman, Montana.

St. Paul, Minn., January 20, 1928.
K2

Mr. J. M. Hughes,
Land Commissioner.

Referring to my letter to Mr. Elliott of January 16 about proposed sale to the Covington Creek Lumber Company of timber on the N½, N½-SW¼, and SE¼ of Section 21-21N-6E, near Covington, Washington, for a consideration of $26,860.00:

At a meeting of the Executive Committee held January 18, 1928, this sale was favorably recommended to the Improvement Company and you may arrange to complete the transaction. At a later date arrangements will be made for formal approval by the Board of Directors of the Northwestern Improvement Company.

(Signed) CHARLES DONNELLY

cc-Mr. R. H. Relf

220

Paid

405PM

St Paul Minn January 20 1928

Charles Donnelly
Northern Pacific Railway Co
54 Nassau Street New York City

Have wired Milwaukee Company to place care Depot Ticket Agent Union Station Chicago annual pass favor Russell.

A M Gottschald

Charge NPRyCo
Executive Dept

221

January 20, 1928.
K2

Dear Mr. Bartholet:

In Mr. Donnelly's absence Mr. Benz handed me, yesterday afternoon, copy of your letter of January 11 requesting an emergency rate on potatoes.

I talked this matter over with Mr. Clark, our General Traffic Manager, this morning and find that he has already made considerable investigation into this situation. He is not yet, apparently, in possession of all the facts and therefore not able to recommend what action, in his judgment, should be taken.

As soon as a completion is reached, we will advise you promptly.

Yours very truly,

Mr. Frank Bartholet, President,
Yakima Clearing House Association,
Yakima, Washington.

330pm

St Paul Minn Jan 20 1928

E T Dakin
Care NP Car 7
Ja mestown

I am handing your office to be mailed to you Great Northern pass your favor Seattle to St Paul good on Oriental Limited.

B O Johnson

10.20 A.

323

St Paul Minn January 20 1928

W E Coman
Seattle

Think you better arrange purchase locally necessary envelopes for mailing unification pamphlets. G-5

B O Johnson

324

St. Paul, Minn., January 20, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

I was wondering how we should go about it in an effort to secure executive adoption of resolution taken at the Western Traffic Executive Committee meeting held in Chicago, January 3, proposing positive discontinuance of special edition advertising.

I presume the Chairman of this Traffic Committee will, or it seems to me he should, write the Presidents of the different lines represented in this committee thus giving these Presidents official notice of committee's proposal. Is this going to be done, or how do you think it will be handled?

(SGD.) E. C. JOHNSON.

January 20, 1928.
K2

Dear Oliver:

I was a bit shocked yesterday to note an accident report about No. 220 hitting your automobile at Springdale on the eighteenth, but was relieved to notice on report that you suffered but slight injuries. I certainly hope that this is true and that you will be out before very long.

I have not seen you in a long time. How is the sheep business?

Sincerely yours,

(Signed) B. O. JOHNSON.

Mr. Oliver Ebert,

Livingston, Montana.

224

Paid

925am

St Paul Minn January 20 1928

Charles Donnelly
Northern Pacific Railway Co
34 Nassau Street New York City

Number one of the seventeenth into Seattle one hour and thirty minutes late Other passenger trains on time Temperature dropped to about zero St Paul to Missoula last night Some light snow in Minnesota accompanied high wind which has again partially blocked highways No accidents.

B O Johnson

Charge NP R yCo
Executive Dept

327

Paid

930am

St Paul January 20 1923

Charles Donnelly
Northern Pacific Railway
34 Nassau Street New York City

Mr Martin advised me yesterday afternoon that Great Northern finally decided not be advisable take add Minneapolis Civic Association quarterly We will therefore take no action.

B O Johnson

Charge NPRyCo
Executive Dept

940am 228

St Paul Minn January 20 1928

E T Dakin
Care NP Car 7
Jamestown N D

We have good railroad this morning even if temperature dropped to about zero St Paul to Missoula Thank you for what you did for me in Minneapolis last night I distinctly felt an inspiration at that time and felt I did unusually well No troubles and no news.

B O Johnson.

January 20, 1928.
K2

Dear Mr. Kelly:

Further my letter of the thirteenth about attending the Milwaukee Traffic Club Dinner at Milwaukee, January 25:

Mr. Donnelly has finally decided he will be there, and consequently I am declining your invitation.

Yours very truly,

Mr. R. L. Kelly, General Agent,
Northern Pacific Railway Co.,
Milwaukee, Wisconsin.

cc-Mr. R. W. Clark

230

St. Paul, Minn., January 20, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Happened to think this morning about business from the Hanson Packing Plant at Butte. How is everything going with this outfit?

St. Paul, Minn., January 20, 1928.
K2

Mr. J. C. Simonton,
Asst. to General Traffic Manager.

I wrote Mr. Woodworth on the sixth about outstanding indebtedness of the Tuscor Lumber Company. Will you hurry Traffic Department recommendation please?

232

January 20, 1928.
KB

Dear Mr. Martin:

Have you heard anything about request from the Columbia Irrigation League that certain use of our letterheads and envelopes be extended to them, in which connection see papers attached.

Yours very truly,

encl.

Mr. G. R. Martin, Vice President,
Great Northern Railway Co.,
St. Paul, Minnesota.

233

St. Paul, Minn., January 20, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

I have noted and I am returning papers about final conclusion of the Cincinnati outfit who were interested in a proposed briquetting plant at Bismarck, and that they will hold their plans in abeyance for a while.

encl.

At New York, N. Y.,
January 20, 1928. D1

Mr. R. W. Clark,
General Traffic Manager.

I enclose a letter from Mr. Elliott about meeting of the Northwest Shippers' Advisory Board in Minneapolis on January 25. I enclose also Mr. Elliott's letter to Mr. Reed.

I will be in Milwaukee attending the Traffic Club dinner on the twenty-fifth, but no doubt we will be properly represented at the meeting of the Shippers' Board in Minneapolis on that date.

Will you please arrange to have Mr. Elliott's letter to Mr. Reed properly handled.

Signed-Charles Donnelly

encl.

cc-Mr. Howard Elliott:

At New York, N. Y.,
January 20, 1928. D1

Mr. F. E. Williamson,
Vice President.

I enclose herewith letter from Mr. Elliott, dated January 17, with copies of letters addressed by him to Mr. Alba B. Johnson and Mr. Grenville Kane, about fuel economy.

Will you please have a check made of the figures set up in the letter to Mr. Kane, and return the correspondence to me with your comments.

Signed-Charles Donnelly

encl.

January 20, 1928.
S-3

Dear Sir:

For several years past the Burlington, Union Pacific and Northern Pacific have assisted in financing the Yellowstone Park Hotel Company and the Yellowstone Park Transportation Company by advancing funds secured by the joint notes of the Hotel and Transportation Companies and mortgages covering certain properties of those companies. The advances now outstanding are as follows:

| | |
|---|---|
| Burlington | $ 154,000 |
| Union Pacific | 154,000 |
| Northern Pacific | 154,000 |
| Total | $ 462,000. |

The advances made by the Northern Pacific are secured by notes and a mortgage on the real properties, leases, franchises, etc. of the Hotel Company and Transportation Company. The advances made by the Burlington and Union Pacific are secured by notes and a mortgage on automobiles, tools, real estate rights in lands and leases, machine shops, paint shops, garages, etc., the mortgage securing the Burlington and Union Pacific advances having been made subsequent to the mortgage securing advances made by the Northern Pacific.

Mr. Child advises that he needs, and is asking for, additional funds which will bring the total indebtedness up to $1,000,000 -- in other words, $538,000 of new money -- and it is suggested that the total indebtedness should be assumed in equal parts by the four railroads serving the Park, the present notes and mortgages to be cancelled and new joint notes of the Hotel Company, Transportation Company and the Yellowstone Park Camps Company to be issued, secured by a blanket mortgage of those three companies jointly. While I was in Chicago the latter part of September last, I discussed this proposal with Mr. Holden and Mr. Gray, who indicated they would be willing to go along on this basis, and I advised Mr. Child that the Northern Pacific would do so. At that time Mr. Byram was in Europe. Late in October, at Mr. Child's request, I talked with Mr. Byram who stated that he was willing to join the other three roads in assuming one-fourth of the total proposed indebtedness; subsequent to that, however, I learned that the

receivers of the St. Paul Road advised that while they had no objection to that road taking one-fourth of the indebtedness, they felt that during receivership no money should be advanced to reduce the amounts previously advanced by the other three railroads prior to the time the St. Paul Road was serving the Park. No further action has been taken to complete the proposed arrangement pending the release of the St. Paul Road from receivership.

Now that the receivership has been terminated, I am bringing the matter to your attention and will appreciate advice as to whether or not the St. Paul Road will go along with the plan as proposed. If so, it will mean that your company will advance $250,000 and each of the other three companies $96,000, thereby equalizing the total indebtedness.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. H. A. Scandrett, President,
Chicago, Milwaukee, St. Paul & Pacific Ry Co.,
Chicago, Illinois.
cc—
Mr. Hale Holden, President,
CB&Q Railroad Company, Chicago, Illinois.
Mr. C. R. Gray, President,
Union Pacific System, Omaha, Nebraska.

B D P/22

237

At New York, N. Y.,
January 20, 1928. D

Dear Mr. Bryan:

Referring to our exchange of letters about my attendance at the annual dinner of the Milwaukee Traffic Club, to be held on Wednesday, January 25:

I am glad to be able to say that developments have so shaped themselves as to permit of my attendance at this dinner, and I am arranging my plans accordingly.

Very truly yours,

Signed-Charles Donnelly

Mr. F. C. Bryan,
Allis-Chalmers Mfg.Co.,
Milwaukee, Wisconsin.

cc-Mr. R. L. Kelly:

At New York, N. Y.,
January 20, 1928. D1

Mr. B. O. Johnson,
Asst. to the President.

Referring to your memorandum about the relative clerical help situation on the Northern Pacific as compared with the Great Northern;

I wish you would follow this matter up and obtain Mr. Kerr's report as promptly as possible, as I should like to discuss this question with you and the other interested officers.

Signed------Charles Donnelly

12 | 9000 | 54 | 60 | 750

B 0 8/28

239

At New York City,
January 20, 1928. DI

Dear Mr. Coman:

I enclose herewith copy of a letter from Mr. Elliott, dated January 17, about the Oregon Electric; also copy of his letter of the same date to Mr. E. Hayward Ferry, one of our directors.

I wish that at your convenience you would write me rather fully giving your own views about the Oregon Electric situation. This has long been recognized as a difficult problem. We have tackled it many times but have not been able to work out a solution.

Very truly yours,

Signed-Charles Donnelly

encl.

Mr. W. E. Coman,
Asst. to the President,
Northern Pacific Railway Co.,
Seattle, Washington.

240

January 20, 1928.
8-3

Dear Mr. Parmelee:

As requested in your letter of January 16, I give below the information therein requested.

| | |
|---|---|
| Total operating revenues 1926 | $97,351,041.96 |
| Total taxes 1926 | $9,151,146.99 |
| Total freight revenues received from the transportation of wheat 1926 | $5,788,308.00 |
| Average miles of road operated 1926 | 6,682.35 |

Very truly yours,

(Signed) CHARLES DUNN, Jr.

Mr. Julius H. Parmelee, Director,
Bureau of Railway Economics,
Seventeenth & H Streets N.W.,
Washington, D. C.

2H1

January 20, 1928.
S-3

Dear Mr. Klein:

I have received your letter of January 17, file 14-c, and have also received copy of "Commerce Reports" for January 16.

We will give consideration to your suggestion and I will write you at a later date of our conclusion.

Very truly yours,

(Signed) CHARLES DUNTHILL, Jr.

Mr. Julius Klein, Director,
Bureau of Foreign and Domestic Commerce,
Department of Commerce,
Washington, D. C.

342

St. Paul, Minn., January 20, 1928.
9-3

Mr. J. G. Woodworth,
Vice President.

I enclose copy of a letter dated January 17 from Julius Klein, Director of the Bureau of Foreign and Domestic Commerce, Department of Commerce, at Washington, D. C., with respect to "Commerce Reports", a copy of which, for January 16, I am also sending you.

Please give me your views about putting this publication on our trains, as suggested by Mr. Klein.

(Signed) CHARLES DONNELLY

Encl.

January 21, 1928.
K2

Dear Mr. Freeman:

In Mr. Donnelly's absence, I am acknowledging receipt of your letter to him of January 20 making us a definite proposal on sale to us of your surplus so-called egg coal, which offer is subject to Mr. Kearney's approval.

In accordance with our understanding when we discussed this matter verbally on January 20, I am assuming that you have sent copy of your letter to Mr. Kearney and that he will advise Mr. Donnelly direct of his approval or otherwise of proposal.

In the meantime, I am taking proposal up with Messrs. Williamson and Andersen so as to have their views before Mr. Donnelly gets back the latter part of next week.

Yours very truly,

(Signed) E. C. JOHNSON

Mr. J. M. Freeman, Vice President,
Montana Coal and Iron Company,
Washoe, Montana.

cc-Mr. R. W. Clark

12.30 P.

St Paul Minn January 21 1928

J W Cooper
CB&Q Chicago

My message date Now find President leaving New York Broadway Limited today for Chicago going thence directly to Omaha via your line. G-7.

A M Gottschald

345

January 21, 1928.
D-8

Dear Mr. Williams:

I have your letter of January 18th and have read with interest what you had to say about the United States Daily as an advertising medium. Your letter has been called to the attention of the proper official from whom you will hear in due course.

Yours very truly,

(Signed) J. DeGUIRE

Mr. Jay Jerome Williams,
The United States Daily,
Washington, D. C.

Copy for Mr. A. B. Smith,
with letter from Mr. Williams.

346

January 21, 1928.
D-5

Dear Sir:

Referring to your letter of January 17 regarding the coal survey about which you wrote Mr. Donnelly on December 31, 1927:

We are trying to gather the information which you desire and hope to be able to write you next week.

Yours very truly,

(Signed) E. G. JOHNSON.
P

Mr. A. T. Shurick,
Consulting Mining Engineer,
342 Madison Avenue,
New York City, N.Y.

347

St. Paul, Minn., January 21, 1928.
K2

Mr. F. W. Stetekluh,
Auditor Disbursements.

About indebtedness of the Tuscor Lumber Company, your file 6310-F, my last memorandum of January 6:

The people interested in the Tuscor Lumber Company are also interested in certain Coeur d'Alene operations. In connection with the latter, we are having some log transit rate difficulties and the Traffic Department wants us to hold up pressing collection of past indebtedness. Will you therefore let this rest, for say sixty days.

(Signed) B. O. JOHNSON.

St. Paul, Minn., January 21, 1928.

Mr. E. T. Dakin,
General Auditor.

Referring to voucher passed this morning, Audit No. 10200 of 1928, covering advance to the Shop Crafts Association of $1500:

Will you please make bill in this amount against this Association sending bill to Mr. Clifford for deduction and collection out of deduction sum which will be in Mr. Clifford's hands in February.

(Signed) P. C. JOHNSON.

cc-Mr. H. A. Clifford

cc- This confirms our talk of yesterday. Will you let me know when deduction of this advance has been made so that I will know matter is closed?

P. C. JOHNSON.

St. Paul, Minn., January 21, 1928.
K2

Mr. F. E. Williamson,
Vice President.

If you have not already seen it, think both you and Mr. Stevens would be interested in running through comments by the Interstate Commerce Commission concerning electrification contracts, etc., entered into by the Milwaukee Railroad as developed by the I.C.C. in their investigation into receivership of this company. Such data is shown on pages 22 to 38, inclusive, of order authorizing reorganization of the company, attached. Will you kindly return when noted?

(Signed) B. O. JOHNSON.

encl.

350

St. Paul, Minn., January 21, 1928.

K2

Dear Mr. Andersen:

Referring to your letter to Mr. Donnelly of November 26, about your meeting with Mr. Freeman and Mr. Woodworth at Billings discussing certain coal matters with Mr. Freeman:

You will find attached a formal proposal from the Montana Coal and Iron Company, which explains itself. Copy of this proposal also goes to Mr. Williamson for his approval, or otherwise, from an operating standpoint. Is acceptance of proposal satisfactory from your standpoint?

We would like to hurry this matter to a conclusion and would thank you to wire us your answer.

Yours very truly,

(Signed) F. O. JOHNSON.

encl.

Mr. C.C. Andersen, Gen. Manager,
Northwestern Improvement Company,
Seattle, Washington.

cc-Mr. F. E. Williamson
Mr. R. W. Clark

St. Paul, Minn., January 21, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Think you are familiar with some negotiations which have been had with the Montana Coal and Iron Company looking to the purchase by us of a certain amount of their so-called egg coal. So that you may have a complete story before you, in addition to Mr. Freeman's letter, I am attaching copy of Mr. Andersen's letter of November 26.

Are you agreeable to accepting proposal?

(Signed) E. O. JOHNSON.

encl.

cc-Mr. R. W. Clark

352

St. Paul, Minn., January 21, 1928.
K2

Mr. T. H. Lantry,
General Manager.

Your memorandum of the thirteenth about Chase Bus Line:

Mr. Donnelly had some talk with Mr. Donlan about this matter so I thought therefore that Mr. Donnelly had best see file which you sent me. He has noted it and I am returning it herewith.

Understand conclusion was reached that we are notinterested in the proposition presented by Senator Donlan to buy the Chase Bus Line, and Mr. Williamson so told Mr. Donlan on the thirteenth.

(Signed) B. O. JOHNSON.

encl.

253

January 21, 1928.
KB

Dear Mr. Gay:

I acknowledge receipt of your letter of January 18 transmitting list of items duly passed on by the Executive Committee at meeting held on that date; also a list of blanket authority AFE's submitted to the Committee as information, and comments with respect to the retirement of Messrs. Clifford and Smith.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. E. A. Gay, Secretary,
Northern Pacific Railway Co.,
34 Nassau Street, New York City.

3574

St. Paul, Minn., January 21, 1928.
RB

Mr. R. W. Clark,
General Traffic Manager.

Returning Mr. Terry's letter to you of January 18 about employment. In response to notation on such letter you will find our file, and also Mr. Page's file on the subject.

I happened to have available some Accounting Department (General Office only) figures on people employed for months indicated below which I thought would assist you in explaining to Mr. Terry why we have not been able to use him.

| | | | |
|---|---|---|---|
| January | 1925 | - | 686 |
| " | 1926 | - | 648 |
| " | 1927 | - | 613 |
| December | 1927 | - | 596 |

We also know that Accounting Department line forces have also been reduced proportionately. When you are finished with these papers will you returnour file, and also return Mr. Page's file to him?

(Signed) B. O. JOHNSON.

cc-Mr. Page

You sent us your file this morning, name, J. E. Terry, your file PL-166. This so you will know where your file is.

(Signed) B. O. JOHNSON.

825am

255

St Paul Jan 21 1928

E T Dakin
Care NP Car 7
Glendive

Passenger trains all about on time this morning Weather clear About zero St Paul to Paradise No troubles.

B O Johnson

354

Paid

820pm

St Paul January 21 1928

Charles Donnelly
Care Northern Pacific Railway Co
34 Nassau Street New York City

All passenger trains on time Temperature about zero St Paul to Paradise No accidents Loading and movement continue to run a little ahead of last year.

B O Johnson

Charge NPRyCo
Executive Dept

830am 257

St Paul Minn Jan 21 1928

J G Woodworth
NP Car 11
Seattle

Passenger trains about all on time Temperature about zero last couple days from St Paul to Paradise No news Movement and loading still running slightly ahead last year President in New York Plans attend Scandrett dinner Omaha Monday then goes to Milwaukee for Traffic dinner Wednesday twenty-fifth after which returns here.

B O Johnson

256

St. Paul, Minn., January 21, 1928.
K2

Mr. J. G. Woodworth,
Vice President.

You have copy of Mr. Donnelly's letter to Mr. Carroll of January 11 about certain legislative angles in the Flathead Irrigation project matter.

For your information, I attach copy of letter from Mr. Carroll giving the present status.

(Signed) [illegible]

encl.

259

St. Paul, Minn., January 21, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Recalling our conversation yesterday about general subject of coast purchases:

I attach copy of a letter from Mr. Kyle giving situation after his recent trip to the coast. Would suggest copy of this letter be passed to Mr. Burnham.

(Signed) B. O. JOHNSON.

encl.

260

St. Paul, Minn., January 21, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

I have noted papers attached about Milwaukee discontinuing the use of the term "Puget Sound - Electrified", and I am sending a note to Mr. Donnelly about it.

(Signed) E. O. JOHNSON.

encl.

261

St. Paul, Minn., January 21, 1923.
K2

Mr. B. W. Scandrett,
General Solicitor.

We have the following telegram from Mr. Elliott:

"Please have Freight Department send complete memorandum about action of CM&StP in connection with log and lumber rates at west end which as I understand we thought was unfortunate and tended to reduce revenue not only to that company but also of other log and lumber carriers. Would like pretty complete history this case, also any other cases where CM&StP have taken lead in making reductions in rates. Talked with very important director that company last night and he is anxious use his influence to have rates advanced and to prevent any reductions and asked for full information, especially about lumber and log rates. Would like have this information next week if possible."

Traffic Department is working up data for reply to this telegram. We have now received, however, following telegram from Mr. Donnelly, which is self-explanatory:

"In connection with preparing memorandum asked for by Mr. Elliott in his wire yesterday about action of CM&StP in log and lumber rate matter please obtain from Mr. Scandrett and forward to him copies of Milwaukee brief our own brief and Commissions decision in this case."

Will you let us have copy of briefs and decision to accompany Traffic Department report?

262

Paid

1030am

St Paul Minn January 21 1928

W M Nichols
LaJolla California

We have reopened finance question with reorganized Milwaukee Railroad and will keep after it.

B O Johnson

Charge NPRyCo
Executive Dept

263

St. Paul, Minn., January 21, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Recalling our conference of yesterday about agitation by Crow's Digest for change in lumber specification on the coast:

You will find attached a copy of a letter from Mr. Kyle to Mr. Crow, written in accordance with the understanding we had yesterday.

(Signed) E. G. JOHNSON.

encl.

364

St. Paul, Minn., January 21, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Supplementing my letter of January 19, about sale of certain Northwestern Improvement Company property located on the tide flats at Tacoma:

It was not considered necessary to submit to the Executive Committee the question of the sale of Tract 5, and this will be your authority to dispose of this parcel of land to the Carstens Packing Company at a nominal consideration of $25.00.

(Signed) CHARLES DONN...

cc-Mr. R. H. Relf.

(Signed) CHARLES DONN...

St. Paul, Minn., January 21, 1928. A5

Mr. J. L. Watson,
Right of Way Commissioner.

Referring to your letter of January 19th, about rental being paid under lease No. 26998 to Harris Brothers, covering site on our right of way at Moorhead:

I approve your recommendation that we continue the rate of $300 per year for the five year period beginning March 2, 1928.

(Signed) R. O. JOHNSON

366

St. Paul, Minn., January 21, 1928. A5

Mr. J. L. Watson,
Right of Way Commissioner.

Referring to your letter of January 19, about rental under lease No. 26301 to J. Kiefer for warehouse site at Moorhead:

Your recommendation that we continue the rate of $175 per year for the five year period beginning March 1, 1928, is approved.

(Signed) R. O. JOHNSON

R

St. Paul, Minn., January 21, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter to me of December 21, and my letter to Mr. Elliott of January 10, 1928, about proposed sale to the National Grocery Company of the Commercial Building at Seattle:

At a meeting of the Executive Committee held January 18, 1928, the sale of this property at a price of not less than $200,000 was favorably recommended to the Northwestern Improvement Company, and you are authorized to proceed on that basis. Arrangements will be made at a later date for formal approval by the Board of Directors of the Northwestern Improvement Company.

(Signed) CHARLES DENNEEN

P

cc-Mr. R. H. Relf.

(Signed) CHARLES DENNEEN

P

365

St. Paul, Minn., January 21, 1928. A5

Dear Sir:-

Referring to your letter of January 19, and returning letter from Mr. C. D. Morris about distribution of the calendar issued by the Committee on Public Relations of Eastern Railroads:

For your information, the Northern Pacific decided that it could not make use of any of these calendars.

Yours truly,

(Signed) B. O. JOHNSON

Mr. W. H. Gemmell, President,
M. & I. Railway Company,
Brainerd, Minn.

369

St. Paul, Minn., January 21, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

I enclose copy of a letter received from Mr. John H. Manschot, address 134 North Avenue, Milwaukee, Wis., dated January 18, 1928, requesting printed matter in relation to the claim for a large tract of land now in the hands of the U. S. Attorney General.

Do you know what Mr. Manschot has in mind, and if so, can you furnish the data desired by him?

(Signed) CHARLES DORE

encl.

270

January 21, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of January 20, enclosing clipping from the Mandan, N. D., Pioneer. I shall be glad to bring your letter and the clipping to Mr. Donnelly's attention upon his return to the office the latter part of next week.

Yours very truly,

(Signed) H. O. Bygren

Mr. F. E. Murphy, Publisher,
The Minneapolis Tribune,
Minneapolis, Minn.

271

St. Paul, Minn., January 21, 1928. A5

Mr. R. W. Clark,
General Traffic Manager.

Referring to your letter of January 20 and returning letter of January 19 from Mr. J. F. Milloy, Secretary, Greater North Dakota Association:

As a matter of information, I attach copy of a letter which Mr. Donnelly wrote to Mr. A. R. Rogers, President, Minneapolis Civic & Commerce Association, expressing his opinion as to the value of the work done by the Minneapolis Tribune in its campaign for the rehabilitation of the agricultural northwest.

(Signed) B. O. JOHNSON

encl.

272

Paid

10.35 AM

St. Paul, Minn., January 21, 1928.

Charles Donnelly President
Northern Pacific Railway Co
34 Nassau Street New York City

Forwarding pouch mail to Chicago tonight care Mr Holden

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

10.40 A.

273

St Paul Minn January 21 1928

J W Cooper
CB&Q Chicago

Forwarding pouch mail to Mr Donnelly tonight care Mr Holden President leaving New York this afternoon en route to Omaha G-6.

A M Gottschald

274

January 21, 1928. A5

Dear Mr. Gray:

I am enclosing herewith transportation in your favor as follows:

Northern Pacific (Observation Car Permit included)

Southern Pacific

Union Pacific

New York, New Haven & Hartford

Chicago and North Western

Boston & Albany

Pennsylvania

New York Central

Michigan Central

Wabash

This covers all of the passes which you asked for with the exception of the Milwaukee Company, and as soon as that is received it will be forwarded to you.

Yours very truly,

(Signed) B. O. JOHNSON

Mr. H. A. Gray,
517 Center Avenue,
Lake Bluff, Ill.

January 21, 1928.
S-6

My dear Mr. Elliott:

I enclose herewith eighteen copies of accounting department statement No. 14 showing net income, net railway operating income and operating ratio of various carriers for the month of November 1927.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

276

St. Paul, Minn., January 21, 1928.
S-3

Mr. J. G. Woodworth,
Vice President.

We have a letter signed by Messrs. Guy W. Talbot, C. F. Adams, Franklin T. Griffith and J. C. Ainsworth, trustees of the Frank Branch Riley lecture fund, advising that it has been decided that this form of publicity for the Pacific Northwest should be continued. Request is being made of each of the four northern transcontinental lines for a contribution of $2000 for 1928. Similar request was received for 1927 but we concluded to contribute the same amount as in 1926, namely $1000, and the other roads I believe took similar action.

Will you please, as promptly as possible, give us your views and recommendation upon the request for this year?

(signed) B. O. JOHNSON

177

January 21, 1928.
S-3

Dear Sir:

The letter of January 16 signed by yourself and Messrs. Adams, Griffith and Ainsworth, requesting a contribution of $2000 to the Frank Branch Riley lecture fund for 1928, is received during Mr. Donnelly's absence. It will be brought to his attention upon his return in the course of the next week or ten days.

Very truly yours,

(Signed) B. O. JOHNSON

Mr. Guy W. Talbot,
407 Gasco Building,
Portland, Oregon.

378

January 21, 1928.
S-3

My dear Mr. Elliott:

I am sending you herewith for your information copy of a report dealing with an audit of land department contracts and sales records as of June 30, 1927, of the Northwestern Improvement Company. I attach also a copy of Mr. Sweney's letter of January 18, indicating that the subsequent check of the sixty-five delinquent contracts shows that thirty-eight were delinquent on December 31, with deferred payments aggregating $119,526.55.

Very truly yours,

(Signed) CHARLES DONNELLY Jr

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

279

St.Paul, Minn., January 21, 1928.
D-5

Mr. H. E. Stevens,
Chief Engineer.

I enclose proof of map of the Northern Pacific Railway as it will appear in the railroad volume of the 1928 edition of Poor's Manual. With return of this proof will you kindly advise if it is in proper form for publication.

(Signed) CHARLES DONNELLY

Enclo

350

St.Paul, Minn., January 21, 1928.
D-5

Mr. D. F. Lyons,
General Counsel.

I enclose, for such action as is necessary, Circular No. 2699 of the American Railway Association dated January 17, 1928, quoting copy of order issued by the District Court of the United States for the District of Vermont in the matter of the application for the appointment of a receiver or receivers for the Central Vermont Railway.

W

Enclo

28

St.Paul, Minn., January 21, 1928.
D-5

Mr. R. H. Relf,
Assistant Secretary.

At a meeting of the Executive Committee held January 18, 1928, authority was granted for the payment of a monthly pension allowance of $322.44 to H. A. Clifford, Treasurer, in connection with his retirement under the pension rules, effective April 1, 1928. Will you please, in due course, arrange for issuance of the usual notice by the Pension Department.

(Signed) B. C. JOHNSON.

282

St. Paul, Minn., January 21, 1928. A4

Mr. A. B. Smith,
Passenger Traffic Manager.

Replying to your letter of the 19th instant, in regard to taking space in the 1928 program of the International Bowling Association, at a cost of $60.00:

This letter will confirm the verbal authority given to Mr. Perrin to take this amcunt of space.

(Signed) B. O. JOHNSON.

243

St. Paul, Minn., January 21, 1928. A4

Dear Sir:-

Replying to your letter of the 18th instant, in regard to lease in favor of L. S. Smith, covering terminal grounds at Dillon, and returning your file herewith:

If you can work out a renewal of the present lease, which expires on April 1 next, that will be entirely satisfactory to me.

Yours truly,

(Signed) D. C. JOHNSON

Mr. W. N. Bichler, Manager,
G. & P. Railroad Co., Ltd.,
Armstead, Montana.

284

St. Paul, Minn., January 21, 1928. A4

Mr. A. B. Smith,
Passenger Traffic Manager.

I attach letter I have received from Mr. Gay, with which he enclosed a letter from Filmlab, Inc., addressed to the New York Office. Will you please make such reply to the Film Company's letter as you deem necessary.

(Signed) B. O. JOHNSON.

encl.

January 21, 1928. A4

Dear Mr. Budd:

Referring to my letter of the 9th instant, in regard to approval of Midland Railway Company AFE CE-40757, covering construction of a one-story brick addition to banana warehouse at Winnipeg for the Consolidated Fruit Company:

I am now advised that the Consolidated Company has abandoned its plans for the construction of the new building and expects to take over the unit formerly used by the Canadian Banana Company. I assume, therefore, that the AFE will be canceled.

Yours very truly,

(Signed) CHARLES DONNALLY.

R

Mr. Ralph Budd, President,
Great Northern Railway Co.,
St. Paul, Minn.

3-8e

St. Paul, Minn., January 21, 1928. A4

Mr. F. E. Williamson,
Vice President.

The Joint Facility Committee, at its meeting on January 17, considered Operating Department submission No. 16, with respect to the question of the rights of the Milwaukee Company on Northern Pacific tracks between Third Street, St. Paul, and the point where the new connecting track connects with Northern Pacific tracks. I attach memorandum which givesthe conclusion reached by the Committee.

(Signed) A. H. Peters

encl.

At New York City,
January 21, 1928. D1

Dear Mr. Hudson:

I have examined with keen interest the Christmas number of "The Spectator", particularly the articles prepared by your department.

You are right in saying that Portland has developed wonderfully in recent years, and I am confident that it is only at the threshold of its development possibilities.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. H. L. Hudson,
General Traffic Manager,
The Port of Portland Commission,
Spalding Building,
Portland, Oregon.

At New York City,
January 21, 1928. D1

Dear Mr. Allen:

Pardon my delay in answering your letter of January 6.

I have examined with keen interest the initial number of "The Washingtonian", and I wish to congratulate you and your associates most cordially upon its genuine interest and attractiveness. I am very sure that there is an inviting field for such a publication, and I feel confident that "The Washingtonian" will be a success.

Will you kindly put my name on your subscription list and send me a bill for the subscription.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Arthur H. Allen,
Publisher, The Washingtonian,
Douglas Building,
Seattle, Washington.

January 21, 1928. A4

My dear Mr. Elliott:

Replying to your letter of the 13th instant, in regard to the property which we are purchasing on Lake Union:

This property is being acquired for the Northwestern Improvement Company and is carried on the Improvement Company books under the title, "Unimproved Real Estate Seattle - Purchase Lake Union Property". The amount expended to date is $191,279.21, and this covers all of the property colored in red on the attached blueprint. The property which we still hope to obtain is colored yellow on the blueprint.

Our original estimate of cost for the property colored in red was $209,150, so that on these parcels we have made a saving of $17,870 as compared with our estimate. On the other hand, our original estimate for the property colored in yellow was $68,500. Prices of property in this vicinity have stiffened somewhat since we commenced to purchase and our people do not think that we will be able to purchase the remaining parcels at our estimate of cost, and it is now estimated that for these parcels we may have to pay as high as $85,400. However, even if the remaining parcels do cost this amount of money, the total cost of all of the property will still be a little under our estimate.

When the purchase of this property was considered by the Board, the intention was to acquire the property lying between the north line of Tract No. 10 on the blueprint and Roanoak Street. It was later decided, however, that this

part of the property would not be required in connection with the development we expect to make in this vicinity and its acquisition has therefore been dropped from consideration for the present, at least.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

290

January 21, 1928. A44

My dear Mr. Keith:

I acknowledge receipt of your letter of the 18th instant, with which you enclosed statement showing the purchases made by the Northern Pacific and Great Northern from the Oregon-American Lumber Company in the past three and one-half years. While the volume of our purchases from you is not as great as we would like it to be, still I think that our purchasing officers have placed with you as large a percentage of our total purchases of lumber as they consistently could.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Chas. S. Keith, President,
Central Coal & Coke Company,
Kansas City, Mo.

At Chicago, Ill.,
January 22, 1928. D1

Dear Mr. Murphy:

Thank you for yours of January 20, enclosing clipping from the Mandan, North Dakota Pioneer.

I think with you that there is a growing tendency among newspapers of that state to recognize that the interest of the business man in the farmers' problems is very real and very sincere.

Very truly yours,

Signed-Charles Donnelly

Mr. F. E. Murphy,
Publisher, The Minneapolis Tribune,
Minneapolis, Minnesota.

292

At Chicago, Ill.,
January 22, 1928. D1

Dear Sir:

I have your letter of January 16, but I would not wish to venture a prophecy concerning the subjects to which you refer.

Very truly yours,

Signed-Charles Donnelly

Mr. Jno. W. Starr, Jr.,
Millersburg, Pennsylvania.

At Chicago, Ill.,
January 22, 1928. D1

My dear Mr. Hanson:

I am just in receipt of your letter of January 18 giving information as to your shipments over the Northern Pacific and Milwaukee during the year 1927.

I am deeply gratified, and all of our officers are gratified, to note the way you have treated the Northern Pacific. I assure you it will be our aim to afford to you a character of service that will merit a continuance of this treatment.

I retain very pleasant memories of my visit to your very efficient plant in the early part of last month, and I hope that some time this year I may again be able to visit it when the weather is a little pleasanter.

With kindest personal regards and cordial good wishes for the New Year, believe me

Sincerely yours,

Signed-Charles Donnelly

Mr. A. G. Hanson,
White River Lumber Company,
Enumclaw, Washington.

cc-Mr. J. G. Woodworth:
Mr. W. E. Coman:

At Chicago, Ill.,
January 22, 1928. D1

My dear Mr. Elliott:

I find that through mistake I brought with me the file containing correspondence about suggestions of Mr. Follansbee.

I send the file to you, as I understood you wished to write to him further.

Please return it when you are through with it.

Very truly yours,

SIGNED*CHARLES DONNELLY

encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Co.,
34 Nassau St.,New York, N. Y.

1135am

295

St Paul Jan 22 1928

Charles Donnelly
Care Hale Holden CB&QRR
Chicago

Passenger trains on time Weather clear Fifteen above St Paul to Spokane No accidents.

B O Johnson

January 22, 1926. D1

Dear Mr. Nelson:

Referring to your letter of January 16, in regard to interest on the amount of money which we paid to your company for a one-half interest in the interchange tracks at Longview Junction:

While the purchase by one railroad company of a half interest in interchange tracks constructed by another is not at all an unusual occurrence, it is not customary in such cases for the selling company to charge interest on construction costs, and we do not think that interest should be added in this case. Some of the officers of the interested lines feel that the amount already paid your company in connection with these tracks is greater than the cost we should have incurred had we built them ourselves, but we reached the conclusion that payment on the basis agreed upon by your engineer and our Mr. Cook should be approved.

I regret that we cannot see our way clear to meet your wishes, but hope that upon further consideration you will agree that we have treated your company fairly in this matter.

Very truly yours,

Signed-Charles Donnelly

Mr. M. B. Nelson,
President,
Longview, Portland & Northern Ry Co.,
Kansas City, Missouri.

cc-Mr. C. R. Gray:
Mr. Ralph Budd:

296½

St. Paul, Minn., January 22, 1928.
KB

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of January 9:

I have noted and return your exchange of letters with Mr. Stannard about proposed visit of a Passenger Department representative to the Mt. McKinley National Park in Alaska.

encl.

St.Paul, Minn., January 23, 1928.
D-5

My dear Guy:

Your letter of January 18th:

Pleased to enclose annual transportation for the year 1928 in favor of Mrs. H. B. Hassenger and daughters, Lucille and Bernardelle, account wife and daughters of paymaster.

Yours very truly,

(Signed) A. M. GOTTSCHALD.

Enclo

Mr. G. M. Lawrence,
Chief Clerk to Superintendent,
Northern Pacific Railway Co.,
Duluth, Minnesota.

January 23, 1928. D1

Dear Mr. Tait:

I have your letter of January 13 and am glad to issue a pass in favor of Mr. Elgin E. Rudd, Director and Chairman of the Board, The Pittsburg & Shawmut Railroad Company.

With personal regards,

Very truly yours,

Signed-Charles Donnelly

encl.

Mr. Edwin E. Tait,
President,
The Pittsburg & Shawmut R.R.Co.,
593 Union Trust Building,
Pittsburgh, Pa.

299

830am Paid

St Paul Minn January 23 1928

Charles Donnelly
Care CR Gray President
Union Pacific System
Omaha Nebraska

Passenger trains on time Weather clear Minnesota and North Dakota Temperature about zero Now snowing between Glendive and Missoula No accidents.

B O Johnson.

Charge NPRyCo
Executive Dept

830am

300

St Paul Jan 23 1928

J G Woodworth
Care NP Car 11
Seattle

Passenger trains on time past two days Weather about zero Minn and North Dakota Twenty above and snowing central Montana No troubles.

B O Johnson.

B01

St. Paul, Minn., January 23, 1928.
K2

Mr. R. F. Glendenning,
Chief Clerk to Gen. Supt., Livingston, Mont.

Answering yours of the twentieth:

I have received the same request from Harry Blair as is contained in your letter of the twentieth. I sent you copy of my reply to Mr. Blair which will answer yours of the twentieth.

(Signed) B. O. JOHNSON

Rush Rush Rush

302

St Paul Jan 23 1928

Charles Donnelly
Care Burlington Car 90
Train No 3
Omaha Nebr

We paid four thirty for number eight mine run and four forty Fairmont mine run in contracts closed last fall.

B O Johnson

January 23, 1928.
KE

Personal:

Dear Harry:

Recalling our correspondence about case of Brakeman Kingsmore, my acknowledgement of December 20:

Mr. Kingsmore's case has received a good deal of consideration. Mr. Bartles writes me finally that he told you something of the story on January 11. Finally, however, on January 16 Kingsmore was advised that he could return to the service of the company.

I am glad the thing turned out this way, although I do not want you to feel that I interfered with the action taken by our Seattle Division people. This obviously cannot be done from an organization standpoint. However, as I said above, I am glad the matter has been disposed of as it was.

I am still hopeful that I will be on the coast before long and have a visit with you.

With kindest personal regards, I am

Sincerely yours,

(Signed) D. C. JOHNSON.

Mr. Harry B. Paige, President,
The Northwestern National Bank,
Bellingham, Washington.

January 23, 1928.
K2

Dear Professor Haynes:

I assume that you are a member of the Worcester Economic Club and that you will be among those who will listen to President Donnelly, my chief, who will make an address on the subject of railroad consolidation. I predict for you a very interesting, profitable evening, and only wish the circumstances were such that I could be there myself.

With best personal regards, I am

Sincerely yours,

Roj

Mr. George H. Haynes,
Professor of Economics and Government,
Worcester Polytechnic Institute,
Worcester, Massachusetts.

January 23, 1928.
K2

Dear Mr. Thomas:

Mr. Lyons, in attached file, is inquiring as to certain details of the E.J.& E. operation over the C. & E. I. between Chicago Heights and Clinton. What he wants is set forth in his memorandum to me attached, together with extract from Mr. Byram's testimony in the unification case. Could we trouble you to secure this information for us?

Yours very truly,

(Signed) E. E. JOHNSON.

Mr. T. J. Thomas,
Assistant to the President,
Chicago, Burlington & Quinry RR.,
Chicago, Illinois.

St.Paul, Minn., January 23, 1928.
D-5

Mr. F. E. Williamson,
Vice President.

I enclose joint letter from Mr. Turner of January 19th about proposed increase in rates of pay for dispatchers. With return of Mr. Turner's letter will you please advise if there is any objection, from our standpoint, to approving his recommendation.

(Signed) CHARLES DONNELLY.

Enclo

St.Paul, Minn., January 23, 1928.
D-5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 23rd about participation in the Winter Frolic at Duluth:

Our Traffic Department expect to purchase 500 caps and 500 capes, the understanding being that these will be furnished to employes who participate in the parade.

(Signed) CHARLES DONNELLY.

306

January 23, 1928.
D-5

Dear Sir:

I have your letter of January 21st making application for a position as cook on business car Yellowstone. The position made vacant by the death of one of the employes on this car has already been filled. I return the papers sent me with your letter above referred to.

Yours very truly,

Enclo

(Signed) CHARLES DONNELLY.

Mr. Horace G. Alexander,
1323 Washington Avenue,
Kansas City, Kansas.

St.Paul, Minn., January 23, 1928.
D-5

Dear Sir:

I enclose copy of a letter received from Miss Thora Lehne, 946 Bixel Street, Los Angeles, Cal., about the death of her brother, Peder Lehne, formerly employed as an engineer on the Montana Division. Will you please advise in due course if Mr. Lehne's heirs are entitled to any benefits as a result of his membership in the Northern Pacific Beneficial Association.

Yours truly,

(Signed) D. C. [illegible]

Enclo

Mr. W. A. Laidlaw, Secy.,
Northern Pacific Beneficial Assn.,
St.Paul, Minnesota.

January 23, 1928.
D-S

Dear Sir:

In Mr. Donnelly's absence I acknowledge receipt of your letter of January 20th transmitting copy of a poem by Miss Stella Weston, a junior in Rollins College, entitled "Locomotive". I shall be glad to bring your letter and the enclosure to Mr. Donnelly's attention upon his return to the office the latter part of this week.

Yours very truly,

(Signed) B. C. JOHNSON.

Mr. Hamilton Holt,
President, Rollins College,
Winter Park, Florida.

January 23, 1928.
D-5

Dear Sir:

In Mr. Donnelly's absence, I acknowledge receipt of your letter of January 21st advising that an invitation has been extended to the Interstate Commerce Commission to hold the Northern Pacific and Great Northern merger hearing, January 30th, at the Hotel Lowry. Mr. Donnelly will return to the office the latter part of this week when your letter will be brought to his attention.

Yours very truly,

(Signed) B. C. JOHNSON.

Mr. S. J. Stats,
President, The Lowry,
Saint Paul, Minnesota.

312

St. Paul, Minn., January 23, 1928.
K2

Mr. C. C. Kyle,
Purchasing Agent.

Attached you will find M&I requisition, without number, for a gas-electric unit, together with some papers explanatory of the requisition.

Competitive bids should be asked for this unit in just the same manner as similar purchases have been made on the Northern Pacific.

(Signed) B. O. JOHNSON.

encl.

313

St. Paul, Minn., January 23, 1928.
K2

Mr. M. L. Countryman, Jr.,
General Attorney.

Your letter of the sixteenth about purchase of gas-electric motor car for the M&I:

You will find contracts executed and acknowledged, attached.

(Signed) E. C. JOHNSON.

encl.

St. Paul, Minn., January 23, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

The Spokane Chronicle of January 19 carries a news item about Interstate Commerce Commission hearing to be held in Spokane, January 20, about application of the Great Northern to cancel joint tariffs from the Spokane, Coeur d'Alene and Palouse Electric Railway. As I understand situation, this means a good deal to us. Will you tell me what happened please?

(Signed) B. O. JOHNSON

315

Paid

1230pm

St Paul Jaunary 23 1928

E A Gay Secretary
Northern Pacific Railway Co
34 Nassau Street New York City

Simple articulated is correct description new engine.

B O Johnson

Charge NPRyCo
Executive Dept

January 23, 1928.
M2

Dear Mr. Gay:

Your original letter of December 29 about trend of railway earnings:

I attach six charts and tabulations, described as follows, which will indicate to Mr. Elliott the comparison as between the Northern Pacific and other lines:

1. Chart of Northern Pacific basic operating and financial data 1911 to 1926.

2. Chart indicating ratio of basic data above referred to in comparison with year ended June 30, 1911.

3. Chart showing comparison of 1926 and 1923 Class one roads and Northern Pacific, revenue ton miles, revenue per ton mile, gross ton miles per train hour and net railway operating income.

4. Chart of Class one roads and Northern Pacific 1926 and1916, percentage of increase or decrease in revenue ton miles, revenue per ton mile and net railway operating income, the latter being based on standard return.

5. Statement, table 1, showing changes in relation of various basic data Class 1 roads and Northern Pacific 1926 as compared with 1916 and 1923. Northern Pacific data is outlined on chart No. 1.

6. Statement by regions and for Northern Pacific indicating comparison of 1916, 1923 and 1926 of basic operating data.

It was found impracticable to chart Northern Pacific with Class 1 figures on basis shown on page 2 and therefore separate chart for basic data for Northern Pacific was made Chart No. 1).

The important comparison appears to be the relationship of succeeding years to 1911, and therefore comparison of ratio of various elements to year 1911 of the Northern Pacific and Class 1 roads has been shown on Chart 2.

In stating investment in road and equipment for Northern Pacific it has been considered advisable to adjust figures for years 1911 to 1919 inclusive so as to exclude adjustment in connection with land department transactions and other items transferred from account 701. No reduction has been made in investment for Class 1 roads for country as a whole.

Income account figures for Northern Pacific are on basic as stated, although such figures include some items which may apply to a preceding period to the year in which accounting was made, such as for instance mail pay audited in 1920 but applicable to 1917, 1918 and 1919, and equipment adjustment in 1922 applicable in part to preceding years. I note that comparison of increase in gross ton miles per train hour and net railway operating income is stressed. This comparison depends largely on situation in year used on base for comparison. While Northern Pacific gross ton miles per train hour increased from 19,841 in 1923 to 22,950 in 1926, or a ratio 115.7 for latter year, net railway operating income increased to 151.6% of 1923 figure. It will be noted that Northern Pacific 1923 showing as to gross ton miles per train hour was somewhat better than for Northwestern region which undoubtedly explains a somewhat poorer showing in 1926 for rate of increase on Northern Pacific.

In re-stating figures for Class 1 roads some minor discrepancies were noted and adjustment made for purpose of comparison with Northern Pacific.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. E. A. Gay, Secretary,
Northern Pacific Railway Co.,
34 Nassau Street, New York City.

317

January 23, 1928.
K2

Dear Mr. Martin:

Referring to our talk about Catherine Welsh Smith:

Catherine Welsh went to work for us as a stenographer in the Land Department in 1909, resigning in good standing in 1914 to be married. Her work with us was very much above the average, and she is still recalled by those who were in the General Office at that time as a particularly bright, aggressive sort of a person. Your Dan Willard, who was in our Land Department at that time, knew her, I think, very well and he can tell you more about her.

Yours very truly,

(Signed) R. C. Morrison

Mr. G. R. Martin, Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.

St. Paul, Minn., January 23, 1928.
K2

Mr. J. M. Hughes,
Land Commissioner.

Your memorandum to Mr. Donnelly of the eleventh about examination of certain parcels on Saddle Mountain:

When do you think you will be able to report on this?

(Signed) B. O. JOHNSON.

St. Paul, Minn., January 23, 1928.
K2

Mr. J. C. Simonton,
Asst. to General Traffic Manager.

Please see my memorandum to Mr. Woodworth of the nineteenth about restricting of certain advertising expenses.

What has happened in the last couple of weeks on this?

(Signed) R. O. JOHNSON.

320

St. Paul, Minn., January 23, 1928.
K2

Mr. W. C. Sloan,
Assistant to Vice President.

Can you let me have reply to my letter of January 7 about dismissal of G. J. Ruffner, weightmaster at Seattle?

(Signed) B. O. JOHNSON.

321

January 23, 1928.
K2

Dear Mr. Paisley:

Can you give me an answer to my letter of January 5 discussing in a tentative sort of way the Superior East End Dock No. 4 situation?

Yours very truly,

(Signed) R. O. JOHNSON.

Mr. J. A. Paisley, President,
The Valley Camp Coal Company,
820 W. Superior Avenue,
Cleveland, Ohio.

332

St. Paul, Minn., January 23, 1928.
K2

Mr. W. C. Sloan,
Asst. to Vice President.

Please see Mr. Donnelly's letter to Mr. Williamson of January 6 about working up of some information as to extent to which we work employes seven days per week.

Mr. Wilder, I know, is working up this information. Will you have it hurried please, advising?

(Signed) B. O. JOHNSON.

January 23, 1928.
E2

Personal:

Dear Harry:

Answering your letter of the twentieth about the steel mill project:

Like you, we are extremely hesitant about saying much concerning the steel mill project development, and what I am saying in this letter I trust you will consider as quite confidential.

We are in touch with the Clark interests and have already provided them with considerable data and statistics which they have asked us for in connection with their study of the economics of the project. We are naturally just as keen as are you to see this project go in at Livingston, and every bit of energy we have will naturally be applied toward that end.

We cannot very well justify the employment of Mr. Hubbard. We have our own geologists and mining experts and it is on them that we naturally lean in matters of this sort. Again, I do not think the public and yourself realize that we have to be careful about who we put on our payroll. Every record we have is open to the inspection of the Interstate Commerce Commission and the employment of Mr. Hubbard, under the circumstances, would be a very difficult thing to explain. I am sorry I cannot do anything for you on this.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. H. B. Blair,
206-210 South Main Street,
Livingston, Montana.

cc-
Mr.R.F.Glendenning:

This for your file. Mr. Blair proposes that we employ Mr. Hubbard at $300 per month.

(Signed) B. O. JOHNSON

St. Paul, Minn., January 23, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Answering your letter of the sixteenth asking for certain steel consumption tonnage figures west of the North Dakota-Montana line, in connection with steel mill project in Central Montana:

You will find as follows the information you want, based on average prices, plus freight from point of origin to St. Paul, plus cost of hauling this tonnage to Paradise, which was taken as the center of the territory in which these commodoties are used:

| | |
|---|---|
| Rolled steel wheels | $83,000 |
| Rail | 778,000 |
| Angle bars | 158,000 |
| Tie plates | 361,000 |
| Track spikes | 86,000 |
| Track bolts | 48,000 |

These are actual figures for 1927. It is difficult to prophecy what our consumption will be in future years - it may be considerably more, and it may be less than the above.

(Signed) B. O. JOHNSON.

325

St. Paul, Minn., January 23, 1928.
K2

Mr. F. E. Williamson,
Vice President.

You are informally authorized to proceed with the riprap work involved in:

| | | | |
|---|---|---|---|
| Yellowstone Division | A. | F.E. | ED 15 |
| " | " | " | ED 18 |
| " | " | " | ED 31 |
| " | " | " | ED 32 |
| " | " | " | ED 34 |
| Montana Division | | " | ED 23 |
| " | " | " | ED 24 |

Formal approval will reach you in due time.

(Signed) CHARLES DONNELLY

January 23, 1928.
K2

Dear Mr. Janes:

Our talk about attitude of the Montana Commission in the matter of unification, Mr. Clift's telegram to you of the nineteenth:

I attach copy of a letter from Mr. Gunn which should set at rest fears we may have of this Commission.

Yours very truly,

(Signed) B. O. JOHNSON.

encl.

Mr. A. L. Janes, Asst. General Counsel,
Great Northern Railway Company,
St. Paul, Minnesota.

January 23, 1928.
K2

Dear Mr. Gunn:

Thank you for your telegram and letter, both dated the nineteenth, about attitude of the Montana Commission on matter of unification.

Our Great Northern friends were fearful that the Montana Commission would go wrong on this question, but your telegram and letter indicates that there is no basis for such fear.

Yours very truly,

(Signed) B. O. JOHNSON

Mr. M. S. Gunn, Division Counsel,
Northern Pacific Railway Company,
Helena, Montana.

St. Paul, Minn., January 23, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

You have copy of memorandum about log scaling conference with the Clearwater people held in Mr. Donnelly's office on January 7.

Out of such conference came instructions from Mr. Williamson to Mr. Evans, copy of which is attached. These instructions will indicate to you just how Mr. Williamson is going about it to clear up this situation.

encl.

St. Paul, Minn., January 23, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Attached file from Mr. Donnelly is self-explanatory.

In Mr. Donnelly's absence we received copy of Alba Johnson's letter about relative performance of certain railways in fuel economy, and in ton miles per train hour. Fuel economy in such figures from Mr. Johnson were expressed in pounds of fuel c onsumed per 1000 gross ton miles.

Since receipt of Mr. Johnson's letter I have been analyzing situation and will give you what I have developed to date.

You will find following figures which are cents for fuel per 1000 gross ton miles in freight service, exclusive of locomotive and tender:

| | Nor.Pac. | Grt.Nor. |
|---|---|---|
| 1920 (Year) | 38.13 | 54.59 |
| 1927 (11 months) | 23.51 | 29.01 |
| Per cent decrease | 38% | 47% |

The Great Northern, you will note, has made a better showing than we have, which I explain by the fact that in 1920 they were using in Sand Coulee a very inefficient fuel, whereas in 1927, in practically the same district, they were using oil. Northern Pacific figures are distorted in that cents as indicated are based on Northwestern Improvement Company selling price to the Northern Pacific. This distortion, however, is equally true for both periods.

The Great Northern also makes a better showing in gross ton miles per train hour as is indicated in the following tabulation:

| | Nor.Pac. | Grt.Nor. |
|---|---|---|
| 1920 (Year) | 18219 | 16061 |
| 1927 (11 months) | 23232 | 25446 |

Mr. F. E. Williamson (2)-

I do not know how to explain this.

In your absence I asked Mr. Ledding if he could give us something on the gross ton mile per train hour showing and attached you will find copy of his memorandum.

This information does not answer Mr. Donnelly's letter but in passing it to you I am simply doing so with the thought of giving you, thus far, what I have been able to uncover.

(Signed) E. G. JOHNSON

encl.

330

Paid

845am

St Paul January 23 1928

Charles Donnelly
Care C R Gray President
Union Pacific System
Omaha Nebr

Message about Car Yellowstone received and will make necessary arrangements for movement advising you definitely later.

B O Johnson.

Charge NPRyCo
Executive Dept

830A

331

St Paul Jan 23 1928

E T Dakin
Care NP Car 7
Missoula

Passenger trains on time past two days Weather about zero Minn and North Dakota Twenty above and snowing central Montana. No troubles.

B O Johnson

332

St. Paul, Minn., January 23, 1928.
K2

Mr. F. E. Williamson,
Vice President.

We were talking about our pension and group insurance trends this morning.

You will find copy of a report and some blue prints attached, giving tendencies as I see them for the next few years. The attached is an extra copy and you may keep it for your file.

(Signed) B. O. JOHNSON.

encl.

333

Paid

230pm

St Paul Minn January 23 1928

Charles Donnelly
Care C R Gray President
Union Pacific System
Omaha Nebr

Michael F Cudahy wires you today from Cudahy Wisconsin as follows Quote I should be pleased have you and your party as my guests at luncheon Wednesday End quote.

B O Johnson

Charge NPRyCo
Executive Dept

334

January 23, 1928.
K2

My dear Mr. Zamboni:

Your letter of the twenty-first came to the President's desk, and in his absence I am acknowledging receipt of it. I will show it to him immediately he gets back.

In the meantime, we appreciate your letter as it expresses the broad view of merger economics that it seems would appeal to the thinking person.

Yours very truly,

(Signed) B. O. JOHNSON.

Hon. William C. Zamboni,

Owatonna, Minnesota.

335

St.Paul, Minn., January 23, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Your letter of August 31 about distinctive tail light for the "Yellowstone Park Comet":

There has, as you know, been considerable discussion as to changing the name "Comet". Passenger Department, however, has finally concluded to perpetuate the name "Yellowstone Comet" through 1928. You can, therefore, arrange to equip these Comet trains with tail lights as per sketch No. 3 of the attached.

(Signed) C. C. JOHNSON.

encl.

336

Paid

135pm

St Paul January 23 1928

Charles Donnelly
Care C R Gray President
Union Pacific System
Omaha Nebraska

Have arranged for movement Car Yellowstone Milwaukee train fifty six arriving Milwaukee four forty AM Wednesday twenty-fifth Leave Milwaukee train one hundred one at eleven ten PM twenty-fifth arriving St Paul eight thirty AM twenty sixth Earl Wilkins one of Sams nephews will act as porter. G-8

B O Johnson

Charge NPRyCo
Executive Dept

337

January 23, 1928.
K2

Dear Mr. Haugh:

Could I trouble you to hurry reply to my letter of the sixteenth about request for a $300.00 contribution by the State of Washington Lower Cost of Government League?

Yours very truly,

(Signed) R O JOHNSON

Mr. J.L. Haugh, Asst. to the President,
Union Pacific System,
Omaha, Nebraska.

338

St. Paul, Minn., January 23, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Further my memorandum of the seventeenth about advertising in a special memorial edition of the St. Cloud Journal Press:

Mr. Martin, of the Great Northern, finally advised me that no such advertising will be taken by the Great Northern. You can therefore close your file on the subject.

(Signed) B. O. JOHNSON.

339

St. Paul, Minn., January 23, 1928.
S-6

Mr. C. C. Kyle,
Purchasing Agent.

I quote below telegram just received from Mr. W. N. Bichler at Armstead, Montana:

"Please have Livingston ship quick six pieces sheet iron 3/8 by 8 by 26, needed on snow flange. Requisition follows."

Will you please arrange as requested?

) CHARLES DONNELLY

cc--

Mr. W. N. Bichler, Manager,
Gilmore & Pittsburgh RR Co.,
Armstead, Montana.

340

St. Paul, Minn., January 23, 1928.
2-6

Mr. F. E. Williamson,
Vice President.

I hand you herewith for distribution 24 copies of the annual report of the Board of Directors of the Western Railroad Association for the year 1927.

CHARLES DONNELLY

Encl.

341

St. Paul, Minn., January 23, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Referring to Mr. Clark's letter of June 28 last to Mr. Bichler, of the Gilmore & Pittsburgh Road, copy to you, about renumbering C&P gondola cars:

I enclose for your information copy of Mr. Bichler's letter of January 19 reporting on the changes that have been made in the numbering of these cars.

(Signed) B. C. JOHNSON

Encl.

245 pm

342

Saint Paul Jan 23 1928

C C Andersen
Seattle

Your telegram date about coal shipments gives Roslyn shipments for 20th 46520 whereas total is only 23390 Also Red Lodge total 7771 whereas figures given total 7721 Please advise

Charles Donnelly

St. Paul, Minn., January 23, 1928.
S-3

Dear Sir:

I have your letter of January 19 and have approved Gilmore & Pittsburgh AFE No. 84 covering the purchase of a new Fairmont motor car, engine number 34623H. I return one copy of the AFE herewith, and have passed the other two copies, together with the completion reports, to the Accounting Department.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. W. N. Bichler, Manager,
Gilmore & Pittsburgh RR Co.,
Armstead, Montana.

cc—

Mr. F. W. Sweney,
Comptroller.

Encl.

January 23, 1928.
S-3

Dear Mr. Hopkins:

I have your letter of January 21 and am passing it to our passenger and advertising department officers for their consideration.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. E. N. Hopkins,
c/o Meredith Publishing Company,
Des Moines, Iowa.

cc--

Mr. J. G. Woodworth: Please make such further reply to Mr. Hopkins as you think should be made.

345

St. Paul, Minn., January 23, 1928. A4

Mr. E. T. Dakin,
General Auditor.

Referring to conversation with you last Thursday about group insurance for the Camas Prairie:

The Camas Prairie has its own group insurance policy and this covers all Camas Prairie employes carried on Camas Prairie rolls. Northern Pacific train and enginemen in service on the Grangeville line are covered by Northern Pacific policy, and Union Pacific train and enginemen employed on the Riparia-Lewiston line are covered by the Union Pacific policy. As you know, we do not bill against tenant lines for any part of the group insurance cost, and in the past, with mileage and train service on the Grangeville and Riparia-Lewiston lines more or less equal the amounts expended by the Northern Pacific and Union Pacific were presumably about equal, so that bill against the Camas Prairie would have been unnecessary even if it had been our practice to bill against joint facility tenants for group insurance cost. With the addition to the Camas Prairie system, however, of the mileage between Lewiston and Stites, and Orofino and Headquarters, the number of Northern Pacific train and enginemen in Camas Prairie service will be substantially greater than the number of Union Pacific employes in that service as the trains on the lines in question are to be manned exclusively by Northern Pacific employes.

In view of the fact that the Camas Prairie has a group insurance policy of its own, I think that some scheme should be worked out whereby the parent lines will be reimbursed by the Camas Prairie for that part of the cost of the premiums paid by the parent lines on train and enginemen which their service with the Camas Prairie Company bears to their total service in a given year.

In addition to the trainmen, the employes named in Mr. Mraz's letter of the 23rd instant will become permanent Camas Prairie employes, and I think that the insurance which they now have with the Northern Pacific should be canceled, and that they should be covered by the Camas Prairie policy.

While you are on the coast, will you kindly take this matter up with Mr. Sercombe and such other O-W.R.R.& N. people as are interested, and try to reach an agreement with them as to how this matter should be handled. Pending the time such agreement is reached, the employes shown on the list in Mr. Mraz's letter will be carried on Northern Pacific group policy.

(Signed) J. H. POORE

346

St. Paul, Minn., January 23, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 16 and returning proposed supplementary agreement with the Pacific Telephone & Telegraph Company extending to January 31, 1928, the agreement dated November 23, 1927, covering the operation of motor car and trailer over Northern Pacific tracks between Lester and Kanaskat:

This letter, when filed with the Assistant Secretary, will be authority for you to execute the agreement on behalf of the Railway Company.

Signed CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

347

St. Paul, Minn., January 23, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of January 17 and approve negotiating with the City of Tacoma for a rearrangement of the lighting and power service at South Tacoma shops, whereby it is estimated an annual saving of $4461.65 can be effected in our bills for electric current. I approve also incurring an estimated expenditure of $4795 to bring about this proposed rearrangement, AFE for which should be submitted as promptly as possible for formal approval.

(Signed) CHARLES DONNELLY

348

January 23, 1928.
S-6

My dear Mr. Elliott:

Coal shipments for the week ending January 22 were as follows:

| | Roslyn | Red Lodge | Colstrip |
|---|---|---|---|
| January 16 | 4166 | 2009 | 3171 |
| 17 | 4154 | 1721 | 4243 |
| 18 | 3011 | 1878 | 3149 |
| 19 | 4297 | 1688 | 3045 |
| 20 | 4650 | 475 | 2982 |
| 21 | 3113 | - | 3245 |
| 22 | - | - | 1561 |
| Total - | 23390 | 7771 | 21376 |

The total shipments from all mines was 52,537 tons, an average pf 7,505 per calendar day.

Roslyn mine No. 7 worked four days, other Roslyn mines worked six days; Red Lodge mines worked four and one-half days; Colstrip worked six and one-half days.

Very truly yours,

(Signed) CHARLES DONWELL

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

3.25 P.

349

St Paul Minn January 23 1928

E T Dakin
c/o Car 7
Missoula

I am sending you today care Wales letter about Camas Prairie group insurance. Will be glad if you will please discuss matter with Sercombe while you are on coast. C-9.

J H Poore

350

St. Paul, Minn., January 23, 1928. A4

Mr. E. T. Dakin,
General Auditor.

Referring to conversation with you last Thursday about group insurance for the Camas Prairie:

As you know, we have not billed against tenant lines for any part of the group insurance cost. As to the Camas Prairie, that company has its own group insurance policy, the Union Pacific has its own policy, and the Northern Pacific has its own policy. The Camas Prairie policy gives coverage to all Camas Prairie employes carried on Camas Prairie rolls. The Northern Pacific policy covers Northern Pacific train and enginemen employed part or whole time on the Grangeville line. The Union Pacific policy covers Union Pacific train and enginemen employed on the Riparia-Lewiston line. In the past, with mileage and train service more or less equal, presumably the amounts expended by the Northern Pacific and Union Pacific for coverage of train and enginemen has been about equal. With the additional mileage between Lewiston and Stites, and between Orofino and Headquarters becoming a part of the Camas Prairie system, the Northern Pacific train and enginemen will far outweigh the Union Pacific train and enginemen for the reason that trains operating on the Stites Branch and Orofino Branch are to be manned by Northern Pacific employes.

In addition to the trainmen, the employes named in Mr. Mraz's letter of the 23rd instant will become permanent Camas Prairie employes, and I think that the insurance which they now have with the Northern Pacific should be canceled, and that they should be covered by the Camas Prairie policy.

350

As to train and enginemen, I think some scheme should be worked out whereby both the Northern Pacific and the Union Pacific will be reimbursed by the Camas Prairie for that part of the annual premiums paid by the parent lines on those employes which their service with the company bears to their total service in a given year with the parent line.

While you are on the coast, will you kindly take this matter up with Mr. Sercombe and such other O-W.R.R.& N. people as are interested, and try to reach an agreement with them as to how this matter should be handled. Pending the time such agreement is reached, the employes shown on the list in Mr. Mraz's letter will be carried on Northern Pacific group policy.

(Signed) J. H. Young

351

St. Paul, Minn., January 23, 1928. A4

My dear Mr. Coman:

In accordance with your letter of the 17th inst., I return the proposed contract with the St. Paul and Tacoma Lumber Company covering sale of timber on Section 1-17N-5E, Washington, also Mr. Plummer's letter to you of the 10th and copy of Major Griggs' letter to Mr. Plummer of the 9th instant. I understand that you will have this contract re-submitted to Major Griggs with the advice that we do not care to waive or modify our regular routing clause.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. W. E. Coman,
Assistant to President,
Seattle, Washington.

B52

St.Paul, Minn.,January 24, 1928. A4

Mr. Wm. Richards,
Asst. General Auditor.

Referring to my conversation with you in regard to proposed joint check of shipments,inbound and outbound, made by the Backus-Brooks interests at International Falls:

Will you please arrange to have one of our auditors go to International Falls at a time which I will give you later, and jointly check with a representative of the Backus-Brooks people the competitive carload business for 1926 and 1927 of companies owned by Backus-Brooks interests. The business handled by the D.W.& P., of course, moves via Duluth, and the business handled via the B.F.& I.F., M.& I. and Northern Pacific moves via Minnesota Transfer. There will be found, I think, some business destined to the Twin Cities. This, of course, will be considered competitive business, as it can move by either route.

There will also be found a substantial amount of coal moving from the Head of the Lakes to International Falls. This is competitive. Generally speaking, all business moving to points which can be reached by our connections at the Twin Cities will be competitive, as will also all business moving between the Head of the Lakes and International Falls.

The statement should show by months and by commodities all carload shipments. It will not be necessary to show tonnage or L.C.L. shipments.

(Signed) J. H. POOTE

353

St. Paul, Minn., January 24, 1928.
K2

Dear Mr. Gemmell:

Your memorandum of the twenty-first transmitting contract and also requisition for new gas-electric car:

Have passed contract to the Law Department for further handling, and have approved and pass requisition to Mr. Kyle. It will be necessary to ask for bids on a competitive basis in the same manner as we buy similar equipment for the Northern Pacific.

Yours very truly,

Mr. W. H. Gemmell, President,
Minnesota and International Railway,
Brainerd, Minnesota.

354

St. Paul, Minn., January 24, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Your memorandum of the seventeenth about annual transportation for the Western Union Division Commercial Manager at Omaha:

I discussed this request with Mr. Dildine and his re-action is that we have no relations whatever with this particular Western Union officer, and if we begin practice of issuing transportation to such people it would be difficult refusing to extend the same courtesy to other similar officers of other Western Union Divisions.

355

January 24, 1923.
KB

Dear Mr. Benz:

Referring to our talk on January 19 about possibility of placing you on our payroll in some public relations capacity:

I wrote a note to Mr. Donnelly telling him of your call and of your proposal, and in reply he asks me to tell you that he feels our public relations activities are now sufficiently well organized and of sufficient effectiveness so that he does not feel there exists justification for any increase to the force already so engaged.

Yours very truly,

Mr. Frederick Benz,
Toppenish, Washington.

cc-Mr. R. W. Clark

You also wrote him under date of January 21.

356

Paid

1040am

KB

St Paul Minn January 24 1928

Charles Donnelly
Care C R Gray President
Union Pacific System
Omaha Nebr

Mr Carroll wires Quote Claude Porters nomination for Interstate Commerce Commissioner confirmed by Senate late today. End Quote.

B O Johnson

Charge NPRyCo
Executive Dept

1035am

357

St Paul Jan 24 1928

E T Dakin
Care NP Car 7
Spokane

Passenger trains about on time Weather clear Temperature St Paul to Paradise about ten above No troubles.

B O Johnson

358

Paid

1035am

St Paul Minn January 241928

Charles Donnelly
Care C R Gray President
Union Pacific System
Omaha Nebraska

Passenger trains about on time Weather clear

Temperature St Paul to Paradise about ten above No troubles.

B O Johnson

Charge NPRyCo
Executive Dept

359

St. Paul, Minn., January 24, 1928.
KP

Mr. F. E. Williamson,
Vice President.

Please arrange for delivery to the C.M. St.P. & P. Railway Company of business car "Yellowstone" for dead-head movement from St. Paul to Milwaukee, leaving St. Paul on their train No. 56, at 7:05P.M. today (January 24), arriving Milwaukee at 4:40 A.M., January 25. The car will be returned to St. Paul on Milwaukee train No. 101, arriving St. Paul at 8:30 A.M., Thursday, January 26, occupied by Mr. Donnelly and party.

360

January 24, 1928.
M2

Dear Mr. Milloy:

Answering yours of the twenty-first about agricultural efforts of the Minneapolis Tribune:

Mr. Donnelly has already covered this in a letter which he wrote the Minneapolis Civic and Commerce Association, so it is therefore not necessary for me to do it.

Yours very truly,

(Signed) E. O. JOHNSON.

Mr. James S. Milloy, Secretary,
Greater North Dakota Association,
Fargo, North Dakota.

341

St. Paul, Minn., January 24, 1928.
K2

Mr. J. C. Simonton,
Asst. to General Traffic Manager.

I had some talk with Mr. Clark on the twentieth about request which he had from a Yakima potato growers organization asking for an emergency rate on potatoes.

Mr. Clark at that time told me of his telegraphic discussion of this matter with Mr. Burnham. I imagine a conclusion has now been reached. Will you kindly advise what has been done about it so we can answer an inquiry which we have from the Yakima Clearing House Association.

342

St Paul Minn January 24 1928

Charles Donnelly
Care Hale Holden Pres
CB&QRR Chicago

Mr Carroll wires Quote Claude Porters nomination for Interstate Commerce Commissioner confirmed by Senate late today. End quote.

B O Johnson.

235pm 3 4 9

St Paul Jan 24 1928

Charles Donnelly
Care Hale Holden CB&QRR
Chicago

Passenger trains about on time Weather clear

Temperature St Paul to Paradise about ten above No troubles.

B O Johnson.

230pm 364

St Paul Jan 24 1928

Charles Donnelly
Care Hale Holden CB&Q
Chicago

Message about plans received Forwarding mail Chicago tonight care Mr Holden.

B O Johnson.

January 24, 1928.
K2

Dear Mr. Ramsay:

If I were you I would get over any hard feeling against Mr. Parrhysius as is indicated in your letter of the twenty-first. I think he is entirely honest when he hesitates to re-employ you in the fear that your re-employment will mean further garnishment difficulties. However, no good can now come out of discussing the case.

I will be very glad to give you a good send-off if I hear from the Prohibition Department.

Yours very truly,

(Signed) E. O. JOHNSON.

Mr. L. W. Ramsay,
P. O. Box E,
Cascade, Montana.

366

St.Paul, Minn., January 24, 1928.
K2

Mr. E. L. Grimm,
Asst. to Gen. Mech. Superintendent.

In connection with the purchase of gas-electric unit for the M&I, we must buy same on a competitive basis. To such end, will you kindly furnish Mr. Kyle with six copies of necessary specification and plan of desired unit so he can go on the market for bids for this car the same as has been done for the purchase of Northern Pacific cars.

(Signed) E. O. JOHNSON.

cc-Mr. C. C. Kyle

367

St. Paul, Minn., January 24, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 18 and returning papers about the service record of M. J. Swonger, Brakeman, Lake Superior Division:

Your file seems to be pretty clear in that Swonger took sick leave May 4, 1912. Mr. Harrigan had his case up November 6, 1912. Mr. Brown, then Superintendent at Duluth, contended that Mr. Swonger was not physically able (on account of rheumatism) to resume service. Finally, Chief Surgeon Courtney pronounced him as physically fit again on August 5, 1915, and he went back to work.

I believe, therefore, that his record should be considered as continuous from January 26, 1907 to date. Suggest some record of this correspondence be put on his personal record in Mr. Page's office as ultimately this question will be presented again when his pension status is to be considered.

328

January 24, 1928.
K2

Dear Sir:

Your letter of the twenty-third about contribution asked by the Lower Cost of Government League in the State of Washington:

Mr. Haugh wrote me on the eighteenth, which letter I received only this morning, saying that his company had heard nothing from their west-end officers, but that he is writing them and will let us know as soon as he hears.

Would suggest we keep matter open for a few days until we hear further from the Union Pacific. Incidentally, Mr. Sanders, our Tax Commissioner, has been on the coast for some two months and is returning early next week. I would like to talk to him.

Yours very truly,

Mr. G. R. Martin, Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.

St. Paul, Minn., January 24, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

I have noted and return papers about request from the Pursglove Coal and Dock Company asking for modification in lease rental.

It happens I traced Mr. Paisley yesterday for a reply to my letter of the fifth, of which you have a copy. If I do not get an answer from Mr. Paisley in the next two or three days, will attempt to get his conclusion by wire.

Mr. Williamson brought up this Dock No. 4 situation this morning and I am sure you will be interested in his reactions. He hesitates to recommend that we spend much money on Dock No. 4 because of an opinion on his part that the Head of the Lakes is over-docked, considering extended use of lignite and power for purposes in which eastern coal has been previously used. He rather feels that if we spend a lot of money on the dock, lessee will not be able to make ends meet and will be continually in default on the extremely high rental which we must exact to protect our investment.

As above stated, I will keep after Mr. Paisley.

(Signed) E. O. JOHNSON.

Memo:
Mr. Williamson further said that if negotiations failed with Paisley and also with the Pursglove people that we bear in mind the Cleveland Cliffs Iron Company, who have indicated to him the possibility of their getting dock rights at Duluth or Superior.

370

St. Paul, Minn., January 24, 1928.
K2

Mr. W. C. Sloan,
Asst. to Vice President.

Would you let me know what happened at Dining Car Department conference at Chicago, December 16, which I think was attended by Mr. Thomson? Have any changes been made in our prices or service because of these Chicago conclusions?

371

St. Paul, Minn., January 24, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

You will recall conversation (telephone, I think) about providing surviving widows of twenty-year pass recipients with annual transportation.

There would be, naturally, a kindly reaction toward us if we made effective such additional annual pass concession, but when we look into situation to see what it involves, we rather hesitate to do it.

A check of our records indicates that to inaugurate this practice would necessitate the issuance of approximately 308 annual passes to widows coming under the above classification. If we were to take care of their families a considerably larger number of passes would be involved. We are also quite sure there are more than 308 surviving widows as we have record of only this number, so that list would increase as time went on.

As related to proposal, we are faced, even with gradually decreasing forces, with the issuance of a larger number of "G" annual passes every year. This is indicated in the following tabulation:

| | 1925 | 1926 | 1927 | 1928 |
|---|---|---|---|---|
| "G" Passes - Employes and families - | 20271 | 21207 | 22451 | 23028 |

I rather think we should hesitate considerably before we take on any added annual pass obligations in view of the situation outlined above. Furthermore, and I think this is the most important argument against it, we would have a lot of trouble keeping track of these widows and we would have difficulty knowing what they were doing with transportation;

also keeping informed as to whether they got married again, together with other complications.

I think we had best leave proposal alone.

(Signed) E. A. JOHNSON.

100pm 27

St Paul Jan 24 1928

R W Clark
Care J H Brinkerhoff
Chicago

Presume you are letting us have text appointment Nelson effective February first.

B O Johnson

300pm 373

St Paul January 24 1928

R W Clark
Care J H Brinkerhoff Chicago

Estimated earnings third week January freight twelve percent over last year Passenger about the same Some decrease other revenues Total revenues nine percent over 1926 making total revenues first three weeks January nine percent over same period last year Weather continues moderate No troubles.

B O Johnson

St Paul January 24 1928

J G Woodworth
Care NP Car 11
Seattle

Estimated earnings third week January freight twelve percent over last year Passenger about the same Some decrease other revenues Total revenues nine percent over 1926 making total revenues first three weeks January nine percent over same period last year Weather continues moderate No troubles.

B O Johnson.

375

St. Paul, Minn., January 24, 1928.
K2

Mr. F. E. Williamson,
Vice President.

About proposal from the Montana Coal and Iron Company that we buy some egg coal from them:

I asked Mr. Andersen to telegraph his opinion as to the Freeman proposal. Thinking it might be helpful to you in your analysis of the proposal, I am quoting it as follows:

"Your letter twenty-first regarding purchase of coal from MC&I Co. as discussed with Woodworth and Freeman at Billings and where it was proposed by Freeman to furnish three thousand tons per month during period only from August 15th to March 15th, size through five inch and over one inch shaker screen. Size through four inch and over one inch may do for locomotives, but through three or four inch and over three fourths screen would be an inferior coal to Red Lodge No. 2 nut. Railway officials will of course consider freight to be paid from Bear Creek to N. P. line and it is up to them to decide the size they can use and what they can pay for it. It would be seriously against the Improvement Company interest for railway to purchase any coal from Bear Creek from March 15 to August 15. We could tolerate a purchase of 21,000 tons during the other seven months to be shipped as best suited for Red Lodge."

378

January 24, 1928.
K2

Dear Mr. Haugh:

We have again been approached for a contribution to support the Frank Branch Riley Travel-Lecture courses. In this connection please see Mr. Gray's letter to Mr. Talbot, of Portland, dated March 2, 1927.

I have asked our Traffic Department people what their judgment is as to further support of this work. In the meantime, would you be good enough to let me know how the Union Pacific feels about it?

Yours very truly,

(Signed) J. D. JOHNSON.

Mr. J. L. Haugh,
Assistant to the President,
Union Pacific System,
Omaha, Nebraska.

cc-Mr. G. R. Martin:
This refers to yours of January 23, File 11038.

377

St. Paul, Minn., January 24, 1928. A4

Mr. J. L. Watson,
Right of Way Commissioner.

In accordance with your letter of the 21st instant, Mr. Bunn has executed and I return herewith the contract with the Northern Pacific Terminal Company under which that company is permitted to encroach on our right of way near the Guild's Lake yard.

(Signed) CHARLES DONNELLY

encl.

January 24, 1928.
D-6

Dear Mr. McGonagle:

I acknowledge receipt of your letter of January 21st about transportation in favor of Mr. J. W. Kreitter, Superintendent, and party from Duluth to St.Paul and return. We do not issue transportation covering movement of business cars but shall be glad to make necessary arrangements for the movement of such car upon receipt of definite advice from you. Our instructions covering movement of car will include also the necessary attendants.

We are enclosing transportation in favor of Mr. and Mrs. Kreitter and Mrs. Emma Lawrence, nurse, from Duluth to St.Paul and return, good for 90 days.

Very truly yours,

Enclo

(Signed) CHARLES DONNELLY.

Mr. W. A. McGonagle, President,
Duluth, Missabe & Northern Railway Co.,
Duluth, Minnesota.

January 24, 1928.
D-5

My dear Mr. Hollender:

The enclosed papers, including Mr. Alba B. Johnson's letter of January 11th to Mr. Elliott and Mr. Elliott's reply of January 16th, have apparently reached this office in error. It may be that Mr. Elliott handed the papers to Mr. Donnelly, who has noted them, and we are returing them to your office inasmuch as we have similar correspondence in our files.

Yours very truly,

Enclo

(Signed) L. M. Gault

Mr. F. C. Hollender,
Asst. Secy. and Asst. Treas.,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

38

January 24, 1928.
D-5

My dear Mr. Elliott:

Referring to your letter to me of October 18 about sale of balance of our property on Mercer Island, Seattle, owned by the Northwestern Improvement Company:

I now enclose copy of Mr. Hughes' letter to me of January 23 indicating that Mr. H. J. Ramsey was unable to complete the transportation but that Mr. Wallace E. Peterson was procured to take his place, and contract has therefore been entered into on the same terms as originally negotiated with Mr. Ramsey.

Yours very truly,

Enclo

(Signed) CHARLES DONNELLY.
P

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

January 24, 1928.
D-5

My dear Mr. Elliott:

I enclose copy of progress report for the period January 1 to 15 inclusive, relating to the Glendive-Redwater land selling campaign. The new sales entered into during the period were all in pursuance of options heretofore granted and were the result of efforts made last fall.

Yours very truly,

(Signed) CHARLES DONNELLY.

Enclo

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau St., New York City.

382

10:30 AM

St Paul January 24 1928

B M Decker
809 Finance Building
Philadelphia Pa

Your letter file 332 Pleased to have Passenger Traffic use cut North Coast Limited Do you have cut or shall we send Appreciate clipping

F W DeGuire

Charge Nor Pac Exec Dept

3P3

St Paul January 24 1928
D-8

W E Coman
Seattle

Sending today two thousand additional copies editorial pamphlet to complete your allotment My letter January nine asks major part your distribution in Seattle Have arranged with superintendents Shannon and Bartles for distribution in exclusive Northern Pacific towns Washington Oregon Idaho Great Northern is distributing joint towns F-21

F W DeGuire

January 24, 1928.
D-8

Dear Mr. Mottram:

Your letter of January 19th to Mr. A. V. Fabian has been referred to me.

We have arranged with Howard Melaney to sing a number of songs dedicated to Miles City over Sears Roebuck station WLS, Chicago, Monday night, January 30. To assist you in obtaining in the Miles City paper a notice of Mr. Melaney's program I am enclosing a news story and a mat. I will be pleased to have a clipping and something about the results of the program in Miles City.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. P. E. Mottram,
Traveling Freight Agent,
Northern Pacific Railway Co.,
Miles City, Montana.

Copy for Mr. A. V. Fabian.

385

St.Paul, Minn., January 24, 1928.
D-8

Mr. R. W. Clark,
General Traffic Manager.

Your letter of January 21st:

My opinion is that it might be beneficial to prepare a letter to Mr. Milloy, so written that it will draw no comparison between newspapers. I have, therefore, dictated the attached letter which you may wish to sign.

(Signed) F. W. DeGUIRE

Enclo

January 24, 1928.
D-8

Dear Sir:

I have your letter of January 19th suggesting distribution through your association of news article concerning consolidation. We have arranged for coverage which we believe will be comprehensive.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. R. W. Mason, Editor,
Western Newspaper Association,
326 Rookery Building,
Spokane, Wash.

January 24, 1928.
D-8

Dear Mr. Johnson:

Your letter of January 13th to Mr. A. B. Smith, Passenger Traffic Manager of the Northern Pacific, regarding "free publicity" has come to my attention. The Northern Pacific, through this office, has adopted a policy which has for its object close co-operation with newspaper publishers and editors. We believe that from time to time news articles of genuine merit develop in our organization; these we feel newspapers would be eager to print if made available in newspaper style. We have endeavored in this way to inform newspapers. The Northern Pacific, in carrying out this policy, does not assume to say to the editor what is and what is not news; and it does not intend to say what should or should not be printed. It merely utilizes this method of placing information before editors in a style that would give to the editor the minimum amount of editing should he regard the article as worthy of space in his newspaper because it contained information the editor regarded as of news value to his readers. If at any time a newspaper editor does not regard the article so submitted as news, we would expect him, of course, to discard it. Ours is intended to be a policy of co-operation.

I note that the Northern Pacific is giving to the Flathead Courier an amount of advertising lineage annually, and that the Advertising Department regards this as a fair allotment.

I trust that you will understand more clearly our position and that we do not at any time want you to print free in the Flathead Courier any Northern Pacific articles which you do not appraise as news.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. H. A. Johnson, Editor,
The Flathead Courier,
Polson, Montana.

Copy for Mr. M. M. Goodsill.

388

St. Paul, Minn., January 24, 1928.
S-6

Mr. J. G. Woodworth,
Vice President.

I enclose herewith copy of comparative statement showing estimated earnings of the Northern Pacific and Great Northern Railway Companies for the week ending January 21, 1928, and the period January 1 to January 21, compared with the actual figures for 1927.

P

Encl.

389

January 24, 1928.
S-S

My dear Mr. Elliott:

For your information I attach copy of a statement showing the estimated earnings of the Great Northern Railway Company for the week ending January 21, 1928, and the period January 1 to January 21, compared with the corresponding periods of last year, together with copy of statement making comparison with the earnings of the Northern Pacific for similar periods.

Very truly yours,

(Signed) CHARLES D. [illegible]

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

390

St. Paul, Minn., January 24, 1928. A5

Mr. F. W. Sweney,
Comptroller.

I enclose voucher in favor of the McGavock Mortuary, amount $698.75, for funeral expenses on account of the deaths of Samuel Williams, porter, Car Yellowstone, on January 17, 1928, and Elizabeth Williams, his wife, on January 19, 1928.

Please arrange to have prepared and sent to me for collection a bill in the amount of $698.75 against the estate of Elizabeth Williams.

(Signed) CHARLES DONNELLY

encl.
cc-Mr. H. A. Clifford

391

January 24, 1928.
S-3

Dear Sir:

Your letter of January 17 to Mr. Donnelly is received during his absence from the city.

It seems clear that the matter of your lawsuit must be considered to be entirely in the hands of your attorney insofar as your interests are concerned, and that the Northern Pacific is not in a position to render any assistance and must defend itself as may be necessary in connection with its present status in court.

Very truly yours,

(Signed) E. C. JOHNSON

Mr. Wilfred Canan,
Apt. 606 Senator Hotel,
Minneapolis, Minnesota.

cc--

Mr. W. F. Every: Mr. McCarthy approves of your suggestion as to the reply to be made to Mr. Canan's letter.

392

St. Paul, Minn., January 24, 1928.
8-3

Mr. W. C. Sloan,
Asst. to Vice President.

I am very glad to have the information transmitted with your letter of January 23 about economies and increased efficiency effected by the use of the Marchant Super-automatic Calculator purchased in October last for the agent at Seattle.

(Signed) E. M. WILLIS

393

January 24, 1928.
S-3

My dear Mr. Elliott:

For your information I enclose copy of statement of preliminary freight train statistics for the month of December 1927 compared with December 1926. It will be observed that gross train load for the main line shows a decrease of 4.5%, accounted for principally by extremely cold weather and heavy snowfall.

The branch line train load for the Dakota, Yellowstone, Montana, Idaho and Pasco Divisions shows substantial increases, accounted for by increased volume of business.

Very truly yours,

(Signed) CHARLES DONNELL

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

394

St. Paul, Minn., January 24, 1928.
S-3

Mr. L. A. Behler,
Assistant General Auditor.

Referring to the attached letter from Russell C. Engberg, of the Institute of Economics:

I assume that the information that he requests during the period 1880 to 1900 is not readily available; if it is not I shall advise him to that effect. We certainly do not want to go to a lot of work to get the information.

(Signed) E. M. WILLIS

Encl.

St. Paul, Minn., January 24, 1928.
S-6

Mr. F. E. Williamson:
Mr. J. C. Woodworth:
Mr. D. F. Lyons:

I enclose a supply of "Talking Points", dated January 16, 1928, issued by the Western Railways' Committee on Public Relations.

(Signed) CHARLES DONNELLY

Encl.

St. Paul, Minn., January 24, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Your memorandum of the fifteenth about Mr. Butler's ore matters:

I have not yet received copy of your letter to Mr. Williamson outlining understanding. Will you let me have copy please?

St. Paul, Minn., January 25, 1928.

Mr. F. E. Williamson,
Vice President.

Please note the attached letter from Mr. Turner, addressed to Mr. Budd and myself, with respect to proposed purchase by the S.P.& S. of two type 2-8-2 locomotives.

Have we locomotives of this type which we can spare, and if so, would the price which the S.P.& S. expect to pay, as indicated by the AFE attached to the letter, be satisfactory to the Northern Pacific?

CHARLES P. CHILD

encl.

398

St. Paul, Minn., January 25, 1928. A4

My dear Mr. Winders:

Thank you for your letter of the 20th instant, in regard to proposed supplemental contract with the Milwaukee Company covering taxes assessed against the trackage at the Ferry-Baker Lumber Company mill at Everett. I hope that there will be no difficulty in securing execution of this contract by the Milwaukee Company and that will, of course, dispose of the matter if it is understood by everyone that the supplemental contract is intended to be retroactive and will cover the bills for taxes which we have already rendered and which the Milwaukee Company has declined to pay.

Yours very truly,

(Signed) J. H. TOOEY

Mr. C. H. Winders,
Western Counsel,
Seattle, Washington.

399

St.Paul, Minn., January 25, 1928. A4

Mr. F. W. Sweney,
Comptroller.

Replying to your letter of the 18th instant, in regard to the passing track at South Tacoma the charges for maintenance of which the Great Northern has questioned:

There was no detailed valuation made at the time the contract in question was entered into, and while the exhibit to the contract indicates that this track was not included, I think that if it has in fact been used by the Great Northern for a number of years, we cannot ask that company to pay additional rental and we will have to assume the flat rental figure named in the contract covers use of this track. I do not think there can be any question of our right to include maintenance charges in joint account if the track is used by the Great Northern.

(Signed) CHARLES DONNELLY
P

#66

St. Paul, Minn., January 25, 1928.

Mr. R. W. Clark,
General Traffic Manager.

In accordance with your letter of the 21st inst., I got in touch with our accounting department and with Mr. Henderson and arranged for the joint check of competitive shipments to and from the Backus-Brooks interests at International Falls for 1926 and 1927. Our man leaves for International Falls today and Mr. Henderson advised me that he thought the joint check should be completed in three or four days, so that by the first of next week we should have actual figures.

(Signed) J. H. POORE

401

St. Paul, Minn., January 25, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 19th instant, in regard to rental for track material leased for use at the Lucky Strike mine at Zap:

I do not think that we can burden the new owners of the property with any indebtedness incurred by the former owners, nor do I think that depreciation which should have been paid by the former owners should be credited to the new owners. However, the valuations for track material furnished under the contract of 1920 were based on a value of $45 per ton for rail, and in the contract of 1922 the valuations were based on a rail price of $40 per ton. Both of these prices are now too high and I think that what should be done would be to say to the new owners of the property that we are willing to make a contract with them on the basis of $35 per ton for rail, which is about the price we would have used had we been making an entirely new deal when they took over the property in the latter part of 1927.

The use of the lower price for rail will, I presume, result in lower prices for frogs and switches, and possibly tie plates and rail braces.

If a new contract is made it should, I think, be effective as of the date the new owners purchased the property, and upon receipt of advice from you that the new contract has been negotiated, I will instruct Mr. Sweney to cancel the bills outstanding under the old contract.

(Signed) B. O. JOHNSON.

402

January 25, 1928. A4

My dear Mr. Hilton:

Your letter of the 17th instant, addressed to Mr. Clark, in regard to the Midway District Outdoor Sports Carnival, has been referred to me.

The Northern Pacific has no Carnival Marching Club, and it will, therefore, not be possible for us to take part in your Winter Carnival.

Very truly yours,

(Sgd) B. O. JOHNSON

Mr. R. E. Hilton,
Midway Winter Carnival,
c/o Midway Club,
Prior and University Aves.,
St. Paul, Minn.

403

January 25, 1928. A4

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of the 21st instant, in which you extend an invitation to Northern Pacific representatives to attend the Fifth International Congress of Refrigeration, to be held at Rome, Italy, April 9 to 21, 1928.

I know that Mr. Donnelly's engagements will prevent him from attending this Congress. I have, therefore, referred your letter to Mr. F. E. Williamson, Vice President in charge of operation, with the request that he advise you direct whether or not any representative of the Northern Pacific will attend this Congress.

Very truly yours,

(Signed) R. O. JOHNSON.

Mr. R. H. Switzler, President,
American Institute of Refrigeration,
Lewis and O'Fallon Streets,
St. Louis, Mo.

cc-Mr. F. E. Williamson:

Will you please make the further reply to Mr. Switzler which I have indicated to him will be made by you.

(Signed) R. O. JOHNSON.

January 25, 1928.

Dear Sir:-

With further reference to your letter of the 23rd ultimo, in regard to certain data which you desire to obtain to enable you to make a survey of the prospective future of the coal industry:

I attach a statement which I have had prepared which will give the answers to questions 1 and 2 of the questionnaire enclosed with your letter of the 31st ultimo. Our replies to the remainder of the questions included in your questionnaire are given below:

3. Northern Pacific uses five different kinds of coal, ranging from approximately 8750 BTU to 14,000 BTU per pound as fired. On the basis of dynamometer car tests, the average coal consumption per indicated horsepower hour is 4.9 pounds.

a - Estimated maximum quantity of coal per indicated HPHr is 10 pounds for the lowest quality and 4.0 pounds for the best quality of fuel. Fuel used in firing up and standby losses enroute is included in the estimate.

b - Average consumption per indicated HPHr ten years hence will quite likely be about the same as today, for increased use of cheaper grades of fuel will about offset savings due to use of more efficient locomotives.

4. Answered in 3-b above.

5. Data, taken on dynamometer car tests, of coal consumed by locomotives while standing at sidings, passing tracks, etc., indicates that this amounts to four to seven per cent of the total coal used enroute. Firing-up consumption in roundhouse will vary from six to ten per cent of total consumption en route.

6. In certain instances, where volume of traffic is sufficient, economies of electrification will justify the additional capital investment. Where power is furnished from steam-operated central stations, electrification should reduce coal consumption at drawbar over the best type of steam locomotives now entering service.

7. Electrification should save more fuel than would construction of multiple tracks to eliminate standby losses.

8. a-Diesel electric locomotives of moderate size, suitable for light weight small-size passenger and freight trains, will no doubt be developed in the near future. The development of a Diesel electric locomotive able to handle economically heavy transcontinental passenger and freight trains is quite unlikely.

b-Diesel electric locomotives can be built to handle certain classes of switching operations equally as well as steam locomotives now do it.

Relative cost of the two types of locomotives, and the cost of coal and fuel oil in the territory under consideration will determine the economics of certain transportation operations by Diesel electric locomotives. Each case becomes a separate study.

9. Oil is superior to coal for locomotive fuel and is preferable when economy permits its use.

10. Length of locomotive runs has been increased, with an estimated reduction of standby losses of approximately $128,000 per annum.

11. No experiments with powdered fuel for locomotives are being made on the Northern Pacific.

12. No Northern Pacific locomotives are using boosters under the tender.

Yours very truly,

Mr. A. T. Shurick,
Consulting Mining Engineer,
342 Madison Avenue,
New York City, N. Y.

825am

405

K2

St Paul January 25 1928

Charles Donnelly
Care Hale Holden CB&Q
Chicago

Every passenger train on time seven AM this morning Weather about zero Minnesota Ten to twenty above through Montana Loading and movement continues run little ahead last year No accidents.

B O Johnson.

404

St. Paul, Minn., January 25, 1928.
K2

Mr. E. T. Dakin,
General Auditor.

After you got machine accounting permanently established in your division accounting offices you were to give some thought to the possibility of doing some machine accounting in the larger freight offices.

In this connection, you will find attached a file about the purchase of a Marchant Super-automatic Calculator for the Seattle freight house which I think you ought to know about. Will you kindly let me have file when it has served your purpose.

(Signed) E. O. JOHNSON

encl.

January 25, 1928.
K2

Dear Mr. Fredriksen:

I have given considerable thought and have discussed with several of our people the possibility of fitting you into our organization for a year or two along the lines of our talk in my office on January 13, but thus far I have been unsuccessful.

January, February and March constitute the slackest months of the year with us when activity of practically every kind is at its lowest point. No new plans or projects are under consideration in which your service could be used.

I will, however, continue giving our talk further thought and you will hear from me in the next month or so. I am beginning to be rather skeptical however of any possibility of our using you.

Yours very truly,

(Signed) B. O. JOHNSON.

Reverend F. O. Fredriksen,
Caledonia, Minnesota.

St. Paul, Minn., January 25, 1928.
K2

Mr. R. T. Taylor,
Superintendent, Glendive, Montana.

Thank you for your memorandum of the twenty-first with clippings giving account of the Bloomfield meeting. I think Mr. Spurling handled this very well.

409

January 25, 1928.
K2

Dear Mr. Conmy:

I have not yet received copies of the Fargo Forum, your letter January 20, containing item about proposed constitutional amendment to liquidate bank losses in North Dakota. Was wondering if article appeared.

Yours very truly,

Mr. E. T. Conmy,
Care Conmy, Young and Burnett,
Attorneys at Law,
Fargo, North Dakota.

410

St. Paul, Minn., January 25, 1928.
K2

Mr. J. W. Haw,
Director, Agricultural Development Dept.

Can you let me have reply to my memorandum of the nineteenth about some advertising in "The Veterans Voice"?

(Signed) E. C. JOHNSON.

H11

January 25, 1928.
KE

My dear Mr. Gilman:

I am acknowledging yours of the twenty-first about me appearing on program of your annual dinner at the Curtis Hotel, Minneapolis, February 17.

Unless something very unforseen should occur I will be there. How long a talk do you want me to make? How many do you expect will be present? Will audience consist of men only, or is this function a ladies night?

Will you give me this information please so I can more intelligently prepare my talk?

Yours very truly,

(Signed) L. C. [illegible]

Mr. J. P. Gilman, Chairman, Program Committee,
Minn. Federation of Architectural and Engineering Societies,
1021 Guardian Life Building,
St. Paul, Minnesota.

825am

K2

4/12

St Paul January 25 1928

E T Dakin
Care NP Car 7
Pasco

Every passenger train on time seven AM this morning Weather about zero Minnesota Ten to twenty above through Montana Loading and movement continues run little ahead last year No accidents.

B O Johnson.

830am

K2

413

St Paul Jan 25 1928

R J Tozer
Seattle

Yours twenty-fourth Not very keen about article About how many words should article contain and when do they want copy.

B O Johnson.

St. Paul, Minn., January 25, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Your memorandum of December 29 about advertising solicitation of the Reserve Officers Association of the State of Minnesota:

The Great Northern has decided to take space to the extent of one-half page at $100.00 in special state edition of the "Reserve Officer". I feel we must do the same. Attached you will find sample page giving size of the publication, and also advertising contract.

Will you have advertising copy forwarded not later than Friday, this week, to G. H. Thompsen, 320 Fawkes Building, Minneapolis, telephone Geneva 6211.

(Signed) B. O. JOHNSON.

encl.

416

January 25, 1928.

Dear Sir:

Your joint letter of January 19:

The Northern Pacific will also take one-half page in the "Reserve Officer" at $100.00.

Yours very truly,

(Signed) H. O. JENSON.

Mr. G. R. Martin, Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.

cc-Mr. G. W. Webster
Mr. Charles Jensch
Mr. J. H. Foster

#16

January 25, 1928.
K2

Dear Harry:

Your letter of the twentieth:

Issuance of pass for your mother, Mrs. D. C. Maxwell, was made in the regular way and pass sent to Superintendent R. T. Taylor at Glendive. I am sending Mr. Taylor a copy of this letter so as to see if he cannot locate pass and forward it to your mother at LoLo, Montana.

Glad to hear from you as have wondered several times just where you had become located since you left Billings. Am glad you are well and like your work.

Yours very truly,

(Signed) E. O. JOHNSON.

Mr. H. W. Maxwell,
Watsonville, California.

cc-Mr. R. T. Taylor

Let me know if pass located and forwarded.

417

St. Paul, Minn., January 25, 1928.
K2

Mr. W. C. Sloan,
Asst. to Vice President.

As a matter of information, about when should the new Yellowstone Division Mallet be delivered?

(Signed) B. O. JOHNSON.

418

St. Paul, Minn., January 25, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

I am returning papers about the Bloomfield meeting attended by Mr. Spurling, your letter of January 24. Have made copy of Mr. Spurling's letter for our file.

(Signed) B. C. JOHNSON

encl.

St. Paul, Minn., January 25, 1928.

Mr. C. C. Kyle,
Purchasing Agent.

In connection with the purchase of M&I gas-electric Mr. Grimm wanted to know if he could not run the M&I car along with the three Northern Pacific cars on a plan and specification basis. I told him there were no objections inasmuch as general characteristics and power plant of these four cars are identical, except for floor plan and lettering. This will also simplify purchase from your standpoint as it reduces the two orders to one transaction.

(Signed) E. C. JOHNSON

cc-Mr. E. L. Grimm
Mr. W. H. Gemmell

420

St. Paul, Minn., January 25, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Confirming telephone conversation today, Mr. Gay telegraphs that -

"Executive Committee approved proposed assignment 500 refrigerator cars to Northern Refrigerator Car Company for five years under plan outlined President's file which he left here on recent visit."

Understand you are going ahead on plan that you proposed to Mr. Donnelly.

(Signed) E. A. [illegible]

cc-Mr. J. G. Woodworth
Mr. R. W. Clark

Mr. Donnelly:

To note.

421

St.Paul January 25 1928
D-8

W E Coman
Seattle

Our understanding was Great Northern would handle joint towns If you have extras and Great Northern has omitted some towns use your discretion in supplying F-22

F W DeGuire

4-52

St. Paul, Minn., January 25, 1928.
8-6

Mr. C. C. Kyle,
Purchasing Agent.

With return of the attached form received from the Department of Commerce, Bureau of Mines, will you please give me the usual information in regard to the sale of scrap brass and copper during the year 1927?

CHARLES DONNELLY.P

Encl.

St.Paul, Minn., Jan. 25, 1928.
D-8

Mr. John Haw,
Director, Agri. Dev. Dept.

Your letter of January 16th with attached file from Mr. Stapleton:

I will endeavor to place in Mr. Stapleton's hands by February 15th the revamped chapter for Mr. Craighead.

(Signed) F. W. DeGUIRE

January 25, 1928.
D-8

Dear Mr. Bill:

Your letter of January 12th requesting information on the Red River has come to my attention following my return to the city. I will endeavor to supply the information if it is available as soon as possible.

I have thought of you often and remember the pleasant chats we had regarding the early days on the Mississippi a few years back.

With kindest personal wishes, I am,

Sincerely yours,

(Signed) F. W. DeGOIRE

Mr. Fred A. Bill,
1623 Van Buren Street,
St.Paul, Minnesota.

435

St.Paul, Minn., January 25, 1928.
D-8

Mr. G. F. McNeill,
Asst. General Passenger Agent.

The mailing room was directed today to send to you 3000 pamphlets entitled "Public Interest in Unification" and 3000 pamphlets entitled "The Press and Unification" about which I spoke to you over the telephone. These are to be mailed as promptly as possible to businessmen of Minneapolis. If in the performance of this work, additional help is required please bill me direct and I will handle at once by voucher.

(Signed) F. W. DeGUIRE

#424

At Chicago, Ill.,
January 25, 1928. D1

Mr. B. O. Johnson,
Asst. to the President.

Please let me know what action has been taken regarding naming of Mr. Leach, of Portland, as director of the Oregon Trunk.

Signed-C.D.

427

At Chicago, Ill.,
January 25, 1928. D1

Dear Doctor Sweeney:

Instead of discussing railroad rate questions - as these are never very entertaining - would it not be better at the informal club meeting on March 20 to talk about the proposed Northern Pacific-Great Northern merger? If you're looking for a knock-down drag-out fight, we could probably stage one with this subject under discussion.

Sincerely yours,

Signed-Charles Donnelly

A. W. Sweeney, M. D.,
St. Paul, Minnesota.

428

At Chicago, Ill.,
January 25, 1928. D1

Dear Mr. Stats:

I have your letter of January 21 about the forthcoming hearing to be held at St. Paul in the Northern Pacific-Great Northern merger case.

I will be in St. Paul in the next day or two and will look into the situation, but I was told in New York by interested counsel - who professed to know - that it had already been decided to hold the hearing in the St. Paul Hotel.

Very truly yours,

Signed-Charles Donnelly

Mr. S. J. Stats,
President, Hotel Lowry,
St. Paul, Minnesota.

#29

At Chicago, Ill.,
January 25, 1928. D1

Mr. B. W. Scandrett,
General Solicitor.

Has the deal with Mr. Galen involving $25,000. from the Great Northern, Northern Pacific and Alaska Steamship Company been closed up satisfactorily and, if not, what is its present status?

430

At Chicago, Ill.,
January 25, 1928. D1

Dear Mr. Holt:

Thank you for drawing my attention to Miss Weston's lines about the locomotive. They are very vivid and impressive.

Sincerely yours,

(signature)

Mr. Hamilton Holt,
President, Rollins College,
Winter Park, Florida.

431

January 25, 1928.
S-3

My dear Mr. Elliott:

I enclose third copy of Seattle Division AFE ED No. 2 of 1928 covering replacing of turntable at Auburn, Washington, at an estimated net cost of $49,050, of which $42,500 is chargeable to Additions and Betterments.

A few years ago a 100-foot turntable was authorized for Auburn but on account of developments with respect to new power possibilities it was decided to be inadvisable to install at Auburn a turntable of less than 115 feet in length; therefore the 100-foot table intended for Auburn was transferred to Jamestown and installed in 1926. The existing 85-foot table at Auburn is too short to properly handle the power operating in and out of that terminal, and Mr. Williamson recommends that it be replaced with a 115-foot table as proposed in the attached AFE. It is expected that with the installation of such a table it will be possible to eliminate one engine hostler on each shift.

This is a 1928 budget item and I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES [illegible]

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

H32

January 25, 1928.

My dear Mr. Elliott:

I hand you herewith Walla Walla Valley financial report for the month of December, 1927, from which you will note that the net income for the year 1927 was $8,765.19 less than last year. This loss is due to a reduction in gross revenue of $10,760, while it was only possible to make a reduction in operating expenses of about $2,000.00.

In your letter of the 5th instant, you asked for an estimate showing the financial result to the Northern Pacific because of the ownership of this company. On February 7th last I wrote you giving a similar estimate for the year 1926. At that time we estimated the gross revenue to the Northern Pacific on business received from the Walla Walla Valley at $250 per car and on business delivered to that company at $65 per car. We also assumed that 40% of Northern Pacific gross earnings might be considered as net. During the year 1927 no important change in rates has been made and consequently the revenues per car used for the year 1926 may also be used for 1927. Applying those rates to the interchange of business produces a revenue of $376,000 for business received from the Walla Walla Company, and $35,945 on business delivered to that company, or a total of $411,945. On a 40% basis this leaves a net revenue of $164,778.

Last year in estimating the amount of revenue we would have obtained if the property had remained in private ownership, we assumed that the business would be divided 50% to the Northern Pacific and 50% to the Union Pacific. Using that basis this year, we produce $82,389 as the return on the Northwestern Improvement Company investment in the property. This investment as of December 31, 1927, amounted to $1,010,000, so that the return is a little better than 8%. As a matter of fact, I think it would be entirely fair to consider 50% of the gross as net instead

of the 40% we have assumed, and if the larger figure were used the return would be in excess of 10% on the investment. It should also be borne in mind that the Union Pacific might have purchased the property had we not done so and in that event we would have lost a very substantial part of the business which we enjoyed prior to the date of acquisition by us. I do not think there can be any question of the wisdom of our investment in this property, especially when we can show a return of at least 8% in a year which, because of frost damage, was not a good one.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

+B3

St. Paul, Minn., January 25, 1928.
K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 14 and returning Mr. Stevens' letter of January 12:

I have signed Standard Plans, sheets 228, 229 and 230 for telegraph office with living rooms; also proposed Standard Plan for 20 x 48' combination depot, sheets 1-A to 5-A and 5-B.

(Signed) CHARLES DONNELLY

encl.

434

January 25, 1928.

K5

Dear Sir:

Your letter of January 11 to Mr. Donnelly, together with copy of the Evening Post's Annual number, has been received during his absence from the city. Mr. Donnelly will return to the office the latter part of this week when I shall be glad to bring your letter and the enclosure to his attention.

Yours very truly,

(Signed) B. D. JOHNSON.

Mr. Paul W. Garrett, Financial Editor,
New York Evening Post,
75 West Street, New York City, New York.

435

January 25, 1928.
KS

Dear Sir:

In Mr. Donnelly's absence from the city I acknowledge receipt of your letter of January 23, together with a reprint of two articles from the annual financial reviews of the New York Sun and New York Evening Post. Mr. Donnelly will return to the office the latter part of this week when your letter will be brought to his attention.

Yours very truly,

(Signed) R. C. JOHNSON

Mr. Walter S. Case, President,
Case, Pomeroy & Company,
60 Beaver Street, New York City.

4B4

January 26, 1928.

K5

Dear Sir:

This will acknowledge receipt of your letter of January 7, File P-300, regarding the effect of service available on inland waterways upon the price of grain paid to the farmer.

I am in accord with your suggestion that the subject is one which should properly be referred to the Traffic Advisory Committee of the Bureau of Railway Economics, of which Mr. Archibald Price is Chairman, for such further investigation as may be necessary.

Yours very truly,

(Signed) CHARLES DONNELLY.

Mr. T. C. Powell, Chairman,
Advisory Committee on Traffic, Ass'n. of Railway Executives,
Care Chicago and Eastern Illinois Railway Company,
Chicago, Illinois.

cc-Mr. E.H. Adams, Pres., Western Pacific RR., San Francisco, Cal.
Mr. D. Campbell, Vice Pres., NEW HAVEN Ry., New Haven, Conn.
Mr. C.H. Cogan, Vice Pres., Seaboard Air Line, Norfolk, Va.
Mr. E.H. Chapin, V.P., Southern Pacific Lines, Chicago, Ill.
Mr. J.L. Eysmund, Vice Pres., Penn. Railroad, Philadelphia, Pa.
Mr. J.H. Gurnsey, Pres., CHICAGO, Chicago, Illinois.
Mr. C.H. Ingalls, Vice Pres., New York Central Lines, New York.
Mr. A.C. Johnson, Vice Pres., C.M.St.P. Ry., Chicago, Ill.
Mr. W.G. Mennell, Vice Pres., Wabash Railway, St. Louis, Mo.
Mr. C.H. Perkins, Vice Pres., Missouri Pacific RR., St. Louis, Mo.
Mr. A.H. Smith, Vice Pres., L. & N. RR., Louisville, Ky.
Mr. F.H. Houghton, V.P., A. T. & S. F. Ry., Chicago, Ill.
Mr. F. V. Robinson, Vice Pres., Union Pacific System, Omaha, Nebr.

437

St.Paul, Minn., Jan. 25, 1928.
D-8

Mr. W. J. Gregoire,
Agent,
Helena, Montana.

Dear Sir:

This will acknowledge receipt of clippings from the Helena Independent, issue of January 21st, bearing on proposed unification of the Northern Pacific and Great Northern.

Yours truly,

(Signed) F. W. DeGUIRE

438

St.Paul, Minn., January 25, 1928.
D-8

Mr. T. H. Lantry,
General Manager.

You probably will want to acknowledge the attached, and I have dictated a letter which you may wish to sign.

(Signed) [illegible]

Enclo

St.Paul, Minn., January 25, 1928.
D-8

Mr. D. F. Lyons,
General Counsel.

You probably will want to acknowledge the attached, and I have dictated a letter which you may wish to sign.

(Signed) F. W. DeGUIRE

Enclo

440

January 26, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 23 of 1928 covering application of steel center sills, body bolsters, truck bolsters and second-hand 70M capacity trucks to fifty 34-ft. cabooses, at an estimated net cost of $44,953, of which $16,210 is chargeable to Additions and Betterments.

I wrote you on October 31 last transmitting mechanical department AFE No. 234 covering fifty cabooses, and the attached AFE covers a continuation of the program. It is covered by Item 465 of the 1928 budget, and I recommend formal approval by the Committee or Board at this time inasmuch as it requires about six months to secure bids and obtain delivery of the sills.

Very truly yours,

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

441

St. Paul, Minn., January 26, 1928.
S-3

Mr. A. V. Fabian,
Supt. C.O. Building.

I have your letter of January 23, and have approved and return herewith your requisition No. 3890 for fifty Perfect folding chairs.

(Signed) E. M. WILLIS

Encl.

442

St. Paul, Minn., January 26, 1928.
S-3

Mr. R. W. Clark,
General Traffic Manager.

Referring to your letter of January 21:

We have just received the December statement of the Gilmore & Pittsburgh Railroad, and I am sending it herewith for your information, together with a summary prepared in this office of commodities handled by months and for the full year. I will see that this is sent to you each month hereafter.

(Signed) B. O. JOHNSON.

Encl.

443

St. Paul, Minn., January 26, 1928.
8-3

Mr. L. A. Behler,
Assistant General Auditor.

Will you please advise me the total charges for the year 1927 against System AFE ED No. 5 covering new furniture, typewriters, calculating machines and other office equipment, in the amount of $15,000?

(Signed) E. M. WILLIS

444

St. Paul, Minn., January 26, 1928.
S-3

Mr. D. F. Lyons,
General Counsel.

For your information, and in connection with General Counsel Thom's letter No. 504 dated January 19, I attach copy of a letter dated January 24 addressed by Mr. T. C. Powell, Chairman of the Advisory Committee on Traffic, Association of Railway Executives, to the members of that committee, about motor bus and motor truck operations.

(Signed) CHARLES DONNELLY
VP

Encl.

445

January 26, 1928.
S-3

Gentlemen:

I have your letter of January 25, file D-9017-T, regarding the account of Mr. James Weldon.

I wrote you on July 25, 1927, that Mr. Weldon has not been in the service of the Northern Pacific since March 1924 and he is not now in our service. There is nothing I can do to assist you in collecting the amount which you represent is due you by Mr. Weldon.

Very truly yours,

Geo. L. Shuman & Company,
Wabash Avenue & Washington Street,
Chicago, Illinois.

11:20 A

446

St.Paul,Minn.,Jan. 26, 1928. C. G. Burnham,
CB&Q, Chicago,Ill.

Your letter yesterday. As Cotsworth is to be here tomorrow think you had better come up and we will get question settled.

Ralph Budd.

Charles Donnelly.

x

447

Paid

1120 AM

St.Paul,Minn.,January 26, 1928.

Howard Elliott, Chairman,
Northern Pacific Railway Co.,
34 Nassau St.,New York,N.Y.

Your wire about Car Yellowstone. Will reserve car for period March fourteenth to April third as requested.

Charles Donnelly.

Charge NP Railway Co.,
Executive Dept.

448

January 26, 1928. D1

Dear Mr. Stone:

I have your letter of January 25 extending to me an invitation to address a public banquet at Little Falls sponsored by the local Lions Club, on the subject of the proposed merger of the Northern Pacific and Great Northern.

Perhaps at some time in the spring I shall be able to do this; but at present I am so engrossed in matters directly connected with the hearings in the merger proceeding, which will be resumed in St. Paul on Monday next and later on the Pacific Coast, that I would not now undertake to fix a date when I could arrange to be in Little Falls.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. A. I. Stone,
Secretary, Lions Club,
Little Falls, Minnesota.

449

January 26, 1928. D1

Dear General Duncan:

On returning to my office today I find your card.

I am very sorry to have missed seeing you and hope to have better luck next time.

Sincerely yours,

(Signed) CHARLES DONNELLY.

George B. Duncan,
Major General, United States Army,
Blackstone Hotel,
Omaha, Nebraska.

450

January 26, 1928. D1

Dear Mr. Johnston:

I have your letter of January 24 about your failure to record the mortgage on property of Thomas F. Fitch and Florence M. Fitch before forwarding it to me.

I realize how easy it is for a mistake of this kind to happen, and I assure you that the omission has occasioned me no inconvenience.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. H. R. Johnston,
Treasurer,
Guaranty Trust Company of N. Y.,
140 Broadway, New York, N. Y.

451

St. Paul, Minn., January 26, 1928. D1

Dear Mr. Winders:

I forward to you herewith by registered mail an engrossed copy of the minute adopted by our Executive Committee at a meeting held on December 7, 1927 on the occasion of the death of Judge Reid.

Will you kindly see that this is delivered to Mrs. Reid. I do not forward it directly to her as I am not certain that she is now in Seattle, and I would not wish to have it knocked about in the mails.

Sincerely yours,

encl. (Signed) CHARLES DONNELLY.

Mr. C. H. Winders,
Western Counsel,
Northern Pacific Railway Co.,
Seattle, Washington.

452

January 26, 1928. D1

Dear Mr. Furness:

I find your letter of January 24 on returning to my office this morning after an absence of two weeks in the east.

I cannot say definitely at this time whether I can meet you during the week beginning February 6. I will doubtless know by the end of this month, however, and hope to be able to advise you definitely at that time.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. A. W. Furness,
Secretary, Chamber of Commerce,
Mandan, North Dakota.

#53

January 26, 1928. D1

Dear Mr. Tennant:

I have your telegram of January 25 suggesting that we urge the adoption by the Government of the Columbia Basin project.

I have just returned from Washington, where I appeared before a committee of the House of Representatives and urged strongly the adoption of this measure.

You may rest assured that we are doing all we can to bring about its adoption.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. J. D. Tennant,
Long-Bell Lumber Company,
Kansas City, Missouri.

454

January 26, 1928. D1

Dear Mr. West:

I have your letter of January 24, and thank you for drawing my attention to the news items appearing in your paper relating to the Northern Pacific.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Frederick West,
Advertising Manager,
Chicago Journal of Commerce,
12 East Grand Avenue,
Chicago, Illinois.

455

January 26, 1928. A4-1

Dear Sir:-

I acknowledge receipt of your letter of the 20th instant, in which you request a contribution from the Northern Pacific Railway to aid the National Fire Protection Association in its work.

I regret that I cannot see my way clear to comply with your request. Because of conditions in the Northwest in the past few years it has been necessary for the railroads serving that territory to economize in every way and we have had to decline to make contributions to many worthy causes.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Irving T. Bush, National Chairman,
National Fire Protection Association,
Room 1014 - 17 East 42nd Street,
New York, N. Y.

456

January 26, 1928. A5

Dear Mr. Soule:

I return proof of map of Northern Pacific Railway Company to be published in the 1928 Edition of Poor's Manual. With the corrections as noted thereon in green, the map is in proper form for publication.

Yours very truly,

encl.

Mr. George B. Soule,
Vice President,
Poor's Publishing Company,
33 Broadway, New York City.

457

St. Paul, Minn., January 36, 1928.
S-3

Mr. Grafton Mason,
Land Attorney.

Can you furnish me with the information requested in my letter of January 18 about taxes on royalties on Cuyuna Range iron ore properties?

(Signed) B. C. JOHNSON.

H 58

January 26, 1928.
S-3

Dear Sir:

Referring to your letter of January 13:

We have corrected the copy of your proposed new wall map and have shown Northern Pacific lines in red, joint lines being shown in half red. We have also shown as completed certain line changes now under way, such as the Bitter Root Branch south of Missoula, the removal of the so-called high line between Trout Creek and Pinehurst, Montana, and the construction of the new Redwater Branch between Glendive and Brockway, Montana. While these projects have not actually been completed, we think they should be shown in this way in view of the fact that this issue of your map will probably be in use for some time to come. The map is being returned to you under separate cover.

Very truly yours,

Mr. J. W. Cooper,
Chief Clerk to President,
CB&Q Railroad Company,
Chicago, Illinois.

459

January 26, 1928.
S-3

Dear Sir:

Mr. R. W. Clark has referred to me your letter of January 21 requesting transportation for your Mr. Handsaker, of Portland, Oregon.

The situation as it existed when Mr. Clark wrote you on June 16, 1927, has not changed, and for that reason I am sorry to have to tell you that we cannot consistently honor the request transmitted with your letter of January 21.

Very truly yours,

(Signed) D. C. JOHNSON.

Mr. Alonzo E. Wilson,
Assistant General Secretary,
Near East Relief,
151 Fifth Avenue, New York City, N.Y.

460

St. Paul, Minn., January 26, 1928.
S-3

Mr. R. W. Clark,
General Traffic Manager.

Replying to your letter of January 23 about request for transportation by Alonzo E. Wilson, Assistant General Secretary of the Near East Relief:

I had a letter under date of January 9 from Mr. Woodworth to the effect that the Western Traffic Executive Committee had agreed to decline requests from this organization for free transportation, and I advised him on January 10 that I thought that agreement should be adhered to and that this office would be governed accordingly. I am therefore advising Mr. Wilson that we cannot consistently honor his request.

(Signed) B. C. JOHNSON.

461

January 26, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 19 of 1928 covering the application of inside belt rails to 250 automobile cars, series 6000-6999, at a cost of $9,513, all chargeable to Capital Account.

The narrative of the AFE indicates how the general practice of spiking or bolting cleats to the car sheathing has damaged the sheathing to such an extent as to make the cars unfit for bulk grain loading and other commodities subject to damage by rain or snow.

The 1928 budget provides for equipping 500 cars with belt rails, and I recommend formal approval of the attached AFE by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

462

January 26, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of system AFE ED No. 3 covering the proposed purchase of two six-burner, gasoline driven weed burners, at an estimated cost of $11,100, all of which is chargeable to Additions & Betterments.

At the present time we have eight gasoline driven burners, four of which are four-burner machines and the other four, purchased last year, six-burner machines. Mr. Williamson advises that to properly handle the main line work two additional burners are necessary and that they should be available in the early spring. Our experience in recent years has demonstrated the economy of these machines as against steam locomotive propelled burners, the difference in cost being about seven dollars per mile in favor of the gasoline machine.

This is a 1928 budget item, and I recommend formal approval by the Committee or Board.

Very truly yours,

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

January 26, 1928.
S-3

My dear Mr. Elliott:

I enclose third copy of Pasco Division AFE ED No. 18 of 1928 covering curve relay work between Vista and Gibbon, at an estimated net cost of $14,195, of which $6,968 is chargeable to Additions and Betterments.

This is a 1928 budget item, and I recommend formal approval of the AFE by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

464

January 26, 1928.
8-3

My dear Mr. Elliott:

I enclose third copy of Tacoma Division AFE ED No. 46 of 1928 covering relaying 90-lb. rail with 130-lb. rail in the Nelson Bennett Tunnel at Ruston, on the Point Defiance Line, at an estimated net cost of $24,678, of which $11,298 is chargeable to Additions and Betterments. The present 90-lb. rail in the tunnel was laid in 1914 and is badly corroded by gas and salt air action.

This is a 1928 budget item, and I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

H65

January 26, 1928.
S-3

Dear Mr. Hollender:

Replying to your letter of January 23:

I enclose a complete set of papers embracing additions, deductions and corrections in the Monad Cipher Code as of January 25, 1928. The printed pages should be substituted for those now in your copy, and if you will tell me how many cipher books you have I will arrange to send you additional sets.

I think you already have the additions and changes embodied in the mimeographed sheets, but in any event you can check them to make sure.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

Mr. F. C. Hollender,
Assistant Secretary & Assistant Treasurer,
Northern Pacific Railway Company,
34 Nassau Street, New York City, N.Y.

466

St. Paul, Minn., January 26, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 25 and returning proposed contract with the R. D. Bodle Company covering the construction of a warehouse for the United Fruit Growers' Co-operative Association at Grand Mound, Washington:

This letter, when filed with the Assistant Secretary, will be authority for the Chief Engineer to execute the contract on behalf of the Railway Company.

(Signed) CHARLES DONNELLY

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

467

January 26, 1928.
S-3

My dear Mr. Elliott:

I have your letter of January 23 and have instructed that our new publication "The Northwest" be sent to our directors at the addresses furnished by you.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

St. Paul, Minn., January 26, 1928.
S-3

Mr. J. G. Woodworth,
Vice President.

Mr. Elliott requests that copies of our new agricultural department publication -- "The Northwest" -- be sent to Northern Pacific directors at their home addresses. I enclose a list of their names and addresses. Will you please arrange accordingly?

(Signed) CHARLES DONNELLY.

Encl.

830am 469

St Paul Jan 26 1928

E T Dakin
Care E R Wales Seattle

Outside of number one into Seattle one hour forty five minutes late yesterday morning account break in two Cascade Mountains all passenger trains on time Weather five below St Paul to Glendive Twenty above through Montana No troubles or accidents.

B O Johnson.

470

January 26, 1928.

Dear Mr. Howson:

The Northern Pacific has just ordered an experimental simple articulated locomotive from the American Locomotive Company. The locomotive is experimental from standpoint that, as far as we know, it will be the largest engine yet built in America. It follows the usual conventional design except for the fact that it has a 22 foot, 2 inch by 9 foot, 6 inch fire box, which you will recognize as unusually large and is made necessary in order that we can use in this engine Montana sub-bituminous coal which we get from our open pit mine at Colstrip, Montana. Whether problem of proper mechanical firing of this locomotive is being satisfactorily worked out remains to be seen for the reason that mechanical firing on such scale has never yet been attempted.

I was talking to Mr. Grimm, Assistant to our General Mechanical Superintendent, yesterday and he is preparing data giving dimensions and characteristics of this engine which, when ready, he will send to your Mr. Woodward. He will also accompany his data with blue print showing wheel arrangement and loading. Incidentally, engine, in working order with loaded tank, will weigh 541 tons, and is 119 feet long from center engine truck axle to center rear tank axle.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. R. T. Howson,
Western Editor, Railway Age,
105 West Adams Street,
Chicago, Illinois.

cc-Mr. W. C. Sloan
Mr. S. Zwight
Mr. E. L. Grimm

This recalls our talk yesterday. Will you let me have copy of which you sent Mr. Woodward?

835am

St Paul Jan 26 1928

J G Woodworth
Care NP Car 11

Outside of number one into Seattle one hour forty five minutes late yesterday morning account break in two Cascade Mountains all passenger trains on time Weather five below St Paul to Glendive Twenty above through Montana No troubles or accidents.

B O Johnson.

1010am

K2

472

St Paul Minn January 26 1928

M S Gunn
Helena Mont

Glad to learn that you succeeded persuading Commissioner Young not to mention unification his Great Falls address Hope you will be able to have him refrain publishing his statement.

Charles Donnelly.

473

January 26, 1928.
KD

Dear Sir:

A few days ago you left at this office a ticket for Mr. Donnelly to the Dinner Meeting of the Ramsey County Bar Association to be held here January 28, 1928.

Mr. Donnelly regrets that his engagements are such that he will be unable to use this ticket and I am therefore returning the ticket to you.

Yours very truly,

sgd-A.M.Gottschald

Office Manager.

Mr. H. J. Alton,
424 Endicott Building,
St. Paul, Minnesota.

474

St. Paul, Minn., January 26, 1928. A5

My dear Mr. Andersen:

Supplementing my letter of January 16, I now enclose duly executed deed to Dr. A. J. Low, conveying to him a small tract of land at Roslyn for a consideration of $125.00.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

Mr. C. C. Andersen, General Manager,
Northwestern Improvement Company,
Seattle, Washington.

475

St. Paul, Minn., January 26, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 23:

I enclose executed copy of agreement with the Kimball Lumber Company covering construction, maintenance and operation of a spur track to serve the plant of the Lumber Company at Seattle, Washington, as covered by Seattle Division AFE ED No. 37 of 1928. Copy bearing initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY

encl.
cc-Mr. R. H. Relf.

(Signed) CHARLES DONNELLY

474

St. Paul, Minn., January 26, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 17th, about service date of Richard Kories, Switchman at Spokane:

I approve your recommendation that his service be shown as continuous from August 8, 1907, insofar as pension rights and pass privileges are concerned.

CHARLES DONNELLY

477

January 26, 1928. A5

Dear Sir:-

This will acknowledge receipt of your letter of January 20, addressed to the Northern Pacific Railway Company, for the attention of C. C. Kyle, Purchasing Agent, returning application for permit to use specially denatured alcohol in our water service department laboratory at Jamestown in order that the corporate seal impression may be put on both copies.

I return the application to you with the corporate seal impression on both copies, and have also incorporated in the permit the following phrase:

"Principal place of business in Northern Pacific Building, St. Paul, Minn."

in accordance with request made by you on a representative of our legal department.

A representative of our legal department discussed with a representative of your office the question of furnishing a power of attorney in favor of Mr. Kyle and the understanding reached was that the power of attorney now in your possession is sufficient authority for Mr. Kyle to make the enclosed application. We are, however, forwarding to you an additional copy of the power of attorney executed under date of February 19, 1927, in accordance with the request made by your office.

Yours truly,

Mr. S. B. Qvale,
Prohibition Administrator,
St. Paul, Minnesota.

cc-Mr. C. C. Kyle
Mr. F. J. Gehan

476

January 26, 1928.
12

Dear Sir:

Recalling Northern Pacific Railway subscriptions to your various technical publications:

Will you kindly transfer subscription now addressed to "Traveling Storekeeper, Northern Pacific Railway, Parkwater, Washington" to "R. W. Clark, General Traffic Manager, Northern Pacific Railway, St. Paul, Minnesota."

Acknowledge receipt please.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. R. F. Duysters, Asst. to the President,
Simmons-Boardman Publishing Company,
30 Church Street, New York City.

cc-Mr. R. W. Clark:
Mr. Kyle felt generous and relinquished above issue in your favor. Your memorandum returned herewith.

cc-Mr. C. C. Kyle

This as per our phone talk today. Thank you.

479

St. Paul, Minn., January 26, 1928.
K2

Mr. W. C. Sloan,
Assistant to the Vice President.

I am returning your file about former bridge carpenter F.G. Michaels who was yesterday awarded the Carnegie medal for heroism in saving a child from train at St. Cloud, July 22, 1924. This award, as file indicates, was made on our recommendation. I am sending copy of this letter to Mr. Lowry as he was the person who originally proposed that we call the attention of the Carnegie Hero Fund Commission to this act of bravery.

Information contained in your file has been telephoned by Mr. DeGuire to the Associated Press, Pioneer Press, Daily News, of St. Paul, the Journal, Tribune and Star in Minneapolis, and Mr. Cooling at St. Cloud, so we ought to get some good publicity out of it.

(Signed) E. O. JOHNSON.

cc-Mr. T. F. Lowry

On your recommendation we submitted facts in this case to the above Commission, November 5, 1924. Not having heard anything for over three years we naturally assumed our recommendation had been ignored, but as you will note from the above, Michaels finally got it.

(Signed) E. O. JOHNSON.

480

St. Paul, Minn., January 26, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Attached outlines distribution of the Washington booklet which is to be ready next week.

Will you please tell Mr. Haw to hold up distribution of this booklet until the President sends out initial copies? When he does I will let you know. As soon as booklets are ready let me know please.

(Signed) B. O. JOHNSON.

encl.

481

January 26, 1923.

K2

Gentlemen:

We have been asked to take some advertising in the quarterly periodical issued by "The Minnesota County Commissioner", from Minneapolis.

We question very much the advertising value of such proposal and do not see wherein results from any other source would benefit us. We are therefore disposed to decline to contribute. Are you agreeable to such position?

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. G. R. Martin, Vice President,
Great Northern Railway Co.,
St. Paul, Minnesota.

Mr. G. W. Webster, Vice President,
M. St. P. &S. Ste. M. Railway Co.,
Minneapolis, Minnesota.

Mr. Charles Jensch, Comptroller,
C. St. P. M. & O. Railway Company,
St. Paul, Minnesota.

Mr. J. H. Foster, Spl. Repr.,
C. M. St. P. & P. Railway Co.,
Minneapolis, Minnesota.

482

St. Paul, Minn., January 26, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Returning copy of Mr. Burnham's weekly lumber letter dated January 14:

We do not get lumber situation in such detail as it is given on attached; instead, we get second attached report weekly.

I believe you will find Purchasing Department report of considerable interest as it gives picture at a glance. If you want it I will arrange with Mr. Kyle to let you have it. On the other hand, can you have Mr. Burnham make me copy of his weekly lumber letter so we will know about conditions in the various lumber producing territories?

(Signed) B. O. JOHNSON.

encl.

483

St. Paul, Minn., January 26, 1928.
K2

Dear Mr. Coman:

I think you have seen copies of the Montana and North Dakota agricultural booklets which were gotten out a couple of years ago. I now attach copy of the Minnesota booklet which is being distributed at the present time. The Washington booklet will be ready next week. The purpose of this letter is to tell you of plan to distribute the Washington booklet which plan is approved by the President.

You will find attached distribution list which we worked up for the Minnesota booklet. We have very nearly completed the preparation of 1283 letters of which I attach sample draft to the individuals indicated on this list. Each letter is being signed by Mr. Donnelly personally.

The distribution plan of the Washington booklet is as follows: We will take care of the five classifications on the attached list over Mr. Donnelly's signature, indicated by the letter "x" from this office. Will you then let us have as soon as possible a list of the 100 most prominent, influential businessmen and citizens in the State of Washington, so that copies of this Washington booklet can be mailed to them from St. Paul over Mr. Donnelly's name. Will you then take care of the remainder at Seattle, accompanying each booklet with a letter based on the attached form letter and send out on your letterhead over your name. When your list is ready please wire me books you will require and we will make shipment of books with necessary envelopes and address stickers.

Please understand you are not necessarily bound by classifications which we selected in Minnesota. We gave a good deal of thought to this Minnesota distribution and think we have picked out those people to whom the booklet is of real interest. You might want to change list somewhat. There

is no objection to your so doing.

Yours very truly,

(Signed) B. C. JOHNSON.

Mr. W. E. Coman,
Assistant to the President,
Northern Pacific Railway Company,
Seattle, Washington.

cc-Mr. R. W. Clark

484

January 26, 1928.
K2

Dear Mr. Gay:

We have notified Mr. Williamson about Executive Committee approval of proposed assignment of 500 refrigerator cars to the Northern Refrigerator Car Company, your wire twenty-fifth.

Presume you are returning President's file on this subject.

Yours very truly,

(Signed) B. O JOHNSON.

Mr. E. A. Gay, Secretary,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

486

K2

Mr. A. M. Gottschald:

When you give printer final approval on circular announcing Mr. Nelson's appointment as Passenger Traffic Manager, order 2000 copies of such circular, distributing them as follows:

1. 800 copies to Mr. Goodhue with instructions that he mail one copy to each Northern Pacific agent.

2. 400 copies to Mr. Nelson and he will arrange with Mr. Goodhue for foreign line passenger department distribution.

3. 300 copies to Mr. Goodhue for distribution to all Northern Pacific officers.

4. 100 copies to Mr. Nelson personally.

5. 100 copies to Mr. Smith personally.

This will leave 300 copies which you should turn over to Mr. Nelson for miscellaneous distribution.

When this distribution has been arranged please hand this file to Mr. Willis so he can arrange necessary salary roll changes.

(Signed) B. O. JOHNSON.

cc- Mr.E.E.Nelson (Personal)

100pm

486

St Paul Jan 26 1928

M S Gunn
Helena Mont

Glad to learn that you succeeded persuading mughog dogdog waxbow waxbow hogcap vatpeg foxhog catcap tan not to mention catcap waxrug waxmug furram waxhog cap his commit enshine Hope you will be able to have him pegvat rugpeg furwax cap tenthly his unshod.

Charles Donnelly.

487

St. Paul, Minn., January 26, 1928.
K2

Mr. E. E. Dildine,
Superintendent of Telegraph.

Will you please arrange to furnish Mr. E. E. Nelson, Passenger Traffic Manager (effective February 1, 1928) with complimentary Western Union stamps. Will you let me know when it has been sent him.

(Signed) B. O. JOHNSON.

486

St. Paul, Minn., January 26, 1928.
KB

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of January 19 giving notice of annual meeting of stockholders of the Spokane, Portland and Seattle Railway Company to be held in Vancouver, Washington, February 16, 1928, and have signed and return forms of proxy covering the 199,995 shares of stock held by the Northern Pacific Railway Company and the two shares standing in my name.

Arrangements should be made for Mr. W. E. Coman to represent me.

(Signed) CHARLES DONNELLY

encl.

489

January 26, 1928.
E-8

Dear Miss Gleason:

Your letter of January 23rd about your father and some of the "relics" of early days on the Northern Pacific now in your possession was read with much interest.

I would very much like to see these pictures, passes, old ticket, meal ticket, and the picture of your father if possible. Could you tell me something more specific about him? If you will mail these to me I will be very happy to preserve them or return them, as you suggest.

Very truly yours,

(Signed) F. W. DeGUIRE

Miss Claire Gleason,
Yermo, California.

H90

January 26, 1928.
E-8

Dear Mr. Kishel:

Please find enclosed two photographs from which please make two one-column 60-line screen cuts each about 5 inches deep for use in 8-column newspapers, and 100 mats of each. I would like to have these as soon as possible.

Yours very truly,

(Signed) F. W. DeGUIRE

Enclo

Mr. B. O. Kishel,
Bureau of Engraving,
500 South Fourth Street,
Minneapolis, Minn.

491

January 26, 1928.
E-S

Dear Mr. Haislet:

Thank you for marking your list of Minnesota publications indicating the more prominent ones. The list is to be used in connection with circulation of a new booklet on Minnesota prepared by the Agricultural Development Department of the Northern Pacific Railway; I have arranged to have one of these copies mailed to you.

With kindest personal regards, I am,

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. Sam Haislet, Secy.,
Minnesota Editorial Assn.,
441 Nicollet Hotel,
Minneapolis, Minn.

492

St.Paul, Minn., Jan. 26, 1928.
E-8

Dear Sir:

We are eager to obtain a photograph of Frederick G. Michaels who just has been awarded a medal by the Carnegie Hero Fund Commission, and would appreciate it if you would obtain one promptly.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. J. E. Cooling,
Agent,
St.Cloud, Minn.

493

St.Paul, Minn., Jan. 26, 1928.
E-8

Dear Sir:

Your letter of January 24th, File 332:

I have not yet received the copy of the new magazine "Passenger Traffic" but note what you say about the good representation we obtained. I await its arrival with interest and will inform you regarding receipt of copies.

Enclosed is an item about the appointment of Mr. E. E. Nelson and the retirement of Mr. A. B. Smith. If you think it advisable we could supply photographs of these two officials.

Yours truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. B. M. Decker,
Gen. Agt.,
809 Finance Bldg.,
Philadelphia, Pa.

St Paul January 26 1928
E-8

494

W E Coman
Seattle

Please have following released immediately to coast newspapers through Strang & Prosser if you regard that as the most effective method quote (story of appointment of E. E. Nelson as passenger traffic manager)

F-23

F W DeGuire

HGb

St. Paul, Minn., January 26, 1928.
S-6

Mr. R. W. Clark,
General Traffic Manager.

Referring to your letter of January 23 in regard to the sub-lease to the Manitoba Stationers, Ltd. of the basement of our Winnipeg City Ticket office:

In view of the circumstances as stated in your letter, I approve your recommendation that the rental be reduced to $75.00 per month for the period January 1 to the expiration of our lease October next, this with the understanding that the total amount of arrears, including the January rent on the new basis amounting to $231.14, will be paid on or before February 1.

(Signed) CHARLES DONNELLY

cc--

Mr. R. H. Relf,
Assistant Secretary.

A 96

St. Paul, Minn., January 26, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of January 25 and return copy of Northern Pacific Terminal Company budget for 1928, which I note was approved by the directors of the Terminal Company at a recent meeting.

I think it is unnecessary to eliminate the Portland depot items from the budget for the reason that to do so would indicate our disapproval of the proposed alterations in that structure. The budget therefore may be considered as approved, including the depot items, which however should be marked for special consideration at the proper time.

(Signed) CHARLES DONNELLY

Encl.

St. Paul, Minn., January 26, 1928.
8-3

Mr. F. E. Williamson,
Vice President.

I have your letter of January 21, and have approved mechanical department AFE No. 21 of 1928 covering the purchase of three 50-ft. 100M capacity automobile cars, Nos. 5012, 5013 and 5014, from the Northwestern Improvement Company, to be placed under the equipment trust of 1923 to replace cars destroyed.

I think we should wait until we purchase some new box cars before setting aside any additional cars to be used in replacing equipment destroyed under the various equipment trusts.

(Signed) CHARLES DUNNELLY

H98

St. Paul, Minn., January 26, 1928.

Mr. R. W. Clark,
General Traffic Manager.

Mr. J. M. Hughes,
Land Commissioner.

Attached letter from the Farmstead, Stock & Home for some advertising is self-explanatory. What do you suggest we tell these people?

(Signed) B. O. JOHNSON.

encl.

499

St. Paul, Minn., January 26, 1928.

K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of January 25 transmitting supplemental agreement in connection with track changes and spur to serve the H. O. Seiffert Company at Everett, Washington, as covered by Seattle Division AFE ED 139, 1927:

The agreement has been executed on behalf of the Northern Pacific Railway Company and I return copy for transmittal to the Great Northern Railway Company. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELL

encl.

cc-Mr. Relf

500

St. Paul, Minn., January 26, 1928. A5

Mr. J. L. Watson,
Right of Way Commissioner.

Referring to your letter of January 25, about proposed exchange of property with William A. Hallett, et al., near Wallace, Idaho, on the Sunset Branch:

I have executed for the Railway Company and return deed to William A. Hallett, of Wallace, Idaho, and Lewis P. Howard, of Saint Joe, Idaho.

CHARLES DOWNEY

encl.

501

January 26, 1928.
K2

My dear Mr. Elliott:

Your letter of January 17 and returning correspondence about fuel economy.

The figures shown in your letter to Mr. Kane have been checked and found correct.

We are endeavoring to develop further the reason for the larger decrease in fuel costs on the Great Northern than on the Northern Pacific. I will write you further about this.

Yours very truly,

(Signed) CHARLES DONNELLY.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

501½

1

St. Paul, Minn., January 26, 1928.

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of January 24 giving notice of annual meeting of stockholders of the Gales Creek and Wilson River Railroad Company to be held at Portland, February 16, 1928, and have signed and return form of proxy covering 2298 shares of stock held in the name of the Northwestern Improvement Company.

Will you please arrange to have proxy sent to Mr. W. E. Coman to vote the stock of the Northwestern Improvement Company at this meeting.

(Signed) CHARLES DONNELLY

encl.

502

St. Paul, Minn., January 27, 1928.
3-3

Mr. F. E. Williamson,
Vice President.

Replying to your letter of January 26:

I think the proposed arrangement recommended by Mr. Zwight, with respect to removing the Gould Simplex axle generator and replacing it with a turbo generator, on M&I baggage car No. 11, is a desirable one to make. You should, of course, take the matter up with Mr. Gemmell before proceeding with the work and make certain that it is satisfactory to him.

Signed) CHARLES DUNNELL

503

St. Paul, Minn., January 27, 1928.
S-3

Mr. R. H. Relf,
Assistant Secretary.

I enclose for filing an executed duplicate original of agreement dated November 1, 1927, between the Cowlitz, Chehalis & Cascade Railway Company on one hand, and the Milwaukee Road, the Great Northern, OWR&N and Northern Pacific on the other, with respect to an additional advance of $40,000 to the Chehalis Company.

Since this agreement was executed an additional advance of $4000 has been made by each of the four transcontinental roads, for which, however, no supplemental agreement will be made. The use to which the additional $16,000 will be put is covered by letters exchanged by Mr. Gray, of the Union Pacific, with Mr. Brown, of the Chehalis Company, copies of which are attached for your files.

Signed) CHARLES DONNELLY
JR

Encl.

504

St. Paul, Minn., January 27, 1928.
9-3

Mr. R. W. Clark,
General Traffic Manager.

Please note the attached letters from E.F. Albee and Bob Hall about taking advertising space in the National Vaudeville Artists year book for the purpose of raising funds to complete a tubercular hospital at Saranac Lake, New York, for disabled theatrical people. What do you recommend?

(Signed) B. O. JOHNSON.

Encl.

505

January 27, 1928. A5

My dear Mr. Gay:

I acknowledge receipt of your letter of January 25th, with list of items submitted to the Executive Committee at meeting held on that date; also comments about various other items. I have also received the statement with respect to blanket authority AFE's reported to the Committee for information.

Yours very truly,

(Signed) E. C. JOHNSON

Mr. E. A. Gay, Secretary,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

506

St. Paul, Minn., January 27, 1928. A5

Mr. J. L. Watson,
Right of Way Commissioner.

Referring to your letter of January 26:

Mr. Donnelly has executed and I return deed from the Railway Company and Improvement Company to H. M. King, conveying some surplus property on the Lake Union line, Seattle, sold for a consideration of $2,080.00.

(Signed) L. O. JOHNSON.
P

encl.

501

St. Paul, Minn., January 27, 1928. A4

Mr. J. L. Watson,
Right of Way Commissioner.

Referring to your letter of the 26th instant, in regard to the request of the Eldridge-Buick Company, that we give them an option for a fifty year lease at Spokane:

I do not think we should undertake to ask our Board to grant this option. When Mr. Eldridge has made up his mind that he desires to lease a site for a long term of years, we will be glad to consider it. In the meantime I know of no reason why his present leases should not be continued in effect.

(Signed) CHARLES DONNELLY

St. Paul, Minn., January 27, 1928. A5

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of January 25, about our efforts in connection with colonization of the Flathead country:

I have approved and return Form 202, authorizing you to place on the payroll the name of W. C. Larson, Immigration Agent, at the rate of $200 per month, effective January 1, 1928.

You are also authorized to continue the present arrangement with Mr. P. L. Larson for a period of six months from January 1, 1928.

CHARLES DONNELLY

509

St. Paul, Minn., January 27, 1928.
S-3

Mr. R. H. Relf,
Assistant Secretary.

I enclose for filing an executed duplicate original of agreement dated November 1, 1927, between the Cowlitz, Chehalis & Cascade Railway Company on one hand, and the Milwaukee Road, the Great Northern, OWR&N and Northern Pacific on the other, with respect to an additional advance of $40,000 to the Chehalis Company.

Since this agreement was executed an additional advance of $4000 has been made by each of the four transcontinental roads, for which, however, no supplemental agreement will be made. The use to which the additional $16,000 will be put is covered by letters exchanged by Mr. Gray, of the Union Pacific, with Mr. Brown, of the Chehalis Company, copies of which are attached for your files.

Encl.

B 10

January 27, 1928.
C-3

My dear Mr. Elliott:

Herewith third copies of the following AFE's:

| | Est. Net Expenditure | Capital Account |
|---|---|---|
| Fargo Division ED No. 29 - Replace pile trestle, Bridge 13, over Sheyenne River, near West Fargo, with three 35-ft. I-Beam spans on concrete masonry on east bound track - | $ 11,530 | $ 9,030 |
| Yellowstone Division ED No. 54 - Replace girder span, Bridge 11, over Sweet Briar Creek, near Lyons, North Dakota, to permit of using heavier power - | 9,600 | 7,340 |
| Yellowstone Division ED No. 55 - Replace girder span, Bridge 70, over Knife River, near Hebron, North Dakota, to permit of operating heavier power - | 9,070 | 5,540 |
| Yellowstone Division ED No. 56 - Replace girder span, Bridge 115, over Heart River, near Dickinson, North Dakota, to permit of operating heavier power - | 11,150 | 8,370 |
| Montana Division ED No. 62 - Replace pile bridge No. 30, over Boulder River, near Bardwell, with three 60-ft. thru plate girder spans on concrete masonry - | 36,295 | 32,535 |
| Rocky Mountain Division ED No. 27 - Place two 60-ft. thru plate girders on masonry and fill remainder of present pile bridge No. 48, over Deer Lodge River, near Kohr, Montana - | 25,760 | 20,280 |
| Idaho Division ED No. 3 - Replace timber approach, Bridge 3, over Hangman Creek, Spokane, with a 70-ft. deck plate girder span in east | | |

| | Est. Net Expenditure | Capital Account |
|---|---|---|
| approach, and a 50-ft. deck plate girder in the west approach - | $ 28,250 | $ 24,920 |
| Tacoma Division ED No. 3 - Place additional 100-ft. double track thru plate girder, and fill remainder of pile trestle, Bridge 59, over Newaukum River, near Chehalis Junction - | 49,220 | 42,530 |

Where structures are being replaced because of being no longer serviceable, the cost of permanent work and the cost of renewal in kind is shown in the narrative of the AFE. The cost of permanent work is considerably more than the cost to renew in kind, and the carrying charges are slightly more for permanent work, but for the reasons given in the narratives of the AFE's I recommend formal approval by the Committee or Board. They are all 1928 budget items.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

511

St. Paul, Minn., January 27, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of January 25 submitting fourteen AFE's covering structural steel for bridge work in 1928.

It is necessary to submit most of these AFE's to the Executive Committee for formal approval, and that is being done. Pending such approval you may have requisitions prepared and submitted and I will pass them to the Purchasing Agent with instructions to obtain bids, on the understanding however that orders will not be placed for the material until the AFE's are formally approved.

(Signed) CHARLES DONNELLY

512

January 27, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 24 of 1928 covering the application of Vapor heating system to thirteen steel mail and express cars, series 1400-1421, at an estimated net cost of $9,113, of which $6,185 is chargeable to Additions and Betterments.

As pointed out in the narrative of the AFE, the Vapor heating system is more economical than the Baker heating system, and the estimated annual saving in fuel is $50 per car. This is a 1928 budget item and I recommend formal approval by the Committee or Board.

Very truly yours,

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

513

January 27, 1928.
9-3

My dear Mr. Elliott:

Referring to my letter of October 7 last about additional advances to the Cowlitz, Chehalis & Cascade Railway Company:

A supplemental agreement dated November 1, 1927, has been entered into with the Chehalis Company by the four transcontinental roads covering an additional advance of $40,000. Since then, Mr. Brown, of the Chehalis Company, has called for another additional advance of $16,000, or $4,000 from each company. This advance has been made but, as the order of the Commission authorizing the issuance of $60,000 additional bonds of the Chehalis Company limits the use of the funds to the completion of the fourteen-mile extension of the Chehalis Road, it has not been considered necessary to enter into a second supplemental agreement, but Mr. Brown has furnished a letter certifying that the additional $16,000 will be applied in accordance with the Commission's order. As the matter now stands, each of the four transcontinental roads has advanced a total of $135,250, for which a like amount of Chehalis Company bonds have been received.

Very truly yours,

(Signed) CHARLES DARWELL

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

514

January 27, 1928.
S-3

Dear Mr. Ely:

I have your letter of January 26.

I shall be glad to have you send me, and I will pay for, a copy of your book on taxation of public service corporations when it is finished, but, as stated in my letter of January 5, I do not feel justified in authorizing the placing of any advertising in the Journal.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Richard T. Ely, Director,
Northwestern University,
337 East Chicago Avenue,
Chicago, Illinois.

515

January 27, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Saint Paul Division AFE ED No. 2 of 1928 covering proposed relay of 90-lb. rail with 130-lb. rail in line "A" between Third Street and Mile Post 1 plus 2564, Saint Paul, at an estimated net cost of $45,523, of which $17,754 is chargeable to Additions and Betterments.

This is a part of our main line relay program for 1928 and is covered by item 54 of the budget. As pointed out in the narrative of the AFE, these tracks are subjected to heavy traffic of Northern Pacific, Burlington, Soo Line, Great Western and M&StL, and should be relaid with heavier rail. I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DUNSELLY.

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

514

St.Paul, Minn., Jan. 27, 1928.
E-8

Mr. C. H. Goodhue,
Mgr., Mail, Baggage and Express Traffic.

Please send at once to:

Conmy, Young & Burnett at Fargo, 200 of the latest pamphlet, The Press and Unification, and 200 of the dark colored pamphlets, Public Interest in Unification;

To Gunn, Rasch & Hall at Helena, 200 of the Press and Unification pamphlets, and 200 of the Public Interest in Unification pamphlets;

To W. H. Strachan, St.Paul, 5900 pamphlets, The Press and Unification, and 250 of the Public Interest in Unification pamphlets;

To T. F. Lowry, Livingston, 1600 of the Press and Unification pamphlets, and 100 of the Public Interest in Unification pamphlets.

(Signed) F. M. McGUIRE

517

January 27, 1928.
S-3

Dear Sir:

Your letter of January 21, soliciting a contribution from the Northern Pacific Railway Company towards the fund being created for the purpose of constructing a church building for your congregation at Kintyre, is received.

The Northern Pacific Railroad, as perhaps you know, extends between the Twin Cities, the Head of the Lakes and Puget Sound, a distance of some two thousand miles, and, very naturally, receives from the many communities located along its lines requests for contributions similar to the one that you have made. Obviously, it would be impossible to respond favorably to all of them, and to avoid discrimination it has adopted a policy which precludes making any contributions of this nature. Therefore, while recognizing the worthy cause for which you are seeking assistance, I regret that we cannot respond as you request.

Very truly yours,

(Signed) CHARLES DUNNELLY.

Reverend Robert L. Falk,

Kintyre, North Dakota.

518

St. Paul, Minn., January 27, 1928.
S-3

Mr. R. W. Clark,
General Traffic Manager.

Referring to Mr. Sweney's letter of January 23rd, attached, about advance made in 1924 to the North Dakota Cooperative Marketing Association:

I also attach our file. With return of all of these papers will you please indicate whether in your judgment there is any likelihood of our being able to recover any of this money?

(Signed) D. C. JOHNSON

Encl.

830am 519

St Paul January 27 1928

J G Woodworth
Care NPCar 11
Seattle

Income account 1927 available last night shows net balance trifle over six million dollars as against eight and one-half million last year Weather this morning about zero St Paul to Billings twenty-five above Billings to Spokane Passenger trains about on time No accidents.

B O Johnson.

835am 530

St Paul January 27 1928

E T Dakin
Car E R Wales Seattle

Income account 1927 available last night shows net balance trifle over six million dollars as against eight and one-half million last year Weather this morning about zero St Paul to Billings twenty-five above Billings to Spokane Passenger trains about on time. No accidents.

B O Johnson.

521

St. Paul, Minnesota, January 27, 1928.
K2

Mr. J. C. Simonton,
Assistant to General Traffic Manager.

Will you see Mr. Woodworth's telegram from Seattle, twenty-fourth, to Mr. Winecke about contribution to the Frank Branch Riley lecture fund. Have you heard anything further from Mr. Woodworth?

532

Paid

1025am

St Paul January 27 1928

J A Paisley
President Valley Camp Coal Company
820 W Superior Avenue
Cleveland Ohio

Can you let me have decision about dock four Superior my letter January fifth.

B O Johnson

Charge NPRyCo
Executive Dept

523

St. Paul, Minn., January 27, 1928.
K2

Mr. J. W. Haw,
Director, Agricultural Development Department.

About bidding in prize steer at Billings Livestock sale held January 24 and 25.

The Great Northern advised that they would not do any bidding. Now that show and sale is over what happened please?

(Sgd.) P. O. JOHNSON.

St. Paul, Minn., January 27, 1928.
K2

Mr. E. T. Dakin,
General Auditor.

Nineteen twenty-seven operations received an unusual jolt because of debit material inventory charges, both in maintenance of way, maintenance of equipment, and I think in transportation charges.

Would you have this run down please and let us know just what happened?

(Signed) E. D. JOHNSON

cc-Mr. W. C. Sloan

525

St. Paul, Minn., January 27, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Our talk yesterday about trackage for the Cole Manganese reduction works at Butte:

The first and earliest thing in our file is my memorandum of August 15, 1927, of which I attach extra copy. Then next Mr. Woodworth telegraphed Mr. Donnelly at Colorado Springs on August 13, as per copy attached. Then next information in our files are papers relating to Mr. Williamson's negotiations with Mr. Gillick, t he outcome of which you are familiar.

(Signed) P. O. JOHNSON.

encl.

524

January 27, 1928.
K2

Gentlemen:

We have been asked to take some advertising in t "The Veterans Voice", a periodical published in Minneapolis.

We can see no advertising or policy reasons for such contribution and are disposed to decline. Will you let me know what you do please?

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. G. R. Martin, Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.

Mr. G. W. Webster, Vice President,
M. St. P. & S. Ste. M. Railway Co.,
Minneapolis, Minnesota.

Mr. Charles Jensch, Comptroller,
C. St. P. M. & O. Railway,
St. Paul, Minnesota.

Mr. J. H. Foster, Special Repr.,
C. M. St. P. & P. Railway Co.,
Minneapolis, Minnesota.

cc-Mr. J. W. Haw:
This refers to yours of January 6. Your file returned herewith.

100pm 527

St Paul January 27 1928

M T Sanders
Care Tax Dept Seattle Wn

Before you leave Seattle will you not discuss with Messrs Coman and Winders proposal that we assist in defeat proposed constitutional amendment reclassifying property for taxation purposes so you can give us their views with your own when you reach here Wednesday This movement first called our attention by Mr Earling through Milwaukee RR. Ack.

B O Johnson

100pm 528

St Paul Jan 27 1928 W E Bennett
Livingston

Your letter twenty-fifth Tell Mr Hubbard be sure come and see me when he is in St Paul.

B O Johnson.

629

St. Paul, Minn., January 27, 1928.
K2

Mr. E. M. Grime,
Engineer, Water Service.

I attach a letter from friend Shuck and copy of my reply to him about the St. Lawrence waterway. Will you send him a bunch of dope? Let me know when you have done it please.

encl.

630

January 27, 1928.
EE

Dear Mr. Shuck:

Answering yours of the twenty-fifth:

There is a good deal of doubt in the mind of some people as to the economic advantage which might accrue to the Northwest with a St. Lawrence deep waterway, because of the fact there would be comparatively little west-bound traffic to come up this waterway to the Head of the Lakes. This contention is considerably supported by the fact that boats of a certain draft can now come to Duluth, but only two or three ocean-going vessels per year take advantage of this possibility.

On the other hand, we feel it should help the Northern Pacific and for that reason we are thoroughly for it. We have not, however, the slightest idea of what it would mean to our railroad in financial returns.

Mr. Grime made a sort of hobby of this waterway some three or four years ago and at that time accumulated a lot of information on the subject. I am going to turn your letter over to him and ask him to give you some of his data.

Yours very truly,

(Signed) E. E. JOHNSON

Mr. R. E. Shuck,
Livingston, Montana.

531

St. Paul, Minn., January 27, 1928.

K2

Dear Mr. Andersen:

You will find tabulation attached showing actual Northern Pacific Railway Company coal consumption for December as compared to estimate dated October 27.

We are asking Mr. Williamson if he cannot reduce Red Lodge somewhat as he considerably over-ran estimate in December.

Yours very truly,

(Signed) B. O. JOHNSON.

enc1.

Mr. C. C. Andersen, General Manager,
Northwestern Improvement Company,
Seattle, Washington.

cc-
Mr. F. E. Williamson:

You will find tabulation attached. Can we not bring down our Red Lodge consumption somewhat?

(Signed) B. O. JOHNSON.

300pm

532

St Paul Jan 27 1928

W E Bennett
Livingston

Mr Hughes tells me Mr Hubbard reach here on four in the morning so ignore my telegram date.

B O Johnson.

533

January 27, 1928.
K2

Dear Sir:

Answering your letter of the twenty-second proposing consolidation of switch list and yard check forms:

Your suggestion was considered when our transportation people revised car service forms some three years ago, but after much discussion conclusion was reached that the two individual forms would have to be perpetuated. This conclusion was based on the fact that a minimum of three legible yard check reports must be furnished from each station. At some stations four, and even five, are required. Therefore, if consolidation was made the lower copies would be illegible. Secondly, it was felt at that time that a consolidated form placed in the hands of a conductor would give him so much information not pertinent to the switching of cars that confusion might result and work not be properly done. What you propose could undoubtedly be worked out satisfactorily for the small stations, but because of complications which I have indicated I would not feel it would be wise to attempt such consolidation for all stations on the line. I appreciate, however, the thought which you have given this proposal. Many of our best practices have been originated in this way.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. C. F. Evey,
Telegrapher, NPRy.,
Sunnyside, Washington.

534

January 27, 1928.
K2

Dear Mr. Sproule:

Referring to your letter of January 23:

I am agreeable to the rescinding of the action taken by Directors of the Northern Pacific Terminal Company on January 3 approving certain Portland Union Depot remodeling plans, and am so instructing. I am also arranging for appointment of an architectural department representative to work with your Mr. Christie in the consideration and preparation of new plans.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Wm. Sproule, President,
Southern Pacific Company,
San Francisco, Calif.

cc-Mr. C. R. Gray

535

St. Paul, Minn., January 27, 1928.

Mr. F. E. Williamson,
Vice President.

Your memorandum of January 25 about Portland Union Depot remodeling plans:

Action of the Northern Pacific Terminal Company Directors on January 3 in approving certain plans was in apparent conflict with proposal by Mr. Sproule, dated January 3, of which you have copy. I therefore wrote Mr. Sproule about this conflict and I now attach copy of his letter to me of January 23 and my reply to him of even date.

Will you arrange for necessary rescinding of action by Directors on January 3 and then arrange for the appointment of a representative from our Engineering Department to communicate with Mr. Christie, of the Southern Pacific, with the view of organizing an architectural committee to study situation on the ground and endeavor to reach agreement on a general plan for submission to the executives of the companies interested.

encl.

cc-Mr. W. E. Coman

534

St.Paul, Minn., Jan. 27, 1928.
E-8

Mr. W. H. Strachan,
General Superintendent.

We are sending you 5900 pamphlets entitled "The Press and Unification" which you will please arrange to Have distributed to agents in Minnesota and North Dakota for circulation in on-line towns including 300 to be distributed in Fargo and 400 in Bismarck, making other allotments according to population. Also we are sending you 250 pamphlets entitled "Public Interest in Unification", 100 to be distributed to leading businessmen and city officials in Fargo and 150 to be similarly distributed in Bismarck.

We have arranged through Conmy, Young & Burnett for distribution to North Dakota legislators, and the Great Northern has distributed to Minnesota legislators.

(Signed) B. O. JOHNSON.

St.Paul, Minn., Jan. 27, 1928.
E-8

Mr. T. F. Lowry,
General Superintendent,
Livingston, Montana.

Dear Sir:

We are sending you 1600 pamphlets entitled "The Press and Unification" which you will please arrange to have distributed through agents in on-line towns in Montana including 500 for distribution at Butte. The allotments should be made according to population. Also we are sending 100 copies of a pamphlet entitled "Public Interest in Unification" for distribution in Butte among leading citizens.

Yours truly,

(Signed) E. C. JOHNSON.

536

St.Paul, Minn., January 27, 1928.
E-8

Gunn, Rasch & Hall,
Division Counsel,
Helena, Mont.

Gentlemen:

We are sending you 200 pamphlets entitled "The Press and Unification", and 200 pamphlets entitled "Public Interest and Unification" which you will please distribute, one of each, to all members of the state legislature in Montana.

Yours truly,

(Signed) E. O. JOHNSON.

639

St.Paul, Minn., January 27, 1928.
E-8

Conmy, Young & Burnett,
Division Counsel,
Fargo, N.D.

Gentlemen:

We are sending you 200 pamphlets entitled "The Press and Unification", and 200 pamphlets entitled "Public Interest and Unification" which you will please distribute, one of each, to all members of the state legislature in North Dakota.

Yours truly,
(Signed) B. O. JOHNSON.

640

St.Paul, Minn., January 27, 1928.
E-8

Mr. L. L. Perrin,
Advertising Dept.

I have a letter from Cornelius J. Van Vick, New York, who is preparing an article on woods for the magazine Good Furniture. He asks for photographs of lumber activities showing lumber camps, felling of trees, the hauling of logs to the river banks, the handling of the logs in the river jams, etc., and agrees to give us credit line for any photographs we submit which he can use.

Will you send me any photographs of that type you may have, please.

(Signed) F. W. DeGUIRE

541

St.Paul, Minn., January 27, 1928.
E-8

Mr. J. W. Haw,
Director, Agricultural Development Dept.

I note that you are scheduled to speak before the Spokane Chamber of Commerce Agricultural Bureau on February 22nd. Wouldn't it be a good idea to get up a little advance copy?

(Signed) F. W. DeGUIRE

542

St. Paul, Minn., January 27, 1928.
C-C

Dear Sir:

I return herewith, approved, payroll of the Gilmore & Pittsburgh Railroad Company covering the first half of January 1928, amount $2183.62.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. W. N. Bichler, Manager,
Gilmore & Pittsburgh RR Company,
Armstead, Montana.

543

January 27, 1928.
S-S

My dear Mr. Elliott:

I attach the following copies of statements in connection with the December income account:

| | |
|---|---|
| Accounting Department No. 4 - December Income Account Statement | 20 copies |
| Accounting Department No. 4-A - Analysis of fluctuations in Operating Expenses, December 1927 as compared with December 1926; and the year ended December 31, 1927, as compared with the same period of 1926 | 6 " |
| Accounting Department No. 4-B - Explanation of Increases and Decreases | 6 " |
| Accounting Department No. 3 - Train Mile Revenue & Expenses | 20 " |

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

544

January 27, 1928.
B-6

My dear Mr. Elliott:

I enclose reports of the freight traffic and passenger traffic departments for the month of December 1927.

Very truly yours,

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

545

St. Paul, Minn., January 27, 1928.
K2

Mr. B. W. Scandrett,
General Solicitor.

Note attached papers about our non-participation in Spokane hearing on application of the Great Northern to cancel certain joint tariffs from theSpokane, Coeur d'Alene and Palouse Railway.

Have you any comments? Return papers please.

encl.

546

St. Paul, Minn., January 27, 1928. A5

Mr. H. A. Clifford,
Treasurer.

As a matter of information, we have today authorized Mr. V. E. Williams, Western Right of Way Agent, to make draft for $12,500 in connection with purchase of additional property on Lake Union, Seattle. Please arrange to protect this draft when presented for payment.

(signed) CHARLES DONNELLY

cc-Mr. F. W. Sweney
Mr. J. L. Watson

(signed) CHARLES DONNELLY

547

January 27, 1928.
K2

Dear Mr. Howson:

Further my letter of the twenty-sixth about purchase of our new large freight engine:

Mr. Grimm handed me direct statement giving characteristics and dimensions of this engine, together with print showing wheel arra ngement and loading. You will find them attached.

Yours very truly,

(Signed) B. O. Grimm

encl.

Mr. E. T. Howson,
Western Editor, Railway Age,
105 W. Adams Street,
Chicago, Illinois.

x

548

Paid

St.Paul,Minn.,Jan. 27, 1928.

Howard Elliott, Chairman,
Northern Pacific Railway Co.,
34 Nassau St.,New York,N.Y.

Will forward tomorrow memorandum about Milwaukee action in connection with log and lumber rates.

Charles Donnelly.

Charge NP Ry Co.,
Executive Dept.

x

549

Paid

St.Paul,Minn.,January 27, 1928.

Howard Elliott, Chairman,
Northern Pacific Railway Co.,
34 Nassau St.,New York,N.Y.

Did I by any chance leave in New York file of papers relating to coal shipments of Twin City Rapid Transit Company. You will recall I spoke to you about this but I do not recall having left papers with you. They are missing.

Charles Donnelly

Charge NP Ry Co.,
Executive Dept.

550

St. Paul, Minn., January 27, 1928. D1

Mr. E. M. Willis,
Executive Assistant.

I wish that each month you would make a brief analysis of the statement of operation of our Dining Car Department, as compared with the corresponding month a year ago.

I wish to see what, if any, saving is being effected under the new arrangement of table d'hote meals.

(S[illegible]) CHARLES DONNELLY.

550½

St. Paul, Minn., January 27, 1928. A5

Mr. J. G. Woodworth,
Vice President.

I enclose, for your information and file, copy of a letter from Mr. Elliott, dated January 23, relating to talk he had with Mr. Williams about the North and South Railroad between Miles City and Sheridan.

I am also attaching copy of a letter which Mr. Schumacher addressed to Mr. Elliott under date of January 25th.

[illegible] CHARLES [illegible]

encl.

551

January 27, 1928. D1

Dear Mr. Scandrett:

Thank you for your letter of January 25 about the Bozeman Hotel proposition.

For your information, I enclose a copy of the letter which was addressed to Mr. R. W. Clark by the Bozeman people about the matter.

The Northern Pacific will decline to make any subscription.

Very truly yours,

encl.

Mr. H. A. Scandrett,
President,
C. M. St.P. & P. R.R. Co.,
Chicago, Illinois.

551½

St.Paul, Minn., January 27, 1928. A5

Mr. W. F. Turner, President,
S. P. & S. Railway Company,
Portland, Oregon.

Dear Sir:-

Referring to your letter of January 19:

This will be your authority to apply, effective December 16, 1927, the increased rates of pay to train dispatchers, maintaining the present differentials between your rates and those of the Great Northern.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY,

By (Sgd) Ralph Budd
President

NORTHERN PACIFIC RAILWAY COMPANY,

By (Signed) CHARLES DONNELLY
President

552

January 27, 1928. A4

Gentlemen:

I acknowledge receipt of your letter of the 23rd instant, enclosing photographs of freight handling equipment. I have referred these to our Vice President in charge of operation, Mr. F. E. Williamson, from whom you will doubtless hear direct if the Northern Pacific would be interested in the purchase of any of this equipment.

Yours very truly,

P

Andrews Crane Corporation,
1 Park Avenue,
New York, N. Y.

cc-Mr. F. E. Williamson.

550

January 27, 1928. A5

My dear Mr. Elliott:

I have your letter of January 23rd, and have also received the extra copy of General Counsel's Letter No. 54, containing the report made by Examiner Flynn, of the I.C.C. about "Motor Bus and Motor Truck Operation".

We had previously received a copy of this report, but can make use of the additional copy which you sent to us.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

554

St. Paul, Minn., January 27, 1928.A4

Mr. F. E. Williamson,
Vice President.

Referring to your letter of the 25th instant, in regard to proposed contract with the Milwaukee Company under which that company will be permitted to use, with light engines, certain Northern Pacific tracks at Southeast Minneapolis:

You may arrange for preparation of a contract to cover this use on the terms named in your letter, and if the contract is executed by the Milwaukee Company, this letter, when filed with Mr. Relf, may be considered your authority to execute it for the Northern Pacific.

cc-Mr. R. H. Relf.

555

St. Paul, Minn., January 27,1928. A4

Mr. C. C. Kyle,
Purchasing Agent.

I hand you herewith approved Gilmore & Pittsburgh requisition for 10,000 fir or tamarack ties, which Mr. Bichler advises he will require this year in addition to those which he expects to acquire locally.

P

cc-Mr. W. N. Bichler.

556

12.15 P.

St Paul Minn January 27 1928

W E Coman

Seattle

Approve V E Williams making draft $12.500 account Lake Union purchases.

Charles Donnelly

557

January 27, 1928.
M2

Dear Sir:

I duly received your letter of December 26 and have taken sufficient time to make a careful investigation into the circumstances attending your removal from the service.

The facts as related to me by our operating department people show that you failed to appear for service on the night of August 14, 1927 in Seattle; that you were afforded every opportunity to explain that failure at a hearing held on August 31, 1927; that you failed to explain it satisfactorily, and as a result you were removed from the service. I have gone carefully over the evidence and I see no grounds for reversing the decision made by our Seattle Division officers.

Yours very truly,

Mr. G. J. Ruffner,
704 James Street, Apt. Q,
Seattle, Washington.

558

January 28, 1928.
K2

My dear Mr. Elliott:

Answering your letter of the sixteenth about engine tonnage ratings between Glendive and Billings:

A Class "W" engine will haul 2800 tons from Glendive through Forsyth to Billings. The same engine will handle 4500 tons out of Billings east and 4400 tons out of Forsyth. We never have sufficient east-bound business to fully load these through freight engines out of Billings, and therefore the fact that engine can theoretically take 100 less tons east out of Forsyth than out of Billings has no practical effect on our operation.

Consequently, there would be no economic justification for making the ruling grade the same from Forsyth to Glendive as from Billings to Forsyth.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

559

St. Paul, Minn., January 28, 1928.

Mr. J. M. Hughes,
Land Commissioner.

Your memorandum of the twenty-second about Mr. Hubbard coming to St. Paul to see us concerning steel mill project for Livingston and related matters:

Mr. Hubbard was in this morning and it was quickly apparent that his purpose in coming to St. Paul was to see if he cannot in some way establish an equity of some sort in Section 21 where he and his associates spent so much money some three or four years ago. With this thought uppermost in his mind, he wanted me to give him considerable data as to discussions which had been had with the W. A. Clark, Third, interests through Mr. Smainis. In response to this last tack, I explained to Mr. Hubbard that at Mr. Smainis' request our negotiations were to be held as confidential, and therefore I was not at liberty to give him anything. What he had in mind, I am sure, was collection of considerable information which would enable him to go to the Clark interests and sort of establish himself as an intermediary between the Clark interests and the Northern Pacific so that if he failed to establish an equity of some sort in Section 21, he might later be able to do so with the Clark interests.

Will you let me know what you finally tell him about Section 21?

(Signed) E. O. JOHNSON.

560

St. Paul, Minn., January 28, 1928.
K2

Mr. J. G. Woodworth,
Vice President.

Replying to Mr. Winceke's memorandum of the twenty-second and returning your file about Mr. Pierpont's letter stating that his company has been asked to take Columbia Basin Irrigation League legislation matter up with Congressmen and Senators:

Mr. Donnelly feels that proposed plan is so rather vague and so broad in scope that personal touch would be completely lost, and as a result no particular good would be accomplished that way. Mr. Donnelly received a similar telegram from Mr. Tenant reading as follows:

> "Bill authorizing adoption by Government Columbia Basin Project reclaiming one and three fourths million acres arid lands introduced in House by Summers in Senate by Jones and Dill is vital to development of Northwest and of tremendous importance in growth of Longview. Stop. Please wire your representatives in House and Senate, Washington, D.C. urging their support."

to which Mr. Donnelly replied by letter:

> "I have your telegram of January 25 suggesting that we urge the adoption by the Government of the Columbia Basin project.
>
> "I have just returned from Washington, where I appaared before a committee of the House of Representatives and urged strongly the adoption of this measure.
>
> "You may rest assured that we are doing all we can to bring about its adoption."

56 D



I am quoting this last so as to give you manner in which Mr. Donnelly handled situation with Mr. Tennant which is quite similar in character.

encl.

561

St. Paul, Minn., January 28, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Our discussion about Mr. Whitcomb's proposal for Pacific Northwest advertising pool:

Mr. Donnelly feels that no reply is necessary to Mr. Whitcomb's letter at the present time. Your file is returned herewith.

(Signed) R. O. JOHNSON

encl.

562

January 28, 1928.
K2

Dear Mr. Thomas:

Thank you for your letter of the twenty-seventh about EJ&E operations on the C&EI.

Mr. Lyons tells me the data contained in it is exactly what he wanted.

Yours very truly,

Mr. E. J. Thomas,
Assistant to the President,
Chicago, Burlington & Quincy RR.,
Chicago, Illinois.

950am

563

St Paul Jan 28 1928

E T Dakin
Care E R Wales Seattle

Passenger trains about on time No troubles

Are you coming east on GN.

B O Johnson

564

January 28, 1928. D1

Dear Mr. Turner:

I have your letter of January 24.

Mr. Relf's letter requesting that the share of S. P. & S. Railway Company stock issued to Judge Reid be transferred to Mr. C. H. Winders was written in error.

The purpose is to elect Mr. Coman as Judge Reid's successor.

Very truly yours,

(Signed) [illegible] DONNELLY.

Mr. W. F. Turner,
President, SP&S Railway Co.,
Portland, Oregon.

cc-Mr. Ralph Budd:

565

January 28, 1928. D1

My dear Mr. Elliott:

Answering your telegram of the nineteenth about the action of the Milwaukee in connection with log and lumber rates.

I enclose herewith a memorandum dated January 21, prepared by Mr. Capron; also a copy of Mr. Scandrett's brief and the brief for the Milwaukee Company in the log transit case; also a copy of the opinion of the Commission; and a copy of a letter from Mr. Scandrett to me, dated January 26, 1928, explaining our position in that case.

I think, as I said to you in New York, that, all things considered, the position of the Milwaukee in this case was not altogether indefensible; and that it is questionable as to whether it is good tactics to complain of it or to press this matter any further.

Very truly yours,

encl. (Signed) CHARLES DONNELLY.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Co.,
34 Nassau St.,New York, N. Y.

566

January 28, 1928. D1

My dear Mr. Elliott:

Referring to your letter of January 17 about the issuance of lower rate bonds on the present market, using the money to buy in our 5's and 6's:

I talked over this matter with Mr. Gay before leaving New York, and I reached the conclusion which you reached - that we have nothing to gain by any such move - and that any attempt to purchase our bonds in considerable volume would very quickly put them up to a price at which such financing as is suggested would be out of the question. Mr. Sturgis had made this suggestion to me some time before, and I tried to see him last Saturday before leaving New York, but he was not available.

I think too, as I believe you and I were agreed, that the requirements of our Capital Account are not such as to suggest the necessity or advisability of our putting out any new bonds or raising any new money at this time. It is true, the bond market is an exceptionally good one, and were our need of additional cash apparent, it would undoubtedly be a good time to put out a bond issue; but the only large expenditures that we have in contemplation during the present year are those which may be made in connection with the Brainerd and South Tacoma shops, and the Bitter Root Branch.

It is by no means certain that we shall decide to go ahead with the Brainerd and South Tacoma shop work, and if we do decide to do so, it will then be time enough to consider the advisability of selling bonds. I see nothing in present conditions to suggest that the terms on which our bonds might be sold would be less favorable six months hence than they are now.

Very truly yours,

(sgd) CHAS. DONNELLY.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Co.,
34 Nassau St.,New York, N. Y.

567

January 28, 1928. D1

Dear Sir:

I have your letter of January 23, and have looked into the facts connected with the termination of your employment by the Northern Pacific.

On full consideration, I think Mr. Parrhysius is right in the position that he has taken.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. L. W. Ramsay,
Cascade, Montana.

566

January 28, 1928. D1

Dear Mr. Marlow:

Mr. Clark told me of your talk with him about the sale of our stock in the Midland Bank at Billings to Mr. Westbrook.

I am willing for the Northern Pacific to sell our stock for cash at the price suggested, or give Mr. Westbrook an option to purchase it at any time within two years at the price named, plus interest at 5%.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Thomas A. Marlow,
Helena, Montana.

cc-Mr. Hale Holden:
Mr. Ralph Budd:

St. Paul, Minn., January 28, 1928. D1

Mr. J. G. Woodworth,
Vice President.

I have your letter of January 17 enclosing papers about the Great Northern's lumber rate from Klamath Falls. I return these papers herewith.

I received two or three days ago from Mr. Turner a letter addressed jointly to Mr. Budd and me, dated January 20, about the class rates to be published by the Great Northern Portland to Bend. I turned this letter over to Mr. Clark, who will doubtless write you about it.

It appears that the Great Northern proposes to publish to Klamath Falls the same rate now published by the Southern Pacific. The rate of the latter company to Chemault from Portland is $1.14½ first class. The present rate of the SP&S-Oregon Trunk Portland to Bend first class is $1.42.

It seems plain that the Bend rate, even though published by the Oregon Trunk and SP&S cannot well exceed the rate in effect to Chemault - some 70 miles beyond. Had the Oregon Trunk itself built this extension, it would doubtless have done what the Great Northern is doing, and I do not see that we can well object. However, Mr. Clark will write you fully about it, and I hope you can advise him promptly as to what our course should be as Mr. Turner is awaiting instructions.

(Sgd.) CHARLES DONNELLY.

encl.

570

St. Paul, Minn., January 28, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of January 27, and have signed and return statements of the Bear Creek and Western Railway Company; Dakota and Montana Railway Company: and Montana Union Railway Company, for filing with the County Clerk and Recorder of Lewis and Clark County.

encl.

571

January 28, 1928. A5

My dear Mr. Byram:

I have your letter of January 25, and am pleased to send you annual transportation of the Northern Pacific Railway Company for the year 1928, issued in favor of yourself and family, account Chairman of the Board, Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

Yours very truly,

(Signed) CHARLES DONNELLY.

Mr. H. E. Byram,
Chairman of the Board,
C.M.St.P. & P. Railroad Co.,
Chicago, Illinois.

575

January 28, 1928. A5

Dear Sir:-

Referring to your letter of January 26:

I have noted and return copy of minutes of special meeting of the Board of Directors of the Colorado and Southern Railway Company, held in New York on January 1, 1928.

Very truly yours,

[illegible] CHARLES DONNELLY

encl.

Mr. C. I. Sturgis,
Assistant Secretary,
C. & S. Railway Company,
Chicago, Illinois.

573

January 28, 1928. A5

Dear Sir:-

I have your letter of January 26, and have noted and return copy of minutes of special meeting of Board of Directors of the Chicago, Burlington & Quincy Railroad Company, held in New York on January 11. 1928.

Yours very truly,

Mr. C. I. Sturgis, Secretary,
C. B. & Q. Railroad Company,
Chicago, Illinois.

574

January 28, 1928. A5

Dear Sir:-

This will acknowledge receipt of your letter of January 18, addressed to the Northern Pacific Railway Company, about the special allowance which has been made to Mike Smithlin, former section foreman at Luce, Minnesota.

At the time Mr. Smithlin was relieved from service, we did not have in effect a pension plan, but did place his name on our special payroll for an allowance of $30 per month. I find that Mr. Smithlin's name was removed from such special payroll on July 1, 1927, but inasmuch as he did not pass away until the 13th of that month, we have had voucher prepared in favor of Mrs. Smithlin in the amount of $12.08, which I am sending to you for delivery to her.

Very truly yours,

(Signed) B. O. JOHNSON,

encl.

Mr. J. J. Daly,
Attorney at Law,
Frazee, Minnesota.

375

January 28, 1928. A4

My dear Mr. Elliott:

I attach copy of Mr. Andersen's letter to me of the 25th instant, with which he encloses summary of mine operating statistics for the month of December, 1927. I think you will be interested in his plans for the opening of old No. 4 Mine at Roslyn.

Very truly yours,

encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

576

St. Paul, Minn., January 28, 1928. A5

Mr. J. L. Watson,
Right of Way Commissioner.

Referring to your letter of January 27:

Mr. Donnelly has executed and I return herewith deed to S. Glen Armstrong and wife, conveying certain property in Block 1, Way's Addition to Minneapolis, sold under contract for a consideration of $1,400.

(Signed) B. O. JOHNSON.

encl.

677

St. Paul, Minn., January 28, 1928. A4

Mr. B. W. Scandrett,
General Solicitor.

In accordance with your letter of the 27th instant, I have executed and return herewith disclaimer of title to any part of certain streets on the east side of Lake Washington which the County of King is proposing to vacate.

(Signed) CHARLES DONNELLY

encl.

576

St. Paul, Minn., January 28, 1928.
S-3

Mr. L. A. Behler,
Assistant General Auditor.

Referring to your notation on my letter of January 26, giving total charges of $26,873.08 to System AFE No. 5 during 1927:

Can you, without too much difficulty, make a separation as between furniture and equipment furnished in connection with the machine accounting installation and other miscellaneous items not related to that activity?

(Signed) E. M. Wells

579

St. Paul, Minn., January 28, 1928.
K2

Mr. D. F. Lyons,
General Counsel.

Your memorandum of the twenty-third requesting certain information about EJ&E operations of the C&EI:

I attach original letter from Mr. Thomas which I have not taken the time to study. If it is not exactly what you want let me know.

encl.

58D

St. Paul, Minn., January 28, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Would it be possible to secure agreement with the Northern Refrigerator Car Company for insertion in contract, which you are drafting covering leasing to them of 500 Northern Pacific refrigerator cars for five years, a clause permitting cancellation of contract on one year's notice?

(Signed) B. O. JOHNSON.

581

January 28, 1928.
K2

Dear Mr. Gunn:

Answering yours of the twenty-fifth about transportation matter with Doctor Cooney:

This situation is a particularly difficult one. I do not think any one could agree more heartily with you than I in your statement that the Doctor has been of tremendous assistance to us in many ways at Helena. For that reason I have taken quite a lot of time in the last two days to talk to Mr. Every and others in our organization here in St. Paul to see if we could not devise some way to give this thing to Doctor Cooney, for which he has contended for a good many years. After much thought and discussion I am simply not able to suggest anything.

The transportation privileges now accorded Doctor Cooney are in conformance with the Montana statutes as interpreted by theLaw Department, consequently, from standpoint of existing relationship between Doctor Cooney and the Railway Company, we can go no further than we go at present. Next we have as you know a medical consulting relationship between the Railway Company and certain Helena physicians, but such Helena physicians as consultants are only accorded identically the same transportation privileges as are possessed by Doctor Cooney. Finally, the best opinions I can get here indicate that we could not do what Doctor Conney desires unless we were to put him on our payroll in some full time medical or surgical capacity, which would obviously mean that Doctor Cooney would have to give up his private practice - this is, of course, absurd. I think you know that if there was any way in which we could do this without getting ourselves in trouble, we would certainly be glad to do it. I wish you would be good enough to explain this story in some detail to the Doctor as I want him to at least feel we have exhausted every effort before we concluded that his request would have to be declined.

Doctor Cooney's letter to you is returned herewith.

encl.

Yours very truly,

Mr. M. S. Gunn,
Division Counsel, NPRy.,
Helena, Montana.

582

St. Paul, Minn., January 28, 1928.
K2

Mr. W. C. Sloan,
Assistant to the Vice President.

Our telephone talk on the twenty-sixth about negotiations with the Montana Coal and Iron Company concerning purchase of coal:

We want very much to close this matter out as soon as we can. Will you let us have an Operating Department opinion on proposal shortly?

583

St. Paul, Minn., January 28, 1928.

Mr. R. W. Clark,
General Traffic Manager.

Returning papers about meager patronage which we get on diner which we place in St. Paul Union Depot to serve breakfast for passengers coming in on car B-40 and going out on No. 3:

I talked this over with Mr. Sloan and we can see no objections to proposed discontinuance effective February 1.

encl.

cc-Mr. W. C. Sloan

584

St. Paul, Minn., January 28, 1928.
K2

Dear Mr. Gunn:

Please see Mr. Donnelly's letter of November 11 discussing possible abandonment of the Elkhorn Branch.

We are watching earnings on this Branch pretty carefully, in which connection you will find report from Accounting Department on 1927 earnings.

Unfortunately, from standpoint of our contention, these earnings built up a little bit the last half of 1927. As Mr. Donnelly has said, there appears to be nothing to do but wait for developments.

Yours very truly,

encl.

Mr. M. S. Gunn,
Division Counsel, NPRy.,
Helena, Montana.

950am

565

St Paul Jan 28 1928

J G Woodworth
Care NP Car 11 Seattle

Weather about zero east end of line Passenger trains about on time No troubles Loading first twenty-five days forty-three thousand loads against forty thousand six hundred ninety-five last year Earnings are being helped by fact that major part of this increase is in westbound business.

B O Johnson.

582

St. Paul, Minn., January 28, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

About request for financial assistance from the Milwaukee and Northern Pacific for building the new Bozeman Hotel.

Mr. Donnelly discussed this proposal with Mr. Scandrett and I quote as follows Mr. Scandrett's letter to Mr. Donnelly dated January 25 which is self-explanatory:

> "After talking with you this morning I made inquiries about the Bozeman hotel proposition. No one in our office seems to have heard of it. As I said to you in our conversation, I see no reason whatever for us to contribute toward the undertaking."

For Mr. Scandrett's further information, Mr. Donnelly sent him yesterday a copy of the letter which was addressed to you by the Bozeman people about the matter, and in transmitting copy of this letter Mr. Donnelly says -

> "The Northern Pacific will decline to make any subscription."

5 87

St. Paul, Minn., January 28, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Can you let us have something on subject of minimum eastbound freight schedules, in connection with which Mr. Donnelly gave you some papers on January 13?

584

St. Paul, Minn., January 28, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Further my memorandum of January 24 about negotiations with the Great Lakes Coal and Dock Company (Mr. Paisley) concerning Northern Pacific Dock No. 4 at Superior East End:

I traced Mr. Paisley by wire and he replied last night - "Your rentals prohibitive. Wrote you just recently."

Believe we ought to wait until I get his letter and see just what he says. Apparently, however, the way is now open for Mr. Capron to resume his negotiations with the Pittsburgh and Ashland Company. Will write you again, however, just as soon as I get Mr. Paisley's letter.

589

St. Paul, Minn., January 28, 1908.
M2

Mr. F. B. Williamson,
Vice President.

Pension Board has letter from Mr. W. R. Tinling, Depot Agent at Tacoma, discussing matter of continuity of his record from a pension standpoint.

Mr. Tinling went to work for the Northern Pacific on the Yellowstone Division in 1887. He contends that he took leave of absence from May 31, 1898 to September 7, 1899 because of illness, and on the latter date resumed service in the Tacoma Depot Ticket Office.

We have investigated his contention and find that he is correct, consequently his pension date will be considered as of 1887.

(Signed) [illegible]

[illegible]

cc-Mr. A. Tinling (Personal)

590

St. Paul, Minn., January 28, 1928.
K2

Mr. J. C. Simonton,
Asst. to General Traffic Manager.

About solicitation for contribution to the Frank Branch Riley Travel-Lecture Courses:

Will you telegraph Mr. Woodworth immediately and tell him that the Great Northern "would like to meet the request of the Portland committee and make a contribution of $2,000 for 1928". This is an increase of $1,000 over last year. Ask Mr. Woodworth if he will not give us his views as soon as possible.

591

January 28, 1928.
K2

Dear Mr. Forbes:

Your letter of January 3 and my acknowledgement of January 6 with reference to extent to which it is found necessary to work certain railroad employes a 7-day week. I have taken the time to have made a careful analysis of this situation on the Northern Pacific and the facts are as follows:

The Northern Pacific employs 24,950 men. Of this number 836 (or less than 3½ per cent), telegraphers, clerks, draw bridge tenders, pumpers and miscellaneous employes are required to work a 7-day week. These employes are practically all located at isolated points where, in order to relieve them one day in seven, it would be necessary in some instances to send relief employe as high as 200 miles. None of these employes can be described as engaged in severe manual labor. They may get relief at any time for short or long vacations when they can rest or travel the equivalent of the Sundays on which they have been required to perform service.

Exact statistics are not available but I am confident that the number of seven day positions on the Northern Pacific has been reduced in the last fifteen years from about 15 per cent to 3½ per cent, the ratio today. Efforts are being made to reduce the number of these 7-day positions still further.

We have 2802 locomotive engineers, locomotive firemen, yard train men, road train men, certain telegraphers, roundhouse, car repair and miscellaneous employes who are required to work on Sundays in order that transcontinental through passenger and freight service be not interrupted, but conditions under which they work are such that relief men are available so that they may rest one or more days in seven whenever they are so inclined. We do not classify these employes as required to work seven days per week.

There then remain 21,312 employes who are not required

to work on Sundays.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. B. C. Forbes,
Editor, Forbes Magazine,
120 Fifth Avenue, New York City.

597

January 28, 1928.
S-S

My dear Mr. Engberg:

I have your letter of January 19 and enclose a statement showing total tonnage of all commodities carried by the Northern Pacific for the years 1884 through 1900, also the total tonnage of agricultural products and the percentage of the tonnage of agricultural products to the tonnage of all commodities. This information prior to the year 1884 is not available.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Russell C. Engberg,
c/o Institute of Economics,
26 Jackson Place, Washington, D.C.

593

St.Paul, Minn., Jan. 28, 1928.
E-8

Dear Sir:

Attached are 5 copies of a news article we are to release for Thursday afternoon papers. Please arrange through Strang & Prosser, if that is the most effective method,for distribution to newspapers in Washington, Oregon, and Idaho. You will note that in the lead we have had you making the announcement; for distribution elsewhere we have the announcement coming from Mr. F. E. Williamson. The release date has been made Thursday to catch as many of the weekly papers as possible.

I expect to be in the west soon at the time of the unification hearing and am hopeful that I will be able to see you and go over the question of publicity on the west end.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. W. E. Coman,
Assistant to the President,
Seattle, Wash.

5-94

January 28, 1928.
E-8

Dear Mr. Prosser:

A unification hearing is to be conducted in the Pacific northwest shortly, probably at Seattle. I plan to attend and am hopeful that we can get together to talk over subjects of mutual interest.

Today I sent to Mr. W. E. Coman a story for release on February 2nd which he doubtless will bring to your attention.

We will wire you time of my arrival in the west.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. W. T. Prosser,
c/o Strang & Prosser,
L. C. Smith Building,
Seattle, Wash.

Copy for Mr. W. E. Coman.

x

595

Frank 58-F

St. Paul, Minn.,January 29, 1928.

H. A. Scandrett,
Palmer House,
Chicago, Ill.

Will arrive Chicago Monday morning about seven and will go direct to Palmer House. Would like to have you take breakfast with me.

Charles Donnelly

546

St. Paul, Minn., January 29, 1928. D1

Mr. J. G. Woodworth,
Vice President.

When I wrote you yesterday about the Portland-Klamath Falls class rates I had not seen your letter of January 16, which seems to answer fully the question I submitted to you.

My letter of yesterday, therefore, may be disregarded.

(Signed) CHARLES DONNELLY.

597

x

Paid

St.Paul,Minn.,January 29, 1928.

F. W. Clemson,
Northern Pacific Railway Co.,
236 Old South Building,
Boston, Mass.

Will you please reserve for myself and secretary drawing room or compartment and lower berth in Worcester sleeping car Worcester to New York Train Sixty-nine leaving Worcester one seventeen A.M. February first and advise me care Bancroft Hotel Worcester Massachusetts.

Charles Donnelly.

Charge NP Ry Co.,
Executive Dept.

598

Paid

11ooam

St Paul January 29 1928

E T Dakin
Care Great Northern Train No 4
arriving Wenatchee Washington
3:20PM today 29th.

Weather about five below Minnesota thirty above Montana Everything quiet.

B O Johnson

Charge NPRyCo
Executive Dept

1100am

599

St Paul Jan 29 1928

J G Woodworth
Care NP Car 11
Seattle

Mr Donnelly approves two thousand dollar contribution Riley fund.

cc-Mr.R.W. Clark

B O Johnson.

400

St. Paul, Minn., January 30, 1928.
9-3

Dear Sir:

I have your letter of January 28 and approve of replacing telephone poles on the Carmen Branch, at an estimated cost of $327, as recommended by you.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. W. N. Bichler, Manager,
Gilmore & Pittsburgh RR Company,
Armstead, Montana.

601

St. Paul, Minn., January 30, 1928.
S-3

Mr. L. A. Behler,
Asst. General Auditor.

Referring again to charges to System AFE No. 5 during 1927:

According to information in our files, the following tabulation shows charges to similar AFE during the past three years:

| | |
|---|---|
| 1925 | $ 15,094.93 |
| 1926 | 21,348.82 |
| 1927 | 26,873.08 |

The 1927 AFE carries charges of $2186.60 directly assignable to machine accounting installation, leaving $24,686.48 for other miscellaneous items.

I do not understand the constantly increasing trend for this class of expense and I would like to see an analysis of the 1927 charges, exclusive of those assignable to machine accounting, if you can furnish it without much inconvenience. I thought we were holding down pretty well the requisitions for different kinds of office furniture and office equipment, and I do not understand why last year should show such a heavy increase.

(Signed) E. M. WILLIS

607

St. Paul, Minn., January 30, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of January 27, and have approved voucher for $500 in favor of Mr. Judson.

(Signed) CHARLES DUNNELL

603

St. Paul, Minn., January 30, 1928.
9-3

Mr. J. C. Simonton,
Assistant to Vice President.

Please note the attached copy of Mr. McNeill's letter of January 28 to Mr. Smith, about the appearance of Mr. Melaney and the Girls' Sextette at the Northwest Shippers Advisory Board meeting on January 25. Have you any idea, when Mr. Rahn and others were so anxious to have Mr. Melaney and the Sextette, why they were put on the extreme end of the program?

I would not suggest any formal inquiry about it, but it does seem a little strange that they were not scheduled to appear earlier when, as I understand it, there was some question about it being satisfactory that they should get there between 9:00 and 9:30.

(Signed) E. M. WILLIS

Encl.

604

January 30, 1928.
S-3

Gentlemen:

For a few years past Northern Pacific has been taking a one-page ad, at a cost of twenty-five dollars, in the Washington Irrigation Institute, at Seattle, annual report. Our traffic department representatives recommend taking a one-page ad this year at the same cost, and I am authorizing them to do so.

Very truly yours,

(Signed) B. C. JOHNSON.

Mr. G. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative,
CMStP&P Railroad Co., Minneapolis, Minn.
Mr. J. L. Haugh, Assistant to President,
Union Pacific System, Omaha, Nebraska.

605

January 30, 1928.
S-3

My dear Mr. Foss:

I have your letter of January 27.

The 1927 annual report of the Northern Pacific has not yet been prepared, but when it has been prepared and is ready for publication, consideration will be given to your suggestion and you will be advised of our conclusion.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Charles W. Foss,
Financial Editor, Railway Age,
30 Church Street, New York City.

606

St. Paul, Minn., January 30, 1928.
KS

Mr. R. W. Clark,
General Traffic Manager.

I enclose copy of a letter received by Mr. Donnelly from E. C. Miller, Traffic Manager of the Mueller Brass Company, Port Huron, Michigan, dated January 28, inviting him to address the Annual Banquet of the St. Clair River District Transportation Club sometime during the period February 20 to 29. I also attach copy of my telegram to Mr. Miller of this date.

Will you please give me for Mr. Donnelly's information your views as to the importance from a traffic standpoint of the acceptance of this invitation. We would like, if possible, to forward papers to him prior to his return to St. Paul.

(Signed) J. C. JOHNSON.

encl.

607

January 30, 1928.
K5

Dear Sir:

Your letter of January 26 to Mr. Donnelly forwarding a copy of the address on railroad consolidations made over the radio by David Lawrence has been received during his absence from the city. I shall be glad to bring your letter to Mr. Donnelly's attention upon his return to the office the latter part of this week.

Yours very truly,

Mr. Jay Jerome Williams,
Publisher, The United States Daily,
Washington, D. C.

St. Paul, Minn., January 30, 1928.
S-6

Mr. C. C. Kyle,
Purchasing Agent.

I quote below telegram just received from Mr. W. N. Bichler at Armstead, Montana:

"Please have Livingston store ship quick one barrel of fifty gallons engine oil. Requisition follows."

Will you please arrange as requested?

(Signed) CHARLES DUNNELL

cc--

Mr. W. N. Bichler, Manager,
Gilmore & Pittsburgh RR Co.,
Armstead, Montana.

609

January 30, 1928.
K2

Dear Mr. Kerr:

Please see my letter of January 12 about clerical help as between the Northern Pacific and Great Northern.

I appreciate that data which I asked you for involves considerable work and I do not want to appear to be crowding you, but was wondering if it is going to be possible to give me something on this.

Yours very truly,

(Signed) R. O. JOHNSON

Mr. D. J. Kerr,
Asst. to the Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.

410

Paid

12Noon

St Paul January 30 1928

E A Gay Secretary
Northern Pacific Railway Company
34 Nassau Street New York City N Y

Message date We released December income account here on Saturday twenty-eighth but failed to advise your office Am sorry we overlooked giving you this information. G18

B O Johnson

Charge NPRyCo
Executive Dept

611

Paid

1245pm

St Paul January 30 1928

E C Miller Traffic Manager
Mueller Brass Company
Port Huron Michigan

Your letter twenty-eighth Mr Donnelly absent from city but is expected return Friday this week when letter will receive his attention. G19

B O Johnson
Assistant to the President

Charge NPRyCo
Executive Dept

612

January 30, 1928.
KS

Dear Sir:

In Mr. Donnelly's absence from the city I acknowledge receipt of your invitation to attend the Seventeenth Annual Banquet of the Traffic Club of New England at Boston, Massachusetts on February 16, 1928. I shall be glad to bring this invitation to Mr. Donnelly's attention upon his return to the office the latter part of this week.

Yours very truly,

Mr. C. H. Emery, President,
The Traffic Club of New England,
1051 Old South Building,
Boston, Mass.

613

January 30, 1928.

My dear Colonel Carroll:

I thank you for your letter of January 27 transmitting third supplemental report of the Commission in the matter of the construction of lines by the Oregon, California and Eastern Railway Company, Finance Docket No. 47301.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. J. H. Carroll,
505-510 Transportation Building,
Washington, D. C.

614

St. Paul, Minn., January 30, 1928.
K2

Mr. J. C. Simonton,
Asst. to General Traffic Manager.

Mr. Clark told me in his memorandum of January 22 that he would let us have a tabulation of the Hanson Packing business at Butte. Have not yet received this and thought possibly it was overlooked. Advise please.

616

St. Paul, Minn., January 30, 1928.
K2

Mr. J. C. Simonton,
Asst. to General Traffic Manager.

I am not clear on final conclusion of Traffic Department as to Comet schedule for 1928. Will you let me know please how this schedule stands now?

930am

G14

St Paul Jan 30 1928

J G Woodworth
Care NP Car 11 Seattle

Passenger trains on time Weather moderate Light snow over practically entire line No troubles.

B O Johnson

617

Paid

920am

St Paul Minn January 30 1928

E T Dakin
Care Great Northern Train No 2
arriving Sand Point Idaho 10:37AM
today thirtieth.

Passenger trains on time Weather moderate
Light snow over practically entire line No troubles.

B O Johnson

Charge NPRyCo
Executive Dept

618

January 30, 1928.

K2

Dear Sir:

The Northern Pacific is agreeable to making a contribution of $2,000 in support of the Frank Branch Riley Travel-Lecture Courses, your letter of January 26, File 11038, of which letter copies were sent to Messrs. Scandrett and Gray.

Yours very truly,

(Signed) L. C. Jurasek

Mr. G. R. Martin, Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.

cc-Mr. H. A. Scandrett, President,
C.M.St.P.& P.Ry., Chicago, Ill.

Mr. C. R. Gray, President,
U.P. System, Omaha, Nebr.

619

St. Paul, Minn., January 30, 1928.
S-3

Mr. A. B. Smith,
Passenger Traffic Manager.

Replying to your letter of January 25:

You may arrange to take a one-page ad, at a cost of twenty-five dollars, in the annual report of the Washington Irrigation Institute. I have advised the Contributions Committee members of the Great Northern, Milwaukee and Union Pacific of our proposed action.

(Signed) B. O. JOHNSON

620

St. Paul, Minn., January 30, 1928.
S-3

Dear Sir:

Replying to your letter of January 20:

You are authorized to adjust the Portland-Bend class rates so they will not be inconsistent with the rates which the Great Northern will have between Portland and Chemult in meeting Southern Pacific rates. You are authorized also to adjust such of your commodity rates between Portland and Kaskela and points south as may be necessary as a result of Great Northern meeting, via Bend, certain carload commodity rates of the Southern Pacific between Portland and Klamath Falls extension points.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

By Signed - Ralph Budd
President.

NORTHERN PACIFIC RAILWAY COMPANY

By (Signed) CHARLES DONNELLY
President.

Mr. W. F. Turner, President,
SP&S Railway Company,
Portland, Oregon.

January 30, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of January 30, enclosing reprint of a feature article by Charles F. Collison, Agricultural Editor of the Minneapolis Tribune, which appeared under date of January 8. Mr. Donnelly will return to the office the latter part of this week, when your letter and the enclosure will be brought to his attention.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. A. P. Kemp, President,
Agricultural Credit Corporation,
First National-Soo Line Building,
Minneapolis, Minn.

627

St. Paul, Minn., January 30, 1928. A5

My dear Mr. Gemmell:

I hand you herewith, for approval as President of the M. & I. Railway Company, AFE No. 1154, covering the purchase of second hand class L-6 Northern Pacific switching engine at an estimated cost of $3,500.

Yours very truly,

(Sgd) L. U. JOHNSON

encl.

Mr. W. H. Gemmell, President,
M. & I. Railway Company,
Brainerd, Minn.

January 30, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of January 28, regarding the question of listing the stock of the Northern Pacific Railway on the Chicago Stock Exchange.

Mr. Donnelly will return to the office the latter part of this week, when I shall be glad to bring your letter to hisaattention.

Yours very truly,

GEO. E. O. JOHNSON

Mr. R. A. Wood, President,
Chicago Stock Exchange,
Chicago, Illinois.

624

St. Paul, Minn., January 30, 1928. A5

My dear Mr. Gemmell:

Mr. Donnelly has approved and I enclose copies of B.F.& I.F. AFE ED No. 522-1928, covering construction of spur track for Nels J. Johnson near Nakoda, at an estimated cost of $670. Approved copies of this AFE have been furnished to the Comptroller and Chief Engineer.

Yours very truly,

encl.

Mr. W. H. Gemmell, President,
M. & I. Railway Company,
Brainerd, Minn.

cc-Mr. F. W. Sweney
Mr. H. E. Stevens

425

St. Paul, Minn., January 30, 1928. A5

Mr. J. L. Watson,
Right of Way Commissioner.

Referring to your letter of January 28:

Mr. Donnelly has executed and I return easement to the City of Lisbon, N. D., covering highway encroachment on our right of way at that point.

(Signed) B. O. JOHNSON.

encl.

900am 624

St Paul January 30 1928

T J Thomas CB&Q
Chicago

Have there been any changes in names of Directors Burlington Company as shown in annual report 1926. G17

B O Johnson.

627

St. Paul, Minn., January 30, 1928.
K5

Mr. H. E. Stevens,
Chief Engineer.

I enclose report of the Committee on Automatic Train Control, American Railway Association, showing status of automatic train control installation for the month of December 1927, as reported to the Interstate Commerce Commission.

(Signed) CHARLES DONNELLY

encl.

627½

St. Paul, Minn., January 30, 1928.
S-3

Mr. B. W. Scandrett,
General Solicitor.

The attached papers about request from The Live Poultry Transit Company for annual transportation for some of their officers are self-explanatory. I would not refer the matter to you again except for the suggestion in Mr. Clark's letter of January 27 that the traffic department would like to consider issuing transportation under certain conditions and to be restricted as to use during the time such conditions exist. Do you consider that we can properly do so?

(Signed) E. M. WILLIS

Encl.

678

January 30, 1928.
K2

Dear Harry:

Our Trainmaster at Glendive, Montana sent annual pass to your mother at Lolo, Montana on the twenty-seventh, so she has it by this time. I am glad we were able to fix her out.

Yours very truly,

(Signed) D. C. Johnson

Mr. H. W. Maxwell,
Watsonville, California.

628½

St. Paul, Minn., January 30, 1928.
9-3

Mr. J. W. Haw, Director,
Agricultural Development Dept.

Referring to the matter of request from the Live Poultry Transit Company for annual transportation for five officers of that company:

I find that, in writing you on December 9 that there was no legal objection to complying with the request, I was not in possession of complete information for it develops that this matter has heretofore been considered by our law department officers, and on December 14, 1926, Mr. Scandrett ruled that, as the Interstate Commerce Commission had ruled against the issuance of such transportation, we should advise the Live Poultry Transit Company of our inability to comply with their request unless they should obtain a ruling from the Interstate Commerce Commission permitting us to do so. Mr. Dorety, General Counsel of the Great Northern, I understand concurred in that view.

I am progressing the subject a little further with our law department and will advise you very shortly of conclusion reached.

(Signed) E. M. WILLIS

6 89

January 30, 1928.
9-3

My dear Mr. Elliott:

Herewith third copy of System AFE ED No. 1 covering the proposed purchase of four power tamping machines, at a cost of $9600, all of which is chargeable to Additions & Betterments.

Our operating and engineering department officers have closely followed the development of tie tamping machines during the past few years and it is their opinion that, in order to get the full benefit of maintenance economies in connection with the extended use of washed gravel ballast, additional power tamping machines should be purchased. Track that is tamped with power machines retains its surface for a longer period of time and permits of lengthening sections and a reduction of the number of men in section crews. It is difficult to estimate with any degree of accuracy the savings in dollars and cents to be realized from the operation of power tamping machines, but our people are of the opinion that a return of twenty percent on the investment is approximately correct. The important economies, however, occur in the reduction of expenditures for labor, which in turn are reflected in the cost of track maintenance per mile.

These power machines are included in items 287 and 292 of the 1928 budget, and I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

630

January 30, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 42 covering proposed purchase of three 72-ft. gas-electric motor cars, at an estimated net cost of $136,448, all of which is chargeable to Additions and Betterments. It is proposed that all three cars will be equipped to carry passengers as well as to handle baggage and express. It will be necessary to operate trailers equipped with roller bearings with two of these cars, and to so equip the trailers will cost approximately $3,096. This is covered by a separate AFE.

The narrative of the AFE covering the gas-electric cars shows that on an expenditure of $139,544, which includes the cost of equipping the trailers, the annual return will be about $54,000, or over 38%, after charging depreciation at 8% and interest at 6%, as compared to the out-of-pocket expense for operating steam service. The 1928 budget carries an item, No. 442, in the amount of $130,000 covering the purchase of three gas-electric cars, and we are hopeful that when we are ready to place the order we will be able to obtain a better price than that indicated in the AFE. In any event, the return on the higher cost is sufficiently attractive to warrant approval of the AFE. Will you please submit it to the Committee or Board for that purpose?

Very truly yours,

(Signed) CHARLES DONNELLEY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

631

January 30, 1928.
S-3

My dear Mr. Elliott:

Herewith third copies of the following St. Paul Division AFE's:

| | Est. Net Expenditure | Capital Account |
|---|---|---|
| ED No. 9 - Tie plates in connection with 1928 cross tie renewals in Minneapolis terminals - | $ 9,089 | $ 9,081 |
| ED No. 12 - Tie plates on the Little Falls & Dakota Branch - | 14,028 | 14,028 |

These are 1928 budget items, and I recommend formal approval by the Committee or Board.

Very truly yours,

CHARLES DONNELLY.

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

63 7

January 30, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Fargo Division AFE ED No. 21 covering the relaying of 90-lb. rail with 100-lb. rail between Eckelson and Sanborn, at an estimated net cost of $54,011, of which $9,459 is chargeable to Additions and Betterments.

The present 90-lb. rail is badly worn and battered and must be relaid. The work is covered by item No. 55 of the 1928 budget. Will you please obtain formal approval of the Committee or Board?

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

433

January 30, 1928.

Your Excellency:

I have your letter of January 17, and am pleased to extend to you for 1928 the courtesy of annual transportation over the lines of the Northern Pacific Railway.

Very truly yours,

(Signed) CHARLES DONNELLY

His Excellency P. Fiumasoni-Biondi, D.D.,
Apostolic Delegate,
1811 Biltmore Street,
Washington, D. C.

6331/2

January 30, 1928. A5

Dear Mr. Kavel:

This will serve to confirm the understanding reached by you and Mr. Mraz on January 24 with respect to proposed reduction of force in our group insurance section, effective March 1, 1928, as follows:

1. You will arrange to notify employee in this office, carried on your payroll, that her services here will no longer be required after February 29, 1928.

2. The Northern Pacific Railway Company will bill upon the Insurance Company monthly at the rate of $60, beginning March 1, 1928, to cover services rendered by the Railway Company.

3. It is understood that if it becomes necessary to increase the force at any time in the future the Insurance Company will assume a proportion of the cost not to exceed $120 per month.

Please indicate on this letter your approval and consent to this arrangement, retaining a copy for your records.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. H. W. Kavel, General Agent,
Aetna Life Insurance Company,
Metropolitan Life Building,
Minneapolis, Minnesota.

634

Paid

9.00 AM

St Paul Minn January 31 1928

E A Gay Secretary
Northern Pacific Railway Co
34 Nassau Street New York City

Message thirtieth Mr Donnelly talked with Mr Savage on telephone Friday twenty seventh but we know nothing as to understanding reached Mr Donnelly will be in New York tomorrow.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

635

Paid

9.00 AM

St Paul Minn January 31 1928

Charles Donnelly
Care Bancroft Hotel
Worcester Mass

Mrs Donnelly wires you from New York January thirtieth as follows

quote We are leaving tomorrow Tuesday evening for home end quote.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

636

Paid

9.00 AM

StPaul Minn January 31 1928

Charles Donnelly
Care Bancroft Hotel
Worcester Mass

Message about plans received and understood.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

637

St. Paul, Minn., January 31, 1928. A4

Mr. G. H. Lemke,
Asst. Auditor Disbursements.

I have received statement showing the analysis of charges to stationery and printing accounts for the month of November, 1927. I shall be glad if in due course you will let me have a similar statement for the month of December.

After that date, I think the items may be divided into six; the first five on your list should be separated as they now are, and the balance of the items may be listed under the heading, "All Other Items", with one total. This, I think, should reduce the work involved substantially, and will at the same time give you full information with respect to the cost of the first five items, which are the most important of those shown in your list.

(Signed) J. H. MOORE

634

January 31, 1928. A4

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of the 26th instant, acknowledging receipt of the booklet entitled, "Public Interest in Unification".

Your letter will be brought to Mr. Donnelly's attention upon his return to the city the latter part of this week.

Very truly yours,

(Signed) B. O. JOHNSON.

Hon. Austin E. Griffiths,
Superior Court for the State of Washington,
County of King,
Seattle, Washington.

639

January 31, 1928.
S-3

My dear Miss Fritz:

I am sorry to learn from your letter of January 27 that you have not received the copy of the 1926 annual report sent you at the time of writing you on January 16. Another copy is being sent to you today by separate mail. The 1927 report has not yet been prepared and it will not be ready for distribution until well along in the month of April. However, I will see that a copy of it is sent to you when it is available.

Very truly yours,

(Signed) B. O. JOHNSON

Miss Rose L. Fritz,
2150 - 84th Street,
Brooklyn, New York.

640

January 31, 1928.
8-3

Dear Mr. Gay:

Replying to your letter of January 13:

The court has denied the motion for a rehearing, which Mr. Hughes referred to in his letter of August 30, copy of which was sent to Mr. Elliott with Mr. Donnelly's letter of September 1st. This places upon lessees the obligation to pay the royalties tax.

We have refunded to the owners of the Feigh Mine the taxes paid by them which, with interest, amounted to $14,282.81. There are a number of smaller properties on which the taxes have been paid by the owners or lessees and which we may have to refund but for which no claim has as yet been made upon us. These will perhaps amount to something like $1000 to $2000 in the aggregate.

On the other hand, we, as owners or lessors, have paid taxes amounting to $52,464.82 which, with interest at 6%, the lessees are now obligated to repay to us.

We have also paid the taxes, amounting to $8,437.50, on advance royalties forfeited by the Republic Iron & Steel Company when its lease was surrendered March 31, 1925. This money now should be refunded by the Republic Iron & Steel Company.

Very truly yours,

(Signed) E. M. WILLIS

Mr. E. A. Gay,
Secretary & Assistant Treasurer,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

641

January 31, 1928.
S-3

My dear Mr. Scandrett:

We have received a letter from William Matthew Holderby, President and General Director of The Christian Family Crusade, whose address is 502 Tacoma Building, LaSalle and Madison Streets, Chicago, requesting transportation over the Northern Pacific during the ensuing year to assist in carrying on his work in Northern Pacific territory. Mr. Holderby states that he holds transportation over the Milwaukee. I will appreciate if you will confirm Mr. Holderby's statement and whether you think the Northern Pacific would be justified in issuing to him.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. H. A. Scandrett, President,
CMStP&P Railroad Company,
Chicago, Illinois.

642

January 31, 1928.
S-3

My dear Mr. Sargent:

We have received a letter from William Matthew Holderby, President and General Director of The Christian Family Crusade, whose address is 502 Tacoma Building, LaSalle and Madison Streets, Chicago, requesting transportation over the Northern Pacific during the ensuing year to assist in carrying on his work in Northern Pacific territory. Mr. Holderby states that he holds transportation over the Northwestern. I will appreciate if you will confirm Mr. Holderby's statement and whether you think the Northern Pacific would be justified in issuing to him.

Very truly yours,

(Signed) CHARLES DONNELLY.
VP

Mr. F. W. Sargent, President,
Chicago & Northwestern Railway,
Chicago, Illinois.

643

January 31, 1928.
S-3

My dear Mr. Gorman:

We have received a letter from William Matthew Holderby, President and General Director of The Christian Family Crusade, whose address is 502 Tacoma Building, LaSalle and Madison Streets, Chicago, requesting transportation over the Northern Pacific during the ensuing year to assist in carrying on his work in Northern Pacific territory. Mr. Holderby states that he holds transportation over the Rock Island. I will appreciate if you will confirm Mr. Holderby's statement and whether you think the Northern Pacific would be justified in issuing to him.

Very truly yours,

(signed) CHARLES DONNELLY

VP

Mr. J. E. Gorman, President,
CRI&P Railway Company,
Chicago, Illinois.

644

St. Paul, Minn., January 31, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Referring to my letter of November 23 about the status of mine trackage at Red Lodge and Roslyn:

Is this matter progressing, and will it be possible soon to reduce to writing a definite understanding as to what the ownership and maintenance arrangements will be?

(Signed) CHARLES DONNELLY.

645

January 31, 1928.
S-6

My dear Mr. Elliott:

I enclose statements of accounts of the Minnesota & International and Big Fork & International Falls Railway Companies for the month of December 1927, together with copies of Mr. Gemmell's letters of transmittal.

Very truly yours,

(Signed) CHARLES DONNELLY
Vr

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

cc--

Mr. J. M. Hannaford.

6 4 6

January 31, 1928.

My dear Mr. Elliott:

Coal shipments for the week ending January 29 were as follows:

| | Roslyn | Red Lodge | Colstrip |
|---|---|---|---|
| January 23 | 4140 | 2302 | 2853 |
| 24 | 3316 | - | 3300 |
| 25 | 4760 | 1507 | 2988 |
| 26 | 3384 | 1131 | 3162 |
| 27 | 4437 | 617 | 2134 |
| 28 | 411 | - | 210 |
| 29 | - | - | 1260 |
| Total - | 20348 | 5547 | 15787 |

The total shipments from all mines was 41,682 tons, an average of 5,955 per calendar day.

Roslyn mines Nos. 3, 4 and 8 worked five days, No. 7 worked three days; Red Lodge mines worked three and one-half days; Colstrip worked five days. Slide in pit at Colstrip delayed loading latter part of week.

Very truly yours,

(Signed) CHARLES DUNNELLY

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

647

St. Paul, Minn., January 31, 1928. A4

Mr. B. W. Scandrett,
General Solicitor.

Please note the attached letter from Mr. Stevens about bringing valuations down to date. While as a practical matter, I have always believed that valuations would eventually be brought down to date by use of the dollar system for additions and betterments, I presume we are not yet ready to advocate that system. Personally, I think carriers should give pretty careful consideration to this question, especially those which are not in the recapture class. The adoption of this system would, I think, in the long run result in the practical elimination of making returns to Order No. 3, which would result in a very large saving in operating expenses. However, the acceptance of that system for the bringing of the valuations down to date would, I suppose, be used by the Commission as an argument in support of its prudent investment theory of valuation, and the permanent use of 1914 prices for property in existence on valuation date.

With return of the attached papers, please let me have your views.

(Signed) J. H. MOORE

encl.

648

St. Paul, Minn., January 31, 1928.
K5

Dear Sir:

I acknowledge receipt of your letter of January 27 transmitting sheet showing information with respect to operation of the Rosebud coal field during the month of December, 1927.

Yours very truly,

Mr. D. R. Swem, Superintendent,
Northwestern Improvement Company,
Colstrip, Montana.

649

January 31, 1928.
KS

Dear Sir:

Your letter of January 26 to Mr. Donnelly inviting him to be present at the Tenth Annual Sportmen's Banquet to be held in the Davenport Hotel at Spokane, Washington, has been received during his absence in the east, but will be brought to his attention upon his return to the office the latter part of this week.

Yours very truly,

w

Mr. Thomas A. E. Lally, President,
Izaak Walton League of America,
Spokane, Washington.

900am 650

St Paul Jan 31 1928

J G Woodworth
Care NP Car 11
Seattle

Passenger trains on time except number one into Seattle this morning one hour late account derailment baggage car on Pasco Divn No other accidents Merger hearing St Paul yesterday developed nothing unexpected.

B O Johnson.

651

Paid

900am

St Paul January 31 1928

E T Dakin
Care Great Northern Train No 2
arriving Williston Nor Dak 11:40 AM
today thirty-first

Passenger trains on time except number one into Seattle this morning one hour late account derailment baggage car Pasco Divn No other accidents Merger hearing St Paul yesterday developed nothing unexpected.

B O Johnson

Charge NPRyCo
Executive Dept

652

St. Paul, Minn., January 31, 1928.
K2

Personal

Dear Mr. Coman:

Further my personal note of January 25 about the President's plans:

After making talk at Worcester, Massachusetts tonight, he plans on going to New York, returning here Friday morning. The best information we now have is that merger hearing in Seattle will probably be set for Monday, February 6. Inasmuch as Mr. Donnelly will not get back here until the third, it is not now his plan to attempt to get to Seattle for this hearing.

I rather think he will not leave here until the thirteenth or fourteenth. I will keep you posted.

Yours very truly,

Mr. W. E. Coman,
Assistant to the President, NPRy.,
Seattle, Washington.

653

St. Paul, Minn., January 31, 1928.
K2

Mr. G. H. Lemke,
Assistant Auditor Disbursements.

Recalling our talk about bill against the Minneapolis, Northfield and Southern Railway for use of Jull Rotary Snow Plow:

When bill is ready for second trip which this plow made, let me have it please.

Memo

Mr. Stephens was very much worked up on receipt of bill No.126661. Phoned him and also talked to him and he is going to write me as to what he would consider fair amount which his company should pay for use of this plow.

654

St. Paul, Minn., January 31, 1928.
K2

Mr. R. W. Clark,
General Traffic Manager.

Have any conclusions been reached as to position which lines other than the Great Northern are going to take with reference to the Great Northern sign on the Minneapolis station?

655

St. Paul, Minn., January 31, 1928.
K2

Mr. O. Parrhysius,
Chief Special Agent.

I have not yet heard from the Great Northern about purchase of tickets for the Policemen's Ball at Fargo. I spoke to Mr. Martin about it yesterday and he promised to give me a decision right away. This memorandum so you will know matter has not been lost sight of.

930am

654

St Paul January 31 1928

E T Conmy
Fargo N D

Your letter twenty-eighth Think be good plan if you accompanied pamphlets with brief letter stating you believe those to whom you send pamphlets might be interested in this question of unification. B20

B O Johnson.

St. Paul, Minn., January 31, 1928.

Dear Mr. Johnson:

Robert Albert McGrath was discharged as Section Foreman at Blossburg on April 17, 1913 for quitting without notice. We have a letter from his daughter in which she makes a rather pitiful plea for assistance in locating her father, and naturally we are disposed to do what we can to help her. Will you not have Mr. Coyle, or some Rocky Mountain Division oldtimer see what they can find out from former friends of Mr. McGrath, who may still be in service, as to what become of him after he left Blossburg fifteen years ago.

Will thank you to handle this as promptly as possible.

Yours very truly,

(S. G. JOHNSON)

Mr. J. H. Johnson,
Superintendent, NPRy.,
Missoula, Montana.

656

January 31, 1928.
K2

Dear Miss McGrath:

Answering your letter of the twenty-fourth:

Our record indicates your father left the service of the Northern Pacific at Blossburg, as you stated, April 17, 1913. We then had an inquiry from the Colorado Midland Railway Company in March, 1918 about him. In the meantime, the Colorado Midland Railway Company has gone out of existence, its equipment having been sold and its right of way turned over to the State of Colorado for highway purposes. I therefore feel it would be quite hopeless to pursue any inquiry of this line which no longer exists.

I am hopeful, however, that some of our Montana people who are still in service and who knew your father may possibly have some information as to his whereabouts. I will write you again and let you know what we learn.

Yours very truly,

(CHARLES DONNELLY)

Miss Alberta McGrath,
1503 Scott Street,
San Francisco, California.

659

St.Paul, Minn., January 31, 1928. A4

Mr. J. L. Watson,
Right of Way Commissioner.

I agree that you should not make any lease of part of the old General Office Building, St. Paul, which might result in the placing on the tax roll of the remaining portion of the old building.

I also agree that in considering a lease of the old building we should not undertake to make changes or repairs.

(Signed) CHARLES DONNELLY

cc-Mr. R. W. Clark.

(Signed) CHARLES DONNELLY

660

St. Paul, Minn., January 31, 1928.
K5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of January 30, File L.C. 16142, about T&M permit No. 1272, issued to H. Miller covering removal of coal from N½, NE¼SW¼, S½SW¼ and SE¼ of Section 21-22N-20E, Cheland County, Washington, and later assigned by him to the Wenatchee Coal Mines Corporation of Wenatchee, Washington:

The recommendation of Messrs. Plummer, Andersen and yourself, that we waive collection of the balance of $750.00 due on the minimum payment of $1,000 for second year of the lease, is approved.

661

January 31, 1928. A4

My dear Mr. Keith:

I have your letter of the 27th instant, in regard to lumber purchases made by us from your company, and I, too, wish that we could have purchased more from you than we have done.

I note what you say about prospects for the lumber business this year, and I sincerely trust that your hopes will be realized. The lumber business has certainly been beset with tremendous difficulties in the past few years and because of the relation which that industry bears to Northern Pacific revenues a change for the better will, I think, be almost as welcome to us as to those actually engaged in the business in our territory.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Chas. S. Keith, President,
Central Coal & Coke Company,
Kansas City, Mo.

662

St. Paul, Minn., January 31, 1928. A4

Mr. H. E. Stevens,
Chief Engineer.

Replying to your letter of the 28th instant, and returning herewith the letter you have received from Mr. H. C. Groff, with respect to offering to the State Highway Department of the State of Montana the right of way for the Bitter Root Branch which we will abandon when the new line is turned over for operation:

It is my understanding that at the hearing we practically agreed to do this, and you are authorized to make the formal offer to the Highway Department.

(Signed) CHARLES DONNELLY

encl.