



[President's records.](#)  
[Northern Pacific Railway](#)  
[Company records.](#)

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February 16, 1928.  
K2

Dear Mr. Lahood:

Answering your letter of the thirteenth:

We are obliged to observe a policy of taking no sides when road or highway location disputes arise among people in a territory through which a road is projected. I have read your letter of the thirteenth, and also clipping and second enclosure very carefully, but, as I have said above, we must keep out of difficulties of this sort. I trust that when you think the matter over you will realize how logical it is that we pursue a policy of that sort.

I am, therefore, sorry I cannot give you encouragement with reference to your request that we support your Antelope Route.

Yours very truly,

(Signed) W. H. Merriman

Mr. Shadan Lahood,  
Jefferson Island, Montana.

cc-Mr. W. H. Merriman:

Attached you will find copy of Mr. Lahood's letter. Appreciating necessity for keeping on good terms with Mr. Lahood, I thought you ought to see this correspondence. We cannot, as I have told him, take no parts in a dispute of this kind.

2  
St. Paul, Minn., February 16, 1928.

K2

Mr. W. H. Strachan,  
General Superintendent.

Reports have reached me from two different sources  
that trains 65 and 66 are being pretty roughly handled between  
here and Duluth every night. This for your information.



3

K2

St. Paul, Minn., February 16, 1928.

Mr. E. T. Dakin,  
General Auditor.

Your memorandum of the fifteenth, File B-2, about retirement of vault clerk, P. D. Couture:

We are willing to see Mr. Couture continued in service for a period of three months from April 16, 1928, at which date he will be seventy years old.

The circumstances attending his retirement are certainly rather pitiful. As I explained to Mr. Stetekluh, we are supposed to interpret the seventy year rule arbitrarily. I wish it were possible to do more for him than the three months above authorized.

cc-Mr. R. H. Relf

H  
February 16, 1928.  
K2

Personal

Dear Mr. Janes:

Referring to your letter of the thirteenth:

I have sent your draft, and also my personal check  
in the sum of \$50.00, to Mr. Barrett.

Yours very truly,

(Signed) E. O. JOHNSON.

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



5  
February 16, 1928.  
K2

Dear Mr. Barrett:

Mr. Janes and myself discussed your letter of January 29 and attached you will find my personal check in the sum of \$50.00, and Great Northern check for a similar amount to make up the \$100.00 which you spent.

We are both very much pleased that you did exactly as you did, and appreciate very much your thoughtfulness.

If you do not feel like cashing the Great Northern check in Bismarck, please endorse same and return it to me under personal cover and I will cash it and give you my personal check in its place.

Yours very truly,

(Signed) B. O. JOHNSON

encl.

Mr. A. H. Barrett,  
Bismarck, North Dakota.

(Registered - US Mail)

6  
St. Paul, Minn., February 16, 1928.

K2

Mr. E. E. Nelson,  
Passenger Traffic Manager.

Mr. Perrin told me on the fourteenth that he had been solicited to take \$200 worth of advertising for 1928 in the Minnesota Union Advocate, adding that a decision should be in his hands by the seventeenth.

Mr. Perrin mentioned a freight traffic angle in situation which I discussed with Mr. Simonton, and Mr. Simonton says such angle can be disregarded. I have heard nothing from the Great Northern about their having been solicited and I am assuming that they will not reply favorably.

My judgment is that we should decline request. Will you so advise Mr. Perrin.

cc-Mr. R. W. Clark



1  
St. Paul, Minn., February 16, 1928.  
K2

Mr. W. A. Laidlaw,  
Secretary, NPBA.

I have run through subject matter for the  
Forty-sixth Annual Report of the Northern Pacific Beneficial  
Association. I can suggest no changes.

(Signed) E. J. JOHNSON

encl.

8

February 16, 1928.

K2

My dear Mr. Elliott:

Further my letter of January 26 about comparative showing in fuel economy as between the Great Northern and our line:

The following tabulation will give you in cents the cost of fuel per 100 gross ton miles in freight service, exclusive of locomotive and tender, for periods indicated, the Great Northern figures for full year 1927 not being yet available:

	<u>Nor. Pac.</u>	<u>Grt. Nor.</u>
1920 (Year)	38.13	54.59
1927 (11 months)	23.51	29.01
Per cent decrease	38%	47%

The following tabulation gives you relative showing in gross ton miles per train hour for the same period:

	<u>Nor. Pac.</u>	<u>Grt. Nor.</u>
1920 (Year)	18219	16061
1927 (11 months)	23232	25446
Increase	28%	58%

Considerable study has been given by the Operating Department to explain the relatively better showing made by the Great Northern, both in cost of fuel per unit hauled and in gross ton miles per train hour, out of which study has been developed the following:

In 1920 the Great Northern was using, west of North Dakota and east of the Cascades, a poor grade of coal at a comparatively high price for which has been substituted oil purchased in a depressed market, or at a relatively low cost. Secondly, the Great Northern, between 1920 and 1927, have placed in service a considerable number of Santa Fe type engines and a few heavy Mallets, both using fuel oil. This increase in tractive effort enabled them to increase their train load between 1920 and 1927 by 27.4%. During this same



Mr. Elliott (2)

February 16, 1928.

period our company, faced with some uncertainty as to steaming qualities of Rosebud coal, hesitated to increase tractive effort of new freight engines acquired in that period, and, therefore, our train load increased by only 13%.

Therefore, these two influences, substitution of comparatively low priced efficient fuel oil for comparatively high priced coal on the Great Northern, plus increased tractive effort which the Great Northern were able to secure, enabled them to make a relatively better showing in train load, and, therefore, in ton miles per train hour than the Northern Pacific.

We have now had sufficient experience, I believe, with Rosebud coal to predict its successful combustion in very heavy freight power, and, as you will recall, we have now ordered a heavy simple Mallet for test purposes, which, if proven successful, will enable us to purchase a sufficient number of these engines to take care of our first and second district Yellowstone freight business, thus releasing heavy Mikados for substitution of light Mikados on other districts. The increase in average tractive effort, thus effected, should enable us to overcome relative advantage in train loading and ton miles per train hour now possessed by the Great Northern.

Yours very truly,

CHARLES DONNELLY

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

9  
February 16, 1928.

RE

Dear Mr. Layng:

Answering your letter of the second about certain additional information which you wanted about extended engine runs:

I am returning sheet with engine house labor costs filled in to include 1927.

I also attach a memorandum showing the division of maintenance of equipment as between labor, material and miscellaneous for the three years, as I note that the figures shown in the memorandums for 1926 and 1925 were taken from certain Accounting Department forms and did not include the inventory adjustments.

Yours very truly,

encl.

Mr. Charles Layng,  
Transportation Editor, Railway Age,  
105 West Adams Street, Chicago, Illinois.



10

2:30 PM

St Paul February 16 1928  
E-8

Claire Flint  
The Enterprise  
Livingston Mont

Your message date Discussed subject with Auditor  
Johnson Await your letter

F W DeGuire

Charge Nor Pac Exec Dept

11  
St. Paul, Minn., February 16, 1928. A4

Mr. F. W. Stetekluh,  
Auditor Disbursements.

I hand you herewith bills Nos. 12661, of December 1927, and 16302, of January 1928, covering charges made against the Minneapolis, Northfield & Southern Railway Company for rental of snow plow in December 1927 and January 1928.

It seems to me that both of these bills are excessive, and I think they should be revised. I think, if we charge \$50 a day for rental for the snow plow, which would include movement Staples to Minneapolis and return, that that may be considered a fair rate. The engine rental on December 19 should, I think, be included at our regular joint facility rates which, from conversation with Mr. Crait, would amount to \$141.47. The wages shown on both bills are, I understand, actual payments by us and should not be changed.

According to my figures, the amount of bill No. 12661 would, on the revised basis, be \$372.13, and the amount of bill No. 16302 would be \$341.52. Please have both bills revised and send them to me for transmission to the Minneapolis, Northfield & Southern Railway.

encl.

(Signed) B. C. JOHNSON.  
P



12  
St. Paul, Minn., February 16, 1928. A5

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

Referring to my letter to Mr. Elliott of February 7, recommending renewal for a further term of ten years of lease to Faust-Bassett Company, covering site at Drummond, Mont., rental to be at the rate of \$30 per year for the first five year period of the lease, lessee to pay taxes and assessments:

At a meeting of the Executive Committee held February 15, 1928, a renewal of this lease was approved on the basis outlined.

(Signed) CHARLES DONNELLY  
W

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

Mr. J. M. Hughes,  
Land Commissioner.

Referring to my letter to Mr. Elliott of February 4, copy of which was sent you, recommending issuance of an oil and gas permit to Ernest J. Goppert, Trustee, covering Section 21-58N-98W, Park County, Wyoming, west of Frannie on the Burlington Road:

For your information, the issuance of this permit was approved at a meeting of the Executive Committee held February 15, 1928.

CHARLES DOWNEY



14

This will acknowledge receipt of your letter, without date, about plans for the celebration of National Egg Week for 1928.

Yours very truly,

Mr. Harry R. Lewis, President,  
National Poultry Council,  
Davisville, Rhode Island.

75  
February 16, 1928. D5

Dear Mr. Miller:

I have your letter of February 13 acknowledging receipt of a copy of our new booklet on Washington and northern Idaho, and commenting on conditions in the town of Sunnyside.

I have referred your letter to Mr. H. W. Byerly, General Immigration Agent, who will arrange to supply you with additional copies of the booklet.

Very truly yours,

(Signed) CHARLES DONNELLY  
W

Mr. H. L. Miller,  
Sunnyside Land & Investment Co.,  
Sunnyside, Washington.

cc-Mr. H. W. Byerly:



16  
February 16, 1928. D5

Dear Mrs. Jones:

I have your letter of February 14 from Memphis advising of your attendance at the Seventh Annual Convention of the International Society for Crippled Children.

It is indeed gratifying to have you feel that the success you have attained is due, in large measure, to the courtesies extended by this company.

Very truly yours,

(Signed) CHARLES DONNELLY.  
w

Mrs. Harriet C. Jones,  
Lisbon, North Dakota.

x

17  
Paid

925 AM

St. Paul, Minn., Feb. 16, 1928.

J. H. Carroll,  
505-10 Transportation Bldg.,  
Washington, D. C.

Your wire yesterday. I am now in telegraphic communication with Kerr trying to arrange for his proceeding to Washington at once. Have copies of Attorney-General's letter been forwarded to him and me?

Charles Donnelly.

Charge NP Ry Co.,  
Executive Dept.

cc-Mr. D. F. Lyons:



St. Paul, Minn., Feb. 16, 1928.

James B. Kerr,  
Carey & Kerr,  
Portland, Ore.

18

Further about land grant situation. Am just in receipt of following wire from J. H. Carroll quote Reference land grant. I had conference with Chairman Sinnott of Joint Committee this morning. Attorney-General's letter has just been sent to members of committee. They are to have time to study same then committee meeting is to be called which will be executive at which Secretary Work and Jardine and their lawyers will appear trying to work out some sort of arrangement for final adjustment Stop Mr. Hughes is in my office now and he agrees with me it would be well if Mr. Kerr were here. He may not be needed but question is of such vast importance think he should be here for counsel and advice. End quote.

Charles Donnelly.

cc-Mr. D. F. Lyons:

February 16, 1928. D

Dear Mr. Kemp:

Referring to the meeting of the Board of Directors and Executive Committee of the Agricultural Securities Corporation and Agricultural Credit Corporation, to be held on Monday next:

It is now clear that I shall be absent from the city at that time, and I am therefore sending to you herewith the proxy received with your letter of February 6, duly signed.

Very truly yours,

CHARLES DONNELLY.

encl.

Mr. A. P. Kemp,  
President,  
Agricultural Securities Corporation,  
First National-Soo Line Building,  
Minneapolis, Minnesota.



20  
February 16, 1928.

D1

Dear Mr. Jackson:

I am just in receipt of your letter of February 15, and appreciate the compliment implied in extending to me an invitation to appear before the National Association of Farm Equipment Manufacturers at its annual convention in Minneapolis October ninth to twelfth.

I am very glad to accept the invitation to appear and make a brief talk. It will be satisfactory to me to appear either the ninth or the tenth.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. A. T. Jackson,  
President,  
National Ass'n of Farm Equipment Manufacturers,  
608 South Dearborn Street,  
Chicago, Illinois.

21

February 16, 1928. D1

Dear Mr. Holden:

Please be referred to the correspondence between ourselves and Mr. Marlow with reference to the sale of the stock in the Midland National Bank of Billings, this stock being now held by the Burlington, Great Northern and Northern Pacific. I believe that, as a matter of fact, Mr. Marlow holds title to it as trustee for the three companies.

In a letter to Mr. Marlow, dated January 28, of which copies were sent to you and Mr. Budd, I stated the terms on which the Northern Pacific was willing to sell. In a letter dated February 4, of which copies were sent to Mr. Sturgis and me, Mr. Martin took the same position. Mr. Martin now advises me that Mr. Marlow has come back with a proposition to acquire the stock substantially on the basis originally proposed, except that it provides for payments each year for a period of five years, the payments to be not less than \$10.00 per share per year; the balance to be paid at the expiration of the five years. The Great Northern is willing to sell on this basis, and Mr. Martin has asked me whether the Northern Pacific is willing to do the same; and, if not, whether I would consent to the sale of the Burlington stock on this basis. I have stated to him that we prefer to stand on the original proposition contained in my letter of January 28; but that I have no objection to your selling the Burlington stock on the basis proposed if you think it proper to do so. Whatever you decide to do will be satisfactory to me. I believe that the present proposition involves the sale not only of two hundred shares to Mr. Westbrook, but as well of fifty additional shares to Mr. Jenkins, Cashier of the bank.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Hale Holden,  
President, CB&Q R.R.Co.,  
Chicago, Illinois.

cc-Mr. G. R. Martin;  
Mr. Thomas A. Marlow;



February 16, 1928. D5

Dear Mr. Hollender:

For the information of the New York office, I give below the numbers of Pullman passes and Western Union franks for the year 1928 of various St. Paul officers, who are likely to be in New York from time to time:

<u>Name</u>	<u>Pullman Pass No.</u>	<u>Western Union Frank No.</u>
Charles Donnelly	131	602
J. M. Hannaford	169	902
C. W. Bunn	191-C	102
F. E. Williamson	198-C	1702
J. G. Woodworth	691-C	1802
R. W. Clark	557-C	502
H. E. Stevens	2838-A	- -
F. W. Sweney	197-C	- -
D. F. Lyons	192-C	1902

Very truly yours,

(Signed) A. H. GOTTSCHALL

Mr. F. G. Hollender,  
Asst. Sec'y & Asst. Treasurer,  
Northern Pacific Railway Co.,  
34 Nassau St., New York, N. Y.

23

February 16, 1928.      D5

Dear Mr. Harlan:

For your information, I give below the numbers of Pullman passes and Western Union franks for the year 1928 held by various St. Paul officers for whom you may from time to time be called upon to make reservations:

<u>Name</u>	<u>Pullman Pass No.</u>	<u>Western Union Frank No.</u>
Charles Donnelly	131	602
J. M. Hannaford	169	902
C. W. Bunn	191-C	102
F. E. Williamson	198-C	1702
J. G. Woodworth	691-C	1802
R. W. Clark	557-C	502
H. E. Stevens	2838-A	--
F. W. Sweney	197-C	--
D. F. Lyons	192-C	1902

Very truly yours,

(Signed) A. M. GOTTSCHALD

Mr. M. E. Harlan,  
G.A.P.D., NP Railway Co.,  
73 E. Jackson Blvd.,  
Chicago, Illinois.



24

February 16, 1928. D5

Dear Mr. Cooper:

For your information, I give below the numbers of Pullman passes and Western Union franks for the year 1928 held by various officers of this company for whom you may from time to time be called upon to make reservations:

<u>Name</u>	<u>Pullman Pass No.</u>	<u>Western Union Frank No.</u>
Charles Donnelly	131	602
J. M. Hannaford	169	902
C. W. Bunn	191-C	102
F. E. Williamson	198-C	1702
J. G. Woodworth	691-C	1802
R. W. Clark	557-C	502
H. E. Stevens	2838-A	---
F. W. Sweney	197-C	---
D. F. Lyons	192-C	1902

Very truly yours,

(Signed) A. M. GOTTSCHALD

Mr. J. W. Cooper,  
Chief Clerk to President,  
C. B. & Q. Railroad Co.,  
Chicago, Illinois.

26

St. Paul, Minn., February 16, 1928. AS

Dear Sir:-

Your letter of January 14, File 26, to Mr.

J. W. Haw:

Herewith copy of a revamped chapter for Mr. Craighead's Montana publication.

Also enclosed are several photographs of Montana agricultural scenes, from which you may wish to make a selection. I note from your letter that the cut of the North Coast Limited carried in "Volume I" of "Montana" meets Mr. Craighead's needs.

Yours very truly,

(Signed) E. W. DeGunn

Mr. W. P. Stapleton,  
Agricultural Development Agent,  
Billings, Montana.



26  
St. Paul, Minn., February 16, 1928.  
S-3

Mr. E. E. Nelson,  
Passenger Traffic Manager.

As a matter of information, our attention is called to the fact that in our Washington and northern Idaho agricultural booklet the State College of Washington is referred to as the Pullman Agricultural College. This has been called to the attention of Mr. Haw's department, but I think you should give the information to the advertising department so that whenever they have occasion to refer to the State College of Washington in any of our advertising the proper designation will be used.

(Signed) E. O. JOHNSON

27  
February 16, 1928.  
S-3

My dear Mr. Holland:

Thank you for your letter of February 13 about our Washington and northern Idaho booklet. I am very glad that it commends itself to you.

I am indeed sorry that our agricultural department representatives made a mistake in designating the State College of Washington as the Pullman Agricultural College; I am calling it to their attention and instructing them that in issuing another edition of this booklet, or in any of our other publications where the college is referred to, care be used to see that it is properly designated.

Very truly yours,

Mr. E. O. Holland, President,  
State College of Washington,  
Pullman, Washington.

cc--  
Mr. H. W. Byerly,  
General Immigration Agent.  
Encl.



28  
St. Paul, Minn., February 16, 1928. A4

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

Replying to your letter of the 15th instant, in regard to taxes on the unused right of way on the Mandan North line:

The amount which we received from the sale of 58 acres in 1927 more than paid the taxes for that year on all of the unused right of way which we still own, and with improvement in the financial condition of the farmers, I think there is a possibility that we may be able to dispose of more of the right of way this year. I therefore think that the taxes should be paid. The matter can again be brought up for consideration when the 1928 taxes become due.

(Signed) CHARLES DONNELLY  
J

February 16, 1928. A5

Dear Sir:-

I have your letter of February 14, and enclose Certificate No. 78 for one share of Spokane, Portland & Seattle Railway Company stock, which has been duly endorsed, dated and witnessed.

Yours very truly,

(Signed) CHARLES DONAHUE

encl.

Mr. F. L. Paetzold, Secretary,  
Great Northern Railway Company,  
St. Paul, Minn.



29  
St. Paul, Minn., February 16, 1928. A4

Mr. F. E. Williamson,  
Vice President.

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

I hand you herewith a copy of Mr. J. B. Kerr's letter of the 10th instant, addressed to Mr. Coman and Mr. Gilman, with respect to highway reservations in certain right of way deeds for our line between Portland and Guild's Lake; also copy of Mr. Coman's letter to me of the 11th instant and copy of my wire of the 15th instant to Mr. Kerr.

I presume that Mr. Kerr will later take up the question of the preparation of release of reservations in the original deeds, but I am giving you this information at this time so that you will understand that I have approved the contribution of \$6,000 towards the cost of creating the 24-ft. driveway to serve the Elrod and Trimble wharf.

(Signed) CHARLES DONNELLY

encl.

February 17, 1928. A4

Dear Sir:-

I have your letter of the 13th instant, with which you enclosed report of your Association for the year 1926-27. I have been interested in reading this report, and shall be glad if, in addition to myself, you will please arrange to place the names of Mr. F. E. Williamson, Vice President, and Mr. H. E. Stevens, Chief Engineer, on the list of those to whom your publications should be sent.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Britton I. Budd, Chairman,  
National Electric Light Association,  
72 West Adams Street,  
Chicago, Illinois.



St. Paul, Minn., February 17, 1928. A4

Mr. F. W. Sweeney,  
Comptroller.

I attach copy of joint letter to Mr. Turner signed by Mr. Budd and myself under date of February 8, with respect to reimbursement of the Oregon Trunk Railroad by the Great Northern in connection with expenditures made for construction of the Bend to Klamath Falls line; also copy of my letter of the same date to Mr. Budd.

I understand Mr. Budd has given the necessary instructions to Mr. Hess and I shall be glad if you will get in touch with him and arrange to have the joint check made as soon as possible.

You will note from this letter that freight charges on carload shipments of material are to be assessed against the work in the same way as they would have been assessed had the new contracts between the Great Northern and the S.P. & S. been in effect at the time material moved.

I understand Mr. Hess has raised a question with respect to the transportation of men to be employed on the new construction work. I have made no agreement with Mr. Budd with respect to this matter, but as the question may come up later, I think it will be well to have a statement made showing the amount charged to the new work for transportation of men and the basis on which those charges are assessed.

(Signed) CHARLES DONNELLY

encl.

32  
February 17, 1928. D1

Dear Mr. Heslet:

I have your letter of February 15 about the proposed highway through the Jefferson canyon.

It goes without saying that we will withstand any attempt to locate a highway where it will endanger the lives of our employes or passengers.

I do not know what the facts are about the situation that you describe, but our Engineering Department has the matter under discussion with the Montana Highway Commission.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. J. K. Heslet,  
Cashier, W. A. Clark & Brother,  
Butte, Montana.



33

February 17, 1928. D1

Dear Mr. Youell:

Thank you for your interesting letter of February 14 transmitting a copy of a letter you had just received from a friend who is dissatisfied with the conditions he finds in Seattle.

Of course, there will be successes and failures among those venturing into any comparatively new country; but I do not think that the fact that some will fail should deter us from putting facts before the public, or from pointing out the opportunities for success.

With kindest regards,

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. George Youell,  
President, Pacific Fruit & Produce Co.,  
Seattle, Washington.

34  
February 17, 1928.

D

Personal:

Dear Mr. Turner:

I am glad to approve the recommendation which you make in your letter of February 7 with respect to salary increases for Mr. Pickard and Mr. Crozier.

Very truly yours,

(SIGNED) CHARLES DONNELLY.

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

cc-Mr. Ralph Budd:



x

35  
Paid

230 PM

St. Paul, Minn., February 17, 1928.

W. B. Storey,  
President, AT&SF Railway Company,  
80 E. Jackson Blvd.,  
Chicago, Ill.

Think I can attend meeting of Express Committee  
in New York on Monday March fifth.

Charles Donnelly.

Charge NP Ry Co.,  
Executive Dept.

34

February 17, 1928. D1

My dear Mr. Elliott:

I enclose herewith a draft to the Northwestern Improvement Company for \$4,557.45 in payment of the interest due on Mr. Savage's note to that company for \$150,000.00, due December 21, 1927, and also covering interest on the interest for 60 days. Mr. Savage handed this to me today. The note due December 21, 1927 should be destroyed or marked "cancelled" and forwarded to him.

Mr. Lyons and I had an extended talk with Mr. Savage and Mr. Bailey today, about which I will inform you when I see you in New York next week.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

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



February 17, 1928. D1

Dear Mr. Savage:

Referring to our talk this morning about your indebtedness to the Northwestern Improvement Company:

It is understood that promptly after your return to Duluth, you will prepare and submit to me detailed statements of all indebtedness of the Sagamore Iron Company and of John A. Savage, showing as to each item of indebtedness when it matures, to whom it is payable and how its payment is secured.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. John A. Savage,  
John A. Savage & Company,  
Duluth, Minnesota.

38  
St. Paul, Minn., February 17, 1928.  
S-3

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

Referring to your letter of February 6 about proposed amendment to the Marine Act which would permit foreign ships to handle traffic originating at points in the United States and moving over Canadian lines through Canadian rail line terminals to Alaska:

We have word from Mr. Carroll in Washington that he has made careful inquiry and is assured that there is no chance of this amendment becoming a law, at least for the present; he states that Mr. Sutherland has been introducing similar bills for a number of years and that it is not his intention to present this bill for passage.

(Sd) B. O. JOHNSON  
7/r



39  
February 17, 1928.

S-3

My dear Mr. Elliott:

Referring to your letter of January 23, addressed jointly to Mr. Holden, Mr. Schumacher and me, about the Wyoming North and South Railroad:

In the memorandum that you enclosed with that letter the statement is made that government royalty oil of 2000 tons a day moving by Caspar can be turned and moved by way of Miles City. I showed the papers to Mr. Woodworth and, for your information, enclose a copy of his letter of February 14, pointing out that there is evidently some inaccuracy in the statement about the government royalty oil.

Very truly yours,

(Signed) C. L. ...

Encl.

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

40  
February 17, 1928.

S-6

Dear Sir:

This will acknowledge receipt of your letter of February 17, enclosing statement showing that no purchases of fir lumber were made from your company by the Northern Pacific and Great Northern Railway Companies during the month of January 1928.

Very truly yours,

(Signed) *[Signature]* P

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

cc--

Mr. J. G. Woodworth,  
Vice President.



St. Paul, Minn., February 17, 1928.  
3-6

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 February 14, 1928, and the period January 1 to February 14, compared with the actual figures for 1927.

(Signed) CHARLES DONNELLY

Encl.

4 2  
February 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 February 14, 1928, and the period January 1 to February 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,

Signed: Charles D. Elliott

Encl.

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



43

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

Mr. C. C. Kyle,  
Purchasing Agent.

I have your letter of February 16, and  
this will be your authority to renew our subscription  
to Bradstreet's for one year from March 1, 1928.

Signed: CHARLES DONNELLY  
11

44  
St. Paul, Minn., February 17, 1928.  
S-6

Mr. F. W. Sweeney,  
Comptroller.

A. J. Chambers, formerly employed as road-  
master on the Tacoma Division, whose name has been  
carried on the special payroll at the rate of \$25 per  
month, died on February 12, and his name should therefore  
be removed from the roll commencing February 1, 1928.

CHARLES DONNELLY  
dr

CC--

Mr. F. E. Williamson  
Mr. H. A. Clifford  
Mr. R. H. Relf



45  
St. Paul, Minn., February 17, 1928.  
S-3

Mr. D. F. Lyons,  
General Counsel.

Supplementing my letter of the 10th:

Will you also please prepare a statement with respect to the land grant investigation, which can be incorporated in the general remarks of the annual report?

Signed) CHARLES DONNELLY. *CD*

46  
February 17, 1928.

8-3

My dear Mr. Waldeland:

Referring to our telephone conversation:

I have not been able to find that the Northern Pacific has at any time made an arrangement such as that described by you.

Some time when you are in Saint Paul I hope you will come in and see me.

With kind regards, I am

Very truly yours,

E. M. WALLIS

Reverend M. E. Waldeland,  
610 East Fourth Street,  
Northfield, Minnesota.



47

St. Paul, Minn., February 17, 1938.  
8-3

Mr. M. T. Sanders,  
Tax Commissioner.

Can you favor me with a reply to my letter  
of February 13, about contributing to the Taxpayers'  
League of St. Louis County, Minnesota?

(Signed) E. M. WILLIS

48.  
February 17, 1928.

S-3

Dear Sir:

I have your letter of February 14.

I have talked with Mr. McManus, Freight Claim Agent, and he has your letter of January 21, to which an acknowledgment was made on February 1 through our agent at Dilworth to the effect that the claim was receiving attention and that it was expected we would be in a position to take the matter up further with you in the course of a week or ten days. The claim has been receiving attention, and Mr. McManus has been in communication about it with connecting lines, from whom information that has been requested is expected next week, according to advice just received.

I do not know from what source you have been given to understand that the Northern Pacific does not want any business that is offered to it, but you may take it as a fact that it is not authentic.

You may expect to hear from Mr. McManus or his representative very shortly with reference to your claim.

Very truly yours,

(Signed) CHARLES DONNELLY  
y/k

Mr. Harry Seaburg,  
Dilworth, Minnesota.

cc--

Mr. J. J. McManus - With copy of Mr. Seaburg's letter of  
February 14.



49

St. Paul, Minn., February 17, 1928.  
E-8

Dear Sir:

Your letter of February 11:

I am sending you herewith a cut, photograph, and cutlines for Mr. A. C. Clark, Secretary-Treasurer of the International Association of Inventors, for use in the News Bulletin. The cut can be sawed so as to eliminate the reading matter and thus may serve Mr. Clark's purpose; however, if he should decide that he prefers a cut meeting the measurements of the back page of the News Bulletin you may authorize him to have such a cut of the screen and size needed prepared from the photograph and send statement direct to me. When the cut has served him will you ask him please to send it to me for our file.

We appreciate the opportunity to get into this publication and are eager to co-operate with you in any matter of this kind. You may say to Mr. Clark that when the new 121-foot locomotive photograph has been made we will be happy to send along a cut and cutlines.

WEC-2

49

I am returning your file.

Yours truly,

(Signed) F. W. DeGUIRE

Enclo

Mr. W. E. Coman,  
Assistant to the President,  
Seattle, Wash.



50  
St. Paul, Minn., February 17, 1928.  
E-8

Mr. F. R. Bartles,  
Superintendent,  
Seattle, Wash.

Dear Sir:

Thank you for the copies of the Seattle Star of February 7 and 8, and the Seattle Times of February 7 all containing news articles or editorials regarding the proposed unification of the Northern Pacific and Great Northern.

Please continue to send us newspaper articles of a similar nature.

Yours truly,

(Signed) F. W. DeGUIRE

5  
St. Paul, Minn., Feb. 17, 1928.  
E-8

Mr. D. F. Lyons,  
General Counsel.

While I was visiting with Mr. S. M. Williams, Managing Editor of the Dispatch-Pioneer Press today, he requested that I obtain for him from the record in the unification case the testimony of Mayor L. C. Hodgson. Would it be consistent to do this, and if so, can you let me have the book from which to make copy?

(Signed) F. W. DeGUIRE



52  
St Paul February 17 1928  
E-8

W E Coman  
Seattle

Your wire date KHJ is Los Angeles radio station not  
Chicago If Spokane Chamber has opportunity to talk from studio of  
outstanding Chicago station believe it desirable to tell middle  
west about Spokane and that area Hundred dollars is reasonable  
cost but depends on length of time and scope of radio audience  
Minneapolis station charges hundred dollars fifteen minutes  
hundred fifty dollars half hour and two hundred fifty dollars hour  
Glad give you any other information F-26

F W DeGuire

53  
St. Paul, Minn., February 17, 1928.  
E-8

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

Dear Sir:

Your letter of February 15th, file Merger  
Railroads:

Thank you for the extra clipping from the  
Standard, an interview with Mr. Byram about which I  
wired you. We received the two clips you previously  
had mailed but our files are sent to New York after  
being noted in the general offices, with the result  
that they were not readily available and I took the  
liberty of wiring you.

Yours truly,

(Signed) F. W. DeGUIRE



54  
February 17, 1928.

E-8

My dear Colonel:

I am enclosing herewith a story written around the case of the Northern Pacific, Great Northern, and Spokane, Portland & Seattle Railways which have applied to the Interstate Commerce Commission to unify their operations as you know. It occurred to me that since the direct evidence now all has been submitted a story of this nature written entirely from the standpoint of news without prejudice or bias might be acceptable for your column. You will note that I have set up the principal arguments of both the proponents and opponents and have included quotes from both. The fact that at the forthcoming hearing on March 19, when the applicants will present rebuttal testimony, there will be presented a program to take in the short lines is news.

Any use you may make of any of the article will be appreciated.

I have been wondering if in your daily routine of writing "pieces" for the paper you ever stumble upon a suggestion that you might some day again come into the

WFW-2

64  
northwest. If you do, the Northern Pacific has some things  
it is eager to show you.

With kindest personal regards,

Very truly yours,

(Signed) F. W. DeGUIRE

Enclo

Col. W. F. Wamsley,  
Financial Editor, The Times,  
New York City, N.Y.



65  
February 17, 1928.

E-8

My dear General:

I am enclosing herewith a story written around the case of the Northern Pacific, Great Northern, and Spokane, Portland & Seattle Railways which have applied to the Interstate Commerce Commission to unify their operations as you know. It occurred to me that since the direct evidence now all has been submitted a story of this nature written entirely from the standpoint of news, without prejudice or bias, might be acceptable for your columns. You will note that I have set up the principal arguments of both the proponents and opponents and have included quotes from both. The fact that at the forthcoming hearing on March 19, when the applicants will present rebuttal testimony, there will be presented a program to take in the short lines is news.

Any use you may make of any of the article will be appreciated.

I have been wondering if in your daily routine of writing "pieces" for the paper you ever stumble upon a suggestion that you might some day again come into the northwest. If you do, the Northern Pacific has some things it is eager to show you.

With kindest personal regards,

Very truly yours,

(Signed) F. W. DeGUIRE

Encls

General Francis W. S. Lee  
Financial Editor, The Evening Public Ledger,  
Philadelphia, Pa.

64  
February 17, 1928.  
E-8

My dear Mr. Hanson:

I am enclosing herewith a story written around the case of the Northern Pacific, Great Northern, and Spokane, Portland & Seattle Railways which have applied to the Interstate Commerce Commission to unify their operations as you know. It occurred to me that since the direct evidence now all has been submitted a story of this nature written entirely from the standpoint of news, without prejudice or bias, might be acceptable for your columns. You will note that I have set up the principal arguments of both the proponents and opponents and have included quotes from both. The fact that at the forthcoming hearing on March 19, when the applicants will present rebuttal testimony, there will be presented a program to take in the short lines is news.

Any use you may make of any of the article will be appreciated.

I have been wondering if in your daily routine of writing "pieces" for the paper you ever stumble upon a suggestion that you might some day again come into the northwest. If you do, the Northern Pacific has some things it is eager to show you.

With kindest personal regards,

Very truly yours,

(Signed) F. W. DeGUIRE

Encls

Mr. Donald Hanson,  
Financial Editor, The Transcript,  
Boston, Mass.



57  
February 17, 1928.  
E-8

My dear Mr. Crowley:

I am enclosing herewith a story written around the case of the Northern Pacific, Great Northern, and Spokane, Portland & Seattle Railways which have applied to the Interstate Commerce Commission to unify their operations as you know. It occurred to me that since the direct evidence now all has been submitted a story of this nature written entirely from the standpoint of news, without prejudice or bias, might be acceptable for your columns. You will note that I have set up the principal arguments of both the proponents and opponents and have included quotes from both. The fact that at the forthcoming hearing on March 19, when the applicants will present rebuttal testimony, there will be presented a program to take in the short lines is news.

Any use you may make of any of the article will be appreciated.

With kindest personal regards,

Very truly yours,

Encls

(Signed) F. W. DeGUIRE

Mr. Ray Crowley,  
Asst. City Editor,  
St. Louis Post Dispatch,  
St. Louis, Mo.

58  
February 17, 1928.

E-8

My dear Mr. McCrearg:

I am enclosing herewith a story written around the case of the Northern Pacific, Great Northern, and Spokane, Portland & Seattle Railways which have applied to the Interstate Commerce Commission to unify their operations, as you know. It occurred to me that since the direct evidence now all has been submitted a story of this nature written entirely from the standpoint of news, without prejudice or bias, might be acceptable for your columns. You will note that I have set up the principal arguments of both the proponents and opponents and have included quotes from both. The fact that at the forthcoming hearing on March 19, when the applicants will present rebuttal testimony, there will be presented a program to take in the short lines is news.

Any use you may make of any of the article will be appreciated.

With kindest personal regards,

Very truly yours,

Enclo

(Signed) E. W. DeGUIRE

Mr. Alfred T. McCrearg,  
The Chicago Evening Post,  
Chicago, Ill.



69  
February 17, 1928.

E-8

My dear Arvid:-

I am enclosing herewith a news story regarding the proposed unification of the Northern Pacific and Great Northern railroads with which you doubtless are somewhat familiar. We have prepared this for submission to a few of the outstanding American newspapers believing that a story which covered the proceedings from the standpoint of the proponents as well as the opponents would be regarded as news. This proposed unification involves properties of tremendous value. It occurred to me that the financial department of the Chronicle might be interested in using a part or all of this "piece", and I wonder if you will be good enough to see that it is properly submitted.

It has been a long time since last I heard from you and I have been wondering if you have forgotten your friend. As I recall, I wrote you last. Are you too busy writing "pieces" to correspond with your friend? Won't you drop me a letter some day soon, please? Remember me to Mrs. Erickson.

With kindest personal regards,

Sincerely yours,

(Signed) F. W. DeGUIRE

Encls

Mr. A. A. Erickson,  
The Chronicle,  
San Francisco, Cal.

40  
St. Paul, Minn., February 17, 1928.  
E-8

Dear Sir:

Attached is an article we prepared for release in a number of the outstanding papers in the east. You will note that it carries no propaganda and that it is intended to be a plain statement of fact regarding the unification case up to date with a news feature about the March 19th hearing in Washington.

It occurred to me that you might like to submit it to Mr. Blethen of the Times with only a suggestion that he might wish to use all or part of it. We do not desire to have this appear in the newspaper as having come from the Northern Pacific nor do I regard it as wise to do more than say to Mr. Blethen that this is a news article intended to cover the merger case from the standpoint of the proponents as well as the opponents. Our objective, of course, is to get the facts before the public.

Yours truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. W. E. Coman,  
Assistant to the President,  
Seattle, Wash.



St. Paul, Minn., February 17, 1928.  
KE

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

Your memorandum of January 11 discussing discontinuance of Forms AD-6 and 6-A:

Some more discussion has been had with Mr. Dakin about this discontinuance and we finally hesitated to suggest to Mr. Elliott that it be entirely discontinued. We are, however, making no use of it ourselves, and, consequently, I am giving Mr. Dakin a copy of this memorandum as request that he make but one copy for Mr. Elliott, thus eliminating photostat expense of making other copies.

cc-Mr. E. T. Dakin

This replies to yours of February 2.

62  
St. Paul, Minn., February 17, 1928.  
KES

Mr. F. E. Williamson,  
Vice President.

Please arrange to deliver Car Yellowstone to the  
C. M. St. P. & P. Railway in time for movement from St. Paul  
to Chicago in their train No. 56 leaving St. Paul at 7:05 P.M.,  
Sunday, February 19. Car will be occupied by myself and  
party.

Arrangements have already been made with the  
Milwaukee Company for this movement.

CHARLES DONNELLY



63  
St. Paul, Minn., February 17, 1928.

S-6

Mr. F. E. Williamson,  
Vice President.

Referring to your letter of February 16 and  
returning proposed contract with Morrison-Knudsen Com-  
pany covering channel change in Silver Bow Creek one  
mile west of Ross, Montana:

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

(Signed) CHARLES DONNELLY *CD*

Encl.

cc--

Mr. R. H. Relf,  
Assistant Secretary.

64  
February 17, 1928.

9-6

Dear Sir:

Referring to your joint letter of February 7, enclosing SP&S AFE 4906 for relaying curves on the Goldendale Branch, at an estimated cost of \$23,008:

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

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

cc—

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



65  
Paid  
310pm

St Paul Minn February 17 1928

A E Clift Vice President  
Illinois Central Railroad  
Chicago Illinois

My letter fifteenth Group Russian engineers will  
not call your office until Monday morning.

B O Johnson

Charge NPrYCo  
Executive Dept

64  
Paid

1015am

St Paul Minnesota February 17 1928

W W Atterbury President  
Pennsylvania Railroad Pen  
Broad Street Station  
Philadelphia Penn

If consistent shall appreciate movement Northern Pacific  
all-steel business car Yellowstone occupied by myself and party from  
Chicago to New York leaving Chicago in your train number twenty-two  
Monday February twentieth Car will arrive Chicago seven AM Monday  
in Milwaukee train fifty-six.

Charles Donnelly

Charge NPRyCo  
Executive Dept



67  
February 17, 1928.

K5

Dear Sir:

Referring to your letter of February 15:

We would like to continue to receive the reports as checked. The name and address as shown on the circular is correct.

Yours very truly,

encl.

Mr. M. O. Lorenz, Director,  
Interstate Commerce Commission,  
Bureau of Statistics,  
Washington, D. C.

68  
February 17, 1928.

Dear Mr. Twohy:

I have your letter of February 14 and appreciate the comments which you make about the new booklet on Washington and Idaho recently published by this company.

I have sent your letter to Mr. H. W. Byerly, General Immigration Agent, who will arrange to supply you with additional copies for distribution.

Yours very truly,

Mr. D. W. Twohy, Chairman,  
The Old National Bank & Union Trust Company of Spokane,  
Spokane, Washington.

cc-Mr. W. E. Coman  
Mr. H. W. Byerly



# WESTERN UNION TELEGRAM

69

St. Paul, Minn., February 17, 1928.

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

Estimated earnings second week in February in thousands:

Freight	1304	increase	63	or	5.1%
Passenger	188	decrease	23	or	11%
Miscellaneous	129	decrease	2	or	1.3%
Total	1621	Increase	38	or	2.4%

Cars loaded locally 13,733 increase 767 accounted for as follows:

Increases:	Grain	131
	Merchandise	37
	Livestock	97
	Forest Products	131
	Logs	656

Decreases:	Coal	166
	Miscellaneous	119

Received from connections 3326 increase 68 accounted for as follows:

Increases:	Lake Superior Division	54
	Fargo	17
	Dakota	7
	Idaho	77
	Tacoma	40

Decreases:	St. Paul	9
	Yellowstone	4
	Montana	6
	Rocky Mountain	23
	Pasco	13
	Seattle	72

Grain loading eastern district increased 199 cars Received from connections decreased 38 cars. Grain loading western district decreased 68 cars and received from connections decreased 8 cars.

Fruit loading this year was 208 cars compared with 272 last year Received from connections 99 cars compared with 116 last year.

69

Potato loading this year 488 cars compared with 298 last year  
Received from connections 24 cars compared with 9 last year.

Mild weather conditions prevailed throughout the week and there  
was little precipitation.

Charles Donnelly



copies for Mr. Donnelly's office.

February 18, 1928

Mr. Hale Holden, President,  
Chicago, Burlington & Quincy R. R. Co.,  
Chicago, Illinois.

Dear Mr. Holden:

Re: Great Northern Pacific Merger Hearing

At the close of the Tacoma hearing on February 8th, Director Mahaffie requested that interchange statements be furnished by the Northern Pacific, Great Northern, Milwaukee, and M. & St. L. roads, and also requested a similar statement by the Burlington.

We would appreciate it if you will have prepared ready for filing at the Washington, D. C. hearing on March 19th, a statement showing by separate junction points the cars interchanged with all other railway companies during the year 1926, separated as between loaded and empty cars and line haul and switch cars, the statement to show cars only and not revenue or tonnage.

Very truly yours,

(Signed) CHARLES DONNELLY

\_\_\_\_\_  
President, Northern Pacific Railway Co.

sgd- Ralph Budd

\_\_\_\_\_  
President, Great Northern Railway Co.

1030 A

St. Paul, Minn., February 18, 1928.

W. E. Coman,  
Seattle, Wash.

71

Your message about Washington booklets. Forwarding to you today one thousand copies of booklet and can supply you with additional copies as required. Please send to H. W. Byerly General Immigration Agent at St. Paul copy of your letters of transmittal in response to requests for additional copies so as to keep him informed.

B. O. Johnson.

cc-Mr. H. W. Byerly:



72  
St. Paul, Minn., February 18, 1928. D1

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

You will note my letter of this date to Mr. Kearney.

Please arrange to have the coal purchases made in  
accordance therewith.

(Signed) CHARLES DONNELLY.

73  
February 18, 1928. D1

Dear Senator Turner:

My attention has just been drawn to your letter to the Editor of the Spokesman-Review about the proposed merger, appearing in that paper on February 12; and I write to thank you for taking the trouble to put your views on this question before the public. You state the situation with characteristic clearness and force, and I am sure that your letter will be helpful.

With personal regards,

Sincerely yours,

(Signed) CARROLL D. BRIDGES

Hon. George Turner,  
Spokane, Washington.



74

St. Paul, Minn., February 18, 1928. D

Mr. P. H. McCauley,  
Gen. Supt. Transportation.

I send to you herewith copy of the memorandum which I made of the conference held in my office this morning in connection with revised passenger train schedules.

(Signed) CHARLES DONNELLY.

encl.

75  
St. Paul, Minn., February 18, 1928. D

Mr. J. G. Woodworth,  
Vice President.

Mr. E. E. Nelson,  
Passenger Traffic Manager.

I enclose to each of you copy of the memorandum  
which I made in connection with the conference held in my  
office this morning about revised passenger train schedules

(Signed) CHARLES DONNELLY.

encl.



76

St. Paul, Minn., February 18, 1928.D

Mr. F. E. Williamson,  
Vice President.

For your information, I enclose copy of a memorandum about a conference held in my office this morning to consider the question of revised passenger train schedules.

(Signed) CHARLES DONNELLY.

encl.

St. Paul, Minn., Feb. 18, 1928.

Hale Holden,  
CB&Q, Chicago, Ill.

77

Going through Chicago Monday morning next  
leaving on Manhattan Limited for New York. Should like very  
much if possible to see you at your office about nine.

Charles Donnelly.



78  
February 18, 1928. D1

Dear Mr. Roberts:

Thank you for your kind letter of February 14 and the nice things you say about our new booklet.

I am glad also to note that you favor the proposed merger of the northern lines. It is entirely true, as you say, that as the result of expedients worked out in recent years, the maintenance of the present class of service is assured to shippers whether these lines are merged or not.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. Milnor Roberts,  
Dean, College of Mines,  
University of Washington,  
Seattle, Washington.

79

February 18, 1928. DL

Dear Mr. Kearney:

Thank you for your kind and gracious letter of February 11. I return herewith Mr. Miner's letter to you, having retained a copy of it.

I have given instructions to arrange with the Montana Coal and Iron Company for the purchase of coal from that company on the terms and in quantities agreed upon in the exchange of letters with Mr. Freeman, and it will be our aim to cooperate with you in every way to promote the advantage of us both.

The difficulty with the Blackwell Company at Coeur d'Alene is more serious than you suppose. It arose out of the publication by the Milwaukee road of a transit rate, the effect of which was to reduce by about fifty cents per thousand the lumber rate from Coeur d'Alene to eastern territory; and, as a consequence of the publication of that rate, the Blackwell Company has been favoring the Milwaukee with the bulk of its shipments. We are hopeful of being able to satisfy the Blackwell people that we are entitled to a larger share of their shipments, but the matter is not a simple one.

It is deeply gratifying to me and to all of us to feel that the relations between the Northern Pacific on the one hand, and with yourself and the Montana Coal and Iron Company on the other, are now on the right basis; and I feel sure that we can and will be helpful to each other.

Very truly yours,

(SIGNED) CHARLES DONNELLY.

Mr. Thomas M. Kearney,  
405-11 Arcade Building,  
Racine, Wisconsin.

cc-Mr. J. G. Woodworth:



80  
Paid

130pm

St Paul February 18 1928

C E Arney  
Care Willard Hotel  
Washington D C

Yours sixteenth to Mr Clark      Your proposal difficult  
to arrange      Can you not get information you want about parties  
in question some other way.

B O Johnson

Charge HPRyCo  
Executive Dept

cc-Mr. R. W. Clark

This as per my talk with Mr. Simonton today.

81  
February 18, 1928.

K2

Dear Mr. Adams:

Referring to your letter of the seventeenth:

Mr. Baldwin and myself had a very interesting talk about this travertine development. I am quite clear, as I expressed it to Mr. Baldwin, that the abundance of gray lime stone in Montana precludes the use of white cement, except where white cement is actually needed. So far as I know, there is apparently no greater difficulty calcining travertine into white cement that is met with in calcining of gray lime stone. The great difficulty will be, as you say, development of market and cost of transportation.

Mr. Clark is expected back the middle of next week and as soon as he returns I will call his attention to your letter to Mr. Simonton and see what, if anything, can be done about tentative rate already quoted you.

Yours very truly,

Mr. R. M. Adams,  
Care Robert M. Adams Company,  
Fidelity Building,  
Duluth, Minnesota.



82  
February 18, 1928.  
K2

Dear Sir:

Your inquiries and literature are now coming to R. W. Clark, care of the Northern Pacific Railway. Will you please change my name for his name on your mailing list?

Yours very truly,

Mr. J. A. Arnold,  
American Taxpayers League,  
Munsey Building, Washington, D. C.

83  
St. Paul, Minn., February 18, 1928.  
K2

Personal

Mr. O. F. Ohlson,  
Superintendent, NRPry., Duluth, Minn.

I happened to meet Mr. Ray Huey, Superintendent of your Duluth Cement Plant, at an Engineering Society dinner at Minneapolis last night. He seemed very cordial when I met him, but I am told this morning by Mr. Dakin, a very close friend of his, that for some reason or other he very much prefers Great Northern routing on his business than the Northern Pacific. It seems he does not directly control routing but in his present attitude we undoubtedly suffer.

Thought some day when you are at the steel plant you might look up Mr. Huey and have a chat with him, veering conversation around if you can to traffic. Would be interested in knowing how he expresses himself and what, if anything, you are able to accomplish in having him but a little more favorable to us.

cc-Mr. E. T. Dakin



84  
February 18, 1928.

K2

Personal

Dear Win:

Recalling our telephone conversation this morning about failure on our part to provide you with 1928 transportation:

You will find pass in favor of yourself, and also Mrs. Stephens and your boy, for the ensuing year. I do not know how oversight occurred and I am glad you called and told me about it. Will you acknowledge receipt please?

Yours very truly,

encl.

Mr. W. R. Stephens,  
Assistant to the President,  
Minneapolis, Northfield & Southern Ry.,  
Minneapolis, Minnesota.

385  
February 18, 1928.  
K5

Dear Mr. Gay:

We are anxious to learn the number of shares of Northern Pacific stock held by the Exchange Trust Company of Boston. I shall appreciate if you will give me this information by wire.

Yours very truly,

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



86  
February 18, 1928.

K5

Dear Mr. Boerger:

I thank you for your letter of February 15 with your favorable comments on the Minnesota booklet recently published by this company. I have referred your letter to Mr. H. W. Byerly, General Immigration Agent, who will advise you direct with reference to distribution to teachers employed in the rural schools of Stearns County, and to the delegates of the National Convention of the Catholic Central Society and the Catholic Women's Union.

Very truly yours,

CHARLES DUNN

Mr. William A. Boerger,  
Superintendent of Schools, Stearns County,  
St. Cloud, Minnesota.

cc-Mr. H.W. Byerly

encl.

89

St. Paul, Minn., February 18, 1928.

K5

Mr. J. G. Woodworth,  
Vice President.

In connection with the new issue of the Washington-North Idaho booklet, we distributed from this office with personal letters approximately 300 copies. Mr. Coman distributed from Seattle in a similar manner approximately 850 copies. I enclose for your information letters of acknowledgment which we received from various individuals to whom copies of the booklet were sent. Please return these letters when they have been noted by interested representatives of the Traffic Department.

W

encl.



88  
St. Paul, Minn., February 18, 1928.

K5

Mr. J. G. Woodworth,  
Vice President.

I enclose some additional letters of acknowledgment in connection with the recent distribution by this office of the new Minnesota booklet. Please return these letters when they have served your purpose.

2

encl.

89

February 18, 1928.

My dear Mr. Elliott:-

I enclose the following papers for the purpose of securing release of the mortgages of portions of Lots 26 and 27 in Block 1, Way's Addition to Minneapolis, sold to S. Glen Armstrong, which sale was approved at the meeting of the Executive Committee October 6, 1926.

Three sets of release papers, one for each of the Mortgage Trustees.

An extra set of the papers for the Secretary's files.

A release of the mortgages to be executed by the Mortgage Trustees.

In due course will you please have the release returned for delivery to the purchaser?

Yours very truly,

Mr. Howard Elliott, Chairman,  
Northern Pacific Ry. Co.,  
34 Nassau Street, New York City.



90  
St. Paul, Minn., February 18, 1928.

12

Dear Sir:

We loaned the Minneapolis, Northfield and Southern Railway our Jull Rotary Snow Plow from Staples twice this past winter. Bill for first loan of plow to them was made on basis of so-called outside prices. Mr. Stephens returned the bill and it has been revised to so-called inside, or standard inter-railway prices. You will find such revised bill No. 126661 attached. You will also find bill No. 16302 attached for loan of plow the second time, which bill is also made up on basis of inside prices.

Will you kindly hand both these bills to Mr. Stephens, explaining to him how error occurred in connection with the first bill.

I am very sure he will find bills now satisfactory, and if he does will you ask him to remit direct to Mr. Clifford. Will you let me know what he says please?

Yours very truly,

encl.

Mr. W. H. Smith, General Agent,  
Northern Pacific Railway Company,  
Metropolitan Building,  
Minneapolis, Minnesota.

cc-Mr. R. W. Clark

91  
Paid

840am

St Paul Minn February 18 1928

R W Clark  
Care W H Millard General Agent  
Northern Pacific Railway Co  
518 Park Building Pittsburgh Pa

Freight earnings second week February increased five percent Passenger decreased eleven percent making total increase that period two and one-half percent This falling off in second week February reduced increase for first two weeks February to five percent Business has fallen off some the last few days Weather continues favorable Passenger trains been on time except number one into Seattle this morning one hour thirty minutes late account slid flat wheels Butte Montana.

B O Johnson

Charge NPRyCo  
Executive Dept



92  
St. Paul, Minn., February 18, 1928.

K2

Mr. E. E. Nelson,  
Passenger Traffic Manager.

Confirming our telephone conversation this morning about solicitation from the St. Paul Junior League to take a quarter page in the Rotogravure Section of the Daily News.

As I explained to you, Mr. Martin tells me this morning he has not been advised what action Mr. Mills proposes taking. If, however, you can find out from Mr. Mills that the Great Northern is definitely committed to acting affirmatively on similar request which has been made of them, you must, of course, do the same thing.

Will you let me know outcome please?

cc-Mr. R. W. Clark

93  
February 18, 1928.

K5

Dear Mr. Gay:

I have your letter of February 15 with comments about action taken at the meeting of the Executive Committee held February 15, 1928, together with list of items presented and blanket authority AFE's reported to the Committee.

Yours very truly,

W

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



February 18, 1928.  
K2

Dear Mr. Martin:

Recalling our talk the other day about rough handling of night trains 65 and 66 between St. Paul and Duluth:

We are having Road Foreman ride cars in this train for the next few nights so as to get enginemen educated to better handling of this train. I would rather appreciate it if you would ask person who made complaint to you how he finds train handled the next time he has occasion to go to Duluth.

Yours very truly,

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

94 1/2

St. Paul, Minn., February 18, 1928.

K5

Mr. C. C. Kyle,  
Purchasing Agent.

Confirming telephone conversation today:

Authority has been granted for the purchase of three 72-ft. gas-electric motor cars, at an estimated cost of \$136,448, and you may proceed to call for bids covering this equipment.

(Signed) B. O. JOHNSON.



96  
February 19, 1928.

D1

Dear Mr. Budd:

Referring to your letter to Mr. Turner of February 16 about S.P. & S. track laying:

On reviewing the S.P. & S. budgets for the past five years, I find that pursuant to a suggestion made by you in 1923 it has been the practice each year to have a joint inspection of the S.P. & S. track made by Great Northern and Northern Pacific representatives, and the conclusions reached as to the amount of work to be done have in each year represented the concurrent judgment of the representatives making this inspection; and it appears as to the work to be done during the present year, your Mr. Julius H. Goos, Inspecting Engineer, has joined with our Mr. G. L. Smith, Assistant Engineer of Track, in the submission of a report made after joint inspection of the S.P. & S., from which I quote the following:

"The general condition of the S.P. & S. as regards riding qualities, line, surface and joint condition is excellent and tie cutting is generally speaking at a minimum; and the only suggestions we could offer would be to improve drainage conditions on the first district and to continue the past practice of replacing Wolhaupter joints with angle bars."

It is true that in 1927 you wrote to Mr. Jenks (sending copy to me) a letter adverting to the bad condition of the rail in the S.P. & S. track in some places between Spokane and Pasco; and as a result of that letter a further joint examination of rail conditions in S.P. & S. territory was made, your Mr. J. J. Hess acting as the Great Northern representative. We never received a copy of Mr. Hess' report, but it does appear from Mr. Jenks' letter to you, dated April 20, 1927, that Mr. Hess reported that the 1000-ton relaying program should be increased to provide for 2000 tons, and that in doing so only the bare necessities would be taken care of. I understand that Mr. Hess was present when the inspection was made during the present year, and if he differed in the conclusions reached by Mr. Goos and Mr. Smith, he did not express his dissent.

95  
Mr. Ralph Budd -2-

Of course, I have no personal knowledge of S.P.& S. track conditions and have felt that I was right in approving the joint recommendations of the representatives of the two companies. You, however, are more familiar than I am with the condition of this track and are better equipped to appraise it; and I am unwilling to have the Northern Pacific placed in the position of being in any sense responsible for the continuance of a track condition which you regard as unsafe. I am perfectly willing to approve of any S.P.& S. track program which, in the interest of safety, you think the S. P. & S. should adopt.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

cc-Mr. W. F. Turner:



96  
February 19, 1928. D1

Dear Mr. Shatford:

I have your letter of the seventeenth.

I think we have a fair prospect of doing better during the first six months of 1928 than we did in the corresponding period of 1927. We have more grain to move and, as the result of a better crop last year, there is an improved purchasing power at points along our line. The results for January will be somewhat better than a year ago as regards both gross and net, and the loadings in February thus far show an increase over a year ago. Like you, however, I am apprehensive that the results in the wage controversy will be such as to deprive us of much, if not all, of the increase.

Very truly yours,

(SIGNED) CHARLES DONNELLY.

Mr. J. D. Shatford,  
Chairman, Railroad Owners' Ass'n,  
801 Hibbs Building,  
Washington, D. C.

47  
February 20, 1928.  
S-6

Dear Sir:

I have your letter of February 17 in regard to subscription to the Railway Age in favor of Mr. Charles Donnelly, and voucher has today been prepared covering renewal of the subscription for one year from February 1928, which should reach you in due course.

Very truly yours,

(Signed) E. C. JOHNSON *jk*

Mr. R. F. Duysters,  
Assistant to the President,  
Simmons-Boardman Publishing Company,  
30 Church Street, New York City.



98  
February 20, 1928.  
S-6

Dear Mr. Gay:

In the list of stockholders as of record March 17, 1927, transmitted with your letter of July 8, 1927, Mrs. Mary Ryan, 3911 West 40th Street, Minneapolis, is shown as holding nineteen shares. Mrs. Ryan died on December 11, 1927, and some controversy has arisen in connection with the settlement of her estate. We have been asked if this stock still stands in her name.\* Will you kindly advise?

Very truly yours,

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

\* or if it did on Dec. 11?

99

February 20, 1928.  
S-S

My dear Mr. Elliott:

Coal shipments for the week ending February 18  
were as follows:

	<u>Roslyn</u>	<u>Red Lodge</u>	<u>Colstrip</u>
February 13	4656	2593	6827
14	3668	1886	3708
15	5095	-	3683
16	4410	-	3689
17	2794	-	2093
18	<u>513</u>	<u>1166</u>	<u>-</u>
Total -	21136	5445	20000

The total shipments from all mines was 46,581  
tons, an average of 6,654 per calendar day.

Roslyn mines worked four days; Red Lodge mines  
worked three days; Colstrip worked five and one-half days.

Very truly yours,

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



100  
✓  
February 20, 1928.

S-5

Dear Sir:

I have your letter of February 17, acknowledging receipt of a copy of the Minnesota booklet recently published by this company.

I have referred your letter to Mr. H. W. Byerly, General Immigration Agent, who will communicate with you direct regarding request for a supply of booklets for distribution to the Bureau of Schools of Rice County.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Mr. J. H. Lewis,  
County Superintendent of Schools,  
Faribault, Minnesota.

cc--

Mr. H. W. Byerly,  
General Immigration Agent.

Encl.

101  
St. Paul, Minn., February 20, 1928.  
8-5

Mr. E. E. Dildine,  
Supt. Telegraph.

I enclose a list of officials for whom we  
desire complimentary Western Union franks for the year  
beginning March 1, 1928.

(Signed) B. O. JOHNSON  
B.

Encl.



102

St. Paul, Minn., February 20, 1928.  
8-6

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

I enclose a copy of Mr. Elliott's letter to  
me dated February 18, together with release of certain  
property in King County, Washington, sold to the Pacific  
Telephone and Telegraph Company.

(Signed)

DONNELLY *yr*

Encl.

103

St. Paul, Minn., February 20, 1928.  
8-6

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

I enclose a copy of Mr. Elliott's letter to  
me of February 18, together with release of certain  
property in Saint Louis County, Minnesota, sold to the  
Northern Cold Storage & Warehouse Company.

(Signed) CHARLES DONNELLY *CD*

Encl.



104  
St. Paul, Minn., February 20, 1928.  
S-6

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

I enclose a copy of Mr. Elliott's letter to me dated February 18, together with release of certain property in Morrison County, Minnesota, sold to George H. Peterson.

(Signed) CHARLES DONNELLY

Encl.

105  
St. Paul, Minn., February 20, 1928.  
9-3

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

Referring to Seattle Division AFE ED No. 2  
covering the replacing of turntable at Auburn:

Please let me know how many engine hostlers  
it is expected will be eliminated when this table is  
installed and in operation, and what the saving will be  
in payroll expense for hostler service.

(Signed) E. M. WILLIS



106  
February 20, 1928.

8-3

Gentlemen:

Last year the Northern Pacific contributed \$250 to the Taxpayers' League of St. Louis County, Minnesota; we are asked to renew this contribution and our tax department officers recommend doing so. Will you please advise me whether or not you have any objection to our making this contribution?

Very truly yours,

(Signed) B. O. JOHNSON *BJ*

Mr. G. R. Martin, Vice President,  
Great Northern Ry Co., St. Paul, Minn.  
Mr. G. W. Webster, Vice President,  
MSTP&SSM Ry Co., Minneapolis, Minn.  
Mr. Charles Jensch, Comptroller,  
CSTP&AO Ry Co., St. Paul, Minn.  
Mr. J. H. Foster, Special Representative,  
CMSTP&P Ry Co., Minneapolis, Minn.

107

St. Paul, Minn., February 20, 1928.  
S-3

Mr. F. W. Sweeney,  
Comptroller.

Mr. Storey, Chairman of the Uniform Express Contract and Pullman Surcharge Committees, reports that Mr. L. R. Powell Jr. has tendered his resignation as a member of the Express Contract Accounting Committee and that that Committee has recommended Mr. R. P. Jones, Comptroller of the Seaboard Air Line, to succeed Mr. Powell. Do you know of any reason why Mr. Jones should not be put on that Committee?

W. C. DOWNEY



108  
St. Paul, Minn., February 20, 1928.  
S-3

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

Attached is another letter from Mr. Engberg of the Institute of Economics at Washington, D.C. The information to which he refers as having been sent to him with Mr. Donnelly's letter of January 28 is contained in special statement No. 1234, AFR-S-3751. I don't suppose the information for which he now makes request is available. If it is, and does not involve any labor other than assembling it by years, please let me have the information; otherwise do not undertake to get it.

Please return Mr. Engberg's letter with your reply.

(Signed) E. M. WILLIS

Encl.

109  
St. Paul, Minn., February 20, 1928.  
S-5

Dear Mr. Coman:

I acknowledge receipt of your letter of February 15, enclosing copy of a telegram from our agent at Kelso, Washington, and copy of your reply, regarding errors made in our Washington and northern Idaho booklet in the figures representing the population of Kelso and the county seat of Cowlitz County.

I have referred these papers to Mr. H. W. Byerly, General Immigration Agent, who will arrange for necessary correction in any supplemental supply of booklets to be published.

Very truly yours,

(Signed) F. W. DeGUIRE

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

cc--

Mr. H. W. Byerly,  
General Immigration Agent.



110

St. Paul, Minn., February 20, 1928.  
9-5

Mr. E. E. Nelson,  
Passenger Traffic Manager.

I enclose copy of a letter sent to Mr. Donnelly by William A. Boerger, County Superintendent of Schools, St. Cloud, Minnesota, dated February 15, acknowledging receipt of a copy of the new Minnesota booklet which was sent to him; I also enclose a copy of Mr. Donnelly's reply. These papers are sent to you in view of the statement made in the last paragraph of Mr. Boerger's letter to the effect that the National Convention of the Catholic Central Society and the Catholic Women's Union is to be held at St. Cloud from August 24 to 29, 1928.

(Signed) B. C. JOHNSON *fl*

Encl.

February 20, 1928.  
B-5

Dear Sir:

In Mr. Donnelly's absence from the city I acknowledge receipt of your letter of February 16, enclosing reprint of an advertisement being published this week in the New York City newspapers. Your letter and the enclosure will be brought to Mr. Donnelly's attention upon his return to the office the latter part of this month.

Very truly yours,

(Signed) B. O. JOHNSON *7r*

Mr. James C. Blaine, President,  
Fidelity Trust Company of New York,  
120 Broadway, New York City.



112  
February 30, 1922.  
S-5

Dear Mr. Gay:

I acknowledge receipt of your letter of  
February 16 transmitting digest of proceedings had at  
the Executive Committee meeting February 15, 1922.

Very truly yours,

(SIGNED) JAMES DONNELLY *jr*

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

113  
February 20, 1928.  
S-5

Dear Sir:

Your letter of February 16 to Mr. Donnelly, acknowledging receipt of a copy of the Washington and northern Idaho booklet, has been received during his absence from the city. Mr. Donnelly is expected to return to the office the latter part of this month, when your letter will be brought to his attention, and in the meantime I have asked Mr. H. W. Byerly, our General Immigration Agent, to send you twenty-five copies of the booklet.

Very truly yours,

(Signed) B. C. JOHNSON *7/*

Mr. E. C. Ames,  
c/o Puget Mill Company,  
208 Walker Building,  
Seattle, Washington.

cc--

Mr. H. W. Byerly,  
General Immigration Agent.  
Encl.



114  
February 30, 1938.

8-5

Dear Sir:

In Mr. Donnelly's absence from the city,  
I acknowledge receipt of your letter of February 15  
enclosing a statement descriptive of a preliminary plan  
for research in fuels and copy of the booklet entitled  
"Research Activities". I shall be glad to bring your  
letter and the enclosures to Mr. Donnelly's attention  
upon his return to the office.

Very truly yours,

(Signed) B. O. JOHNSON, /

Mr. F. R. Wadleigh, Chairman,  
Special Research Committee on Fuels,  
The American Society of Mechanical Engineers,  
39 West 39th Street, New York City.

February 20, 1928.

8-3

My dear Mr. Elliott:

I enclose herewith the following Yellowstone Division AFE's:

	<u>Est. Net Expenditure</u>	<u>Capital Account</u>
ED No. 101 - Replace girder span in bridge 10 over Sweet Briar Creek, near Lyons, North Dakota -	\$ 7,880	\$ 4,800
ED No. 102 - Replace girder spans in bridge 207 over Glendive Creek, near Allard, Montana -	13,770	8,110

As indicated in the narratives of the AFE's, the occasion for strengthening these bridges is the new experimental Mallet locomotive that has been ordered for service on the first and second districts of the Yellowstone Division.

These items are classified as not being in the budget, but Mr. Williamson states that as the result of certain changes that have been made in the bridge program since the budget was prepared, it is expected the total of the budget bridge program will not be exceeded.

I recommend formal approval of the attached AFE's.

Very truly yours,

Encl.

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



116  
February 20, 1928.

B-8

Dear Mr. Craighead:

Your letter of February 16 in which you so clearly set forth your ideas about Northern Pacific publicity opportunities in Montana is before me and I want to express appreciation for the interest you have taken in the subject. I had not hoped to receive such a splendid analysis in response to my letter of February 13.

What you say about employing a full-time public relations and newspaper editor contact man in Montana has genuine merit. We have given some thought in the past to expansion of the department of which I am the head, but as you know there are in progress developments which ultimately may result in unification of railroads. That was one of several factors which resulted in holding any decision in abeyance. To obtain the services of such a man as you suggest might be difficult; if he were the right type of man I believe he could accomplish much along the lines you suggest.

Your letter contains much material for careful study and this we certainly shall give it. The letter will be called to the attention of other officers of this company for their benefit.

Naturally my office at this time finds itself crowded to give attention to major matters of public relations that come before it; we are hopeful that there will be some expansion in the near future. Some time soon I hope to be able to sit down with you and discuss more fully some of the thoughts you have brought forth. In the meantime, we will endeavor to have our men in the field write you or call your attention to news articles which might deserve a place in your news releases. We appreciate greatly the co-operation you have given us and I am happy to note that you will "do better in the future" with news we might call to your attention.

116  
BC-3

Again thanking you for your informative  
letter, I am,

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. Barclay Craighead,  
Publicity Division,  
State Department of Agriculture, Labor, and Industry,  
Helena, Montana.



117  
St Paul February 20 1928

E-8

R W Clark  
Commodore Hotel  
New York City

Had thoroughly informative talk with two officers advertising department Saturday Evening Post my office and they have gotten together railroad advertising material they are eager to show you if you can spare short time in Chicago when returning this week Believe it would be worth your while If convenient I will be glad to make date for you and advise you later

F W DeGuire

Charge Nor Pac Exec Dept

118  
February 20, 1928.

E-8

Dear Mr. Prosser:

I have your fine letter of February 15, 1928 in which you discuss the suggestion of expansion of your activity for the Northern Pacific in the coast territory.

I agree with you that it would be to our advantage and to the advantage of our officers on the coast to have you work more closely with them and with us on public relations matters. All of these things properly come under the classification of so-called publicity and I am interested deeply. There is no question but that if it were definitely known by the newspapers in the western territory that advertising for the Northern Pacific was to be handled by your firm, your effectiveness would be greatly increased.

I will bring your letter to the attention of Mr. R. W. Clark, General Traffic Manager, when he returns late this week; in the meantime I await your further correspondence regarding the agency situation.

Yours very truly,

Mr. W. T. Prosser,  
c/o Strang & Prosser,  
L.C. Smith Building,  
Seattle, Wash.

(Signed) F. W. DeCUIRE

Copy for Mr. R. W. Clark together with letter from Mr. Prosser.



119  
St. Paul, Minn., February 20, 1928.  
E-8

Dear Sir:

Your letter of February 16:

I am glad to have the clippings of the stories from the Post, Standard, and Miner regarding the movement of the Chinese party. We appreciate this kind of co-operation.

Yours truly,

(Signed) F. W. DeGUIRE

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

120  
St. Paul, Minn., February 20, 1928.  
E-8

Dear Sir:

Your letter of February 16:

Thank you for the two copies of an editorial appearing in the Helena Independent, issue of February 15, with reference to the proposed unification of the Northern Pacific and Great Northern.

Yours truly,

(Signed) F. W. DeQUIRE

Mr. W. J. Gregoire,  
Agent,  
Helena, Mont.



121  
St. Paul, Minn., February 20, 1928.  
E-8

Dear Sir:

Thank you for the clipping from the Missoula Sentinel of February 15 regarding the Chinese officers who were aboard the Northern Pacific North Coast Limited.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. R. B. Stevens,  
T. F. & P. A.,  
Missoula, Mont.

122  
February 20, 1928.

E-8

Dear Sir:

The Passenger Department has referred to this office your request for a photograph and brief sketch of the railroad career of Mr. E. E. Nelson, Northern Pacific Passenger Traffic Manager.

I am pleased to enclose herewith the material you request for the Detroit News Booster, which I hope will serve your purpose. We appreciate the opportunity of submitting this material for your valued publication.

Yours very truly,

Encls

(Signed) F. W. DeGUIRE

Mr. W. H. Moore,  
The Detroit News,  
Detroit, Michigan.

Copy for Mr. E. E. Nelson.



123  
February 20, 1928.  
E-8

Dear Mr. Blaine:

Regarding your plan for printing in The Foreman a double-page spread on the new Argo viaduct at Seattle and the purchase by us of between 2500 and 5000 copies, which you discussed with me at Tacoma, Washington:

I regret that we do not feel that we could advantageously go along with this proposition although we assure you that we appreciate the merit of your valued publication.

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. J. E. Blaine,  
The Foreman,  
311 West Sprague Avenue,  
Spokane, Wash.

Copy for Mr. W. E. Coman.

124  
February 20, 1928.  
K2

Dear Mr. Spratlen:

Your letter of the eighteenth:

I appreciate very much the efforts which you made  
to locate Robert Albert McGrath.

Yours very truly,

Mr. Lee W. Spratlen,  
Assistant to President,  
C. M. St. P. & P. Railroad Co.,  
Chicago, Illinois.



125  
February 20, 1928.

K2

My dear Miss McGrath:

Recalling our exchange of letters about our efforts to locate your father, your last letter of February 7:

I had some of our people on the Rocky Mountain Division, who knew your father, see what they could find out as to his movements after he left Blossburg in April 1913. Information from two or three different sources indicated he went over on the Chicago, Milwaukee, St. Paul and Pacific Line. I then took the matter up with this Milwaukee Company hoping they would have some record of having employed him at sometime or other. They made a very careful check of their records both in Chicago and Seattle, and I am extremely sorry to tell you that they were able to give me no information.

I am telling our people on the Rocky Mountain Division, where your father used to work, that we were unable to locate him on the Milwaukee railroad, and I am asking them to continue inquiries with the hope that I might be able later to give you some information. I am not now optimistic with reference to learning very much, but I do want you to feel that every effort will be exhausted before I drop my investigation.

Yours very truly,

Miss Alberta McGrath,  
1503 Scott Street,  
San Francisco, California.

126  
St. Paul, Minn., February 20, 1928.

K2

Mr. O. Parrhysius,  
Chief Special Agent.

We have a letter from a daughter of a former Section Foreman, Robert Albert McGrath, who left our service at Blossburg on April 17, 1913. I asked Superintendent Johnson to see what he could find out about where Mr. McGrath went to after he left us, and from best information which Mr. Johnson could secure it seems that McGrath went over on the Milwaukee. I then took it up with the Milwaukee Company and they tell me they have no record of him.

Mr. McGrath's daughter, a girl only fourteen years old, writes Mr. Donnelly a rather pitiful letter about their efforts to find him, and Mr. Donnelly wants me to do everything I can to locate him if such a thing is possible.

If any one could give you a line on where McGrath went to when he left Blossburg, I believe Ed Reynolds can. Will you send him this letter and ask that the first time he is at Helena and Blossburg that he see if he cannot find out from someone who knew McGrath where McGrath went to after he left our service at Blossburg?



127

St. Paul, Minn., February 20, 1928.  
KB

Mr. J. G. Woodworth,  
Vice President.

I enclose some further acknowledgments  
received in response to our letter transmitting a copy of  
the new Washington-Idaho booklet. Will you please return  
these letters when they have served your purpose?

W

encl.

128  
St. Paul, Minn., February 20, 1928.

K5

Dear Mr. Coman:

I enclose copy of a letter which Mr. Donnelly received from Stanley A. Easton, Vice President and Manager of the Bunker Hill and Sullivan Mining and Concentrating Company, Kellogg, Idaho, acknowledging receipt of a copy of the new Washington-Northern Idaho booklet. I you have not already done so, will you please arrange to send a copy of the booklet to Dean Iddings.

Yours very truly,

encl.

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

cc-Mr. H.W. Byerly



129

February 20, 1928.

K5

Dear Sir:

Your letter of February 17 to Mr. Donnelly, acknowledging receipt of a copy of the Washington-Northern Idaho booklet recently published by this company, 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. In the meantime, we are arranging to have a copy of the booklet sent to Dean E. J. Mings of the College of Agriculture, University of Idaho, Moscow.

Yours very truly,

Mr. Stanley A. Easton,  
Vice President and Manager,  
Bunker Hill and Sullivan Mining and Concentrating Co.,  
Kellogg, Idaho.

cc-Mr. W. E. Coman  
Mr. H. W. Byerly

130  
St. Paul, Minn., February 20, 1928.

K5

Dear Mr. Coman:

I acknowledge receipt of your letter of February 16 with copy of a letter received from the Editor of the Vancouver Columbian regarding the Washington-Northern Idaho booklet, and copy of your reply.

We have referred the papers to Mr. H. W. Byerly, General Immigration Agent, so that subject to which Mr. Campbell calls attention can be corrected in case it is found necessary to have an additional supply of the booklets printed.

Yours very truly,

*sgd- J. W. DeLuise*

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

cc; Mr. H. W. Byerly  
encl.



131  
Paid

230pm

St Paul Minn February 20 1928

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

Afternoon newspapers contain report that headquarters of Omaha Railroad will be returned to St Paul. In making statement Mr Sargent is quoted as saying Quote I have come to the conclusion that there are several advantages in maintaining the Omaha and Northwestern railroads as separate systems and that economies which could be made under consolidation also can be effected under separate operation. End quote.

B O Johnson

Charge NPrYCo  
Executive Dept

132  
St. Paul, Minn., February 20, 1928. A4

Mr. J. G. Woodworth,  
Vice President.

I attach a copy of a letter I have received from Mr. Turner with respect to granting the J. Neils Lumber Company trackage over  $3\frac{1}{2}$  miles of the Goldendale Branch at a rate of \$1.50 per train mile. This rate is a pretty low one and I would like to have your views as to whether or not it should be approved. I understand from Mr. Budd's office that Mr. Kenney is considering the matter.

(Signed) CHARLES DONNELLY

encl.



133  
St. Paul, Minn., February 20, 1928. A4

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

I attach for your information copies of the following correspondence in regard to proposed conveyance of that part of the right of way for the Bitter Root Branch which will be abandoned when the line change is completed:

Mr. Stevens' letter to me of the 28th ultimo

My reply of the 31st ultimo

Mr. Stevens' letter to me of the 17th instant  
and the enclosures therein referred to.

encl.

(Signed) CHARLES DONNELLY

P

134

St. Paul, Minn., February 20, 1928. A4

Mr. D. F. Lyons,  
General Counsel.

I attach letter from Mr. Turner, dated February 15, addressed to Mr. Budd and myself with respect to Guaranty Period settlements for the SP&S and Oregon Electric. Please advise me what reply you think should be made to Mr. Turner.

(SIGNED) CHARLES DONNELLY

P

encl.



135  
St. Paul, Minn., February 20, 1928. A4

Mr. J. G. Woodworth,  
Vice President.

Referring to Mr. Donnelly's letter to you of the 9th instant, and to Mr. Clark's reply of the 11th instant, in regard to letter received from Mr. C. S. Mott, Vice President of the General Motors Corporation, about group purchasing from foreign corporations:

Mr. Donnelly asked me to send to you Mr. Mott's letter and its enclosures with the suggestion that you say the letter had been referred to you, and handle the reply over your own name.

encl.

(Sd) J. H. POORE

196

St. Paul, Minn., February 20, 1928. A4

Mr. J. G. Woodworth,  
Vice President.

Referring to your letter of December 28, in regard to suggestion made by James Walker, Consulting Engineer, of Chicago, that the existing practice with respect to free baggage allowance be changed:

I wrote Mr. Walker along the line suggested in your letter and now attach his reply of the 16th instant. Please return this to me after you have noted it.

In this connection, most of the other lines advised Mr. Walker that irrespective of whether the existing practice was right or wrong, the present time was not an opportune one to bring up the question of making a change.

(SIGNED) CHARLES DONNELLY

encl.



137  
February 20, 1928.  
K2

Personal

Dear George:

Referring to our exchange of letters about your desire to get back into the Northern Pacific organization:

I have had some various talks with different people in our Traffic Department, but every such talk indicates that at the present time our organization is complete, with no prospects of any immediate changes. My talks indicated to me that you stand very well with them. Unfortunately, from standpoint of a person like yourself, group insurance and pension plans have created a condition where no one ever leaves the service unless they have to. From our standpoint, of course, this is desirable, but from standpoint of one like yourself, who wants to get back into the organization, it is, as I said above, unfortunate.

I will, however, keep your desire in mind and if I learn or see of some development in the Traffic Department which might be worked out by including you, you can be sure I will overlook no opportunity to do something for you. Personally, I would like awfully well to see you back with our bunch.

Yours very truly,

(Signed) E. O. JOHNSON

Mr. George F. Knight,  
General Agent, C&NI Ry. Co.,  
1402 First Nat'l. Bank Building,  
Milwaukee, Wisconsin.

138  
February 20, 1928.  
K2

Dear Mr. Stephens:

Pursuant to your telephone request this morning, I am sending you duplicate copies of -

1. 7 AM Passenger Report.
2. Freight Movement.
3. Division detail from which freight movement is obtained.
4. Telegraph commodity report.
5. Division detail from which commodity report is assembled.
6. 8 AM Weather Report.

Yours very truly,

encl.

(Signed) D. C. JORNEA

Mr. W. R. Stephens,  
Assistant to the President,  
Minneapolis, Northfield & Southern Ry.,  
Minneapolis, Minnesota.



139  
St. Paul, Minn., February 20, 1928.

RE

Dear Mr. Gemmell:

As a matter of information, the purchase of three gas-electrics has been authorized by the Northern Pacific. Purchasing Department has therefore sent out inquiries to eight gas-electric manufacturers with proviso that bids must be in March 20. Your car has been included with the three that we are buying.

Yours very truly,

(Signed) E. J. Gilman

Mr. W. H. Gemmell, President,  
Minnesota and International Railway,  
Brainerd, Minnesota.

140  
February 20, 1928.

K2

Dear Mr. Martin:

Referring to my letter of February 4 about contribution requested by the State of Washington "Lower Cost of Government League":

Can you now advise what you think of position which we are proposing to assume?

Yours very truly,

(Signed) E. A. JOHNSON

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



February 20, 1928.

K2

Dear Mr. Haugh:

I notice that we have no reply from Mr. Gray to Mr. Donnelly's letter of January 12, asking that the Union Pacific designate a log scaler to represent your company in log scaling test at Clearwater Timber operations, Lewiston. Will you advise please?

Yours very truly,

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

142  
St. Paul, Minn., February 20, 1928.  
K2

Personal

Mr. T. H. Lantry,  
General Manager.

Recalling our talk yesterday about young Sharood, with particular reference to getting him into the Maintenance of Way Department:

I attach transcript of his record. He is now employed on the Bitter Root change of line. I would suggest that immediately spring work opens that Tom Lowry send for him and stick him in some place as a section laborer until he has acquired sufficient experience so use of him can be commenced in some minor supervisory capacity.

I would appreciate word from you when his transfer to the Maintenance of Way Department has been made.



143  
February 20, 1928.  
K2

Dear Sir:

The Northern Pacific is willing to decline the Duluth News Tribune request for a \$250.00 contribution for their special Frolic edition, your letter of February 18.

Yours very truly,

(Signed) B. C. JOHNSON

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

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

144  
St. Paul, Minn., February 20, 1928.  
8-5

Mr. J. G. Woodworth,  
Vice President.

Mr. Donnelly has noted and I return papers received with your letter of February 4 about the response which we have received in connection with our immigration efforts.

(Signed) E. O. JOHNSON, Jr.

Encl.



145  
February 20, 1928.

S-5

Dear Mrs. Seamer:

Your letter of February 16 to Mr. Donnelly, enclosing tickets for the second annual ball to be given by the Twin City Women's Traffic Club at the Saint Paul Hotel, February 20, has been received during his absence from the city.

While Mr. Donnelly will be unable to attend your party, I am enclosing check for two dollars in payment for the tickets.

Very truly yours,

(Signed) E. O. JOHNSON.

Encl.

Mrs. Sarah O. Seamer,  
724 Laurel Avenue, Apt. C,  
St. Paul, Minnesota.

x

146  
Frank 602

Chicago, Ill., February 20, 1928.

D. F. Lyons,  
General Counsel,  
Northern Pacific Railway Co.,  
St. Paul, Minn.

If there is any doubt whatever in your mind about purchase of coal from Montana Coal and Iron Company suggest you talk matter over with Johnson and tell him not to make contract until he hears from me further.

Charles Donnelly.



X

147  
Frank 602

Canton, Ohio, February 20, 1928.

J. H. Poore,  
Executive Assistant,  
Northern Pacific Railway Co.,  
St. Paul, Minnesota.

Your memorandum February tenth about adjustment of Bair-Collins coal royalties. File shows that Bair-Collins submitted to reduction of forty-five percent in bill for power previously furnished but does not show what we are paying for power now furnished. Memorandum from Johnson to Clark dated June thirteenth nineteen twenty-five suggests that effort be made to get reduction from current standard rates and that if Bair-Collins Company does not agree application be made to Commission. Please ascertain and wire me whether this step was taken and whether we are now paying current standard rates or are getting some concession below them.

Charles Donnelly.

400pm

148

St Paul February 21 1928

D S Colby  
Staples

Will be on thirteen passing Staples Thursday  
twenty-third for Detroit Lakes Presume you will get on  
at Staples.

B O Johnson.



330pm

St Paul February 21 1928

CC Andersen NWICo  
Seattle

Please wire quick giving commercial prices now  
effective at Red Lodge stating quality or grade of coal with  
price of such grade.

Charles Donnelly

150  
St. Paul, Minn., February 21, 1928.

K2

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

I am returning your file about John A. Savage  
Company bills.

I will discuss reparations feature with Mr.  
Clark when he comes back the latter part of this week.

encl.



151  
Paid

1230pm

St Paul Minn February 21 1928

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

Morris P Ballou wires you from New York today as follows  
Quote Meeting Express Committee has been called for eleven AM March  
fifth New York office Atchison five Nassau Street Please advise  
whether you expect to attend. End quote.

B O Johnson

Charge NPrYCo  
Executive Dept

x

152  
Paid

440pm

St Paul February 21 1928

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

Inactive January frame aymebaby pastime vena mistake numb revise  
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notation test growing alasbold intone ajarbats comet flux dapper

agogatmo surprise red talk fraying sane pasturage rude. Please give  
copy Mr Elliott.

B O Johnson

Charge NPRyCo  
Executive Dept



163  
Paid

500pm

St Paul Minn February 21 1928

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

Message about plans and mail received and  
understood.

A M Gottschald

Charge NPrCo  
Executive Dept

154  
Paid

920am

St Paul Minn February 21 1928

Charles Dormelly  
Northern Pacific Railway Co  
34 Nassau Street New York City NY

American Railway Express contract file sent you with  
mail twentieth Presume you will have it this morning.

B O Johnson

Charge NPRyCo  
Executive Dept



155  
St. Paul, Minn., February 21, 1928.  
K5

Mr. F. E. Williamson,  
Vice President.

I enclose letter from Mr. F. R. Wadleigh, Chairman, Special Research Committee on Fuels, The American Society of Mechanical Engineers, together with enclosure in the form of a statement descriptive of a preliminary plan for research in fuels, and also copy of my acknowledgment.

Have you any comments to make on the plan outlined which you think would be of interest to the Research Committee?

(Signed) B. G. JOHNSON

encl.

154  
February 21, 1928.

KB

Dear Sir:

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of February 16, together with copy of the Proceedings of the Commercial Forestry Conference. I shall be glad to bring your letter and the copy of the proceedings to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

(Signed) E. O. Johnson  
Mr. W. DuB. Brookings, Manager,  
Natural Resources Department,  
Chamber of Commerce of the U. S. of America,  
Washington, D. C.



157  
February 21, 1928.  
K2

Personal

Dear Win:

Our telephone conversation yesterday:

I take pleasure in enclosing herewith pass for  
your daughter.

Yours very truly,

encl.

Mr. W. R. Stephens,  
Assistant to the President and Secretary,  
Minneapolis, Northfield and Southern Ry.,  
Minneapolis, Minnesota.

158  
St. Paul, Minn., February 21, 1928.  
K2

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

Recalling correspondence about track to serve  
new pit on the Hillcrest-Alstead property (Cuyuna Range):

Operating Department advises that track has been  
built and stripping operations commenced.



159

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

Mr. E. E. Nelson,  
Passenger Traffic Manager.

Would you let us have a little narrative please with reference to extent to which we finally participated in the Duluth Frolic parade, what it cost us and a brief comparison as between our showing in the parade with that of other companies?

160

Paid  
830am

St Paul Minn February 21 1928

Russell H Dick  
Northern Pacific Railway Company  
34 Nassau Street New York City N Y

Forwarded mail to New York last night and will forward  
there today unless advised to contrary.

A M Gottschald.

Charge NPRyCo  
Executive Dept



161  
St. Paul, Minn., February 21, 1928.  
S-3

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

At your convenience, but I hope before  
you go out of town again, I would like to talk with  
you about Mr. Melaney.

162  
Paid

12.20 PM

St Paul Minn February 21 1928

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

Your wire about Bair Collins matter Their bill for power previously furnished was on basis regular tariff On December twentieth nineteen twenty four new tariff became effective and our settlement was on

basis making new tariff retroactive to August first nineteen twenty three the date on which lease contract expired effort was made to secure reduction in rates named nineteen twenty four tariff but

without success matter not taken to Public Service Commission because our people were investigating possible economy of creating our own plant In December nineteen twenty five Bair Collins sold

out to Midwest Public Service Company and that company has now sold to Mountain States Power Under contract just negotiated to become effective when new water treating plant in operation cost to us for current furnished will be approximately thirty two percent of cost under nineteen twenty four tariff.

J H Poore

Charge Nor Pac Ry Co  
Exec Dept



163  
February 21, 1928.

Mr. E. J. Manion, President,  
The Order of Railroad Telegraphers,  
3673 West Pine Boulevard,  
St. Louis, Missouri.

Dear Sir:-

Acknowledging your letter of February 6th addressed to presidents of several railways, proposing the establishment of a national board of adjustment:

We have several system boards of adjustment that are functioning satisfactorily. I see no reason why the interests of our telegraph service employes and of the railway company cannot be satisfactorily taken care of by a system board of adjustment.

We are willing to negotiate with the system committee representing telegraph service employes of this railway with the end in view of establishing a system board of adjustment.

Yours very truly,

(Signed) CHARLES DONNELL

Copies to others addressed.

4.35 P.

St Paul Minn February 21 1928

J L Watson  
c/o V E Williams  
Seattle

Have your wire about <sup>Vakima</sup> consulting matter President is in the  
east Have sent papers to him tonight with request that he  
wire his decision. C-15.

J H Poore



165  
St. Paul, Minn., February 21, 1928.  
8-3

Mr. J. C. Woodworth,  
Vice President.

I enclose herewith Mr. Turner's letter of February 17, addressed jointly to Mr. Budd and me, with respect to proposal to build a nine-mile spur off of the United Railways for the purpose of serving the E.J. Sherman Lumber Company mill in section 31, township 3N-3W, in Oregon, at a cost of approximately \$150,000, to be paid for by the United Railways and returned by the Lumber Company in annual installments of \$10,000, with six percent interest on the deferred payments.

Will you please, with return of Mr. Turner's letter, give me the benefit of your views and recommendations?

(Signed) CHARLES DONNELLY

Encl.

164  
February 21, 1928.  
8-3

Dear Sir:

Your letter of February 15 to Mr. Donnelly, enclosing a copy of the Nevada Corporation Act, is received during his absence.

Thank you for giving us the information, which we will place on file.

Very truly yours,

(Signed) B. O. JOHNSON *jr*

Mr. Talmage L. Smith,  
c/o Nevada Agency and Trust Company,  
139 North Virginia Street,  
Reno, Nevada.



167  
St. Paul, Minn., February 21, 1928.  
S-3

Mr. G. J. Mayer,  
Asst. General Auditor.

For the 1927 annual report to the stockholders, please make the following changes in the list of officers as they appeared in the 1926 report:

Eliminate George T. Reid, Vice President and Western Counsel, and substitute C. H. Winders, Western Counsel.

Eliminate R. W. Clark, Assistant to the President, and substitute B. O. Johnson, Assistant to the President.

Add immediately following Mr. Johnson's name W. E. Coman, Assistant to the President, Seattle, Washington.

(Signed) E. M. WILLIS

168  
February 21, 1928.

E-8

My dear Clair:

Your telegram and letter of February 16 have been given careful study. Needless for me to say to you that I regret you regarded the action of our train auditor as lacking in courtesy and that the pleasures of your trip to Portland were marred by your experiences about which you wrote me.

I want you to know that you have a "friend in court", one who is appreciative of the many favors you have accorded me, and am hopeful that after this incident we may continue to count you as one of the Northern Pacific's staunchest friends as you always have been.

The matter is one which does not readily lend itself to correspondence, and therefore we are sending to Mr. R. F. Glendenning, Chief Clerk in the office of General Superintendent T. F. Lowry, the papers covering the subject. I see nothing in the train auditor's report which should cause apprehension that he cast "any insinuation that involves conductors or any other person in this matter."

I trust that our handling of this matter will be satisfactory to you and that you and I can regard it as a somewhat annoying incident which has been entirely closed. I would appreciate a letter from you after Mr. Glendenning has talked with you.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. L. E. Flint, Editor,  
The Enterprise,  
Livingston, Montana.

Copy for Mr. T. H. Lantry  
Mr. E. J. Johnson  
Mr. R. F. Glendenning.



169

At New York City.  
February 21, 1928. D

Dear Mr. Ballou:

Your telegram of today about the meeting of the Express Committee which has been called for eleven A. M. March 5, has been repeated to me here.

I expect to attend that meeting.

Very truly yours,

Signed- Charles Donnelly

Mr. Norris P. Ballou,  
C/o American Railway Express Co.,  
65 Broadway,  
New York, N. Y.

170

At New York City,  
February 21, 1928.      D1

Personal:

Mr. F. W. Sweeney,  
Comptroller.

Information has come to me in a roundabout way (yet I think it quite reliable) to the effect that certain Government tax men who have been at work on our returns at St. Paul, have stated recently that the result of their investigations would mean an increase in our taxes of about \$290,000.00.

Do you know anything about this and is there any likelihood of such an additional tax being imposed upon us?

Signed-Charles Donnelly  
d



171  
At New York City,  
February 21, 1928. D

Mr. J. G. Woodworth,  
Vice President.

For your information, I enclose copy of a telegram  
which I sent to Mr. Coman on February 19, in connection with the  
Snoqualmie car haul matter, and copy of his reply of February 20.

Signed-Charles Donnelly  
d

encl

172  
St. Paul, Minn., February 22, 1928.

K2

Personal

Dear Mr. Lowry:

Understand you have returned and I am therefore writing you about matter of Train Auditor Mossman collecting half-fare from Clair Flint for his daughter.

Mr. Glendenning knows the entire story and in your absence wrote Mr. Lantry about it on February 16.

I have talked this matter over with Mr. DeGuire and Ed Johnson, and have read very carefully Clair's letter to Mr. DeGuire of February 16, of which I attach a copy. After such study of situation I cannot help but feel that the thing which bothers Clair is that he is fearful that Accounting Department may follow situation up and involve conductors in difficulty who might have carried Clair's daughter without collecting half-fare in the recent past.

Absolutely nothing in the way of making trouble for any conductors is contemplated. I am attaching Mr. Mossman's original report which is self-explanatory. There is no objection to your letting Clair see it, and, if Clair so desires, we are perfectly willing that you destroy the report in his presence as evidence to him that the entire matter is a closed incident. From standpoint of Interstate Commerce Commission rulings, we must collect the half-fare in question. I take it from Clair's letter that he is entirely willing to send us the money. Will you not ask him to do so and then, as I said above, destroy the auditor's report in his presence as indication that this is the end of the incident? Incidentally, you will find copy of Mr. DeGuire's letter to Clair in reply to Clair's letter of the sixteenth.

Yours very truly,

encl.

Mr. T. F. Lowry,  
General Superintendent,  
Livingston, Montana.  
cc-Mr. T. H. Lantry



173  
St. Paul, Minn., February 22, 1928.  
K2

Mr. T. H. Lantry,  
General Manager.

Have been mulling over in my mind the controversy which has come up with Clair Flint at Livingston. Discussions about incident have been had with Ed Johnson and Mr. DeGuire, and in your absence I wrote Mr. Lowry as per copy of letter attached. I am also attaching copy of Clair's letter to Mr. DeGuire of February 16, and copy of Mr. DeGuire's reply. Am also returning Mr. Glendenning's letter to you of February 16.

encl.

174

St. Paul, Minn., February 23, 1928. A4

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

Replying to your letter of the 14th instant,  
in regard to joint facility committee decision No. 37-a:

While of course there is considerable merit to the claim of the Milwaukee Company that the agreement reached with respect to turnouts to non-joint tracks should be made retroactive to January, 1925, I think that in view of what transpired prior to the making of the contract of December 31, 1924, we should take the position that the settlement which we are now agreeing upon is in the nature of a compromise and that we are not willing to make it retroactive.

I think that the \$100 per switch rate which has been agreed upon should remain in effect until there is a substantial change in the level of the costs of labor and material, and I see no necessity for having a joint check made each year. However, I can see no objection to having a check made each year to determine whether or not there has been a substantial change in cost levels if the Milwaukee Company desires it.

(Signed) J. H. POORE



176  
St. Paul, Minn., February 23, 1928. A4

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

Replying to your letter of the 18th instant:

I think we should continue to pay the taxes on the right of way for the Mandan South line south of Cannon Ball. The amount involved is not very large, and there is, of course, a possibility that we may desire to use this right of way at some time.

(SIGNED) E. C. JOHNSON.

176  
St. Paul, Minn., February 23, 1928. A4

Mr. E. T. Dakin,  
General Auditor.

Replying to your letter of the 17th instant,  
in regard to bill against Snohomish County for cost of  
repairs to Bridge No. 13 on the Seattle Division, and  
returning Mr. Stetekluh's letter to you of the 15th inst.:

The contract referred to provides that the  
County shall bear the entire cost of construction and  
maintenance of the bridge. As the County is bearing the  
entire cost of this work, the bill should be prepared on  
the basis of inside prices.

(Signed) E. C. JOHNSON.

encl.



177  
St. Paul, Minn., February 23, 1928. A4

Mr. M. T. Sanders,  
Tax Commissioner.

Referring to your letter of the 21st instant, in regard to taxes in Wisconsin to be billed against the Milwaukee Company under the contract of October 1, 1900:

It has always been my understanding that the Milwaukee Company did not acquire the right to use our Cuyuna Dock; therefore, no bill should be rendered against the Milwaukee for taxes on the Cuyuna Dock property. In statements with which I have had anything to do, the valuation of the dock, the approach track and the land have been excluded. All other property in Superior owned by the Northern Pacific Railway Company may be considered as coming under the contract except certain scattered lots, a list of which you can obtain from the Right of Way Department if you desire to do so.

The Ogdensburg Pier was owned by the Company on October 1, 1900, and I know of no reason why the Milwaukee Company should not pay its proportion of the taxes thereon.

In this connection, in the past few months there have been some conferences between the Milwaukee people and our Valuation Department with respect to the value of the property included in the 1900 contract, and agreement was finally reached last November. I think, with information which you obtain from the Right of Way Department, you will have no difficulty in rendering bills for taxes for years subsequent to 1925.

W. H. FORD

176  
St. Paul, Minn., February 23, 1928. A4

Mr. M. T. Sanders,  
Tax Commissioner.

Replying to your letter of the 21st instant,  
in regard to taxes on locally assessed operating lands  
at Duluth, in which the Milwaukee Company has an interest  
by virtue of the contract of October 1, 1900:

I do not have a list of lands pertaining to the  
contract, but all property at Duluth to which the Northern  
Pacific has title may be considered as coming under the  
contract with the exception of the Commerce Tracks and  
the old Duluth Transfer track.

(Signed) J. H. POORE



179

St. Paul, Minn., February 23, 1928. A4

Mr. F. E. Williamson,  
Vice President.

I return herewith your file about the contract  
with the Mountain States Power Company for electric power  
to be furnished us at Forsyth.

encl.

Wm. J. H. POORE

180  
St. Paul, Minn., February 23, 1928. A4

Mr. H. E. Stevens,  
Chief Engineer.

I attach our file about proposed reorganization of the Western Group Presidents' Conference Committee. Some of this correspondence was read to you at the conference in Mr. Donnelly's office on January 13, but some of it you have not yet seen.

After you have noted, please return the file to me.

(Smsd) J. H. POORE

encl.



TELEGRAM

187

St Paul Minn February 23 1928

V E Williams  
Seattle

Referring to proposed purchase property at Yakima I now have matter up with President but have not yet heard from him My understanding is that C-WR&N lease would cover two lots having area 14,000 feet for which rent and taxes would amount to \$500. Do you think Fruit Company would be satisfied with equivalent area of Roslyn Fuel property. As I figure it this would mean 81 ft frontage on First Avenue. Prorating cost of property equally over entire area to be purchased would make cost of 14,000 feet \$10,780. On this cost we could justify rental of \$500 and I presume that taxes would be about \$50 less on 81 ft than would be the case with 100 ft frontage. You may have considered suggesting something like this but of course it may not be practicable if Fruit Company's necessities require 100 ft. frontage irrespective of additional depth. C-16.

J H Poore

Copy for Mr. J. L. Watson

142  
St. Paul, Minn., February 23, 1928.  
K5

Mr. H. A. Clifford,  
Treasurer.

I enclose check on the First National Bank, amount \$698.75, in payment of bill No. 18525, dated January 24, 1928, against the Estate of Elizabeth Williams. The check has been signed by Roy Wilkins as Administrator of the Estate of Elizabeth Williams, and by Andrew Lilley for The Fidelity and Casualty Company of New York.

encl.

cc-Mr. F. W. Sweeney



183  
Paid

200pm

St Paul Minn February 23 1928

Charles Donnelly  
Care New Willard Hotel  
Washington DC

Sent you in mail package twenty-first memorandum about  
request Secretary Exchange Trust Company Boston Now find you wrote  
their Vice President Fay last November declining deposit with that  
company Papers in mail package tonight.

B O Johnson

Charge NPRyCo  
Executive Dept

184  
Paid

925am

St Paul Minn February 23 1928

E A Gay Secretary  
Northern Pacific Railway Co  
34 Nassau Street New York City N Y

Releasing January income afternoon papers  
Friday twenty-fourth.

B O Johnson

Charge NPrYCo  
Executive Dept



185  
Paid

925am

St Paul Minn February 23 1928

Russell H Dick  
Care New Willard Hotel  
Washington D C

No mail forwarded yesterday but sending tonight care  
New Willard Washington.

A M Gottschald

Charge NPrYCo  
Executive Dept

186  
February 23, 1928.

KS

Dear Mr. Curtis:

This will acknowledge receipt of your letter of February 19 making inquiry about Mr. Jule M. Hannaford, formerly General Freight Agent of this company.

Mr. Hannaford is still connected with this company, at present acting in the capacity of Vice Chairman with headquarters in St. Paul. He is, however, just now spending a little time in Florida and may perhaps make a trip to California prior to returning to St. Paul. I am sending him today a copy of your letter and I am sure he will get in touch with you should he stop over in Los Angeles on his contemplated trip to California.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. F. E. Curtis,  
331 South Westlake Avenue,  
Los Angeles, California.

cc-Mr. J. M. Hannaford:  
encl.



187  
St. Paul, Minn., February 23, 1928.  
K5

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

Mr. Donnelly sent you by notation on February 19 the letter which he received from Mr. Silas H. Strawn in response to his letter of February 13. I now enclose, for your information, copy of a letter which Mr. Donnelly received from Mr. Thomas Francis Howe under date of February 21, relating to the meeting of the American Bar Association Association to be held in Seattle during the coming summer.

encl.

186  
February 23, 1928.  
K5

Dear Sir:

Your letter of February 19 to Mr. Donnelly, acknowledging receipt of a copy of the Washington-Northern Idaho booklet and requesting information about the Northern Pacific land grant dispute, 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.

Yours very truly,

Mr. A. H. Clambey,  
Caldwell, Idaho.



189  
February 23, 1928.

K5

Dear Sir:

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of February 21 about the proposed trip to St. Paul of Messrs. Brace and Aldrich on Tuesday, February 28, and of their desire to call on Mr. Donnelly.

We have no definite advice as to when Mr. Donnelly will return to the city, but if I can be of assistance I would be very glad to see Messrs. Brace and Aldrich should they call on the date mentioned.

Yours very truly,

Signed E. W. JOHNSON

Mr. R. F. Koby, General Secretary,  
Young Men's Christian Association,  
Superior, Wisconsin.

190  
St. Paul, Minn., February 23, 1928.  
9-3

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

Referring to my letter of February 13 about  
advertising in the National Vaudeville Artists program:

Have you learned what if any action was taken  
by the Transcontinental Passenger Association and the  
Western Passenger Association which, I understand, cir-  
cularized the railroads of the country for an expression  
of their attitude? If not, would you find out what if  
any action has been taken by those associations?

The lines that are members of the contributions  
committee, with the exception of the Milwaukee, have indicated  
their intention to stay out. We have not yet been advised  
what position the Milwaukee Road will take and it may be  
that they have expressed themselves to the two passenger  
associations. In any event, if those associations have  
agreed to decline the advertising, that would seem to be  
controlling on all member roads.

(S-30) B. C. [unclear] ✓



191  
February 23, 1928.

S-3

Gentlemen:

Your letter of February 20 addressed to Mr. Donnelly, with respect to our depot facilities at Cooperstown, is received during his absence from headquarters. It will be called to his attention upon his return in about two weeks.

Very truly yours,

(Signed) B. C. JOHNSON

Mr. H. A. Brown, Chairman,  
Commercial Club Committee,  
Cooperstown, North Dakota.

Mr. E. E. Douma,  
Mayor City Council,  
Cooperstown, North Dakota.

192

St. Paul, Minn., February 23, 1928.

S-3

Mr. F. E. Williamson,  
Vice President.

I enclose copy of a letter dated February 20 addressed to Mr. Donnelly by Mr. H. A. Brown, Chairman of the Commercial Club Committee, and E. E. Douna, Mayor City Council of Cooperstown, North Dakota, about our station facilities at that point.

There is no record in this office of any correspondence on this subject in the past, and I do not know with what officers of the company the matter was discussed as indicated in their letter. In any event, will you please furnish me with information that will indicate what the situation is, together with your recommendations, in order that proper reply may be made to Mr. Brown and Mr. Douna?

(Sd) B. C. JOHNSON

Encl.

cc--

Mr. J. G. Woodworth,  
Vice President.



193

St. Paul, Minn., February 23, 1938.  
S-3

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

Referring to the attached correspondence about proposal to pay \$25.00 per month to the Railway Club at Pasco for space occupied by the District Claim Agent in the Railway Club Building:

Will you please advise me as to what the arrangement is with respect to the use of this building by the Railway Club and whether the company is now making any contribution, financial or otherwise, in support of the Club? Please give me also your views as to the propriety of making the payment suggested in the attached papers.

(Signed) E. D. [illegible] *ef*

Encl.

194

February 23, 1928.  
8-3

Dear Sir:

Your letter of February 17 to Mr. Donnelly, enclosing a copy of one of the same date to Mr. Budd, about featuring "Durable Douglas Fir" on dining car menu cards and in advertising literature, is received in Mr. Donnelly's absence. It will be brought to his attention upon his return, and in the meantime I am showing the correspondence to some of our traffic department officials.

Very truly yours,

(Signed) E. C. JOHNSON

Mr. J. D. Tennant,  
Vice President & Manager,  
The Long-Bell Lumber Company,  
Longview, Washington.



145

St. Paul, Minn., February 23, 1928.  
S-3

Mr. J. G. Woodworth,  
Vice President.

Enclosed you will find copy of Mr. J. D. Tennant's letter of February 17 to Mr. Donnelly and copy of his letter of the same date to Mr. Budd, about featuring "Durable Douglas Fir" on dining car menus and in advertising literature. Would you be in favor of carrying out Mr. Tennant's suggestion?

(Signed) E. O. JOHNSON, Jr.

Encl.

194  
February 23, 1928.  
9-6

My dear Mr. Elliott:

I enclose copy of progress report of the  
Glendive-Redwater land sales campaign for the period  
January 16 to 31, inclusive, in which are also shown  
the results accumulated from July 1, 1927, when the  
campaign started.

Very truly yours,

Encl.

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



197

St. Paul, Minn., February 23, 1928.  
S-6

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

I enclose a supply of "Talking Points",  
dated February 15, 1928, issued by the Western Railways'  
Committee on Public Relations.

(Signed) E. M. Willis

Encl.

194

February 23, 1928.  
3-6

My dear Mr. Elliott:

I attach the following copies of statements in connection with the January income account:

Accounting Department No. 4 - January Income Account Statement	30 copies
Accounting Department No. 4-A - Analysis of fluctuations in Operating Expenses, January 1928 as compared with January 1927	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 D. TULLY

Encl.

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



149

St. Paul, Minn., February 23, 1928.  
S-3

Mr. R. H. Relf,  
Assistant Secretary.

I have your letter of February 21 and return proposal submitted by W. A. Lang, Incorporated, for renewing fire insurance on our schedule of congested risks with the Railway Underwriters, Chicago, for a period of one year from March 1, 1928. The schedule as submitted shows a total insurance of \$4,052,800 at a premium cost of \$25,282.70, and I approve of your accepting the proposition as submitted.

(Signed) CHARLES DUNNELL

J

Encl.

200  
February 23, 1928.  
E-8

Dear Sir:

Your letter of February 21 to Mr. Charles Donnelly,  
President of the Northern Pacific:

Am attaching blueprint showing wheel arrangement  
and loading prepared by the Northern Pacific Mechanical Depart-  
ment. You understand, of course, that this is the first loco-  
motive of its kind and the blueprint is a preliminary drawing.  
A complete draft will not be available for several months; I  
trust it will serve your purpose.

If I can be of further service to you please advise  
me.

Yours very truly,

(Signed) F. W. DeGUIRE

Enclo

Mr. Joseph H. Kraus,  
Field Editor, Science and Invention,  
230 Fifth Avenue,  
New York City, N.Y.



200 1/2  
February 23, 1928.

S-3

Dear Sir:

Replying to your letter of February 17:

It will be agreeable to me to have Mr. R. P. Jones, Comptroller of the Seaboard Air Line, fill the vacancy caused by the resignation of Mr. L. R. Powell Jr. as a member of the Express Contract Accounting Committee.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. W. B. Storey, President,  
The Atchison, Topeka & Santa Fe Ry System,  
80 E. Jackson Boulevard, Chicago, Illinois.

cc--

Mr. P. E. Crowley, President NYC Lines, Chicago, Illinois.  
Mr. C. R. Gray, President Union Pacific System, Omaha, Nebr.  
Mr. W. W. Atterbury, President, Penn. System, Philadelphia, Pa.  
Mr. E. J. Pearson, President, NYNH&P RR, New Haven, Conn.  
Mr. L. A. Downs, President, Illinois Central System, Chicago.  
Mr. Bird A. Robinson, Pres., Am. Short Line RR Assn, Washington, D.C.

201

Paid

5.00 PM

St Paul Minn February 23 1928

Charles Donnelly  
c/o New Willard Hotel  
Washington D C

Mr Turner wires you and Mr Budd from Portland today as follows  
Quote Directors Astoria National Bank closed doors this morning  
and placed institution in hands of State Examiner SPS deposit  
fourteen thousand one sixty dollars Bank officials noncommittal  
at present but it is expected that depositors will recover most  
of their funds end quote.

B O Johnson

Charge Nor Pac Ry Co  
Exec Dept



202  
February 23, 1928.  
E-8

Dear Mr. Owens:

Thank you for calling my attention, in your letter of February 21, to the splendid article printed in the St. Paul Dispatch of Tuesday, February 14, under the caption "Minnesota Described as 'Bread and Butter State' in New Booklet Published by Northern Pacific Road".

I had previously read the article and want you to know that we appreciate the space you devoted to the booklet and the fine way the article was prepared. The illustration was particularly attractive.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. L. E. Owens,  
Publisher, St. Paul Dispatch,  
St. Paul, Minnesota.

Copy for Mr. H. W. Byerly.

302 1/2

February 23, 1928.

K5

Dear Sir:

I enclose copy of a letter which I sent to you under date of December 21, 1927. Inasmuch as we have not been receiving your paper, nor have we received bill covering our subscription, it is apparent that my letter went astray. I shall be glad if you will enter my subscription upon receipt of this letter for a period of one year. Upon receipt of your bill a voucher will be issued promptly to cover.

Yours very truly,

(Signed) F. W. DeGUIRE

encl.

Circulation Manager,  
Sentinel,  
Missoula, Montana.



203

February 24, 1933.

K2

Mr. G. H. Jacobus, Supt., Minneapolis, Minn.  
 Mr. C. F. Wilson, Supt., Duluth, Minn.  
 Mr. E. J. Hackenberg, Supt., Siltworth, Minn.  
 Mr. F. W. Flynn, Supt., Jamestown, N.D.  
 Mr. R. T. Taylor, Supt., Glendive, Mont.  
 Mr. F. Drastup, Supt., Livingston, Mont.  
 Mr. J. R. Johnson, Supt., Missoula, Mont.  
 Mr. James Shannon, Supt., Spokane, Wash.  
 Mr. L. F. Norton, Supt., Pasco, Wash.  
 Mr. P. R. Bartles, Supt., Seattle, Wash.  
 Mr. W. C. Shewalter, Supt., Tacoma, Wash.

Gentlemen:

We have arranged a permanent office for Mr. F. R. Glenn, Secretary of the Veterans' Association, in the General Office Building in St. Paul. We are assembling in this room all the old relics we can find having to do with early days on the Northern Pacific Railroad. This assembling of curios and relics will eventually make this a valuable historical collection besides making it an attractive and interesting room for visiting veterans.

With the thought in mind of improving and increasing this collection, would you not give publicity to all retired and existing employes of long term service to the fact that we are starting this collection and request them to write me if they have any old photographs, train orders, newspaper clippings, time cards, etc., which we could use, describing them in detail, stating whether they will loan or donate them. I will then write them direct. Every old document or curio so accepted will be accompanied by a typewritten note showing who it belongs to or who donated it.

Yours very truly,

cc-

Mr. D. F. Lyons  
 Mr. F. R. Williamson  
 Mr. T. H. Lantry  
 Mr. A. V. Brown  
 Mr. P. H. McCauley  
 Mr. W. H. Strachan

Mr. T. F. Lowry  
 Mr. J. E. Graver  
 Mr. E. Dwight  
 Mr. E. J. Outler  
 Mr. R. E. Crosby  
 Mr. F. W. Sperry

Mr. C. G. Kyle  
 Mr. E. A. Clifford  
 Mr. C. E. Allen  
 Mr. B. P. Johnson  
 Mr. James Simpson  
 Mr. R. H. Belf

~~204~~

930am

Paid

St Paul Minn February 24 1928

R W Clark  
Hotel Commodore  
New York City N Y

Temperature been averaging zero to five below past  
two days between St Paul and Paradise. Passenger trains however  
on time. No troubles.

B O Johnson

Charge NPRyCo  
Executive Dept



205  
St. Paul, Minn., February 24, 1928.  
K2

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

When you get back will you talk to me please about  
Eustis Street grade separation agitation concerning which you  
had some discussion with the Twin City Trading Company?

206  
February 24, 1928.

K2

Dear Sir:

Recalling our telephone conversation about solicitation from the St. Paul Junior League that we take a quarter page in the rotogravure section of the St. Paul Pioneer Press:

Our Passenger Traffic Manager tells me that your Mr. Mills advised him that he was definitely committed to taking such quarter page for your company. We are consequently doing likewise.

Yours very truly,

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



207  
February 24, 1928.

K2

Dear Sir:

Our telephone conversation this morning about request which has been made on your company by Mr. Slason Thompson for certain financial help:

Mr. Donnelly declined a similar request in April 1926, since which time we appear to have heard nothing. I am assuming you are sending copy of request which you have to us in line with our talk this morning.

Yours very truly,

(Signed) B. O. JOHNSON

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

406  
February 24, 1928.

K2

Dear Mr. Adams:

Further my letter of the eighteenth:

Unfortunately, Mr. Clark is being delayed in the east and will not return until the middle of next week. This in explanation of delay which will naturally occur before I can discuss the white cement rate with him.

Yours very truly,

(Signed) E. C. JOHNSON

Mr. R. M. Adams,  
Care Robert M. Adams Company,  
Fidelity Building,  
Duluth, Minnesota.



209  
Paid  
1030am

St Paul Minn February 24 1928

F E Williamson  
Care Ticket Agent  
Florida East Coast Railway  
Miami Florida

As information Mr Donnelly is in Washington and  
probably be there some time yet in case you would want to see him.

B O Johnson

Charge NPRyCo  
Executive Dept

219  
Paid

1035am

St Paul Minn February 24 1928

Charles Donnelly  
New Willard Hotel  
Washington DC

Mr Williamson arrived Key West yesterday Have wired  
him that you are in Washington in case he would want to see you.

B O Johnson

Charge NPrYCo  
Executive Dept



211

February 24, 1928.  
K2

Dear Mr. Haugh:

I think you are somewhat familiar with the application now pending before the Interstate Commerce Commission proposing unification of the Great Northern and Northern Pacific Railways.

At certain hearings, witnesses for the Milwaukee have insisted that large savings could be made by use of Northern Pacific Rosebud coal without unification of the two Northern companies. These witnesses have suggested that all that was necessary for such accomplishment was for the Great Northern to take trackage rights from Sidney, Montana (a common point) to Colstrip, Montana, and for the Northern Pacific to grant those rights on reasonable terms and to sell coal to the Great Northern for a reasonable profit.

Our Law Department tells me that there has been called to their attention the fact that the Union Pacific has a contract with the Denver and Rio Grande somewhat similar to proposal put forward by Milwaukee witnesses, and that such arrangement between your company and the Rio Grande is working satisfactorily.

If entirely consistent (and I rather emphasize this), could you give me some of the details of the arrangement which your company has with the Rio Grande?

Yours very truly,

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

212

St. Paul, Minn., February 24, 1928.

Mr. E. R. Maner,  
Assistant Engineer of Tests.

Recalling our conversation this morning about developing economics of the proposal from the Montana Coal and Iron Company that we purchase a screened coal from their Bear Creek operation which will pass through a three inch round screen and over a one inch round screen, in which screened coal the percentage of fine coal between one inch and one-half inch on later test screenings will average 15% as against Red Lodge coal.

Above gives you the Montana Coal and Iron Company specification. Attached you will find statement showing actual cost of mining coal at Red Lodge for the year 1926 to the Northwestern Improvement Company. Second, you will find telegram giving Mr. Andersen's commercial prices and specifications on coal sold in the open market in Montana. Then, third, you will find prices named in existing contract between the Northwestern Improvement Company and the Northern Pacific Railway Company.

After consultation with Dan Sinclair, who probably knows as much about practical heat value results as between Bear Creek and Red Lodge coal as any one in our organization, and after making necessary adjustment for discrepancies in specification, let me have, based on your steam testing experience and information, a figure showing, first, value of these Montana Coal and Iron screenings as compared to similar Red Lodge screenings as sold in the open market in Montana; second, value of these M&I screenings as compared to contract price on Red Lodge coal sold to the Northern Pacific.

Your investigation should completely ignore any element in situation except the economics of the subject.

When you have studied this thing out will you please confer with Mr. Zwight and, if he approves of your conclusions,



Mr. R. R. Manor (2)

February 24, 1928.

ask him to so indicate, passing such conclusions through Mr. Williamson's office to me.

encl.

cc-Mr. P. E. Williamson  
Mr. S. Wright

213  
St. Paul, Minn., February 24, 1928.  
K

Mr. E. E. Dildine,  
Superintendent of Telegraph.

I acknowledge receipt of and thank you for your  
letter of February 23 enclosing complimentary Western Union  
1928 Stamp Frank No. B-1538, and Card Frank No. F-375.



214  
paid

305pm

St Paul Minn February 24 1928

R W Clark  
Care Commodore Hotel  
New York City New York

Freight earnings third week February nine percent  
over last year Passenger twelve percent less All other  
revenues somewhat less making total five percent over last year  
This makes grand total February three weeks five percent over  
last year Loading seems to be picking up over slack period  
about week ago.

B O Johnson

Charge NPRyCo  
Executive Dept

215

St. Paul, Minn., February 24, 1928.  
K2

Mr. E. L. Grimm,  
Asst. to Gen. Mech. Superintendent.

As a matter of information, would you let me have copy of memorandum showing your argument for use of Standard Practice No. 23-B, after same has been agreed upon between you and Mr. Dakin, all in connection with our discussion this morning? I am rather curious to see just how you finally express your argument.

(Signed) E. L. Grimm



216  
St. Paul, Minn., February 24, 1928.  
K5

Dear Mr. Gilman:

In response to your telegram of this date, I am sending you under separate cover a single column cut of myself for use by Mr. Benshoof. Please return this cut to me when it has served its purpose.

Yours very truly,

(Signed) E. C. JOHNSON  
8

Mr. M. A. Gilman,  
Agent, Nor. Pac. Railway,  
Detroit Lakes, Minnesota.

217

St. Paul, Minn., February 24, 1928.  
S-6

Dear Sir:

I return herewith, approved, payroll of  
the Gilmore & Pittsburgh Railroad Company covering the  
first half of February 1928, amount \$2187.79.

Very truly yours,

W. N. BICHLER  
✓

Encl.

Mr. W. N. Bichler, Manager,  
Gilmore & Pittsburgh RR Company,  
Armstead, Montana.



218  
February 24, 1928.  
S-C

My dear Mr. Elliott:

I enclose report of the freight traffic  
department for the month of January 1928.

Very truly yours,

(Signed) CHARLES DORRIS

Encl.

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

219  
Paid

930 am

St Paul Minn Feb 24 1928

W M Nichols  
LaJolla Calif

Your wire twenty-third Mr Donnelly took question up with  
Mr Scandrett of Milwaukee Road as I wired you January twenty-  
first and since then has talked with him Think Mr Scandrett  
has been waiting to present matter to his Board and I believe  
we will hear from him very shortly D-2

B O Johnson

Charge: Nor Pac Ry Co  
Executive Dept



270  
Paid

4.10 PM

St Paul Minn February 24 1928

Charles Donnelly  
c/o New Willard Hotel  
Washington D C

Received your wire about Yakima lots after I wired you this morning Have instructed Williams to negotiate purchase but not close until terms of lease have been approved.

J H Poore

Charge Nor Pac Ry Co  
Exec Dept

221

Western Union Telegram

St Paul Minn February 24 1928

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

Estimated earnings third week February in thousands:

Freight	1276	increase	107	or	9.1%
Passenger	177	decrease	25	or	12.4%
Miscellaneous	129	decrease	2	or	1.3%
Total	1582	increase	80	or	5.3%
Total 3 weeks	4806	increase	237	or	5.2%

Cars loaded locally 13,559 increase 424 accounted for as follows:

Increases:	Forest Products	211
	Logs	491

Decreases:	Grain	18
	Merchandise	17
	Livestock	13
	Coal	152
	Miscellaneous	78

Received from connections 3139 decrease 269 accounted for as follows:

Increases:	Lake Superior Division	46
	Fargo	1
	Dakota	4
	Idaho	29
	Tacoma	9

Decreases:	St Paul	113
	Yellowstone	18
	Montana	157
	Rocky Mountain	13
	Pasco	10
	Seattle	47

Grain loading eastern district increased 37 cars received from connections decreased 82 cars Grain loading western district decreased 55 cars received from connections decreased 10 cars.

Fruit loading this year was 194 cars compared with 220 last year received from connections 105 cars compared with 116 last year.



Potato loading this year 512 cars compared with 375 last year  
received from connections 27 cars compared with 3 last year.

Weather conditions generally were moderate with temperatures  
on eastern district ranging to six below zero. During period  
had light snowfall most points eastern and central districts.

Charles Donnelly

Telegram

St Paul Minn February 24 1928

V E Williams

Seattle

Have wire from President authorizing purchase of Yakima lots and the making of fifty year lease provided we can agree upon terms of rental that will be defensible. He does not consider defensible proposition to lease two lots representing investment \$15,000 for \$500 per year With authority we now have think you should continue negotiations but before definite commitment to purchase terms of lease should be submitted here for approval. C-17

J H Poore



Paid *273*

11.00 AM

St Paul Minn February 24 1928

Charles Donnelly  
c/o New Willard Hotel  
Washington D C

Have had some exchange telegrams with Williams about purchase property at Yakima He thinks possibility shading price about two thousand and negotiating lease which will produce a better rental than original proposition If purchase at maximum twenty seven thousand authorized he plans to go to Yakima and work matter out with property owner and lessee advising us details proposed lease arrangement before closing purchase Woodworth strongly urges approval and understand he has wired Clark in New York to take matter up with you.

J H Poore

Charge Nor Pac Ry Co  
Exec Dept

cc-Mr. J. L. Watson

12.40 P

St Paul Minn February 24 1928

V E Williams  
Seattle

224

Have wire from brindle impassible tepid of consulting sluices  
and the making of babe year shodden provided we can finny

upon valuator of trigger that interpoint defensible He does  
not partnant defensible proposition to shodden abox sluides

trudging investment quayalco etch for quaymack per year With  
authority we now have think you should peakish negotiations

but before definite commitment to tepid valuator of trigger  
should be submitted here for approval. C-17.

J H Poore



225  
February 24, 1928. A5

Dear Mr. Budd:

Referring to Mr. Turner's joint letter of  
February 20:

I have approved and enclose S.P. & S. AFE No.  
4912, covering retirement of highway fence on highway  
side of track at several points on the lease line be-  
tween Willbridge and Goble at an estimated cost of \$525.00.

Yours very truly,

encl.

(Signed) CHARLES DOUGLAS

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

cc-Mr. W. F. Turner.

(Signed) CHARLES DOUGLAS

274  
St. Paul, Minn., February 24, 1928. A5

Mr. F. E. Williamson,  
Vice President.

I enclose Mr. Turner's joint letter of February 20, together with copy of SP&S AFE No. 4912, covering retirement of highway fence on highway side of track at several points on the leased line between Willbridge and Goble, at an estimated cost of \$525.00. The SP&S AFE has been signed on behalf of this company and I shall be glad if you will have a Northern Pacific AFE prepared inasmuch as cost of the improvement is chargeable to this company.

encl.



227  
February 24, 1928. AS

Dear Mr. Budd:

Referring to Mr. Turner's joint letter of  
February 20:

I have approved and enclose S.P. & S. Railway  
APE No. 4910, covering construction of standard hand car  
house at East St. Johns at an estimated cost of \$123.00.

Yours very truly,

(Signed) CHARLES E. LAMONT

encl.

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

cc-Mr. W. F. Turner.

(Signed) CHARLES E. LAMONT

276  
St. Paul, Minn., February 24, 1928.  
E-8

Dear Sir:

Schedules prepared by the Passenger Department show that Howard Melaney is to be in your city soon, and I am enclosing photographs, mats, and a news article which you may be able to use in your newspapers.

Yours truly,

(Signed) F. W. DeCOURE

Encls

Mr. W. Adamson,  
General Agent,  
806 Hippodrome Building,  
Cleveland, O.



329  
St. Paul, Minn., February 24, 1928.  
E-8

Dear Sir:

Schedules prepared by the Passenger Department show that Howard Melaney is to be in your city soon, and I am enclosing photographs, mats, and a news article which you may be able to use in your newspapers.

Yours truly,

(Signed) F. W. DeGUIRE

Encls

Mr. C. W. Beardsell,  
Traveling Passenger Agent,  
644 Elliott Square Building,  
Buffalo, N.Y.

730  
February 24, 1928.

E-8

Dear Sir:

Mr. Howard Melaney's itinerary shows that he is to be in Pittsburgh to sing over your station on March 1, and I thought that possibly you might be able to use with your newspapers the material I am enclosing herewith.

Yours very truly,

(Signed) F. W. DeGUIRE

Enelo

Mr. Victor Saudak,  
Director, Radio Station KDKA,  
Pittsburgh, Pa.



281  
St. Paul, Minn., February 24, 1928.  
E-8

Dear Sir:

Schedules prepared by the Passenger Department show that Howard Melaney is to be in your city soon, and I am enclosing photographs, mats, and a news article which you may be able to use in your newspapers.

Yours truly,

(Signed) F. W. DeQUIRE

Encls

Mr. H. M. Fletcher,  
Asst. Gen. Pass. Agt.,  
560 Fifth Avenue,  
New York City.

232  
St. Paul, Minn., February 24, 1928.  
E-8

Dear Sir:

Schedules prepared by the Passenger Department show that Howard Melaney is to be in your city soon, and I am enclosing photographs, mats, and a news article which you may be able to use in your newspapers.

Yours truly,

Encls

(Signed) F. W. DeGUIRE

Mr. W. C. Hartnett,  
General Agent,  
1001 Neave Building,  
Cincinnati, O.



133

February 24, 1928.  
E-8

Dear Mr. Prosser:

I have your letter of February 21 and have read with interest the letters addressed to you by the officers of the Bellingham, Yakima, Longview, Walla Walla, and Portland newspapers. You understand, of course, that policies regarding advertising are determined in the Passenger Department and that any change in the method of handling advertising on the coast must be initiated there. My interest is to make our publicity as effective as possible, and I have no doubt that if Strang & Prosser could be given wider jurisdiction over placement of advertising in the west coast territory your company would be more effective in obtaining publication of news articles.

The attention of Mr. R. W. Clark, General Traffic Manager, will be drawn to your letters when he returns from the east.

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,  
Mr. R. W. Clark with papers.

734  
St. Paul, Minn., February 24, 1928.  
E-8

Dear Sir:

Schedules prepared by the Passenger Department show that Howard Melaney is to be in your city soon, and I am enclosing photographs, mats, and a news article which you may be able to use in your newspapers.

Yours truly,

(Signed) E. W. DeGUIRE

Enclo

Mr. R. L. Kelly,  
General Agent,  
1126 First Wisconsin National Bank Bldg.,  
Milwaukee, Wis.



235

February 24, 1928. A4

My dear Mr. Elliott:

I have your letter of the 16th instant in regard to Mr. Martin's report of conditions on the Walla Walla Valley for the month of January, and note you call attention to the fact that Mr. Martin did not include in that report any comment on crop, soil or moisture conditions.

It has, I think, been Mr. Martin's practice to comment on weather and crop conditions under his "General" heading. For instance, in his December report, sent you with my letter of January 28, he has the following to say:

"Our outlook for business for the first few months in 1928 is not any too bright since the tonnage remaining tributary to our line is lighter than at this period last year. Crop conditions for 1928 are very good, particularly the conditions for a good wheat crop. Fruit trees are in excellent condition and there has been no winter damage. The only thing that would prevent our having a heavy fruit crop during the coming year would be a late frost in the spring. This is not only a possibility but judging from the last few years, would appear entirely probable. We have still remaining in storage at Freewater 75 cars of apples, also 42 cars of transit wheat. There still remains of the 1927 wheat crop approximately 90 cars stored in warehouses on this line. These commodities with the hay business from the Umapine Line are all that we have to look forward to in forwarded business, until the early vegetable crops in April and May."

235  
Mr. Elliott -2-

From the above you will note that in his December report he covers crop conditions for the entire year 1928. While there will be little he can add for the early months of the year, I will ask him to include in each month's report his comments on the conditions to which you refer.

Yours very truly,

CHARLES DONNELLY

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



236

February 24, 1928. A4

My dear Mr. Elliott:

I attach for your information a copy of Mr. Andersen's letter to me of the 20th instant, in which he outlines mine operating conditions for the month of January, 1928.

Very truly yours,

encl.

CHARLES DONNELLY

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

237

February 24, 1928. A4

Dear Sir:-

I think that in most of your monthly reports you make comment with respect to crop, moisture and weather conditions on the Walla Walla Valley, but you failed to comment on these conditions in your report for the month of January. Will you please arrange to make this comment in each monthly report hereafter, so that this and other interested offices will be fully advised as to conditions in your territory.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. J. E. Martin, General Manager,  
Walla Walla Valley Railway Company,  
Walla Walla, Washington.



238

St. Paul, Minn., February 24, 1928. A4

Mr. E. E. Dildine,  
Superintendent of Telegraph.

I acknowledge receipt of and thank you for  
book of Western Union stamps for the year 1928.

(Signed) J. H. LOONE

239

St. Paul, Minn., February 24, 1928. A5

Mr. J. G. Woodworth,  
Vice President.

For your information, I quote below telegram  
received from Mr. W. F. Turner under date of February 23:

"Directors Astoria National Bank closed  
doors this morning and placed institution in  
hands of State Examiner. SP&S deposit fourteen  
thousand one sixty dollars. Bank officials non-  
committal at present but it is expected that  
depositors will recover most of their funds."

W. F. TURNER



440pm

240

St Paul February 24 1928

W H Gemmell  
Brainerd

A-32     Have engine twenty-three thirteen at Staples which  
we are arranging move to Brainerd for use on your line.

cc-Mr. F. E. Williamson

B O Johnson

240 1/2  
St. Paul, Minn., February 24, 1928. AS

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

Dear Sir:-

Referring to your letter of February 15, re-  
garding the guaranty period claims of the S. P. & S.  
and subsidiary companies:

The Great Northern case is now before the  
United States Supreme Court, and until that case is de-  
cided, no action should be taken toward settlement on  
behalf of the S.P. & S. and subsidiary companies.

Yours very truly,

GREAT NORTHERN RAILWAY COMPANY,

By (Signed) Ralph Budd  
President

NORTHERN PACIFIC RAILWAY COMPANY,

By CHARLES CONNELLEY  
President



341  
St. Paul, Minn., February 24, 1928.  
S-3

Mr. E. E. Dildine,  
Superintendent Telegraph.

Thank you very much for your note of February 23 enclosing a book of Western Union stamps for my personal use in 1928.

(Signed) E. M. WILLIS

242  
February 24, 1938.  
S-3

Dear Sir:

In the absence of Mr. Donnelly I am acknowledging receipt of your letter of February 21, addressed to him at Chicago.

It is indeed regrettable that a responsible officer of the Northern Pacific has given you cause for complaint such as that contained in your letter, and I assure you it will receive our careful consideration. You may expect to hear from Mr. Donnelly in due course.

Very truly yours,

(Signed) B. G. JOHNSON

Mr. C. L. Poole,  
c/o C. L. Poole & Company, Inc.,  
180 Duane Street, New York City.



243

St. Paul, Minn., February 24, 1928.  
S-3

Mr. J. G. Woodworth,  
Vice President.

I enclose copy of a letter addressed to Mr. Donnelly under date of February 21 by Mr. C. L. Poole, of New York, complaining about alleged discourtesy to him when he called on Mr. Charlton in Portland early this month. I have acknowledged receipt of Mr. Poole's letter in Mr. Donnelly's absence. Will you please furnish such information as will enable Mr. Donnelly to make an appropriate reply to Mr. Poole's letter?

(Signed) B. O. JOHNSON.

Encl.

244  
February 24, 1928.  
8-3

Dear Mr. Gay:

Herewith original letter dated February 16 from Mr. John D. Rockefeller Jr., enclosing a list of United States liberty loan first  $3\frac{1}{2}\%$  bonds, with respect to which he asks to be advised as to whether any of these bonds have been or are in our possession. Will you please make reply to Mr. Rockefeller's letter?

Very truly yours,

(Signed) CHARLES DUNNELLY

Encl.

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



245  
St. Paul, Minn., February 24, 1928.  
S-3

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

Supplementing my letter of February 23 about  
advertising in the National Vaudeville Artists program:

We have since received from the Milwaukee  
Road information to the effect that that company has not  
been asked to take advertising space or to make a contri-  
bution.

Before replying to the letters which we received  
from Mr. Hall and Mr. Albee I will wait for your report as  
to the action taken by the Transcontinental and Western  
Passenger Associations.

(Signed) B. O. JOHNSON *AK*

246  
February 24, 1928.  
3-3

My dear Mr. Engberg:

In response to your letter of February 18  
I enclose a statement, Special 1234-A, showing the  
tonnage of agricultural implements moved by the North-  
ern Pacific during the years 1884 through 1900, also  
the miles of road operated in each of those years.

Very truly yours,

(Signed) CHARLES DOWNEY *CD*

Encl.

Mr. Russell C. Engberg,  
c/o Institute of Economics,  
26 Jackson Place, Washington, D.C.



247

At Washington, D. C.,  
February 24, 1928. D1

Dear Mr. Coman:

Thank you for your letter of February 16 about the Coeur d'Alene Mill Company situation, which letter has been forwarded to me in Washington.

I saw Mr. Woodworth for only a short time after his return to St. Paul, as he was confined to his house with a very severe cold; and I did not get any opportunity to talk with him about this or many of the other matters that he was expecting to discuss with me.

I regret very much that the situation in the east has made it necessary for me to postpone my western trip, as there are a number of these questions that we shall have to go over together. I hope to get out, however, as soon as the Washington hearing in the merger case is concluded, which I think will be about the latter part of March.

Very truly yours,

Signed-Charles Donnelly

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

248  
At Washington, D. C.,  
February 24, 1928.

DL

Dear Mr. Coman:

Thank you for your letter of February 16 enclosing clipping from the "P-I" about Mr. Bernet's visit to Seattle.

I have been much interested in the efforts that Mr. Bernet has made since his accession to the presidency of the Erie to create for his railroad a more favorable public sentiment, and I believe he is having a considerable measure of success.

Very truly yours,

Signed-Charles Donnelly

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



x

349

Frank 602

Washington, D.C., February 24, 1928.

J. H. Poore,  
Executive Assistant,  
Northern Pacific Railway Co.,  
St. Paul, Minn.

Your letter twenty-first about purchase lots Roslyn Fuel Company at Yakima. Am willing to authorize purchase of these lots and making of fifty year lease provided we can agree upon terms of rental that will be defensible and will stand scrutiny of Interstate Commerce Commission. Have discussed matter with Lyons and we are both clear that rental of five hundred dollars per year for lots representing investment of fifteen thousand dollars would not be defensible and if proposed lessee is firm in his refusal to increase this amount I think we ought not to make the investment.

Charles Donnelly.

250  
✓

St. Paul, Minn., February 24, 1928. A5

Mr. J. M. Hughes,  
Land Commissioner.

I enclose copy of Mr. Andersen's letter to me of February 24, together with proposed deed covering sale of a parcel of land at Roslyn for a consideration of \$65. Will you please handle in the usual manner, and in due course forward the executed deed to me for transmittal to Mr. Andersen.

encl.



251

St. Paul, Minn., February 24, 1928. A4

Mr. J. M. Hughes,  
Land Commissioner.

I have your letter of the 23rd instant, in regard to proposed co-operative grazing permit agreement with the Forest Service, and approve your recommendation that we enter into the proposed new agreement under which, as I understand it, the rates on which our return is based will be increased to the extent of about 100% over the rates contained in the contract made in 1923.

(Signed) CHARLES DONNELL

251  $\frac{1}{2}$   
February 24, 1938.  
9-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division tax department AFE No. 1080 covering Northern Pacific proportion of assessment on account of Second Avenue, Seattle, Condemnation Award Improvement District No. 4683, amounting to \$11,583, all of which is chargeable to Additions and Betterments.

The narrative of the AFE and Mr. Murray's letter of January 31 to Mr. Sanders explain the situation, and I recommend formal approval by the Committee or Board. The assessment will be charged against the appropriation in the 1938 budget for this class of expense.

Very truly yours,

(Signed) CHARLES DUNNELLY

Encl.

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



252  
St. Paul, Minn., February 25, 1928.  
K2

Mr. F. E. Williamson,  
Vice President.

You have copy of Mr. Countryman's memorandum of February 24 about further hearing in Car-Hire Settlement case set for March 26, 1928, in Washington.

Presume the A. R. A. is handling this case and we need take no action unless requested by them. Is this correct?

(Sms) D. C. JOHNSON

253

St. Paul, Minn., February 25, 1928.  
K2

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

Further my memorandum of the fifteenth about  
solicitation from the Duluth News Tribune:

Mr. Martin has written Mr. Jordan, Business Manager  
of the Duluth News Tribune, as follows:

"Referring to conversation in my office some  
days ago regarding contribution to pay for distri-  
buting the special Frolic edition, I will say that  
after giving the matter full consideration, I have  
concluded that it will not be consistent to do this."

This is self-explanatory.



254

February 25, 1928. K2

Dear Sir:

I sent you copy of my letter to Mr. Martin of February 4, discussing request for some financial assistance by the State of Washington "Lower Cost of Government League". Mr. Martin, for the Great Northern, advises that -

"In view of the position of the Northern Pacific and Union Pacific, the Great Northern will not make this contribution, at least until there are further developments."

This for your information.

Yours very truly,

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

cc-Mr. M. T. Sanders

265  
Paid

1235PM

St Paul Minn February 25 1928

Russell H Dick  
Care New Willard Hotel  
Washington DC

Forwarded mail last night and forwarding tonight  
care New Willard Washington.

A M Gottschald

Charge NPrCo  
Executive Dept



256  
St. Paul, Minn., February 25, 1928. A4

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

Replying to your letter of the 21st instant,  
in regard to proposed paving in front of the fruit ware-  
houses on Midland Railway Company property at Winnipeg:

You may advise Mr. Maher that we are willing  
to authorize the signing of the petition by the Midland  
Railway Company if the Great Northern is also willing  
that it should do so.

(signed) L. O. JOHNSON.

267  
February 25, 1928.

E-2

Dear Sam:

Recalling our talk yesterday morning about transportation for your wife to New Orleans:

After I got back to the office yesterday morning I looked into the situation and am sorry to advise that we can do nothing for you. We have a very positive understanding that all transportation must be handled through the Pullman Company.

Am sorry I cannot help you.

Yours very truly,

(Signed) E. C. ...

Mr. Sam Ingram,  
890 Rice Street,  
St. Paul, Minn.



758  
At Washington, D. C.,  
February 25, 1928.

D1

Dear Mr. Budd:

Answering your letter of February 21.

I will go along with you on any program you think  
it proper to adopt or suggest for the improvement of  
S. P. & S. track conditions.

Very truly yours,

Signed-Charles Donnelly

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

369  
At Washington, D. C.,  
February 25, 1928.

D1

Dear Mr. Donovan:

Thank you for your gracious letter of February 20  
and for what you say about our new booklet covering Wash-  
ington and northern Idaho.

I hope very much to be able to visit Mount Baker  
Lodge next summer, as suggested by you.

Sincerely yours,

Signed-Charles Donnelly

Mr. J. J. Donovan,  
Vice President,  
Bloedel-Donovan Lumber Mills,  
Bellingham, Washington.



260  
At Washington, D. C.,  
February 25, 1928. D1

Dear Mr. Morley:

Thank you for your kind letter of February 13, which has been forwarded to me in Washington, where I am detained temporarily on questions connected with our merger and land grant. I am sorry that I missed seeing you when I last visited the harbor.

As I wrote you on June 6 last, we have not been able to see a justification for increasing the number of our bank depositories; but I will talk with you about this matter when I next visit the harbor, as I hope to do soon.

With personal regards and best wishes,

Sincerely yours,

Signed-Charles Donnelly  
d

Mr. A. J. Morley,  
President,  
Saginaw Timber Company,  
Aberdeen, Washington.

561  
At Washington, D. C.,  
February 25, 1928. D1

Dear Doctor McGrath:

Thank you very much for your kind invitation to attend the consecration of the Right Reverend Edward Joseph Kelly at St. Francis Cathedral, Baker, Oregon, on Tuesday morning March 6.

I am very sorry that other engagements will make it impossible for me to be there.

Sincerely yours,

Signed-Charles Donnelly

Rt. Rev. Joseph F. McGrath,  
Bishop of Baker City,  
Baker City, Oregon.



362

At Washington, D.C.,  
February 25, 1928. D1

My dear Mr. Elliott:

I have your letter of February 24 enclosing copy of your letter to Mr. Thom and copies of letters from Mr. Holden and Mr. Thom.

I called on Mr. Thom yesterday and had an extended talk with him about the consolidation bill. The hearings before the House Committee, I believe, have closed, and he is hopeful of getting favorable action by the House on the bill as drawn without the Willard amendment. If passed by the House in this form it will be up to us to interest ourselves in the measure when it comes before the Senate, and Mr. Thom agrees with Mr. Blair that it will be unwise for us to purchase the support of a single railroad at the price of the inclusion in the bill of the objectionable amendment.

Mr. Thom, as I understand him, does not anticipate objection from Mr. Willard to the bill as it now stands, but we cannot get Mr. Willard's support unless the bill is amended as proposed, and Mr. Willard has so advised Chairman Watson.

As I told you on the telephone this morning, I expect to go over to New York Tuesday night.

Mrs. Donnelly and I attended the matinee on Wednesday, and were both very sorry to have missed seeing you.

Very truly yours,

Signed-Charles Donnelly

encl.

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

263

At Washington, D. C.,  
February 25, 1928. D1

Mr. B. W. Scandrett,  
General Solicitor.

Please note the enclosed correspondence with  
respect to the valuation of the Gilmore and Pittsburgh,  
and return it to me with your comments.

Signed-Charles Donnelly

encl.



264

At Washington, D. C.,  
February 25, 1928. D1

My dear Mr. Elliott:

I beg to acknowledge receipt of your letter of February 23 enclosing copies of your correspondence with Mr. McCutcheon, about the valuation of the Gilmore and Pittsburgh.

Very truly yours,

Signed-Charles Donnelly

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

265  
At Washington, D. C.,  
February 25, 1928.

DL

Dear Mr. Prince:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Signed-Charles Donnelly

Mr. George H. Prince,  
Merchants National Bank,  
St. Paul, Minnesota.



566

At Washington, D. C.,  
February 25, 1928. D1

Dear Mr. Humbird:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Mr. Thos. J. Humbird,  
930 Old National Bank Bldg.,  
Spokane, Washington.

Signed-Charles Donnelly

367  
At Washington, D. C.,  
February 25, 1928.

D1

Dear Mr. Hamm:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Signed-CharlesDonnelly

Mr. William Hamm,  
C/o Theo. Hamm Brewing Co.,  
St. Paul, Minnesota.



268  
At Washington, D. C.,  
February 25, 1928. D1

Dear Mrs. Griggs:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Signed-Charles Donnelly

Mrs. Mary L. Griggs,  
432 Summit Avenue,  
St. Paul, Minnesota.

269

At Washington, D. C.,  
February 25, 1928. DL

Gentlemen:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually only a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Signed-Charles Donnelly

First Trust & Savings Bank,  
Chicago, Illinois.



270

At Washington, D. C.,  
February 25, 1928. D1

Dear Madam:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually only a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Signed-Charles Donnelly

Mrs. Rhoda A. Denkmann,  
625 26th Street,  
Rock Island, Illinois.

271

At Washington, D. C.,  
February 25, 1928. D1

Dear Madam:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually only a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Signed-Charles Donnelly

Mrs. Clara B. Congdon,  
807 Lonsdale Building,  
Duluth, Minnesota.



272

At Washington, D. C.,  
February 25, 1928.

D1

Dear Mr. Chisholm:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually only a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Signed-Charles Donnelly

Mr. Archibald M. Chisholm,  
605 Sellwood Building,  
Duluth, Minnesota.

273

At Washington, D. C.,  
February 25, 1928. D1

Gentlemen:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually only a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Calumet Baking Powder Co.,  
4100 Fillmore Street,  
Chicago, Illinois.

Signed-Charles Donnelly



274

At Washington, D. C.,  
February 25, 1928. D1

Dear Doctor Boeckmann:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually only a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Signed-Charles Donnelly

Egil Boeckmann, M. D.,  
442 Lowry Building,  
St. Paul, Minnesota.

275

At Washington, D. C.,  
February 25, 1928. D1

Gentlemen:

The annual meeting of stockholders of this company and the adjourned annual meeting which was adjourned from April 12, 1927, will be held on Tuesday, April 10, 1928, at the office of the company. You have heretofore deposited your Northern Pacific stock and given your proxy under the plan for the unification of Northern Pacific and Great Northern. Pending the working out of the unification plans, necessarily a slow process, the directors feel that stockholders should be permitted to vote for the election of directors at the annual meeting and adjourned annual meeting to be held on April 10. For that reason a special form of proxy has been prepared and will be mailed in accordance with custom to all stockholders on or about March 1 next. One of these proxies is enclosed herewith.

This company has approximately 38,000 stockholders of which over 32,000 are holders of less than 100 shares. A very large number of small stockholders fail to return proxies for use at annual meetings with the result that usually only a bare majority of the stock is present at such meetings. It is thought likely that because of some confusion which may have been created in the minds of stockholders who have already filed their proxies in the unification matter, there may be still greater difficulty than usual in obtaining a majority representation at the annual meeting and adjourned annual meeting on April 10. This condition, therefore, suggests the necessity for special effort to obtain the proxies of the larger stockholders, in order to secure a quorum.

In view of these facts we are mailing the proxy to you at this time and it will be greatly appreciated if you will execute it and return it to us as promptly as possible.

Very truly yours,

Jacob Bean Securities Co.,    Signed-Charles Donnelly  
C/o W. H. Bean,  
Stillwater, Minnesota.



x

276

Frank 602

Washington, D. C., Feb. 25, 1928.

J. H. Poore,  
Executive Assistant,  
Northern Pacific Railway Co.,  
St. Paul, Minn.

Your two wires about purchase property at Yakima. All right to ascertain what is the best price Fuel Company will make and maximum rental lessee will pay but no commitment should be made to either.

Charles Donnelly.

277  
At Washington, D. C.,  
February 25, 1928. D

My dear Mr. Elliott:

Referring to your letter of February 24 with proxy forms "A" and "B" and sample of letter being sent to the larger stockholders in connection with the meeting to be held on April 10 next:

I have today addressed to the persons and firms shown on the list which you enclosed a letter identical with the form submitted, together with the necessary enclosures.

Very truly yours,

Signed-Charles Donnelly

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



278  
Paid

1120am

St Paul Minn February 26 1928

Charles Donnelly  
Care New Willard Hotel  
Washington DC

Extra east derailed sixteen cars lumber yesterday at Oriska Fargo  
Division Blocked main line fifteen hours Through passenger  
trains detoured via LaMoure with average delay about three hours  
Damage to lumber contents derailed cars nominal Damage equipment  
be about five thousand dollars No personal injuries.

B O Johnson

Charge NPrYCo  
Executive Dept

279  
February 27, 1928. AS

Dear Mr. Budd:

Referring to Mr. Turner's joint letter of  
February 24:

I have approved and enclose S.P.& S. APE No.  
4921, covering extension of road crossing at St. Helens,  
Oregon, to full width of highway right of way at an  
estimated cost of \$165.00.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

cc-Mr. W. F. Turner

(Signed) CHARLES DONNELLY



2FD  
St. Paul, Minn., February 27, 1928. A5

Mr. F. E. Williamson,  
Vice President.

I enclose Mr. Turner's joint letter of February 24, together with copy of SP&S AFE No. 4921, covering extension of road crossing at St. Helens, Oregon, to full width of highway right of way at an estimated cost of \$165. The entire cost of this improvement will be borne by the Northern Pacific, and I shall be glad if you will arrange to have an AFE prepared to cover.

Signed) CHARLES GONNELL

encl.

281  
February 27, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence I acknowledge receipt of your letter of February 24, together with reprint of an article on "Tax and Corporation Law in European Sales Organizations", by Mr. Mitchell B. Carroll. I shall be glad to bring your letter and enclosure to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

D. C. JOHNSON:

Mr. McKinley W. Krieh,  
Chief, Tax Division,  
American Mining Congress,  
Washington, D. C.



282  
St. Paul, Minn., February 27, 1928. A4

Mr. J. G. Woodworth,  
Vice President.

Referring to my letter of the 20th instant,  
in regard to proposed trackage contract which the S.P.& S.  
recommends be granted to the J. Neils Lumber Company for  
use of  $3\frac{1}{2}$  miles of the Goldendale Branch:

Mr. Budd has indicated that he is willing to  
approve the proposed arrangement provided the charge for  
the round trip shall be \$15.00 instead of \$10.50, as  
recommended by Mr. Turner.

283  
Paid

945am

St Paul Minn February 27 1928

Charles Donnelly  
Care New Willard Hotel  
Washington D C

Following from Mr Coman Quote Referring to your letter of thirteenth instant. L C Gilman advises application to ICC for permit to build the extension from Oregon Electric Railway has been made and will be filed with ICC either today or monday End quote. You had these papers with you from St Paul.

B O Johnson

Charge NPrYCo  
Executive Dept



5-8-24  
St. Paul, Minn., February 27, 1928.  
K2

Mr. F. E. Williamson,  
Vice President.

Have the Directors of the Minnesota Transfer  
Railway Company taken any action with reference to modification  
of Minnesota Transfer operations, your last memorandum of  
September 21?

We ask this question in that it has a bearing on  
the Twin City Belt Railway Company matter.

285  
St. Paul, Minn., February 27, 1928.  
K2

Mr. F. E. Williamson,  
Vice President.

Attached file about earnings and expenses of various eastern railroads, including the New Haven, is sent you to be noted. Kindly return when it has served your purpose.

encl.



286  
February 27, 1928.  
K2

My dear Mr. Clift:

I thank you very much for the time you and your people took to give my Russian friends certain information, your letter of February 24.

I trust that I will be able to reciprocate some time in the future.

Yours very truly,

Mr. A. E. Clift, Senior Vice President,  
Illinois Central System,  
Chicago, Illinois.

287  
February 27, 1928.  
K2

Dear Mr. Kline:

Thank you very much for your long letter of the twenty-second. I am going to follow up the tips you gave me as to possible sources of old historical documents and see what I can find. Thank you for writing me in the detail which you did.

Yours very truly,

Mr. Newman Kline,  
324 South Westlake Avenue,  
Los Angeles, California.



288  
St. Paul, Minn., February 27, 1928. K2

Mr. F. E. Williamson,  
Vice President.

The attached letter from Mr. Weyerhaeuser about results of check scaling of Clearwater Timber Company logs at Lewiston indicates that operation of check scaling has been completed.

In discussing result of such joint check scaling suggest you take into consideration the comments made by Mr. Weyerhaeuser.

(Signed) J. G. WOODWORTH

encl.

cc-Mr. H. E. Stevens  
Mr. J. G. Woodworth

289  
Paid

1120am

St Paul Minn February 27 1928

Charles Donnelly  
Care New Willard Hotel  
Washington DC

Mail on twenty-fifth included request from Slason Thompson for support his Bureau Railway Economics with suggestion from Mr Budd that request be favorably considered. Next mail from here to you will include letter from Mr Holden stating that for various reasons he quote should prefer not to renew our support End quote.

B O Johnson

Charge NPRyCo  
Executive Dept



290

Paid  
1125am

St Paul Minn February 27 1928

R W Clark  
Care New Willard Hotel  
Washington DC

Everything quiet Loading picking up somewhat Rather bad  
freight derailment Saturday Fargo Divn necessitated detouring  
through passenger trains via LaMoure but derailment itself involved  
damage equipment and lumber contents only about five thousand  
dollars Otherwise things been going good.

B O Johnson

Charge NPrCo  
Executive Dept

291  
February 27, 1928.

K2

Dear Mr. Benson:

Recalling our talk on February 18 about your desire that the Northern Pacific make a deposit of some of its funds in your Bank in Boston.

I told Mr. Donnelly in detail of our interview. First of all he was very sorry that he did not have an opportunity to meet you personally. After I had explained your request to him he gave the matter some little thought and finally told me that he felt that our present policy of keeping our cash only at points along our line, or in New York where part of our executive offices are located, cannot be departed from. He also feels that our funds are as much spread among different institutions as is proper at this time. For these two reasons he feels we cannot open an account in Boston.

I did not know it at the time of our discussion, but it seems that your Mr. Fay wrote Mr. Donnelly about this same matter in November, 1927, to which Mr. Donnelly replied under date of November 14, 1927. In this letter Mr. Donnelly wrote Mr. Fay practically as I have indicated above.

I am sorry that we cannot see our way clear to give you an affirmative answer to your request. I hope, however, when you next pass through St. Paul you will find time to come up and see me between trains.

Yours very truly,

(Signed J. G. Benson)  
Mr. F. H. Benson, Secretary,  
Exchange Trust Company,  
124 Boylston Street,  
Boston, Massachusetts.



292

St. Paul, Minn., February 27, 1928.  
K2

Mr. F. E. Williamson,  
Vice President.

I attach copy of ICC Order, Finance Docket No. 6367, permitting the abandonment of the so-called White Pine Hill line on the Idaho Division when a roadway has been completed from White Pine to a station on the new line with a grade not in excess of five per cent by the shortest feasible route.

My understanding is that construction of a five per cent road will take a long time. Mr. Frost has telegraphed Mr. Lyons, who is in Washington, with the thought that possibly some modification of the Order may be secured.

When we hear something further from Mr. Frost, will advise you.

(Signed) F. C. JOHNSON.

cc-Mr. D. R. Frost  
Mr. J. C. Woodworth

293

February 27, 1928.

15

Dear Frank:

I have your letter of February 25 and am forwarding to you under separate cover six copies each of the North Dakota and Oregon booklets prepared by our Agricultural Department. The Oregon booklet, you will note, has not been revised along the same lines as booklets covering the other states through which we operate, and it is not known just at this time when this booklet will be revised.

Sincerely,

sgd-A.M.G.

Mr. F. M. Patterson,  
Northern Pacific Railway Co.,  
34 Nassau Street, New York City.



594  
Paid

230pm

St Paul Minn February 27 1928

Charles D onnelly  
Care New Willard Hotel  
Washington DC

Mr Williamson returned this morning. Mr Woodworth  
better and was in his office short time this morning.

B O Johnson

Charge NPrYCo  
Executive Dept

440pm 545

St Paul February 27 1928

W E Coman  
Seattle

The President has letter signed by Wm Jeffers Winthrop Hotel  
Tacoma. We seem to know nothing about Mr Jeffers here  
Can you have some one make inquiry at Tacoma letting me know  
in some detail who Mr Jeffers is.

B O Johnson



x

396  
Paid

5.00 PM

St Paul Minn February 27 1928

Charles Donnelly  
c/o New Willard Hotel  
Washington D C

About Yakima property Williams has made tentative agreement to purchase for twenty five thousand fifty year lease to cover lots one and two rental for first five years to be six hundred thirty

dollars per year plus taxes lessee to have option to purchase during first five years at not to exceed fifteen thousand dollars Railway Company not to have right to terminate lease upon payment

for improvements otherwise usual lease terms Party holding option from Fuel Company to have right to remove improvements which have no value except for coal yard This is best deal Williams able to negotiate and agreement on part of construction company to pay higher rental was influenced by option feature On basis of lower purchase price we would be obtaining about four and one half percent on cost and with payment of taxes by lessee Woodworth Watson and I recommend approval It is understood that both purchase and lease transactions are tentative and subject to your approval Will you please wire your decision.

J H Poore

Charge Nor Pac Ry Co  
Exec Dept

297

February 27, 1928. A4

Dear Sir:-

You will remember that among the items in the S.P.& S. budget for 1928 approval of which was deferred pending further investigation, were telegraph items Nos. 51 and 52. I now have report from our operating people that our Superintendents of Telegraph have conferred and agree that these two items should be approved. If you have advice from your people that they approve these two items, will you please prepare joint letter to Mr. Turner and I will see that it is signed in this office.

Yours very truly,

(Signed) J. H. FOGGIE

Mr. J. A. Lengby,  
Executive Assistant,  
Great Northern Railway Co.,  
St. Paul, Minn.



298  
February 27, 1928. A4

My dear Mr. Elliott:

I enclose Walla Walla Valley Statement of  
Accounts for January, 1928.

Very truly yours,

encl.

CHARLES DONNELLY

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

299  
Paid

2.45 PM

St Paul Minn February 27 1928

Charles Donnelly  
c/o New Willard Hotel  
Washington D C

Message about plans and mail received and understood.

B O Johnson

Charge Nor Pac Ry Co  
Exec Dept



300  
February 27, 1928. A5

Dear Sir:-

This will acknowledge receipt of your letter of February 25th to Mr. Donnelly in his absence from the city, transmitting copy of the balance sheet of the Agricultural Securities Corporation and Agricultural Credit Corporation as of December 31, 1927; also copy of the 1927 booklet covering the livestock loan activities. I shall be glad to bring your letter and the enclosures to Mr. Donnelly's attention upon his return to the office.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. A. P. Kemp, President,  
Agricultural Credit Corporation,  
First National-Soo Line Bldg.,  
Minneapolis, Minnesota.

301

St. Paul, Minn., February 27, 1928. A5

Mr. J. G. Woodworth,  
Vice President.

I enclose a number of acknowledgments which have been received in response to our recent letters transmitting a copy of the new Washington-Northern Idaho booklet.

Please return the letters when they have served your purpose.

(Signed) CHARLES DONNELLY

encl.



307

St. Paul, Minn., February 27, 1928. A5

My dear Mr. Andersen:

I acknowledge receipt of your letter of February 24, about proposed sale of the West 49 feet of Lot 2 and the east 6 feet of Lot 3 in Block 4, West Addition, Roslyn, for a consideration of \$65.00. Form of deed covering this sale will be forwarded to you in due course.

Yours very truly,

WENDY CARROLL DONNELLY

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

303  
St. Paul, Minn., February 27, 1928.  
E-8

Dear Sir:

Your letter of February 23rd, File A-231:

Thank you for the clipping from the Lewiston  
Tribune of February 22. I was much interested in what  
Mr. A. A. Seaborg said about consolidation.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. A. F. Shirley,  
General Agent,  
Lewiston, Idaho.



304

St. Paul, Minn., February 27, 1928.  
E-8

Dear Sir:

Your letter of February 10 and my reply of February 13:

Have given some attention to preparing a story to be released by you and Mr. Hackenberg in Fargo detailing 1928 expenditures on the Fargo Division, with particular reference to their bearing on additional business which might be brought to Fargo, but it occurred to me that it might be much more feasible to wait two or three weeks until definite decision is reached regarding the construction work we propose to do in Fargo. Mr. B. Blum, Engineer Maintenance of Way, advised me today that we ought to reach some definite conclusion during March. In that event I will undertake with Mr. Blum's assistance to prepare a comprehensive story carrying the announcement of construction work as a lead with expenditure details, to be submitted to you and Mr. Hackenberg for release in Fargo.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. H. H. Ellsworth,  
Agent,  
Fargo, N.D.

Copy for Mr. B. Blum.

305  
St. Paul, Minn., February 27, 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 February 21, 1928, and the period January 1 to February 21, compared with the actual figures for 1927.

Encl.



504  
February 27, 1928.

8-6

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 February 21, 1928, and the period January 1 to February 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. ...

Encl.

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

307  
February 27, 1928.

S-6

Dear Sir:

Referring to your joint letter of February 20, enclosing SP&S AFE 4913 for placing sidewalk, etc. on bridge 84-9 over Klickitat River near Lyle, Washington, at an estimated cost of \$950:

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

Very truly yours,

(Signed) CHARLES DOWELL N

Encl.

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

cc--

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



308  
February 27, 1928.

S-6

Dear Sir:

Referring to your joint letter of February 20, enclosing SP&S AFE 4914 for extending timber depot platform between double tracks at Vancouver, Washington, at an estimated cost of \$150:

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

Very truly yours,

(Signed) CHARLES DUFFELL

Encl.

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

cc--

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

309  
February 27, 1928.  
S-6

Dear Sir:

Referring to your joint letter of February 20, enclosing Oregon Trunk AFE No. 4907 for purchasing and installing sixteen double steel lockers for use in engineer's room at Wishram Terminal, at an estimated cost of \$242:

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

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

cc--

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



310  
February 27, 1928.  
8-6

My dear Mr. Elliott:

I enclose statements of accounts of the Minnesota & International and Big Fork & International Falls Railway Companies for the month of January 1928, together with copies of Mr. Gemmell's letters of transmittal.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

cc--

Mr. J. M. Hannaford.

311  
February 27, 1928.

8-6

My dear Mr. Elliott:

Coal shipments for the week ending February 25  
were as follows:

	<u>Roslyn</u>	<u>Red Lodge</u>	<u>Colstrip</u>
February 20	3986	1526	6576
21	5058	1729	3178
22	3476	1359	3753
23	4674	-	3165
24	3165	952	3560
25	<u>582</u>	<u>262</u>	<u>-</u>
Total -	20941	5328	20231

The total shipments from all mines was 47,000  
tons, an average of 6,714 per calendar day.

Roslyn mines worked four days; Red Lodge mines  
worked four days; Colstrip worked six days.

Very truly yours,

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



312  
At Washington, D. C.,  
February 27, 1928. D1

Gentlemen;

I wish to thank you for your kindness in sending to me the two very interesting volumes entitled, "The History of the Moffat Tunnel".

I am very glad to have these volumes.

Very truly yours,

Signed-Charles Donnelly

Moffat Tunnel Commission,  
1731 Arapahoe Street,  
Denver, Colorado.

313  
At Washington, D. C.,  
February 27, 1928. D1

Dear Mr. Bernet:

I regret very much that I was not in my office when you and Mr. Howe called on Friday last.

I hope for better luck when you are next in St. Paul.

Sincerely yours,

Signed-Charles Donnelly

Mr. J. J. Bernet,  
President, Erie Railroad Co.,  
50 Church Street,  
New York, N. Y.



314

At Washington, D. C.,  
February 27, 1928.

D1

Mr. F. E. Williamson,  
Vice President.

I wish that at your convenience you would give me  
a brief report as to the cause of the very serious derail-  
ment referred to in the enclosed telegram.

Signed-Charles Donnelly

encl.

315  
At Washington, D. C.,  
February 27, 1928. D1

Dear Mr. Clambey:

I have your letter of February 19.

Investigation of the Northern Pacific land grant question has now proceeded to a point where the Public Lands Division of the Attorney-General's office has submitted through the Attorney-General to the Special Joint Committee certain suggestions as to the course to be taken to try out the rights of the Government on the one hand, and the Railway Company on the other; and these suggestions are in one aspect very drastic and even alarming in character, going so far indeed as to propose an act of Congress declaring the forfeiture of the grant and then the commencement of litigation to try out all disputed questions. It is not at all likely that Congress will take this extreme step, but I do expect that some sort of legislation will be adopted at this session providing for the commencement of a suit by the Attorney-General. Such a suit would be entirely satisfactory to the management of the Northern Pacific; indeed, it has been our contention throughout that the questions were purely judicial questions and that they should be decided as such.

Very truly yours,

Signed-Charles Donnelly

Mr. A. H. Clambey,  
Caldwell, Idaho.



316  
St. Paul, Minn., February 28, 1928. K5

Mr. F. E. Williamson,  
Vice President.

Referring to your letter of February 27 and returning blue print showing trackage which it is proposed to construct to serve the plant of the William Volker Company at Seattle, Washington:

This will be your authority to proceed with the construction of this track at an estimated cost to the Railway Company of \$1800, and AFE on that basis will be approved when submitted.

W

encl.

cc-Mr. R. W. Clark  
Mr. F. W. Sweeney

317  
February 28, 1928.

KE

Dear Mrs. Oakes:

About money which Mr. Bennett and Mr. Downing owe you.

Mr. Jacobus saw Mr. Bennett and Mr. Bennett promised to give you \$5.00 a month. You also wrote me about this so I presume Bennett will come through every month and finally clean up this debt.

Mrs. Downing, however, tells Mr. Jacobus that her husband borrowed \$50.00 from Tom on March 17, 1926. Mrs. Downing says very positively that she paid Tom in June or July of that same year, and that when she paid Tom he gave her back the note but the note disappeared. She insists that Tom was paid. Considering the small amount of this indebtedness, I think if I were you I would forget it. It would cost you more to collect judgment than you would get out of it.

If Mr. Bennett does not come through every month, let me know.

I am returning the papers which you sent me when you wrote me on February 10.

Yours very truly,

encl.

(Signed) E. O. JOHNSON.

Mrs. Thomas F. Oakes,  
1414 Third Street, N.E.,  
Minneapolis, Minnesota.



318  
St. Paul, Minn., February 28, 1928.  
K2

Dear Mr. Jacobus:

Thank you for the trouble you went to with Mr. Bennett and Mr. Downing for money which they owe Mrs. Oakes. I certainly feel Mrs. Oakes should be satisfied with the way the Bennett situation is worked out. I cannot help but feel that Mrs. Oakes must be mistaken about the Downing indebtedness and I am telling Mrs. Oakes to forget about it and not bother them any more.

Yours very truly,

Mr. G. H. Jacobus,  
Superintendent, NPRy.,  
Minneapolis, Minnesota.

319  
February 28, 1928.

K2

Dear Sir:

Your letter of February 13 addressed to Mr. Donnelly was received during his absence from the city. I rather apologize for not acknowledging your letter earlier. It will be called to Mr. Donnelly's attention immediately he returns.

When Mr. Donnelly writes you shall he address it in care of the Winthrop Hotel at Tacoma?

Yours very truly,

Mr. Wm. Jeffers,  
Care Winthrop Hotel,  
Tacoma, Washington.



320  
St. Paul, Minn., February 28, 1928.

K2

Dear Mr. McClelland:

Acknowledging yours of the twenty-seventh.

I am just commencing to get in returns from my letter of February 24, and before I accept your kind offer to send in train order you refer to, I would like to see just how much and how old the material will be which we will be getting. Consequently, do not send the train order in until you hear from me again.

Yours very truly,

(Signature) S. JOHNSON.

Assistant to the President.

Mr. A. W. McClelland,  
Chief Dispatcher,  
Dilworth, Minnesota.

321

St. Paul, Minn., February 28, 1928.

K2

Mr. E. E. Nelson,  
Passenger Traffic Manager.

Mr. Martin called me up this morning and said that certain society circle pressure had been brought upon the Great Northern in behalf of the Junior League of Minneapolis to purchase a \$225.00 quarter page advertisement in the roto-gravure section of the Minneapolis Journal of March 18. Mr. Martin explained that request for such advertising contribution reached them in such a way that they could not decline it and they therefore signified their willingness to make this contribution. I told Mr. Martin we would do likewise.

In line with such conclusion, I called up Mr. Good-sill in your absence, told him of this conclusion and suggested to him that he have Mr. Perrin get in touch with the Junior League people in Minneapolis and arrange to take advertising equivalent to that taken by the Great Northern.

(Signed) B. D. JOHNSON.

cc-Mr. R. W. Clark



327  
February 28, 1928.

K2

Dear Sir:

Your letter of the twenty-seventh addressed to Mr. Donnelly was received in his absence.

We cannot understand from what source rumors that we plan to move Dilworth shops can originate. We are planning on moving Superintendent Hackenberg and some of his clerical staff to Fargo, as I think you know, but such transfer as I recall the situation involves the moving of only two families from Dilworth to either Moorhead or Fargo. I think you are familiar with the reasons for our moving Mr. Hackenberg to Fargo so I will not go into them in this letter.

So far as the shops at Dilworth are concerned, no removal whatever is contemplated at this time.

Yours very truly,

(Signed) E. JOHNSON.

Mr. O. R. Van De Wall, Special Agent,  
Northwestern Fire & Marine Insurance Co.,  
1010 New York Life Building,  
Minneapolis, Minnesota.

323  
February 28, 1928.

K2

Dear Mr. Fredriksen:

Since I wrote you last on January 25 I have been observing for any changes or developments in our organization into which you might be made a part. I am sorry to say that practically nothing of this kind has occurred and I am beginning to feel that prospects of our using you are very remote. I will, however, continue being on the lookout for something, and if an opening should present itself, I will get in touch with you quickly.

I am writing this simply so that you will know that I have not forgotten the talk which we had on the subject.

Yours very truly,

Reverend F. O. Fredriksen,  
Caledonia, Minnesota.



324  
St. Paul, Minn., February 28, 1928.  
K2

Mr. J. M. Hughes,  
Land Commissioner.

Has Mr. Plummer been able as yet to examine  
Saddle Mountain lands referred to in your memorandum to me  
of January 24?

WILLIAM H. OLSON.

326  
Paid

1115am

St Paul Minn February 28 1928

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

As information New York Times Sunday February twenty-sixth page thirteen Financial Section contains in full recent Lyons-DeGuire story on unification.

B O Johnson

Charge NPrCo  
ExecutiveDept



326  
February 28, 1928.  
K5

Dear Sir:

This will acknowledge receipt of your circular letter of February 23 about our subscription to the Portland Telegram.

I find that under date of January 9, 1928 we prepared voucher in favor of The Portland Telegram covering our subscription for a period of one year from January 2, 1928, amount \$7.50. Your letter indicates that regular subscription price of \$5.00 per year will go into effect on March 1, and I write to inquire if an over payment has been made by this company, or if the payment of \$7.50 which we made is the prevailing rate in this zone.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. F. L. Garrison,  
Circulation Manager,  
The Portland Telegram,  
Portland, Oregon.

327

February 28, 1928. K5

Dear Mr. Turner:

Referring to your joint letter of February 20 submitting A.F.E. No. 4911 covering drilling, testing and equipping deep well at Lyle, Washington at an estimated cost of \$10,750, and for which authority to make this expenditure was given under date of November 18, 1927:

I now enclose a copy of the A.F.E. duly approved on behalf of the parent lines.

Yours very truly,

*(Signature)*

encl.

Mr. W. F. Turner, President,  
Spokane, Portland & Seattle Railway,  
Portland, Oregon.

cc-Mr. Ralph Budd, President,  
G.N.Ry.Co., St. Paul, Minn.



328

St. Paul, Minn., February 28, 1928. K2

Mr. E. E. Nelson,  
Passenger Traffic Manager.

I happened to be at Detroit Lakes last week and in the course of making some calls, I found, on the part of Mayor Knutson, and Mr. Pettibone, who operates a large hotel in that territory, considerable dissatisfaction because certain Chambers of Commerce and similar organizations were featuring the Arrowhead territory to the apparent exclusion of the Ten Thousand Lakes territory.

They cited, particularly, the Minneapolis Chamber of Civic and Commerce Affairs, explaining that this Chamber, so far as pushing tourist activities is concerned, emphasizes the Arrowhead territory with no effort to push the Ten Thousand Lakes territory. They add that advertising literature furnished this Chamber seems to be put to one side while the Arrowhead territory literature is always available to tourists at their office.

I am passing this information to you as it came to me. Perhaps you might have Mr. McNeill look into it and, if he finds evidence that complaint of those Detroit Lakes people has something to it, perhaps he might do something to correct the situation. It would be interesting to know what Mr. McNeill finds out.

(Signed) E. J. JOHNSON

cc-Mr. R. W. Clark

329

St. Paul, Minn., February 28, 1928. A4

My dear Mr. Gemmell:

I have your letter of the 24th instant, in regard to the Twomey-Williams rail matter.

I had an opportunity yesterday to see Mr. Riegel, who has just returned from a rather extended absence from the city, and had a long discussion with him about this matter. He finally asked me if I would not prepare a rough draft of the contract I have in mind and upon receipt of it he would have Mr. Twomey come to St. Paul and go over it with him. I have not yet talked to Mr. McCarthy, but I attach an office memorandum I made after my talk with Mr. Riegel. Of course, I do not know whether a contract along these lines will be satisfactory to Messrs. Riegel and Twomey, but I intend to have one made up, unless you have any other suggestion to make.

The date of March 1, 1929 is purely tentative and in my talk with Riegel I did not suggest any particular date.

Very truly yours,

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

(Signed) J. H. FOOTE



330

Paid

5.25 PM

St Paul Minn February 28 1928

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

Williams advises Union Pacific proposition to Fruit Company would produce return of six percent on value of fifty cents per square foot cost of entire area Roslyn Fuel Company property is seventy cents per square foot Area to be covered by proposed lease eighteen thousand square feet which on basis area prorate would cost twelve thousand five hundred dollars If value of improvements about three thousand dollars is deducted value per square foot for entire area to be purchased would be fifty eight cents per square foot Tentative agreement made by Williams would equal five percent return on seventy cent basis and six percent on fifty eight cent basis and as stated my wireyesterday four and one half percent if corner lots are assumed to have greater value than area prorate would give There is no substantial difference in value per square foot of two properties under discussion although Roslyn Fuel tract would probably command slightly higher price account service by two railroads.

J H Poore

Charge Nor Pac Ry Co  
Exec Dept

331

February 28, 1928. A4

Dear Mr. Haugh:

Referring to my wire to you of December 23 and to your reply of December 24, in regard to the surcharge to be added to the cost of treated ties used in joint territory, and to my conversation with you when you were in St. Paul on January 7:

I had hoped that we would have an opportunity to discuss this matter either in St. Paul or in Omaha, but so far as I can see now there is nothing which is likely to bring you to St. Paul, and on the other hand, I do not know of anything which is likely to take me to Omaha. I therefore think that we had better try to dispose of the question by correspondence.

As I understand it, your accounting people and ours are in agreement as to the factors which enter into a proper surcharge with the exception of interest and taxes on the ties themselves. Your people, while conceding that interest and taxes are proper items to charge on the plant at which the ties are treated, believe that it is improper to add interest and taxes to the ties themselves. Personally, I think it is a proper charge in both cases. So far as the interest item is concerned, it is my understanding that your people take the position they do because at the conference held in Mr. Gray's office in January 1927, Mr. Donnelly finally agreed that we would make no interest charge in connection with the cost of new rail furnished for joint account. The reason, however, for this agreement was that we were not able to assign a definite period of time between the date of purchase of the new rail and the date of laying in joint track. With respect to treated ties, however, the



331

Mr. J. L. Haugh -2-

situation is entirely different, as it is necessary for us to purchase ties for a considerable period of time prior to the actual treatment, and it does seem to me that an interest charge is entirely proper. In fact, in writing Mr. Gray about interest on rail, Mr. Donnelly specifically excepted the ties from the articles on which interest would not be charged. The amounts included in our proposed surcharge for interest and taxes are as follows:

Interest on ties at plant (per tie) . . . . .	.0372
Interest on ties on line after leaving plant . . . . .	.0294
Taxes on ties at plant . . . . .	.0051
Taxes on ties on line after leaving plant. . . . .	<u>.0072</u>
Total . . . . .	.0789

I understand that your people have criticized the tax item because so far as the State of Washington at least is concerned the taxes are arrived at on a percentage basis as it is impossible to arrive at the actual amount of taxes paid. However, the same criticism might be applied to the tax item in your own surcharge insofar as it applies to fixed property, but if that was all that was standing in the way of an agreement, I would be willing to entirely waive the taxes for the State of Washington and apply only the taxes which would accrue while the ties were awaiting treatment at our plant at Paradise, Montana. In Montana the taxes are specifically assessed against items of property and the amounts included in our surcharge are actual payments to state authorities because of the ownership of the ties awaiting treatment at the plant.

As this matter has been under discussion since 1923 the amount now outstanding is quite substantial. I would, therefore, be glad if you would kindly go into the matter a little and advise me what your views are with respect to it. Possibly there may be some ground on which we can reach an agreement which would be fair both to your company and ours.

Very truly yours,  
(signed) J. H. POORE

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

2.45 P.

532

St Paul Minn February 28 1928

V E Williams

Seattle

Referring to Fruit Company matter at Yakima What rate of return would rental of three hundred forty dollars per year be on value Union Pacific property Do you know how that value was arrived at Is it Federal valuation value and how does square foot value that property at present time compare with square foot cost and value of Roslyn Fuel Company property Must have this information today. C-17

J H Poore



333

St. Paul, Minn., February 28, 1928. A4

Mr. F. E. Williamson,  
Vice President.

Referring to your letter of February 6, in regard to the S.P.& S. budget, and particularly with reference to Item No. 56, covering the proposed purchase of 10 cabooses with steel underframes:

I now attach Mr. Kyle's file in regard to this item of the budget, from which you will note that Mr. Jenks is of the opinion that each of the parent lines should furnish 5 cabooses. Do you think this should be done, and if so, have we 5 steel underframe cabooses which we can sell to the S.P.& S., or are we in position to apply steel underframes to cabooses with wooden underframes?

Please return the attached file with your reply.

(Signed) CHARLES DONNELLY

encl.

334

February 28, 1928. A5

Dear Sir:-

Referring to your letter of February 27:

I am forwarding to you, under separate cover, copies of the following pamphlets relating to the proposed merger of the Northern Pacific and Great Northern Railway Companies:

"Facts"

"Press and Unification"

"Public Interest in Unification".

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. W. R. Cott,  
c/o Metropolitan National Bank,  
Minneapolis, Minn.



335

St. Paul, Minn., February 28, 1928. A5

Mr. H. A. Clifford,  
Treasurer.

I enclose letter signed by H. M. Pierce, porter,  
Business Car Yellowstone, authorizing payment to his wife  
of moneys due him for services rendered first half of  
February, 1928. Will you please arrange to have check  
sent to her at the address given in Mr. Pearce's letter.

(Signed) E. O. JOHNSON.

encl.

336  
Paid

9.10 AM

St Paul Minn February 28 1928

Charles Donnelly  
c/o New Willard Hotel  
Washington D C

Mr Coman wires from Seattle February twenty seventh as follows  
Quote Your message nineteenth about Snoqualmie car haul Talked  
with Earling last evening He was not fully advised but said they have  
not made any definite quotation He promised to talk with his people  
and see me upon his return last of this week from inspection trip  
with President Scandrett on which he left this morning also that  
Milwaukee will do nothing further in meantime Am not satisfied  
Milwaukee will go along with us in this matter Am writing fully  
end quote.

B O Johnson

Charge Nor Pac Ry Co  
Exec Dept



337

February 28, 1928. A5

Dear Mr. Cross:

Some time ago I sent to Ray Crawley, Assistant City Editor of the St. Louis Post Dispatch, copy of an article which we had prepared pertaining to the proposed merger of the Northern Pacific and Great Northern Railway Companies. I shall appreciate it if you can have the St. Louis Post Dispatch papers checked from February 21 on to ascertain if any use was made of this story, and if so, to send me a copy.

Yours very truly,

(Signed) E. W. DeGUIRE

Mr. R. K. Cross, General Agent,  
Northern Pacific Railway Company,  
411 Olive Street,  
St. Louis, Mo.

338  
St. Paul, Minn., Feb. 28, 1928.  
E-8

Mr. D. F. Lyons,  
General Counsel.

In going over the files in 1922 and 1923  
I notes several items I thought you might be in-  
terested in reading again, all pertaining to the  
first merger hearing. Have marked a few of them.

(Signed) F. W. DeGUIRE

Enclo



339

St. Paul, Minn., Feb. 28, 1928.  
E-8

Mr. J. G. Woodworth,  
Vice President.

The address of Mr. Butterbaugh was drawn to my attention at the time of its delivery before the Transportation Club in St. Paul and I had copies prepared to be noted by several of our officers. I do not know that any other officer of the company has written Mr. Butterbaugh.

(Signed) F. W. DeGUIRE

340

St. Paul, Minn., February 28, 1928.  
E-8

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

Dear Sir:

Your letter of February 24, file "Visit  
Milwaukee Party":

Glad to get your reaction on the Butte  
activities incident to the visit of President H.  
A. Scandrett, as well as the clipping.

There can be no doubt that when officers  
of a railroad company announce their coming into a  
city accompanying a new president, a good turnout  
can be obtained for the get-acquainted meeting. I  
am satisfied that you will see to it that this gen-  
eral good-will meeting will not result in the loss  
of any appreciable amount of business to the Nor-  
thern Pacific.

Yours truly,

(Signed) F. W. DeGUIRE



341  
St. Paul, Minn., February 28, 1928.  
E-8

Dear Sir:

Your letter of February 24:

The editorial in the Miles City Star of February 17 has been read with much interest by our officers. I am wondering what, if any, was the reply of Mr. Campbell. If you happen to have seen the editorial I would like to obtain a copy. Thank you for sending me the editorial of February 17.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. A. E. Harmond,  
Agent,  
Miles City, Mont.

342  
February 28, 1928.  
E-8

Dear Mr. McCord:

Your letter of February 25:

Thank you for the clipping from the current  
number of the Advertisers Weekly which I have read with  
much interest.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. R. D. McCord,  
Northwest Office,  
Critchfield & Company,  
Minneapolis, Minn.



343

Enroute Washington to New York, February 28, 1928. D1

Mr. D. F. Lyons,  
General Counsel.

I am handing you herewith Mr. Stevens' letter of February 23 with accompanying file, about the Bitter Root line change.

I am in doubt as to what we ought to do. It may very well be that, as a matter of policy, we ought to adopt Mr. Stevens' suggestions; but, on the other hand, there are objections to doing so.

Is there any legal reason why we should not help defray the expense of moving, if we conclude that that is the wise course to take?

Signed-Charles Donnelly

encl.

344

Washington, D.C., Feb. 28, 1928.

J. H. Poore,  
Executive Assistant,  
Northern Pacific Railway Co.,  
St. Paul, Minn.

Your wire about Yakima situation. Please wire me New York what rate would have been yielded on value of Union Pacific property by proposed rental of three hundred forty dollars per year. Whole question is as to the defensibility of proposed rental. I will take question up with our Board in New York tomorrow and wire you further on hearing from you.

Charles Donnelly.



345

St. Paul, Minn., February 28, 1928.  
S-6

Mr. H. E. Stevens,  
Chief Engineer.

Referring to your letter of February 25 and  
returning proposed contract with the Industrial Con-  
tracting Company covering the erection of bridge over the  
Bitter Root River, on the Bitter Root Line change:

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

CHARLES DONNELLY R

Encl.

cc--

Mr. R. H. Relf,  
Assistant Secretary.

344

St. Paul, Minn., February 28, 1938.

S-6

Mr. F. E. Williamson,  
Vice President.

Referring to your letter of February 20 and  
returning proposed contract with the Northwestern Bell  
Telephone Company, permitting the operation of motor  
and push cars over Northern Pacific tracks between Carl-  
ton and Aitkin:

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

(Signed) CHARLES DUFFINELLI

Encl.

cc--

Mr. R. H. Relf,  
Assistant Secretary.



347

St. Paul, Minn., February 28, 1928.  
8-6

Mr. F. W. Sweeney,  
Comptroller.

Please arrange for the cancellation of  
Idaho Division AFE ED No. 175, Comptroller's No. 1713  
of 1920, covering the installation of private crossing  
and gates for Mrs. Sarah Mathews, near Weeksville.  
I am advised that there are no charges against this  
authority.

(Signed) CHARLES DONNELLY

CC--

Mr. F. E. Williamson,  
Vice President.

348  
St. Paul, Minn., February 28, 1928.  
S-6

Mr. F. E. Williamson,  
Vice President.

Referring to your letter of February 20 and  
returning proposed contract with the City of Aberdeen,  
Washington, covering proposed construction of a 48"  
water pipe line crossing Northern Pacific right of way  
under our tracks:

This letter, when filed with the Assistant  
Secretary, may be considered 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.



349  
St. Paul, Minn., February 26, 1928.  
S-6

Mr. F. E. Williamson,  
Vice President.

Referring to your letter of February 23 and  
returning proposed contract with the Western Quarry  
Company covering operation of cars by the Quarry Com-  
pany over a Northern Pacific trestle track at Tenino:

This letter, when filed with the Assistant  
Secretary, will be authority for you to execute the con-  
tract on behalf of the Railway Company.

CHARLES DONNELLY

Encl.

cc--

Mr. R. H. Relf,  
Assistant Secretary.

350  
February 28, 1928.  
8-8

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 December 1927.

Very truly yours,

*(signed) Charles D. Connelley*

Encl.

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



351

February 28, 1928.  
S-3

My dear Mr. Elliott:

Herewith third copy of Idaho Division AFE ED No. 8 covering the replacing of 68-ft. Skew Pony Howe truss with 65-ft. Skew through plate girder on concrete masonry, bridge 101 over Bear Creek, near Troy, Idaho, at an estimated net cost of \$13,520, of which \$6,990 is chargeable to Additions and Betterments.

The narrative of the AFE indicates that the present structure, which was erected in 1914, has served its usefulness and must be replaced. The annual cost for permanent work is shown as \$817 as compared with the annual cost if renewed in kind of \$1500. The item is included in the 1928 budget, and I recommend formal approval by the Committee or Board.

Very truly yours,

LESLIE DONALDSON

Encl.

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

352

February 28, 1928.  
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 70 covering the application of adjustable driving box wedges to twenty-five class W-3 locomotives, series No. 1700-1749, at an estimated net cost of \$14,057, of which \$10,105 is chargeable to Additions and Betterments.

The narrative of the AFE outlines the reasons for the proposed expenditure, which will bring about a reduction in the wear and tear on the driving box bearings and prolong the serviceability of the locomotives. The item is included in the 1928 budget, 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.



353  
February 28, 1928.  
B-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 74 covering the replacing of boring mills MN-78 and MN-81 with one vertical turret lathe at Brainerd locomotive machine shop, at an estimated net cost of \$7,612, of which \$5,082 is chargeable to Additions and Betterments. The estimated annual saving in labor expense is \$500.

The item is included in the 1928 budget, and I recommend formal approval by the Committee or Board.

Very truly yours,

JAMES DONNELLY.

Encl.

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

354  
February 28, 1928.  
B-3

Dear Sir:

In Mr. Donnelly's absence I acknowledge receipt of reprint from Mining and Metallurgy for January of your article "Visiting European Mining Regions".

I will call the article to Mr. Donnelly's attention upon his return to Saint Paul.

Very truly yours,

(Signed) B. O. JOHNSON

Mr. Wilnor Roberts,  
Dean, College of Mines,  
University of Washington,  
Seattle, Washington.



355  
February 28, 1928.

8-3

Gentlemen:

Referring to previous correspondence about advertising in the National Vaudeville Artists' program or, in lieu thereof, making a contribution to the National Vaudeville Artists Association:

I am informed that the proposal in the Transcontinental and Western Passenger Associations to refrain from advertising in this program failed of adoption. As I understand it, so far as these two associations are concerned this leaves the roads free to advertise in the program or not as they may determine.

In view of this situation I should like to have your further views as to what action your company proposes to take, either about an advertisement or a contribution. The Northern Pacific is willing to refrain from both if the other roads addressed will agree to take similar action.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. C. R. Martin, Vice President,  
Great Northern Ry Co., St. Paul, Minn.  
Mr. J. L. Haugh, Asst. to President,  
Union Pacific System, Omaha, Nebr.  
Mr. O. W. Webster, Vice President,  
NTP&W Ry Co., Minneapolis, Minn.  
Mr. Charles Jensch, Comptroller,  
OST&W Ry Co., St. Paul, Minn.  
Mr. J. H. Foster, Special Representative,  
CM&ST&P Ry Co., Minneapolis, Minn.

356

St. Paul, Minn., February 28, 1928.  
S-6

Mr. F. E. Williamson,  
Vice President.

I have your letter of February 20, and  
have approved for payment voucher in favor of R. H.  
Knight, Claim Clerk Inspector at Portland, amount \$59.18,  
covering time lost due to illness January 1 to 14,  
inclusive.

8



357

St. Paul, Minn., February 28, 1928.  
B-6

Mr. F. E. Williamson,  
Vice President.

I have your letter of February 27 and have approved for payment voucher in favor of Road Foreman of Engines Harry Trewick, amount \$308.70, covering time lost during the month of January, account illness.

f

358  
February 28, 1928.  
S-C

Dear Sir:

This will acknowledge receipt of your letter of February 24, enclosing copies of minutes of meetings of the SP&S Railway Company and subsidiary companies, held at Vancouver, Washington, and Portland, Oregon, February 16.

Very truly yours,

Mr. Robt. Crosbie, Secretary,  
Spokane, Portland & Seattle Ry Co.,  
Portland, Oregon.



359  
February 28, 1933.

S-6

Dear Sir:

Referring to your joint letter of February 24, enclosing SP&S AFE 4918 for purchase of four Norton jacks for use between Coble and Holladay, at an estimated cost of \$201:

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

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

cc--

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

360  
February 28, 1928.  
S-6

Dear Sir:

Referring to your joint letter of February 24, enclosing SP&S AFE 4919 for building additional pen with water trough at west end Coldendale stockyard, at an estimated cost of \$270:

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

Very truly yours,

Encl.

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

cc--

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



361

February 28, 1928.  
S-6

Dear Sir:

Referring to your joint letter of February 23, enclosing SP&S AFE 4920 for constructing driveway at Astoria, Oregon, at an estimated cost of \$325:

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

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

cc--

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

361 1/2

February 28, 1928.  
S-3

Dear Mr. Tennant:

Replying to your letter of February 17:

The Northern Pacific will be glad to use the designation "Durable Douglas Fir" in its advertising literature relating to the lumber industry.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. J. D. Tennant,  
Vice President and Manager,  
The Long-Bell Lumber Company,  
Longview, Washington.

CC--

Mr. J. G. Woodworth,  
Vice President.



362

St. Paul, Minn., February 29, 1928.  
S-6

Mr. F. E. Williamson,  
Vice President.

I have your letter of February 28 and  
have approved for payment voucher in favor of Nels  
Anderson, Roadmaster at Forsyth, for expense in con-  
nection with moving his household goods from Mandan  
to Forsyth.

P

363

St. Paul, Minn., February 29, 1928.  
S-6

Mr. F. E. Williamson,  
Vice President.

I have your letter of February 23, and have signed and return herewith one copy of industrial track agreement covering extension of the west end of industry track at Foxhome, Minnesota, for the Lampert Lumber Company. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,  
Assistant Secretary.



364  
February 29, 1938.

8-6

Dear Sir:

Referring to your joint letter of February 24, enclosing Oregon Trunk AFE 4923 for installing two toilets in the freight depot at Bend, Oregon, at an estimated cost of \$515:

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

Very truly yours,

Encl.

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

cc—

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

365  
February 29, 1923.  
S-6

Dear Sir:

Referring to your joint letter of February 25, enclosing SP&S AFE 4946 for installing fans in mail compartments of twelve baggage and mail cars, at an estimated total cost of \$2,465:

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

Very truly yours,

Encl.

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

cc--

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



365 1/2  
February 29, 1928. A5

My dear Mr. Elliott:

At a meeting of the Executive Committee held April 1, 1920, a resolution was adopted authorizing the execution and delivery of a common carrier bond to the United States Government in the sum of \$100,000, covering the transportation of dutiable merchandise in bond between any places in the United States designated by law as ports of entry or delivery.

We have now been requested to file a new form of carrier's bond under the Act of Congress of September 1, 1922, and other Acts, and I attach form of resolution which I shall be glad if you will have presented at the next meeting of the Board or Executive Committee. The new form of bond covers both the carrier and the cartman and is intended to supersede the bond executed under date of April 3, 1920, which covered the carrier only.

Yours very truly,

(Signed) CHARLES DONNELLY

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

346  
February 29, 1928.

S-6

Dear Sir:

Referring to your joint letter of February 24, enclosing SP&S AFE 4922 for relaying, etc. at Lamont, at an estimated cost of \$3,670:

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

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

cc--

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



367  
February 29, 1928.  
S-6

Dear Sir:

Referring to your joint letter of February 24, enclosing Oregon Trunk AFE 4924 for removing pump house, etc. at Wishram, at an estimated cost of \$325:

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

Very truly yours,

(Signed) CHARLES DONNELLY 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.

568  
St. Paul, Minn., February 29, 1928.  
S-3

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

I have your letter of February 26 and return  
the correspondence indicating the cooperation between  
our representatives and the representatives of the  
Spokane Chamber of Commerce with respect to tourist  
information.

(Signed) B. O. JOHNSON *BJ*

Encl.



369

St. Paul, Minn., February 29, 1938.  
8-3

Mr. F. E. Williamson,  
Vice President.

You have copy of ICC report, docket No. 17849, transmitted with Mr. Countryman's letter of February 23, about ARA interchange rule, settlement for destroyed and damaged cars.

Please advise how our mechanical people view the findings of the Commission with respect to what constitutes a rebuilt car, and the Commission's suggestions with respect to settlement in the future on basis of certain percentage of reproduction cost new less depreciation from the date of rebuilding.

(Signed) CHARLES DOWNNELLY *W*

370

St. Paul, Minn., February 29, 1928.  
S-3

Mr. J. C. Woodworth,  
Vice President.  
Mr. D. F. Lyons,  
General Counsel.

I attach for your information copy of an  
order of the Interstate Commerce Commission reopening  
cases in dockets Nos. 10526, 10581 and 17863 with respect  
to rates on smelter products from Bradley and Kellogg,  
Idaho, and from East Helena and Salt Lake City.

(Signed) CHARLES DUNNELLY

*CD*

Encl.



371

St. Paul, Minn., February 29, 1928.  
2-3

Mr. J. G. Woodworth,  
Vice President.

For your information I attach copy of a letter dated February 8 addressed by Mr. Powell, Chairman of the Advisory Committee on Traffic, Association of Railway Executives, to the members of that Committee, with respect to adjustment of rates in the United States with reference to rates in Canada, particularly on export grain. I also attach copy of another letter from Mr. Powell dated February 25, together with the enclosure therein referred to, being a report prepared by one of the experts of the A.R.A.

Will you please give me your views as to how this matter can best be handled, that is, whether through the Advisory Committee or whether it should be left with the railroad traffic executives?

(Signed) CHARLES DONNELLY

Encl.

372

St. Paul, Minn., February 29, 1928.  
2-3

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

Referring to your letter of February 28 about  
hostler and helper expense at Auburn:

How do you reconcile your statement that the  
installation of the proposed new turntable at Auburn will  
not result in any reduction in hostlers and helpers with  
Seattle Division AFE ED No. 2 to the effect that the  
elimination of one engine hostler on each shift will alone  
justify the expenditure for a new table?

(Signed) E. M. WILLIS



373

Paid

945 am

St Paul Minn Feb 29 1928

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

In my memorandum twenty-fourth about general remarks annual  
report I intended to state that comments on Redwater and  
Orofino lines are being included in section of report preceding  
general remarks Stop Hope to have printer's proof copy  
by Saturday D-3

E M Willis

Charge: Nor Pac Ry Co  
Executive Dept

374

St. Paul, Minn., February 29, 1928.  
K2

Mr. E. E. Nelson,  
Passenger Traffic Manager.

A delegation of bankers and newspaper men from the Twin Cities are going to Fargo tonight on Great Northern Train No. 29 to attend the Master Farm Homemakers Convention in Fargo tomorrow. They will use Northern Pacific No. 4 back, leaving Fargo at 12:19 AM early Friday morning. For accommodation of their return movement, will you arrange to reserve eight lowers and one drawing room for them on No. 4. Understand the Great Northern has already asked your department for such reservations. This advice simply to make sure there is no oversight.

Call me please when this is fixed up.

(Signed) B. O. JOHNSON.



375

St. Paul, Minn., February 29, 1928.  
K2

Mr. F. E. Williamson,  
Vice President.

The Great Northern will deliver to the Northern Pacific at Fargo, March 1, Northern Pacific business car No. 11 occupied by myself, and Mr. Budd's car (presumably No. A-28) for movement on Train No. 4 due to leave Fargo at 12:19AM, early Friday morning for St. Paul.

Will you arrange movement, incidentally asking Mr. McCauley to check with Mr. Bergfeld on delivery of cars at Fargo, and also as to car which will be occupied by Mr. Budd and his party?

(Signed) E. Q. JOHNSON.

376

St. Paul, Minn., February 29, 1928.  
K2

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

Mr. Simonton handed me copy of Mr. Burnham's memorandum to you of February 16 about routing of certain west-bound traffic which will move at the instance of the Russian-Soviet Government via Seattle.

I attach copy of my letter to Mr. Bron, copy of my letter to Mr. Lazarevsky, copy of Mr. Bron's letter of the twenty-seventh, and then finally copy of my telegram to Mr. Lazarevsky.

Suggest you send these papers immediately to Mr. Montgomery with the suggestion that he get in touch with Mr. Batt.

Will you let me know result of efforts which we have made to get routing on this business over the Northern Pacific?

encl.

(Signed) E. O. JOHNSON.



377

St. Paul, Minn., February 29, 1928.  
K2

Mr. F. E. Williamson,  
Vice President.

The attached is self-explanatory.

I should have added in my telegram to Mr. Donnelly the fact that the conductor had reported cause of accident as a broken arch bar on one of the derailed freight cars. Presume this statement as to cause has been later verified. Will you advise please with return of the telegram in question?

(Signed) B. G. JOHNSON.

encl.

378

St. Paul, Minn., February 29, 1928.  
12

Mr. F. E. Williamson,  
Vice President.

Will you arrange to deliver Mr. Woodworth's business car No. 11 to the Great Northern in time to be added to Great Northern Train No. 29, tonight, twenty-ninth instant, for Fargo. Car will be occupied by himself and party.

There is some question as to what Great Northern train this evening will handle the above movement so suggest Mr. McCauley get in touch with Mr. Bergfeld so there will be no misunderstanding as to time of delivery and later movement.

(Signed) B. O. JOHNSON



379  
Paid

1130am

St Paul Minn February 29 1928

A A Lazarevsky  
Care Saul G Bron Chairman Board of Directors  
Amterg Trading Corporation  
165 Broadway New York City NY

Presume you have my letter twenty-second Mr Bron has turned my letter twenty-second over to Mr Batt asking him to favorably consider my request Our New York representative Mr Montgomery is going to call on Mr Batt and I certainly would appreciate your personally giving Mr Batt a favorable recommendation for the Northern Pacific Mrs Johnson and I wish you and your colleagues of whom I became very fond a pleasant journey across the Atlantic and a happy return to your home land.

B O Johnson

Charge NPRyCo  
Executive Dept

380  
February 29, 1928.

K2

Dear Mr. Van Lear:

As a matter of information, the Northern Pacific will continue support of your paper the "American Constitution", to the extent of \$100 for 1928 in the same manner as we did in 1927. How would you prefer that this be handled?

Yours very truly,

(Signed)

Mr. Ralph Van Lear,  
Manager, The American Constitution,  
402-3-4 Daily Star Building,  
Minneapolis, Minnesota.



381  
February 29, 1923.

K2

Dear Sir:

Your letters of February 14 and February 27, file 11662, about contribution to the "American Constitution" of Minneapolis:

We are agreeable to extending a financial contribution, probably by advertising, of \$100 to the above paper for 1923.

Yours very truly,

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

382  
St. Paul, Minn., February 29, 1928.  
K2

Mr. D. F. Lyons,  
General Counsel.

You asked me to secure for you some information about a trackage arrangement between the Union Pacific and the Denver and Rio Grande Western.

Attached you will find my letter to Mr. Haugh of February 24, and his reply to me of February 27, which is self-explanatory. Apparently no such trackage arrangement is in existence. Do you want me to do anything further about the matter?

encl.



383

February 29, 1928.

K2

Dear Mr. Harvey:

I am so sorry that I am unexpectedly called out of town tonight and will not be here to meet you tomorrow. Mr. Gottschald, our Office Manager, will hand you two sheets of plans, specifications, etc., in compliance with your original questionnaire dated April 10, 1927. Suggest you study this over and then call on Mr. Yager, our Assistant Chief Engineer, in my absence for such further information as you want.

I am extremely sorry that I will not be here tomorrow as I have been looking forward for some time to an interesting visit with you. I trust you will get everything you want from us and hope you will have a pleasant journey on our North Coast Limited from St. Paul to Butte. You will find transportation enclosed.

Yours very truly,

encl.

Mr. A. P. Harvey,  
St. Paul, Minnesota.

cc-Mr. Yager:

This confirms our telephone conversation today. In this connection, please see Mr. Stevens' letter of November 4, 1927 transmitting information referred to.

384  
Paid

1000am

St Paul Minn February 29 1928

R W Clark  
Care Hotel Cleveland  
Cleveland Ohio

Number four two hours ten minutes late into St Paul  
this morning account engine trouble Fargo Divn otherwise trains  
on time Loading holding up well.

B O Johnson

Charge NPRyCo  
Executive Dept



385  
February 29, 1928.

K2

My dear Mr. Budd:

Answering your letter of February 24 about request from Mr. Elson Thompson for renewal of the support which at one time we extended to the Bureau of Railway News and Statistics of Chicago:

I am unable to see wherein we would secure value received from support of Mr. Thompson's activities, and I therefore feel his request should be declined.

Yours very truly,

(Signed) CHARLES D. BURNHAM, Jr.

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

cc-Mr. Hale Holden, President,  
CB&Q RR., Chicago, Illinois.

386  
February 29, 1928.

132

Dear Mr. Cowles:

I am glad to get your memorandum of the twenty-eighth outlining your experience.

I still have you in mind but nothing has as yet occurred which makes me very optimistic about the possibility of working you into our organization. I will, however, keep you in mind.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. Wm. Pierce Cowles,  
3227 Portland Avenue,  
Minneapolis, Minnesota.



387

St. Paul, Minn., February 29, 1928. A5-3

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

Referring to your letter of February 26th,  
from Washington, making inquiry as to the status of  
the work of changing our Bitter Root Branch from the  
west side to the east side of the river:

I attach Mr. Stevens' letter to me of February  
6, together with chart indicating progress of work during  
the month of January, 1928. Please return the papers  
when they have served your purpose.

(Signed) B. G. Johnson

W

388

St. Paul, Minn., February 29, 1928. A5-3

Dear Mr. Coman:

On November 22, 1927, Mr. Donnelly sent you a copy of a letter from the Chief General Manager, London & North Eastern Railway, and a copy of his reply, about a tour to be made by J. A. Parker, a retired officer of the London & North Eastern System. He stated that we would be pleased to place in your hands transportation in Mr. Parker's favor, and I am, therefore, enclosing annual pass for delivery to him when he calls in case he has not already reached Seattle and been provided with transportation.

Yours very truly,

(signed) E. C. Johnson

encl.

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



389

St. Paul, Minn., February 29, 1928. A5

Mr. A. V. Fabian,  
Superintendent G.O. Bldg.

We have on hand in this office and not in use  
one typewriter desk, one chair and one waste basket.  
These items of equipment may be removed at your con-  
venience.

(Signed) A. M. GOTTSCHALD.

390  
Paid

3:15 PM

St Paul Minn February 29 1928

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

Fruit Companies have asked that certain changes and replacements be made in warehouses at Winnipeg at estimated cost of fifty two thousand dollars of which eighteen thousand six hundred represents replacements which are to be borne by railway company and balance will be added to valuation on which tenants rent is computed at rate of six percent Great Northern has indicated its approval and Mr Woodworth recommends we do so Will you please authorize

B O Johnson

Charge Nor Pac Ry Co  
Exec Dept



Paid

9.25

391

St Paul Minn February 29 1928

R W Clark  
c/o Hotel Cleveland  
Cleveland Ohio

Webb phoned me yesterday that Henderson leaving town end of this week for period ten days or two weeks They could see us Friday afternoon or Saturday Can you attend conference either those days If so what time.

J H Poore

Charge Nor Pac Ry Co  
Exec Dept

392

February 29, 1928. A5

My dear Mr. Gay:

I am forwarding to you, under separate cover, for the files of the New York Office, the following blue prints of our Northwestern Improvement Company mine maps:

Roslyn No. 3	Scale 100 ft. to 1 inch
Roslyn No. 5	"
Roslyn No. 7 Dip	"
Roslyn No. 7 Hill	"
Roslyn No. 7 Hill annex	"
Roslyn No. 8	"
Red Lodge No. 2	"
Red Lodge No. 3	"
Red Lodge No. 4	"
Red Lodge No. 5	"
Red Lodge No. 6	"

Rosebud Strip Pit      Scale 200 ft. to 1 inch.

All of these maps have been corrected as of January 1, 1928.

Yours very truly,

W. D. JOHNSON,

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



393

February 29, 1928. A5

My dear Mr. Gay:

I enclose letter received from Mr. Wm. Hamm,  
together with proxy signed by himself and on behalf of  
the Theo. Hamm Brewing Company.

Very truly yours,

Wm. B. O. JOHNSON

encl.

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

394  
February 29, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of February 28 enclosing proxy signed on behalf of yourself and the Theo. Hamm Brewing Company.

Your letter will be brought to Mr. Donnelly's attention upon his return to the office, and in the meantime we have forwarded the proxy to our Secretary in New York.

Very truly yours,

(Signed) E. O. JOHNSON.

Mr. Wm. Hamm,  
c/o Theo. Hamm Brewing Co.,  
St. Paul, Minn.



395

St. Paul, Minn., February 29, 1928. A5

Mr. R. H. Relf,  
Assistant Secretary.

I enclose for filing, copy of agreement between the Northwestern Improvement Company and the Minnesota & International Railway Company covering purchase of a gas-electric motor car for the M. & I., to be financed by the Improvement Company. This document has been recorded in the offices of the Secretary of State at St. Paul and Register of Deeds at Brainerd.

(Signed) B. O. JOHNSON.

encl.

394

St. Paul, Minn., February 29, 1928. A4

Mr. F. E. Williamson,  
Vice President.

Referring to your letter of the 28th instant,  
in regard to proposed contract with the Mountain States  
Power Company covering electric current to be furnished  
at Forsyth, Montana:

This letter, when filed with Mr. Relf, may be  
considered your authority to execute the contract for  
the Railway Company.

(Signed) CHARLES DONNELLY

Y

cc-Mr. R. H. Relf.



397

St. Paul, Minn., February 29, 1928. A4

Mr. F. E. Williamson,  
Vice President.

I have your letter of the 28th instant, in regard to proposed contract with the Oregon Short Line covering switching service at Silver Bow, Montana.

This letter, when filed with Mr. Relf, may be considered your authority to execute the contract for the Northern Pacific.

(SIGNED) CHARLES DONNELLY

*J*

cc-Mr. R. H. Relf.

(SIGNED) CHARLES DONNELLY

*J*

398

February 29, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of February 25, inviting him to be a guest of honor at the annual meeting dinner of the Chamber of Commerce of the United States, Washington, D. C., on May 10, 1928.

I shall be glad to bring your letter to Mr. Donnelly's attention upon his return to the office.

Yours very truly,  
(signed) E. C. JOHNSON.

Mr. Lewis E. Pierson, President,  
Chamber of Commerce of the United States,  
Washington, D. C.



399  
February 29, 1928.

E-3

My dear Colonel:

It has been a long time since we made the trip over the Northern Pacific from the Pacific northwest and I regret that it has not been my privilege to see you since although I have been in the east several times. I am hopeful that early in the spring I will have an opportunity to call upon you.

Thank you for the splendid use you made of the Northern Pacific-Great Northern unification story I mailed you on February 17. We all appreciate the way it was handled and believe it will be helpful to have the readers of the Times know the facts. On March 19 the final of a series of hearings which have been conducted by the I.C.C. in this unification case will be open in Washington, and if I can be helpful in giving you any information you desire I will be happy to have you call upon me since I will be present at the hearing.

On September 3 and 4 the Montana and Wyoming Bankers Associations are to convene in annual convention in Yellowstone National Park. I have been told that this convention will attract executives of large eastern investment companies and am eager to obtain information as to whether this is true. In your capacity on the Times you doubtless have such information available or easily can obtain it. I would greatly appreciate your telling me just what in your opinion would be the drawing power of this convention upon the eastern investment people.

With kindest personal regards,

Very truly yours,

Col. W. F. Wamsley,  
Financial Editor, The Times,  
New York City, N.Y.

(Signed) F. W. DeGUIRE

400

St. Paul, Minn., February 29, 1928.  
K2

Personal

Dear Bob:

I certainly can use the six articles which you found in Mr. Rapelje's effects, your memorandum of the twenty-seventh. Immediately I read your note I sort of visualized how interesting these six old documents would be set in a single frame for John Rapelje's friends to look at. I can certainly use them.

Very truly yours,

K

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

(Dictated but not read)



400  $\frac{1}{2}$

St. Paul, Minn., February 29, 1928.A4

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

Dear Sir:-

Replying to yours of February 9, about operation of logging trains by the J. Neils Lumber Company over the S. P. & S. from Wahkiakus to Klickitat:

As this operation will be on a branch line, with limited traffic, there is no objection to granting the rights desired by the Lumber Company. However, we think that the proposed rate is too low and that the minimum charge should be \$20.00 per round trip.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY,

By (Sgrs) R. Budd  
President

NORTHERN PACIFIC RAILWAY COMPANY,

By CHARLES DONNELLY  
President

x

401

Frank 602

*Bojz*

New York, N. Y., February 29, 1928.

J. M. Hughes,  
Land Commissioner,  
Northern Pacific Railway Co.,  
St. Paul, Minn.

Mr. Elliott and I can meet you in New York on Monday March  
fifth to discuss Baker Glendive anticline situation.

Charles Donnelly

cc-Mr. Howard Elliott:



402

At New York, N. Y., February 29, 1928. D1

Mr. J. M. Hughes,  
Land Commissioner.

Referring to your memorandum to me of February 10 about  
the Manley-Moore matter:

I have discussed this question with Mr. Lyons, and there  
are so many important angles to it that I think it must remain un-  
decided until I can go west and have an opportunity of discussing  
the whole matter with our people on the west end, and also with  
the Manley-Moore people.

Signed-Charles Donnelly

403  
At New York, N. Y.,  
February 29, 1928.

DL

Dear Mr. Brick:

Your letter of February 27 has been forwarded to me here, and I appreciate the compliment implied in your invitation to address the Minneapolis Chapter of the American Institute of Banking on the occasion of its meeting in Minneapolis in the early part of May.

I regret, however, that it will not be possible for me to accept. I have been obliged in consequence of matters connected with our land grant and the hearings before the Interstate Commerce Commission in connection with our merger plans, to put off a much needed trip to the Pacific Coast until about the middle of April; and it is quite clear that when I start west in April I will be detained on the Pacific Coast for a month or six weeks.

Regretting that I am unable to accept the invitation, believe me, with kindest regards,

Sincerely yours,

Signed-Charles Donnelly

Mr. P. L. Brick,  
C/o Northwestern National Bank,  
Minneapolis, Minnesota.



404  
February 29, 1928.

B-8

Dear Mr. Cook:

At your suggestion in your letter of February 22 I have obtained a picture which I hope will serve your purpose. I believe it is interesting from an engineering as well as a scenic standpoint. Thank you for your interest in this matter.

Yours very truly,

(Signed) E. C. JOHNSON.

Encls

Mr. G. T. Cook,  
Editor, The Peddler of 1928,  
Worcester Polytechnic Institute,  
Worcester, Mass.

New York, N. Y., Feb. 29, 1928.

J. M. Hughes,  
Land Commissioner,  
Northern Pacific Railway Co.,  
St. Paul, Minn.

Executive Committee today authorized reduction Bair-Collins Company royalty to same basis in effect previous to June first nineteen twenty-five and settlement of claim for ten thousand four hundred nineteen dollars ninety-eight cents for fifty percent of that amount. Please handle with Bair-Collins Company on this basis.

Charles Donnelly.



406

Frank 602

New York, N. Y., February 29, 1928.

J. H. Poore,  
Executive Asst.,  
Northern Pacific Railway Co.,  
St. Paul, Minn.

Purchase and lease of Roslyn Fuel Company lots at Yakima  
on terms stated your telegram of twenty-seventh authorized by Executive  
Committee today.

Charles Donnelly.