



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

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St. Paul, Minn., March 1, 1928.

8-3

Mr. C. G. Kyle,
Purchasing Agent.

Referring to your letter of February 29
and returning schedules containing information requested
by the Department of Commerce, Bureau of the Census,
in regard to the purchase of cross ties and poles during
the year 1927:

You may arrange to forward this information to
the Director of the Census Bureau.

(Signed) CHARLES DOWNEY

Encl.

March 1, 1928.
S-6

My dear Mr. Elliott:

I enclose a copy of Mr. Zapffe's report for
the month of February 1928.

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
Mr. F. E. Williamson
Mr. J. G. Woodworth

3
March 1, 1928.
S-G

Dear Sir:

In accordance with your letter of January 9, file C.O. 5276, I enclose reports covering Northern Pacific shops in connection with the fourth biennial census of manufacturing industries of the United States for 1927.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. W. M. Stewart,
Director of the Census,
Department of Commerce,
Washington, D.C.

H

St. Paul, Minn., March 1, 1928.
8-6

Mr. F. E. Williamson,
Vice President.

I have your letter of February 28 in regard to the illness of Mr. J. B. McLane, Assistant Superintendent at Saint Paul, and approve the payment of his salary for a period of two months while on leave of absence. Voucher covering the period January 16th to February 15, inclusive, has been passed to the Auditor for payment.

(Signed) CHARLES DONNELLY p

5
St. Paul, Minn., March 1, 1928.
B-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of February 29:

Voucher in favor of Mr. R. W. Davis, Roadmaster, East Grand Forks, amount \$19.25, covering expenses in connection with moving his household goods from Moorhead to East Grand Forks, has been approved and passed to the Auditor for payment.

CHAS. E. DAVIS

4/

St Paul March 1 1928

A C Johnson Vice President in charge of Traffic
Chicago & North Western Ry
Chicago Ill

When you next are in St Paul would like to see you
for a few minutes

F W DeGuire
Executive Asst N P Ry

Charge Nor Pac Exec Dept

7
St Paul March 1 1928

R W Clark
Union League Club
Chicago Ill

Wired Albert W Sherer manager Chicago office Curtis
Publishing Company 231 South LaSalle Street today as follows
quote Roy W Clark general traffic manager is at Union League
Club Chicago today and will be glad to look over your railroad
advertising material end quote

F W DeGuire

Charge Nor Pac Exec Dept

8
St Paul March 1 1928

Albert W Sherer
Manager Chicago Office
Curtis Publishing Company
231 South LaSalle Street Chicago

Roy W Clark general traffic manager is at Union League
Club Chicago today and will be glad to look over your railroad
advertising material

F W DeGuire

Charge Nor Pac Exec Dept

9
March 1, 1928.
E-8

Dear Mr. Hanson:

Thank you for the clipping from the Boston Transcript. We all appreciate the way the story on the unification of the Northern Pacific and Great Northern was handled and believe it will be helpful to give the facts to your readers.

With kindest personal regards,

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. D. R. Hanson,
Financial Editor,
Boston Evening Transcript,
Boston, Mass.

10
St. Paul, Minn., March 1, 1928. A4

Mr. F. E. Williamson,
Vice President.

Our monthly report to the Interstate Commerce Commission of employes and their compensation for the month of January shows, when compared with January, 1927, an increase of 289 employes in maintenance of way service, 89 in maintenance of equipment and stores, and 239 in transportation, train and engine. Can you advise me in a general way the reason for these increases.

(SIGNED) CHARLES DONNELLY

P

11
St. Paul, Minn., March 1, 1928. A4

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

Replying to your letter of the 1st instant:

You may authorize Western Right of Way Agent Williams to make draft on Mr. Clifford for \$902.47 in favor of R. D. Bodle Company account construction of berry warehouse at Grand Mound, Washington.

(Signed) CHARLES DONNELLY
2

cc-Mr. H. A. Clifford.

(Signed) CHARLES DONNELLY
2

3.25 P.

St Paul Minn March 1 1928

W E Coman

Seattle

Message date Wrote you yesterday forwarding annual transportation

J A Parker. G-2

B O Johnson

13
Paid

3.25 PM

St Paul Minn March 1 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Your wire date about fruit warehouses Winnipeg The expenditure of eighteen thousand six hundred dollars by railway company is to cover replacement of certain refrigerating machinery which has become worn out but original cost of which is now included in valuation on which tenants pay rental It is not proposed to add this sum to valuation The balance of thirty three thousand four hundred is in nature of additions and betterments and on this sum it is proposed to charge six percent per annum which is the same rate as is now charged on the warehouses.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

12
Paid

8.45 AM

St Paul Minn March 1 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Message from New York about plans and mail received and
understood.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

13
Paid

9.15 AM

St Paul Minn March 1 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Your wire date approves expenditure on fruit houses Winnipeg of eighteen thousand dollars Total expenditure for which authority requested my wire yesterday was fifty two thousand dollars Will you please authorize expenditure additional thirty three thousand four hundred to be added to valuation on which tenants pay rental.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

76
St. Paul, Minn., March 1, 1928. A4

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

I sent you copy of my wire of the 27th ultimo to Mr. Donnelly about the proposed purchase of the Roslyn Fuel Company property at Yakima and the lease of the same to the Ross Construction Company to provide a site for building to be occupied by the American Fruit Company. I now attach a copy of Mr. Donnelly's wire to me of February 29, in which he advises that the purchase of the property and the fifty year lease were approved at meeting of the Executive Committee held yesterday.

encl.
cc-Mr. J. G. Woodworth

11.00 A.

St Paul Minn March 1 1928

A V Brown
Seattle

Understand Camas Prairie Company recently obtained eighty
four yards of rock from our Bovard quarry for washout repairs
Am asked to name price to charge for rock taken. What are
your views. C-1.

J H Poore

18
Paid

200pm

St Paul Minn March 1 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

Message about mail received and understood.

B O Johnson

Charge NPrYCo
Executive Dept

19
Paid

325pm

St Paul Minn March 1 1928

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

Have following telegram from Los Angeles signed Ralph Arnold and addressed to you here Quote Have recently acquired option on exceptionally reasonable terms on Dally and Lillyburt coal properties on Northfork Flathead River between Corbin British Columbia and International Boundary Approximately three hundred fifty million tons available combined holdings which control fuel situation over extensive zone Northern Montana with which Mr Dally informs me you are thoroughly conversant Stop Preliminary surveys indicate feasibility railroad construction both North and South I would make outright sale but prefer form company for development I appreciate relationship these deposits your railroad and am wondering if you would be interested in opening negotiations for their acquirement at this time Can refer you to Whose Who in America or First National Bank Great Falls or Merchants National Bank Los Angeles as to standing. End quote.

Charles Donnelly

Charge NPRyCo
Executive Dept

20
March 1, 1928.EB

Dear Sir:

Referring to your letter of February 29:

I have referred to Mr. H. W. Byerly, our General Immigration Agent, your request for additional copies of the Minnesota booklet for distribution to the rural schools in Olmsted County.

Yours very truly,

Mr. W. L. Mercer,
County Superintendent of Schools,
Rochester, Minnesota.

cc-Mr. H. W. Byerly

21
March 1, 1928.K5

Dear Sir:

In Mr. Donnelly's absence I acknowledge receipt of your letter of February 27 asking him to serve as a member of a Committee on Highways and Motor Transport. I shall be glad to bring your letter to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

(SIGNED) S. C. JOHNSON

Mr. L. E. Pierson, President,
Chamber of Commerce of the United States of America,
Washington, D. C.

22 ✓
March 1, 1928.

Dear Mr. Gay:

Herewith copy of statement summarizing AFE
approvals as of February 29, 1928.

Very truly yours,

(Signed) E. M. WILLIS

Enclo

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

73
St. Paul, Minn., March 1, 1928.

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

Herewith copy of statement summarizing AFE
approvals as of February 29, 1928.

Encls

(Signed) E. M. WILLIS

At Washington, D. C.,
March 1, 1928.

24
D1

Dear Mr. Scandrett;

Answering your letter of February 22 about the proposed loan to Mr. Child's companies.

The rate of interest heretofore paid has been 6%, and undoubtedly Mr. Child will be willing and will expect to pay the same rate on the additional money he proposes to borrow.

It is true that in the early days the Northern Pacific, or the Northwestern Improvement Company, advanced to Mr. Child's companies practically all of the money which they borrowed. In July, 1914 the indebtedness of these companies to the Northwestern Improvement Company was \$1,000,000.00. In 1916 Mr. Child's companies obtained from the Government the exclusive right to operate motor cars in the Park for a period of twenty years, and at that time the Burlington and Union Pacific each loaned to the Yellowstone Park Transportation Company \$160,000. The indebtedness to the three companies was thereafter reduced, so that on January 1, 1925 Mr. Child, or his companies, owed to the Northwestern Improvement Company, the Union Pacific and the Burlington, the sum of \$120,000.00 each. On that date he borrowed an additional \$300,000.00 - \$100,000.00 from each of those companies - making his indebtedness to each \$220,000.00; and he gave to each 10 notes for \$22,000.00 each, maturing annually up to and including January 1, 1935. Three of these notes to each company have now been paid, so that at the present time his indebtedness to each company is \$154,000.00. He now proposes to borrow an additional \$538,000.00, bringing his total indebtedness up to \$1,000,000.00, and the proposition is that, of the additional amount, the Milwaukee is to advance \$250,000., and the other three roads \$96,000.00 each, making the amount of his indebtedness to each of the four roads \$250,000.00.

I have always felt that the security for these loans was ample; and if I am correct in this, it would seem, of course, that it would be possible for Mr. Child to obtain money from other sources. The hotel system and the transportation system of Yellowstone Park started off, however, as a railroad enterprise, and ever since Mr. Child has been in

Mr. H. A. Scandrett -2-

charge he has looked to the railroads for this sort of help. 74

It is of advantage to all of us who advertise Yellowstone Park to keep the hotels and the motor cars used in the Park in first class condition, and Mr. Child has always been very responsive to suggestions from railroad representatives in this respect. I have not felt, therefore, in view of what I thought the very adequate security, that we were making any mistake in making these occasional advances.

Very truly yours,

Signed-Charles Donnelly

Mr. H. A. Scandrett,
President,
C.M.St.P.& P. Railroad Co.,
Chicago, Illinois.

x

25

Frank 602

Washington, D. C., March 1, 1928.

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

Approve expenditure of eighteen thousand six
hundred dollars on warehouses at Winnipeg as per your wire yester-
day.

Charles Donnelly.

Washington, D.C., March 1, 1928.

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

I understood your first wire as stating that total expenditure on warehouses was to be fifty-two thousand dollars of which eighteen thousand six hundred dollars represented replacements to be borne by Railway Company and my first wire gave authority for the railway expenditure. If the railroads are to expend the entire fifty-two thousand dollars I assume that this entire amount will be added to valuation on which rental is to be paid. Please advise.

Charles Donnelly.

X

27
Frank 602

Washington, D.C., March 1, 1928.

F. E. Williamson,
Vice President,
Northern Pacific Railway Co.,
St. Paul, Minn.

Understand that one L. R. Grimes formerly a telegraph operator at Trout Creek who left our service some years ago has applied or will apply shortly for reinstatement. If this application is received please do not reject or in any way act adversely upon it until I see you.

Charles Donnelly.

27 1/2

St. Paul, Minn., March 1, 1928. A4

Mr. F. E. Williamson,
Vice President.

I have your letter of the 29th ultimo, and
approve your recommendation that the 15 Class T engines
shown on the statement enclosed with your letter be
dismantled.

C.D.

28
At Washington, D. C., March 1, 1928. D1

Mr. J. W. Haw:

I hand you herewith report of the Agricultural Credit Corporation for the year 1927.

I would be glad to have any comments which you think it worth while to make upon it.

Of the farmers from whom letters are published, how many and what proportion of the whole are from points on the Northern Pacific?

Signed- Charles Donnelly

encl.

29

St. Paul, Minn., March 7, 1928. K5

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

Referring to your letter of March 1:

Mr. Donnelly has executed and I return quitclaim deed to August Isaak, conveying to him 6.11 acres of unused right of way through his land in Mercer County, North Dakota, for a consideration of \$30.55.

encl.

30
St. Paul, Minn., March 8, 1928.

Mr. F. R. Williamson,
Vice President.

The Great Northern will deliver to the Northern Pacific at Fargo, Thursday, March 8, Minneapolis, Northfield and Southern business car "Gopher", occupied by Mr. W. R. Stephens, Secretary and Assistant to the President, and party. Please have car added to train No. 3 due to leave Fargo at 5:07PM, Thursday, March 8, for Billings. Then add car to Train No. 223 due to leave Billings at 10:00PM, Friday, March 9, for Butte.

You will be advised later of further movement of the car from Butte.

(Signed) B. C. JOHNSON.

Dear Win:

This confirms our talk today.

31
St. Paul, Minn., March 2, 1928.
K2

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

Further my memorandum of February 29 about routing on certain west-bound traffic for the Soviet Government moving via Seattle:

I sent you copy of my telegram to Mr. Lazarevsky of February 29. Under date of March 1, he replies as follows:

"Yours February twenty-ninth. Have already spoken Mr. Bron regarding your proposal. Mr. Bron will be glad to consider every possibility to forward shipment by Northern Pacific. Stop Before leaving this country the members of the Commission and myself wish to send our regards to Mrs. Johnson and you."

This for your information.

(SIGNED) R. G. JOHNSON

32
St. Paul, Minn., March 2, 1928.

12

Mr. E. J. Johnson,
Auditor Passenger Receipts.

I had Mr. Woodworth's car No. 11 on a trip to Fargo and when coming back last night on No. 4 I had a pay passenger from whom the conductor failed to get transportation. This was not in any way due to carelessness of the conductor. I took up the transportation this morning and return it herewith.

encl.

33
St. Paul, Minn., March 2, 1928.
K2

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

Will you please install a Tri-State telephone in the office of Mr. T. E. Sloan, Secretary-Treasurer, Veterans Association of the Northern Pacific, second floor, General Office Building. Expense for this phone should be charged to "General Office Expenses".

cc-Mr. F. W. Stetekluh

The Veterans Association has little money and we want to take care of this expense for them.

34
St. Paul, Minn., March 2, 1928.
K2

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

What is status please of negotiations in connection with contract with the N. R. C. Company covering our turning over to them 500 refrigerator cars?

(Signed) R. G. JOHNSON

35

St. Paul, Minn., March 2, 1928.
K2

Mr. F. E. Williamson,
Vice President.

The attached, which Mr. Elliott sends us, develops quite forcefully the industrial depression which apparently has overtaken the east with its consequent problem of unemployment. Will you please return when noted.

Signed B. O. JOHNSON.

encl.

36
St. Paul, Minn., March 2, 1928.

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

Mr. Layng, for the Railway Age, secured early last winter considerable information about our method of handling fruit for the purpose of working up an article on fruit handling for his paper, subject to our approval before it is released for publication. He now writes me, however, that -

"In going over the material I have on the movement of Yakima Valley fruit, I am very much impressed with the evident care with which these shipments are handled. Presumably, this has resulted in material decreases in freight claim payments over a period of years and if it has I should appreciate very much your sending me a statement showing the comparison and the improvement. Of course, I do not wish to use the exact figures in the article but I should like to be able to give the percentage of the decreases in freight claim payments in comparison with various years. I should also like to have the detailed statistics as to the number of cars handled during this crop season as compared with other years to use in connection with the freight claim statistics."

Will you have Mr. McCauley please give me total fruit loading by crop years for each of the ten years ending July 1, 1927? Mr. Layng's request implies that he wants Yakima Valley statistics only, but this would be difficult to obtain. If you will get me system statistics I will send them to him with necessary explanation.

cc-Mr. McManus:

Will you let me have statement of claims paid for damage to perishable commodities for these same ten years?

37
Paid

200pm

St Paul Minn March 2 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

R H Aishton wires you from Washington as follows Quote
Consideration of policy regarding extension of Inland Waterway
Service and other important legislative subjects requires an early
meeting of Executive Committee. Will you please indicate by wire
preference between Thursday March eighth and Thursday March
fifteenth for meeting New York. End Quote.

Charge NPrYCo
Executive Dept

B O Johnson

38
St. Paul, Minn., March 2, 1928.

K2

Mr. F. E. Williamson,
Vice President.

I attach copy of a letter from Agent J. H. Shavelear at Post Falls, Idaho to Mr. Hannaford, dated August 25, 1927, then copy of his personal record transcript, copy of my reply to Mr. Shavelear of September 12, and then finally a letter from him which I received this morning dated February 28.

Do you care to suggest any relief for Mr. Shavelear?

(Signed) B. E. Williamson

encl.

39
March 2, 1928.
K2

Dear Mr. Shavelear:

Answering your letter of February 28:

There really is nothing I can add to my letter of September 12, but I will again review the situation, talk to some of our people, and write you in the near future.

Yours very truly,

Mr. J. H. Shavelear,
Post Falls, Idaho.

H⁰
St. Paul, Minn., March 2⁵, 1928.
K2

Dear Mr. Harmond:

I certainly would be glad to get copy of the freight waybill mentioned in your letter of February 28. Your description indicates undoubtedly that this will be a most interesting relic.

Yours very truly,

Assistant to the President.

Mr. A. E. Harmond,
Agent, NPRy.,
Miles City, Montana.

41
St. Paul, Minn., March 2, 1928.
K2

Mr. J. G. Morrison,
General Freight Agent.

Recalling our talk on February 21 about certain
minor freight reductions on the G&P to meet truck competition:

You were to let me have copy of your reply to
Mr. Bichler but I have not yet seen it. Advise please.

St. Paul, Minn., March 2, 1928.

K2

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

Recalling your letter of February 1 transmitting Mechanical Department AFE No. 52 covering roadbed spraying car which was approved February 3:

I know Mr. Donnelly became quite disturbed last year at repeated and continued complaints from the Passenger Department about the dust nuisance, particularly east of Spokane. Has a program of roadbed oiling been worked up to get away from these criticisms this year?

(Signed) B. G. JOHNSON

43

St. Paul, Minn., March 2, 1928. K2

Mr. C. C. Kyle,
Purchasing Agent.

Attached you will find requisition L.D. 4126
for seven new automobiles for the Land Department in line
with our discussion on February 29.

Mr. Hughes has also written you about this, his
letter to you of February 29.

Respectfully,
W. C. JOHNSON.

encl.

cc-Mr. J. M. Hughes

44
St. Paul, Minn., March 2, 1928.
K2

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

Did you do anything about brightening up appearance
of the Helena depot platform, my memorandum of February 14?

W. C. JOHNSON

46
St. Paul, Minn., March 2, 1928.
K2

Mr. E. J. Johnson,
Auditor Passenger Receipts.

Have you received draft from L. E. Flint, at
Livingston, covering fare of his daughter?

E. J. JOHNSON

#6
March 2, 1928. 32

Dear Mrs. Oakes:

I have read your letter of February 29 very carefully.

I can readily understand your agitation at the Downings. To my mind, there is no question but what you are entirely right in the position which you take. On the other hand, I have seen so much of small law suits covering small sums of money that I feel sure if you were to sue Mr. Downing it would be months before you would get your money and then you would finally find that in costs and miscellaneous expense you will spend more money than you ever collected. I still feel, as I wrote you some days ago, that you will be better off if you will forget about it. I say this realizing that you need to collect all the money you can from Tom's estate, but, as I have explained, a law suit to recover from Downing would finally leave you with less money than you had when you started.

Some day when you are in St. Paul, will you not come up and see me and I will be awfully glad to talk the matter over further with you.

Yours very truly,

Wm. B. O. JOHNSON

Mrs. Thomas F. Oakes,
1414 Third Street, N.E.,
Minneapolis, Minnesota.

47
St. Paul, Minn., March 2, 1928.

RB

Mr. F. W. Sweeney,
Comptroller.

Mr. J. M. Hughes, Land Commissioner, will be absent from his office for about a week commencing March 3, 1928, and this will be your authority to accept the signature of Mr. J. H. A. Hirst "For the Land Commissioner" on vouchers and payrolls of that department.

cc-Mr. H. A. Clifford

48

St. Paul, Minn., March 2, 1928.
K5

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

I enclose for your files, blue print mine maps
as follows:

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 to January 1,
1928.

encl.

49
March 2, 1928.

1-8

Dear Mr. Bull:

Please make and send me six additional prints
of the copy of the photograph of Mr. Donnelly, Mr.
Woodworth, and Mr. Williamson.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. William Bull,
1150 Blair Street,
St. Paul, Minn.

60
St. Paul, Minn., March 2, 1928.

E-8

Dear Sir:

I hand you herewith a series of "shorts" for the column in the forthcoming issue of "Passenger Traffic" which you will please give to Mr. Cook, the editor.

We are receiving copies of Passenger Traffic, for which I thank you.

Yours very truly,

(Signed) F. W. DeGUIRE

Enclo

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

51
St. Paul, Minn., March 2, 1928. A4

Mr. F. W. Sweeney,
Comptroller.

I attach copy of a letter I have today addressed to Mr. Relf advising him of an agreement I have reached with the O-W.R.R. & N. and the Clearwater Timber Company as to the rate of interest to be charged on the new construction work which has been undertaken in the Clearwater territory under the terms of the contracts dated December 3, 1925 and March 10, 1926.

Now that the rate has been agreed upon, we should, of course, commence rendering rental bills against the O-W.R.R. & N. Company, and I would like to be advised at this time what amount of money has been expended, first, on construction of the new line between Oro Fino and Headquarters, and second, on the rehabilitation of the line between Arrow and Stites, and other work performed in Lewiston Yard as a part of this project.

I presume that probably both the O-W.R.R. & N. and the Clearwater Timber Company will desire to check our records covering cost of this work, which of course they are entitled to do under the terms of the contracts. Are our accounts in such shape that the check can be made promptly? I think it is desirable to reach an agreement at the earliest possible date and I do not wish either the Union Pacific or the Clearwater Timber Company to be in position to complain of delay in this matter.

(Signed) CHARLES DONNELLY

encl.

57.
St. Paul, Minn., March 2, 1928. A4

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

I return herewith your file about purchase of
property at Yakima to provide site for the American Fruit
Growers Association.

encl.

(Signed) J. H. POORE

53
March 2, 1928. A4

Dear Sir:-

I acknowledge receipt of your letter of the 28th ultimo, in regard to the interest rate to be applied under the contract of December 3, 1925, between your company, the Oregon-Washington Railroad & Navigation Company and the Northern Pacific Railway Company.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. J. P. Weyerhaeuser,
Box 1616,
Tacoma, Washington.

54
March 2, 1928. A4

My dear Mr. Elliott:

Referring to your letter of the 16th ultimo, in regard to rate of interest to be used in the contracts with the Clearwater Timber Company and the Union Pacific covering construction in the Clearwater Country:

I have received a letter from Mr. J. P. Weyerhaeuser advising that the 4-3/4% rate which Mr. Gray and myself had tentatively agreed upon is satisfactory to the Weyerhaeuser interests.

Very truly yours,

(Signed) CHARLES DONNELLY
P

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

55
St. Paul, Minn., March 2, 1928. A4

Mr. R. H. Relf,
Assistant Secretary.

The contract dated December 3, 1925, between the Clearwater Timber Company, the Oregon-Washington Railroad & Navigation Company and the Northern Pacific Railway Company, and the contract dated March 10, 1926, between the O-W.R.R. & N. and the Northern Pacific, both provide that the interest rate which shall be charged on construction costs shall be the annual cost to the Northern Pacific of obtaining money to carry out the work. I have agreed with the O-W.R.R. & N. people and with the Clearwater Timber Company that the rate which is to be charged on the new construction work which has been undertaken in the last couple of years shall be $4\frac{3}{4}\%$ per annum, and this rate will be used for additions and betterments created in the future until a different rate is agreed upon by the parties. Will you please see that interested departments are advised.

cc-Mr. F. W. Sweeney.

56
St. Paul, Minn., March 2, 1928. A4

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

Referring to your letter of the 29th ultimo,
in regard to repairs and replacements in the Winnipeg
fruit warehouses:

Mr. Donnelly has approved the expenditure by
the Railway Company of approximately \$52,000, of which
\$18,600 represents replacements and \$33,295 the amount
chargeable to capital account which will be added to the
valuations on which the tenants pay rental.

(Signed) J. H. POORE

57
St. Paul, Minn., March 2, 1928.
K2

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

Will you find out if Mr. Robertson could gather up enough remnants from worn-out coach carpeting to give us a rug something like 14 x 14 for Mr. T. R. Sloan's office, second floor, General Office Building. Mr. Sloan, as you know, is Secretary-Treasurer of the Veterans Association, and we want to make his office as attractive as we can. Advise please what you find out about this.

58
March 2, 1928. K5

My dear Colonel Carroll:

I acknowledge receipt of your letter of February 25, and copy of the hearings before the Interstate and Foreign Commerce Committee of the House on the railroad consolidation bill.

Yours very truly,

Mr. J. H. Carroll,
505-510 Transportation Building,
Washington, D.C.

59

St Paul March 2 1928
E-8

W E Coman
Seattle

Has there been any reaction from the Seattle Times regarding article we submitted to you to give to Mr Blethen regarding unification The same story already has appeared in the New York Times and other papers with a combined circulation of a million and a quarter

F W DeGuire

x

60
Frank 602

Washington, D. C., March 2, 1928.

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

Your wire about fruit houses Winnipeg. Expenditure of total of fifty-two thousand dollars for replacements and for additions and betterments approved.

Charles Donnelly.

61
At Washington, D. C.,
March 2, 1928. 121

Dear Mr. Roberts:

Thank you for your kindness in sending me a copy
of your very interesting article about European mining
regions.

Sincerely yours,

Charles Donnelly

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

62
At Washington, D. C.,
March 2, 1928.

DL

Dear Mr. Lamb:

Acknowledging your letter of February 28 about removal of the Fargo Division headquarters from Dilworth to Fargo.

I have read your letter and the accompanying resolution very carefully, and regret very much the exaggerated reports which apparently have been circulated as to the extent to which this removal will affect Dilworth.

We propose no change in our program other than what I outlined to you in my letter of October 3, 1927; and as I stated in that letter, our removal plans should have an insignificant effect on the growth and development of Dilworth. The reasons which prompted us to move Mr. Hackenberg and his small staff to Fargo are, to my mind, so impelling that we cannot change our program at this time.

I trust that with this confirmation of what I already told you when I wrote to you on October 3, the rumors which disturb yourself and the other citizens of Dilworth at the present time will be set at rest.

Very truly yours,

Charles Donnelly

Mr. Owen Lamb,
President, Dilworth Civic Club,
Dilworth, Minnesota.

63
At Washington, D. C.,
March 2, 1928. D

Dear Mr. Elliott:

I asked Mr. Sweney if he had any information as to a probable increase in our income tax as a result of the recent investigation of our returns, and am just in receipt of his letter of February 29, which I send to you herewith. Please return after noting.

Very truly yours,

encl.

Signed-Charles Donnelly

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

64
March 3, 1928.
S-3

Dear Mr. Gay:

Referring to your letter of February 29:

I return herewith copy of proposed resolution covering the signature and countersignature of checks effective April 1. The only change that should be made is the addition of the name of G. H. Kernkamp, following the name of Mr. Francis, as one authorized to countersign pay checks.

Very truly yours,

Encl.

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

65
At Washington, D. C.,
March 2, 1928.

D1

Dear Mr. Pierson:

I have your letter of February 25, and am glad to accept your kind invitation to attend the annual meeting dinner of the Chamber of Commerce of the United States in Washington on Thursday, May 10, 1928.

Sincerely yours,

Charles Donnelly

Mr. Lewis E. Pierson, President,
Chamber of Commerce of the United States,
Washington, D. C.

66
At Washington, D. C.,
March 2, 1928. D

Dear Mr. Aishton:

Your telegram of today suggesting an early meeting of the Executive Committee of the American Railway Association, to be held in New York, has been repeated to me here.

As between the two dates mentioned in your message, I would prefer Thursday, March 15.

Very truly yours,

Signed-Charles Donnelly
d

Mr. R. H. Aishton,
President,
American Railway Association,
Washington, D. C.

67
At Washington, D. C.,
March 2, 1928. 121

Dear Mr. Holden:

Answering your letter of February 28, addressed to Mr. Budd and myself, about the terminals of the Leavenworth and Topeka.

I am agreeable to your proceeding with this matter in the way proposed in your letter of February 22.

It seems to me that in the merger proceeding we may well take the position that these negotiations looking to the acquisition of the terminal properties of the Leavenworth and Topeka remove the necessity of making provision for that property in connection with the merger.

Very truly yours,

Charles Donnelly

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

cc-Mr. Ralph Budd;

68
At Washington, D. C.,
March 2, 1928.

Dear Mr. Kerr:

As I believe you know, I will be in New York until Tuesday morning, and if there are any developments of consequence, wish you would call me at the office or at the Plaza Hotel and inform me of them; also, I wish you would keep me advised from time to time by letters or telegrams to St. Paul of any matters of importance.

Very truly yours,

Signed-Charles Donnelly

Mr. James B. Kerr,
New Willard Hotel,
Washington, D. C.

69
St. Paul, Minn., March 2, 1928. A4

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of the 1st instant, in regard to writing off the cost of 40.15 acres of right of way acquired for the Gray's Harbor and Columbia River line which you consider unsalable.

I approve your recommendation.

CHARLES DONNELLY

70

St. Paul, Minn., March 2, 1928. K2

Mr. J. M. Hughes,
Land Commissioner.

I agree with you that we should not make a coal
reconnaissance in the Madison Valley, your letter of February
29.

CHARLES DONNELLY

71
At Washington, D. C.,
March 2, 1928.

3-3

Dear Mr. Spencer:

Your letters of February 14 and February 23, addressed to the Northern Pacific Railway in the Transportation Building at Washington, were referred to my office at Saint Paul and have been forwarded to me here.

The Northern Pacific, as I am sure you will understand, receives from the different communities and different hospitals and other organizations along the road requests for financial contributions in varying amounts, most of them being worthy of support. To respond favorably to all of them would impose a prohibitive financial burden upon the company and, because of the difficulties and embarrassment involved in attempting to favor some as against others, we have adopted a policy of contributing to none. Under these conditions I am sure you will agree that I could not consistently authorize a contribution to the Garfield Memorial Hospital.

I return, as requested, the subscription book which accompanied the letter of February 14.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. Henry B. Spencer, President,
Garfield Memorial Hospital,
Washington, D. C.

75
March 2, 1928.
8-8

My dear Mr. Elliott:

I enclose herewith a summary of reports made by passenger department representatives covering the month of January 1928.

Very truly yours,

Signed) CHARLES DONNELLY

W

Encl.

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

72-1

At Washington, D.C.,
March 2, 1928.

8-3

My dear Mr. Elliott:

I referred to Mr. Williamson your letter of January 31 suggesting that consideration be given to the possibility of using pile foundations instead of concrete in renewing, replacing or strengthening certain bridges, AFE's for which were submitted with my letter of January 27. The following is a copy of Mr. Williamson's reply.

"Most of the AFE's for this year's work cover reinforcement of superstructures, there being but five bridges requiring masonry. The point raised by Mr. Elliott was given consideration at the time the budget and Form 134 were prepared. The policy of distributing the expenditures has been followed for many years and our annual improvements and maintenance costs are uniform.

"With the exception of the following bridges, the AFE's referred to cover reinforcement of spans with only slight changes in masonry. The bridges listed below require new masonry:

Fargo Division Bridge 13, AFE ED No. 29

The bridge consists of three 35-foot I-beams under one track and a pile trestle 154 feet long under the second track. It is proposed to make the pile trestle permanent and the masonry work required is that of adding to existing masonry. Pile piers would make a patch job which would interfere with the free flow of water.

Montana Division Bridge 30, Boulder River, Butte Line, AFE ED No. 62.

The present bridge is a pile trestle 182 feet long and has been the location of very high water. At flood stage the water has been one or two feet over the track and the bridge should have masonry piers which do not interfere with the free flow of water.

Rocky Mountain Division Bridge 48, Deer Lodge River, Butte Line, AFE ED No. 27

The present bridge is a pile trestle 154 feet long. The

piling has a slight penetration and it is difficult to maintain the line and surface. The same would be true of timber piers under girder spans.

Idaho Division Bridge 3, Hangman Creek, AFE ED No. 3

The present bridge consists of one 145-foot double track deck steel span on concrete piers with timber approaches. The foundation material in which the timber piles of the approaches are driven causes early decay and the maintenance cost is high. One reason for the permanent bridge is to eliminate timber, and timber piers for the permanent girders would in our opinion be false economy.

Tacoma Division Bridge 59, Newaukum River, AFE ED No. 3

Bridge 59, Newaukum River, consists of one 100-foot through plate girder, double track, on concrete masonry, and 249 lineal feet of timber approach. It is proposed to add one 100-foot through plate girder on concrete masonry and fill the balance of the timber approach. If a timber pier were constructed to support the end of the additional girder, it would also be necessary to build several timber bents to provide for the slope of the embankment. These timber spans would catch drift and defeat the purpose of constructing the new 100 foot opening. At the present time the timber spans act as drift catchers, blocking the channel and causing water to overflow to Bridge 58. Masonry should be constructed at this point to provide a smooth channel to carry the flood water.

"The budget was considerably reduced over the original recommendations of local officers and it is the opinion of our engineering department officers, in which I concur, that the items now remaining should be passed and that we should put masonry in all of the bridges referred to above."

For the reasons given by Mr. Williamson I think the AFE's should be allowed to stand as approved.

Very truly yours,

(Signed) CHARLES DONNELLY

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

13
St. Paul, Minn., March 3, 1922.

K2

Mr. F. B. Williamson,
Mr. J. G. Woodworth,
Mr. D. F. Lyons,
Mr. F. W. Sweeney,
Mr. R. J. Elliott,
Mr. H. A. Clifford,
Mr. J. M. Hughes.

Gentlemen:

The American Legion have asked us to assist in the making of an American Legion census of ex-service men in our general offices. To that end, Mr. Ben Pederson, Commander of the John H. dePareq Post No. 406 in St. Paul, who is a part of Mr. Wm. Richards' Staff, will call on you and leave some census cards with instructions as to making of this census.

Will you kindly afford Mr. Ben Pederson the help he needs in making this census.

Yours very truly,

(Signed) H. G. VanDusen

cc-Mr. J. L. Watson
Mr. A. V. Fabian
Mr. R. H. Relf

74
March 3, 1928.

K2

Dear Mr. Brace:

Recalling our talk on February 28 when you asked us for certain financial assistance for your Superior Y.M.C.A. activities:

Mr. Donnelly is still in the east. I sent him your letter of February 27 which you left with me and then recited to him the substance of our talk.

Mr. Donnelly then writes me that he has given your request careful consideration, realizing keenly the benefits which accrue to a community through activities of a well supported and prosperous Y.M.C.A. He feels, however, that if we make a contribution to your institution, we will bring upon ourselves similar requests from Y.M.C.A. organizations in many of our towns where percentage of Northern Pacific population to the total is far greater than it is at Superior. We feel that this would ultimately become more of a burden than we can properly assume - so, much to our regret, we feel we cannot extend to you the help you have requested.

Yours very truly,

(Signed) E. D. JOHNSON.

Mr. H. W. Brace,
Young Men's Christian Association,
Superior, Wisconsin.

76
March 3, 1928.

k2

Dear Colonel:

A letter of introduction will be handed to you by Mr. Miyoshi who wants to take a look at your tunnel. I understand Mr. Davis has already telegraphed you about him.

Mr. Miyoshi came to me with a personal letter from a very dear friend of mine in Tokio, and what you can do for Mr. Miyoshi will be very much appreciated.

Yours very truly,

(Signed) E. D. JOHNSON

Colonel Frederick Mears,
Assistant Chief Engineer,
Great Northern Railway Co.,
Seattle, Wash.

76
St. Paul, Minn., March 3, 1928.

K2

Mr. D. F. Lyons,
General Counsel.

Herewith papers discussing economics of the Montana Coal and Iron Company proposal to sell us a certain grade of screened coal at \$2.00 per ton f.o.b. Bear Creek, or \$2.61 per ton f.o.b. Bridger. Answer to question you raise in your memorandum of February 20 can be most simply expressed by stating the following conclusion.

The Operating Department state they can burn this Bear Creek product in stokered locomotives, in which event the Northern Pacific could afford to pay the Bear Creek Company \$3.38 per ton f. o. b. Bridger. The Montana Coal and Iron Company offer this product to us at \$2.61 per ton. Therefore, for every ton of Bear Creek burned the Northern Pacific will make \$1.02.

Next, analyzing situation from standpoint of the interests of the Northern Pacific as a stockholder, acceptance of the Bear Creek proposal would give us a coal f.o.b. Bridger which would yield a profit on cost of equivalent Red Lodge coal of 28 cents per ton.

Next with reference to the commercial or market value comparison. Mr. Andersen sells his egg coal for \$4.00 per ton and his No. 2 washed nut at \$2.50 per ton. The Bear Creek product falls in between these two Red Lodge grades. Our Operating Department consider the Bear Creek product as suitable for stokered locomotives. If this is true, and unquestionably it is true, then we could afford to pay the Bear Creek people \$4.70 for their coal and lose nothing by the transaction. If, however, we could not use this Bear Creek product in locomotives but had to confine its use to stoves and small hand-fired boilers, then it would be worth \$2.75 to us as compared to the market price of a similar Red Lodge product. Assuming the most unfavorable comparison, we would still make 14 cents per ton if we paid the Bear Creek people \$2.61 for this coal at Bridger and used it in station stoves and small hand-fired boilers.

Mr. Lyons (2)

76
Mar. 3, 1928.

Considering both the contract comparison and market price comparison, it seems clear to me that from either standpoint the Northern Pacific would make money by buying this product from the Montana Coal and Iron Company.

If you agree will you please pass file to Mr. Donnelly for his further consideration.

(Signed) J. C. DONNELLY

71

St. Paul, Minn., March 3, 1928.

Mr. D. F. Lyons,
General Counsel.

You have undoubtedly heard in Washington about the steel mail car bill concerning which a hearing is to be held in Washington on March 11 as it now appears.

Mr. Goodhue has a request from Mr. Mack of the Railway Mail Pay Committee (A.R.A.) soliciting some political help. The request also reached us in a slightly different way a few days ago and I sent papers to Mr. Donnelly, thinking that he being in Washington he would know more about what action we should take then we would know here in St. Paul.

Mr. Goodhue will attend the Washington hearing on March 11. Not having heard from Mr. Donnelly, I took the liberty to suggest to Mr. Goodhue that when he gets to Washington he look you up and explain the situation to you. You probably could get in touch with Mr. Thom and find out what, if anything, we ought to do.

(Signed) E. L. JOHNSON

cc-Mr. C. H. Goodhue

78
St. Paul, Minn., March 3, 1928.
K2

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

Attached is the Railway Age proposed article
on Northern Pacific extended engine runs.

Will you please edit and correct it to read as
the Operating Department would have it read? Will you
also please clear up statistical contradiction referred to
in Mr. Layng's letter of March 2 next attached?

(Signed) E. D. JOHNSON.

encl.

79
St. Paul, Minn., March 3, 1928.

K2

Mr. J. G. Woodworth,
Vice President.

When in Fargo on Thursday, March 1, Mr. Budd, Mr. Crosby, Mr. Ward, Mr. Lillie and a group of Twin City newspaper men and some bankers, called on President Coulter of the Agricultural College. In the course of some conversation when we made this call, statement was made that it has been reported that excessive spring wheat damage due to black rust last year possibly proved that barberry bush eradication was not particularly helpful in controlling rust spread and infection. By way of reply to such statement, President Coulter called together members of his faculty having in charge the study of wheat rusts, eradication of barberry bushes and development by plant breeding methods of a variety of spring wheat that would be rust resistant, in order to lay before us opinions of the Agricultural College faculty as to this matter.

Further biological studies of rust have proven quite conclusively that the barberry bush acts as a host for the spores of black rust. Barberry bush eradication in North Dakota is progressing at a rate which will mean complete eradication of this bush by 1934.

Breeding of wheat plants have progressed to a point where a substantial spring wheat acreage will be sown commercially in North Dakota this spring with so-called "Kotah" wheat, a strain which has been developed as rust resisting to a considerable extent, but there still exists some question as to whether this "Kotah" is acceptable for milling purposes. Wheat plant breeding is still progressing with the hope that ultimately a strain of wheat will be developed which will not only be completely rust resistant but will be of a grade which will be acceptable to millers.

It was stated that excessive rust damage in 1927, particularly in the eastern part of the state, was caused by the carrying of rust spores on high south winds from Kansas and South Dakota into North Dakota, at a time when the growth

Mr. Woodworth (2)

79
Mar. 3, 1928

of the wheat plant and berry was most susceptible to infection. Agricultural College authorities contend that damage would have been much greater had there not been eradication of barberry bushes such as has taken place in the last three or four years. Discussion developed, as is above stated, that high winds will carry rust spores and successful combating of rust infection must mean barberry bush eradication in neighboring states as well as in North Dakota. Such eradication in neighboring states is in progress, supplemented by considerable Federal Government help in the work.

Discussion left with us a pretty clear impression that eradication of rust infection must proceed along lines of further and finally complete barberry eradication, plus development of a more rust resistant strain of wheat acceptable to millers than is on the market today.

Doubtless this discussion at Fargo will be cited in further discussions which may reach you concerning this subject, so I therefore thought it well to give you this memorandum so you will know what happened at Fargo.

2

St. Paul, Minn., March 3, 1928.

K2

Mr. G. H. Jacobus,
Superintendent, Minneapolis, Minn.

I think you know that Mr. Lowry was originally instrumental in proposing Fred Michaels for the Carnegie Heroism Medal which Fred finally received. I wrote to Mr. Lowry and told him about bestowal of medal on Fred and in acknowledgement Mr. Lowry says -

"I do hope Fred is alive to accept and appreciate this great honor. I make this remark because the last I heard of him he was in the hospital and in bad shape."

Will you not write Mr. Lowry and tell him just what Fred is doing and what his condition is at the present time, sending me a copy please?

(Signed) B. G. JOHNSON

cc-Mr. T. F. Lowry

March 3, 1928.

K2

Dear Mr. Walsh:

Acknowledging your letter of the twenty-ninth about the proposed Bloomfield Valley branch:

I hesitate very much to write Mr. Jones in line with your suggestion because any such letter could certainly be construed to imply at least something which might later embarrass us. The Bloomfield Valley branch proposal is a proposal which of course must receive the same kind of engineering and traffic study as is given any similar proposal. I am sorry I cannot give you anything more encouraging than is contained in this letter.

Yours very truly,

(Signed) R. C. Johnson

Mr. A. H. Walsh, Sales Manager,
Dawson Loan and Title Company,
Glendive, Montana.

82
March 3, 1928.
K2

Dear Louis:

I most assuredly appreciate the splendidly effective manner in which you reported the talk I gave your Rotary bunch Thursday evening last week, and I cannot help but feel flattered to know that the talk I made apparently proved of such interest to your good people.

I certainly will follow your advice and have something ready for the press when I have occasion to make a talk of this kind in some other town.

I am looking forward to coming up to Detroit Lakes in June and availing myself of your kind invitation to go out and get some fish.

Yours very truly,

Mr. Louis Benshoof,
Owner and Manager,
The Detroit Record,
Detroit Lakes, Minnesota.

89
March 3, 1928.

8-3

My dear Mr. Spracklin:

I find, in referring to our files, that we have not received from you a personal record form similar to the enclosed. Will you be good enough to fill out one copy and return to me under personal cover? This information is retained in this office. You may, if you wish, fill out the other copy of the form and retain it for your own use.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

Mr. J. C. Spracklin, General Agent,
Northern Pacific Railway Company,
510 Central Building, Los Angeles, Cal.

84
March 3, 1928.
8-3

My dear Mr. O'Donnell:

I enclose two copies of form 7298 and would ask that you kindly fill out one of them and return to me under personal cover. This information is retained in this office. If you wish you may fill out the other copy and retain it for your own files.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

Mr. T. J. O'Donnell, General Agent,
Northern Pacific Railway Company,
349 Main Street, Winnipeg, Man.

85
March 3, 1928.
8-3

Gentlemen:

Supplementing my letter of February 20:

The Northern Pacific is contributing \$250 to
the Taxpayers' League of St. Louis County, Minnesota.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. G. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
Mr. G. W. Webster, Vice President,
NSTP&SN Railway Co., Minneapolis, Minn.
Mr. Charles Jensch, Comptroller,
CSTP&AO Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative,
OMSTP&P RR Co., Minneapolis, Minn.

86
March 3, 1938.
S-3

Dear Mr. Spracklin:

Since I wrote you a few days ago about Mr. Henry W. Ley and Mrs. Ley returning from California via Northern Pacific, it has been necessary for them to indefinitely postpone their trip. You may therefore disregard my letter.

Very truly yours,

(Signed) F. M. Wilson

Mr. J. C. Spracklin, General Agent,
Northern Pacific Railway Company,
510 Central Building, Los Angeles, Cal.

47
March 3, 1928.
S-3

My dear Mr. Elliott:

I enclose for your information copy of preliminary statement of freight train statistics for January of this year compared with January 1927. The gross tons per train mile on the main line increased 2.35% and on branch lines the increase was 9.1%.

The decreases on the Idaho, Pasco and Seattle Divisions were due to cold weather and snow troubles.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

86
St. Paul, Minn., March 3, 1938.
8-6

Mr. F. W. Swaney,
Comptroller.

Herewith bill from the Secretary of the
Committee on Railway Mail Pay covering assessment
No. 28, payable March 1, 1938, for our proportion of
the expenses of the Committee, amounting to \$519.22.
Will you please arrange to voucher as in the past?

(Signed) CHARLES DUNNELLY

Encl.

cc--

Mr. F. E. Williamson,
Vice President.

89
March 3, 1928.

E-3

Dear Mr. Hyatt:

Thank you for your letter of March 1. Will be pleased to receive copies of the various railroad union magazines which carried the Melaney story; I have seen only one of them but understand that it has received very wide circulation, for which we are indebted to you. I am sure that Mr. Melaney will appreciate the assistance Mr. Edward Studor of Cleveland will give him in connection with his appearance there on March 10. The original schedule showed that he was to have sung in Cleveland on the 28th but that date has been changed.

To have your co-operation in connection with Mr. Melaney's engagements is indeed very helpful to us and I will endeavor to keep you informed in advance regarding his itinerary. The present schedule shows that he is now in New York City and will remain there until the 9th, one of his engagements being at station WJZ on March 7th. He will be in Cincinnati March 11th, at Chicago to sing at WLS studio March 12th, and again

89
GH-2

March 19th and 26th, and at Milwaukee on March 13th,
WTMJ radio station.

Sincerely,

(Signed) F. W. DeGORE

Mr. Gil Hyatt,
c/o Labor Building,
10 B Street, S.W.,
Washington, D.C.

90

St. Paul, Minn., March 3, 1928.

R-8

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

I have a letter from Supt. Flynn, Jamestown, N.D., under date of March 2nd, in which he states that Superintendent Robertson of the Jamestown Schools has written him as follows:

"We should be glad to have any of the films marked sent out to us, one or two reels at a time to be used together with our regular motion picture program on Thursday."

I had submitted to Mr. Flynn for perusal of Mr. Robertson one of the Northern Pacific motion picture catalogs. He marked the following numbers:

- 2 - Yellowstone National Park
- 3 - Bird and animal life in Yellowstone National Park
- 6 - Above the clouds in Rainier National Park
- 8 - Dude ranches and camps in the northwest
- 9 - Montana Rockies
- 10 - Minnesota's 10,000 lakes
- 11 - Roosevelt National Park (proposed)
- 12 - Northern coast resorts on the Northern Pacific
- 13 - Pictures of Oregon
- 14 - 2000 miles of startling beauty

Will you please arrange with Superintendent Robertson.

(Signed) F. W. Dequire

91
St. Paul, Minn., March 3, 1928.

Dear Sir:

Thank you for calling my attention to the article in the Fargo Forum of March 1, an interview with Ralph Budd of the Great Northern.

In the article we plan to prepare for you we will endeavor to give some convincing facts and figures which ought to make good reading for the Fargo shippers and shippers in that territory.

Yours truly,

(Signed) F. W. DeGorpe

Mr. H. H. Ellsworth,
Agent,
Fargo, N.D.

92
March 3, 1928.
E-8

Dear Mr. Johnson:

In accordance with your request of February 23 I am pleased to hand you herewith a story about the Northern Pacific railroad and a photograph of the North Coast Limited, together with outlines. These have been prepared for the Railroad Telegrapher, the dead line of the April issue for which I understand is March 20.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. Samuel Johnson,
702 Pittsburgh Building,
St. Paul, Minnesota.

93
March 3, 1928. A4

My dear Mr. Elliott:

I attach a copy of Mr. Williamson's letter to me of the 29th ultimo, in regard to dismantling of 15 Class "T" Prairie type engines.

After it became apparent that this type of engine was no longer suitable for our main line road service, we made a determined effort to dispose of some of them and circularized dealers in railway equipment and all railroad companies in this country and in South America which might be interested in this type of engine. We met with little success, however, and there appears to be no other course open to us but to dismantle them as they become worn out. I have approved Mr. Williamson's recommendation.

Very truly yours,

encl.

(SIGNED) CHARLES DONNELLY

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

94
St. Paul, Minn., March 3, 1928. A5

Mr. C. C. Kyle,
Purchasing Agent.

Referring to your letter of March 2, File 350,
advising that 30 tons of Roslyn coal was furnished to
the Colman Creosoting Company for use on pile drivers
and derricks under AFE 711-27.

This coal should be charged for at the rate
of \$5.00 per ton plus tariff freight charges at carload
rates.

(Signed) J. H. FORD

Western Union Telegram

St. Paul, Minn., March 3, 1928.

95

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

Estimated earnings fourth week February in thousands

Freight	1550	Increase	388	or	33.4%
Passenger	203	Decrease	13	"	6.7%
Miscellaneous	147	Increase	16	"	12.5%
Total	1900	Increase	391	"	25.9%
Total for month	6706	Increase	628	"	10.3%

Cars loaded locally 57,641 increase 5936 accounted for as follows:

Increases:	Grain	555
	Merchandise	731
	Livestock	199
	Forest Products	876
	Logs	2766
	Coal	497
	Miscellaneous	312

Decreases: None

Received from connections 13,895 increase 946 accounted for as follows:

Increases:	Lake Superior Division	181
	St. Paul	94
	Dakota	55
	Montana	206
	Idaho	345
	Pasco	122
	Tacoma	179
Decreases:	Fargo	9
	Yellowstone	10
	Rky Mtn	36
	Seattle	181

Grain loading eastern district increased 621 cars received from connections decreased 179 cars Grain loading western district decreased 66 cars received from connections increased 67 cars

Fruit loading this year was 794 cars compared with 918 last year received from connections 401 cars compared with 416 last year

Potato loading this year was 2183 cars compared with 1579 last year received from connections 78 cars compared with 26 last year.

During fourth week had cold wave over eastern and central districts temperatures ranging from zero to fourteen below Had light snowfall between Pasco and Ellensburg in vicinity of Lewiston and at various points central district.

Charles Donnelly

96
March 3, 1928. A5

My dear Mr. Gay:

I enclose letter from William Hamm to Mr. Donnelly, indicating that he has arranged for Paine, Webber & Company, of New York, to file proxies for seven thousand shares of Northern Pacific stock.

Yours very truly,

E. C. JOHNSON

encl.

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

97

March 3, 1928. AS

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of March 1, advising that Paine, Webber & Company, of New York, are filing proxies for seven thousand shares of Northern Pacific stock. I shall be glad to bring your letter to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

J. O. JOHNSON

Mr. Wm. Hamm,
c/o Hamm Brewing Co.,
St. Paul, Minn.

98
St. Paul, Minn., March 3, 1928. A5

Dear Mr. Gemmell:

I enclose, for your approval as President,
M. & I. Railway Company AFE ED No. 524 of 1928, covering
the retirement of engine No. 7.

Very truly yours,

CHARLES DONNELLY

encl.

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

99
St. Paul, Minn., March 3, 1928. A5

Mr. C. C. Kyle,
Purchasing Agent.

Referring to your letter of March 1 with recommendation for an increase in the rate of pay of the two traveling storekeepers from \$275 to \$300 per month, and of the reclamation foreman at South Tacoma from \$225 to \$250 per month, effective March 1, 1928:

I return Mr. Myers' letter to you of February 29, together with the approved Form 202.

(Signed) B. C. JOHNSON.

encl.

100
St. Paul, Minn., March 3, 1928.
S-3

Mr. M. T. Sanders,
Tax Commissioner.

We are making another contribution to the
Taxpayer's League of St. Louis County, Minnesota, for
\$250 covering the period June 1, 1927, to June 1, 1928,
voucher for which has been marked to be forwarded by
you.

(Signed) B. O. JOHNSON *rk*

101
St. Paul, Minn., March 3, 1928.
9-3

Mr. R. H. Relf,
Assistant Secretary.

Mr. Lacy has been elected Treasurer of the Northern Pacific effective April 1 to succeed Mr. Clifford upon the latter's retirement, and Mr. G. A. Francis has been elected Assistant Treasurer.

Please arrange to hold meetings of the companies of which Mr. Clifford has been Treasurer and arrange for the election of Mr. Lacy as his successor, to become effective April 1.

Mr. Clifford has been Assistant Treasurer of the Northwestern Improvement Company and Mr. Lacy should be elected to that office, and at the same time Mr. Francis should be authorized to sign checks of the Improvement Company "For Assistant Treasurer" just as Mr. Lacy is now authorized to do.

There may be other companies outside of the Northern Pacific and Improvement Company in which special authority will be required with respect to the signature and counter-signature of checks, and you should confer with Mr. Clifford and Mr. Lacy about this and arrange accordingly.

(Signed) CHARLES DONNELLY *jr*

102 ✓
Enroute Washington to New York,
March 3, 1928. D

Mr. F. E. Williamson,
Vice President.

I have yours of February 29 about our over night freight service from the Twin Cities to Duluth and Fargo, and am gratified to note that this is working out so satisfactorily.

Signed-Charles Donnelly

103
At New York, N. Y.,
March 3, 1928. M1

Dear Mr. Winslow:

I was sorry I was unable to call on you before leaving Washington, but was so closely occupied on the subject of some very drastic action which Congress has been threatening to take with reference to our land grant, that I did not have a free minute while there.

I am returning to Washington, however, on the nineteenth of this month, when hearings in the proposed Northern Pacific-Great Northern merger will be resumed before the Interstate Commerce Commission, and will certainly see you in the course of that trip.

Meanwhile, I wish to thank you for your very kind letter of February 15 and for the pains which you took to make my visit to Worcester and my appearance before The Economic Club in every way so delightful and memorable.

With warmest personal regards,

Sincerely yours,

Signed-Charles Donnelly

Mr. Samuel E. Winslow,
Earle Building,
Washington, D. C.

104
At Washington, D. C., March 3, 1928. D1

Dear Mr. Coman:

Thank you for letting me know about the Joshua Green dinner to Mr. Scandrett; also of your talk with Mr. Green about his trip to Washington, D. C.

I am glad always to be kept advised of matters like this.

Very truly yours,

Signed - Charles Donnelly

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

105
At Washington, D. C., March 3, 1928. DL

Dear Mr. Coman:

I am very glad to get yours of February 27 about
the Tacoma Oriental Steamship Company matter.

Very truly yours,

Signed Charles Donnelly

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

106
March 3, 1928. KB
149

My dear Mr. Elliott:

I enclose copy of the Material Stock Report for the month of January, 1928, showing that the value of the supplies on hand the last of the month was \$12,073,655.00 as against the value of supplies on hand the first of the month of \$11,646,550, an increase of \$427,105.00. This increase is due to receipt of track material, ties, and material in connection with flat cars and logging flat cars. However, the material and supply balance will be relieved as soon as rail renewal and tie relaying is commenced.

The work in connection with the construction of flat cars is now in progress.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

March 3, 1928. KB

Dear Mr. Gorman:

I enclose copy of the Material Stock Report
of the Northern Pacific Railway Company for the month
of January, 1928.

Yours very truly,

(Signed) CHARLES DUNFORD

W

encl.

Mr. J. E. Gorman, President,
Chicago, Rock Island & Pacific Railway Co.,
Chicago, Illinois.

106
March 3, 1928. K5

Dear Mr. Holden:

I enclose copy of the Material Stock Report
of the Northern Pacific Railway Company for the month
of January, 1928.

Yours very truly,

(Signed) CHARLES DONNELLY

W

encl.

Mr. Hald Holden, President,
Chicago, Burlington & Quincy Railroad,
Chicago, Illinois.

109
Paid

1030am

St Paul Minn March 4 1928

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

Forwarded three packages containing mail from St Paul
Saturday.

B O Johnson

Charge NPrYCo
Executive Dept

110
St. Paul, Minn., March 5, 1928.
E-8

Dear Sir:

Your letter of February 28, File A-221:

Thank you for the clipping from the Lewiston
Banner, issue of February 24. Will appreciate clippings
from you at any time either regarding the unification or
Northern Pacific activity.

Yours truly,

(Signed) F. W. D. GUNNE

Mr. A. F. Shirley,
General Agent,
Lewiston, Idaho.

111
St. Paul, Minn., March 5, 1928.

B-6

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

Have gone over very carefully the accompanying advertising copy files of on-line and off-line advertising and am prepared to discuss them with you at your convenience. The attached memorandum, prepared some time ago, briefly carries one suggestion.

(Signed) F. W. DeGUIRE

Enclo

112
St. Paul, Minn., March 5, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach Mr. Turner's letter to me of March 1, together with proposed supplemental agreement between the Northern Pacific Terminal Company, the S.P. & S. and the Northern Pacific covering rearrangement of tracks in the Portland terminals. If there are no operating objections to the execution of this contract, I shall be glad if you will please initial and return to me.

(Signed) CHARLES DONNELLY

encl.

113
St. Paul, Minn., March 5, 1928. A4

Mr. M. T. Sanders,
Tax Commissioner:

Referring to my conversation with you of this date, in regard to bill against the Milwaukee Company for taxes due from that company under the terms of the contract of October 1, 1900:

As I advised you during your absence in the west, I have had some correspondence and some discussions with Mr. Lodge, Auditor of the Milwaukee Company. For the completion of your files I attach copies of the following:

Mr. Lodge's letter to me of November 22;
My letter to Mr. Terrell of November 25;
My letter to Mr. Parks of November 25;
Mr. Stevens' letter to Mr. Parks of November 26;
Mr. Parks' letter to me of November 30; and
My letter to Mr. Lodge of November 30.

Mr. Lodge had taken exception to some of the things we did when making up the original tax valuation statement, but growing out of the talks I had with him an agreement was reached on the basis to be used not only for the 1925 taxes but also for taxes for future years. I think you should obtain for your files a copy of the statement which Mr. Terrell prepared and which will, I think, give you all the information you need. If it does not, please let me know and I will try to furnish whatever is missing.

(Signed) J. H. POORE

encl.

114
St. Paul, Minn., March 5, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Herewith copy of a letter from J. H. Bruyere commending some of our train and depot employees who were of some assistance to him in the early part of December. I have written Mr. Bruyere thanking him for his letter and stating that we would endeavor to inform the employees interested of his appreciation.

(Signed) CHARLES DONNELLY

Encl.

115
March 5, 1928.
8-3

Dear Sir:

Thank you for your very gracious letter of February 29.

The attention shown to you by our train and depot employes, and of which you speak so favorably, is representative of the kind of service that the Northern Pacific is endeavoring to furnish. That we are meeting with some measure of success, as evidenced by your experience, is indeed gratifying. I will pass a copy of your letter to our operating department officers for the purpose of letting the employes who assisted you know of your appreciation.

I am interested in learning that you were present on the occasion of the driving of the golden spike in 1883.

Very truly yours,

(Signed) CHARLES DUNNELL

Mr. J. H. Bruyere,
c/o Galax Hotel,
Spokane, Washington.

116
St. Paul, Minn., March 5, 1928.
8-3

Mr. F. E. Williamson,
Vice President.

Referring to your letter of February 29 giving estimated requirements of Rosebud, Red Lodge and Roslyn coal for the two year period beginning May 1, 1928:

In order to properly specify the grades of coal required in the advertisements that will be run calling for bids, under the Clayton Act, will you please furnish an estimate in detail similar to that contained in your letter of February 23, 1926?

(Signed) CHARLES DONNELLY *CD*

117
March 5, 1928.
3-3

Dear Sir:

Your letter of February 13 was received in due course, and we have located a report made by General James Tilton, dated October 21, 1867, covering his surveys in the Cascade Mountains. A photostatic copy of the report has been made and I enclose it herewith. We have not been able to locate any specific records covering the period of his employment with this company.

Very truly yours,

Encl.

Mr. Wilfred R. Tilton,
Wayne, Ohio.

118
March 5, 1928.
8-6

My dear Mr. Elliott:

Coal shipments for the week ending March 3 were as follows:

		<u>Roslyn</u>	<u>Red Lodge</u>	<u>Colstrip</u>
February	27	4340	2206	7120
	28	5171	1481	3684
	29	5021	1009	3699
March	1	4186	246	3743
	2	2824	-	3752
	3	-	799	-
Total	-	21542	5741	21998

The total shipments from all mines was 49,281 tons, an average of 7,040 per calendar day.

Roslyn mines Nos. 3 and 8 worked four days, Nos. 5 and 7 worked five days; Red Lodge mines worked three and one-half days; Colstrip worked six days.

Very truly yours,

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

119
March 5, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 28, enclosing Oregon Electric AFE E-1866 for constructing additional pen at Albany stockyard, 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 MONTGOMERY

Encl.

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

cc--

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

120
St. Paul, Minn., March 5, 1928.
S-3

Mr. H. A. Clifford,
Treasurer.

Herewith check No. 1645 of the Stillwater High School Activities in favor of the Northern Pacific Singers (Northern Pacific Sextette) for \$5.40, representing bus fare of the girls from Saint Paul to Stillwater on Thursday March 1. The expense of that trip will be handled through an expense account.

(Signed) E. M. WELLS

Encl.

cc--

Mr. F. W. Sweeney,
Comptroller.

121
March 5, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 28, enclosing Oregon Trunk AFE No. 4943 for relaying and rearranging lead and part of tracks at west end of Wishram engine house, at an estimated cost of \$10,528:

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

Very truly yours,

(Signed) CHARLES DOWNEY

Encl.

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

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

122
March 5, 1928.
8-8

My dear Mr. Elliott:

I enclose for your information a copy of Mr. Hughes' letter of March 2 transmitting progress report on the sale of Glendive-Redwater district lands for the period February 1 to 15, inclusive, together with accumulated figures from July 1, 1927.

Very truly yours,

(Signed) CHARLES DONNELLY, p

Encl.

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

123
St. Paul, Minn., March 5, 1928.
3-3

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of February 10:

Will you please advise what the present
status is of the new joint ticket office at Portland?

(Signed) CHARLES DOWDALL *CD*

124
St. Paul, Minn., March 5, 1928.
8-3

Mr. J. G. Woodworth,
Vice President.

Supplementing my letter of February 24 about
the Astoria National Bank:

Mr. Turner wires under date of March 3 as fol-
lows:

"Referring my wire February 23 about Astoria
National Bank. Last information is that efforts are
being made at Portland to refinance but federal bank
examiner now on ground has asked for permanent receiver.
A-7."

(Signed) CHARLES DONNELLY

125
March 5, 1928.
S-8

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 29, 1928, and the period January 1 to February 29 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 DONNELLY

Encl.

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

154
St. Paul, Minn., March 5, 1928.
S-8

Mr. J. C. 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 29, 1928, and the period January 1 to February 29, compared with the actual figures for 1927.

Encl.

127
St. Paul, Minn., March 5, 1928.
S-6

Mr. J. C. Woodworth,
Vice President.
Mr. F. W. Sweeney,
Comptroller.

I enclose herewith, for your information,
copy of Pullman surcharge letter No. 29, enclosing
minutes of the meeting of the Pullman Surcharge Account-
ing Sub-Committee, held in Washington, D. C., February
6, 1928, together with work reports of General Auditor
Lamb for the quarters ended September 30, 1927, and
December 31, 1927.

(Signed) CHARLES DONNELLY.

Encl.

128
March 5, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 28, enclosing Oregon Electric AFE E-1865 for removing house track and extending transmission line at Cartney, at an estimated cost of \$248:

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

Very truly yours,

(Signed) CHARLES PORTER

Encl.

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

cc--

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

129
March 5, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 28, enclosing SP&S Transportation Company AFE T-19 for installing Tropic-Aire heaters in buses 7 and 83, at an estimated cost of \$200:

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

Very truly yours,

Very truly yours, J. D. DOWNEY

Encl.

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

cc--

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

130
St. Paul, Minn., March 5, 1928.
8-3

Mr. R. H. Relf,
Assistant Secretary.

Attached is copy of a letter from J. H. Bruyere of Spokane, under date of February 29, to which he has added a postscript to the effect that he was present on the occasion of driving the golden spike in 1883. Is Mr. Bruyere mentioned in any of the records that you have in connection with that event?

(Signed) CHARLES DONNELLY

Encl.

131
St. Paul, Minn., March 5, 1928 K5

Mr. H. E. Stevens,
Chief Engineer.

I enclose report of the Committee on Automatic Train Control of the American Railway Association for the month of January, 1928, showing status of automatic train control installation as reported to the Interstate Commerce Commission.

RECORDED
p

encl.

132
St. Paul, Minn., March 5, 1928.
K5

Mr. H. A. Clifford,
Treasurer.

I enclose check No. 2576 of the First Minneapolis Trust Company to the Northwestern Improvement Company in the amount of \$3,000.00, representing a 5% principal distribution on the Agricultural Securities Corporation 6% Collateral Trust Income Gold Bonds which they are holding for us and against which they have issued certificate of deposit. These bonds have been properly endorsed to show this principal-distribution.

With this payment, principal distributions aggregating 35% of the par value of the above bonds have been made.

(Signed) CHARLES DONN W

encl.

cc-Mr. F. W. Sweeney

133
March 5, 1928. KS

Dear Sir:

Your letter of March 3 to Mr. Donnelly acknowledging receipt of a copy of the Minnesota booklet recently published by this company has been received during his absence from the city. I shall be glad to bring your letter to his attention upon his return to the office, and in the meantime I have asked Mr. H.W. Byerly, our General Immigration Agent, to supply you with additional copies of the booklet.

Yours very truly,

Mr. Grovenor D. McCubrey,
Moorhead, Minnesota.

cc-Mr. H. W. Byerly

134
St. Paul, Minn., March 5, 1928. K5

Mr. P. E. Williamson,
Vice President.

Referring to your letter of March 2 about complaint of the Farmers Shipping Association of Baudette concerning our stock yard facilities at Duluth, particularly with reference to the water supply:

I approve your recommendation that we effect a connection between our own water supply and the stock yards at an estimated cost of \$638.00, and A.P.E. on that basis will be approved when submitted.

cc-Mr. J. G. Woodworth
Mr. F. W. Sweeney

135
St. Paul, Minn., March 5, 1928.
S-6

Mr. J. G. Woodworth,
Vice President.
Mr. F. W. Sweeney,
Comptroller.

I enclose herewith for your information copy of uniform express contract letter No. 67 transmitting minutes of meeting of the Uniform Express Contract Accounting Sub-Committee, held in Washington, D.C., February 6, 1928, together with work reports of General Auditor Lamb for the quarters ended September 30, 1927, and December 31, 1927.

Encl.

136
St. Paul, Minn., March 5, 1928.
K5

Dear Mr. Gemmell:

I enclose for your approval as President, M&I AFE
ED No. 523 of 1928, covering replacing 17-1/2 K.W. Simplex
Axle Machine in M&I Baggage Car No. 11 with a second-hand
25 K.W. G.E. Co.'s Steam Turbo-Generating Set at an estimated
cost of \$482.00.

Yours very truly,

encl.

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

X

137
Frank 602

New York, N. Y., March 5, 1928.

Hale Holden,
President, CB&Q RR Co.,
547 W. Jackson Blvd.,
Chicago, Ill.

Your letter 29th. Approve addition to Farmers Elevator at Council Bluffs increasing capacity four hundred thousand bushels and lease to Omaha Flour Mills on basis six percent.

Charles Donnelly.

cc-Mr. Ralph Budd:

138
March 5, 1928.

8-3

Dear Mr. Hall:

Your letter of January 24 was received in due course.

That the purpose for which you are seeking financial assistance is one worthy of support is clear. On the other hand, along the Northern Pacific Road there are many communities and many organizations which from time to time are seeking financial assistance for worthy undertakings and to which the Northern Pacific management would like to contribute; to do so however would impose upon the company a financial burden that would be prohibitive. To select from among these requests a few on which favorable action would be taken is difficult and embarrassing, and to avoid giving any reason for a charge of discrimination in favoring one community or organization as against another community or organization we have found it necessary to adopt a policy that contributions of this nature will not be made. I am sure you will understand our situation when I tell you that in view of these conditions I cannot consistently authorize a favorable response to the request that you have made.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Bob Hall,
c/o National Vaudeville Artists, Inc.,
239 West 46th Street, New York City.

139

St. Paul, Minn., March 5, 1928.

s-3

Dear Mr. Gemmell:

I return herewith the letters from Mr. E. F. Albee of The Keith-Albee Circuit of Theatres, about a letter that would be received from Bob Hall, of the National Vaudeville Artists, Incorporated.

We received a similar letter from Mr. Albee and have also received one from Mr. Hall soliciting financial support for a tubercular hospital at Saranac Lake, New York. In answer to Mr. Hall's letter Mr. Donnelly has explained that the Northern Pacific could not consistently do what he asks us to do.

Incidentally, the question of advertising in the National Vaudeville Artists' program was considered by the Transcontinental and Western Passenger Associations, and a proposal by those associations to refrain from advertising in the program was defeated, leaving the member roads free to take independent action. The Great Northern, Union Pacific, Soo Line and Omaha have definitely stated that they will neither advertise nor make a financial contribution.

Very truly yours,

(Signed) B. O. JOHNSON, Jr.

Encl.

Mr. W. H. Gemmell, President,
Minnesota & International Ry Co.,
Brainerd, Minnesota.

140
March 5, 1928.
3-3

My dear Mr. Albee:

Your letter of January 18 was received in due course, and a little later a letter from Mr. Bob Hall, of the National Vaudeville Artists, Incorporated, was also received.

We have very carefully considered Mr. Hall's request and have written him explaining in some detail why the Northern Pacific is unable to do what he asks us to do.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Mr. E. F. Albee, President,
The Keith-Albee Circuit of Theatres,
1564 Broadway, New York City.

141
St. Paul, Minn., March 5, 1928.
S-3

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

Referring to the correspondence about advertising in the National Vaudeville Artists' program or making a financial contribution, all in support of a tubercular hospital at Saranac Lake, New York, for theatrical people:

The Great Northern, Union Pacific, Omaha and Soo Line have definitely stated that they will not advertise in the program nor make a financial contribution. Mr. Foster's office, of the Milwaukee Road, advised that that company, so far as that office is concerned, was not aware of having received such a request. Mr. Donnelly has today written Mr. Bob Hall explaining in some detail our inability to consistently do what he has requested.

(Signed) B. O. JOHNSON, Jr.

142

March 5, 1938.
S-3

Gentlemen:

For your information, the Northern Pacific has advised Mr. Bob Hall, of the National Vaudeville Artists, Incorporated, that it cannot consistently give the support to the tubercular hospital at Saranac Lake, New York, that he has requested.

Very truly yours,

(Signed) B. O. JOHNSON. *jt*

Mr. G. R. Martin, Vice President, —
Great Northern Ry Co., St. Paul, Minn.
Mr. G. W. Webster, Vice President, —
NSTP&SN Ry Co., Minneapolis, Minn.
Mr. Charles Jensen, Comptroller, —
CSTP&AO Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative, —
CMSTP&P RR Co., Minneapolis, Minn.
Mr. J. L. Haugh, Assistant to President, —
Union Pacific System, Omaha, Nebraska.

143
At New York City, March 5, 1928. D1

Mr. J. G. Woodworth,
Vice President.

I should like a brief statement from you as to just what is involved in the case brought by the Bunker Hill & Sullivan Mining and Concentrating Company against the Northern Pacific and others, involving rates on smelter products.

Signed-Charles Donnelly

144
At New York City, March 5, 1928. D1

Dear Mr. Gray:

On returning to my office after lunching with you today, I found a letter advising me that the Weyerhaeuser interests have agreed to the interest rate of $4\frac{3}{4}\%$ for use in the Clearwater contracts.

Very truly yours,

Signed-Charles Donnelly

Mr. C. R. Gray,
President, Union Pacific System,
Omaha, Nebraska.

145
At New York City, March 5, 1928.

D1

Mr. F. E. Williamson,
Vice President.

I have your letter of March 3 about the arrangement which the Northern Refrigerator Car Company has been making with egg shippers on the coast and at Yakima.

It seems to me in view of what you say in your letter and what Mr. Woodworth says in his memorandum, that we must do this to protect ourselves under present circumstances.

Signed-Charles Donnelly

pt 6
Paid

1135am

St Paul Minn March 5 1928

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

Message about plans received and understood.

B O Johnson

Charge NPrYCo
Executive Dept

147
St. Paul, Minn., March 5, 1928.
K5

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

Referring to your letter of February 28:

I have executed and return easement to the Great Northern Railway Company covering the use of a portion of our right of way on the Bay Front at Everett where they propose to construct a spur to serve the Robinson Manufacturing Company.

encl.

148
St. Paul, Minn., March 5, 1928.
S-3

Mr. F. W. Sweeney,
Comptroller.

Replying to your letter of February 29:

This letter, when filed with the Assistant Secretary, will authorize you to execute acceptance of proposal of the National Surety Company covering a rider extending our present fidelity bond contract to December 31, 1932.

ATTENTION: CITY AND (POWER)
(Signed) CHARLES DONNELLY

W

CC--

Mr. R. H. Relf,
Assistant Secretary.

148-1

March 5, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Fargo Division AFE ED No. 34 covering the placing of washed gravel ballast between mile posts 9 and 24, Fargo to Casselton, at an estimated net cost of \$201,380, of which \$106,046 is chargeable to Additions and Betterments.

The bank widening for this ballast was completed in 1927, and the ballasting is covered by Item 26 of the 1928 budget. I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

148-21

March 5, 1928. K5

Dear Sir:

Referring to your letter of March 1 inquiring as to whom the Bureau of Safety should handle matters relating to defective cars found at the King Street Terminal at Seattle, Washington:

The King Street Terminal at Seattle is owned jointly by the Northern Pacific and Great Northern Railway Companies, and matters relating to defective Northern Pacific equipment should be taken up with this office; and as to Great Northern equipment, the officer of that company with whom the Bureau of Safety now corresponds regarding defects in their equipment.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. W. J. Patterson,
Assistant Director,
Interstate Commerce Commission,
Bureau of Safety,
Washington, D. C.

148-3
March 5, 1928.

K5

My dear Mr. Elliott:

On February 25, 1928, at 8:35 AM, Extra East 1734 had sixteen cars derailed at the west switch of eastward passing track at Oriska, Fargo Division, blocking both the main line and passing track. There were seventy-two loads and three empties in the train. Investigation indicates that the derailment was caused by a broken arch bar on Northern Pacific car 47228, the bar catching on frog or guard rail at west end of passing track. This car was weighed at Dilworth and showed gross of 131,600, tare 38,200 and net 93,400. The car was of 80M capacity and our rules permit a total weight of car and lading of 136,000 pounds. The estimated cost of damage to equipment, contents of cars, track and wrecking expense is \$4568.00. The accident resulted in the main line being blocked for a period of fifteen hours and necessitated the detouring of passenger trains via LaMoure, with an average delay of about three hours.

On February 29, 1928, train 731 had fifteen cars derailed just east of Topside on the Ashland Branch, including two cars of coal, three cars of ties and ten empties. The main line was blocked for a period of fifteen hours, necessitating the detouring of trains 52 and 53 between Iron River and Ashland via DSS&A and Omaha. The derailment was caused by a broken rail and damage to equipment, track and wrecking expense was estimated to be \$2010.00.

Yours very truly,

(Signed) CHARLES DONNELLY

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

148-4
March 5, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Lake Superior Division AFE ED No. 13 covering the relaying of south tracks Nos. 1, 2, 3 and 4 at Brainerd, with 90-lb. rail, at an estimated net cost of \$10,284, of which \$5,570 is chargeable to Additions and Betterments.

This is a part of the secondard track relay program on the eastern district for 1928 and applies against Item 64 of the budget. The existing 56 and 66-lb. rail is badly worn, surface bent and kinked, which results in damage to ties and frequent derailments. I recommend formal approval by the Committee or Board.

Very truly yours,

(SIGNED) CHARLES DONNELLY

Encl.

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

148-5
March 5, 1928.
B-3

My dear Mr. Elliott:

Herewith third copy of Camas Prairie AFE ED No. 12 covering the proposed extension of existing 1084-foot storage track to 3100 feet, at Arrow, to provide capacity for sixty cars, at an estimated net cost of \$8,572, of which \$8,392 is chargeable to Additions and Betterments.

The narrative of the AFE indicates that this additional trackage will eliminate considerable switching, and I recommend formal approval by the Committee or Board. It is not a budget item.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

148-6
March 5, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 59 covering the proposed purchase of two 150-ton wrecking cranes, at a cost of \$92,927, all chargeable to Additions and Betterments.

Our largest wrecking trains are of the 100-ton capacity type, purchased in 1910, and they are entirely too light to handle the modern heavy locomotives and, as indicated in the narrative of the AFE, we are obliged to depend upon neighboring lines for modern wrecking equipment.

This is a 1928 budget item, and I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

148-7

March 5, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 3, covering placing of a standpipe at the west end of the depot platform and pipe line at Ellensburg, at an estimated net cost of \$5,337, of which \$5,202 is chargeable to Additions and Betterments.

When the 1927 budget was prepared it was the intention to install a 10-inch standpipe with direct connection to the city water supply. Subsequent investigation, however, indicated that an arrangement of that kind was neither practicable nor economical, and that a better plan would be to have a standpipe with a connection to the Railway Company's existing water supply. The narrative of the AFE indicates that with a standpipe as proposed westward trains may take water while making the station stop and thus avoid an extra water stop at Wymer and the taking of water at Cle Elum. The estimated return on the investment is 17%.

I recommend formal approval of the AFE by the Committee or Board. It has not been included in the 1928 budget.

Very truly yours,

(Signed) CHARLES DORRIS

Encl.

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

148-8

March 5, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of Fargo Division AFE ED No. 30 covering the filling of a portion of bridge 27, near Twin Valley on the Red River Branch, at an estimated net cost of \$37,769, of which \$25,055 is chargeable to Additions and Betterments.

This is part of work that two or three years ago became obvious because of the timber in bridges 26, 26.1 and 27 having reached the end of its life. Bridges 26 and 26.1 are being filled under a 1927 AFE, and bridge No. 27 should be undertaken this year. It is covered by item No. 90 in the 1928 budget. You will note that, as compared with renewal in kind, a saving of \$1,330 per year in maintenance can be effected by filling the bridge as proposed in this AFE. I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

149
March 6, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 25, enclosing Oregon Trunk AFE 4938 for the purchase and installation of one secondary transformer for use at Wishram, at a cost of \$172:

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

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Encl.

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

cc--

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

150
March 6, 1928.
8-6

Dear Sir:

Referring to your joint letter of February 28, enclosing SP&S AFE 4939 for installing toilet in Portland stores, north end of freight house, 11th and Hoyt Streets, at an estimated cost of \$255:

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

Very truly yours,

(Signed) CHARLES DONNELLY, *CD*

Encl.

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

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

151
Paid

12 noon

St Paul Minn

March 6 1928

F G Hollender
Asst Secretary & Asst Treasurer
Northern Pacific Railway Company
34 Nassau Street New York City NY

Please send me copy New York World March first

E M Willis

152
March 6, 1928.

Dear Sir:

Referring to your joint letter of February 26th, enclosing SP&S AFE 4944 for installing battery boxes on coach 109, at an estimated cost of \$216:

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

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Encl.

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

cc--

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

153
March 6, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 28, enclosing SP&S AFE 4942 for SP&S proportion of cost of installing spur to serve the Scott Company on 15th Street, Portland, amounting to \$335:

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

Very truly yours,

(Signed) CHARLES DONNELLY, *CD*

Encl.

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

cc--

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

154
March 6, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 28, enclosing SP&S AFE 4941 for installing refrigerator and Frigidaire system in commissary at 11th and Hoyt Streets, Portland, at an estimated cost of \$1,300:

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

Very truly yours,

(Signed) GEORGE S. DUNNELL

Encl.

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

cc--

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

155
March 6, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 28, enclosing SP&S AFE 4940 for portion of relaying cost on south turnout to SP&S-NP Terminal connection, amounting to \$484:

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.

156
St. Paul, Minn., March 6, 1928.
S-6

Mr. R. H. Relf,
Assistant Secretary.

Herewith for filing in your office, list of contracts entered into by the SP&S and affiliated companies, with copies thereof, and statement of sales of real property, covering the period October 1 to December 31, 1927, this for the records of the Executive Committee in Saint Paul.

Signed) CHARLES DONNELLY

Encl.

157

St. Paul, Minn., March 6, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I enclose herewith statement of AFE's
approved for the SP&S and affiliated companies during
the last quarter of 1927. After noting, kindly pass to
Mr. R. H. Relf for filing.

(Sd) CHARLES DORRANCE.

21

Encl.

158
March 6, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 28,
enclosing SP&S AFE 4948 for purchasing pneumatic tie
tamping machine, etc., at an estimated cost of \$3,305:

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

Very truly yours,

Resd) 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.

159
March 6, 1928.

S-6

Dear Sir:

Referring to your joint letter of February 28th, enclosing SP&S AFE 4949 for installation of crossing bell at Westport station, at a cost of \$805:

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

Very truly yours,

W. F. Turner
S-6

Encl.

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

cc--

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

160
March 6, 1922.
S-6

Dear Sir:

Referring to your joint letter of February 28,
enclosing SP&S AFE 4947 for constructing sidewalks at
bridge 54-2 near Stevenson, at a cost of \$107:

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

Very truly yours,

(sd) CHARLES DOWELL

Encl.

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

cc—

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

161
March 6, 1928.

S-6

Dear Sir:

Referring to your joint letter of February 28th, enclosing SP&S AFE 4945 for installing battery boxes in coach 314, retiring oil lamps, etc., at an estimated cost of \$239:

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

Very truly yours,

(Signed) CHARLES DUNNELL *CD*

Encl.

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

cc—

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

162

St. Paul, Minn., March 6, 1928.
3-6

Mr. H. A. Clifford,
Treasurer.

I enclose approved payroll of the Lemhi
Telephone Company covering the month of February 1928,
amount \$707.44.

Encl.

cc--

Mr. W. N. Bichler, Superintendent,
Lemhi Telephone Company,
Armstead, Montana.

16²
St. Paul, Minn., March 6, 1928. K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 3 and
returning proposed agreement with the Great Northern covering
cancellation of contract of January 1, 1923, for use of
Great Northern switch-shanty at Rice's Point, Duluth:

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

encl.

cc-Mr. R. H. Relf

164
St. Paul, Minn., March 6, 1928. K5

Mr. R. H. Relf,
Assistant Secretary.

Referring to your circular letter of March 5:

This office will be unable to release any of our
assigned filing space in the basement.

Q

165
Paid

151pm

St Paul Minn March 6 1928

Charles Donnelly
Care Northern Pacific Car Yellowstone
New York Central Train No. 5 arriving
Syracuse New York 5:08PM today Tuesday
March 6.

Carroll wires you from Washington that Senate Committee
on Interstate and Foreign Commerce made adverse report on Esch
ten to seven two members not voting.

B O Johnson

Charge NPrYCo
Executive Dept

200pm

166

St Paul Minn Mar 6 1927

J W Cooper CB&Q
Chicago

Forwarding pouch of mail to Mr Donnelly
tonight care Mr Holden.

A M Gottschald.

167
March 6, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 29, enclosing United Railways AFE E-1869 for relaying and rearranging Blaine R. Smith Jr., Monarch Fire Clay Company, spur at Stockdale, at a cost of \$1,295:

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.

168
March 6, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 2,
enclosing Oregon Trunk AFE 4953 for ballasting between
Metolius and Bend, at an estimated cost of \$20,500:

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.

169
March 6, 1928.
S-6

Dear Sir:

Referring to your joint letter of February 29, enclosing Oregon Electric AFE S-1867 for ballasting on line between Garden Home and Tualatin, at an estimated cost of \$3,500:

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,
SPAS Railway Company,
Portland, Oregon.

cc---

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

170
March 6, 1928.

S-6

Dear Sir:

Referring to your joint letter of February 29, enclosing United Railways AFE E-1868 for ballasting on line between Linnton and County Line, at an estimated cost of \$6,350:

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.

171
March 6, 1928.

S-6

Dear Sir:

Referring to your joint letter of February 29, enclosing SP&S AFE 4905 for purchasing portable saw for use in Vancouver shops, at an estimated cost of \$235:

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

Very truly yours,

(Signed) CHARLES 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.

172
On New York Central Railroad,
Enroute New York to Chicago,
March 6, 1928. D1

Mr. F. E. Williamson,
Vice President.

Please note the enclosed letter from Mr. Elliott,
dated March 2, with copy of his letter to Mr. Holden of the
same date.

Have we given consideration to the purchase of any
of the devices named by Mr. Elliott in his letter?

Signed-Charles Donnelly

encl.

173

On New York Central Railroad,
Enroute New York to Chicago,
March 6, 1928.

D1

Mr. F. E. Williamson,
Vice President.

Please note the enclosed letter from Mr. Elliott,
dated March 2, about the amount we are paying for Franklin
adjustable driving box wedges, and return it to me with
your comments.

Signed-Charles Donnelly

encl.

174
On New York Central Railroad,
Enroute New York to Chicago,
March 6, 1928. D1

Dear Mr. Pierson:

I have your letter of February 27 inviting me to serve as a member of a committee of the Chamber of Commerce of the United States of America on Highways and Motor Transport.

I appreciate the compliment implied in extending this invitation to me, but I find myself unable to accept it. Apart from the special work imposed on me by our merger proceeding, a very large question has just been started in the threatened attempt by the Government to re-take lands granted to the Northern Pacific many years ago; and as this is quite certain to be a live question for the next year or two, I feel that I cannot, in addition to my regular duties, take on such work as would be involved in membership on the proposed committee.

Very sincerely yours,

Signed-Charles Donnelly

Mr. Lewis E. Pierson, President,
Chamber of Commerce of the United States of America,
Washington, D. C.

174-1

St. Paul, Minn., March 6, 1928. K5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of February 24 about
sale of certain property on the tide lands at Tacoma by the
Northwestern Improvement Company:

I do not consider it necessary to again submit this
question to the Board of Directors and I have therefore signed
and return the deeds to the Railway Company and the Carstens
Packing Company covering this transaction.

(Signed) CHARLES DONNELLY

encl.

cc-Mr. R. H. Relf

I attach copy of Mr. Hughes' letter to me of
February 24. Will you please arrange to have this
matter submitted for correction at the next meeting
of the Board of Directors of the Northwestern Improve-
ment Company.

encl.

175
St. Paul, Minn., March 7, 1938.
K2

Mr. F. E. Williamson,
Mr. J. G. Woodworth,
Mr. D. F. Lyons,
Mr. P. W. Sweeney,
Mr. C. C. Kyle,
Mr. H. A. Clifford,
Mr. J. H. Hughes,
Mr. J. L. Watson,
Mr. H. H. Relf.

Gentlemen:

The American Legion have asked us to assist in the making of an American Legion census of on-service men in our general offices. To that end, Mr. Ben Pederson, Commander of the John H. DePue Post No. 406 in St. Paul, who is a part of Mr. Wm. Richards' Staff, will call on you and leave some census cards with instructions as to making of this census.

Will you kindly afford Mr. Ben Pederson the help he needs in making this census.

Yours very truly,

(Signed) E. O. JOHNS

cc-Mr. A. V. Fabian

cc-Mr. Ben Pederson:

300pm

176

St Paul Minn March 7 1928

Charles Donnelly
Care Hale Holden CB&Q
Chicago

Hervey Lindley wires you from Washington today as follows Quote Glad to advise you that Columbia Basin Bill passed House Committee today by unanimous vote. End Quote.

B O Johnson.

177
St. Paul, Minn., March 7, 1928.

B-8

Dear Sir:

In connection with the appearance of Mr. Howard Melaney, the singing fireman of the Northern Pacific, before the Kiwanis Club at Superior on April 5th, you may find use for material for the Superior newspapers. Therefore, I am sending you a number of stories, a photograph, and mats of Mr. Melaney which could be used in announcing his forthcoming appearance.

Yours truly,

(Signed) F. W. DeGUIRE

Enc.

Mr. E. S. Hard,
C. F. & P. A.,
Superior, Wis.

176
St. Paul, Minn., March 7, 1928.

B-8

Mr. F. E. Williamson,
Vice President.

Herewith attached two stories on the new cafe-coach which I visited in company with Mr. Thomson on March 6th. We expect to obtain photographs March 9th and to release the stories in the newspapers about March 18th.

(Signed) F. W. DeGUIRE

Enclo

179
St. Paul, Minn., March 7, 1928.

F-8

Dear Sir:

Thank you for the two copies of the Dawson County Review of Glendive, issue March 1, which contained an editorial regarding the proposed Northern Pacific and Great Northern unification.

Yours truly,

(Signed) F. W. DeGUIRE

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

3.50 P.

St Paul Minn March 7 1928

A V Brown
Seattle

I wired you March first asking price we should charge Camas
Prairie for small quantity of rock removed from Bevard quarry
Can you let me have reply As the amount involved is small
it will not matter very much if we do not get an exact cost
figure. C-3.

J H Poore

4.40 P.

St Paul Minn March 7 1928

W E Coman
Seattle

18

We have received advice that House Committee reported Columbia
Basin bill favorably today by unanimous vote. G-5.

B O Johnson

4.00 P.

St Paul Minn March 7 1928

W H Gemmell

Brainerd

142
Your wire about International Falls books was received by
Mr Clark just as he was leaving to be gone for some time
He asked me to handle and I have been trying to get in
touch with Webb expect to hear from him tomorrow morning.C-4

J H Poore

183
St. Paul, Minn., March 7, 1928. A5

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

Referring to your letter of March 6 and re-
turning Mr. Williams' wire of March 5:

This will be authority for the Western Right
of Way Agent to make draft on Mr. Clifford for \$4,000.00
in connection with advance by the Northwestern Improve-
ment Company for the construction of building at Puyallup
for the Puyallup & Sumner Fruit Growers Association.

Encl.
cc-Mr. H. A. Clifford.

187

St. Paul, Minn., March 7, 1928. A4

Mr. F. E. Williamson,
Vice President.

Referring to discussion I had with you last fall with respect to construction of an overhead crossing at the point where Freya Street, Spokane, crosses our tracks, and to Mr. Stevens' letter to me of October 15, last, copy of which was sent to you;

I now attach Mr. Coman's letter to me of the 1st instant, enclosing contract which has been prepared to cover this grade separation. If you see no objection to the contract as drawn, will you please initial and return it to me, together with Mr. Coman's letter.

(S. H. J. JAMES DONNELLY
e

encl.

185
St. Paul, Minn., March 7, 1928. A4

Mr. J. G. Woodworth,
Vice President.

I attach file of papers which I have received from Mr. Coman with respect to proposed purchase of a one-half interest in certain O-W.R.R. & N. tracks at Olympia. As promptly as possible, will you please forward these papers to Mr. Williamson with your recommendation as to whether or not we should make the proposed purchase.

Mr. Williamson is receiving a copy of this letter and after he has considered the papers he will please return them to me with his recommendation.

(Signed) CHARLES DONNELLY

encl.

cc-Mr. F. E. Williamson.

(Signed) CHARLES DONNELLY

186
St. Paul, Minn., March 7, 1928. A4

Mr. E. T. Dakin,
General Auditor.

Replying to your letter of the 5th instant and returning your file with respect to the Shoofly track constructed at Orofino:

I am clear that under the contract with the O-W.R. & N. Company this track must be considered as being included with the property for which the O-W.R. & N. pay an annual rental charge of \$25,000. I think, however, if it is intended to permanently maintain this track its cost should be capitalized even though we cannot increase the O-W.R. & N. Company's rental.

J. H. POORE

encl.

187
St. Paul, Minn., March 7, 1928. A4

Mr. E. T. Dakin,
General Auditor.

Replying to your letter of the 6th instant in regard to schedule of rates for rental and repairs on equipment in joint facility service which the Canadian National propose to charge in joint facility bills against the Midland:

It would be my view that you should accept the schedule proposed as the rates named are not very far from the rates which we charge in joint facility bills.

With respect to the surcharge of 10% to the wages of train and enginemen, I see no objection to taking the exception you propose, but if the Great Northern are not willing to take exception to this item, I am afraid you will not get very far with the Canadian National people, and I am doubtful if any action which the Great Northern may take in connection with this matter will be of any help to us in our own joint facility bills, this for the reason that our joint facility arrangements with other companies are so interwoven that even if we were able to place the Great Northern in a position that they could not very well object to an added charge we would meet objection from some of the other companies, and I think we would wind up in about the same place as we now are.

(Signed) J. H. FOOTE

188
St. Paul, Minn., March 7, 1928. A4

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

Replying to your letter of the 1st instant, and returning Mr. Nelson's letter to you of the 23rd ultimo, in regard to printing at local points on our line:

This matter has been given consideration on one or two previous occasions, but with the exception of some Northwestern Improvement Company work which we have done at Roslyn for policy reasons, I do not think that any printing is now done at line points.

I think it would be a mistake to depart from the Steiner-Murphy system which we are now using with respect to all forms where a substantial quantity is used each year. With respect to miscellaneous forms, of which we use a comparatively small number, I think we should continue to have them printed in St. Paul as we now do. The total annual expenditure for forms falling within this class is only \$3,000. or \$3,500. per year for the entire system, so that the amount of printing which we might have done at any line point outside of St. Paul would be small in any event.

(signed) E. C. JOHNSON.
p

encl.

189

St. Paul, Minn., March 7, 1928.
K5

Mr. E. J. Johnson,
Auditor Passenger Receipts.

I enclose ticket covering transportation from
Fargo to Minneapolis for a passenger who used our Train No. 4
arriving Minneapolis, Friday, March 2. This passenger was
in Mr. Budd's car and had retired prior to departure from
Fargo, and for this reason the conductor failed to get his
transportation.

encl.

190
March 7, 1928.

K5

Dear Mr. Klein:

I thank you for your letter of March 6 enclosing ticket sent you by Mr. Jones covering his transportation from Fargo to Minneapolis on one of our trains.

Yours very truly,

Mr. H. C. Klein,
Care Webb Publishing Company,
St. Paul, Minnesota.

845am

St Paul Mar 7 1928

Russell H Dick
Care Hale Holden CB&QRR
Chicago

Have arranged for man meet you on arrival tomorrow.

A M Gottschald

845am

19m

St Paul Mar 7 1928

Charles Donnelly
Care Hale Holden CB&QRR
Chicago Ill

Have arranged for Manthe Miller car meet you
on arrival tomorrow.

B A M Gottschald.

193
March 7, 1928.
S-6

My dear Mr. Elliott:

I enclose copy of Mr. Stevens' letter to me of March 6, reporting progress in connection with the Bitter Root line change during the month of February, together with copy of progress chart.

Very truly yours,

(Signed) CHARLES DONNELLY *p*

Encl.

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

194

St. Paul, Minn., March 7, 1938.
8-8

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 6:

Voucher in favor of the Pacific Transfer
Company, Spokane, Washington, amount \$128.69, for ex-
penses incident to Mr. H. M. Tremaine, District Engineer,
moving from Oro Fino, Idaho, to Spokane, Washington, has
been approved and passed to the Auditor for payment.

ed) CHARLES DONNELLY p

195
March 7, 1922.
S-6

Dear Sir:

Referring to your joint letter of March 3,
enclosing SP&S AFE 4950 for purchase of snow-plow
blade and attachments, at a cost of \$300:

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

Very truly yours,

(Signed) CHARLES DEWEY 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.

196
March 7, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 3,
enclosing SP&S AFE 4954 for ballasting between Pasco
and Spokane, at an estimated cost of \$13,800:

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

Very truly yours,

(Signed) CHARLES DANIELLY *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.

197
March 7, 1928.

S-6

Dear Sir:

Referring to your joint letter of March 3,
enclosing SP&S AFE 4955 for ballasting between Wishram
and Pasco, at an estimated cost of \$8,300:

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.

198
March 7, 1928.

S-6

Dear Sir:

I thank you for your letter of March 6,
enclosing report of the Portland Statistical Exchange
showing consummated sales for the month of February
1928.

Very truly yours,

(Signed) CHARLES DONWELL p

Mr. Charles S. Keith, President,
Central Coal & Coke Company,
Kansas City, Missouri.

cc—

Mr. J. G. Woodworth,
Vice President.

Encl.

199
March 7, 1928.
S-6

My dear Mr. Elliott:

Enclosed is copy of Mr. Stevens' letter to me of March 6, reporting progress in the construction of the Redwater Branch during the month of February, together with progress chart.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

200
St. Paul, Minn., March 7, 1928.
8-3

Mr. H. A. Clifford,
Treasurer.

Referring to your letter of March 6:

Please advise what the pay checks that would
be cashed by the American National Bank at Little Falls
will amount to approximately each day.

(Signed) CHARLES DONNELLY *h*

201
St. Paul, Minn., March 7, 1928.
8-5

Mr. J. G. Woodworth,
Vice President.

Mr. Martin, of the Great Northern, advises me of a movement that is either under way or is being considered for organizing a campaign to promote the industrial and civic interests of Spokane, under the title "Forward Spokane". He tells me that it has been suggested that the Great Northern should subscribe \$100 a month for six months as its contribution towards the proposed plan. He has reached no conclusion about it but is conferring with Great Northern traffic department officials and also has taken it up with the Milwaukee Road. I am making inquiries of the Union Pacific as to whether that road has received a request and what action they propose to take.

This is the first information I have received about it, and I will be glad to have the benefit of your views as to what position you think the Northern Pacific should take.

(Signed) E. C. JOHNSON. *W*

202
March 7, 1928.
S-3

Dear Sir:

Mr. Martin has called to my attention a movement at Spokane for promoting the industrial and civic interests of that city under the title of "Forward Spokane", in which the railroads are expected to participate with a contribution. I have received no other information about it, but I am making inquiry to find out if any of our officers have heard anything about it.

Has your company been approached, and if so can you tell me what action you expect to take?

Very truly yours,

(Signed) E. C. JOHNSON, *ek*

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

cc---

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

203
March 7, 1938.
9-3

Dear Sir:

Referring to your letter of March 6:

I have not had any information about a campaign at Spokane for a movement entitled "Forward Spokane"; I am making inquiry of some of our officers, however, as something may have reached them, and when I have received their replies I will communicate with you.

Very truly yours,

(Signed) E. C. JOHNSON *rk*

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

204
March 7, 1928.
S-3

Dear Sir:

Referring to your letter of March 6:

So far as I am advised, the Northern Pacific has not received a request for a subscription to the Children's Preventorium of Ramsey County. I think it is something that should be declined, and that will be the position that the Northern Pacific will take if a request is received.

Very truly yours,

(Signed) E. C. JOHNSON.

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

cc--

Mr. Charles Jensch, Comptroller,
CSTPM&O Railway Company,
St. Paul, Minnesota.

205
St. Paul, Minn., March 7, 1928.
9-3

Mr. W. H. Strachan,
General Superintendent.

Referring to my memorandum of February 16 and your reply of the 17th about rough handling of trains 65 and 66:

From one of the sources of information comes a later report that shortly after the matter was called to your attention there was an improvement, but that since then it has again become quite bad. The statement is made that the engineer handles the train like one unaccustomed to handling passenger trains. The complaint on this occasion refers specifically to sudden stopping and quick starting.

I will be glad to have your further comments.

(Signed) B. C. JOHNSON

204
March 7, 1928.
S-3

Dear Sir:

Thank you for your letter of March 5 about rough handling of trains 65 and 66 between Saint Paul and Duluth.

I am disappointed to learn from Professor Young's letter that there has been no permanent improvement in the handling of these trains, and I am taking it up again more vigorously.

Very truly yours,

(Signed) E. C. JOHNSON. *yk*

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

207
March 7, 1928.
8-3

Dear Sir:

I have your letter of March 3 about advertising solicited by Mr. Wallace, of the Sauk Center Herald.

I will make inquiries of some of our people about this proposal and will write you as soon as I have received their views.

Very truly yours,

(Signed) J. D. Johnson

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

206
St. Paul, Minn., March 7, 1928.
S-3

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

Mr. Asa M. Wallace, Editor of the Sauk Center Herald, called on me a few days ago soliciting a page advertisement, at a cost of \$84, in a special edition of that paper to be published during the last week in May to commemorate the sixtieth anniversary of the founding of that paper. Similar request has been made upon Mr. Martin, of the Great Northern.

I explained to Mr. Wallace that because of so many requests to take advertising space in special editions, the roads had agreed not to go into special editions, and I explained further that we were not looking for opportunities to spend money in this way. Mr. Martin of the Great Northern has indicated to me that he thinks we should abide by our agreement to stay out of special editions, but is taking the matter up with some of the Great Northern officers for their views. Do you know of any reason, from our standpoint, why we should deviate* from our understanding about advertising in special editions?

(Signed) E. O. JOHNSON. *jr*

*in this instance

209

At Chicago, Illinois,
March 7, 1928. D1

My dear Mr. Elliott;

You doubtless received Mr. Aishton's notice of the meeting of the Executive Committee of the Association of Railway Executives in New York on Thursday, March 15, at 10:30 A.M., to consider proposed extension of transportation service by the Inland Waterways Corporation, and the automatic train control situation.

The latter question we are, of course, much interested in. A hearing was held in Washington before the Commission last week, which Mr. Stevens attended. The meeting now called by Mr. Aishton is an outgrowth of the developments in Washington last week.

For your information, I enclose copy of a memorandum prepared by Mr. Stevens, which he had expected to read before the Commission. As matters turned out nothing of this kind was done, so the paper was not read. The paper reflects, however, the views of our officers on this question. We are deeply concerned to prevent a further order by the Commission imposing upon us an obligation to extend still further the automatic train control on our line, and it seems to me that Mr. Stevens' paper makes out a strong case for us.

As I shall not be able to attend the meeting on the fifteenth, I hope you can arrange to attend and get these views before the assembled executives.

Very truly yours,

encl.

(SIGNED) CHARLES DONNELLY.

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

210
St. Paul, Minn., March 7, 1928.

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

Referring to your letter of March 2:

I have executed and return easement to the
State of Washington covering additional encroachment
of State Road No. 2 on main line right of way between
Talmage and Easton, Washington.

(SIGNED) CHARLES DONNELLY

encl.

211
St. Paul, Minn., March 7, 1928. A4

Mr. H. E. Stevens,
Chief Engineer.

Replying to your letter of the 5th instant and returning the letter you have received from the Clerk of the Town of Kenora in regard to valuation of Canadian Pacific Railway Company property in that town:

I think we should not undertake to recommend an engineer to do this work as it might embarrass us with the Canadian Pacific people if the valuation made was not satisfactory to that company.

(Signed) CHARLES DONNELLY
EUSY

212
St. Paul, Minn., March 7, 1928. K5

Dear Mr. Dee:

In Mr. Johnson's absence, I acknowledge receipt of your letter of March 3 about annual transportation in favor of Mrs. Theodore Anderson, whose husband was employed in the Missoula roundhouse.

It is not our practice to issue annual transportation to the families of deceased employes, and for that reason transportation was not issued in her favor for the year 1928. I am sure you will appreciate the difficulty in favoring the families of all deceased employes in this manner, and that the number of annuals to be issued on this account would tend to increase rather than decrease. We shall be very glad, of course, to furnish Mrs. Anderson with any trip transportation she may require.

Your letter and copy of my reply will be brought to Mr. Johnson's attention upon his return to the office.

Very truly yours,

(Signed) A. M. GOTTSCHALD

Office Manager,
Office of the President.

Mr. R. J. Dee,
General Agent, NPrY.,
Helena, Montana.

213
March 7, 1928.

KB

Dear Sir:

Your letter of March 5 to Mr. Johnson about story in the Atlantic Monthly relating to the Czar's Government has been received during his absence from the office. I know that Mr. Johnson will be interested in this story and we will endeavor, in the meantime, to procure copies of the January, February and March issues of the Atlantic Monthly.

Yours very truly,

(Signed) E. M. WILKES

Mr. M. M. Joyce,
Counsel for Receiver,
Minneapolis & St. Louis Railroad Co.,
Minneapolis, Minnesota.

214
March 7, 1928. KB

Dear Mr. Kischel:

Enclosed are two photographs from each of which please make a one column, sixty line screen, four or five inch cut, width for eight column newspaper; also seventy-five mats of each.

We are very eager to get these in the mails by the end of this week and are hopeful that you can get through for us a rush order, the material to reach us by Friday if possible.

Very truly yours,

Signed J. W. DeGUIRE

encl.

Mr. B. O. Kischel,
Bureau of Engraving,
500 South Fourth Street,
Minneapolis, Minnesota.

215
St. Paul, Minn., March 7, 1928. A4

Mr. F. W. Sweney,
Comptroller.

Replying to your letter of the 5th instant in regard to bills against the O-W.R.R. & N. on additions and betterments work performed in territory joint with that company:

I think the position you have taken with respect to the rate to be used in preparation of bills for work performed prior to January 1, 1927, which would normally have been rendered prior to that date, is correct, and if the O-W.R.R. & N. Company refuse to pay our bills, please arrange to advise me promptly and I will take the matter up with Mr. Gray.

(Signed) CHARLES E. HENNING

215-1

St. Paul, Minn., March 7, 1928.

K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 6:

Voucher in favor of D. S. O'Neill, Agent at Edgeley,
amount \$22.50, to reimburse him for membership and dues for
the first of 1928 in the Edgeley Lions Club, has been approved
and passed to the Accounting Department for payment.

(Signed) CHARLES DONNELLY

W

cc-Mr. R. W. Clark
Mr. P. W. Sweeney

March 8, 1928

Western Union Telegram

216

Estimated Operating Revenues and Expenses, in thousands,
for February:

Revenues freight.	5405
" passenger.	769
" miscellaneous.	532
Total Operating Revenues. . . .	6706
Way and Structures.	805
Equipment.	1423
Traffic	200
Porter	2630
Miscellaneous Operations. . . .	105
General	255
Trans. for inv. credit red . . .	10
Total Operating Expenses . . .	5408
Operating Ratio - Percent . . .	80.65
Transportation Ratio - Percent.	39.22
Net Operating Revenues	1298

Charles Donnelly

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

217

March 8, 1928. DI

Dear Mr. Grimes:

On returning to St. Paul I find your letter of March 5.

I judge from your letter that you do not wish to resume work in the department in which you were formerly employed with the Northern Pacific; and, as you, of course, know, it would be impossible for you to regain your old seniority rights after the termination of your employment.

I have talked today with Mr. Williamson, Vice President in charge of Operation, however, and as you appear to be well and favorably known to Mr. Lantry and other Northern Pacific officers, we think that it may well be, in view of your experience in Montana and notwithstanding the fact that you are above the age limit at which men are taken into the Northern Pacific service, we can give you a position in the Operating or Traffic Department. At any rate, I think it worth your while to come to St. Paul and report to me, or to Mr. Williamson or to Mr. Woodworth if I am not here, and we will see what can be done.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. L. R. Grimes,
1506 17th Street,
Washington, D. C.

cc-Mr. F. E. Williamson;
Mr. J. G. Woodworth;

214
March 8, 1928. D1

Dear Senator Walsh:

On returning to St. Paul I find a letter from Mr. L. R. Grimes, about whom you spoke to me.

I find that our agreements with our organized employees are such as to make it impossible for Mr. Grimes to resume his old work in the Telegraph Department and at the same time to regain his seniority rights; and it appears also, from his letter, that, while he is not very definite as to his desires, he has in mind employment in some other department. He appears to be very well and very favorably known to the officers of the Northern Pacific; and, while he is above the age limit at which men are customarily taken into the service, I feel quite certain, after talking with our officers, that it will be possible to find employment for him at which he can work with advantage to himself and to the company. Accordingly, I have asked him to come to St. Paul and talk with the heads of our Operating and Traffic departments.

With personal regards,

Sincerely yours,

(Signed) CHARLES DONNELLY.

Hon. T. J. Walsh,
United States Senate,
Washington, D. C.

cc-Mr. F. E. Williamson:
Mr. J. G. Woodworth:

519
March 8, 1928.

DL

Dear Mr. Poole:

Upon my return to headquarters today I find your letter of February 21. After its receipt, and while I was absent, my assistant, Mr. B. O. Johnson, asked Mr. Charlton for his account of the matter about which you write, and received a reply from which I quote the following:

"Mr. Poole called at my office and was waited on by my assistant, Mr. Smith. He asked to see me and Mr. Smith asked if it was a personal matter or if it was something he could do, and stated if it was anything about a ticket he could take care of it. Mr. Poole advised he wanted to see me. I stepped out of my office and Mr. Poole handed me his ticket, and said there was some difficulty about it. I asked Mr. Smith if he could straighten the matter out and he replied that he could, so I turned the ticket over to Mr. Smith to attend to. Mr. Poole took the ticket from Mr. Smith and walked out of the office. I followed him and brought him back and explained to him that Mr. Smith knew more about the matter than I did and handled such matters, and that there was no intent on my part other than to accommodate him."

I feel confident from a long acquaintance with Mr. Charlton that no discourtesy was intended by him, and that he would not intentionally be discourteous to anyone. For over forty years he has occupied positions of responsibility with this company. During that period he has been in close contact with the traveling public and is well equipped to appraise the value of courteous attention and service to railroad patrons. He regrets and I regret sincerely that you have felt you were not shown courteous attention at his office, and I trust you will accept this explanation of the situation.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. C. L. Poole,
C. L. Poole & Company, Inc.,
180 Duane Street,
New York, N. Y.

320
March 8, 1928. D1

My dear Mr. Hughes:

On returning to St. Paul today after an absence of nearly three weeks in the east, I find your letter of February 18 inviting Mrs. Donnelly and myself to attend the dinner given at the Lowry Hotel on March first on the occasion of the visit of Doctor and Mrs. Charles H. Mayo to the Twin Cities.

My absence, of course, has prevented my receiving and, therefore, prevented my accepting your kind invitation; but I wish you to know that I appreciate your thoughtful kindness.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. Alfred F. Hughes,
President, Hamline University,
St. Paul, Minnesota.

221
March 8, 1928. D1

Dear Mr. Reid:

I have your letter of March 5 and appreciate very much your kind invitation to attend the Second Annual Art Exhibit to be held in Great Falls March 29 to April 1.

I should like very much to be able to attend this exhibit, but I fear it will not be possible for me to do so. I must be in Washington, D. C., during the latter part of the month in attendance at the merger hearings, and at the conclusion of those hearings must start for the Pacific Coast. However, should anything develop which would make it possible for me to reach Great Falls, be assured that I shall do so.

Yours very sincerely,

(Signed) CHARLES DONNELLY.

Mr. James H. Reid, Chairman,
Second Annual Art Exhibit,
Great Falls Chamber of Commerce,
Great Falls, Montana.

March 8, 1928.

DL

202

Dear Mr. McCubrey:

On returning to St. Paul today I find your letter of March 3.

I appreciate very much the nice things you say about the booklet which we recently published about the agricultural resources of Minnesota.

Very truly yours,

(Signed) CHARLES DONNELLY.

Hon. Grovenor D. McCubrey,
Moorhead, Minnesota.

523
March 8, 1928. D1

Dear Mr. Prosser:

I regret very much that other engagements will make it impossible for me to accept your kind invitation to attend the dinner given in celebration of the Twenty-fifth Anniversary of the founding of the Bankers Trust Company, on Friday evening March 30.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Seward Prosser,
Chairman, Bankers Trust Co.,
16 Wall Street,
New York, N. Y.

March 8, 1928.

224
Dl

Dear Mr. Cross:

I enclose a letter which I have just received from one Tilghman Bryant. The manuscript to which he refers came to me under another cover.

I wish that, with return of his letter, you would tell me something about him and how important it is for me to take time to read his manuscript.

Very truly yours,

encl.

(Signed) CHARLES DONNELLY

Mr. R. K. Cross,
General Agent,
Northern Pacific Railway Co.,
540 Boatmen's Bank Building,
St. Louis, Missouri.

225
March 8, 1928. D1

My dear Mr. Elliott:

I return herewith your file containing report on the North and South Railroad, which you handed me in New York and which I have read.

I do not think that there is anything for us to do about this matter at present except keep track of it.

Very truly yours,

(Signed) CHARLES DONNELLY:

encl.

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

224
March 8, 1928. D1

Dear Mr. Savage:

Permit me to draw your attention to my letter to you of February 17, asking for detailed statements of your indebtedness and that of the Sagamore Iron Company.

Will you please give this matter your attention and oblige.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

227

March 8, 1928. D1

Dear Mr. Sturgis:

Answering your letters of March 6.

I will not be able to attend the Colorado and Southern meeting nor the Burlington meeting in New York on March 15.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. C. I. Sturgis,
Secretary, CB&Q RR Co.,
Chicago, Illinois.

228
St. Paul, Minn., March 8, 1928. D1

Mr. F. E. Williamson,
Vice President.

I have your letters of February 21 and March 3 about the agitation for a subway at Miles City.

I think with you that we ought not to consent to the substitution of a watchman for the wigwag signals which we have installed.

I shall be glad to talk with you further about this situation after you have heard from the Law Department.

(Signed) CHARLES DONNELLY.

229
March 8, 1928. D1

Dear Mr. Clift:

I am very sorry that other engagements make it impossible for me to attend the Twenty-first Annual Dinner of the Traffic Club of Chicago, at the Palmer House, on Thursday evening, March 15.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. A. E. Clift,
Senior Vice President,
Illinois Central Railroad,
Chicago, Illinois.

11.45 A.

St Paul Minn March 8 1928

G H Plummer

Seattle

I hereby waive notice of special meeting of trustees of
Washington Central Railway Company to be held at Seattle
Washington on March 9, 1928.

Charles Donnelly

9.35 A.

St Paul Minn March 8 1928

W H Gemmell

Brainerd

Have just talked with Webb and he asks that International Falls matter be allowed to rest until he goes up there which he

expects to do in the next day or two He tells me that he will need some information from us but will try to arrange so as to

cause us as little embarrassment as possible Do not believe that your agent should furnish any of our records until Webb

has worked matter out in such a way that it will be entirely satisfactory to you. C-6

J H Poore

232
St. Paul, Minn., March 8, 1928.
KS

Mr. J. W. Haw,
Director, Agr. Development Department.

Attached are three articles for use in announcing your appointment of Agricultural Development Agents. One emphasizes Mr. Stapleton's appointment for use in Spokane, and eastern Washington and northern Idaho. Another stressing the appointment of Mr. Courtice is for use in Montana, and the third is for use in North Dakota, emphasizing the advancement of two former North Dakota men. I believe, that to make these appointments effective, they should be separate stories such as have been prepared.

I have learned from the Bureau of Engraving that mats will be available on Friday, but I believe the effective way to release these stories would be on Thursday, March 15, since we propose to use daily and weekly newspapers, and, generally, weekly papers go to press on Thursday. In Montana, for the daily papers, it would be desirable to release for morning papers since they have by far the largest aggregate circulation in that state.

If you will indicate your approval or any suggested changes you believe would improve the copies, we will arrange for distribution, releasing for next Thursday if that meets with your approval.

encl.

233

St. Paul, Minn., March 8, 1928. A5

Mr. H. E. Stevens,
Chief Engineer.

I enclose letter from Mr. G. E. Ellis, Secretary,
Committee on Automatic Train Control, American Railway
Association, dated Chicago, March 6, together with a copy
of minutes of meeting of railroad representatives held at
Washington, D. C., February 26, 1928, in accordance with
call in Mr. Aishton's letter of February 10, 1928.

RECEIVED
MAR 10 1928
e

encl.

234

St. Paul, Minn., March 8, 1928. A5

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

Referring to your letter of March 8:

Mr. Bunn has executed and I return easement to
Adams County, Washington, for highway encroachment along
the westerly side of our main line right of way between
Hatton and Cunningham.

(Signed) E. O. JOHNSON.

P

encl.

235
St. Paul, Minn., March 8, 1928.
S-6

Mr. F. W. Sweeney,
Comptroller.

I enclose approved voucher in favor of the American Railway Association covering the third installment of assessment No. 110, payable March 15, amount \$2405.10. These figures include the mileage of the Minnesota & International Railway Company and 476 cars belonging to that company, and bill should be rendered to cover its proportion of the assessment.

Encl.

236
St. Paul, Minn., March 8, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 7 and re-
turning proposed contract with Mr. Robert Thom covering
removal of the abandoned telegraph line between Belmont
and Farmington:

This letter, when filed with the Assistant
Secretary, will be authority for you to execute the con-
tract on behalf of the Railway Company.

(S-6) CHARLES DOWNEY JR. 8

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

237

St. Paul, Minn., March 8, 1928.
S-6

Mr. J. G. Woodworth,
Vice President.

I enclose a copy of statement prepared by
Mr. Onslow covering express operations on the Northern
Pacific for the month of October 1927.

(Signed) CHARLES DONNELLY *p*

Encl.

234
March 8, 1928.

9-6

My dear Mr. Elliott:

I attach a copy of Mr. R. V. Onslow's report dated March 7, 1928, covering express operations on the Northern Pacific for the month of October 1927.

Very truly yours,

(Signed) CHARLES DONNELLY P

Encl.

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

239

St. Paul, Minn., March 8, 1928.

S-3

Mr. F. E. Williamson:-
Mr. J. C. Woodworth:-
Mr. D. F. Lyons:-
Mr. F. W. Sweeney:-
Mr. C. C. Kyle:-
Mr. J. M. Hughes:-
Mr. J. L. Watson:-
Mr. H. A. Clifford:-
Mr. R. H. Relf:-

I wrote you on September 14 calling attention to our constantly increasing postage expense. I have just recently been furnished with a statement showing the annual cost for postage for the years 1921 through 1927, which is as follows:

1921	\$ 24,461.85
1922	27,706.45
1923	36,208.83
1924	36,328.90
1925	39,250.81
1926	48,456.30
1927	50,075.95

For the first two months of 1928 the postage expense amounted to \$7,827.31 as compared with \$6,467.97 in January and February 1927, or an increase of \$1,419.34.

Will you please give this matter such further consideration as may be possible in an effort to curtail this class of expense?

(Signed) CHARLES DONNELLY

240
March 8, 1928.

S-6

Gentlemen:

For your information, our officers have recommended that the company assume the membership fees in the Lions Club of Edgeley, North Dakota, of our agent at that point, and we have decided to do so.

Very truly yours,

(Signed) B. C. JOHNSON, Jr.

Mr. C. W. Webster, Vice President,
MSTP&SN Ry Co., Minneapolis, Minn.
Mr. J. R. Foster, Special Representative,
CMST&P RR Co., Minneapolis, Minn.
Mr. Charles Jensch, Comptroller,
OSTP&AO Ry Co., St. Paul, Minn.
cc—
Mr. C. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.

241
St. Paul, Minn., March 8, 1928.
9-3

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

Mr. Williamson has submitted a voucher in favor of D. S. O'Neil, Agent at Edgeley, covering membership fee and dues to July 1, 1928, in the Lyons Club, authorized, I understand, by Mr. Capron. The voucher has been passed for payment. I have also advised the contributions committee. It would have helped a little I think had we been able to take it up with the committee before the expense was actually authorized.

(Signed) E. O. JOHNSON, *EV*

242

March 8, 1928. A5

My dear Mr. Moore:

I thank you for your letter of February 25, with copy of the printed testimony presented by the members of the American Short Line Railroad Association to the House Committee on Interstate and Foreign Commerce in support of H.R. 8549, relating to the exemption of certain of the short lines from the operation of the recapture clause of Section 15a of the Interstate Commerce Act.

Very truly yours,

CHARLES DOWNNEY

Mr. Paul Moore,
Assistant to President,
American Short Line Railroad Ass'n.,
1319 F Street N. W.,
Washington, D. C.

243
March 8, 1928. A

My dear Mr. Holden:

I hand you herewith copy of accounting department statement No. 10, showing the estimated operating revenues and expenses of the Northern Pacific Railway Company for the month of February 1928, compared with the actual figures for February 1927.

Very truly yours,

(Signed) CHARLES DONNELLY

encl.

Mr. Hale Holden, President,
C. B. & Q. Railroad Company,
Chicago, Illinois.

244
March 8, 1928. A

My dear Mr. Elliott:

I have just wired you the estimated operating revenues and expenses for February, 1928, and now enclose copy of accounting department statement No. 10 showing comparison with the actual figures for February 1927.

Very truly yours,
CHARLES DONNELLY

encl.

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

245
St. Paul, Minn., March 8, 1928. A5

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

Referring to your letter of March 6, about sale
of company house No. 15 at Glendive:

Mr. Donnelly has executed and I return bill of
sale covering disposition of this dwelling to Arthur N.
Brownell, switchman, for a cash consideration of \$350.00.

(signed) B. O. JOHNSON.

encl.

246

St. Paul, Minn., March 8, 1928. A4

Mr. F. E. Williamson,
Vice President.

Referring to your letter of February 6th, in regard to the S.P.& S. budget, and particularly with reference to Item No. 53, covering automatic block signals from Snake River to Kahlotus:

I have received no advice from you with respect to this item but I enclose proposed draft of letter to Mr. Turner which has been prepared by the Great Northern, suggesting that this work be deferred. In view of the present investigations being made by the Interstate Commerce Commission, do you see any objection to signing this letter?

(SIGNED) CHARLES DONNEL

encl.

247
St. Paul, Minn., March 8, 1928.A4

Dear Sir:-

Your letter of the 7th instant, in regard to the Cedar Lake Ice Company matter, has been received during Mr. Johnson's absence from the office. I have taken the matter up with Mr. Williamson and he will doubtless give consideration to it and in due course advise the Cedar Lake people what he is willing to do.

Yours truly,

cc-Mr. F.E.Williamson

(Signed) J. H. ROGERS

Mr. W. H. Smith,
G. A. F. D.,
Northern Pacific Railway Co.,
Minneapolis, Minn.

(Signed) J. H. ROGERS

246
March 8, 1928. A4

Dear Sir:-

I acknowledge receipt of your letter of the 6th instant, in which you offer for sale water front property on New York Harbor.

We would not be interested in acquiring any of the property you have for sale, but I thank you for giving us the opportunity to do so.

Very truly yours,

CHARLES DONNELLY

Mr. F. L. Kidd, Jr.,
c/o Douglas Gibbons & Co.,
6 East 45th Street,
New York, N. Y.

249
St. Paul, Minn., March 8, 1928. A5

Mr. F. E. Williamson,
Vice President.

Mr. J. G. Woodworth,
Vice President.

I enclose, for your information, copy of the decision rendered in favor of the Delaware, Lackawanna & Western Railroad Company by the United States Supreme Court in a case involving the use of the Lackawanna station grounds at Morristown, N. J., by operators of taxicabs as a public hack stand.

encl.
cc-Mr. D. F. Lyons.

260

March 8, 1928.
8-3

My dear Mr. Elliott:

The Post Office Department issued an order on January 21 requiring that full R.P.O. and mail apartment cars shall be equipped with electric fans, the work to be completed by May 1, 1928, where, in the judgment of the Railway Mail Service, that is necessary. The order requires that new cars shall be equipped with ceiling fans but that as to existing cars, they may be equipped with ceiling fans, a combination of ceiling and bracket fans, or with bracket fans.

Mr. Goodhue has made an effort to obtain from the superintendent of post office car construction a definite expression of his views as to whether bracket fans, if installed, would be permanent, but the superintendent was unwilling to give that assurance; on the contrary, he intimated that we would be pursuing a safer course if ceiling fans exclusively were applied.

In view of the fact that there is an element of doubt as to bracket fans being considered satisfactory for permanent use, and the further fact that in the long run ceiling fans will be more economical, we have concluded to install the latter type under the Department's order. Mechanical department AFE No. 94 covering sixty-nine 30-ft. and eight 15-ft. apartment cars, and three full postal cars has been prepared, of which I enclose the third copy. The estimated cost of doing the work is \$17,900, of which \$16,484 is chargeable to Additions and Betterments. As the time within which to obtain the material and complete the work is short, I have informally authorized Mr. Williamson to go ahead with it.

Will you please obtain formal approval by the Committee or Board? It is not a budget item.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

251
St. Paul, Minn., March 8, 1928.
S-3

Mr. J. C. Woodworth,
Vice President.

Attached hereto is copy of a letter from Isaac Jones and others, signing themselves as members of the Bloomfield Railroad Committee of Bloomfield, Montana, transmitting reports and maps with respect to the territory in and around Bloomfield in support of their petition for the construction of a branch line of railroad.

I wish you would have an examination made of the data that this committee has submitted, supplementing it with any additional information that seems necessary, and then give me your views and recommendations as to whether there is any justification for considering building a branch road as requested.

(Signed) CHARLES L. BROWN

Encl.

252
St. Paul, Minn., March 8, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of March 2, and you are informally authorized to arrange to equip sixty-nine 30-ft. and eight 15-ft. apartment mail cars, and three full postal cars with ceiling fans, as covered by mechanical department AFE No. 94, signed copy of which will reach you in due course.

(Signed) CHARLES DUNNELL

253
St. Paul, Minn., March 8, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 7 and
returning proposed contract with the South Bay Cedar
Company covering operation of that company over a trestle
track serving their plant at Markham:

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

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

264
St. Paul, Minn., March 8, 1938.
S-6

Mr. F. W. Sweeney,
Comptroller.

Mr. F. C. Hildebrand, formerly employed
as blacksmith helper at Como Shops, and whose name has
been carried on the special payroll at the rate of
\$25 per month, died on March 3, and his name should
therefore be removed from the roll commencing March 1,
1938.

(Signed) CHARLES DONNELLY

cc—

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

255
St. Paul, Minn., March 8, 1928.
8-3

Dear Mr. Coman:

I have your letter of March 1.

I do not understand from your letter that Mr. Mackenroth needs any additional space but, if I understand correctly, he wishes to move to an outside office because it will be more pleasant there. It seems to me that it would be desirable to discourage any proposal to move to other offices simply because the present offices are in some respects not as desirable as the outside offices would be, particularly when an increase in the rental is involved. In any event, I think you are right in having Mr. Mackenroth take the matter up with Mr. Dildine.

You may recall that some of our general officers here are located on the court side of the building.

Very truly yours,

(Signed) B. C. JOHNSON, *JK*

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

cc--

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

256
March 8, 1928.
8-3

Dear Sir:

Your letter of February 21, addressed to the President and Board of Directors of this company, has reached me through Mr. Spurling, our District Freight and Passenger Agent at Billings. The reports and maps to which your letter refers have also been received. They will be examined carefully, and the matter will have due attention.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Isaac Jones,
c/o Bloomfield Railroad Committee,
Bloomfield, Montana.

257

St. Paul, Minn., March 8, 1928.

D1

Mr. J. G. Woodworth,
Vice President.

Referring to the publication by the Agricultural
Development Department of the paper entitled "The North-
west."

Will you kindly advise me what distribution is made
of this paper. What sort of mailing list have we got?

(Signed) CHARLES DONNELLY

268

Paid

3.05 PM

St Paul Minn March 9 1928

W W Atterbury President
Pennsylvania Railroad
Broad St Station
Philadelphia Pa

Northern Pacific all steel business car Yellowstone will arrive
Chicago via Burlington eight forty AM Tuesday March thirteenth
If consistent will appreciate movement that date via your line
deadhead Chicago to New York and advice as to train on which
car will be handled.

Charles Donnelly

Charge: Nor Pac Ry Co
Exec Dept

259

St. Paul, Minn., March 9, 1928.

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 8 advising that the Pacific Shipping and Fuel Company, Seattle, desire a spur track constructed to serve their fuel yard on the Lake Union line, at an estimated cost of \$2450, entire expense of which will be borne by the Fuel Company:

You are authorized to proceed with the construction of this trackage.

cc-Mr. F. W. Sweney
Mr. R. W. Clark

260

Paid

225pm

St Paul Minn March 9 1928

W W Atterbury President
Pennsylvania Railroad
Broad St Station
Philadelphia Pa

Northern Pacific all-steel business car Yellowstone will arrive
Chicago via Burlington eight forty AM Tuesday March thirteenth
If consistent will appreciate movement via your line deadhead
Chicago to New York and advice as to train on which car will be
handled.

Charles Donnelly

Charge HPRyCo
Executive Dept

261
St. Paul, Minn., March 9, 1928. K5

Mr. D. F. Lyons,
General Counsel.

Referring to your letter of March 7:

Mr. Donnelly has noted and I return copy of the record of the hearings on the Parker bill covering testimony given down to February 10, 1928. Mr. Donnelly also received a copy of this record from Colonel Carroll.

encl.

262

St. Paul, Minn., March 9, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I have your letter of March 8 and return letter from Mr. Sonoda, Assistant Superintendent of Motive Power, Japanese Government Railways, requesting certain information in regard to locomotives.

I approve of the furnishing of this information to Mr. Sonoda.

encl.

263

March 9, 1928. K5

Dear Mr. Gay:

I have your letter of March 7 and have signed and return digest of proceedings had at the Executive Committee meeting held February 29, 1928.

Yours very truly,

encl.

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

9.00 A.

264

St Paul Minn March 9 1928

Hale Holden
CB&Q
Chicago

We expect to move business car Yellowstone to New York
deadhead leaving here Monday evening March twelfth Shall
appreciate movement over your line and advice as to train
on which it will be convenient to handle delivering to
Pennsylvania upon arrival Chicago. G-7

Charles Donnelly

365
March 9, 1928. AS

My dear Mr. Gay:

For the month of February, 1928, the pension roll showed allowances of \$29,853.76, an increase of \$535.67. The average allowance was \$51.38, an increase of 3¢. Eighteen names were added during the month and ten stricken account death, the total number on the roll being 579.

The special roll for the month of February, 1928, shows total allowances of \$3,093.00, an increase of \$230.00. The average allowance was \$49.89, an increase of \$4.45. Two names were added during the month and three stricken account death, the total number on the roll being 62.

Very truly yours,

(Signed) E. O. JOHNSON
W

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

264
St. Paul, Minn., March 9, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter to me of October 7, 1927, about sources from which water used for drinking and culinary purposes aboard railway trains operated in Canada by this company is obtained:

I am now in receipt of a letter from G. H. Ferguson, Chief Engineer, Department of Health, Ottawa, Canada, dated March 5, 1928, reading as follows:

"It is now possible to supply you with a partial report regarding the quality of water supplies used by the Northern Pacific Railway Company. The water obtained from the city water supply of Winnipeg is of good quality."

(Sgd) CHARLES DORR

267
March 9, 1928. A4

Dear Mr. Wallace:

In accordance with the discussion had in your office on the 3rd instant, I hand you herewith a rough draft of a contract which I have had prepared to cover the use which the Northern Pacific makes of certain Soo Line trackage on the Cuyuna Range. The contract is not intended to be in final form, as it has not been submitted to our Law Department, and inasmuch as the trackage to be used is owned by your company, I assume that you would prefer to have your own lawyers put it in definitive form. The contract is, I think, in line with the discussion which we had and is complete as to details except it may possibly be that some of the valuation figures on which we are to pay rental should be changed to agree with present day conditions. The contract is, of course, short the exhibits which are called for; this for the reason that I do not have maps which correctly show the location of this trackage.

You will note that the contract makes no mention of the use of your main line beyond the point of connection with the Evergreen Mine spur; this for the reason that the Meacham Mine is now exhausted and we no longer have need to use your tracks to reach it. It was the understanding that an adjustment would be made so that we would be credited with both the rental and the maintenance which we paid on the Portsmouth Yard tracks and this, I understand, our accountants will work out together.

It was also agreed that as we now make no use of the line between our Cedar Lake connection and the Kennedy Mine we should not be called upon to pay any part of the costs of maintenance of that track after January 1 of this year.

Mr. A. E. Wallace -2-

267

It was also agreed that inasmuch as your use of the line between Iron-ton and Riverton was very slight, the Northern Pacific would assume the entire cost of maintenance on the basis agreed upon by the accountants until such time as conditions changed to such an extent that you would be making a substantial use of the line in question.

It was also agreed that inasmuch as the Northern Pacific, because of an ownership of a one-half interest in mine tracks leading off your tracks, bears 50% of the loss incurred when those tracks are abandoned, the Soo Line would bear 50% of the loss incurred when mine tracks leading off Northern Pacific tracks are abandoned, even though the ownership of those tracks rests in the Northern Pacific. I do not think that it is really necessary to make this item a matter of contract, and if you will confirm the understanding reached, I think that will be all that is necessary.

There will still be a contract to be executed covering your use of Northern Pacific tracks serving the Cuyuna-Mille Lacs Mine. When the enclosed contract has been put into its final form, I will arrange for the drafting of the Cuyuna-Mille Lacs Mine contract to accord with the form for the enclosed.

I think this covers all of the points we discussed except the question of trackage to reach the new Butler operation. It was understood by us that where use of your tracks was necessary by the Northern Pacific, or by your company of Northern Pacific tracks, that use would be arranged for on the same basis as is applied to other trackage matters on the Cuyuna Range.

Very truly yours,

(Signed) J. H. POORE

Mr. A. E. Wallace,
Vice President and General Manager,
M. St.P. & S. Ste. Marie Ry. Co.,
Minneapolis, Minn.

268

St. Paul, Minn., March 9, 1928. A4

Mr. J. M. Hughes,
Land Commissioner.

In accordance with my conversation with you,
I hand you copy of resolution passed by Executive Com-
mittee with respect to the Bair-Collins matter at meeting
held February 29, 1928.

(Signed) J. H. POORE

encl.

269
March 9, 1928. A4

Dear Mr. Layng:

I have your letter of the 1st instant, in regard to fruit shipments from the Yakima Valley over the Northern Pacific for the past ten years.

I attach copy of a statement which will give you the number of carloads which we have shipped each year from this valley. I am sorry that I am unable to give you the information which you request with respect to loss and damage, this for the reason that our records are not kept in such shape that the claims paid on the fruit shipments from the Yakima Valley can be readily segregated from the claims which we pay on fruit and vegetable shipments moving from other points on our line and on similar business received from our connections.

Yours very truly,

(Signed) B. O. JOHNSON

encl.

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

270
St. Paul, Minn., March 9, 1928. A4

Mr. F. E. Williamson,
Vice President.

I sent you a copy of my letter of the 7th instant to Mr. Woodworth, in regard to proposed purchase of a one-half interest in certain O-W.R.R. & N. tracks at Olympia. I now attach Mr. Woodworth's letter to me of the 8th instant, together with papers therein referred to. With prompt return of these, will you please let me have your recommendation.

CHARLES DONNELLY

encl.

271
St. Paul, Minn., March 9, 1928. A4

Mr. E. T. Dakin,
General Auditor.

Replying to your letter of February 29, in regard to rate to be charged the Camas Prairie for certain rock furnished in connection with the repairs to the washout on that company's line:

I think we should assess our regular trackage charge of \$1.50 per train mile for work train movement between Arrow and Bovard, and that we should make a charge of 25¢ per yard for the rock taken from the quarry.

(Signed) J. H. POORE

272
March 9, 1928. A4

My dear Mrs. Johnson:

In accordance with the request which you made on him, Mr. B. O. Johnson agreed to address the Business and Professional Women's Club on March 21.

I am sorry to advise you that Mr. Johnson is now sick and I am afraid that it will not be possible for him to fulfill the engagement which he made, as I understand the doctors wish him to take a complete rest for a couple of weeks or so. I am giving you advice at this time as I presume you will wish to make arrangements for another speaker to address your organization on the date named.

Very truly yours,

(Signed) J. H. POORE

Mrs. Olivia Johnson,
420 Great Northern Building,
St. Paul, Minn.

27B
March 9, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 5,
enclosing SP&S AFE 4959 for ballasting between Lyle and
Goldendale, at an estimated total cost of \$4,200:

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.

274
March 9, 1938.
S-6

Dear Sir:

Referring to your joint letter of March 5, enclosing SP&S AFE's 4957 and 4958 for ballasting between Willbridge and Goble and Holladay, the estimated costs being \$4,475 and \$1,310, respectively:

These expenditures have the approval of the parent companies, and signed copies of the AFE's are enclosed.

Very truly yours,

(Signed) CHARLES DOWNES *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.

275
March 9, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 5,
enclosing SP&S AFE 4956 for ballasting in patches between
Vancouver and Wishram, at an estimated cost of \$9,000:

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

Very truly yours,

(Signed) CHARLES J. K. S. J. 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.

274
St. Paul, Minn., March 9, 1928.
8-3

Mr. J. G. Woodworth,
Vice President.
Mr. D. F. Lyons,
General Counsel.

Supplementing my letter of February 29:

I enclose copy of a notice from the Secretary
of the Interstate Commerce Commission to the effect that
the cases in dockets Nos. 10526, 10581 and 17863 have
been assigned for oral argument on April 11 at Washington.

(signed) CHARLES DUNWELLY

Encl.

277
March 9, 1928.
8-3

Dear Sir:

Referring to your letter of February 6:

The traffic and advertising department officers of this company have considered your suggestion about advertising the Express Company's service in our time-table folders, and they are of the opinion that the sample submitted by you would require too much space. As you know, we have been giving the Express Company representation in our folders, and our people are of the opinion that we cannot very well increase the amount of space used in calling attention to the express service.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Mr. E. A. Stedman, Vice President,
American Railway Express Company,
38 East Washington Street, Chicago, Ill.

278
March 9, 1928.
3-3

My dear Mr. Elliott:

Your letter of February 29 was received in due course and the four boxes of books have since been received. They have been forwarded to the destinations indicated in your letter, as requested. I am confident that the various hospitals and the Railway Club at Livingston will be very glad to receive this collection of books.

Very truly yours,

(Signed) B. O. JOHNSON. *W*

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

279
March 9, 1928.

Dear Mr. Kischel:

Enclosed please find photograph of Mr. P. B. Lacy from which please make one 60-line screen, one column outline cut for 8-column newspaper and 75 mats.

In making the cut would prefer to have the head much larger than those of the last two you made for me. Am enclosing clipping indicating the type of cut I believe would show to better advantage.

Yours truly,

(Signed) F. W. DeGUIRE

Enelo

Mr. B. O. Kischel,
Bureau of Engraving,
500 South Fourth Street,
Minneapolis, Minn.

280
March 9, 1928.

E-8

Dear Mr. Bill:

We have undertaken to assemble for you the information you requested in your letter of January 12. It has been necessary to ask some of the older residents in the territory to assist us and for that reason there has been delay. We still are endeavoring to gather some of the facts before giving you a comprehensive statement.

The information you ask in your letter of February 9 we believe could more readily be obtained by perusing the files of the earlier days in the Fargo newspaper office, and doubtless you have some one who will be able to do that. The railroad records do not disclose the information you request.

With kindest personal regards,

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. Fred A. Bill,
1623 VanBuren Street,
St. Paul, Minn.

281
March 9, 1928.
S-3

My dear Mr. Elliott:

I send to you herewith third copies of the following bank widening AFE's:

	<u>Est. Net</u> <u>Expenditure</u>	<u>Capital</u> <u>Account</u>
Fargo Division ED No. 31 - between Perham and Frazee	\$ 17,737	\$ 10,417
Idaho Division ED No. 30 - between Trout Creek and Noxon	10,170	7,636

These are 1928 budget items and I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES D. BROWN

Encl.

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

282
March 9, 1928. A5

My dear Mr. Gay:

Will you please, at your convenience, have the New York Office station earnings book sent here and we will arrange to have the 1927 figures inserted by the Accounting Department.

Yours very truly,

(SIGNED) E. H. WILKS

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

283
March 9, 1928. D1

My dear Mr. Elliott:

I enclose copy of a memorandum just received from Mr. Woodworth about talk he had on the long distance 'phone with Sherman Rogers.

You will judge for yourself as to whether it is advisable to try to see Mr. Fleishhacker in New York.

I expect to talk with Rogers and to look further into this situation when I go to the coast after the close of the merger hearings, but I have not much confidence in his judgment nor much disposition to follow up his suggestions.

Very truly yours,

encl.

(Signed) CHARLES DONNELLY.

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

284

March 9, 1928. D1

Dear Father Donnelly:

Your letter of February 8 addressed to me in Chicago has been forwarded to me here.

Of course, the Northern Pacific Railway Company cannot make contributions in aid of any church at any particular location either on or off its line, without exposing itself to like requests from other points; and for myself personally, the drain upon my resources from points along the line of the Northern Pacific is such that I do not feel that I can contribute to religious or other causes at outside points.

Yours sincerely,

(Signed) CHARLES DONNELLY.

Rev. J. J. Donnelly,
St. Joseph's Church,
Faith, South Dakota.

285
March 9, 1928. D1

My dear Mr. Elliott:

I have your letter of March 7 and return Mr. Pearson's report about the American Railway Express Company meeting.

The New Haven is not listed as one who had assented to the plan and, therefore, the number of shares which it would be expected to take is not indicated on the list. The Northern Pacific is shown as having 5,456 shares assigned to it so that, roughly, on that basis it would take about \$550,000.00 for our subscription to the stock of the new company. My guess is that if the plan goes through, our subscription would not exceed one-half million dollars.

Very truly yours,

encl.

(Signed) CHARLES DONNELLY.

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

286

March 9, 1928.

D1

Dear Sir:

Answering your letter without date - G-964.

I beg to advise that we would not be interested
in the employment of the man to whom your letter refers.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Jacob Penn,
Jacob Penn, Inc.,
9 Park Place,
New York, N. Y.

287
March 9, 1928. D1

Dear Sir:

Answering your letter of March 2 inquiring about the purchase of the electric properties of the Northwestern Improvement Company.

I do not know to what properties you refer.

Very truly yours,

(Signed) CHARLES DOWLING

Mr. P. J. Minck,
P. J. Minck & Company,
720 South Kenosha Avenue,
Tulsa, Oklahoma.

288

St. Paul, Minn., March 9, 1928. D1

Mr. F. E. Williamson,
Vice President.

Please note and return the enclosed copy of Mr. Holden's personal letter to Mr. Budd about passenger business conditions on the Burlington.

While I have no doubt we shall yet be able to accomplish something in the way of reducing our passenger mileage, we have already accomplished more, as shown by the train mile exhibit, since 1920 than any of the other major systems with the exception of the Chicago & Northwestern.

How much does the running of the "Comet" add to our passenger train mileage?

(Signed) CHARLES DONNELLY.

289
St. Paul, Minn., March 9, 1928. D1

Mr. H. E. Stevens,
Chief Engineer.

Answering your letter of March 8.

I have nothing further to suggest about the hearing on automatic train control. I read your memorandum and think it covers the subject fully.

I will not be able to attend the meeting in New York on March 15, but I have sent to Mr. Elliott a copy of your memorandum and a copy of your letter of March 8, and he will represent us at that meeting.

(Signed) CHARLES DONNELLY.

290

March 9, 1928.

D1

My dear Mr. Elliott:

Referring further to my letter to you about the meeting of the Executive Committee of the Association of Railway Executives on March 15:

I enclose copy of a further letter from Mr. Stevens addressed to Mr. Williamson and me, dated March 8, 1928.

Very truly yours,

encl.

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

291

March 9, 1928.
8-3

My dear Mr. Elliott:

I send you herewith third copies of the following AFE's covering ballast work:

	<u>Est. Net Expenditure</u>	<u>Capital Account</u>
Yellowstone Division ED No. 93 - washed ballast between Worden and Huntley	\$ 37,512	\$ 18,484
Montana Division ED No. 64 - washed ballast between Oneida and Quebec	36,410	18,718
Montana ED No. 65 - washed ballast between Spurling and Youngs Point	43,007	21,442
Idaho Division ED No. 26 - pit run ballast between Cabinet and Lane Potter Spur	30,607	8,924
Idaho Division ED No. 27 - pit run ballast between Oakesdale and Eden, on the P&L Branch	28,608	10,718
Idaho Division ED No. 28 - pit run ballast between Garfield and Whelan, on the P&L Branch	79,070	32,465
Seattle Division ED No. 48 - washed ballast between Shoskin and Cle Elum	67,497	15,831
Seattle Division ED No. 49 - washed ballast between O'Brien and Thomas, Seattle Terminal	35,995	9,556
Tacoma Division ED No. 67 - washed ballast between Carrolls and Kalama	15,655	6,174

291

-2-

	<u>Est. Net</u> <u>Expenditure</u>	<u>Capital</u> <u>Account</u>
Tacoma Division ED No. 68 - washed ballast between Kalama and Woodland	\$ 92,325	\$ 39,358
Tacoma Division ED No. 70 - washed ballast between Ketron and St. Clair, Point Defiance Line	49,974	18,465
Tacoma Division ED No. 71 - washed ballast between Tenino and Bucoda	20,028	7,508

All of these items are covered by the 1928 budget, and for the reasons given in the narratives of the AFE's I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

292
March 9, 1938.
9-3

My dear Mr. Elliott:

Answering your letter of March 1 about the accounting for the abandonment of the White Pine Hill line:

Mr. Sweney tells me that this work will not affect our income account inasmuch as the property is to be retired and not replaced. The investment in the property to be abandoned will be credited to the appropriate primary accounts under "Investment in Road and Equipment" and will be charged, together with the cost of demolishing the property less salvage, to profit and loss account "Loss on Retired Road and Equipment".

Very truly yours,

(Signed) CHARLES DOERNELLY.

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

293
St. Paul, Minn., March 9, 1928.

S-3

Dear Mr. Coman:

I enclose copy of a letter addressed to Mr. Gray and me by Mr. Sproule under date of March 3 about continuing in the service of the Northern Pacific Terminal Company, until October 1929, Mr. F. M. Stout, Yardman, who is now seventy years of age, to permit him to round out twenty years continuous service.

As I think you know, on the Northern Pacific the rule about retiring officers and employees as soon as they reach age seventy is rigidly enforced, and I am disposed to agree with Mr. Sproule's alternative plan with respect to Mr. Stout. I assume you participated in the recommendation of the Board of the Terminal Company, but before answering Mr. Sproule's letter I would be glad to have your views and also I would like to know if there are any extenuating circumstances which prompt the proposal to continue Mr. Stout until 1929.

Very truly yours,

(Signed) CHARLES DONNELLY

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

294

St. Paul, Minn., March 9, 1938.
9-3

Mr. H. B. Smith,
President NPBA.

Mr. H. A. Clifford, Treasurer of the Northern Pacific Railway Company, will retire effective April 1 next. He will be succeeded by Mr. P. B. Lacy who is now Assistant Treasurer. Mr. Clifford is also Treasurer of the NPBA and of the Northern Pacific hospital associations of Minnesota, Montana and Washington.

Will you please arrange to hold the necessary meetings to elect Mr. Lacy Treasurer, effective April 1, and advise me when this has been done?

(Signed) E. O. JOHNSON. *W*

295
St. Paul, Minn., March 9, 1938.
9-3

Mr. F. W. Sweeney,
Comptroller.

Referring to the construction of five hundred skeleton logging cars under AFE Comptroller's No. 5074 of 1927, the work having been completed February 29:

As soon as information is available, please give me a memorandum showing what it has cost us, including all charges, to construct these cars.

(Signed) CHARLES DONNELLY *CD*

294
St. Paul, Minn., March 9, 1928.
3-3

My dear Mr. Lowry:

Referring to Mr. Elliott's letter of February 29:

The box of books that he refers to is going forward to you today by express. If they do not reach you within a reasonable time please let me know.

Very truly yours,

(Signed) B. G. JOHNSON. *X*

Mr. T. F. Lowry, General Superintendent,
Northern Pacific Railway Company,
Livingston, Montana.

297
St. Paul, Minn., March 9, 1928.
S-3

My dear Doctor Beach:

Referring to Mr. Elliott's letter of February 29:

The box of books that he refers to is going forward to you today by express. If they do not reach you within a reasonable time please let me know.

Very truly yours,

(Signed) H. G. JOHNSON

Dr. R. H. Beach, Chief Surgeon,
Northern Pacific Hospital,
Tacoma, Washington.

298
St. Paul, Minn., March 9, 1928.
S-3

My dear Doctor Jennings:

Referring to Mr. Elliott's letter of February 29:

The box of books that he refers to is going forward to you today by express. If they do not reach you within a reasonable time please let me know.

Very truly yours,

(Signed) J. O. VINSON

Dr. G. M. Jennings, Chief Surgeon,
Northern Pacific Hospital,
Missoula, Montana.

299

St. Paul, Minn., March 9, 1928.
9-3

My dear Doctor Evert:

Referring to Mr. Elliott's letter of February
29th:

The box of books that he refers to is going
forward to you today by express. If they do not reach
you within a reasonable time please let me know.

Very truly yours,

Dr. J. A. Evert, Chief Surgeon,
Northern Pacific Hospital,
Glendive, Montana.

300

St. Paul, Minn., March 9, 1928.
9-3

Mr. H. B. Smith,
President NPBA.

As I think you know, Mr. Elliott periodically sends along some magazines and books to be sent to the various hospitals of the NPBA. He has recently sent out some books, as per the correspondence attached. After noting, please return to me.

Encl.

301

St. Paul, Minn., March 9, 1928.
6-3

Mr. F. E. Williamson,
Vice President.

In a letter which Mr. Holden, of the Burlington, has sent to me he gives the following information about locomotive mileage:

"Average Mileage Made by Locomotives Between General Repairs
(Classes 1, 2 and 3)

	<u>1925</u>		<u>1926</u>		<u>1927</u>	
	<u>No. Engs.</u>	<u>Average</u>	<u>No. Engs.</u>	<u>Average</u>	<u>No. Engs.</u>	<u>Average</u>
	<u>Repaired</u>	<u>Mileage</u>	<u>Repaired</u>	<u>Mileage</u>	<u>Repaired</u>	<u>Mileage*</u>
Passenger	133	93,775	62	117,532	83	120,302
Switch	124	57,801	29	60,285	28	76,061
Freight	248	62,538	133	69,204	166	82,134
Total	505	69,602	214	81,997	277	92,957

"Since last general repairs."

I would like to see similar figures for the Northern Pacific. Will you please have a statement prepared comparing both roads?

(Signed) CHARLES DONNELLY.

302

St. Paul, Minn., March 10, 1928.
8-3

Mr. H. A. Clifford,
Treasurer.

Answering your letters of March 6 and 9:

You are authorized to arrange with the
American National Bank of Little Falls for the cashing
of Northern Pacific pay checks at the rate of \$1 per
thousand dollars.

(Signed) CHARLES DONNELLY *CK*

303

March 10, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 6,
enclosing Oregon Trunk AFE 4960 for purchase of Ford
coupe to replace old model now used in Central Oregon,
at an estimated cost of \$606:

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.

304

Paid

12 noon

St Paul Minn Mar 10 1928

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

Wire date Mr Donnelly expects to be here on Friday
sixteenth Mr Clark will be in Chicago fifteenth and
sixteenth and can be reached at Union League Club D-1

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

305

March 10, 1928.
S-3

Dear Sir:

Referring to your letter of February 28 about the subject of adjustment of grain rates in the United States as related to grain rates in Canada:

This is not a new question as it has been presented in each grain case that has been before the Commission over a period of a number of years. So far, the Commission has refused to recognize the Canadian grain rates as a measure of grain rates of United States carriers.

We think the subject is well covered in the memorandum which accompanied your letter, and it is our view that the handling of it may well be left to the A.R.A. organization at Washington with the understanding that we stand ready to assist them in any way possible when such assistance is desired.

Very truly yours,

(Signed) CHARLES DOWNEY

Mr. T. C. Powell, Chairman,
Advisory Committee on Traffic,
Association of Ry Executives,
c/o CANI Ry Co., Chicago, Ill.
cc-

- Mr. H. H. Adams, Pres., Western Pacific RR, San Francisco, Cal.
- Mr. B. Campbell, Vice Pres., NYNH&H, New Haven, Conn.
- Mr. C. R. Capps, Vice Pres., Seaboard Air Line, Norfolk, Va.
- Mr. E. W. Clapp, Traffic Mgr., Southern Pacific Lines, Chicago.
- Mr. J. L. Symans, Vice Pres., Penna. RR, Philadelphia, Pa.
- Mr. J. E. Cowman, President, OHL&P Ry, Chicago, Ill.
- Mr. C. H. Ingalls, Vice Pres., NYC Lines, New York City.
- Mr. A. C. Johnson, Vice Pres., GANW Railway, Chicago, Ill.
- Mr. B. C. Maxwell, Vice Pres., Wabash Railway, St. Louis, Mo.
- Mr. C. E. Perkins, Vice Pres., Mo. Pacific Ry, St. Louis, Mo.
- Mr. A. R. Smith, Vice Pres., LAN Railroad, Louisville, Ky.
- Mr. F. B. Houghton, Frt. Trf. Mgr., AT&SF Ry, Chicago, Ill.
- Mr. F. E. Robinson, Vice Pres., Union Pacific System, Omaha, Nebr.

cc- Mr. J. G. Woodworth

306

March 10, 1928. D1

My dear Mr. Elliott:

In regard to the gas leases covering the Cabin Creek area on the Glendive-Baker Anticline, Fallon County, Montana, I enclose herewith copy of a letter from Mr. Hughes, dated March 9, recommending modification of the contract now in effect between the Northern Pacific and the Minnesota Northern Power Company.

You will recall that this was discussed in New York last week, and you and I were agreed that this modification should be made.

I recommend approval of the proposition submitted in Mr. Hughes' memorandum.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

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

2.30 PM 307

St. Paul, March 10, 1928.

W E Coman

Seattle

Approve Williams making draft for anna etch probates your
wire date.

Charles Donnelly

Western Union Telegram

308

St. Paul, Minn., March 10, 1928.

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

Estimated earnings first week March in thousands

Freight	1378	increase 90	or	7. %
Passenger	171	decrease 17	"	9.2%
Miscellaneous	144	increase 3	"	2.6%
Total	1693	increase 76	"	4.7%

Cars loaded locally 14,370 increase 609 accounted for as follows

Increases:	Grain	346
	Livestock	26
	Forest Products	30
	Logs	2
	Coal	141
	Miscellaneous	117

Decreases:	Merchandise	53
------------	-------------	----

Received from connections 3588 decrease 272 accounted for as follows:

Increases:	St. Paul Division	75
	Dakota	39
	Yellowstone	4
	Montana	111
	Rocky Mtn.	12

Decreases:	Lake Superior	237
	Fargo	66
	Idaho	15
	Pasco	86
	Seattle	84
	Tacoma	25

Grain loading eastern district increased 411 cars received from connections decreased 28 cars. Grain loading western district decreased 65 cars received from connections decreased 104 cars.

Fruit loading this year 161 cars compared with 138 last year received from connections 110 cars compared with 123 last year

308

-2-

Potato loading this year 849 cars compared with 519 last year received from connections 25 cars compared with 12 cars last year.

Weather conditions during week were generally mild with moderate temperatures Had light rains at Idaho Division points and on Pacific Coast.

Charles Donnelly

309

Paid

11.40 AM

St Paul Minn March 10 1928

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

Message date returned Schumachers report on North and South
Railroad with my letter March 4ighth.

Charles Donnelly

Charge Nor Pac Ry Co
Exec Dept

310

St. Paul, Minn., March 10, 1928. K5

Dear Sir:

Referring to your letter of February 24 and my reply of February 27, about the 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:

I now enclose Northwestern Improvement Company deed to Matt Yadre, covering sale of this property to him.

Yours very truly,

Mr. C. C. Andersen,
General Manager, NWICo.,
Seattle, Washington.

St. Paul, Minn., March 10, 1928.K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 9 about the
service record of O. E. Northrup, Agent at Hawley, Minnesota:

I approve your recommendation that, insofar as
pension and pass privileges are concerned, Mr. Northrup's
service be considered as continuous from September 1, 1906.

312

St. Paul, Minn., March 10, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I acknowledge receipt of your letter of March 9 about the record of service of Charles E. Smith, Scale Inspector, Engineering Department.

Your recommendation that Mr. Smith's service be considered as continuous from March 6, 1905, is approved.

(Signed) CHARLES DUNNEN W

313

March 10, 1928. K5

Gentlemen:

I acknowledge receipt of your letter of March 5 and appreciate your courtesy in sending me a copy of the Tenth Edition of your book entitled "Equipment Trust Securities", with equities therein computed as of January 16, 1928.

Yours very truly,

Freeman and Company,
34 Pine Street,
New York City, New York.

314
March 10, 1928.

115

Dear Mr. Sadler:

Your letter of March 7 to Mr. R. W. Clark, about placing the Transportation Library upon our mailing list to receive copies of our company magazine, has been referred to me for reply.

At present this company does not publish an employees magazine, but should we do so at some time in the near future I shall be glad to arrange to have the Transportation Library placed upon our mailing list.

Yours very truly,

Mr. W. C. Sadler,
Care Transportation Library,
University of Michigan,
Ann Arbor, Michigan.

315
March 10, 1928.

My dear Mr. Elliott:-

I enclose the following papers for the purpose of securing release of the mortgages on property in Block 73 of Denny & Hoyt's Addition to the City of Seattle, sold to H. M. King, which sale was approved at the meeting of the Board of Directors December 16, 1925:

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.

316
March 10, 1928. KB

Dear Sir:

Your letter of March 9 to Mr. Johnson inviting him to attend the next meeting of Railroad Post 416 on Tuesday, March 13, has been received during his absence. Mr. Johnson does not expect to return to the office by the date in question, and will therefore be unable to take advantage of your kind invitation.

Yours very truly,

(Signed) A. M. GOTTSCHALL

Office Manager,
President's Office.

Mr. H. A. Doth,
Activities Chairman,
Railroad Post 416, American Legion,
Care Room 120, Great Northern Building,
St. Paul, Minnesota.

316 1/2

St. Paul, Minn., March 10, 1928.
5-6

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 March 7, 1928, and the period January 1 to March 7, compared with the actual figures for 1927.

(Signed) CHARLES DONNELLY

Encl.

317
March 10, 1928.

8-8

My dear Mr. Elliott:

Coal shipments for the week ending March 10 were as follows:

	<u>Roslyn</u>	<u>Red Lodge</u>	<u>Colstrip</u>
March 4	-	-	6987
5	4649	2373	3717
6	4354	1816	3632
7	3985	1524	3702
8	3519	-	4255
9	3056	2114	2609
10	<u>371</u>	<u>620</u>	<u>-</u>
Total	- 19914	8447	24902

The total shipments from all mines was 53,363 tons, an average of 7,609 per calendar day.

Roslyn mines Nos. 3, 8 and 5 worked four days, No. 7 worked five days; Red Lodge mines worked four and one-half days; Colstrip worked six and one-half days.

Very truly yours,

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

37 1/2

March 10, 1928.

9-6

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 March 7, 1928, and the period January 1 to March 7 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 DORRILL

Encl.

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

3/8

March 11, 1928.

D4

Dear Mr. Holden:

Referring to my wire of the ninth instant in regard to movement of Car Yellowstone to New York, and to your reply of the same date:

The car will be delivered to your people for movement to Chicago on your Train No. 48 Monday, twelfth inst., and should be delivered by your people to the Pennsylvania Company in time for movement on that company's train No. 34 of Tuesday, thirteenth inst.

Very truly yours,

(Signed) CHARLES BONNELLY

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

319
Paid

x

St. Paul, Minn., March 11, 1928.

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

Your letter sixth. Car Yellowstone will leave here Monday on Burlington Train forty-eight and Chicago on Pennsylvania Train Thirty-four Tuesday morning arriving New York Wednesday afternoon. Car will be equipped as outlined by you. I do not understand we are expected to make arrangements for movement of car after arrival at New York.

Charles Donnelly.

Charge NP Ry Co.,
Executive Dept.

320
St. Paul, Minn., March 11, 1928. D4

Mr. F. E. Williamson,
Vice President.

Will you please arrange to deliver Car Yellowstone to the Burlington for movement on Train No. 48 St. Paul to Chicago on Monday evening twelfth instant.

On arrival at Chicago the car will be delivered by the Burlington to the Pennsylvania Company for movement to New York on that company's train No. 34.

The car will be handled deadhead.

(Signed) CHARLES DONNELLY

P

321
March 12, 1928. KS

My dear Mr. Gay:

This will acknowledge receipt of your letter of March 9, returning papers with reference to 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.

I return the certificates to you completed so far as Mr. Donnelly's signature is concerned.

Yours very truly,

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

352

St. Paul, Minn., March 12, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I attach the February, 1928 bulletin issued by
the Railway Research Service, London School of Economics.
Please return the bulletin when it has served your purpose.

CHARLES DUNNELL

encl.

323
Paid

325pm

St. Paul, Minn., March 12, 1928.

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

Your letter sixth. We cannot take slack coal but have instructed
Purchasing Agent to place order with you for three thousand tons
of size specified your letter February sixth.

B O Johnson

Charge HPRyCo
Executive Dept

324

St. Paul, Minn., March 12, 1928.

K4

Mr. P. E. Williamson,
Vice President.

Referring to my conversation with you today about
Bear Creek coal:

I attach for your file a copy of Mr. Freeman's
letter to Mr. Johnson of the sixth instant, and a copy of
reply which I wired him today. I also attach copy of a
letter written to Mr. Kyle instructing him to place an
order with the Montana Coal and Iron Company for this month's
delivery. Will you please advise him to what points you
want the coal shipped?

(Signed) J. H. ...

encl.

325
St. Paul, Minn., March 12, 1928.

K4

Mr. C. C. Kyle,
Purchasing Agent.

I attach copy of a letter I received from J. M. Freeman, Vice President of the Montana Coal and Iron Company, under date of February 6, making a proposition to sell us locomotive coal 3"x 1" at a price of \$2.00 per ton f.o.b. Bear Creek.

Mr. Donnelly has approved the purchase from the Montana Coal and Iron Company of 3,000 tons per month of this grade coal from August 15 to March 15, a total of 21,000 tons. He desires that we place an order for 3,000 tons this month, but no further purchase will be made until August 15 when we should commence purchasing 3,000 tons per month.

Will you please arrange to place the order immediately, obtaining from Mr. Williamson instructions as to points to which the coal is to be shipped?

(SIGNED) F. E. WILLIAMSON p

cc-Mr. F. E. Williamson

324

St. Paul, Minn., March 12, 1928. K5 K4

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

Referring to my conversation with you about request made by Mrs. Olivia Johnson for a Northern Pacific speaker to take Mr. Johnson's place at the Business and Professional Women's dinner to be held on the twenty-first instant:

I talked with Mrs. Johnson this afternoon and she said it would be very satisfactory if Mr. Jones can address this meeting. She advised me that it was to be a strictly Northern Pacific affair and that any kind of advertising we cared to put on would be quite in order.

Will you please ask Mr. Jones to get in touch with Mrs. Johnson as soon as he returns to the city?

(Signed) J. M. Jones

327

March 12, 1928.

3-3

Dear Mr. Davis:

I have your letter of March 10 and am pleased to send you herewith the photograph you requested.

Yours very truly,

(Signed) CHARLES DONNELLY.

Enclo

Mr. H. G. Davis,
Editor, Northwest Farm Equipment Journal,
1011 Lumber Exchange,
Minneapolis, Minn.

370
March 12, 1928.
B-8

Dear Sir:

For your information:

Yoshio Fujiwara, famous Japanese tenor from Tokyo, Japan, will arrive in St. Paul tonight (Monday) on the North Coast Limited from Seattle in berth lower 5, car N-42, en route to Italy. All profits of his concert are to be turned over to a fund for the Tokyo-Seattle airplane flight. Thought you might regard this as worthy of a story and possibly a picture.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. Lloyd Evans,
The Dispatch,
St. Paul, Minn.

329
St. Paul, Minn., March 12, 1928.
P-8

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

Your letter of March 7:

Expect to see Mr. George Authier in Washington the week of March 19 and will bear in mind what you say about his proposed trip to Yellowstone National Park following the National Political Convention.

(Signed) F. W. GILLES

330
St. Paul, Minn., March 12, 1928.
1-8

Dear Mr. Coman:

Your letter of March 9th with clipping from the Seattle Post-Intelligencer of March 7:

The article put over the "punch" we sought in preparing the copy we mailed you. Mr. Hill revamped it in an interesting and entertaining way and I am sure that it will react to the benefit of the proponents of the proposed unification of the Northern Pacific and Great Northern. It may interest you to know that the original article appeared in outstanding American newspapers with an aggregate circulation of 1,400,000.

Yours very truly,

(Signed) F. W. DeGUIRE

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

331
March 12, 1928.

E-8

Dear Mr. Gamble:

I am glad to have the information contained in your letter of March 10 regarding the advertising and public relations structure of the New York Central.

It occurred to me that it might be more desirable to discuss the advertising material you have prepared at a time when we could have Mr. Clark present. He has been away most of the time for the last month and I understand he is going east again this week. If, however, you care to bring the material up I will be glad to give you what time I have on Wednesday or Thursday.

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. F. R. Gamble,
Advertising Department,
Curtis Publishing Company,
231 So. LaSalle Street,
Chicago, Ill.

332

March 12, 1928.
E-8

Dear Mr. Bill:

Your letters of January 12 and February 24 regarding information for the North Dakota Historical Society:

We have endeavored from several sources to obtain the information you requested. We have from Mr. W. P. Maid, Drayton, N.D. the following:

"I learn there was an elevator on the Red River here when the Northern Pacific came in. It was of 25,000 or 30,000 capacity built and owned by Grandall & Anderson in the year of 1883. They loaded grain onto boats by tram cars running down from the elevator to boats but there was no method of taking grain from boat to elevator and cars. The last few years of this elevator's existence they hauled grain out of it by team and loaded it on Northern Pacific cars from Northern Pacific loading platform. The elevator was wrecked in the year 1915. The owners had not bought grain in it for several years previous to that time."

H. E. Magill, Fargo, N.D. furnishes this information:

"When I came here in 1880 Barnes & Magill owned an elevator located on the Red River where George Bahe's feed mill now is located. They had a leg on the river side and were equipped for unloading grain from river barges. My first elevator experience was weighing grain in this elevator which was being taken in from barges. This elevator was later sold to the company that organized the Fargo Linseed Oil Company and was subsequently burned.

"The Grandin's also had an elevator at this time equipped for unloading grain from barges and this was located just south of where the Fargo foundry now is. Practically all of the Grandin's grain was brought up the river by steamers and barges and loaded into this elevator."

332

"There was also an elevator on the Moorhead side known as the Alsop mill and elevator, located about where the Moorhead tourist camp now is. This also was equipped for unloading from barges.

"There were two steamers that I recall operating at that time. One was named 'Pluck' and the other 'Alsop'.

"The Northern Pacific never owned any such elevator but after father sold his interests in the Barnes & Magill line of elevators the company was re-organized under the name of the Northern Pacific Elevator Company, as I recall it.

"I have seen pictures of this old Grandin elevator and steamers and barges unloading, published in the Fargo paper in recent years and I think if the proper search was made of their files same could be found."

In your letter of February 24 you request information regarding joint tariffs on wheat with boats operating on the Red River some years ago. An examination of our records discloses that joint tariffs with various boat lines operating on the Red River were in effect from 1901 to 1914, to eastern terminals. The original tariff applied in connection with East Grand Forks Transportation Company, the tariff with the Red River Transportation Company having gone into effect in 1908. In 1912 the name of the river carrier was changed to the Whitney Transportation Company and remained in effect until rates were withdrawn in 1914.

The proportions received by the boat lines ranged from 3 to 4½¢ per bushel according to the origin of the grain.

The Northern Pacific records show that the line from Grand Forks north to the boundary was turned over for operation on October 8, 1887.

Since the records of the railway company do not contain such information as you requested in your letters we have undertaken to supply it from sources which we regard as reliable. I trust that it will be helpful to you in preparing the article you have in mind. You will note that the suggestion is made that probably additional details could be obtained by perusing the files of the Fargo newspapers. I will be glad to co-operate with you further if you have suggestions.

3 32
FAB-3

With kindest personal regards,

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. Fred A. Bill,
1623 VanBuren Street,
St. Paul, Minn.

333

St. Paul, Minn., March 12, 1928.
E-8

Dear Sir:

I hand you herewith three articles and three sets of pictures regarding installation of the cafe-coach in Northern Pacific passenger service. You will note that we referred in the stories to the fact that this type of car is to be operated between Seattle and Yakima and it is possible that the Seattle newspapers would use the feature. There are two different stories. If it is agreeable to you will you hand these to Mr. Prosser. He may believe it is desirable to carry a release date in submitting the stories to the several Seattle newspapers.

Yours truly,

Enclo

(Signed) F. W. DeGUIRE

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

334
St. Paul, Minn., March 12, 1928.
E-8

Dear Sir:

Enclosed is a story and photograph of a cafe-day coach which you may wish to submit to Mr. Cook, Editor of Passenger Traffic.

Yours truly,

(Signed) F. W. DeGUIRE

Enclo

Mr. B. W. Decker,
809 Finance Building,
Philadelphia, Pa.

336

St Paul March 12 1928

A F Gerecke
298 Marston Avenue
Detroit Mich

Expect be in Chicago Friday or Saturday morning
for few hours Glad see you then Unable be there Tuesday

F W DeGuire

~~Charge Nor Pac Exec Dept~~

336
St. Paul, Minn., March 12, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I enclose a copy of American Railway Association circular No. 3709, dated March 1, requesting information as to the names of representative members of this company in the Mechanical Division, also the name of the official delegated to cast the ballot for this company. Will you please supply the information called for in the blank attached, and return to me for transmittal to Mr. Forster?

(Signed) CHARLES DONNELLY

Encl.

337
St. Paul, Minn., March 12, 1928.
S-6

Dear Sir:

With return of attached American Railway Association circular No. 2709, dated March 1, will you please give me the necessary information in regard to the number of cars and locomotives owned?

Mr. Zwright will continue to represent the Gilmore & Pittsburgh in the Mechanical Division.

Very truly yours,

(Signed) CHARLES F. CONNELLY

Encl.

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

334
March 12, 1928.
S-C

Dear Sir:

This will acknowledge receipt of your letter of March 10, enclosing memoranda relative to terminal test of air brakes in trains of this company during the month of February 1928.

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

Very truly yours,

(Signed) CHARLES DONNELLY

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

cc--

Mr. F. E. Williamson,
Vice President.

Encl.

339

March 12, 1928.
S-6

Dear Sir:

This will acknowledge your letter of March 10th, enclosing memoranda relative to inspection of safety appliances made on our equipment during the month of February 1928.

These memoranda will be referred to our mechanical department for necessary attention.

Very truly yours,

(Signed) CHARLES DONNELLY

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

cc--

Mr. F. E. Williamson,
Vice President.

Encl.

340

St. Paul, Minn., March 12, 1928.
S-6

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

Referring to your circular letter of March
7th:

This office has fifteen pouches which are
used in sending mail out on the line.

(Signed) B. O. JOHNSON *OK*

341
March 12, 1938.
8-6

My dear Mr. Dice:

I appreciate very much your courtesy in sending me a copy of the annual report of the Reading Company for the year ended December 31, 1937.

Very truly yours,

(Signed) CHARLES DUNNELL

Encl.

Mr. Agnew T. Dice,
President, Reading Company,
Philadelphia, Pa.

34²

St. Paul, Minn., March 12, 1928.
8-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 8:

Voucher in favor of Mr. Hans Gunderson,
Roadmaster at Butte, amount \$259.88, covering time
lost during the month of February due to illness, has
been approved and passed to the Auditor for payment.

(Signed) CHARLES DONNELLY *p*

343

St. Paul, Minn., March 12, 1928.
B-3

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

I am enclosing two copies of a letter from
The Minnesota Gophers expressing appreciation for the
services of the Girls' Sextette. It occurs to me that
some of the passenger and freight department representa-
tives may be interested in the third paragraph.

(Signed) E. M. WILLIS

Encl.

344

St. Paul, Minn., March 12, 1928.
S-3

Mr. A. V. Fabian,
Supt. G.O. Building.

I am interested in your letter of March 9 about the obsolescence of calculating, typewriting and other office machines because I have been giving this question some thought and wondering if we are approaching the point when it will be necessary to make possibly a wholesale replacement of worn-out and out of date machines. I judge from your letter that from the consideration you have given to this question we are not likely to be confronted with such a necessity in the very near future. I think this is something that should be kept in mind, and I think you have had it in mind, so that there can be brought about a gradual replacement of such machines as are no longer suitable for the work required of them or that are beyond economical repair.

After you have made your proposed trip over the line I would like to talk with you about this particular subject.

(Signed) E. M. WILLIS

345 ✓
March 12, 1926.

2-3

Dear Sir:

Answering your letter of March 3 about advertising in the Sauk Center Herald:

The Northern Pacific will agree to stay out of this paper if the Great Northern will take similar action. Please let me know what you finally decide to do.

Very truly yours,

(Signed) B. O. JOHNSON *jt*

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

346

St. Paul, Minn., March 12, 1928.
S-3

Mr. J. G. Woodworth,
Vice President.

You have copy of my letter of February 28 to
Mr. Tennant, of The Long-Bell Lumber Company, and I now
enclose a copy of his acknowledgment of March 8, about
using the designation "Durable Douglas Fir".

(Signed) CHARLES DONNELLY *CD*

Encl.

347

March 12, 1928.
S-6

My dear Mr. Elliott:

I enclose for your information a copy of Mr. Hughes' letter of March 10, together with report on the Glendive-Redwater sales campaign for the period February 16 to 29, inclusive.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Encl.

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

348
March 12, 1928.
S-8

My dear Mr. Elliott:

I am sending you under separate cover,
by express, status report of the Northern Pacific
Railway Company, uncompleted section, as of January 31,
1928.

Very truly yours,

(Signed) CHARLES DONNELLY *rk*

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

349

March 12, 1928.

DL

Dear Mr. Gray:

Answering your letter of March 8.

We have received no request from Vice President McPherson or from anyone to issue annual transportation for Mr. Frank J. Finucane, of Spokane, or members of his family. I believe, however, that if a request were to be received for the issuance of annual transportation for Mr. Finucane, we should be disposed to comply with it.

Like you, we have issued annuals to Mr. and Mrs. Gill, Mr. Gill being a director of the Nelson and Fort Sheppard Railway.

Very truly yours,

(Signed) CHARLES DONNEMAN

Mr. C. R. Gray,
President,
Union Pacific System,
Omaha, Nebraska.

350

March 12, 1928. D1

Dear Mr. Milloy:

Thank you very much for sending me a copy of Miss Palmer's very interesting book entitled "Beauty Spots in North Dakota." It is most attractively gotten up and I think will be of distinct service in bringing home to the general public a fact not commonly recognized,- that North Dakota is a state of great natural beauty.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. James S. Milloy,
Executive Secretary,
Greater North Dakota Ass'n,
Fargo, North Dakota.

351
March 12, 1928.

D1

Dear Mr. Kerr:

I have received your several letters advising me of your conferences with Senators and Representatives, and am very glad to get the information.

I hope that it will be possible to impress Chairman Sinnott with the fact that if he refers our proposed bill to the Attorney General for an expression of opinion, the way is going to be opened up for us to do what Mr. Sinnott wished us to do, viz., sit down with representatives of the Department of Justice and probably make some headway.

Mr. Lyons and I will probably reach Washington on Sunday next and will see you there.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. James B. Kerr,
New Willard Hotel,
Washington, D. C.

352
March 12, 1928.

DL

Dear Mr. Rogers:

I have your letter of February 26, and have been interested in reading your article under the caption "Pacific Coast's Hat is in the Ring."

I expect to be on the coast next month, and may see you when there.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Sherman Rogers,
Washington Building,
Tacoma, Washington.

353

St. Paul, Minn., March 12, 1928. D1

Dear Mr. Coman:

Thank you for your letters of March 9 about your talk with Mr. Sherman Rogers and about Mr. Green's activities in the interest of the Milwaukee. I am always glad to get this kind of information.

I must be in Washington on the nineteenth in connection with our merger hearing, and I will probably be obliged to remain there for a few days in connection with land grant matters.

I hope to meet you in the west early in April.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

354

St. Paul, Minn., March 12, 1928. D1

Dear Mr. Coman:

I am in receipt of your letter of March 7 from Portland about the Columbia Pacific Shipping Company, and am much gratified to know that this situation looks so well for us.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

410 PM

St. Paul, Minn., March 12, 1928.

W. E. Coman,
Seattle.

356

Have there been any developments in Snoqualmie Falls track haul question since your wire of seventh to Woodworth?

Charles Donnelly.

St. Paul, Minn., March 12, 1928.

W. E. Coman,
Seattle

356

Have there been any porticos in bowcap hogwig catfur
noddog waxvat rappeds verse rosewood question since your wire
of seventh to burmute?

Charles Donnelly

357

St. Paul, Minn., March 12, 1928. A4

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

Please refer to your letter of January 15,
in regard to the discontinuance of the handling of
tourist cars on Great Northern and Milwaukee coast
trains. Have you heard anything more as to what has
been done by those companies with respect to this ques-
tion?

(Signed) B. O. JOHNSON.
P

35-6
St. Paul, Minn., March 12, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 8th instant,
in regard to negotiating with the Minnesota Highway Department in connection with the extension of Trunk Highway No. 2 from Detroit Lakes to Hawley:

I approve the negotiating of an agreement along the lines suggested in Mr. Stevens' letter to you of the 7th instant; namely, that Northern Pacific contribute \$10,000 towards the cost of the new bridge which the State Highway Department expects to construct at Hawley, and that against this amount should be credited the value of the 62 acres of our right of way which will be used between Hawley and Detroit Lakes.

(Signed) CHARLES DONNELLY

359
March 12, 1928. A4

My dear Mr. Elliott:

Replying to your letter of the 7th instant, in regard to deed executed by the Northwestern Improvement Company in favor of Northern Pacific for right of way for the Orofino Branch:

In purchasing right of way at Orofino we found it necessary to buy a little more property than we actually needed for right of way for the new branch line. Title was, therefore, taken in the name of the Improvement Company, and that company is now transferring to the Railway Company the property required for right of way purposes.

We expect to be able to dispose of the excess property and by taking title in the name of the Improvement Company we avoid the necessity of securing releases from the Railway Company mortgages. The entire cost was borne by the Railway Company and the money received from sales will be credited to that company.

Yours very truly,

(signed) *William H. ...*
Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York, N. Y.

360
March 12, 1928. A4

My dear Mr. Elliott:

I attach copy of Mr. Martin's letter to me of the 7th instant, in which he outlines conditions on the Walla Walla Valley Railway for the month of February. You will note that while business is a little lighter than last year, resulting in a small decrease in earnings for the Walla Walla Valley line, the business interchanged with the Northern Pacific resulted in higher revenues for that company than did the business interchanged in February 1927.

Very truly yours,

(Signed) CHARLES DONNELLY

encl.

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

361

St. Paul, Minn., March 12, 1928. A4

Mr. J. M. Hughes,
Land Commissioner.

Replying to your letter of the 10th instant,
in regard to contribution made by the Land Department
towards the cost of the Montana Exhibit at the Inter-
national Hay and Grain Show at Chicago:

You may advise Mr. Craighead that the Northern
Pacific will contribute \$200 this year as it has done in
the past few years.

(SIGNED) CHARLES DONNELLY

367
March 12, 1928. A4

My dear Mr. Elliott:

On March 2 you sent me copy of a letter you had written to Mr. Holden about the use of labor-saving devices in connection with maintenance of way work. I referred these papers to Mr. Williamson and attach a copy of his letter to me of the 10th instant, in which he outlines what we are doing in this respect.

Very truly yours,

encl.

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

363

St. Paul, Minn., March 12, 1928. A4

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

I have your letter of the 8th instant, in regard to purchase of additional land at Stacy to provide industry sites.

While the papers indicate that the property which it is proposed to purchase has a little greater area than would be necessary for the purpose intended, the amount of money involved is not very large and you may arrange to make the purchase.

(Signed) CHARLES DONNELLY

364

St. Paul, Minn., March 12, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 9th instant,
in regard to purchase by the S.P. & S. of one steel 60-
foot combination mail and baggage car:

It will be satisfactory to me for you to advise
the S.P. & S. that we are not in a position to sell them
a car of this character.

(Signed) CHARLES D. DODGE

365
March 12, 1928. A4

Dear Sir:-

I acknowledge receipt of your letter of the 5th instant, with which you enclose a copy of the railroad report which has been prepared under the direction of the Duluth City Planning Commission. I shall be interested in reading this report and if I have any comments to make I will advise you later.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. A. B. Horwitz,
Secretary & City Planning Engineer,
City Planning Commission,
Duluth, Minn.

364

St. Paul, Minn., March 12, 1928. A4

Mr. C. C. Kyle,
Purchasing Agent.

I attach letter from Mr. Turner in which he asks the price we obtain for sale of scrap material to dealers. Will you please furnish me with information necessary to enable me to reply to Mr. Turner.

(Signed) CHARLES DONNELLY

encl.

367
March 12, 1928. A4

Dear Sir:-

Mr. Thian has referred to me your letter of the 9th instant, in which you make application for position as land appraiser on the Northern Pacific.

At the present time we do not contemplate doing very much work in connection with the bringing of land values down to date, but your letter will be placed on file, and if we should find it necessary to employ additional land appraisers, it will be given further consideration.

Yours very truly,

(Signed) J. H. POORE

Mr. E. A. Waters,
Apt. 405, 2800 Connecticut Ave.,
Washington, D. C.

368

St. Paul, Minn., March 12, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach a copy of Mr. Gemmell's letter to me of the 7th instant, in regard to sale to his company of an additional Class "B" or Class "P" engine.

Will you please advise me what price we should quote on the Class "B" engine, and also what you think of the suggestion of Mr. Gemmell's Master Mechanic that a Class "P" engine be purchased by the M. & I. instead of a Class "B".

(Signed) B. O. JOHNSON.

encl.

369
March 12, 1928. A4

Dear Mr. Turner:

In accordance with your letter of the 1st instant, I have executed and return herewith two copies of the contract between the S.P. & S., the Northern Pacific Terminal Company and the Northern Pacific Railway covering certain track rearrangements at Portland.

Very truly yours,

(Signed) CHARLES DONNEL

encl.

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

cc-Mr. R. H. Relf:

Northern Pacific copy of this contract is attached.
Please see that interested departments are furnished
with copies.

(Signed) CHARLES DONNEL

370

March 12, 1928. D1

My dear Mr. Elliott:

Referring again to the question of the construction of a line of railroad from Albany, on the Oregon Electric, southeasterly to Sweet Home or Foster, about which I wrote you on February 13:

With that letter I forwarded you a copy of the report made by the Chief Engineer of the Oregon Electric in April, 1925. I now forward to you herewith the following additional documents:

1. Copy of the application filed by the Linn County Logging and Lumber Railway.
2. Copy of a report from Mr. Coman giving his views on the question whether we should join in the construction of this line.
3. Copy of a letter from Mr. Woodworth giving his views on the same subject.

I talked with Mr. Woodworth today about his letter, and he expresses himself as being firmly of the opinion that, if we are to retain our interest in the Oregon Electric, we ought to join the Great Northern in the construction of this branch. We reached the decision some time ago that it would be unwise to let the Oregon Electric go, and we have been contributing each year our proportion of the amount necessary to pay the interest on its bonds. Therefore, in view of this policy of retaining our interest in this property, Mr. Woodworth's opinion clearly is that we should join the Great Northern in the new enterprise. Mr. Coman is apparently of the same opinion; and my recollection is that when I last talked with you, you, too, believed that we ought to join.

On full review of the whole question I am bound to say that I am of a different opinion. I think the construction of this branch means simply the construction of what is in effect a logging railroad for the benefit of large timber owners. It seems quite certain, and Mr. Budd and Mr. Hill I think recognize that it will be some time, to say the least,

Mr. Howard Elliott -2-

370

before the branch can be made to pay; and if I were to vote on the question, I should vote to allow the Great Northern to go ahead independently. I have no pride of opinion in the matter, however, and it will not embarrass me at all if a contrary conclusion is reached.

It will be necessary in answering the questionnaire which the Interstate Commerce Commission will send out for us to express ourselves definitely one way or the other as to whether we will join. Therefore, I wish you would put the matter before the Board as soon as you can do so and take the Board's judgment on the question.

Very truly yours,

(SIGNED) CHARLES DONNELLY.

encl.

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

371

St. Paul, Minn., March 12, 1928. k5

Mr. F. W. Sweeney,
Comptroller.

Effective March 1, 1928, please arrange to add to the special payroll the name of Peter Larson, truckman, Mississippi Street roundhouse, at the rate of \$30.00 per month. Mr. Williamson, who is receiving a copy of this letter, will advise address to which check should be sent.

(SIGNED) CHARLES D. WATSON

cc-Mr. F.E. Williamson

372
St. Paul, Minn., March 12, 1928.
K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 9 about the case of Peter Larson, truckman, Mississippi Street roundhouse:

The circumstances seem to indicate that some consideration should be shown Mr. Larson because of his period of service and loyalty to the Railway Company, and I am instructing our Accounting Department to place his name on the special payroll at a rate of \$30.00 per month, effective March 1, 1928.

3725

St. Paul, Minn., March 12, 1928.
S-3

Mr. H. A. Clifford,
Treasurer.

On March 10 Mr. Williams, at Seattle, was authorized to make draft on you for \$25,000 account purchases of property on Lake Union. Please arrange to protect this draft when presented.

(Signed) CHARLES HENRY

W

cc--

Mr. F. W. Sweeney
Mr. J. L. Watson

373

March 12, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Idaho Division AFE ED No. 10 covering a 1080-ft. extension of wash track, with connections for water hydrants, at Parkwater, at an estimated net cost of \$6098, of which \$5117 is chargeable to Capital Account.

Competitive conditions are forcing upon us the necessity for ample car washing and cleaning facilities, and you will note from the narrative of the AFE that approximately 15,000 cars were cleaned and conditioned at Parkwater in 1926. The present arrangement at that point results in congestion and expensive handling.

I recommend formal approval by the Committee or Board. It is not a budget item.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

374
March 13, 1928.

D1

Dear Mr. Sproule:

I have your letter of March 6 about the petition filed by the northwestern lines asking for investigation of rates on canned goods.

You are right in your surmise that this petition was not brought to my attention, and I agree with you that the clause of which you complain has no proper place in it. I have directed our Law Department to withdraw the petition and substitute for it another one in which this paragraph will not appear.

With kindest personal regards,

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. Wm. Sproule,
President, Southern Pacific Co.,
65 Market Street,
San Francisco, California.

cc-Mr. M. L. Countryman, Jr:

Will you please take the necessary steps to substitute a petition from which the paragraph in question will have been omitted.

(Signed) CHARLES DONNELLY.

375

March 13, 1928.

D1

Dear Mr. Wolf:

Thank you very much for your kindness in drawing my attention to the editorial in the Spokesman-Review of March 8, about Northern Pacific results.

I am gratified to know that you are observing with interest the improvement which we have made thus far this year.

Very truly yours,

W. H. CHAMBERS DONNELLY.

Mr. August Wolf,
Davenport Hotel,
Spokane, Washington.

37[✓]
St. Paul, Minn., March 13, 1928. K5

Mr. F. B. Williamson,
Vice President.

I have your letter of March 13 and this will be your authority to make the estimated expenditure of \$400.00 to provide accommodations for the Sumner Rhubarb Association at Sumner, Washington. The usual AFE on that basis will be approved when submitted.

(Signed) CHARLES DORRIS P

cc-Mr. R. W. Clark
Mr. F. W. Sweeney

377
March 13, 1928. K5

My dear Mr. Vauclain:

I have your letter of March 2 and appreciate your courtesy in sending me a copy of the April issue of the magazine published by the Baldwin Locomotive Works.

I have been very much interested in looking through this booklet.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Samuel M. Vauclain, President,
The Baldwin Locomotive Works,
Philadelphia, Pa.

10.15 A.

378

St Paul Minn March 13 1928

C C Andersen

Seattle

Referring to your wire January twenty fourth about purchase coal from Montana Coal and Iron Company President has agreed to purchase twenty one thousand tons from these people at rate of three thousand tons per month during period August fifteenth to March fifteenth each year instructions have been given to Purchasing Department to place order for three thousand tons this month No further orders to be placed until period commencing August fifteenth next. C-8.

B O Johnson

379

March 13, 1928. A4

Dear Mr. Budd:

I have your letter of the 12th instant in regard to rail relays on the S.P. & S., and have signed and forwarded to Mr. Turner the letter which you prepared.

Yours very truly,

(Signed) CHARLES CONNELLEY

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

380
March 13, 1928. A4

My dear Mr. Freeman:

Referring to your letter of the 6th instant,
in regard to coal purchases:

Instructions have been given to our Purchasing
Department to immediately place an order with you for
3,000 tons of 3"x1" coal at a price of \$2.00 per ton
f.o.b. Bear Creek, and to place a similar order with
you each month commencing August 15 next and running
until March 15, 1929.

I have again canvassed the situation with
respect to slack coal, and I am sorry to say that the
conclusion has been reached that we cannot take any of
this grade of coal from you during the summer months.

Yours very truly,

(Signed) D. O. JOHNSON.
P

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

350-2
St. Paul, Minn., March 13, 1928. A4

Mr. F. E. Williamson,
Vice President.

I note from the storage coal report for the week ending March 10, 1928, that we still have 10,910 tons of Red Lodge coal stored at Laurel.

It was my understanding last fall that the Laurel storage pile was to be used up at the rate of 2,000 tons per week for the period November 1 to January 1, and from then on at the rate of 1,000 tons per week. On November 1 we had 25,845 tons in storage, so that had your program been carried out, the entire pile would have been used up by this time. Are we still using this coal, and is it intended to eliminate the storage pile in the near future.

387

March 13, 1928. A4

Gentlemen;

For the past few years the Northern Pacific has made a contribution of \$200 to help defray the expenses of the Montana exhibit at the International Hay and Grain Show held at Chicago each fall. Our people have recently been advised by the Montana Department of Agriculture that they expect to make an enlarged exhibit at the Show to be held next fall, and have asked us to indicate at this time what our attitude will be with respect to making a contribution. I have authorized our people to say to the State Agricultural Department that we will contribute \$200 this year the same as we have done in the past.

Yours truly,

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

Mr. G. W. Webster, Vice President,
M.St.P. & S.Ste.M. Railway Company,
Minneapolis, Minn.

Mr. C. Jensen, Comptroller,
C.St.P.M. & O. Railway Company,
St. Paul, Minn.

Mr. J. E. Foster, Special Representative, —
C.M.St.P. & P. Railroad Company,
Minneapolis, Minn.

cc-Mr. J. G. Woodworth.

(Signed) B. U. JOHNSON.

St. Paul, Minn., March 13, 1928

387

A4

Mr. F. W. Stetekluh,
Auditor Disbursements.

Referring to my conversation with you the other day about taxes to be billed against the Milwaukee Company under the contract dated October 1, 1900, covering the Milwaukee operations between the Twin Cities and the Head of the Lakes:

I attach a copy of Mr. Lyons' letter to me of the 12th instant, in which he advises that he agrees that we cannot bill against the Milwaukee Company for taxes paid in 1925 on locally assessed property in Minnesota. These taxes, as you know, are assessed for the year 1924 but are not payable until 1925.

(SIGNED) J. H. POORE

encl.

cc-Mr. M. T. Sanders

(SIGNED) J. H. POORE

383
March 13, 1928.
2-5

Dear Sir:

At the request of Mr. Howard Melaney I am mailing you herewith two photographs, one of Mr. Melaney in tuxedo, the other of Mr. Melaney firing a locomotive.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. Julius Witmark,
1650 Broadway,
New York City, N.Y.

Copy for Mr. Howard Melaney.

384

St. Paul, Minn., March 13, 1928.
E-8

Dear Sir:

Thank you for the clipping from the Spokane
Chronicle, date March 9, "Big road merger side-tracked".

Yours truly,

(Signed) F. W. DeGUIRE

Mr. James Shannon,
Superintendent,
Spokane, Wash.

385
March 13, 1928.
8-6

My dear Mr. Elliott:

I enclose revised comparative statement of summary of freight operating statistics, Northern Pacific, Great Northern and CB&Q, for the month of January 1928. This revision is due to the fact that the Great Northern, in order that comparison can be made with the year 1927, have reworked their cost figures for January 1927 to include depreciation on equipment at their new rate of 4%, which rate was placed in effect January 1, 1927. The only changes in the figures on the attached statement compared with the one previously sent you are the Great Northern figures under the headings "Cost per 100 net ton miles -- all operating expenses -- last year" and "Savings".

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

564
March 13, 1928.

S-6

Dear Sir:

Referring to your joint letter of March 9,
enclosing SP&S Transportation Company AFE T-20 for re-
building four busses, etc., at an estimated total cost
of \$7,985:

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

Very truly yours,

(Signed) CHARLES DONNELLY, *CD*

Encl.

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

cc--

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

387

St. Paul, Minn., March 13, 1928.
S-6

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

I enclose a supply of "Talking Points",
dated March 1, 1928, issued by the Western Railways'
Committee on Public Relations.

(Signed) CHARLES DONNELLY

Encl.

386
St. Paul, Minn., March 13, 1928.
S-3

Mr. J. G. Woodworth,
Vice President.

I return 202 for increases in the pay of Marcella Hartnett and Lauretta Cassidy, stenographers in the agricultural department. We expect to be in negotiation with the clerks' organization some time during the coming month, and pending the outcome of those negotiations I think it would be well to defer making these proposed increases. If you agree will you please have your office hold the papers?

(Signed) E. C. JOHNSON. *JK*

Encl.

389

St. Paul, Minn., March 13, 1928.
3-6

Mr. J. G. Woodworth,
Vice President.

I enclose herewith statement showing ticket sales in the ticket office of the Duluth Union Depot and Transfer Company at Duluth, for the month of February 1928.

(Signed) CHARLES DONNELLY

Encl.

390
March 13, 1928.

S-3

Dear Sir:

Your letter of March 10 to Mr. B. O. Johnson is received during his absence, and, as he will probably not return to the office until the latter part of the month or the early part of next month, I am passing your letter along to the operating department officers. If there is an opportunity to make use of your services in Montana, as you request, you will without doubt receive word to that effect.

Very truly yours,

(Signed) E. M. WILLIS

Mr. Harry L. Muilberger,
Edgewood, Illinois.

cc--

Mr. W. C. Sloan,
Asst. to Vice President.
With copy of Mr. Muilberger's letter.

391

St. Paul, Minn., March 13, 1928.
K5

Mr. R. H. Relf,
Assistant Secretary.

Referring to your letter of March 12:

I have noted and return copy of minutes of special meeting of the Board of Trustees of the Washington Central Railway Company held in Seattle on March 9, 1928.

encl.

392
St. Paul, Minn., March 14, 1928. D1

Mr. F. E. Williamson,
Vice President.

I note that our empty car mileage in January increased 16.3% over January of last year.

The Great Northern, including terminals, increased 5%, and the Burlington 1%.

Is there any special reason for our large increase in empty car mileage?

(Signed) CHARLES DONNELLY.

393

March 14, 1928. D1

Dear Sir:

Answering your letter of March 12, I have to advise that the Northwestern Improvement Company would not desire to sell its electric properties at Red Lodge, Montana or Roslyn, Washington.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. P. J. Minck,
President, P. J. Minck & Co.,
720 South Kenosha Avenue,
Tulsa, Oklahoma.

394

St. Paul, Minn., March 14, 1928. D1

Mr. D. F. Lyons,
General Counsel.

Please note the enclosed copy of letter from Mr. Budd to Mr. Dorety, dated March 10, 1928, about the Third Street viaduct.

What is the present status of this question?

I have not heard of the plan of having railroads undertake the construction of the bridge, and I did not know that the Northern Pacific had taken any position one way or the other with reference to it.

(Signed) CHARLES DONNELLY.

encl.

395
St. Paul, Minn., March 14, 1928.
9-6

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of March 13 and have
noted and return herewith copy of minutes of the meet-
ing of the Board of Directors of The Midland Railway
Company of Manitoba, held in Winnipeg on February 7,
1928.

Encl.

396
St. Paul, Minn., March 14, 1928.
8-6

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of March 13 and
returning proposed renewal lease covering our General
Agent's quarters in the First Wisconsin National Bank
Building at Milwaukee, running for a period of one year
from May 1, 1928, at the present rental of \$80 per month:

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

Encl.

CC--

Mr. R. H. Relf,
Assistant Secretary.

397

March 14, 1928.
S-8

Dear Mr. Dunn:

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

Very truly yours,

(signed) Charles C. ... f

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

398
March 14, 1928. A5

Dear Sir:-

I acknowledge receipt of your letter of March 12th, inquiring as to what the emblem of the Northern Pacific represents. I am pleased to enclose a copy of a booklet published by this company entitled, "The Story of the Monad", which I am sure will give you the information you desire.

Yours very truly,

B. O. JOHNSON

Mr. S. D. Fairchild,
508 B - Eighth Street,
Fort Madison, Iowa.

399
March 14, 1928. AS

Dear Sir:-

I have your letter of March 13, and thank you for sending copy of the ticket issued by the Ft. Benton Transportation Company covering transportation via stage, river and railroad from Helena to Chicago. Your interest in our efforts to collect curios of this nature is, I assure you, very much appreciated.

Very truly yours,

(Signed) B. O. JOHNSON

Mr. C. C. Larsen,
206 Broadway,
Bismarck, N. D.

400

St. Paul, Minn., March 14, 1928.A4

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of the 12th instant, in regard to employment of a man to undertake in the Redwater country the work which would ordinarily be performed by a County Agricultural Agent, and approve your recommendation that such a man be employed at a salary of \$250 to \$300 per month. In selecting a man for this position I note that you will work closely with Mr. Haw.

(Sd) CHARLES DOMINGUE

cc-Mr. J. G. Woodworth.

(Sd) CHARLES DOMINGUE

401

March 14, 1928. A4

Dear Sir:-

Replying to your letter of the 8th instant, in regard to the purchase of tickets for the Third Annual Banquet of the Association of Special Agents and Police, to be held at the Nicollet Hotel on March 26 next:

Our Special Agent was solicited to purchase twenty tickets for this banquet. He has returned eighteen of them to the Association and has purchased two on his personal account.

We have had no other solicitation from this organization and if we should be solicited we would decline to purchase.

Yours truly,

Signed) R. O. JOHNSON

Mr. G. W. Webster, Vice President,
W. St. P. & S. Ste. M. Railway Company,
Minneapolis, Minn.

cc-Mr. G. R. Martin
Mr. C. Jensch
Mr. J. H. Foster

Signed) R. O. JOHNSON

402
March 14, 1928. A4

Dear Sir:-

Referring to your letter of the 8th instant, in regard to proposal received by your Purchasing Agent from the Pacific Coast Steel Company to buy scrap material:

I asked our Purchasing Agent to advise me prices which the Northern Pacific received for similar material and I attach a copy of his letter of the 13th instant, also a copy of the classification under which our scrap is sold.

Very truly yours,

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

cc-Mr. Ralph Budd.

403

March 14, 1928. A5

Dear Mrs. Johnson:

In accordance with your telephone request, we have procured and I enclose transportation for Helen's use as follows:

<u>No.</u>	<u>Railroad</u>	<u>Territory</u>
C-3077	New York Central	Albany to Chicago and return
P-777	Boston & Albany	Boston to Albany and return
M-8237	Pullman (half rate)	Boston to Chicago
M-8238	" " "	Chicago to Boston
B-7175	Pullman	Chicago to St. Paul and return

We are also arranging to procure the transportation which you requested this morning for Frances.

Very truly yours,

(Signed) A. M. COTTSCHEID

encl.

Mrs. B. O. Johnson,
854 Linwood Place,
St. Paul, Minn.

404

DECISION NO. 96

(Submission A.D. No.103)

St. Paul, Minn., March 14, 1928. A4

Mr. C. S. Carter,
Joint Facility Accountant.

Referring to your letter of the 25th ultimo, in regard to billing against the M. & St. L. for emergency crossings on the line between St. Paul and Minneapolis:

It will not be possible to get a meeting of the Joint Facility Committee in the near future. I have discussed the matter, however, with Mr. Lyons and we are both of the opinion that the position you have taken is the correct one and that we should insist on our bills being paid. You may consider this advice as being a decision of the Joint Facility Committee.

(Signed) J. H. POORE

cc-Mr. E.T.Dakin
Mr. D.F.Lyons
Mr. W.C.Sloan

405
St. Paul, Minn., March 14, 1928.
E-8

Mr. C. H. Goodhue,
Manager, Mail, Baggage & Express.

I am attaching herewith a supply of mats
and stories regarding the appointment of Mr. F.
B. Lacy as treasurer, which should be sent to all
on-line daily newspapers except St. Paul and Minnea-
polis. Would appreciate having this material sent
out on Saturday, March 24.

(Signed) F. W. DeGUIRE

Enelo

406
St. Paul, Minn., March 14, 1928.
3-3

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

I return the papers which you left with me the other day, from the Standard Statistics Company at New York.

I think the questions asked with respect to the chairman and president are designed to apply more particularly to such officers of industrial concerns. I think categorical answers to the questions that are asked will not be of especial interest or value in the report under consideration. For that reason, and the further reason that information as to the business interests of prominent railroad officials is readily available from various sources, we should disregard the questions that have been asked in this particular case.

(Signed) E. M. WILLIS

Encl.

407
St. Paul, Minn., March 14, 1928.
8-3

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

I attach for your information a copy of Mr. Haw's letter of March 13 to Mr. Brinkerhoff, at Chicago, about transportation for officers of The Live Poultry Transit Company. I do not know what the history of the situation is as it relates to Mr. Brinkerhoff, but apparently he has been embarrassed by our having issued the transportation, which was recommended by you. I am bringing it to your attention thinking you may be able to relieve Mr. Brinkerhoff of his embarrassment if he has not already taken the matter up with you.

(Signed) E. M. WILLIS

Encl.

cc--

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

408

March 14, 1928.

S-3

Gentlemen:

Our passenger department officers tell me that we will shortly be solicited by the Minneapolis Elks to contribute to the Diamond Jubilee celebration which will take place in Minneapolis some time during the month of May. The information is that it is to be an out-door activity and that booths for exhibition purposes will be offered for sale at \$150 each and that a program will be printed in which advertising will be offered at \$100 per page.

Our information is that the Soo Line has already been solicited and proposes to decline any contribution, advertising or otherwise, if the other roads will agree to take similar action. Our passenger department officers are of the opinion that the Northern Pacific would not be justified in taking either a booth or advertising. I think this is something we should keep away from, and Northern Pacific will so agree if the other roads addressed will do the same. Will you please let me have your views?

Very truly yours,

(Signed) E. C. JOHNSON. *jt*

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

935am

St Paul Minn March 14 1928

W F Turner
SP& S Portland

409

Please send me copy questionnaire from IGC
in connection with proposed line extension Linn County. G21

Charles Donnelly.

410
March 14, 1928.

My dear Mr. Elliott:

I enclose herewith thirty copies of accounting department statement No. 14-A, estimated income account for the year 1928, and thirty copies of statement No. 14-B, estimated results for the two months ended February 29, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY
w

Encl.

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

411
St. Paul, Minn., March 15, 1928.

K5

Mr. A. W. Thomson,
Superintendent of Dining Cars.

During the first half of March, 1928, Hobart
M. Pierce, formerly employed as porter on car "Yellowstone",
was paid a total of \$42.58.

I return the personal record card which was forwarded
to this office at the time of his employment as porter.

(Signed) A. M. GOTTSCHALK

encl.

412
St. Paul, Minn., March 15, 1923.

K5

Mr. F. E. Williamson,
Vice President.

Mr. J. G. Woodworth,
Vice President.

I enclose letter from the Department of Commerce, Washington, D. C., together with copy of "Domestic Commerce", a paper issued regularly by the Bureau of Foreign and Domestic Commerce and devoted to activities or findings of that and other Federal Government organizations affecting domestic commerce.

Will you please advise if you wish to receive future issues of this pamphlet, passing to Mr. Woodworth who will furnish similar information and return papers to this office.

encl.

413

St. Paul, Minn., March 15, 1928. K5

Mr. F. E. Williamson,
Vice President.

I have your letter of March 15 and this will be your authority to make an expenditure of \$450.00 to provide suitable loading platform facilities at Terry, Montana. The usual AFE will be approved when submitted.

(SIGNED) [illegible]

cc-Mr. F. W. Sweeney
Mr. R. W. Clark

St. Paul, Minn., March 15, 1928.

Mr. H. A. Clifford,
Treasurer.

Referring to your letter of March 14 and return-
ing Mr. Hackenberg's letter of March 12 about special allowance
check in favor of John deLong, formerly employed on the Fargo
Division:

1911

encl.

415

St. Paul, Minn., March 15, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of March 14, giving notice of annual meeting of stockholders of the Montana Union Railway Company, to be held at Helena on April 24, and have signed and return form of proxy covering the one share of stock standing in my name.

Arrangements should be made for the re-election of the present directors.

(Signed) CHARLES DONNELL

encl.

416

St. Paul, Minn., March 15, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of March 14, giving notice of annual meeting of stockholders of the Bear Creek and Western Railway Company, to be held at Helena on April 10, and have signed and return form of proxy covering the one share of stock standing in my name.

I approve the re-election of the present directors and officers.

(Signed) CHARLES DONNELLY

encl.

417

St. Paul, Minn., March 15, 1928. A4

Mr. J. G. Woodworth,
Vice President.

Replying to your letter of the 12th instant and returning papers about land settlement conference held at Tacoma on January 20:

We have heard nothing about suggested contribution by railroad companies to help defray the cost of the work which the Washington State Chamber of Commerce expects to undertake this year. If you desire, I can take the matter up with the so-called Contributions Committee, but inasmuch as this is a west end matter it would undoubtedly be necessary to secure recommendations from the western officers of the lines represented on the Committee and my thought is that unless you desire to handle with the Traffic Vice Presidents it would be better to send the papers to Mr. Coman, letting him discuss with western officers of the other lines and reach an agreement as to what should be done.

418

St. Paul, Minn., March 15, 1928. A4

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

I return herewith your file in regard to proposed lease of the old Libby, McNeill & Libby Building at Seattle to Dean Efner. Your recommendation that the building be leased for a period of five years at a rental of \$165 per month, railway companies paying taxes and assessments, is approved.

(Signed) E. D. [illegible]

encl.

419

St. Paul, Minn., March 15, 1928. A5

Mr. F. E. Williamson,
Vice President.

I attach a copy of Mr. Gemmell's letter to me of March 13, asking for a price on Coach 803, which is desired for use as a trailer in connection with operation of the gas electric car which that company is arranging to purchase. Please advise at what price we would be willing to dispose of this car to the M. & I. Railway.

(Signed) E. O. JOHNSON
E

encl.

420

St. Paul, Minn., March 15, 1928. A5

My dear Mr. Coman:

I acknowledge receipt of your letter of March 12, with papers about publicity given by the Seattle Times in connection with our new booklet about Washington and Northern Idaho. This recognition of our booklet by Colonel Blethen is interesting and the papers have been noted by Mr. Donnelly.

Very truly yours,

(Signed) B. O. JOHNSON

J

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

cc-Mr. J. G. Woodworth:

Please note and return.

(Signed) B. O. JOHNSON

J

421

St. Paul, Minn., March 15, 1928. A5

Mr. F. E. Williamson,
Vice President.

I enclose letter from Mr. S. M. Felton, Chairman
Western Group, Association Railway Executives, dated
Chicago, March 14, 1928, quoting a letter addressed to
the Association by Mr. Jeffers, relating to the second
application of conductors and trainmen for advances in
wages.

(Signed) CHARLES DONNELLY

encl.

422
March 15, 1928.
E-8

Dear Mr. Moxley:

Thank you for the clipping from the Cleveland Plain-Dealer which was an article regarding Mr. Howard Melaney. We appreciate your interest in this matter and I will be glad to receive any suggestions or clippings from you.

With kindest personal regards,

Yours very truly,

(Signed) P. W. DeGUIRE

Mr. R. W. Moxley, Chairman,
Brotherhood of Loco. Firemen & Enginemen, N.P.Ry.,
370 Shubert Building,
St. Paul, Minn.

423

St. Paul, Minn., March 15, 1928.
E-8

Mr. C. H. Goodhue,
Manager, Mail, Baggage & Express.

Herewith a supply of stories which we would like sent out by next Tuesday, March 20th, to all on-line daily newspapers including St. Paul and Minneapolis, to all on-line weekly newspapers in Washington and Montana, and to all off-line newspapers.

(Signed) F. W. DeGUIRE

Enclo

424

March 15, 1928. D1

Dear Mr. Relf:

I have your letter of March 11 and have been much interested in reading it. I suspect, however, that you are a little too sanguine about the success of an aviation line operating between Chicago and Puget Sound. There is in existence a passenger and mail line operating between Chicago and the Twin Cities; and there is, of course, an air mail route in existence between Chicago and Puget Sound.

I am quite clear that there will be no necessity in the near future for increasing existing facilities for air line transportation in this territory.

Very truly yours,

CHARLES DONNELLY

Mr. Howard C. Relf,
Weld Hall,
Cambridge, Mass.

425
St. Paul, Minn., March 15, 1928. D1

Mr. H. E. Stevens,
Chief Engineer.

Answering your letter of February 23 about the Bitter Root line change, and about the question whether we should bear a part of the expense of moving industries from the old line to the new.

I took up with Mr. Lyons the question whether we could properly stand any part of this expense, and I am today in receipt of a reply from him of which I enclose you a copy. It seems pretty clear that, in the light of the opinion which Mr. Lyons expresses, we cannot assume any part of this expense.

(signed) CHARLES DONNELLY.

encl.

726

March 15, 1928. D1

Dear Mr. Hall:

I have your letter of March 10.

I should be glad to make a personal subscription to your very worthy fund if I felt I could do so consistently with my other obligations; but the pressure on me for personal subscriptions is scarcely less than upon the company, and I feel that I have already undertaken to do as much as I can do along this line.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Bob Hall,
National Vaudeville Artists Fund,
1564 Broadway,
New York, N. Y.

5 pm

127

Saint Paul March 15 1928

Hale Holden
CB&Q Railroad
Chicago Ill

See letter to you February 18 signed by Mr Budd and me
requesting information for use in Washington March 19
Please wire when and where this information will reach us
Mr Dorety has already started east and Mr Lyons leaves
tomorrow night D-3

Charles Donnelly

X

428
Paid

440 pm

St Paul Minn March 15 1938

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

Wire date Please send such annual report cards as are
ready letting those which require verification follow later
D-3

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

429
March 15, 1928.
S-5

Dear Sir:

Your letter of March 10 to Mr. B. O. Johnson is received.

I am sorry to have to tell you that Mr. Johnson is ill and is not receiving any mail. Word received today from his physician is to the effect that he shows some improvement. We hope he will be back at his work again soon, but that is rather indefinite; it is also indefinite as to when he will be in a position to receive and handle correspondence.

Very truly yours,

(Signed) E. M. WILLIS

Mr. M. H. Bunting,
137 Progress Avenue,
Woodbury, New Jersey.

430
March 15, 1928.

E-6

Dear Sir:

This will acknowledge receipt of your letter of March 13 enclosing statement of purchases of fir lumber from your company by the Northern Pacific and Great Northern Railway Companies during the month of February 1928.

Very truly yours,

(Signed) CHARLES DONNELLY *JK*

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

St. Paul, Minn., March 15, 1928.
9-6

Mr. J. G. Woodworth,
Vice President.

During the month of February 1928 the Northern Pacific purchased from the Oregon-American Lumber Company a total of 110,363 feet of fir lumber while the Great Northern purchased 87,467 feet. Our purchases to date total 4,621,615 feet, while those of the Great Northern total 4,732,932 feet.

(Signed) CHARLES DONNELLY

7

432
Paid

1110 am

St Paul Minn

March 15 1938

E A Gay Secretary
Northern Pacific Ry Co
34 Nassau Street New York City

How many copies annual report will be required for stockholders
and when will you send us address cards D-2

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

433

St. Paul, Minn., March 15, 1928.
8-3

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

As you know, Mr. Johnson has had some correspondence with Mr. Robert M. Adams about a travertine deposit near Gardiner. The latest on our file is a letter from Mr. Adams dated February 25, asking to be advised a few days in advance when he could meet with Mr. Johnson and you for a discussion of the subject. Mr. Simonton, I understand, has had some correspondence with Mr. Adams about the question of rates. I assume there is nothing for this office to do about the matter, and that so far as the rate question is concerned, you will handle it with Mr. Adams direct.

(Signed) E. M. WILLS

434

St. Paul, Minn., March 15, 1928.

8-3

Mr. J. C. Woodworth,
Vice President.

Referring to your letter of March 12 about
the employment of Mr. Gabor as Immigration Agent:

It should be understood that, as Mr. Gabor is
over forty-five years of age, his employment should be
considered as covering a six months period, and that at
the end of that period a continuation of his employment
should be authorized in accordance with the pension
rules.

Signed) CHARLES DONNELLY

jr

cc--

Mr. A. N. Page,
Supt. Employment Bureau.

435
St. Paul, Minn., March 15, 1928.
2-3

Mr. F. W. Sweney,
Comptroller.

Referring to your letter of March 10, quoting
cost of five hundred skeleton logging cars under AFE
5074 of 1927:

I assume the figures you have used do not take
account of the credit to operating expenses shown on the
AFE, but in any event I wish you would show the distribu-
tion of the cost.

(Signed) CHARLES DONNELLY HK

434

March 15, 1928.
S-3

Gentlemen:

Yesterday Mr. John A. Monger, of the Duluth Herald, called soliciting a one-page ad, at a cost of \$400, in a special magazine edition, of twenty-four pages, of the Duluth Herald, that will be printed probably the latter part of April. This magazine section will be about 9x14 $\frac{1}{2}$, and Mr. Monger frankly stated that the size of the ad would make no difference so far as the cost is concerned; in other words, he expects to get \$400 from the Northern Pacific. The plan, as he outlined it, contemplates calling special attention to the importance of reforestation of northern Minnesota, the reading matter on which, as I understand him, he will write. Advertisements are being solicited and obtained from banks and others. Mr. Monger states that approximately two hundred thousand copies of this special edition will be distributed with the compliments of the Herald to newspaper editors and publishers, banks and industrial institutions, and represents that if the reforestation idea is put over and becomes a reality railroads will eventually reap the benefit, and it is on this basis that a contribution is solicited.

Personally, I am not impressed with the value of the plan as presented, but in any event it is one of the activities that we have been trying to keep away from, and, while I want to discuss it with some of our officers before making a definite statement as to the position Northern Pacific will take, my inclination is to recommend against making a contribution. I will be glad to have an expression of your views.

Very truly yours,

(Signed) B. O. JOHNSON *AK*

Mr. C. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
Mr. C. W. Webster, Vice President,
MST&SN Ry Co., Minneapolis, Minn.
Mr. Charles Jensch, Comptroller,
CST&AO Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative,
CMStP&P Ry Co., Minneapolis, Minn.

431

St. Paul, Minn., March 15, 1928.
8-3

Mr. George J. Mayer,
Assistant General Auditor.

I enclose copy of revised draft of the
general remarks for the 1927 annual report to the
stockholders. Will you please go over it and advise
me of any changes or corrections that you think
should be made?

(Signed) E. M. WILLIS

438
March 15, 1928.
S-3

Dear Sir:

Referring to your letter of March 6 about the
"Forward Spokane" campaign:

You have received copy of Mr. Haugh's letter of the 13th to me. I have also received word through our traffic department officers that at the meeting of the general agents at Spokane on March 13 it was decided that they would recommend declination of the request for a contribution. While, so far as I am advised, no formal request has reached the Northern Pacific, our inclination would be to decline to contribute if the other roads will agree to take a similar course. I shall appreciate advice as to the Great Northern's attitude.

Very truly yours,

(Signed) B. O. JOHNSON, *AK*

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

cc--

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

439

St. Paul, Minn., March 15, 1928.
KB

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

Have prepared story from your copy herewith attached.
I understand that you will arrange for distribution for the
Eastern Travel pages.

I expect to be away next week but in the following
week, if you will call my attention to other information you
may have, will be glad to prepare a series of stories and assist
in putting them over; also, if you will have Mr. Jones take up
with me the matter of Yellowstone Park pictures at that time,
I will undertake to handle the lines and arrange for the distri-
bution.

(Signed) F. W. Deoolke

encl.

440

St. Paul, Minn., March 15, 1928.
S-3

Mr. C. C. Kyle,
Purchasing Agent.

Referring to your letter of February 8:

I enclose copy of a letter from Mr. Williamson dated March 8 submitting tonnage figures on an annual basis to be used in advertising for bids for the two-year period beginning May 1, 1928. You may proceed to complete the details incident to advertising for bids on the basis of Mr. Williamson's recommendations.

(signed) CHARLES W. WATKINS
71

Encl.

441

St. Paul, Minn., March 15, 1938.
S-3

Personal

Dear Mr. Andersen:

The Northern Pacific will very shortly
advertise for bids on coal. I think the present prices
should be continued.

Very truly yours,

(Signed) CHARLES DONNELLY

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

442
St. Paul, Minn., March 15, 1928.
S-6

Mr. J. G. Woodworth,
Vice President.

I have your letter of March 14 in regard to lease covering quarters occupied by the District Freight and Passenger Agent at Billings, and this letter, when filed with the Assistant Secretary, will be your authority to execute renewal lease running for a period of two years from June 1, 1928, at the present rental of \$125 per month.

(Signed) CHARLES DONNELLY *CD*

CC--

Mr. R. H. Relf,
Assistant Secretary.

443
St. Paul, Minn., March 15, 1928.

S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 15 and
returning proposed contract with Mr. E. F. Richardson
covering the handling of United States mail between the
depot and the post office at Pompeys Pillar, Montana, at
the rate of \$25.00 per month:

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 DONNELLY

Encl.

CC---

Mr. R. H. Relf,
Assistant Secretary.

444

St. Paul, Minn., March 15, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter to me of March 9,
and my letter to Mr. Elliott of March 10, about modifica-
tion of the contract in effect between the Northern Pacific
and the Minnesota Northern Power Company:

You are authorized to arrange for the modifica-
tion of this contract on the basis outlined in your letter,
and arrangements will be made to secure approval of the
Executive Committee at a later date.

CHARLES DONNELLY