President's records. Northern Pacific Railway Company records.

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Version 3
August 20, 2018

March 16, 1928.
K5

My dear Mrs. Johnson:

In accordance with your telephone request I enclose Pullman trip pass No. B-7184 in favor of Miss Frances M. Johnson, from Chicago to St. Paul and return, and Rock Island trip transportation in her favor from Chicago to Estherville, Iowa and return.

Very truly yours,

(Signed) A. M. GOTTSCHALD

encl.

Mrs. B. O. Johnson,
854 Linwood Place,
St. Paul, Minnesota.

March 16, 1928.
K5

Dear Madam:

Your letter of March 15 to Mr. Johnson, inviting him to speak before the American Association of University Women of Duluth, Minnesota, has been received during his absence from the office due to illness.

At this writing I cannot state just when he will return to the office, but your letter will be brought to his attention at the first opportunity.

Very truly yours,

(Signed) E. M. WILSON

Mrs. Elmer Sneider,
1726 East Fifth Street,
Duluth, Minnesota.

3

St. Paul, Minn., March 16, 1928.
S-3

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

I have your letter of March 15, and am glad you have called attention to the classification for the three new gas-electric cars on the statement of AFE approvals as of February 29. I had not personally noticed the item, but it will be transferred to class No. 40 -- Motor Cars and Trailers -- in the March statement.

(Signed) E. M. WILLIS

4

March 16, 1928.
C-3

Dear Mr. Cay:

In the statement of AFE approvals as of February 29th, sent you with my letter of March 1, class of work No. 38 -- "Passenger Train Cars" -- shows an overexpenditure of $136,448. Actually, this is not the fact. Included in that classification are the three new gas-electric cars that are being purchased this year and for which provision was made in the budget under class No. 40 -- "Motor Cars and Trailers" -- $130,000. However, when the AFE's went through, the accounting department directed that the classification thereon be shown as No. 38 -- "Passenger Train Cars", and as a result that classification includes the three new motor cars. In the March statement they will be transferred to class No. 40, which will result in showing an overexpenditure of $6,448.

Very truly yours,

(Signed) E. M. WILLIS

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

5

St. Paul, Minn., March 16, 1928.
9-3

Mr. J. G. Woodworth,
Vice President.

In connection with the proposed investigation of export grain rates in their relation to Canadian rates, you may be interested in the attached letters sent to Mr. Powell, of the Advisory Committee, by Mr. Robinson, of the Union Pacific; Mr. Maxwell, of the Wabash, and Mr. Clapp, of the Southern Pacific. After you have noted these letters, please return them to me.

(Signed) CHARLES DONNELLY

Encl.

March 16, 1923.
S-3

Dear Mr. Poole:

I have your letter of March 12.

Apparently Mr. Householder, of our New York office, in arranging your ticket failed to carry out your request to include Spokane in the return trip; as a result you were put to the additional cost of a ticket from Umatilla to Spokane. I think, under the circumstances, you should not be expected to stand this additional expense, and I am enclosing a check in your favor for $9.60.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

March 16, 1928.
S-3

My dear Mr. Elliott:

On September 23 last I wrote you about a twenty-five year lease to the Lewis Bolt & Nut Company, of Minneapolis, of some land at Malcolm Avenue Southeast and Northern Pacific tracks, Minneapolis. The lease was approved by the Executive Committee at a meeting on September 28. I now enclose Saint Paul Division AFE ED No. 41 covering the construction of a track to serve the Bolt & Nut Company's factory, the estimated net cost of which is $6411 and the charge to Capital Account $7,485. It is expected, as stated in the narrative of the AFE, that as a result of the Bolt & Nut Company locating on this property, other industries will be attracted to that general location.

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

Very truly yours,

(Signed) CHARLES DONNAN.

Encl.

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

4

March 16, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 58 covering application of mechanical stokers to three class W locomotives, at an estimated net cost of $11,411, of which $8,984 is chargeable to Additions and Betterments.

Mr. Williamson has had tests made for the purpose of determining whether Rosebud coal could be successfully burned on freight locomotives on the Mandan North Line. Tests show that it can be done satisfactorily and Mr. Williamson recommends equipping three locomotives.

Will you please obtain formal approval of the AFE by the Committee or Board? It is included in the 1928 budget.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

March 16, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Tacoma Division AFE ED No. 4 covering replacing of planking in Dock Street roadway between 11th Street and Commercial Dock, Tacoma, with asphaltic concrete, at an estimated net cost of $12,515, of which $7,085 is chargeable to Additions and Betterments.

The narrative of the AFE describes the condition of the present planking, and the detailed estimate shows that the annual cost of maintaining asphaltic concrete pavement is $1,937 as compared with $2,899 for maintaining a plank roadway.

This is a 1928 budget item, and for the reasons given 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.

10

St. Paul, Minn., March 16, 1928.
S-3

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of March 8 about an Express Company advertisement in the passenger department time-table:

I wrote Mr. Stedman explaining that we were providing as much space in this time-table as we felt could be spared in behalf of the Express Company, and he has made another suggestion about the use of an ad approximately one-half the size of the one previously suggested by him. Do you feel we should adhere to the position taken or would you be willing to consider Mr. Stedman's second suggestion?

AR

11

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

Mr. F. E. Williamson,
Vice President.

I attach some papers which I have received from Mr. Elliott with respect to certain New Haven matters. After you have noted them, will you please pass them to Mr. Woodworth, who, in turn, will please forward them to Mr. Kyle, then to be returned to me.

encl.

cc-Mr. J. G. Woodworth,
Mr. C. C. Kyle.

12

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

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

Referring to your letter of February 11 about the advertising budget.

It is my understanding that other companies which have participated in the conference with respect to reduction in these expenses have not so far made any curtailment in their respective budgets. You may, therefore, consider the budget recommended by Mr. Woodworth as being approved; but I think that when next year's budget is being considered next fall, negotiations should be had with other companies to endeavor to keep the expenditures within the limits suggested by Mr. Budd in his letter of December 28 last to Mr. Byram.

(Signed) B. U. JOHNSON

13

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

Mr. C. C. Kyle,
Purchasing Agent.

It is my understanding that our electric lamp contract with the General Electric Company will expire on April 1. Following the practice which we established a few years ago, I assume that you will arrange to give the contract for next year to the Western Electric Company.

L. O. JOHNSON.

cc-Mr. R. W. Clark.

14

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

Mr. J. G. Woodworth,
Vice President.

Referring to the proposed purchase of coal from the Montana Coal & Iron Company:

I recently advised Mr. Freeman that we would take 3,000 tons of coal this month and that on August 15 next we would commence purchasing at the rate of 3,000 tons per month for the winter months. I attach, for your information, copy of his letter of March 13, acknowledging receipt of a telegram I sent to him on March 12.

(Sgd) B. O. JOHNSON.

encl.

15

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

Mr. F. W. Sweney,
Comptroller.

Replying to your letter of the 14th instant;

I cannot yet advise you with respect to taxes on tracks at the Ferry-Baker Mill at Everett used by the Milwaukee and Great Northern companies. This matter is still under discussion by the western officers of the interested companies.

(Signed) CHARLES DONNELLY
P

9.00 A.

14

St Paul Minn March 16 1928

W E Coman

Seattle

Your wire fifteenth You may advise City of Spokane that Freya Street viaduct contract will be executed by us I expect to return it to you today. C-9

Charles Donnelly

cc-Mr. H. E. Stevens

17

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

Mr. F. E. Williamson,
Vice President.

I enclose herewith bill from the Bureau of Explosives for five hundred copies of bulletin No. 78 which were delivered to Mr. McCauley. Will you please arrange for preparation of necessary voucher to cover?

(Signed) CHARLES DONNELLY P

Encl.

18

March 16, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 12, enclosing United Railways AFE E-1873 for placing 4000 second-hand tie plates near Cornelius Tunnel, at Rockton, Oregon, the estimated cost being $600:

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.

March 16, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 12, enclosing Oregon Electric AFE E-1872 for placing rail anchors between Portland and Salem, at an estimated cost of $1,265:

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

28

March 16, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 99 covering application of steel center sills to, and reinforcement of, officers' business car No. 1 (now known as No. 5), at an estimated net cost of $5,176, of which $4,293 is chargeable to Additions and Betterments. This is the last of business cars to be equipped with steel center sills under the program started over a year ago. It will require approximately four months, following the approval of the AFE and the preparation of requisitions, to assemble the material.

Business car No. 4 assigned to the General Manager Lines West has been completed, car No. 2 assigned to the General Superintendent of the Central District was taken into the shops early in January and should be completed soon, and car No. 3 assigned to the General Superintendent Lines West will be taken into the shops in the near future.

I recommend formal approval of the attached AFE. It is not a budget item.

Very truly yours,

Encl.

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

2/

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

Dear Mr. Gemmell:

Referring to your letter of the 7th instant in regard to purchase of an additional Class "B" or Class "P" locomotive:

I sent Mr. Williamson a copy of your letter and asked him to let me know at what price he thought we could sell you a "B" engine, and also what he thought of the suggestion made by your Master Mechanic, that a Class "P" engine be purchased instead of a Class "B". I attach copy of Mr. Zwight's letter to Mr. Williamson of the 14th instant, and Mr. Williamson advises that he concurs in what Mr. Zwight says on the question raised by your Master Mechanic.

With respect to price, we are willing to sell to you the Class "B" engine at a price of $4,000, and the Class "P" engine at a price of $5,000. Both of these engines are in good condition and the purchase of either of them at prices named should, I think, be a good buy for the M.& I.

Very truly yours,

(Signed) B. O. JOHNSON.

encl.

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

22

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

Dear Mr. Coman:

In accordance with your letter of the 1st instant, I have executed and return herewith one copy of the contract with the City of Spokane covering the construction of the Freya Street viaduct. Our copy of the contract has been filed with Mr. Relf.

Very truly yours,

(Signed) CHARLES DONNELLY

encl.

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

cc-Mr. R. H. Relf.

(Signed) CHARLES DONNELLY

r3

March 16, 1928. A4

My dear Mr. Elliott:

About a year ago the City of Spokane took up with our west end people the question of separation of grades at Freya Street, Spokane, and while we were of the opinion that the amount of traffic crossing our tracks at that point did not warrant such a separation, we were not able to secure an abandonment or even a postponement of the project.

The estimated cost of the proposed viaduct was $55,000, and as the City of Spokane is a city of the first class, we could have been compelled, under the laws of Washington, to bear the whole cost. Judge Reid and the Engineering officers, however, negotiated with the city officials with the result that an agreement has been reached that the railway company will bear two-thirds of the cost and in no event more than $40,000.00, the city to pay the balance of the cost. This agreement has been executed and I am in receipt of advice from Mr. Coman that the city will contract to have the work done at a cost of $42,110.00. Our proportion of the cost will, therefore, be a little more than $28,000.00.

In due course an AFE will be submitted to you for approval by the Board, and I am giving you advice at this time so that you will be in possession of the facts when the contract is reported by Mr. Relf, as it will be in regular course of business.

Very truly yours,

[illegible] DONNELLY

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

24

March 16, 1928. A5

My dear Mrs. Breckinridge:

I acknowledge receipt of your letter of March 13 requesting the cooperation of this company in promoting May Day through the use, on our dining cars, of special menu cards for the purpose of stimulating interest in the child health work being carried on by the American Child Health Association.

Your suggestion will be given consideration and I shall write you further at a later date.

Very truly yours,

Mrs. Aida de Acosta Breckinridge,
Director, Division of Publications and Promotion,
American Child Health Association,
370 Seventh Avenue,
New York, N. Y.

cc Mr. F. E. Williamson

25

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

Mr. F. E. Williamson,
Vice President.

I enclose letter from Mrs. Aida de Acosta Breckinridge, Director, Division of Publication and Promotion, American Child Health Association, dated New York, March 13, requesting the co-operation of this company in promoting May Day through the use of special menu cards, together with copy of my reply. With return of the papers, will you please give me your recommendation as to what action should be taken in connection with this request.

encl.

25 1/2

March 16, 1928. D1

Dear Mr. Bryant:

Thank you for letting me read your story entitled "For the Honor of the Road." I return it to you under another cover. I greatly enjoyed reading it. The narrative is vivid and direct, and the interest is sustained throughout. It must appeal strongly to railroad men everywhere.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Tilghman A. Bryant,
120 Merchants Exchange,
St. Louis, Missouri.

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

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

Replying to your letter of the 15th instant, in regard to proposed sale of 29.96 acres of land in the SW¼SW¼ of Section 4-36N-2E, B.M., to Joe Tarola:

Mr. Donnelly approves the sale on the terms named in your letter.

(Signed) R. O. JOHNSON.

26½

March 16, 1928. D1

Dear Mr. Holden:

Answering your letter of March 15.

I have no official position with nor have I any direct or indirect interest in any of the companies named on the list transmitted with your letter.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

27

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

Mr. E. T. Dakin,
General Auditor.

Replying to your letter of the 15th instant, with regard to the Minneapolis Depot electric sign matter:

Mr. Donnelly expects to discuss this matter with Mr. Budd at the first convenient opportunity.

(Signed) E. O. JOHNSON.

-37½

March 16, 1928. D1

Dear Mr. Robinson:

Thank you for sending me copy of President Calles' letter inviting the American Short Line Railroad Association to hold its annual meeting in Mexico City.

I have no doubt that you will have a thoroughly enjoyable time there.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Bird M. Robinson,
President,
American Short Line Railroad Ass'n,
1319 "F" Street N. W.,
Washington, D. C.

28

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

Mr. F. W. Sweney,
Comptroller.

Replying to your letter of the 14th instant, in regard to work equipment used by the Camas Prairie:

Where the language in the contract of September 1, 1926, is similar to the previous contract covering Camas Prairie operations, the practice established under the former contract should be followed.

I note you state that the Northern Pacific will no doubt be called upon to furnish more emergency equipment than will the O-W.R.& N. Company. If that should be the case and the furnishing of the greater amount of equipment is burdensome to us, taking all things into consideration, the matter should be brought up and steps taken to have the O-W.R.& N. Company furnish its proper share of this equipment, as provided in Section 7 of Article II of the contract.

(Signed) CHARLES DONNELLY

28½

March 16, 1928. D1

Dear Mr. Westbrook:

Referring to the question of the sale by the Northern Pacific to you of the stock in the Midland National Bank at Billings which we now hold:

I am glad to repeat to you what I have said to Mr. Marlow,- that the Northern Pacific is willing and will be willing to sell this stock to you at any time during the next two years on the terms which Mr. Marlow suggested; that is to say, the price to be $142.50 per share, plus interest at the rate of 5% from January 1, 1928, any dividends paid hereafter on the stock to be taken as covering interest from January 1, 1928 to the date of payment of such dividends, provided they are equal to 5%.

I wish you to understand that this proposition carries with it no obligation whatsoever upon your part to take the stock; and if, at the expiration of two years, you desire a further extension, I have no doubt whatever that such an extension on similar terms can be arranged for.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. E. H. Westbrook,
President,
Midland National Bank,
Billings, Montana.

cc-Mr.Hale Holden:

29

March 16, 1928.

My dear Mr. Elliott:-

Edward Braack of Kyro, Wash. makes application to purchase the tract of land in Section 36-18N-1W, Thurston County, Washington, margined in red lines on the attached plat. This is some surplus land acquired in connection with the Point Defiance Line. Mr. Braack wishes to use the same for site for dwelling house and garden and offers to pay $250.00, which is its full value.

The property is not required for railroad purposes and I recommend the sale be authorized.

Yours very truly,

(Sgd) Charles Donnelly

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

39½

TELEGRAM.

St. Paul, Minn., March 16, 1928. W. E. Coman,
Seattle, Wash.

Your two wires about Oregon Electric extension. The whole situation with recommendations of Northern Pacific officers has been put up to New York and will doubtless be passed on by Board at meeting on Wednesday next. If Northern Pacific decides that it wishes to be interested in extension that fact will be disclosed in answer to Commission's questionnaire giving information as to how extension is to be financed. It seems to me unnecessary as well as highly improper to give any authoritative information to public in advance of filing of answer to questionnaire. I am not disturbed by any amount of speculation in which newspapers may indulge previous to filing of that answer so long as authoritative information has not been given to them. Please give substance of this message to Hart.

Charles Donnelly.

3,0

St Paul March 17 1928
E-3

A V Fabian
c/o Harold Loomis
Seattle

Your wire yesterday Under all circumstances and in view of your correspondence with Stetekluh think you should not do anything about experimenting with Remington bookkeeping machines D-27

E M Willis

March 17, 1928.

My dear Mr. Webster:

I was unable to telephone you this morning about our "Singing Fireman", Howard Melaney, appearing at the Bismarck automobile show. I find that requests from some twenty-five automobile dealers throughout the State of North Dakota were received, for his appearance at the Bismarck show, and arrangements have been made for him to be there. I understand also that requests were made for the Great Northern Quartette - how many I do not know.

I do not understand that an arrangement of this kind is contrary to the understanding of the Contributions Committee, nor do I understand that it is necessary to take such a matter up with the members of that committee in advance. In fact, Mr. Melaney has appeared on similar occasions heretofore, and our Girl's Sextette have been on the programs of similar activities in the Twin Cities, and I have not heard of any exceptions having been taken by any member of the committee.

Yours very truly,

E. M. WILLIS

Mr. G. W. Webster, Vice-Pres.,
Minneapolis, St. Paul & Sault Ste Marie Ry. Co.,
Minneapolis, Minn.

3

March 17, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 13, enclosing SP&S AFE 4961 for retiring oil lamps and applying battery boxes in coach 211, at an estimated cost of $229:

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.

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 16 and returning proposed contract prepared by the OWR&N Company, between the owners of the Common User track in East Marginal Way, Seattle, and I. F. Laucks, Incorporated, covering the construction of sewer which will cross the Common User trackage:

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 p

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

34

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

Mr. J. G. Woodworth,
Vice President.

I have your letter of March 16, and this letter, when filed with the Assistant Secretary, may be considered your authority to execute renewal lease covering quarters occupied by our Traveling Passenger Agent in the Equitable Life Insurance Company of Iowa Building at Des Moines, Iowa, running for a period of one year, at a rental of $75 per month.

(Signed) CHARLES DONNELLY

cc--

Mr. R. H. Relf,
Assistant Secretary.

35

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 16 and returning proposed contract with the Montborne Lumber Company covering lease of 1.5 miles of 3/56# rail and fastenings, together with bond in the sum of $4900 signed by the U. S. Fidelity & Guaranty Company:

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.

Western Union Telegram

36

St. Paul, Minn., March 17, 1928

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

Estimated earnings second week March in thousands

Freight	1453	increase	120	or	9. %
Passenger	178	decrease	22	"	10.8%
Miscellaneous	144	increase	4	"	2.6%
Total	1775	increase	102	"	6.1%
Total two weeks	3468	increase	178	"	5.4%

Cars loaded locally 14,542 increase 1071 accounted for as follows:

Increases:	Grain	332
	Logs	324
	Coal	341
	Miscellaneous	263
Decreases:	Merchandise	27
	Livestock	14
	Forest Products	148

Received from connections 3631 increase 60 accounted for as follows:

Increases:	St. Paul Division	81
	Dakota	63
	Yellowstone	3
	Montana	80
	Idaho	36
	Pasco	77
Decreases:	Lake Superior	121
	Fargo	37
	Rky Mtn	5
	Seattle	81
	Tacoma	36

Grain loading eastern district increased 341 cars received from connections decreased 51 cars. Grain loading western district decreased 21 cars received from connections increased 43 cars.

Fruit loading this year 123 cars compared with 121 last year received from connections 112 cars compared with 123 last year.

Potato loading this year 928 cars compared with 491 last year received from connections 26 cars compared with 13 last year.

Temperatures about normal prevailed over the line during the week. Had light rains Idaho Division and along coast and light snow eastern North Dakota and Montana Division west of Livingston and from two to five inches Fargo and Dakota Division points. High water conditions prevailed at various points including Silver Bow Canyon where water was over track but no serious trouble developed. Had washout west of Manhattan on high line and necessary handle trains via low line between Logan and Bozeman March ninth to eleventh. High water caused trouble with two bridges on Walla Walla Branch and slides on Camas Prairie, Clearwater Line and Stites and Orofino branches. On thirteenth ice gorge washed out one bent of Bridge thirty one on Sidney Branch which was rebuilt on fourteenth Bridge building equipment later ran into undermined track derailing pile driver and tank and turning engine on side Necessary drive twenty bents of bridge at this washout and expect take four days complete repairs Train service Sidney Branch temporarily abandoned.

Charles Donnelly

8.55 A.

37

St Paul Minn March 17 1928

W E Coman

Seattle

Message sixteenth re cafe coach publicity Am handling direct with Yakima Tacoma Spokane and Lewiston papers. G-10

F W DeGuire

38

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

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

Replying to your two letters of the 16th instant, in regard to proposed modification in the liability clauses in our leases with the California Packing Corporation and the Nash-Finch Company covering warehouse sites on our right of way at Yakima and Bismarck, respectively:

I approve the modification of the liability clause which you suggest.

encl.

39

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

Mr. F. E. Williamson,
Vice President.

I attach copy of a letter I have received from Mr. A. B. Horwitz, Secretary and City Planning Engineer for the City Planning Department of the City of Duluth; also the report therein referred to. I shall be glad if you will please have this report examined and advise me what comments or suggestions, if any, you think we should make to the City Planning Department.

(Signed) CHARLES DONNELLY
1

encl.

40

March 19, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of Tacoma Division AFE ED No. 59 covering berry shed for the R. D. Bodle Company of Grand Mound, Washington, at a cost of $5220, all of which is chargeable to Additions and Betterments.

I wrote you about this on January 10 and the expenditure was authorized by the Executive Committee at a meeting held on January 18. The AFE is sent to you for the files of the New York office.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

41

March 19, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 6 covering replacing of pile trestle bridge 3-1 over Tumchekess Creek at Shoskin, Washington, with a 6-span reinforced concrete trestle, at an estimated net cost of $9,450, of which $7,600 is chargeable to Additions and Betterments.

The estimated annual cost for permanent work is $567 as compared with $550 for renewal in kind.

For the reasons given in the narrative of the AFE I recommend formal approval by the Committee or Board. It is covered by the 1928 budget.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

H7

March 19, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Montana Division AFE ED No. 119 covering the replacing of pile bridge No. 233 over Prickly Pear Creek, East Helena, with three double track 30-ft. girder spans, at an estimated net cost of $30,010, of which $16,800 is chargeable to Additions and Betterments. For this work it is the intention to construct new masonry and to use second-hand steel from the Mississippi River bridge at Minneapolis. The comparison of the cost is on the basis of the total estimate, but if the out-of-pocket cost is used as the base, the annual cost for the permanent structure will be less than the annual cost if renewed in kind. Item 114 of the 1928 budget provides for an expenditure of $12,000 for doing this work, which is some $8,000 less than the AFE estimate. The excess of the AFE is accounted for largely by the fact that the budget estimate was built up on the basis of a single track structure.

Also enclosed is third copy of Tacoma Division AFE ED No. 7 covering the replacement of 140-ft. Howe Truss bridge No. 23 over the Lewis River, near Moulton, Washington, with a 160-ft. steel span, at an estimated net cost of $24,550, of which $10,730 is chargeable to Additions and Betterments. Here again it is proposed to use one of the old 160-ft. double track spans from bridge 12-1 over the Mississippi River at Minneapolis, changing the span into a single track structure. This will necessitate new masonry at the east end, the work for which, however, will be relatively small. Item 164 of the 1928 budget provides for an expenditure of $25,000 for this work. The annual maintenance cost for a permanent structure is $1,473 as compared with an annual cost of $2,500 if it is renewed in kind.

I recommend formal approval by the Committee or Board of these two AFE's.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

43

March 19, 1928.
S-3

My dear Mr. Elliott:

Herewith Northwestern Improvement Company AFE covering proposed expenditure of $38,145.18 for sinking a slope from the anticline south of Roslyn down to the No. 4 workings of Roslyn No. 9 mine for the purpose of providing proper ventilation for No. 4 mine and escapementway for mine workers in No. 4 and No. 5 mines. Also attached is a copy of Mr. Andersen's letter of March 14, transmitting the AFE and explaining in more detail the reasons for the expenditure.

I think this is a matter on which we should take Mr. Andersen's judgment, and I recommend approval of the AFE.

Very truly yours,

(Signed) CHARLES DONNELL

Encl.

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

HH

Paid
845 am

St Paul Minn March 19 1928

W M Nichols
LaJolla Calif

Your wire seventeenth Since my wire of February twenty-fourth Mr Scandrett asked for some additional information which was furnished while he was on inspection trip Think he has not had opportunity since his return to Chicago to present matter to his Board Matter is not being lost sight of but it is one in which too much pressure cannot well be brought on Mr Scandrett D-4

B O Johnson

Charge: Nor Pac Ry Co
Executive Dept

45

March 19, 1928.
S-6

My dear Mr. Elliott:

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

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

46

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

Mr. J. G. Woodworth,
Vice President.

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

(Signed) CHARLES DONNELLY P

Encl.

St. Paul, Minn., March 19, 1928.
S-3

Mr. J. M. Hughes,
Land Commissioner.

Referring to Mr. Grafton Mason's letter of January 28 to Mr. Johnson about royalty taxes:

The New York office is inquiring as to whether or not the amounts due from Butler Brothers, Balkan Mining Company, Evergreen Mining Company and Robert B. Whiteside, aggregating some $52,464, and the amount due from the Republic Iron & Steel Company of $8,437.50, have been repaid to us. Will you please enable me to answer the inquiry?

(Signed) E. M. WILLIS

48

St. Paul, Minn., March 19, 1928.
S-3

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

Referring to the mechanical department changes effective March 15:

Will there be any changes in the salaries carried by the positions involved?

(Signed) E. M. WILLIS

March 19, 1928.
S-6

My dear Mr. Elliott:

Coal shipments for the week ending March 17 were as follows:

	Roslyn	Red Lodge	Colstrip
March 11	-	-	1579
12	3585	1496	2853
13	4589	1170	4635
14	4091	2147	4292
15	4366	911	4769
16	2528	-	3719
17	529	307	1887
Total -	19688	6031	23734

The total shipments from all mines was 49,453 tons, an average of 7,065 per calendar day.

Roslyn mines Nos. 3, 5 and 8 worked four days, No. 7 worked five days; Red Lodge mines worked four days; Colstrip worked six days.

Very truly yours,

Encl.

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

440 pm

50

Saint Paul March 19 1928

W E Coman
Seattle

Your wire date Singing fireman not available for

April 6 D-5

B O Johnson

50½

March 19, 1928. A5

My dear Mr. Elliott:

Referring to our recent exchange of correspondence and to your letter of March 13 about gas leases in the Cabin Creek area of the Glendive-Baker Anticline:

I now attach copy of Mr. Hughes' letter to me of March 17, together with copy of the map showing the territory served by the Montana-Dakota Power Company and the projected extensions of the natural gas system.

Very truly yours,

(Signed) CHARLES DONNELL

encl.

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

51

March 19, 1928. A5

Dear Mr. Murphy:

I acknowledge receipt of your letter of March 15 about your previous service with the Grand Trunk Railway and of your proposed trip to Eastern Canada during the coming summer.

There is, as you state, a restriction with respect to the issuance of free transportation, and the same holds true as to the issuance of tickets. I am sorry that we cannot, under the regulations, comply with your request, and I return the papers transmitted with your letter.

Yours very truly,

encl.

CHARLES DONNELLY

Mr. Edward Murphy,
R. 4, Box 20,
Devils Lake, N. D.

5 1/2

March 19, 1928. A4

My dear Mr. Elliott:

Referring to your letter of the seventh instant, in regard to Accounting Department statement No. 76, showing the tonnage we handled in the month of January, 1928:

I asked Mr. Williamson to advise me the reason for the increase in the movement of company material and attach a copy of his letter of the 17th instant. You will note that the increase is due mainly to the fact that we commenced our maintenance work earlier this year than last.

Very truly yours,

(Signed) CHARLES DONNELLY

encl.

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

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

Mr. F. E. Williamson,
Vice President.

I have your letter of the 16th instant, in regard to contract with the Highway Department of the State of North Dakota covering construction of undercrossing at Kurtz.

This letter, when filed with Mr. Relf, may be considered your authority to execute the contract for the Railway Company.

cc-Mr. R. H. Relf.

63

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

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 3rd instant, about the Ogdensburg Pier at Superior:

I have been handling this matter with Mr. Clark in connection with the application of the Great Lakes Coal & Dock Company to lease this dock. As it now looks, nothing will come of those negotiations this year, but I understand from Mr. Clark that he now has another applicant under consideration. During the pendency of these negotiations I do not think we should consider reducing the Pursglove Company's rent.

(Signed) H. C. JOHNSON.

54

Paid

3.00 PM

St Paul Minn March 19 1928

T P Artaud
608 Mills Building
Washington D C

Your wire date about clerks wage case railway company is still putting in testimony and I understand they expect to complete Wednesday or Thursday this week Following this will be rebuttal and am unable to estimate how long that will take but it is expected decision will be rendered before end of this month.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

55

March 19, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence I acknowledge receipt of your letter of March 14, directed to him at our New York office, and enclosing copy of an article written by Mr. W. T. Doe entitled, "Public Attitude Can Be Definitely Measured".

I shall be glad to bring your letter and the enclosure to Mr. Donnelly's attention upon his return to the office.

Very truly yours,

(Signed) D. C. JOHNSON.

Mr. Ford Moran,
c/o Doe and Moran,
246 Fifth Avenue,
New York, N. Y.

54

March 19, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of March 16, relating to the excise tax on automobiles.

I shall be glad to bring your letter to Mr. Donnelly's attention upon his return to the office, but make this acknowledgment so that you will understand the delay in receiving a prompt reply from him.

Yours very truly,

(Signed) D. O. JOHNSON.

Mr. Roy D. Chapin,
Chairman of the Board,
Hudson Motor Car Company,
Detroit, Michigan.

57

Paid

2.40 P

St Paul Minn March 19 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Message about plans and mail received and understood.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

56

Paid

2.30 PM

St Paul Minn March 19 1928

T P Artaud
608 Mills Building
Washington D C

Will reserve room for you at Athletic Club and will be glad to see you Thursday Think Stevens will be here.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

59

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 15 about the service record of John S. Kolberg, Night Roundhouse Foreman at Forsyth:

I approve the recommendation that Mr. Kolberg's service be considered as continuous from February 17, 1907, insofar as pension and pass privileges are concerned.

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 16, about the case of Carl Henry Lundgren, Night Warehouse Foreman at Brainerd, who will reach the age of seventy years on May 26, 1928:

The circumstances in this case seem to be such as to warrant some consideration to Mr. Lundgren, and you are authorized to continue him in the service for a period of six months after his normal retirement date.

(Signed) CHARLES DONNELLY
J

cc-Mr. R. H. Relf.

(Signed) CHARLES DONNELLY
J

61

March 19, 1928.A5

Dear Sir:-

I have your letter of March 15, and thank you for calling attention to an error in the Minnesota booklet recently published by this company, to the effect that Milaca and not Princeton is the County Seat of Mille Lacs County.

We shall be very glad to correct this error in any subsequent reprint of the booklet.

Very truly yours,

Mr. Fay Cravens, Editor,
Mille Lacs County Times,
Milaca, Minn.

cc-Mr. H. W. Byerly

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 16, about proposed construction of spur to serve the Sand Point Aviation Field near Pontiac, which is just north of Seattle, as provided for under Seattle Division AFE ED No. 183, Comptroller's No. 1653-1927:

I approve the recommendation that the Railway Company construct track to the right of way line at our expense.

cc-Mr. R. W. Clark
Mr. F. W. Sweney

63

March 19, 1928.A5

Dear Sir:-

This will acknowledge receipt of your letter of March 16, enclosing drawing and specifications of the grain and merchandise door for box cars patented by Mr. Jurgen Siemsen. I have referred your letter and the enclosures to Mr. F. E. Williamson, Vice President in Charge of Operation, who will communicate with you direct should we be interested in the device.

Yours very truly,

CHARLES DONNELLY

Mr. G.H. Randall,
2615 Montana Avenue,
Billings, Montana.

cc-Mr. F. E. Williamson.

64

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

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

Referring to your letter of March 17 to Mr. DeGuire, advising that the Publicity Director of WCCO desires 5 glossy prints of Howard Melaney:

I am enclosing 5 prints, two of the large photograph and three of the smaller ones. Our supply of the large photographs is exhausted and this will be called to Mr. DeGuire's attention upon his return from Washington.

(Signed) A. M. GOTTSCHALK

encl.

65

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

Mr. A. V. Fabian,
Superintendent G. O. Bldg.

We have in this office, property of the Aetna Life Insurance Company, Underwood typewriter No. 5-1899657. The Aetna Life Insurance Company have asked us to ship this machine to Mr. J. E. Griffith,Jr., Secretary, Group Division, Aetna Life Insurance Company, Hartford, Conn. Shipment should be made by express collect. Will you please arrange.

(Signed) A. M. GOTTSCHALK.

65½

March 19, 1928.
S-3

My dear Mr. Elliott:

Herewith Northwestern Improvement Company AFE covering proposed expenditure of $38,145.18 for sinking a slope from the anticline south of Roslyn down to the old No. 4 mine workings for the purpose of providing proper ventilation for No. 4 mine and escapementway for mine workers in No. 4 and No. 5 mines. Also attached is a copy of Mr. Andersen's letter of March 14, transmitting the AFE and explaining in more detail the reasons for the expenditure.

I think this is a matter on which we should take Mr. Andersen's judgment, and I recommend approval of the AFE.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

64

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

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

I attach copy of letter which Mr. Kyle has received from the Montana Coal and Iron Company with respect to the order for 3,000 tons of locomotive coal which we recently placed with that company and about which I talked with you this morning.

Will you please discuss this with Mr. McCauley and if the taking of 1,000 tons per month for the next three months instead of 3,000 tons at this time would be more satisfactory to him, I can then take the matter up with Mr. Andersen, of the Improvement Company, and ascertain from him which proposition would be better from the Improvement Company standpoint.

(Signed) J. H. POORE

encl.

March 19, 1928.

My dear Mr. Elliott:

The Yakima County Horticultural Union make application for a ten year lease covering that portion of our station grounds at Weikel, Wash., shown colored red on attached plat, the premises to be used as a site for a fruit warehouse which they plan to erect at a cost of about $15,000.00.

The application has been approved by the various officers of the Railway Company and I recommend the lease be granted under the usual terms at a rental of $50.00 per year for the first five year period of the lease.

Will you please have the application submitted at the next meeting of the Board or Committee for formal approval?

Yours very truly,

(Signed) CHARLES DONNELLY

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

x

68

Frank 6

Washington, D. C., March 19, 1928.

H. E. Stevens,
Chief Engineer,
Northern Pacific Railway Co.,
St. Paul, Minnesota.

Your suggested letters to Merriman and Erickson about moving industries to new location on Bitter Root Branch. Think it all right to send these letters. May feel constrained later on if there has been anything in nature of commitment to Dunbar to do something for him but believe your position is right one to take for present.

Charles Donnelly.

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

Dear Mr. Thomson:

I have your letter of March 13 about your talk with Mr. Seger.

I expect to be in New York later this week and to see Mr. Seger. If I can do anything to help you I shall, of course, be glad to do it.

Very truly yours,

Signed-Charles Donnelly

Mr. J. C. Thomson,
Vice President,
The Northwestern National Bank,
Minneapolis, Minnesota.

70

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

Dear Mr. Coman:

Thank you for your letter of March 14 about your visit to Walla Walla.

I am gratified to know that you found things there in such good shape.

Very truly yours,

Signed-Charles Donnelly

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

71

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

Mr. F. E. Williamson,
Vice President.

Can you now furnish me with an answer to my letter of February 23 about the request from the Commercial Club of Cooperstown, North Dakota, for improved station facilities at that point?

(Signed) CHARLES DONNELLY

77

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

Mr. J. G. Woodworth,
Vice President.

You may be interested in the attached article, "Public Attitude Can Be Definitely Measured", by Westell T. Doe, of Doe and Moran, whose letter to Mr. Donnelly is also attached. We have acknowledged receipt.

(Signed) D. O. JOHNSON.

Encl.

73

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

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

Please note the attached copy of letter addressed to Mr. Donnelly under date of March 16 by Mr. Roy D. Chapin, of the Hudson Motor Car Company, about the alleged opposition of railroads to the removal of the automobile excise tax. Do you know of any such opposition either on the part of the Northern Pacific or of any other railroads?

(Signed) B. O. JOHNSON.

Encl.

74

March 20, 1928.
S-3

Dear Sir:

Your letter of March 17 to Mr. Donnelly, about Mr. Howard Melaney, the Northern Pacific Singing Fireman, is received during Mr. Donnelly's absence. It will be called to his attention in due course.

Very truly yours,

(Signed) B. O. JOHNSON,
V

Mr. D. B. Robertson, President,
Brotherhood of Locomotive Firemen & Enginemen,
Cleveland, Ohio.

94½

March 20, 1928.
B-3

My dear Mr. Elliott:

Answering your letter of March 7:

The total appraised cost of the five hundred skeleton logging cars covered by mechanical department AFE No. 176 of 1927 is $610,495. The out-of-pocket expense is, as I wrote you on June 14 last, about $806 per car, or a total of $403,000, on which the estimated saving in annual maintenance cost is $250 per car, or 30%.

The following shows the charges and credits in connection with this work:

		Dr.	Cr.
Old cost retired	($298,499.92)		
Appraised cost of new cars	610,495.00		
Net charge to Investment		$311,995.08	
Accrued Depreciation Acct. 776 . . .		180,579.49	
Operating Expenses " 316 . . .			$113,999.57
Material & Supplies			353,525.00
Pay Roll			20,050.00

Very truly yours,

(Signed) CHARLES DONNELLY

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

75

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

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

Referring to our conversation on Saturday, March 17, about the proposal to dispose of one-half of the stock of the Midland National Bank at Billings, held by the Northern Pacific, Great Northern and Burlington:

On January 28 Mr. Donnelly advised Mr. Marlow that, for the Northern Pacific, he would be willing to sell our stock (133-1/3 shares) for cash, at $142.50 per share, or would give Mr. Westbrook an option to purchase it at any time within two years at that price plus 5% interest. The Great Northern and Burlington were agreeable to this proposition for those companies. Subsequently, Mr. Marlow modified the proposal to the extent that instead of paying cash Mr. Westbrook would pay not less than $10 per share per year for a period of five years, the balance to be paid at the expiration of the five-year period. The Great Northern is willing to sell on that basis. Mr. Donnelly prefers to stick to the original proposal outlined in his letter of January 28. Mr. Holden pointed out that the original agreement dated July 27, 1923, provides for uniform action in making sales of the stock and that none of it shall be sold otherwise except by mutual consent. He pointed out also that to him it seemed undesirable for any one of the three companies to sell its stock on a partial payment basis because of difficulties which would arise in the event of default during the five-year term proposed. It is his judgment that it is better to stand on the original proposition. The Great Northern, in the meantime, has indicated it is willing to consider modifying the agreement of 1923, under which its stock could be sold independently of that held by the Northern Pacific and Burlington.

The matter ends there so far as our file is concerned. Mr. Westbrook saw Mr. Donnelly here on Friday March 16, but I do not know the result of the interview.

(Signed) E. M. WILLIS

n6

St. Paul, Minn., March 20, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of March 17, about the employment of Mr. Lovell R. Grimes as Traveling Land Agent, he being 56 years of age:

This will be your authority to continue him in the service under Rule 15 of the Rules and Regulations of the Pension Department.

cc-Mr. A. N. Page.

77

St. Paul, Minn., March 20, 1928. A5

Mr. F. E. Williamson,
Vice President.

I enclose proposed agreements covering extension of contracts with the Moorhead Inspection Bureau for inspection services at Duluth, Butte and the Twin Cities. I also attach copies of the contracts which are being renewed. If you can see no objection to the execution of the proposed extension agreements, will you please initial and return.

(Signed) CHARLES DONNELL

encl.

St. Paul, Minn., March 20, 1928. A5

Mr. F. E. Williamson,
Vice President.

I have your letter of March 19, and this will be your authority to arrange for extension of track to serve the plant of Peck & Hills in Block 99, Terry Avenue, between John Street and Denny Way, Seattle, the extension to be at the expense of the applicants.

(Signed) CHARLES DONNELLY
P

cc-Mr. R. W. Clark
Mr. F. W. Sweney

(Signed) CHARLES DONNELLY
P

49

Paid

8.50 AM

St Paul Minn March 20 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

State Senator William F Brooks suffered heart attack and passed away ten PM last evening.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

8.50 A.

St Paul Minn March 20 1928

F J Berry

Spokane

A-31 Party is attending merger hearing in Washington G-11

B O Johnson

804½

March 20, 1928. A4

My dear Mr. Elliott:

I attach copy of Mr. Andersen's letter to me of March 16, in which he makes report of mine operations for the month of February.

The A.F.E. covering the ventilating system for No. 4 Mine was sent you with my letter of March 19, and you doubtless have it by this time.

I think Mr. Andersen's recommendation with respect to the labor situation, which he covers on Pages 3 and 4 of his letter, should be approved, and I am advising him accordingly.

Very truly yours,

(Signed) CHARLES DONNELLY

encl.

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

81

March 20, 1928. A5

Dear Sir:-

Your letter of March 19 to Mr. Donnelly, together with copy of "Successful Farming" for April, has been received during his absence from the city. I shall be glad to bring your letter and the publication containing your article, "Railways Future in Hands of the Farmers" to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. Samuel O. Dunn, Editor,
Railway Age,
105 West Adams St.,
Chicago, Ill.

81 1/2

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

My dear Mr. Andersen:

I acknowledge receipt of your letter of the 16th instant, inclusing summary of mine operating costs for the month of February.

I approve your recommendation that the present wage scale be continued after the expiration of the existing agreement on March 31 next.

Yours very truly,

(Signed) CHARLES DONNELLY

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

82

March 20, 1928. A5

Dear Sir:-

Your letter of March 15 to Mr. Donnelly, together with card extending to him special reservation and credit privileges, has been received during his absence from the city. Upon his return to the office your letter and the enclosure will be brought to his attention.

Yours very truly,

(Signed) B. O. JOHNSON

Mr. Jas. T. Howard,
Managing Director,
Arlington Hotel,
Washington, D. C.

March 20, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of March 15, together with copy of the April issue of "Successful Farming", containing a railroad article by Mr. Samuel O. Dunn. I shall be glad to bring your letter and the "Successful Farming" magazine to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

(Signed) R. C. [illegible]

Mr. F. N. Hopkins,
c/o Meredith Publishing Co.,
Des Moines, Iowa.

x

84

Frank 1602

Washington, D. C., March 20, 1928.

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

Your memorandum seventeenth about Turner's letter recommending permanent easement of Spands property in connection with Lovejoy Street viaduct. I approve Turner's recommendation.

Charles Donnelly.

84½

St. Paul, Minn., March 20, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of March 19, and this will be your authority to arrange for an extension of T&M lease No. 1541, to Frank Debilzen to cover, in addition to the NE¼SE¼ the SW¼ of Section 13-15N-59E, Wibaux County, Montana, and that it be renewed for a period of three years on the royalty basis of 15¢ per ton and an annual minimum payment of $150.

CHARLES DONNELLY

85

At New York, N. Y.,
March 21, 1928. D1

Dear Mr. Cochran:

Referring to our talk in my office on Saturday last, about the Northern Pacific subscription to the St. Paul Association:

I am willing to have the Northern Pacific subscription for the year 1928, amounting to $1,850.00, regarded as a single subscription, without segregating any part of it to be assigned to any particular use.

Very truly yours,

Signed-Charles Donnelly

Mr. M. M. Cochran,
302 Broadway,
St. Paul, Minnesota.

cc-Mr. Ralph Budd:

At New York, N. Y.,
March 21, 1928. D1

Dear Mr. Jackson:

I am gratified to receive a copy of the little booklet about Mr. Thorne. It is a worthy memorial of a great citizen and fine gentleman, and I am glad to possess it.

With personal regards,

Sincerely yours,

Signed-Charles Donnelly

Mr. A. M. Jackson,
President,
The National Bank of Tacoma,
Tacoma, Washington.

At New York, N. Y., March 21, 1928. D1

Dear Mr. Ainsworth:

I was deeply gratified to learn from Mr. Coman of the arrangement made by your company for handling ships of the Matson Line and of the American-Hawaiian Line. This will certainly make of Mr. Dawson a prominent factor in the Orient, and I should say that you bid fair to achieve a prominence in the shipping world only second to that which you enjoy in the world of finance. I congratulate you heartily on what has been accomplished to date, and wish the new enterprise every success.

I hope to be on the coast within the next few weeks and to see you.

Sincerely yours,

SIGNED--CHARLES DONNELLY

Mr. J. C. Ainsworth,
President,
The United States National Bank,
Portland, Oregon.

cc-Mr. W. E. Coman:

88

St Paul March 21 1928
B-5

W F Turner
Portland

A-19 approved G-28

Ralph Budd
Charles Donnelly

89

10:15 AM

St Paul March 21 1928
E-5

F W DeGuire
c/o New Willard Hotel
Washington D C

Mr Johnson much better Expects leave tomorrow for California All twin city papers using unification story

A M Gottschald

Charge Nor Pac Exec Dept

90

x

Paid

4.00 PM

St Paul Minn March 21 1928

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

Traffic Department anxious to secure use business car next Tuesday and Wednesday twenty seventh and twenty eighth Only one available is car nine If you are not likely to be needing it those dates will arrange to let them have it.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

March 21, 1928. A5

Dear Sir:-

Referring to your letter of March 12, File 46-s:

We would like to receive future issues of "Domestic Commerce" and shall appreciate it if copies can also be sent to

Mr. J. G. Woodworth, Vice President,
Northern Pacific Railway Company,
St. Paul, Minn.

and

Mr. J. W. Haw, Director,
Agricultural Development Department,
Northern Pacific Railway Company,
St. Paul, Minn.

Yours very truly,

(Mrs.) CHARLES DONNELL

Mr. Gorton James,
Chief, Domestic Commerce Division,
Department of Commerce,
Washington, D. C.

9 ~

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

My dear Mr. Winders:

Referring to Judge Reid's letter to me of June 4, 1926, in regard to the contract we had with the Milwaukee Company dated October 16, 1911, covering joint use of certain tracks on Harbor Island, Seattle, which contract by its terms expired on May 31, 1926, and which by mutual agreement was continued in effect during the period of the Milwaukee receivership:

Now that the receivership has been ended, I think we should take upwith the new company the question of a contract to take the place of the existing arrangement. Will you please handle with Mr. Earling.

Yours very truly,

CHARLES DONNELL

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

93

March 21, 1928. A4

Dear Sir:-

Referring to your circular letter of the 20th ultimo, in regard to the 1928 Edition of Market Research Agencies published by the Department of Commerce:

I have to advise you that the Northern Pacific undertook no market research work during the year 1927.

Very truly yours,

Mr. Gorton James,
Chief, Domestic Commerce Division,
Department of Commerce,
Washington, D. C.

94

March 21, 1928. A4

My dear Mr. Elliott:

I attach copy of a letter which I have received from Mr. Coman, reporting conditions as he found them on a recent visit to Walla Walla and Spokane, in which I think you will be interested.

Very truly yours,

encl.

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

95

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

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

Referring to your letter of March 19:

Mr. Bunn has executed and I return deed from the Railway Company to Turner & Pease Company covering portion of Lot 2, Block 193, Seattle Tide Lands, sold to that company for a consideration of $58,200.

(Signed) R. O. JOHNSON

encl.

96

March 21, 1928. A5

Dear Sir:-

Your letter of March 17 to Mr. Donnelly, about a celebration to be put on by the residents of Circle and community to show their appreciation of the building of the railroad into that town, has been received during his absence from the city. We have no definite information as to his return to the city, but your letter will be brought to his attention at the first opportunity.

Very truly yours,

(Signed) E. O. JOHNSON.

Mr. R. P. Reinemer, Secretary,
Circle Chamber of Commerce,
Circle, Montana.

97

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

Mr. F. E. Williamson,
Vice President.

I enclose letter from Mr. P. W. Clemens, President, Northern and Dakota Trust Company, of Fargo, dated March 20, requesting information as to the cost of proposed improvements to be made by this company in North Dakota during 1928. Will you please give me a memorandum showing in a general way the information desired by Mr. Clemens, with return of his letter.

(Signed) CHARLES DONNELL

encl.

98

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

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

Referring to my conversation with you of this morning, in regard to additional power for the M.& I.:

I attach a copy of Mr. Gemmell's letter to Mr. Johnson of the 19th instant. Will you please advise if we have a "Q" or "Q-1" passenger engine which could be sold to the M.& I., and if so, what price you think we should get.

With respect to the freight engine which he desires to try out, it seems to me that we could let him make one or two trial trips without charge other than the cost of getting the engine to Brainerd and back to the point from which it was moved.

(Signed) J. M. POORE

encl.

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

Mr. L. R. Capron,
Freight Traffic Manager.

Under our contract with the Clearwater Timber Company, covering shipments from the new Orofino line, we have, as you know, to make a refund of 1½¢ on forest products moving from the new line to points east of Beach where the rate is 1½¢ over the Lewiston rate. The contract provides that these refunds shall be made each year and applied on shipments transported in that year, the account to be closed upon the basis of each year's operations.

I have been asked the question as to what is to be done with respect to forest products moving from the new line under transit privileges where the shipment originates in one year and the movement is completed during the next year. As I understand it, transit privileges are usually for a period of twelve months, so that if a shipment originated late in the year 1928, for instance, the owners would have the right to keep the shipment stored until some time late in 1929.

Do you think that business of the character described above should be entitled to the refund of 1½¢? If we consider this business as being entitled to the refund it will not be possible for us to strictly comply with the terms of the contract providing for the closing of accounts at the end of each year, and as a practical matter, I assume that refunds granted on this business would then be taken into account in the year in which the transit privileges were taken advantage of.

I have not yet instructed our accounting officers and before doing so I intend to take the matter up with the Union Pacific people to make sure that both companies take the same position.

(Signed) J. H. POORE

100

Paid

X

435 pm

St Paul Minn March 21 1928

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

If it is intended to have available for annual meeting April tenth complete proof copies annual report we should have here not later than Thursday twenty-ninth corrected draft of general remarks which have not yet been put in type Stop We should also have here not later than thirty-first corrections or changes for statistical part of report which has been put in type Stop This will permit of going to print Monday morning April second and having sufficient copies run off to forward for arrival in New York in time for meeting Stop If it is intended to furnish only the statistical part of report we should have the corrections or changes not later than thirty-first Stop This for your information D-6

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

100½

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

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

Dear Sir:-

Replying to your letter of the 14th instant, in regard to proposed sale to the City of Portland of portion of 10th Street between Johnson and Lovejoy Streets at a price of $60,000.00:

We approve your recommendation.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY,

By (Signed) R. Budd
President

NORTHERN PACIFIC RAILWAY COMPANY,

By (Signed) CHARLES DONNER,
President

230 pm

101

Saint Paul Mar 31 1928

R F Glendenning
Livingston

Appreciate your letter 19th and wire date Will be here tomorrow and glad to see Mr Bates D-5

E M Willis

102

St. Paul, Minn., March 21, 1928.
8-3

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

Referring to your letter of March 6 to Mr. B. O. Johnson:

Have you received a remittance from Mr. Flint of Livingston?

(Signed) B. O. JOHNSON.

103

March 21, 1923.
S-3

Dear Sir:

Referring to your letter of March 3 and my letter of March 12, advising that the Northern Pacific will stay out of the Sauk Center Herald:

I will appreciate your telling me what decision has been reached by the Great Northern.

Very truly yours,

(Signed) B. O. JOHNSON

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

104

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

Mr. F. W. Stetekluh,
Auditor Disbursements.

Referring to my letter of January 21 about indebtedness of the Tuscor Lumber Company:

The traffic department officers advise that the present management of the Lumber Company is making an effort to work out its financial difficulties and are making some progress. Under the circumstances I think this situation should be allowed to ride for another thirty days, and at that time I wish you would advise me the status of the account.

(Signed) E. O. JOHNSON.

105

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

Mr. J. G. Woodworth,
Vice President.

For your information, the Union Pacific, Great Northern and Milwaukee roads have advised that in the event a formal request is received for a contribution towards the "Forward Spokane" movement, it will be declined. They have been informed that that will be the position which the Northern Pacific will take.

(Signed) E. O. JOHNSON

106

March 21, 1928.
9-3

Dear Sir:

Your letter of the 18th to Mr. B. O. Johnson is received during his absence on account of illness. Perhaps several weeks will elapse before Mr. Johnson returns to the office, but when he does your letter will be brought to his attention.

Very truly yours,

(Signed) E. M. WILLIS

Mr. Fred Burnstead,
323 North 24th Street,
Billings, Montana.

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

Mr. J. G. Woodworth,
Vice President.

For your information, the Great Northern has advised that that company intends to continue the practice of providing funds to send three boys from each of the Smith-Hughes high schools in the state of Washington to the Agricultural Conference to be held at Pullman, Washington, in April.

I assume the Northern Pacific expects to continue its cooperation in this work.

(Signed) E. C. JOHNSON.

108

March 21, 1928.
E-3

My dear Mr. Gay:

Answering your letter of March 15:

The royalties tax which we as owners or lessors have paid, and which under the recent ruling of the court should be refunded to us by the lessees, has not been refunded. Bills therefor have been rendered the lessees but they have asked us and we have agreed to defer further action until the State Supreme Court has ruled on another case that is now pending, in which this question of whether the lessor or the lessee shall pay the royalty tax is involved. As soon as a decision has been reached we will let you know.

Very truly yours,

(Signed) E. M. WILLIS

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

109

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

Mr. A. V. Fabian,
Supt. C.O. Building.

I have your letter of March 13 enclosing statement of general office building operations for 1927, which I have noted with interest.

I understand the increase in the cost of steam as compared with 1925 but I do not understand the increase over 1926. How is that increase accounted for?

(Signed) CHARLES DONNELLY

110

March 21, 1928. A5

Gentlemen:

Your letter of March 17 to Mr. Johnson, making inquiry with respect to Miss Alberta G. Nesbit, has been received during his absence from the city. Mr. Johnson will not return to the city for a period of about thirty days, when your letter will be brought to his attention.

As a matter of information, the writer is acquainted in a casual way with the applicant for bond, and insofar as I know, the party is reliable in every respect.

Very truly yours,

(Signed) A. M. GOTTSCHALD.

Office Manager.

Indemnity Insurance Company of North America,
206 Sansome Street,
San Francisco, Calif.

111

St. Paul, Minn., March 22, 1928. A5

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

Referring to my letter to Mr. Elliott of March 16th, about application of Edward Braack, of Kyro, Washington, to purchase a tract of land in Section 36-18N-1W, Thurston County, as site for dwelling house and garden:

For your information, the sale of this property for a consideration of $250.00 was approved at a meeting of the Executive Committee held March 21, 1928.

112

St. Paul, Minn., March 22, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Supplementing my letter of March 15th, about modification of contract in effect between the Northern Pacific and the Minnesota Northern Power Company:

For your information, the modification of this agreement was approved at a meeting of the Executive Committee held March 21, 1928.

(SGD) CHARLES DONNELL

P

9.45 A.

113

St Paul Minn March 22 1928

C C Andersen
Seattle

My wire thirteenth about purchase coal from Montana Coal and Iron Company Freeman offers to spread three thousand tons ordered this month over period of three months at rate of one thousand tons per month This is satisfactory to our operating department and assume it will be to you Am therefore instructing our people to take this coal at rate offered by Freeman. C-12.

B O Johnson

114

St. Paul, Minn., March 22, 1928. A4

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

Referring to my conversation with you about Cuyuna Range matters:

Will you please arrange to have AFE prepared to cover the purchase by us of the mine tracks at the Evergreen, Sultana-Hopkins and Meacham Mines. The total amount involved is a little more than $41,000, and I believe Mr. Stevens has detailed estimates making up this amount.

(Signed) J. H. POORE

115

St. Paul, Minn., March 22, 1928. A4

Mr. C. S. Carter,
Joint Facility Accountant.

Replying to your letter of the 21st instant, in regard to the arrangement which we have with the M&I covering use of our facilities at Brainerd:

I have this matter in mind but there are now some negotiations under way with the Backus-Brooks Company which would, I think, make it inadvisable to bring the question up at this time.

(Signed) J. H. MOORE

St. Paul, Minn., March 22, 1928. A4

Mr. C. C. Kyle,
Purchasing Agent.

Referring to my conversation with you yesterday about sale price for "Q" engines:

I have had this matter up with the Operating Department and am advised that we will be willing to sell "Q" engine No. 2091 at a price of $8,300.00, and superheated "Q" engine No. 2097 at a price of $11,800.

(Sgd) J. M. POORE

117

St. Paul, Minn., March 22, 1928. A4

Dear Mr. Gemmell:

I have your letter of the 20th instant, in regard to the contract covering interchange of cars with the Twomey-Williams Company.

I do not suppose that Mr. Riegel will have any objection to having the contract either redrafted or so endorsed that the Twomey-Williams Company are made jointly liable with the White Cedar Timber Company, and if he takes the matter up with me I will advise him in accordance with your wishes.

Yours very truly,

(Signed) L. F. POOLE

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

St. Paul, Minn., March 22, 1928. A4

Dear Sir:-

Replying to your letter of the 14th instant:

I think it is safe to assume that all employes who are transferred from the Northern Pacific to the Camas Prairie will be entitled to their continuous service on the Northern Pacific when their Camas Prairie pension is being computed. I enclose copy of Camas Prairie pension rules, and you will note that Rule 6 covers the point you bring up.

Yours very truly,

(Signed) R. O. JOHNSON.

encl.

Mr. James Shannon,
Superintendent,
Spokane, Washington.

119

St.Paul, Minn., March 22, 1928. A4

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

I attach copy of a letter received from Mr. R. P. Reinemer, Secretary of the Circle Chamber of Commerce, in regard to a celebration which it is proposed to hold at Circle to commemorate the building of the Redwater Branch into that town. You will note Mr. Reinemer asks if we have any suggestions with respect to this celebration, and in the event that we have, I shall be glad if you will advise him direct.

(Signed) CHARLES DONNELLY
P

cc-Mr. B. W. Scandrett
Mr. H. E. Stevens

(Signed) CHARLES DONNELLY
P

120

St. Paul, Minn., March 22, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 20 and returning proposed contract with E. J. Dunnigan covering the manufacture of reinforced concrete cribbing for retaining walls on the Rocky Mountain Division:

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

(Signed) CHARLES DONNELLY

Encl.

cc-

Mr. R. H. Relf,
Assistant Secretary.

121

March 22, 1928.
8-6

My dear Mr. Elliott:

I enclose herewith eighteen copies of accounting department statement No. 14 showing net income, net railway operating income and operating ratio of various carriers for the month of January 1928.

Very truly yours,

(Signed) CHARLES DONNELLY,

Encl.

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

122

March 22, 1926.
6-6

Dear Sir:

I enclose herewith reply for the Gilmore and Pittsburgh Railroad Company to circular No. 2709.

Very truly yours,

(Signed) CHARLES DONNELLY

President.
Gilmore & Pittsburgh RR Co.

Encl.

Mr. H. J. Forster, Secretary,
American Railway Association,
30 Vesey Street, New York City.

123

St. Paul, Minn., March 22, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of March 19, and have approved for payment voucher in favor of W. S. McCarthy, Roadmaster, amount $12.00, covering expenses incurred in moving his household goods from Carrington to Mandan.

(Signed) CHARLES DONNELLY,

124

March 22, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 17, enclosing SP&S AFE 4968 for placing rail anchors between Pasco and Spokane, at an estimated cost of $3,325:

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

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

125

March 22, 1928. A4

Dear Mr. Freeman:

I duly received a copy of your letter of the 17th instant to Mr. Kyle, in regard to the purchase of 3,000 tons of locomotive coal this month.

I note that it will be agreeable to you to fill this order at the rate of 1,000 tons per month for the next three months, and as this will be helpful to us in our own operations, we shall be glad to accept your offer.

Yours very truly,

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

cc-Mr. F. E. Williamson
Mr. C. C. Kyle

1256

Paid

3.00 PM

St Paul Minn March 22 1928

Charles Donnelly
c/oNew 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

3.00 P.

127

St Paul Minn March 22 1928

C C Andersen

Seattle

Your letter March sixteenth I approve of the views expressed by you regarding labor situation in Montana and Washington and think you should continue at present wage schedule C-13.

Charles Donnelly

March 22, 1928. A4

My dear Mr. Elliott:

Referring to your letter of the 17th instant, in regard to statement showing certain freight operating statistics for the month of January for the Northern Pacific, Great Northern and Burlington:

Our statement is incorrect and I enclose a revised statement which I shall be glad if you will please substitute for the one heretofore sent you.

The saving in cost per 100 net ton miles, excluding Chicago terminal, is 1.11¢ and the total saving for the system is $145,440.47. The saving per 100 net ton miles including terminals, is 1.21¢, producing a total of $158,607.10 for the system.

The $356,469 which we used on our previous statement is the sum total of the savings by divisions, excluding Chicago terminal, but because of the variance in ton miles on each division it cannot be produced by multiplying tons moved one mile by the average saving for the system.

I regret the errors which occurredin the preparation of this statement.

Yours very truly,

encl.

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

139

March 22, 1928.

My dear Mr. Elliott:-

The Seattle Lighting Company has made application to purchase that portion of the Railway Company's property in Block 2, Burke's First Addition, Seattle, shown margined red on the attached plat.

This tract was acquired in 1920 from the City of Seattle, in exchange for which we accepted a nominal award for some of our property in a condemnation suit by the City to open and improve North Lake Place in the near vicinity. It was thought at the time we might eventually have use for the property as a possible depot site but the Engineering and Operating officers have concluded it is no longer necessary to hold it for that purpose.

The Seattle Lighting Company have their gas tanks and other lighting facilities on adjoining property. They recently acquired from the City the balance of Block 2 and propose also to purchase Block 1; all this additional property being much needed for proper development of their facilities. Under the circumstances our West End officers feel that we should not block their plans by refusing to sell them this property. Being practically surrounded by the Lighting Company's ownership, this tract would not be particularly attractive for railroad development.

Sale at the price of 50¢ per sq. ft. is somewhat higher than the present market justifies. The Lighting Company purchased the balance of Block 2 from the City at public auction at 43¢; therefore, $5564.00 represents a very good price.

The sale has been submitted to the various officers, including Messrs. Stevens and Williamson and I join with them recommending it on the terms outlined

in the attached report.

Will you please have the matter submitted at the next meeting of the Board or Committee for formal approval?

Yours very truly,

(Signed) CHARLES DONNELLY.

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

100

St. Paul, Minn., March 22, 1928.
S-3

Mr. J. C. Simonton,
Asst. to Vice President.

Returning request from the Washington, Idaho and Montana Railway Company for transportation for Mr. and Mrs. Craney, account Dispatcher, and Mrs. Gamble, wife of Superintendent, together with Mr. Burnham's letter of March 4:

Mr. Burnham is mistaken about complimentary transportation being issued in 1927 to these individuals. A regular exchange annual was issued to Mr. Gamble on formal request but none to his wife. No transportation was issued either to Mr. Craney or to Mrs. Craney. If it is thought to be desirable to issue the transportation called for in the attached request, please approve and return.

(Signed) E. M. WILLIS

Encl.

131

St. Paul, Minn., March 22, 1928.
S-3

Personal

My dear Mr. Glendenning:

Referring to your personal letter of February 27th to Mr. Johnson about your interview with Mr. Flint:

Mr. E. J. Johnson, Auditor Passenger Receipts, in response to my inquiry, tells me that he has not yet received from Mr. Flint the certified check to which your letter of February 27 refers. Do you know whether Mr. Flint has forwarded the check? If you do not know I suggest that you say nothing to him abou it and we will let it ride a while longer.

Very truly yours,

(Signed) E. M. WILLIAMS

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

132

March 22, 1928.
S-3

Dear Sir:

Referring to your letter of March 21:

So far as I know the Northern Pacific has not received a request from the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes requesting an advertisement in the Souvenir and Guide Book to be issued in May. I think this is something that should be declined, and that will be the position which the Northern Pacific will take if solicited.

Very truly yours,

(Signed) B. O. JOHNSON.
JT

Mr. C. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
cc—
Mr. C. N. Webster, Vice President,
MStPASSM Ry Co., Minneapolis, Minn.
Mr. Charles Jensch, Comptroller,
CStPM&O Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative,
CMStP&P RR Co., Minneapolis, Minn.

133

St. Paul, Minn., March 22, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Your letter of March 20 transmitting Seattle Division AFE ED No. 60, covering redriving of pile bents 74 to 189, bridge 4, Interbay, Seattle, is received.

In view of the condition of the piling, as outlined in the narrative of the AFE, you may consider the work as informally authorized. Signed copy of the AFE will reach you in due course.

(Signed) CHARLES DONNELLY

13.4

March 22, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 60 covering the redriving of pile bents Nos. 74 to 189, bridge 4, Interbay, Seattle, at an estimated net cost of $21,597, of which $13,571 is chargeable to additions and betterments.

The narrative of the AFE indicates that the piling in bents 74 to 189 is so badly decayed that emergency replacement is necessary; I therefore informally authorized Mr. Williamson to arrange to have the work done. Will you please obtain formal approval of the AFE by the Committee or Board? It is covered by the 1928 budget.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

135

March 22, 1928.
S-3

Dear Sir:

I have your letter of March 3.

Under the circumstances I favor the alternate plan suggested by you of retiring Mr. Stout immediately on a special pension allowance based on his service to March 1, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Wm. Sproule, President,
Southern Pacific Company,
65 Market Street, San Francisco, Cal.
cc—
Mr. C. R. Gray, President,
Union Pacific System,
Omaha, Nebraska.

136

St. Paul, Minn., March 22, 1928.
S-3

Dear Mr. Andersen:

A party of students from Princeton University Summer School of Geology and Natural Resources, in charge of Professor Field and occupying private car "Princeton", will make a trip over the Northern Pacific to Yellowstone Park during the latter part of June. The party is interested in making a side trip to Colstrip to observe the open pit coal mine operations at that point. They will reach Colstrip, according to the present itinerary, on June 29. I think it is desirable that Mr. Swem should be at the mine to meet Professor Field and explain the operations to him and his party, and I wish you would please make the necessary arrangements. If any change should occur in the plans you will be advised.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. C. C. Andersen, General Manager,
Northwestern Improvement Company,
Seattle, Washington.
cc—
Mr. R. W. Clark,
General Traffic Manager.

137

St. Paul, Minn., March 22, 1928.
S-3

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of March 20:

I thought I had sent to you with my letter of the 16th a copy of the smaller advertisement now suggested by Mr. Stedman; apparently I did not. I enclose it herewith and will await your further views.

(Signed) CHARLES DONNELLY

Encl.

138

St. Paul, Minn., March 22, 1928.
8-3

Dear Mr. Andersen:

Mr. Williamson has written to me inquiring about the status of Mr. R. B. Webb, Coal Agent at Cle Elum, insofar as pension and pass privileges are concerned. There apparently is no question about Mr. Webb's service being continuous since he entered the service of the Railway Company in May 1903. In the meantime, however, he has been devoting part of his time to the Improvement Company and part to the Railway Company. For pension and pass privileges I would be willing to say that Mr. Webb's services have been continuous, upon the understanding that the Improvement Company would assume its fair share of whatever pension may be granted when the proper time comes. Before so advising Mr. Williamson, however, I would want to be certain that this plan would meet with your approval.

Very truly yours,

(signed) CHARLES DONNELLY

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

139

St. Paul, Minn., March 22, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 20 transmitting Fargo Division AFE ED No. 65 covering the retirement of bridge No. 65 on the Valley City high line:

You may consider the proposed expenditure as informally approved, and signed copy of the AFE will reach you in due course.

(Signed) CHARLES DONNELLY

140

March 22, 1928.
S-3

Dear Sir:

Referring to joint letter from Mr. Budd and me, dated February 16, about contributing to the Portland Chamber of Commerce:

Please let us know what action is finally taken by you.

Very truly yours,

(Signed) CHARLES DONNELLY

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

141

St. Paul, Minn., March 22, 1928.
S-3

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

Herewith copy of a letter dated March 19 from Mr. Horst, Manager General Advertising of the Milwaukee Journal. What do you think of Mr. Horst's suggestion and would you recommend favorable consideration?

I assume that it is likely a similar proposition has been made to some of the other roads -- perhaps the Great Northern, for featuring Glacier Park -- although I have no information about it. I think that, before taking it up with Mr. Martin as a contributions committee matter, it will be desirable to have some idea of how we feel about it.

(Signed) B. O. JOHNSON.

Encl.

142

March 22, 1928.
S-3

Dear Sir:

Your letter of March 19 to Mr. Donnelly is received during his absence. I do not expect he will return until about the first of April, and in the meantime I am taking the liberty of referring your letter to some of our traffic department officers, who will give consideration to the suggestion that you have made.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. E. C. Horst,
Manager, General Advertising,
The Milwaukee Journal,
Milwaukee, Wisconsin.

140

March 28, 1928.

My dear Mr. Elliott:

The Laro Investment Company of Portland, Ore., has made application to purchase that portion of the Railway Company's property shown margined red on the attached plat, located on our Yacolt Branch a short distance from Vancouver Junction, Wash. This firm has made plans to plat considerable property lying northerly of this tract and are in need of this particular piece of property for roadway purposes to reach the Pacific Highway.

In considering the sale, the Railway Company has reserved 60 ft. from the center line on the northerly side of our track, which the engineering and operating officers agree is sufficient for railroad purposes.

Our valuation on this property is approximately $200.00; therefore, the Investment Company's offer of $500.00 is a very good price.

The sale has been approved by the various officers of the Railway Company, including Messrs. Stevens and Williamson, and I join with them in recommending it on the terms outlined in the attached report.

Will you please have this sale submitted at the next meeting of the Board or Committee for formal approval?

Yours very truly,

(Signed) CHARLES DONNELL

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

144

March 23, 1928. A5

My dear Mr. Gay:

Referring to your letter of March 20, about an inquiry which has been made regarding one Henry Louis Slade, who claims to have been in the employ of this company during the years 1919 and 1920:

The question of this party's service with the Northern Pacific was the subject of correspondence some years ago and I attach, for your information, copy of your letter of October 26, 1925 to Mr. G. P. Wylly, Jr., Assistant Auditor, Southeastern Power & Light Company, of New York, and of the reply made by this office under date of October 30, 1925, copy of which was previously sent to you.

Very truly yours,

encl.

(Signed) B. O. JOHNSON.

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

146

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

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

Replying to your letter of the 23rd instant:

You may authorize Mr. Williams to make draft on Mr. Clifford in favor of C. D. Hessey for $25,000.00 to cover purchase of the Roslyn Fuel Company property at Yakima. It is understood that before this money is paid the lease matters will all be closed up with the exception of execution by the Railway Company.

(Sgd) CHARLES DONNEL

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

(Sgd) CHARLES DONNEL.

146

St. Paul, Minn., March 23, 1928.A5

Dear Sir:-

Please add to the list of those to whom your weekly report is sent the name of Mr. J. G. Woodworth, Vice President, St. Paul, Minn.

Yours truly,

CHARLES DONNO

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

cc-Mr. J. G. Woodworth.

CHARLES DONNO

147

March 23, 1928. A5

Dear Mr. Spratlin:

I appreciate your courtesy in forwarding to me annual transportation over the lines of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company for the year 1928 in favor of my family and myself.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. Lee W. Spratlin,
Assistant to President,
C. M. St.P. & P. Railroad Co.,
874 Union Station,
Chicago, Illinois.

148

Paid

12.20 PM

St Paul Minn March 23 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Message about mail received and will arrange accordingly.

A M Gottschald

Charge Nor Pac Ry Co
Exec Dept

179

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

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

Herewith copy of a letter from Mayor Thompson of Chicago about the Cowboys' World's Championships to be held in Soldiers' Field July 28 to August 5, inclusive. What do you think of Mayor Thompson's suggestions, and what sort of a reply to you think should be made to his letter by Mr. Donnelly?

(Signed) B. O. JOHNSON.

Encl.

150

March 23, 1928.
B-3

My dear Mr. Mayor:

Your letter of March 20 to Mr. Donnelly is received during his absence from the city; he will not return until the latter part of the month and your letter will then be called to his attention. In the meantime I am asking some of our traffic department officers to consider your suggestions.

Very truly yours,

(Signed) B. O. JOHNSON

Hon. William Hale Thompson,
Mayor, City of Chicago,
Chicago, Illinois.

150 1/2

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

My dear Mr. Winders:

The Comptrollers of the Northern Pacific, Southern Pacific and Union Pacific have recently made one of their periodic checks of the accounts of the Northern Pacific Terminal Company of Oregon, and attached is copy of a paragraph taken from their joint report.

The proper distribution of the moneys referred to in this paragraph is now the subject of arbitration proceedings, with which you are familiar. Before these proceedings are finally determined the amount involved will probably be a substantial sum, and it may well be that an understanding should be had with the First National Bank of Portland that these moneys will, at the proper time, be paid on demand without service of the notice of intention to withdraw provided for in the rules of the bank.

I wish you would explain this matter to Mr. Coman so that he can have it discussed with the representatives of the other companies at the next meeting of the Board of the Northern Pacific Terminal Company, and if they agree that such an arrangement should be made, the proper officers of the Terminal Company may be instructed to take the matter up with the bank.

Very truly yours,

encl.

(Signed) CHARLES DONNELLY

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

cc-Mr. W. E. Coman.

151

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

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

Please note the attached letter from M. J. Lorraine, of Alhambra, California, about a book entitled "The Columbia Unveiled". Have you seen or heard anything of this publication, and do you consider it of sufficient worth as to justify ordering a copy?

(Signed) L. O. JOHNSON,

Encl.

752

March 23, 1928.
S-3

Gentlemen:

Can you now favor me with an answer to my letter of March 15 about advertising in the proposed special magazine edition of the Duluth Herald?

Very truly yours,

(Signed) B. C. JOHNSON.

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

Mr. J. H. Foster, Special Representative,
CMStP&P Railroad Company,
Minneapolis, Minnesota.

15

March 23, 1928.
S-8

My dear Mr. Elliott:

I enclose report of the freight traffic department 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.

154

March 23, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of March 20 enclosing copies of minutes of adjourned meetings of the SP&S, Oregon Trunk Railway and Nehalem Boom Company, held at Portland, Oregon, March 15, 1928.

Very truly yours,

(signed) CHARLES DONNELLY

Mr. Robt. Crosbie, Secretary,
Spokane, Portland & Seattle Ry Co.,
Portland, Oregon.

155

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

Mr. F. E. Williamson,
Vice President.

I have your letter of March 21 and return herewith signed copy of industrial track agreement covering construction of a spur track to serve the Washington Refining Company at Arlington. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

154

March 23, 1928.
S-6

My dear Mr. Elliott:

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

Accounting Department No. 4 - February Income Account Statement	20 copies
Accounting Department No. 4-A - Analysis of fluctuations in Operating Expenses, February 1928 as compared with February 1927; and the two months ended February 28, 1928, as compared with the same period of 1927	6 "
Accounting Department No. 4-B - Explanation of Increases and Decreases	6 "
Accounting Department No. 3 - Train Mile Revenue & Expenses	20 "

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

157

March 23, 1928.
S-6

Dear Sir:

I enclose herewith reply for the Northern Pacific Railway Company to circular No. 2709.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. H. J. Forster, Secretary,
American Railway Association,
30 Vesey Street, New York City.

158

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 22:

Voucher in favor of G. I. Hayward, District Engineer at Seattle, amount $124.55, covering expenses incurred in moving his household goods from Spokane to Seattle, has been approved and passed to the Auditor for payment.

(Signed) CHARLES DONNELLY P

159

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 22 and returning proposed supplemental agreement extending to September 1, 1928, the time within which the McCuish Logging Company may maintain a track connection at Prairie, Washington:

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.

160

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

Dear Mr. Gemmell:

Mr. H. A. Clifford will retire as Treasurer of the Northern Pacific on April 1; he will be succeeded by Mr. P. B. Lacy. I think the present arrangement, under which the M&I pays $1000 of Mr. Clifford's salary, should be continued with Mr. Lacy, and if you agree I wish you would please so arrange.

Very truly yours,

Mr. W. H. Gemmell, President,
Minnesota & International Ry,
Brainerd, Minnesota.
cc—
Mr. F. W. Sweney,
Comptroller.

March 23, 1928.
KS

Dear Mr. Glendinning:

I have your letter of March 16.

Thank you for the splendid use you made of the articles we mailed you recently. We will be pleased to send you stories from time to time.

I just have returned from the final hearing on the proposed unification of the Northern Pacific and Great Northern which took place at Washington, D. C., this week.

Kindest personal regards.

Very truly yours,

(Signed) F. M. McGuire

Mr. Malcolm Glendinning,
City Editor,
The Spokesman-Review,
Spokane, Washington.

162

St. Paul, Minn., March 23, 1928.
KS

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

Your joint letter of March 18 to Mr. Goodsill and myself:

Sometime in the near future at your convenience, I would like to discuss with you this whole question of advertising and its relation to publicity. I am convinced that greater concentration in advertising would be beneficial to the Northern Pacific.

(Signed) F. W. DeGUIRE

163

St. Paul, Minn., March 23, 1928.
KS

Dear Mr. Shannon:

Thank you for the clippings from the Spokane Spokesman-Review issue of March 18 carrying an editorial on the unification of railroads.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. J. Shannon,
Superintendent,
Spokane, Washington.

164

March 23, 1928.
KB

Dear Mr. Witmark:

I have your letter of March 17 with attached memorandum regarding a cut of Mr. Howard Melaney, "Singing Fireman" of the Northern Pacific.

We have no cuts such as you describe, and since you have the photographs my suggestion is that you have made a cut to suit your purpose. If you then wish to send the cut to me with statement, we will be glad to have necessary voucher prepared.

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. Julius P. Witmark,
M. Witmark & Sons,
1650 Broadway,
New York City, New York.

165

St. Paul, Minn., March 23, 1928.
K8

Dear Mr. Merriman:

Thank you for the clippings from the Standard and the Miner of March 21, both bearing on the unification of railroads.

Yours very truly,

(Signed) F. W. DeGUIRE

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

166

March 23, 1928.
KS

Dear Mr. Adames:

Thank you for the copy of the February issue of the Railway Carmen's Journal containing Mr. Hyatt's story about Mr. Howard Melaney, "Singing Fireman" of the Northern Pacific. We appreciate the fine play you gave the story, and it has been placed in our file which goes before officers of the company.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. W. J. Adames,
Editor and Manager,
Railway Carmen's Journal,
105 W. Linwood Blvd.,
Kansas City, Missouri.

167

St. Paul, Minn., March 23, 1928.
KS

Dear Mr. Coman:

This will acknowledge receipt of the two cuts of the new Northern Pacific passenger locomotive, one of which we mailed you for Mr. A. C. Clark of the Inventors News Bulletin; the other of which was made for Mr. Clark at our suggestion.

Mr. Clark mailed me today a statement for $6.34 and we have arranged for a voucher which he will receive in due course.

Thank you for your cooperation in this matter.

Yours very truly,

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

168

March 23, 1928.
KB

Dear Mr. Clark:

I have your letter of March 17 to which was attached a statement for $6.34. I have arranged for a voucher to cover which you will receive in due course.

Thank you for the splendid way in which you handled the new locomotive story, and we will undertake to place in your hands as soon as available a cut of the new 121-foot locomotive now in the course of construction.

I read with interest what you said about developing the News Bulletin, and hope your progress will be rapid. I am glad to have the copy of the Bulletin you mailed me.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. A. C. Clark,
Secretary-Treasurer,
National Ass'n of Inventors,
Seattle, Washington.

169

March 23, 1928.
K5

My dear Mr. Gay:

The 1927 figures have been inserted in the New York Office station earnings book and it is being returned to you by express today.

Yours very truly,

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

170

St. Paul, Minn., March 23, 1928. K5

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

Referring to your letter of March 23:

I return, duly executed on behalf of the railway company, deed to Edward Braack, conveying to him a tract of land in Section 36-18N-1W, Thurston County, Washington, for a consideration of $250.00.

(Signed) CHARLES DONNELLY

P

encl.

171

St.Paul, Minn., March 23, 1928.
E-8

Mr. C. O. Martin,
Agent,
Yakima, Wash.

Dear Sir:

Recently this office mailed the Yakima Republic a photograph and news story about the new cafe-coach which is to be put in service on the Seattle-Yakima run. Will you please check and advise me whether or not the Republic used the story.

Yours truly,

(Signed) F. W. DeGUIRE

Executive Assistant

172

March 23, 1928.
E-8

Dear Mr. Rachlin:

Recently this office mailed to you a photograph and story of the new Northern Pacific cafe-coaches. Our clipping bureau evidently did not make a clipping from the News Tribune if you used the story or the story and the photograph. Would appreciate your telling me if you did or did not use the story, and if you did, the date.

With kindest personal regards,

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. H. H. Rachlin,
City Editor, News Tribune,
Duluth, Minn.

173

March 23, 1928.
KB

My dear Mr. Elliott:

Your letter of March 16, together with a list of your addresses and writings dating back to 1894, was awaiting me on my return from Washington today. I have perused the list with interest. It emphasizes how active you have been in this field, and, in a measure, this must have enhanced your wide acquaintance throughout the country.

I will pass the papers along to Mr. R. W. Clark.

Yours very truly,

(Signed) F. W. DeGUIRE

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

cc-Mr. R. W. Clark

At Washington, D. C.,
March 23, 1928. D1

Dear Mr. Budd:

At a meeting of the Executive Committee of the Northern Pacific in New York on Wednesday, it was decided to join the Great Northern in authorizing the construction by the Oregon Electric of the proposed branch from Albany along the Santiam.

As suggested in my talk with you the other day, I think that, in view of the decision to make it a joint enterprise, the construction of the branch should be carried forward in the name of the Oregon Electric. Will you kindly advise me definitely whether we are in agreement as to this.

Very truly yours,

Signed-Charles Donnelly

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

Western Union Telegram

St. Paul, Minn., March 24, 1928.

175

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

Estimated earnings third week March in thousands as follows:

Freight	1474	increase	214	or	17. %
Passenger	184	decrease	18	or	9. %
Miscellaneous	144	increase	4	or	2.6%
Total	1802	increase	1802	or	12.5%
Total 3 weeks	5270	increase	378	or	7.7%

Cars loaded locally 14,475 increase 1423 accounted for as follows:

Increases	Grain	309
	Logs	744
	Coal	190
	Miscellaneous	259
Decreases	Merchandise	29
	Livestock	26
	Forest Products	24

Received from connections 3629 increase 134 accounted for as follows:

Increases	St. Paul Division	42
	Dakota	70
	Yellowstone	3
	Montana	28
	Rky Mtn	2
	Pasco	9
	Seattle	16
	Tacoma	25
Decreases:	Lake Superior	18
	Fargo	12
	Idaho	31

Grain loading eastern district increased 228 cars received from connections decreased 35 cars. Grain loading western district increased 83 cars received from connections increased 9 cars

Fruit loading this year 128 cars compared with 126 last year received from connections 137 cars compared with 131 last year.

Potato loading this year 840 cars compared with 519 last year
received from connections 52 cars compared with 10 last year

Weather conditions during week generally mild with little precipitation

The Sidney Branch which was out of Commission from the night of the thirteenth account washouts was repaired and service resumed morning of twentieth.

Charles Donnelly

176

March 24, 1928. K5

Dear Mr. Gay:

I acknowledge receipt of your letter of March 22, together with report of the Chief Engineer of the S.P.& S. on the South Santiam River timber resources and railways, dated April, 1925.

Very truly yours,

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

177

March 24, 1928.
K5

Dear Sir:

In Mr. Donnelly's absence from the city I acknowledge receipt of your letter of March 23, together with copy of brief for the Intervenors in the Longview passenger train case. I shall be glad to bring your letter and the brief to Mr. Donnelly's attention upon his return to the office.

Very truly yours,

Mr. Jesse Andrews,
Baker, Botts, Parker & Garwood,
R. A. Long Building,
Kansas City, Missouri.

178

March 24, 1928. K5

Dear Sir:

I have your letter of March 20 advising that the Chas. R. McCormick Lumber Company moved over the lines of this company a total of 377 cars during the year 1927. The business which your company has given to the Northern Pacific Railway Company is, I assure you, very much appreciated, and I have passed your letter along for the information of our traffic department.

Yours very truly,

Mr. Chas. R. McCormick,
Chas. R. McCormick Lumber Company,
215 Market Street,
San Francisco, California.

cc-Mr. J. G. Woodworth

179

St. Paul, Minn., March 24, 1928.
K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 23:

You may arrange to submit voucher in the amount of $10.00 covering contribution by the railway company towards the purchase of a fire truck at Tower City, North Dakota.

March 24, 1928. K5

Dear Sir:

Your letter of March 18 to Mr. Johnson about your connection with the Taylor Instrument Company has been received during his absence from the city. He will probably be absent for a period of three weeks. Upon his return your letter will be placed before him.

Very truly yours,

(Signed) E. M. WELLS

Mr. John M. Albert,
Care Taylor Instrument Companies,
Pyrometer Department,
West Avenue, Rochester, N. Y.

18

St. Paul, Minn., March 24, 1928.
K5

Dear Walter:

This will acknowledge receipt of your letter of March 22 to Mr. Johnson which has been received during his absence from the city. He and Mrs. Johnson left St. Paul last Thursday for Los Angeles, California where they will remain for a period of about three weeks. I will bring your letter to Mr. Johnson's attention upon his return to St. Paul.

Very truly yours,

(Signed) A. M. GOTTSCHALK

Mr. W. D. Pearce,
Assistant Superintendent,
Duluth, Minnesota.

182

St. Paul, Minn., March 24, 1928.
K5

Dear Mr. Smith:

I return letter from Mr. Lloyd Phillips, of Little Falls, Minnesota, dated March 21, together with sixty copies of the radio address entitled "The Railroad Consolidation Movement" broadcast by Mr. Donnelly over WCCO on March 15, 1928.

Yours very truly,

(Signed) W. H. Smith

encl.

Mr. W. H. Smith,
General Agent, Nor. Pac. Ry.,
Metropolitan Life Building,
Minneapolis, Minnesota.

183

March 24, 1928.
KS

Dear Sir:

I have your letter of March 16 and am pleased to send you copy of my address on "The Railroad Consolidation Movement" broadcast from WCCO on March 15, 1928.

Very truly yours,

encl.

Mr. M. H. Chesbrough, Manager,
Standard Oil Company,
Mankato, Minnesota.

184

St. Paul, Minn., March 24, 1928.
KS

Dear Mr. Cross:

Your letter of March 13 reached me today on my return from the east.

Mr. Ray Crawley, Assistant City Editor of the St. Louis Post Dispatch, formerly worked with me on a Minneapolis newspaper and he has used a number of articles that we have submitted to him from time to time. It is probable that he regarded the merger article, about which I wrote you on February 28, as not of sufficient local interest to warrant its use and I am constrained not to write him direct lest he would think I was crowding him. It might be desirable to submit future articles to him through you, and ifyou agree we will try that method when next we have a story to offer him.

Thank you for your interest in the matter.

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. R. K. Cross,
General Agent, NPRy.,
St. Louis, Missouri.

165

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

Mr. C. C. Kyle,
Purchasing Agent.

Referring to your letter of January 21, file 322, transmitting a statement showing purchases of steel wheels, rails and track fastenings for the year 1927:

I would like to obtain information showing the average amount of purchases of these materials over a five-year period. It need not be prepared on as elaborate a scale as that furnished for the year 1927; all that I need is the quantity. Will you please have the information prepared by years and then show the average?

(Signed) B. O. JOHNSON

184

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

Mr. J. C. Woodworth,
Vice President.

Herewith a letter addressed jointly to Messrs. Clapp, of the Southern Pacific; Gorman, of the Rock Island; Perkins, of the Missouri Pacific; Robinson, of the Union Pacific, and myself, by Mr. Powell, Chairman of the Advisory Committee on Traffic, Association of Railway Executives, about the export grain rate situation.

Please let me have your views on the point raised by Mr. Powell.

(Signed) CHARLES DONNELLY

Encl.

187

March 24, 1928.
S-3

Dear Mr. Patterson:

I have your letter of March 20, and the books referred to therein have also been received. I will see that they are distributed where they will be of use.

Very truly yours,

(Signed) E. O. JOHNSON

Mr. F. M. Patterson,
Secretary to Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

184

March 24, 1928.
3-3

Dear Mr. Gay:

Herewith personal record of Mr. Spracklin, General Agent at Los Angeles, to be put in the New York salary book.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

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

189

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

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

Answering your inquiry on the attached papers:

The only suggestion I would make is that we be careful to do nothing that will get the people in the Bloomfield section stirred up over what they may think is a move to build a line to Jordan. You will recall the recent correspondence about building up to Bloomfield.

Encl.

190

St. Paul, Minn., March 24, 1928.
C-6

Dear Sir:

I return herewith, approved, payroll of the Gilmore & Pittsburgh Railroad Company covering the first half of March 1928, amount $3247.62.

Very truly yours,

Encl.

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

191

March 24, 1928.
S-3

My dear Mr. Elliott:

Herewith preliminary statement of freight train statistics for the month of February 1928 compared with February 1927. The gross tons per train mile on the main line increased 5.4%, and for the system 6.1%.

We have placed in service on the Saint Paul Division some class W-3 locomotives that are not needed on other divisions at this time of the year, as a result of which you will note an increase in gross tons per train mile of 18.6% and an increase in net tons per train mile of 19.55%.

Very truly yours,

Encl.

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

192

March 24, 1928.
S-3

My dear Mr. Elliott:

Herewith third copies of the following Rocky Mountain Division AFE's covering replacement of cribbing for protection of embankment against encroachment of the Missoula River, on the DeSmet-St. Regis Line:

	Est. Net Expenditure	Capital Account
ED No. 21 - Three miles west of Rivulet, Montana -	$ 6,796	$ 6,031
ED No. 22 - Two and one-quarter miles west of Rivulet -	3,466	2,926
ED No. 23 - Two miles west of Rivulet	5,103	4,563
ED No. 26 - Two miles east of Rivulet	8,724	8,164

In making the replacements it is proposed to use precast concrete. Because of the decayed condition of the present timber cribbing requiring prompt replacement, I have given Mr. Williamson informal authority to go ahead with the work. Will you please obtain formal approval of the AFE's by the Committee or Board? The work is not included in the budget.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

193

St. Paul, Minn., March 24, 1928.
9-3

Mr. F. E. Williamson,
Vice President.

I have your letter of March 20 with AFE's for concrete cribbing to replace timber cribbing on the DeSmet-St. Regis Line.

You may consider the work as informally authorized, and signed copies of the AFE's will reach you in due course.

(Signed) CHARLES DONNELLY

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

Dear Mr. Gay:

Thank you for forwarding to me with your letter of March 22 correspondence from the S. P. & S. file between the years 1903 and 1907.

I return herewith all of the correspondence which you forwarded to me.

Very truly yours,

encl. Signed-Charles Donnelly

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

196

March 24, 1928. A5

My dear Mr. Gay:

I thank you for your letter of March 22nd with information regarding items acted upon at the meeting of the Executive Committee held March 21, together with list of blanket authority AFEs reported to the Committee as information.

Very truly yours,

(Signed) B. O. JOHNSON.

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

At Washington, D. C., March 25, 1928. D1

Dear Mr. Coman:

Thank you for your letter of March 20 about the Oregon Electric extension from Albany.

Our Executive Committee on Wednesday last decided to join in the construction of this branch.

Very truly yours,

Signed- C. D.

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

At Washington, D. C., March 25, 1928.

Mr. J. G. Woodworth,
Vice President.

Mr. W. E. Coman,
Asst. to the President.

Mr. C. C. Andersen,
Gen. Mgr., N. W. I. Co.

I enclose copy of a letter forwarded to me by Mr. Ramage, and received by me in Washington.

I shall probably be starting west early next month, and I should like to have from each of the gentlemen to whom this is addressed an expression of his views on the questions covered in Mr. Ramage's letter.

Signed-Charles Donnelly

encl.

At Washington, D. C.,
March 25, 1928. DI

Dear Mr. Ramage:

Your letter of March 20 was forwarded to me in Washington, where I have been detained some days in connection with the Northern Pacific land grant question.

I shall probably be starting west early in April, and I hope to see you and discuss with you the questions raised in your letter at that time.

Very truly yours,

Signed-Charles Donnelly

Mr. Jas. S. Ramage,
Continental Coal Company,
Spokane, Washington.

199

At Washington, D. C., March 25, 1928. D1

Mr. E. M. Willis,
Executive Assistant.

Referring to your wire of the twenty-first about the annual report:

I have given up the idea of having complete proof copies of the report available for the annual meeting on April 10; this because of the fact that I wish to prepare with some care what is said about the land grant, and I am not in position to get up a statement on this subject until I know more about it than I know now. I hope, of course, that something will develop soon, but it may be some time before we know anything definite.

I return a copy of the statistical part of the report. I will rely on you to check the accuracy of this and to have a number of copies run off to be forwarded to New York for use at the annual meeting.

encl.

Signed-Charles Donnelly

200

St. Paul, Minn., March 26, 1928. K5

Mr. R. H. Relf,
Assistant Secretary.

Referring to your letter of February 29 transmitting blank Carrier's Bond, Treasury Department Customs Form 3587, for transportation of merchandise in customs custody and for the lading and unlading of merchandise under the Act of September 21, 1922, and other acts, and which, when executed, is to supersede the bond executed under date of April 3, 1920:

I return your papers together with certified copy of resolution of the Executive Committee adopted at meeting held March 21, 1928, authorizing execution of the bond.

encl.

201

March 26, 1928.
KS

My dear Reverend Cole:

I have your letter of March 24 and am pleased to enclose Northern Pacific transportation in your favor from St. Paul to Winnipeg and return, good until June 26. I am advised by the Great Northern that in response to your request they mailed to you direct a trip pass St. Paul to Noyes and return, which I assume will take care of your needs in that respect.

Yours very truly,

sgd-A.M.Gottschald

Office Manager,
President's Office.

encl.

Reverend Frank Cole,
Cornell College,
Mount Vernon, Iowa.

207

Paid

935am

St Paul Minn March 26 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

E B Owens Log Scaler wires you from Missoula March twenty-fourth as follows Quote With feelings of deepest sorrow I advise you Mrs Della Polleys wife of E H Polleys President Polleys Lumber Company died at an early hour this morning at a local hospital following a brief illness. End quote.

B O Johnson

Charge NPRyCo
Executive Dept

203

Paid

940am

St Paul Minn March 26 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

Judge Edward Lees former Minnesota Supreme Court Commissioner died ten PM Sunday.

B O Johnson.

Charge NPRyCo
Executive Dept

204

St. Paul, Minn., March 26, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I have your letter of March 24 and return letter of the twentieth from Mitsui & Company, Ltd., asking for copies of our various schedule agreements.

There is no objection to complying with their request.

encl.

St. Paul, Minn., March 26, 1928.

Mr. P. E. Williamson,
Vice President.

Referring to your letter of March 23 about the controversy with Mr. Leslie Welter in connection with the proposed removal of the spur track at Muskoda, which was constructed in 1909:

I approve your recommendation for disposal of the matter by removing the track and turning over to Mr. Welter one-half of the rail, amounting to approximately 375 track feet.

P

cc-Mr. R. W. Clark
Mr. F. W. Sweney

206

St. Paul, Minn., March 26, 1928.
K5

Mr. J. G. Woodworth,
Vice President.

I enclose Mr. Williamson's letter to me of March 22 and proposed agreement with the Black Prince Coal Company covering maintenance and operation of a spur track serving the Coal Company plant at Packwood.

If there is no objection from a traffic standpoint to the execution of this agreement, will you please initial and return?

P

encl.

2 07

St. Paul, Minn., March 26, 1928.

K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 23 about application of the Golconda Lead Mines Company for a 750-foot spur track to be located 2½ miles east of Wallace on our Coeur d'Alene Branch:

You may arrange for the construction of this trackage on the basis of Railway Company bearing estimated cost to clearance point of $800, and cost beyond clearance point estimated at $6077 to be borne by the Mine Company with the understanding that the Railway Company will make a refund of $2.50 for each car of ore or concentrates shipped to East Helena smelter.

In due course, please submit the usual A.F.E. to cover.

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

March 26, 1928.
KB

Dear Sir:

Your letter of March 24 to Mr. Johnson has been received during his absence from the city. He is at present in Los Angeles where he will probably remain for a period of about three weeks. Your letter will be brought to his attention upon his return to the office.

Very truly yours,

(Signed) E. M. WILLIS

Mr. Ad. S. Merz,
247 Park Avenue,
New York City, New York.

209

March 26, 1928. WK8

Dear Mr. Decker:

Recently Mr. Donnelly delivered an address on "The Railroad Consolidation Movement" over radio in St. Paul. I thought possibly Mr. Cooke, of Passenger Traffic, might be interested in reading it and possibly would care to use all or part of it in his publication. Am enclosing a copy and will appreciate it if you will submit it to him.

With kindest personal regards,

Yours very truly,

(Signed) R. W. DeGURE

encl.

Mr. B. M. Decker, General Agent,
Northern Pacific Railway Company,
Philadelphia, Pa.

410

March 26, 1928.
KB

Dear Mr. Dyer:

Recently Mr. Charles Donnelly, President of the Northern Pacific Railway Company, delivered an address over radio in St. Paul on "The Railroad Consolidation Movement". Possibly you may regard it as of sufficient interest to warrant use of all or part of it in your columns; but, if not, I thought you might be interested in reading it. Am enclosing a copy.

With kindest personal regards,

Yours very truly,

(Signed) F. W. DeGUIRE

encl.

Mr. Alfred W. Dyer, Editor,
The Railway and Marine News,
401 Marion Street,
Seattle, Washington.

211

March 26, 1928.
KB

Dear Mr. Baker:

Recently Mr. Charles Donnelly, President of the Northern Pacific Railway Company, delivered an address over radio in St. Paul on "The Railroad Consolidation Movement". Possibly you may regard it as of sufficient interest to warrant use of all or part of it in your columns; but, if not, I thought you might be interested in reading it. Am enclosing a copy.

With kindest personal regards,

Yours very truly,

(Signed) E. W. DEGUIRE

encl.

Mr. Henry D. Baker, Editor,
Commercial West,
409 Globe Building,
Minneapolis, Minnesota.

212

March 26, 1928.
KB

Dear Mr. Dillon:

Recently Mr. Charles Donnelly, President of the Northern Pacific Railway Company, delivered an address over radio in St. Paul on "The Railroad Consolidation Movement". Possibly you may regard it as of sufficient interest to warrant use of all or part of it in your columns; but, if not, I thought you might be interested in reading it. Am enclosing a copy.

With kindest personal regards,

Very truly yours,

(Signed) E. W. DeGOLIA

encl.

Mr. Charles Dillon,
Managing Editor, Transportation,
656 South Los Angeles Street,
Los Angeles, California.

2/3

March 26, 1928.
KB

Dear Mr. Dunn:

Recently Mr. Charles Donnelly, President of the Northern Pacific Railway Company, delivered an address over radio in St. Paul on "The Railroad Consolidation Movement". Possibly you may regard it as of sufficient interest to warrant use of all or part of it in your columns; but, if not, I thought you might be interested in reading it. Am enclosing a copy.

With kindest personal regards,

Yours very truly,

(Signed) F. W. DeGOUREY

encl.

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

214

March 26, 1928.
KS

Dear General Lee:

Recently Mr. Charles Donnelly, President of the Northern Pacific Railway Company, delivered an address over radio in St. Paul on "The Railroad Consolidation Movement". Possibly you may regard it as of sufficient interest to warrant use of all or part of it in your columns; but, if not, I thought you might be interested in reading it. Am enclosing a copy.

With kindest personal regards,

Yours very truly,

encl.

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

215

March 26, 1928.
KB

Dear Mr. Krosmeyer:

Recently Mr. Charles Donnelly, President of the Northern Pacific Railway Company, delivered an address over radio in St. Paul on "The Railroad Consolidation Movement". Possibly you may regard it as of sufficient interest to warrant use of all or part of it in your columns; but, if not, I thought you might be interested in reading it. Am enclosing a copy.

With kindest personal regards,

Very truly yours,

(Signed) E. W. DeCoin

encl.

Mr. F. A. Krosmeyer,
Editorial Department,
The Wall Street Journal,
New York City, New York.

514

March 26, 1928.
KB

Dear Colonel Wamsley:

Recently Mr. Charles Donnelly, President of the Northern Pacific Railway Company, delivered an address over radio in St. Paul on "The Railroad Consolidation Movement". Possibly you may regard it as of sufficient interest to warrant use of all or part of it in your columns; but, if not, I thought you might be interested in reading it. Am enclosing a copy.

With kindest personal regards,

Yours very truly,

encl.

Colonel W. F. Wamsley,
Financial Editor, The Times,
New York City, New York.

217

March 26, 1928.KB

Dear Mr. Hanson:

Recently Mr. Charles Donnelly, President of the Northern Pacific Railway Company, delivered an address over radio in St. Paul on "The Railroad Consolidation Movement". Possibly you may regard it as of sufficient interest to warrant use of all or part of it in your columns; but, if not, I thought you might be interested in reading it. Am enclosing a copy.

With kindest personal regards,

Yours very truly,

encl.

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

March 26, 1928.
KS

Dear Mr. Glendenning:

Recently Mr. Charles Donnelly, President of the Northern Pacific Railway Company, delivered an address over radio in St. Paul on "The Railroad Consolidation Movement". Possibly you may regard it as of sufficient interest to warrant use of all or part of it in your columns; but, if not, I thought you might be interested in reading it. Am enclosing a copy.

With kindest personal regards,

Yours very truly,

(Signed) F. W. DeCUIRE

encl.

Mr. Malcolm Glendenning,
Spokesman-Review,
Spokane, Washington.

219

St. Paul, Minn., March 26, 1928.K8

Mr. George Canavan,
Telegraph Department.

Herewith attached is an article regarding changes in the Mechanical Department which you requested for the Railroader. Regret that we have no photographs.

(signed) F. W. DeGuire

encl.

720

St. Paul, Minn., March 26, 1928.
KS

Dear Mr. Shannon:

This will acknowledge receipt of the editorial clippings bearing on the proposed unification of the Northern Pacific and Great Northern from the Spokesman-Review issue of March 22. Please continue to send us clippings of similar nature.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. J. Shannon,
Superintendent,
Spokane, Washington.

251

St. Paul, Minn., March 26, 1928.
S-6

Mr. J. G. Woodworth,
Vice President.

I enclose herewith copy of comparative statement showing estimated earnings of the Northern Pacific and Great Northern Railway Companies for the week ending March 21, 1928, and the period January 1 to March 21, compared with the actual figures for 1927.

(Signed) CHARLES DONNELLY
P

Encl.

222

March 26, 1928.
B-3

Dear Sir:

Your letter of March 21 to Mr. Donnelly, as President of the Gilmore & Pittsburgh Railroad Company, is received during his absence from Saint Paul. As he will not return until about the first of April I am referring your inquiry to Mr. J. C. Woodworth, Vice President, who will see that the information is promptly furnished.

When Mr. Donnelly returns I will call your letter to his attention.

Very truly yours,

(Signed) B. O. JOHNSON

Mr. J. C. Ryan, President,
Royal Dutch Metals, Incorporated,
444 Seventeenth Street, Denver, Colo.

223

St. Paul, Minn., March 26, 1928.
S-3

Mr. J. C. Woodworth,
Vice President.

Herewith copy of a letter addressed to Mr. Donnelly under date of March 21, as President of the Gilmore & Pittsburgh Railroad, by Mr. J. C. Ryan, President of the Royal Dutch Metals, Incorporated. I have acknowledged the letter in Mr. Donnelly's absence, and have said to Mr. Ryan that you would have the information he requests furnished to him promptly,

(Signed) B. C. JOHNSON Jr

Encl.

224

March 26, 1928.
S-3

Dear Sir:

Mr. Howard Elliott, Chairman of this company at New York, has referred to me your letter of March 15th about the use of Phonofilms.

The Northern Pacific is not interested in making use of Phonofilms at the present time.

Very truly yours,

(Signed) CHARLES DONNELLY,
V-P

Mr. Charles DeForest,
Industrial Sales Manager,
318 East 48th Street,
New York City, N.Y.

225

St. Paul, Minn., March 26, 1928.
S-3

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

I have your letter of March 21 about unpaid bills of the Tuscor Lumber Company.

Acting on a suggestion contained in Mr. Woodworth's letter of March 6, I instructed the accounting department to let this question ride for a period of thirty days from March 21 and at that time to advise me the status of the account. I will get in touch with you about it from time to time.

(Signed) B. O. JOHNSON

St. Paul, Minn., March 26, 1928.
9-3

Dear Mr. Gemmell:

I return letter of March 20 addressed to you by Mayor Thompson of Chicago.

Mr. Donnelly has received a similar letter and it is now being considered by our traffic department officers. I will let you know what action we decide to take.

Very truly yours,

(Signed) B. O. JOHNSON
9/r

Encl.

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

St. Paul, Minn., March 26, 1928.
S-3

Mr. J. G. Woodworth,
Vice President.

I sent to you copy of my letter of February 23rd to Mr. Williamson about a letter from the Commercial Club Committee of Cooperstown, North Dakota, requesting improved station facilities at that point. Attached is Mr. Williamson's letter of March 22 recommending an expenditure of approximately $2000 to provide running water, toilet facilities, etc. by way of improving the present layout. Does this proposal meet with the views of the traffic department?

(Signed) CHARLES DONNELLY
JR

Encl.

St. Paul, Minn., March 26, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

In connection with replacing bridge 233 over Prickly Pear Creek at East Helena, Mr. Elliott raises the question as to whether, in view of the limited rainfall in that section, the expenditure can be spread over a longer period by putting in creosoted pile foundations instead of concrete, assuming that creosoted pile is less expensive. Will you please let me have your views?

(Signed) CHARLES DONNELLY.

2-29

St. Paul, Minn., March 26, 1928.
S-3

Dear Mr. Coman:

I have approved and passed to the Purchasing Agent your requisition of March 23 for one new Royal typewriter to replace Underwood typewriter No. 2003060, now on business car 8.

I have asked Mr. Kyle to arrange for local purchase of a Royal through Mr. McKay's office. When received, please turn the Underwood machine over to Mr. Fabian's department at Seattle.

Very truly yours,

(Signed) B. O. JOHNSON

Mr. W. E. Coman,
Assistant to the President,
Seattle, Washington.
cc--
Mr. C. C. Kyle: With approved requisition.
Mr. A. V. Fabian.

230

March 26, 1928.
S-3

Dear Sir:

Your letter of March 23 to Mr. Donnelly, about publishing the annual report of the Northern Pacific Railway Company to the stockholders, is received during his absence from Saint Paul.

The report has not yet been prepared and it will not be ready until some time during the month of April; at that time the question of publishing it in the Boston News Bureau will be given consideration.

Upon Mr. Donnelly's return the letter will be called to his attention.

Very truly yours,

(Signed) B. O. JOHNSON

Mr. Guy Bancroft,
Advertising Manager,
Boston News Bureau,
30 Kilby Street, Boston, Mass.

231

March 26, 1928.
S-3

Dear Sir:

Your letter of March 22 to Mr. Donnelly, about publishing the annual report of the Northern Pacific Railway Company to the stockholders, is received during his absence from Saint Paul.

The report has not yet been prepared and it will not be ready until some time during the month of April; at that time the question of publishing it in The Wall Street Journal will be given consideration.

Upon Mr. Donnelly's return the letter will be called to his attention.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. Richard Meyer,
c/o The Wall Street Journal,
44 Broad Street, New York City.

232

St. Paul, Minn., March 26, 1928.
P-6

Dear Mr. Coman:

This will acknowledge receipt of your letter of March 21, enclosing two copies of minutes of a meeting of the Board of Directors of The Northern Pacific Terminal Company of Oregon, held at Portland, Oregon, March 6, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY
P

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

233

March 26, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 20, enclosing Oregon Trunk AFE 4969 for purchase and application of 17,640 rail anchors between Celilo and North Junction, at an estimated cost of $4,405:

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

Very truly yours,

P

Encl.

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

234

March 26, 1928.
S-6

My dear Mr. Elliott:

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

Very truly yours,

(Signed) CHARLES DONNELLY P

Encl.

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

March 26, 1928.
S-6

My dear Mr. Elliott:

For your information I attach copy of a statement showing the estimated earnings of the Great Northern Railway Company for the week ending March 21, 1928, and the period January 1 to March 21 compared with the corresponding periods of last year, together with copy of statement making comparison with the earnings of the Northern Pacific for similar periods.

Very truly yours,

(Signed) CHARLES [illegible] P

Encl.

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

230 pm

236

Saint Paul March 26 1928

C C Andersen
Seattle

Proposed expenditure for ventilation No 4 mine Roslyn referred to your letter fourteenth approved and signed copy of AFE will reach you in due course D-7

Charles Donnelly

237

Paid

1145 am

St Paul Minn Mar 26 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

My memorandum twenty-fourth Yellowstone Park finances Mr Gray under that date writes you and Mr Holden that while he had hoped Milwaukee would assume one-fourth total indebtedness he is willing in view Mr Scandrett's letter to go along on basis Milwaukee putting up one-fourth of new money required upon the distinct understanding that plan for complete new financing should be adopted contemplating new blanket mortgage covering all properties of three Park companies which will supersede and enable taking up present mortgages to Union Pacific Burlington and Northern Pacific Stop Mr Gray will withhold advising Mr Scandrett to this effect until hearing from you and Mr Holden D-6

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

March 26, 1928.
9-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 115 covering the proposed purchase of one radial drill for South Tacoma North machine shop, at an estimated net cost of $5,747, of which $5,621 is chargeable to Additions and Betterments.

This is a 1928 budget item, and for the reasons given in the narrative of the AFE I recommend formal approval by the Committee or Board. The estimated annual saving in labor is $600.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

March 26, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 114 covering equipping one hundred refrigerator cars, series 93000-93999, with side and end racks for egg loading, at an estimated cost of $7,352, all of which is chargeable to Additions and Betterments.

This work is necessary to properly handle egg shipments under the proposed contract with the Northern Refrigerator Car Company, 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.

240

St. Paul, Minn., March 26, 1928.
8-3

Mr. F. E. Williamson,
Vice President.

With return of the attached papers from Mr. Elliott about equipment repair statistics, please give me your views.

(Signed) CHARLES DONNELLY

Encl.

2-41

St.Paul, Minn., March 26, 1928.
E-8

Mr. S. Zwight,
General Mechanical Supt.

On March 12 we mailed to the Railway Age story and photograph of our new cafe-coach to which you have been asked to supply mechanical details. I am handing you herewith an additional photograph and an additional article which we had prepared at the time of distribution which I trust will serve your purpose.

(Signed) F. W. DeGUIRE

Enclo

247

March 26, 1928.
E-8

Dear Mr. Hezzelwood:

I have your letter of March 24 and am returning herewith proof of the address of Mr. Charles Donnelly, President of the Northern Pacific Railway. I have read the proof and have made it conform to the punctuation of the original copy submitted by Mr. Donnelly.

I will appreciate a copy of the printed address when it appears.

Yours very truly,

(Signed) F. W. DeGUIRE

Enclo

Mr. Kenneth O. Hezzelwood,
Office of Assistant to the President,
Hamline University,
St.Paul, Minn.

243

March 26, 1928. A4

Dear Mr. Haugh:

Under the contract with the Clearwater Timber Company covering shipments from the new Orofino Line, we have, as you know, to make a refund of 1½¢ on forest products moving from the new line to points east of Beach or east of Cheyenne when the rate is 1½¢ over the Lewiston rate. The contract also provides that the accounting for these refunds shall be closed with each year's operations.

I have been asked to say how shipments moving under transit privileges are to be handled in connection with the refund. There will, of course, be certain shipments moving under transit privileges which will move from the new line in a given year but will not move from their transit resting place until the following year. Under a strict application of the contract I assume that the Timber Company would not be entitled to receive a refund on such shipments, but our people feel that transit arrangements were contemplated when the contract was made and that the Timber Company is really entitled to refund on this class of shipment. Of course it would not be desirable to keep the accounts open until all such shipments have moved from their resting place and their destination is definitely known, and it is my thought that if the allowance is to be made we should say to the Timber Company that the refund will apply on the business for the year in which movement is made from the transit point rather than from the date of shipment from the Orofino Line.

In matters of this kind it is desirable that both your company and ours take the same position with the Timber Company and I shall, therefore, appreciate your views on the question raised.

Yours very truly,

(Signed) J. H. POOLE

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

244

March 26, 1928. A5

Dear Sir:-

This will acknowledge receipt of your letter of March 22nd to Mr. B. O. Johnson, which has been received during his absence from the city. He is expected to return to the office in about three weeks, when we shall be glad to bring your letter to his attention.

Very truly yours,

(Signed) E. M. WILLIS

Mr. Nicholas Elusheen,
117 Morse Street,
San Francisco, Calif.

345

St. Paul, Minn., March 26, 1928. A5

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

Referring to your letter of March 24:

You may arrange to sign contract covering sale to Joe Tarola of 29.96 acres of land near Orofino, Idaho, for a consideration of $800, on the terms outlined in your letter of March 15.

(Signed) E. O. JOHNSON.

C

246

St. Paul, Minn., March 26, 1928. A5

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

Referring to your letter of March 23, about right of way on the Pony Branch:

I return plat and approve your recommendation for sale to Dave Box of the unused right of way west of East Street for a consideration of $50.00.

[illegible] CHARLES DONNELLY

Encl.

247

March 26, 1928. A5

My dear Mr. Elliott:

I enclose copy of statement of accounts of the Walla Walla Valley Railway Company for the month of February, 1928.

Very truly yours,

(Sgd.) CHARLES DONNELLY

encl.

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

248

Paid

2.15 PM

St Paul Minn March 26 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Message about mail received and understood.

A M Gottschald

Charge Nor Pac Ry Co
Exec Dept

249

x

Paid

3.45 PM

St Paul Minn March 26 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Under date March twenty third Turner wired you and Budd as follows quote The Hooker Electro Chemical Co of New York which has its factory at Niagara Falls is looking over several sites in the Portland territory for location of a plant and requires about forty acres The SP&S has a tract of land situated just south of the Willamette River bridge at Willbridge consisting of about forty five acres and with nine hundred fifty feet of water front This property would have to be filled to be of any use as factory sites and we are informed by Port of Portland that it would cost approximately four thousand dollars per acre to fill as the property cannot be used in its present condition would you be agreeable to our offering it to the Hooker people at fifteen hundred dollars per acre they to pay for the filling This property was acquired with other right of way in this district and originally cost about one thousand dollars per acre While we have no available data at this time as to prospective business the rail lines would obtain from the Hooker plant it does seem advisable to have a concern of this magnitude located exclusively on our line We believe that in competition with other sites any higher quotation would eliminate us from consideration Northern Pacific owns one third interest in tract in question end quote Lengby advised me Great Northern willing to go along Called his attention to

fact that federal valuation of this property was about three thousand dollars per acre which is undoubtedly higher than present day value and on other hand I thought fifteen hundred pretty low He again discussed with Mr Budd and latter is willing to approve sale at price named by Turner Will you please advise if you approve.

J H Poore

250

St. Paul, Minn., March 26, 1928. A4

My dear Mr. Andersen:

I have your letter of the 22nd instant, in regard to the sale of coal in place on the section line between Sections 5 and 6, Township 20N, Range 15E, Kittitas County which you have made to the Roslyn Cascade Coal Company, and approve of the action you have taken.

Very truly yours,

(Signed) CHARLES DONNELLY

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

251

St. Paul, Minn., March 26, 1928. A4

Mr. F. E. Williamson,
Vice President.

I have your letter of the 22nd instant, in regard to the proposed contract with the City of Duluth covering the approaches to the new Arrowhead Bridge.

I shall be glad to be advised of the opinion which Mr. Lyons gives with respect to the question Mr. Stevens has asked him.

CHARLES DONNELLY
P

252

St. Paul, Minn., March 26, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 13th instant, and returning papers attached thereto with respect to certain equipment rental rates which the S.P.& S. desires to put in effect in connection with the preparation of joint facility bills:

I see no objection to the rates which Mr. Davidson proposes.

(Signed) J. H. POORE

encl.

253

St. Paul, Minn., March 26, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of a letter I have received from Mr. Andersen with respect to the Bear Creek coal which we are purchasing from the Montana Coal & Iron Company. You will note from the last paragraph of his letter that he suggests our orders on the Montana Coal & Iron Company be sent to the Red Lodge office with instructions as to quantity to order from Bear Creek, and he would then place them for lump or screenings, as might best suit the Red Lodge operation.

As you know, our arrangement with the Bear Creek Company is that we will order 3,000 tons of locomotive coal per month, and we did not contemplate taking any screenings from that company. I presume the price of Bear Creek screenings would be less than the price of the 3"x 1" coal which we have agreed to purchase, and in that event it would be necessary to purchase more than 3,000 tons of coal per month from the Bear Creek Company to make up the money equivalent of 3,000 tons of locomotive coal.

What reply do you think I should make to Mr. Andersen's letter?

(Signed) B. O. JOHNSON.

encl.

254

March 26, 1928. A5

Dear Mr. Talbot:

Referring to your letter of March 22nd:

We have today prepared voucher in the amount of $2,000, covering our subscription to the Frank Branch Riley travel lecture course for 1928, and this will be forwarded to you in due course.

Yours very truly,

Mr. Guy W. Talbot,
Public Service Building,
Portland, Oregon.

cc-Mr. J. G. Woodworth

255

x

Paid

5.00 PM

St Paul Minn March 26 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

I do not know what your plans are with respect to your speaking engagement at Seattle Chamber of Commerce meeting April sixth nor what arrangements you have made for a car. If you have made no arrangements we could probably have car eight deadheaded here for your use.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

x

254

Frank 58-F

Washington, D. C., March 26, 1928.

E. H. Polleys,
Missoula, Montana.

I have just received word of the great loss you have suffered and extend to you my sincere sympathy in your bereavement.

Charles Donnelly.

March 26, 1928.
P-6

My dear Mr. Elliott:

Coal shipments for the week ending March 24 were as follows:

	Roslyn	Red Lodge	Colstrip
March 18	-	-	5484
19	3841	2182	4166
20	4425	1819	3690
21	4077	1384	3822
22	3889	463	4177
23	1628	-	3756
24	-	-	1086
Total -	17860	5848	26181

The total shipments from all mines was 49,969 tons, an average of 7,138 per calendar day.

Roslyn mines worked four days; Red Lodge mines worked four days; Colstrip worked seven days.

Very truly yours,

(Signed) CHARLES DONNELLY P

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

258

March 26, 1928.
S-6

My dear Mr. Elliott:

I enclose statements of accounts of the Minnesota & International and Big Fork & International Falls Railway Companies for the month of February 1928, together with copies of Mr. Gemmell's letters of transmittal.

Very truly yours,

(Signed) CHARLES DONNELLY.P

Encl.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.
cc--
Mr. J. M. Hannaford.

259

March 26, 1928.

My dear Mr. Elliott:

Application is made by T. A. Sullivan of East Grand Forks for lease of some property owned by the Railway Company at the corner of De Mers Avenue and Fourth Street, East Grand Forks, shown colored red on the attached plat. The applicant expects to erect improvements on the premises, costing not less than $5,000.00. A ten year lease with the usual valuation and recapture provisions is approved by the various traffic and operating officers.

It is proposed to charge a rental of $400.00 per year, lessee to pay taxes and assessments, which rental is in excess of 6% of the value of the premises. We will be getting a substantial rent for this piece of property in addition to the traffic which will be routed our way, and I recommend the lease be authorized.

Yours very truly,

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

x

760

Frank 602

Washington, D. C., March 26, 1928.

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

It looks very much now as though I shall be detained in east too long to make it possible for me to reach Seattle in time for luncheon on April sixth. Has any definite engagement been made and if so will it not be possible to substitute someone in my place? Please wire me care New Willard.

Charles Donnelly.

261

At Washington, D. C.,
March 26, 1928. D1

Dear Sir:

Your letter of the fourteenth instant in regard to proposed public highway through Jefferson Canyon has been forwarded to me here.

You may be assured that we will not allow of the construction of a highway in Jefferson Canyon in a way to endanger our property or the lives of our employes or patrons.

Very truly yours,

Signed-Charles Donnelly

Mr. M. Donlan,
Attorney at Law,
107 Pennsylvania Bldg.,
Butte, Montana.

262

At Washington, D. C.,
March 26, 1928. D1

Dear Mr. Holden:

I assume you have received Mr. Scandrett's letter of March 20, and Mr. Gray's letter of March 24, about financing the Yellowstone Park companies.

I hope to reach Chicago the latter part of this week and to discuss this question with you.

Very truly yours,

Signed-Charles Donnelly

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

263

St. Paul, Minn., March 26, 1928. K5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of March 23 about coal lease held by the Carbon Coal and Clay Company from the Northwestern Improvement Company dated January 1, 1921, on property in Sections 15, 21 and 27-21N-7E, running for a term of twenty-five years:

I approve recommendation that the royalty for five years commencing with 1928 be fixed at 15¢ per short ton for coal from Sections 15 and 21, and that minimums for 1928 be $1000, for 1929 $2000, and thereafter $3000 per annum.

(Signed) CHARLES DONNELLY

2 64

St. Paul, Minn., March 26, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of March 17:

I have executed and return agreement with the Bair-Collins Company covering modification of the coal lease at Roundup, Montana.

(Sgd.) CHARLES DONNELLY

encl.

St.Paul, Minn., March 27, 1928.
B-8

Mr. C. H. Goodhue,
Manager, Mail, Baggage & Express.

Please have copies made of the attached stencil and sent to on-line daily and weekly newspapers in Minnesota and North Dakota. You will note that the release date is March 29, which will necessitate expediting the sending.

(Signed) F. W. DeGUIRE

Enclo

Copy for Mr. T. Swenson.

266

March 27, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 23, enclosing SP&S Transportation Company AFE T-31 for purchase of one steel hand bending brake for use in Portland garage, at an estimated cost of $138:

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

Very truly yours,

Encl.

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

267

March 27, 1926.
S-6

Dear Sir:

Referring to your joint letter of March 22, enclosing United Railways AFE E-1874 for raising and re-ballasting track on St. Helens Road, between Portland and Linnton, at an estimated cost of $5,300:

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

268

March 27, 1928.
S-3

My dear Mr. Monger:

I was just about to write you when your letter of the 26th came in.

I did not explain to you when you were here that we have followed the practice of not going into special newspaper editions as I wanted to consider with some of our other officers the request made by you for a contribution towards the special magazine edition of The Duluth Herald to be issued some time in April. It has taken a little longer than I had expected to reach a decision because of some of our officers being out of town. The matter has been carefully considered, and it is our conclusion that we should adhere to the practice that has been established; for this reason I will have to say no in response to your request.

Very truly yours,

(Signed) B. O. JOHNSON

Mr. J. A. Monger,
c/o The Duluth Herald,
Duluth, Minnesota.

269

March 27, 1928.
S-3

Gentlemen:

Referring to my letter of March 15:

We have advised Mr. Monger, of the Duluth Herald, that the Northern Pacific cannot consistently contribute towards the support of the special magazine edition of that paper to be issued during the month of April.

Very truly yours,

(Signed) E. O. JOHNSON.

Mr. C. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
Mr. G. W. Webster, Vice President,
MStPASSM Ry Co., Minneapolis, Minn.
Mr. Charles Jensch, Comptroller,
CStPM&O Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative,
CMStP&P Ry Co., Minneapolis, Minn.

270

St. Paul, Minn., March 27, 1928.
S-3

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

I told you about the request from The Duluth Herald for a contribution of $400 towards a special magazine edition, in the interest of reforestation in Minnesota, that will be issued some time during the month of April. For your information, the Great Northern, Soo Line and Omaha have agreed to decline to contribute, and I have today written to Mr. John A. Monger, representative of the Herald who called upon me, explaining that the Northern Pacific could not consistently contribute.

(Signed) E. M. WILLIS

271

St. Paul, Minn., March 27, 1928.
S-3

Mr. F. W. Sweney,
Comptroller.

Herewith copy of a communication from the Secretary of the Interstate Commerce Commission calling for information with respect to the responsibility of accounting officers for maintaining accounting records in accordance with the Commission's accounting rules.

I think the provision in the by-laws with respect to the powers and duties of the Comptroller clearly establish the status of that officer for the purpose of the Commission's inquiry. Will you, however, please give me an outline of the procedure referred to in the third paragraph of the Commission's letter?

JR

Encl.

472

March 27, 1926.
9-3

My dear Mr. Elliott:

I have your letter of March 22 with tentative itinerary of Mr. Polk.

I will have this schedule checked by our operating department and return it to you shortly.

Very truly yours,

(Signed) CHARLES DONNELLY

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

St. Paul, Minn., March 27, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Herewith proposed itinerary for a trip which Mr. Frank L. Polk, one of our directors, expects to make in a business car leaving New York perhaps the latter part of June. The dates shown in the schedule are tentative only and subject to change. You will note that special service is contemplated at one or two points on the Northern Pacific, and I wish you would please have the schedule checked, both as to the special service and the regular service, and let me have it back promptly with any suggestions that occur to our operating people.

Signed) CHARLES DONNELLY.

Encl.

273½

March 27, 1928. A4

My dear Mr. Elliott:

I attach a copy of Mr. Coman's letter to me of February 29, in regard to proposed acquisition by the Northern Pacific of an interest in certain Union Pacific tracks at Olympia, Washington, together with a map on which is shown the trackage to which he refers. I also enclose a copy of my letter to him of this date, instructing him to commence negotiations with the Union Pacific people with a view to giving us access to the industries served by this trackage. When I receive advice from Mr. Coman as to whether we will acquire an ownership in these tracks or merely a trackage contract, I will ask you to obtain formal authority from our Board or Executive Committee.

Very truly yours,

(Signed) CHARLES DONNELLY

encl.

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

274

March 27, 1928. A5

Dear Sir:-

This will acknowledge receipt of your letter of March 20, about your proposal to furnish the Associated Press a monthly economic review of the State of North Dakota, and requesting information as to the total cost of proposed improvements to be made by this company for the year 1928.

The Northern Pacific Railway Company proposes to spend approximately $1,088,112 in the state during this year, as follows:

Widening cuts and fills, and ballasting -	$619,554.
Rail relays- - - - - - - - - - - - - - - - -	95,000.
Bridge work and grade separations- - - - -	73,800.
Additional yard tracks and sidings - - - -	163,982.
Telegraph and telephone lines - - - - - -	23,176.
Freight and Passenger stations, fuel stations and shop buildings - - - - - -	112,600.
	$1,088,112.

Yours very truly,

CHARLES DONNELLY

Mr. P. W. Clemens, President,
Northern and Dakota Trust Company,
Fargo, North Dakota.

275

March 27, 1928. A5

Dear Sir:-

This will acknowledge receipt of your letter of March 9, about your efforts to secure for the permanent files of the Bureau of Railway Economics Library copies of all of the writings of Mr. Howard Elliott.

We have located all of the writings mentioned on the list enclosed with your letter, and have prepared photographed or typewritten copies which we are sending to you under separate cover.

Very truly yours,

(Sgd.) CHARLES DONNELLY

Mr. Richard B. Johnston, Librarian,
Bureau of Railway Economics,
Seventeenth and H Streets,
Washington, D. C.

P.S. Item No. 2, "Address at 'Pikers' Fifth Annual Banquet, St.Louis, 1903, will be sent you at a later date.
The photostat copies have not been bound on the theory that you will prefer to bind them to meet your filing requirements.

C. D.

r 16

St. Paul, Minn., March 27, 1928. A5

Dear Mr. Gemmell:

Referring to your letter of March 13, about proposal to purchase a coach to be used as a trailer in connection with operation of the gas-electric car:

The Northern Pacific would be willing to sell coach No. 803 to the M.& I. Railway at a price of $1500 f.o.b. our rails at Brainerd.

Very truly yours,

(signed) L. O. JOHNSON.

P

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

277

St. Paul, Minn., March 27, 1928. A5

Mr. H. E. Stevens,
Chief Engineer.

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

encl.

278

St. Paul, Minn., March 27, 1928. A5

Dear Sir:-

I cannot find that we have in our files your personal record on Form 7298. I enclose two copies of the form and shall be glad if you will complete and return one copy for the files of this office.

Yours truly,

Mr. E. F. Benson,
Agricultural Development Agent,
Northern Pacific Railway Company,
Seattle, Washington.

279

St.Paul, Minn., March 27, 1928. A5

Dear Sir:-

I cannot find that we have in our files your personal record on Form 7298. I enclose two copies of the form and shall be glad if you will complete and return one copyfor the files of this office.

Yours truly,

(illegible) ... U...

Mr. James W. Matheson,
Master Mechanic,
Glendive, Montana.

280

St. Paul, Minn., March 27, 1928. A5

Dear Sir:-

I cannot find that we have in our files your personal record on Form 7298. I enclose two copies of the form and shall be glad if you will complete and return one copy for the files of this office.

Very truly yours,

A. W. WILLIS

encl.

Mr. W. H. Merriman,
D. F. & P. A.,
Northern Pacific Railway Co.,
Butte, Montana.

St.Paul, Minn., March 27, 1928. A5

Mr. F. E. Williamson,
Vice President.

I enclose copy of a letter from Mr. H. R. Holand, of Ephraim, Wisconsin, which is self-explanatory. The name of Randall to which he refers is a postoffice designation, whereas the station name is Benson.

Will you please advise if we can supply Mr. Holand with the information he desires?

(Signed) CHARLES DONNELLY

encl.

9.50 A.

St. Paul Minn March 27 1928

W E Coman
Seattle

787

Have following wire from Turner quote The Hooker Electro Chemical Co of New York which has its factory at Niagara Falls is looking over several sites in the Portland territory for location of a plant and requires about forty acres The SP&S has a tract of land situated just south of the Willamette River bridge at Willbridge consisting of about forty five acres and with nine hundred fifty feet of water front This property would have to be filled to be of any use as factory sites and we are informed by Port of Portland that it would cost approximately four thousand dollars per acre to fill as the property cannot be used in its present condition Would you be agreeable to our offering it to the Hooker people at fifteen hundred dollars per acre they to pay for the filling This property was acquired with other right of way in this district and originally cost about one thousand dollars per acre While we have no available data at this time as to prospective business the rail lines would obtain from the Hooker plant it does seem advisable to have a concern of this magnitude located exclusively on our line We believe that in competition with other sites any higher quotation would

eliminate us from consideration Northern Pacific owns one third interest in tract in question end quote Federal valuation of this property was approximately three thousand dollars per acre and price suggested by Mr Turner seems pretty low Please obtain from Williams what his judgment is as to present value of the property and also let me have by wire your judgment as to advisability of the sale.

Charles Donnelly

850am 289

St Paul Minn March 27 1928

W E Coman
Seattle

Approve Williams making draft for twenty-five thousand dollars account Lake Union purchases.

Charles Donnelly.

2-84

Paid

410pm

St Paul Minn March 27 1928

General Francis W H Lee
Evening Public Ledger
Philadelphia Pa

Your message date Thanks calling my attention to omission Wiring first page night letter tonight.

F W DeGuire

Charge NPRyCo
Executive Dept

285

x

Paid

445pm

St. Paul, Minn., March 27, 1928.

Charles Donnelly
Care New Willard Hotel
Washington D C

My memorandum yesterday about extension Oregon Electric Gilman agrees that construction should be joint enterprise carried forward in name Oregon Electric Shall we join in letter of instructions to Turner?

J H Poore

Charge NPRyCo
Executive Dept

286

St. Paul, Minn., March 27, 1928.
9-3

Mr. J. G. Woodworth,
Vice President.

For your information, herewith copy of a letter from Mr. Perkins, of the Missouri Pacific, to Mr. Powell, of the Traffic Advisory Committee of the A.R.E., about the export grain rate question.

Encl.

2 87

St. Paul, Minn., March 27, 1928.
3-3

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

With return of the attached letter from Charley Craig, of the Western Pacific, will you please give me a memorandum showing the various steps in our practice about handling payrolls? Also, will you let me have copies of the forms to which he refers?

(Signed) E. M. WILLIS

Encl.

289

St. Paul, Minn., March 27, 1928.
S-3

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

Referring to your letter of March 10 about contributing to the Diamond Jubilee celebration of the Minneapolis Elks to be held some time in May:

The Great Northern, Omaha and Soo Line have agreed to decline to contribute, and you are authorized to decline for the Northern Pacific. I have not yet heard from the Milwaukee Road, but I think we need not wait for advice as to what that road will do.

(Signed) B. O. JOHNSON.

289

March 27, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 20, enclosing SP&S Transportation Company AFE T-22 for purchase of three 29-passenger, 6-cylinder busses, at an estimated cost of $34,500:

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.

x

290

Frank 602

Washington, D. C., March 27, 1928.

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

Your wire about sale of Portland property to Hooker Electro-Chemical Company. Think we should have judgment of Williams or some other west end representative capable of appraising this property before coming to definite decision about sale. Should also like to have expression of judgment from Coman as to advisability of sale. Please take up promptly with west end people and wire me further.

Charles Donnelly.

x

291

Frank 602

Washington, D. C., March 27, 1928.

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

Have been obliged account detention here to cancel speaking engagement at Seattle.

Charles Donnelly.

x

Frank 602

Washington, D. C., March 27, 1928.

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

Thanks for your message. Under circumstances I will postpone speaking engagement at Seattle until some later time.

Charles Donnelly.

293

March 28, 1928. A5

My dear Mr. Gay:

I have your letter of March 23rd, and have signed and return digest of proceedings had at Executive Committee meeting March 21, 1928.

Very truly yours,

encl.

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

294

March 28, 1928. K5

My dear Mrs. Morse:

This will acknowledge receipt of your letter of March 27 inquiring as to rates which will be in effect in connection with the National Tuberculosis Association meeting to be held in Portland, Oregon from June 18 to 23.

Summer tourist fares, which are lower than the rates usually made for such conventions, will be in effect during the period of the Association meeting. These tickets will be on sale from May 15 up to and including September 30, stop-overs being allowed at all points enroute on application to the conductor.

The rates to Portland from the points mentioned in your letter, as well as other representative points on our line, are as follows:

Billings	$47.00	Helena	$35.65
Bozeman	40.30	Livingston	41.50
Butte	35.70	Missoula	29.95
Columbus	45.10	Red Lodge	48.40
Deer Lodge	33.75	Sidney	58.55
Forsyth	51.90	Three Forks	38.85
Glendive	57.95	Wibaux	59.35

Yours very truly,

w

Mrs. Sara E. Morse, Executive Secretary,
Montana Tuberculosis Association,
Helena, Montana.

295

St. Paul, Minn., March 28, 1928.K5

Mr. H. E. Stevens,
Chief Engineer.

I attach for your information Mr. Aishton's letter to me of March 20 regarding I.C.C. Docket No. 13413, Automatic Train Control. I also enclose copy of my reply of March 23 indicating that you will represent the Northern Pacific at the meeting to be held at the Blackstone Hotel, Chicago, on April 3, 1928.

encl.

294

St. Paul, Minn., March 28, 1928.K5

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

I enclose statements from the Independent Printing Company, Miles City, Montana; The Dawson County Review, Glendive, Montana; and the Butte Miner Company, Butte, Montana, covering subscriptions to various newspapers.

With return of these statements, will you please advise if it would be proper to arrange for payment from the date of subscription to January 1, 1928, at which time the Clipping Bureau was taken over by this department?

encl.

297

March 28, 1928. KS

Dear Mr. Williams:

I have your letter of March 26 in which you call attention to an advance summary of February and March earnings given out in New York on March 23 by President Charles Donnelly, the day preceding the release of the February financial statement in St. Paul.

I am sure that Mr. Donnelly intends that all matters of news importance affecting the Northern Pacific shall be released in St. Paul, or at least simultaneously in St. Paul and New York. Your letter will be placed before Mr. Donnelly when he returns from the east.

Your interest in this matter, I assure you, is appreciated.

Kindest personal regards,

Yours very truly,

Miguel F. W. DeQUIRE

Mr. S. M. Williams,
Editor in Chief,
St. Paul Dispatch-Pioneer Press,
St. Paul, Minnesota.

298

March 28, 1928. KB

Dear Mr. Macaulay:

Your letter of March 22 to Mr. M. M. Goodsill, General Passenger Agent, Northern Pacific Railway, has been referred to me.

If you will write me detailing the kind of information you desire for the article for the American Restaurant Magazine, I will be pleased to endeavor to supply it promptly.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. S. A. Macaulay,
223 North 8th Street,
Quincy, Illinois.

299

St. Paul, Minn., March 28, 1928.

KS

Mr. Bernard Blum,
Engineer Maintenance of Way.

What is the status of the Northern Pacific construction program at Fargo, N. D., about which I talked to you several weeks ago?

(Signed) F. W. DeGUIRE

300

St. Paul, Minn., March 28, 1928.
S-3

Mr. C. C. Kyle,
Purchasing Agent.

Attached is engineering department requisition No. 363 calling for equipment for a proposed new power plant at Como Shops. The requisition is not approved; it is sent to you, however, in order that you may arrange to ask for bids in contemplation of formal approval of the expenditure. An AFE has been prepared and is going through the usual channels for such approval, and when that is accomplished you will be advised so that the requisition may be returned to this office for approval.

(Signed) E. M. WILLIS

Encl.

St. Paul, Minn., March 28, 1928.

Personal

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

Answering your letter of March 25:

I see no objection to your having a statement of our bank depositories and I enclose one herewith.

Encl.

302

St. Paul, Minn., March 28, 1928.
S-3

Mr. B. W. Scandrett,
General Solicitor.

I attach copy of an agreement dated July 27, 1923, entered into by the Northern Pacific, Great Northern and Burlington, through their subsidiaries, with T. A. Marlow, of Helena, covering the purchase and retention by him, as trustee, of four hundred shares of stock in the Midland National Bank of Billings. It is now proposed that the Great Northern will sell its one-third, to cover which a supplemental agreement has been prepared, which is also attached. If this latter document is in satisfactory form, will you please initial and return to me?

(Signed) CHARLES DONNELLY

Encl.

303

March 28, 1928.
9-3

My dear Mr. Elliott:

For your information I send you herewith two copies of annual report to the First National Bank, Trustee of the Equipment Trust of 1925, showing the status of equipment under the trust as of March 15, 1928. A copy of the report has been forwarded to the trustee in accordance with section 6 of the equipment lease.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

304

March 28, 1928.
G-3

Gentlemen:

In accordance with the provisions of section 6 of the equipment lease dated March 15, 1925, I send you herewith annual report for the year ending March 15, 1928, showing the status of the equipment under the trust.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

First National Bank of New York, Trustee,
Northern Pacific Railway Equipment Trust of 1925,
2 Wall Street, New York City.

305

St. Paul, Minn., March 28, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of March 13 transmitting Fargo Division AFE ED No. 38 covering the relaying of a portion of 56-lb. rail in the Spring gravel pit tracks at Melvin, Minnesota, with 85-lb. rail.

You may consider the work as informally authorized, and signed copy of the AFE will follow in due course.

(Signed) CHARLES DONNELL

St. Paul, Minn., March 28, 1928.
3-3

Mr. F. E. Williamson,
Vice President.

I have your letter of March 21 with mechanical department AFE No. 100 covering application of sanitary drinking water coolers and wash basins to 50 cabooses as they go through the shops to be equipped with steel center sills.

You may consider the work as informally authorized, and signed copy of the AFE will follow in due course.

(Signed) CHARLES DONNELLY
VP

St. Paul, Minn., March 28, 1928.
8-3

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

Mr. Donnelly advises me from Washington that he has given up the idea of having complete proof copies of the annual report available for the annual meeting on April 10 for the reason that he is not yet ready to prepare the statement he wishes to make with respect to the land grant.

He therefore has instructed that the statistical part of the report be carefully checked for its accuracy and that then the usual number of proof copies be run off to be forwarded to New York in time for the annual meeting. Will you please arrange accordingly?

308

Paid

1020 am

St Paul Minn March 28 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Roy R Gill of Spokane has wired you March twenty-seventh as follows Quote Spokane making annual canvass of citizens on daylight saving plan which as usual is favored by nearly three-fourths of citizens Stop Daylight savings will not be adopted because farmers object Stop Personally I think best plan would be for railroads to move their mountain time change west to Spokane instead of leaving it in Idaho Stop Please confer with Mr Budd to whom I have also written concerning this Unquote Have conferred with operating and law departments with result that following proposed reply is suggested Quote Your wire twenty-seventh Time zone boundaries are defined by Interstate Commerce Commission and within past few years this general question has been subject of investigation in which hearings were held by the Commission resulting in existing boundaries I think it would be very difficult to bring about the change that you suggest for the reason that if the question is reopened and Northern Pacific is asked to testify and without doubt it would be we would be unable to support the plan because it would so seriously complicate train operations as to make the arrangement impracticable Unquote Have also talked with Lengby who states they have not reached conclusion but he thinks they will turn it down Have made no

acknowledgment of Mr Gill's wire Do you approve proposed reply D-7

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

309

Paid

4 pm

St Paul Minn March 28 1928

Roy R Gill Chairman
Columbia Basin Irrigation League
Spokane Wash

Your wire twenty-seventh Time zone boundaries are defined by Interstate Commerce Commission and within past few years this general question has been subject of investigation in which hearings were held by the Commission resulting in existing boundaries I think it would be very difficult to bring about the change that you suggest for the reason that if the question is reopened and Northern Pacific is asked to testify and without doubt it would be we would be unable to support the plan because it would so seriously complicate train operations as to make the arrangement impracticable D-7

Charles Donnelly

Charge: Nor Pac Ry Co
Executive Dept

310

Paid

9.45 AM

St Paul Minn March 28 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Your wire twenty seventh about Portland property Have had matter up with Coman and he advises Williams thinks fifteen hundred dollars good price for this undeveloped land He says Hooker has been investigating sites at Seattle Tacoma and Portland for proposed plant which would mean very little rail revenue as raw material would nearly all be received by water and output used by pulp and paper plants in local territory which are generally located on tidewater Williams showed Hooker Tacoma and Seattle locations and is familiar with his views Coman thinks Hooker working one community against the other to secure best location and price and he would not recommend reduction in price suggested by Turner in order to secure the plant as the site in question will always be available for an industry that would furnish more rail revenue.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

2.50 P.

311

StPaul Minn March 28 1928

W H Gemmell
Brainerd

We will arrange to let you have a Q or Q one engine by April fourth Which would you prefer and do you want to try out one with a superheater.

J H Poore

312

March 28, 1928. A4

Dear Mr. Johnson:

I have your letter of the 26th instant, in regard to the Municipal Golf League meeting to be held at the City Hall on April 2 at 8 o'clock.

While I do not know at this time that we will want to enter a team in this league, I have asked Mr. Bertelsen to be present at the meeting and he will discuss the matter with me later.

Yours very truly,

Mr. Ernest W. Johnson,
Supt. of Playgrounds,
City of St. Paul,
Court House,
St. Paul, Minn.

313

St. Paul, Minn., March 28, 1928. A4

Mr. S. A. Bertelsen,
c/o Land Department.

I hand you herewith a letter from Mr. Ernest W. Johnson about meeting of the Municipal Golf League to be held at the City Hall on April 2. In accordance with my 'phone conversation with you, please arrange to be at this meeting and advise me what takes place.

encl.

314

March 28, 1928. A4

My dear Mr. Elliott:

I attach copy of Mr. Hughes' letter to me of the 26th instant, together with enclosures therein referred to, with respect to proposed sale of twenty acres of land in the NE¼ of Section 15-23N-11E, King County, Washington, to P.F. and W.J. Morrow at a consideration of $12,000, payable $2,000 in cash and thereafter $2,000 per annum with interest at 6%, the usual mineral reservation in this instance to be waived.

I concur in the recommendation of Messrs. Hughes and Plummer, and shall be glad if you will please secure from the Board or the Executive Committee authority to make this sale on the terms suggested.

Very truly yours,

encl.

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

315

St. Paul, Minn., March 28, 1928. A4

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of the 20th instant, in regard to land examination of the Madison Valley:

I think we should have a detailed examination made and shall be glad if you will please arrange to undertake the work at an early date.

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

316

St. Paul, Minn., March 28, 1928. A4

Mr. P. E. Thian,
Valuation Engineer.

I have read with a good deal of interest and return herewith your semi-biblical, semi-satirical and wholly truthful thesis on the bringing of valuation up to date. When all the smoke clears away and a satisfactory present-day valuation has been agreed upon, I am firmly convinced that as a practical matter values will be kept up-to-date on the cash basis plan.

(Signed) J. H. POOLE

encl.

3.30 P.

317

St Paul Minn March 28 1928

W E Coman

Seattle

Assume from your wire about Portland property that you do not recommend sale on terms proposed by Turner Am I correct C-14.

Charles Donnelly

St. Paul, Minn., March 28, 1928.
9-3

Mr. F. E. Williamson,
Vice President.

I have your letter of March 27 about proposal submitted by Addison Miller, Incorporated, for handling ore through our ore dock at Superior at a price of 1.75 cents per ton for labor.

I approve of your concluding negotiations with Mr. Miller on this basis.

March 28, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 123 covering application of axle lighting equipment to twenty-seven baggage cars, at an estimated net cost of $48,837, with a charge to Capital Account of $45,449.

The narrative of the AFE outlines the existing situation. In trains 1, 2, 3 and 4 the baggage cars are lighted from the mail cars, which are equipped with axle lighting equipment. During the past year there have been several light failures in mail cars, particularly during the winter months when, due to weather conditions, belts slip, thus creating an overload on the mail car generators. The result at such times has been poor light, not only in the baggage but in the mail cars as well where, as stated, some failures have occurred. Light failures in mail cars subject the company to possible fines when, as a result, first class mail is delayed. Just recently two representatives from the Post Office Department at Washington called on Mr. Goodhue with reference to a number of failures involving fines. Mr. Goodhue pointed to our record in endeavoring to keep our postal cars in good condition in every way and our prompt attention in applying corrective methods where required, and finally succeeded in inducing the Post Office representatives to recommend withdrawal of the fines.

Under the circumstances I think it necessary during the coming summer months to equip the baggage cars in trains 1, 2, 3 and 4 with axle lighting device so that these cars will be properly lighted when the fall season begins, and I recommend formal approval of the AFE 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.

320

March 28, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Yellowstone Division AFE ED No. 123 covering the placing of washed ballast between mile post 40 and mile post 71 on the First District of the Yellowstone Division, at an estimated net cost of $223,807, of which $129,649 is chargeable to Additions and Betterments.

The 1928 budget carries an item -- No. 28 -- for this work, at an estimated cost of $204,000. The excess cost shown in the AFE is partly accounted for by some additional bank widening that is necessary, at an expense of about $10,000, that was not included in the budget.

For the reasons given in the narrative of the 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.

321

March 28, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 43 covering permanent undercrossing at bridge No. 6-2 at Redmond, Washington, on the Snoqualmie Branch, at an estimated total cost of $19,570, one-half of which will be assumed by King County. The estimated net cost to the Railway Company is $9,687, of which $6,884 is chargeable to Additions and Betterments.

Under a contract made on April 20, 1925, with King County, the Northern Pacific is obligated to do this work. An undercrossing of temporary construction was made under this contract, but the county is now exercising its right thereunder to call for permanent construction which will tie up with some highway paving work that is under way. No provision for the permanent construction was made in the 1928 budget for the reason that when it was being prepared we had no information that the county would call for permanent construction at so early a date. There is no alternative, 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.

322

March 28, 1928.
C-3

My dear Mr. Elliott:

Herewith third copy of Saint Paul Division AFE ED No. 38 covering proposed new boiler plant at Como Shops, Saint Paul, at an estimated net cost of $131,639, of which $87,152 is chargeable to Additions and Betterments.

The narrative of the AFE outlines in detail the reasons for the proposed expenditure. It is not, as Mr. Williamson has pointed out, a question wholly of economy but of necessity. The present power plant is old and inefficient and its safety is in question, complaints having been made on several occasions by the state boiler inspector. The boiler pressure has been reduced and it is not improbable that a further reduction will be ordered.

The proposed new plant will be capable of producing our own electric power for operating the shops if later on it should be decided to do so, and the necessary electrical equipment may be added at any time.

I think, under the circumstances, there can be no question about the necessity for authorizing this improvement, and I recommend formal approval by the Committee or Board. It is covered by item No. 423 in the 1928 budget at an estimated cost of $150,000.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

323

March 28, 1928.
8-5

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 91 covering the application of outside metal roofs to one hundred refrigerator cars, series 94900-95999 and 96500-97999, at an estimated net cost of $17,598, with a charge to Additions and Betterments of $6,695.

This work is a continuation of our program for replacing outside board roofs with metal roofs as the former require renewing, and for the reasons given I recommend formal approval of the AFE by the Committee or Board. It is covered by item 458 of the 1928 budget, which provides for reroofing of two hundred cars at an estimated cost of $34,902.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

March 28, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Montana Division AFE ED No. 53 covering two track coaling station and track changes at Greycliff, Montana, at an estimated net cost of $33,935, with a charge to Capital Account of $26,243.

In addition to the narrative of the AFE, Mr. Williamson states that the coal dock situation has been under discussion since we began to use Rosebud coal in that territory, having in mind the advisability of making a study of the proper spacing of coal docks in view of the use of Rosebud coal and larger engine tanks. The operating and mechanical officers have concluded that a new dock with track layout should be constructed at Greycliff, leaving for further consideration the question of what changes, if any, should be made between Custer and Greycliff. The condition of the existing dock at Greycliff is such as to require replacement in the near future.

For the reasons given I recommend formal approval of the AFE by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

March 28, 1928.
9-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 7 covering relaying of Shore Line tracks from Hinds Street to Connecticut Street and Shore Line connection to Second Avenue Line with turnouts and leads, Seattle, at an estimated net cost of $14,544, of which $7,590 is chargeable to Additions and Betterments.

Mr. Williamson, in submitting this AFE, states that the work has been under consideration for some time, and on numerous occasions has been discussed by the general officers with local officers. Just recently Mr. Sloan personally inspected the track with local officers; all are agreed that the rail should be relaid and that the saving in maintenance expense and in tie renewals will produce a good return on the investment. In addition, frequent derailments of heavy power should be eliminated.

This AFE was prepared in 1927 but was not submitted. The work is now covered by item 68 of the 1928 budget, and for the reasons given 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.

March 28, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 45 covering application of boosters to five class W-5 locomotives, at an estimated net cost of $39,451, of which $38,575 is chargeable to Additions and Betterments.

Last year two locomotives of this class with boosters were assigned to the Lake Superior Division for experimental purposes, the results of which show that the train tonnage can be increased by about eight hundred tons over the Second and Third Districts. The use of boostered engines will, in addition to increasing the train load, eliminate some helper service between Duluth and Carlton. Mr. Williamson is satisfied that a return of at least twenty per-cent on this investment may be expected.

For the reasons given I recommend formal approval of the AFE by the Committee or Board. The expenditure is covered by item 446 of the 1928 budget.

Very truly yours,

(Signed) CHARLES DONNAN

Encl.

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

x

327

Frank 602

Washington, D.C.,March 28, 1928.

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

Your telegram date about sale Portland property does not answer my question. Does Coman recommend this sale on terms proposed?

Charles Donnelly

x

326

Frank 602

Washington, D.C., March 28, 1928.

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

All right to join in letter of instructions to Turner about extension Oregon Electric.

Charles Donnelly

x

329

Frank 602

Washington, D. C., March 28, 1928.

E. M. Willis,
Executive Assistant,
Northern Pacific Railway Co.,
St. Paul, Minn.

Your wire quoting one from Mr. Gill about time change. I approve of proposed reply.

Charles Donnelly.

330

At Washington, D.C.,
March 28, 1928.
9-3

Dear Mr. Robertson:

Your letter of March 17, addressed to me at Saint Paul, has been forwarded to me here.

I am glad you had an opportunity to meet and to hear Mr. Melaney. He has recently made a visit to some of the most important broadcasting stations throughout the east and has made a very favorable impression.

We shall be very glad to have Mr. Melaney appear at your convention in San Francisco, and if you will let us know on what date you would like to have him, arrangements will be made accordingly. We should know as promptly as possible because there is an active demand for his services and he is booked several weeks in advance.

With kind regards, I am

Very truly yours,

Mr. D. B. Robertson, President,
Brotherhood of Locomotive Firemen & Enginemen,
Cleveland, Ohio.

331

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

Dear Mr. Scandrett:

Please accept my thanks for C. M. St. P. & P. Railroad passes Nos. 409, 412 and 413, in favor of Mrs. Donnelly and myself.

Sincerely yours,

Signed-Charles Donnelly

Mr. H. A. Scandrett,
President, CMStP&P R.R.Co.,
Chicago, Illinois.

332

St. Paul, Minn., March 28, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of March 24, I have executed for the Northwestern Improvement Company agreement with the Wilkeson Coal and Dock Company covering sale of the remaining timber on Section 3-18N-6E, Washington, and settlement of all trespass matters on that and the adjoining section 34.

333

March 29, 1928. K5

Dear Sir:

Replying to your letter of March 26.

This company does not operate its own printing plant and for that reason we cannot supply you with the information you desire.

Yours very truly,

W

Mr. C. Rolland Gillis,
881 Congress Street,
Portland, Maine.

334

x

Paid

400pm

St. Paul, Minn., March 29, 1928.

Russell H. Dick,
Care New Willard Hotel
Washington DC

Mail package twenty-eighth included proposed letter about Addison Miller handling ore at Superior. Do not submit to President until you receive file which will be forwarded in next mail package.

A M Gottschald.

Charge NPRyCo
Executive Dept

335

St. Paul, Minn., March 29, 1928.
K5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of March 27 and have noted and return minutes of special meeting of the Board of Directors of the Dakota and Montana Railway Company held at Helena on March 24, 1928.

encl.

Memo:
Meeting held for the purpose of electing Mr. Lacy as Treasurer to succeed Mr. Clifford, who will retire from the office of Treasurer on March 21, 1928.

B36

St. Paul, Minn., March 29, 1928.
K5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of March 27 and have noted and return minutes of meeting of the Board of Directors of the Northern Pacific and British Columbia Railway Company held in Seattle on March 23, 1928.

encl.

Memo:
Meeting held for the purpose of electing Mr. Lacy as Treasurer to succeed Mr. Clifford, effective April 1, 1928.

St. Paul, Minn., March 29, 1928. K5

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

Referring to your letter of March 28 advising that the City of Duluth has offered us $500.00 for an easement for highway purposes for a portion of our property at the intersection of 52nd Avenue West and 49th Avenue West, and that if we do not accept steps will be taken to condemn the property for street purposes:

I approve the recommendation that we accept this offer and I return easement duly executed on behalf of the Railway Company.

encl.

334

St. Paul, Minn., March 29, 1928.
K5

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

Referring to your letter of March 29 about application of Polk County for highway on our Red River Branch right of way north of Fertile:

The issuance of an easement is approved and I return the document to you duly executed on behalf of the railway company.

encl.

339

St. Paul, Minn., March 29, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I enclose copy of a letter from Mr. R. H. Aishton, President of the American Railway Association, dated Washington, D. C., March 28, regarding Interstate Commerce Commission Docket No. 20746, relating to a complaint of A. Johnston, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, and D. B. Robertson, President of the Brotherhood of Locomotive Firemen and Enginemen, and praying that the Commission prescribe rules requiring that all locomotive engines propelled by steam be equipped with mechanically operated doors to the firebox.

It is our understanding that a representative of the Signal Department will attend the Automatic Train Control meeting to be held in Chicago on April 3, and I assume, if it is thought advisable, that arrangements will be made for a representative of this company to be present to express the views of this company when the subject of firebox doors is under discussion. Will you please advise?

P

encl.

cc-Mr. D. F. Lyons

340

St. Paul, Minn., March 29, 1928. K5

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

Referring to your letter of March 28:

We have approved and passed for payment voucher in favor of Mr. Adamson, General Agent, Cleveland, covering initiation fee in the Cleveland Athletic Club, amount $220.00.

341

St. Paul, Minn., March 28, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of March 28 and return signed copy of industrial track agreement with the Case Cedar and Shingle Company and the Willapa Lumber Company covering operation of spur track at Raymond, Washington. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DOONELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

347

St. Paul, Minn., March 29, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of March 26 and have approved for payment voucher in favor of Mr. R. E. Rogers, Road Foreman of Engines, amount $328.25, covering time lost during the month of February account injury.

(Signed) CHARLES DONNELLY

343

St. Paul, Minn., March 29, 1928.
S-6

Mr. C. C. Kyle,
Purchasing Agent.

I enclose approved form 876 covering the proposed sale of boiler MT-1695 to Mrs. T. J. Logan at a minimum price of $300.

(Signed) CHARLES DONNELLY
Pr

Encl.

cc—

Mr. F. E. Williamson,
Vice President.

344

St. Paul, Minn., March 29, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 24:

I return herewith signed copy of industrial track agreement with the William Volker Company covering spur at Seattle, Washington. The copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

346

St. Paul, Minn., March 29, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

With return of the attached circular from the American Railway Association, No. D.II-261, in regard to the annual session of the Transportation Division to be held at St. Louis, Missouri, on April 26, will you please advise if this company will be represented and if any additional copies of the proceedings will be required?

(Signed) CHARLES DONNELLY

Encl.

St. Paul, Minn., March 29, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 28 and returning proposed contract with Addison Miller, Inc. covering cleaning of the exterior of our depot buildings at Dickinson, Livingston, Helena and Missoula:

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

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

347

St. Paul, Minn., March 29, 1928.
8-6

Mr. F. W. Sweney,
Comptroller.

Attached is approved voucher in favor of the American Railway Association covering assessment No. V, payable April 2, 1928, amount $1114.09. The figures include the mileage of the Minnesota & International Railway Company and 473 cars belonging to that company, and bill should therefore be rendered to cover its proportion of the assessment.

(Signed) CHARLES DONNELLY

Encl.

348

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

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

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

(Signed) CHARLES DONNELLY

Encl.

349

St. Paul, Minn., March 29, 1928.
C-3

Mr. F. E. Williamson,
Vice President.

For your information I attach copy of a letter dated March 24 from Mr. J. H. Bruyers of Spokane, from whom I have forwarded to you on March 5 a previous letter.

(Signed) CHARLES DONNELLY

Encl.

350

March 29, 1928.
S-3

Gentlemen:

I am informed that the Western Passenger Association has recommended against taking any advertising space in the souvenir booklet to be issued on account of the National Republican Convention at Kansas City. The Northern Pacific has not been approached on the subject but it is not improbable that a request will be received. I understand the Union Pacific has been approached. Our traffic department officers are opposed to making any contribution, and I think it is a matter that we should keep out of. Will the roads addressed be willing to take that position?

Very truly yours,

(Signed) E. O. JOHNSON

Mr. G. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
Mr. G. W. Webster, Vice President,
MStPaSSM Ry Co., Minneapolis, Minn.
Mr. Charles Jensch, Comptroller,
CStPMAO Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative,
CMStP&P RR Co., Minneapolis, Minn.
Mr. J. L. Haugh, Asst. to President,
Union Pacific System, Omaha, Nebraska.

351

St. Paul, Minn., March 29, 1928.
3-3

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

Please note the attached letter of March 21 from Mr. K. L. Ames Jr., of the Chicago Journal of Commerce, to Mr. Donnelly, about advertising in that paper. With its return will you please give me such facts as will enable proper reply to be made to Mr. Ames' letter?

(Signed) E. M. WILLIS

Encl.

352

St. Paul, Minn., March 29, 1928.
S-3

Mr. H. A. Clifford,
Treasurer.

Herewith check of The Midland National Bank at Billings in favor of the Northwestern Improvement Company for $300, representing interest at 3% on special deposit of $10,000 which the Improvement Company has in that bank.

(Signed) B. O. JOHNSON

Encl.

cc—

Mr. F. W. Swaney,
Comptroller.

353

St. Paul, Minn., March 29, 1938.
3-3

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

I return photograph of Mr. D. B. Robertson and Mr. Melaney, which I am very glad indeed to have seen. Mr. Melaney's contact with Mr. Robertson and other officers of the B.of L.F.& E. should be helpful.

(Signed) E. M. WILLIS

Encl.

354

St. Paul, Minn., March 29, 1928.
S-3

Dear Sir:

I enclose prospectus of the Royal Dutch Metals, Incorporated, sent to me by Mr. J. C. Ryan, President, about proposed activities at Bannack, Montana. I attach also a copy of Mr. Ryan's letter of March 21 which was received while you were absent from Armstead. It was therefore referred to Mr. Woodworth with request that he give Mr. Ryan direct the information requested about freight rates. Please return the prospectus to me after you have examined it, and give me any additional information that you may have concerning this proposed development.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

355

St. Paul, Minn., March 29, 1928. A4

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

In accordance with your letter of the 27th inst., Mr. Bunn has executed and I return herewith deeds quit-claiming the interest of the Manitoba Railway Company in part of the NE¼ Section 5-12-7 and SE¼ Section 7-12-7.

encl.

356

St. Paul, Minn., March 29, 1928. A4

Dear Mr. Gemmell:

I have your wire of the 28th instant, in regard to a "Q" or "Q-1" engine for use on the M.& I. and am arranging with Mr. Williamson to have one sent to Brainerd before April 4. It will be superheated, but I cannot yet advise you whether it will be Class "Q" or "Q-1". We are trying to get one of the former.

Yours very truly,

(Signed) J. H. POORE

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

357

St. Paul, Minn., March 29, 1928. A4

Mr. F. W. Stetekluh,
Auditor Disbursements.

Replying to your letter of the 27th instant in regard to purchase of a one-half interest in various Soo Line tracks on the Cuyuna Range:

I am arranging through Mr. Williamson's office to have the AFE's prepared.

(Signed) J. H. MOORE

358

St. Paul, Minn., March 29, 1928. A4

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

In accordance with your letter of the 28th inst., Mr. Bunn has executed and I return herewith the contract with the State Highway Board of the State of Washington covering the abandonment of our present water supply near Nisqually Bridge and its replacement by the Highway Board; also easement to the State of Washington for part of the Point Defiance line right of way to be used for highway purposes.

CHARLES DONNELLY

encl.

359

March 29, 1928. A4

Dear Mr. Hendricks:

I have your letter of the 26th instant, in regard to the International Railroad Athletic League:

I believe I understand the purpose for which your League was organized and I may say that I am in sympathy with the things which it proposes to promote. The letter which we received from Mr.H. S. Moore, to which you make reference, was very carefully considered by a number of our officers, and the conclusion reached was that for the present, at least, we did not see our way clear to become a member of your organization. There is a possibility that at some time in the future we may create an organization of our own for the handling of all of the company's sponsored athletic activities, and in that event, I would certainly be in favor of that organization becoming a member of your League.

Very truly yours,

(Signed) J. H. POORE

Mr. A. A. Hendricks,
c/o Union Pacific System,
Portland, Oregon.

360

Paid

4.50 PM

St Paul Minn March 29 1928

D F Lyons
c/o New Willard Hotel
Washington D C

Yesterday there was sent to Carey and Kerr over your name and Doretys instructions to substitute Oregon Electric in application of Linn County Railway for certificate to build proposed extension Today they wire in reply that they will arrange to do so but call attention to change which will be necessary in paragraph d regarding financing If you approve they will make statement that stock of Oregon Electric is owned by parent lines through ownership of spands and that funds for construction will be furnished by parent lines Dorety has wired his approval Will you discuss with president and advise what reply we should make.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

4.00 P

361

St Paul Minn March 29 1928

W F Turner

Portland

A-25 Wrote you yesterday giving you advice wired Carey and Kerr by Lyons and Dorety It will be satisfactory to arrange for stockholders and directors meetings.

Ralph Budd

Charles Donnelly

4.00 P.

St Paul Minn March 29 1928

362

W F Turner

Portland

Your wire twenty third about Portland property We approve sale of this property to Hooker Company at minimum price of fifteen hundred dollars per acre purchaser to pay for filling.

Ralph Budd

Charles Donnelly

363

Paid
12.10 PM

St Paul Minn March 29 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Message yesterday about mail received and package forwarded last night.

A M Gottschald

Charge Nor Pac Ry Co
Exec Dept

364

St. Paul, Minn., March 29, 1928. A4

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

Referring to the matter of a "Q" engine for the M.& I.:

Mr. Gemmell advises me that he could use either a "Q" or a "Q-1", but as the "Q" is lighter he would prefer it, and he desires to have one with a superheater. Will you please have one selected for him that is in first class condition and preferably one that has not much runout mileage.

(Signed) J. H. POORE

365

Paid

9.00 AM

St Paul Minn March 29 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

About Portland property Coman agrees with Williams that fifteen hundred dollars good price for land and recommends sale on terms proposed by Turner but if offer is not accepted thinks no reduction should be made in order to secure the plant at Portland.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

364

March 29, 1928. A4

Dear Mr. Layng:

Referring to your letter of the 2nd instant, with which you enclosed a draft of your article on extended locomotive runs on the Northern Pacific:

The proposed article is returned herewith after having been corrected by our Mechanical officers. You will note that sheet two has been entirely rewritten because of changed conditions which have taken place on the system since your article was prepared.

Table 4, showing enginehouse labor costs for 1925, has been changed to include the labor charges at points where through passenger engines received attention by roundhouse forces. The change, you will note, increases the labor cost at Dickinson so as to exceed that for 1927. As a matter of fact, the roundhouse at Dickinson was practically closed on August 12, 1924, when our engine runs were extended through that point. A small force was retained there to take care of switch engines and the main line way freight engine which terminates at that point. The total enginehouse labor expense for Dickinson in 1924 amounted to $20,621.73 compared with $18,383.33 in 1927. A small force is also still employed at Forsyth and Paradise to take care of switch engines and local way freight power. The roundhouse at Kootenai, however, was closed completely on May 26, 1924.

Yours very truly,

(Signed) E. C. JOHNSON.

encl.

Mr. Charles Layng,
Transportation Editor,
Railway Age,
105 West Adams St.,
Chicago, Ill.

March 29, 1928. A5

My dear Mr. Gay:

Supplementing my letter of March 23, about changes in the salary book:

I now enclose personal record sheets covering Henry Hansen, Assistant Purchasing Agent, and George A. Francis, Assistant Treasurer.

Yours very truly,

(Signed) E. H. WILLIS

encl.

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

36 8

St. Paul, Minn., March 29, 1928. A4

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

I attach, for the completion of your file, copy of a letter which Mr. Williamson has received from Mr. Pursglove with respect to the Ogdensburg Pier lease, from which you will note that Mr. Pursglove's arrangement with the Great Lakes Company runs through this year and next.

J. H. POORE

encl.

369

March 29, 1928. A4

Dear Sir:-

Referring to your letter of the 27th instant in regard to request from the Clearwater County Agricultural Society for a contribution towards the cost of a fair ground and equipment:

So far as I have been advised, we have not been similarly solicited, possibly because our line does not touch Clearwater County. If we are solicited, we will decline to contribute.

Yours truly,

(Signed) B. O. JOHNSON

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

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

(Signed) B. O. JOHNSON

370

St. Paul, Minn., March 29, 1928. K5

Mr. J. M. Hughes,
Land Commissioner.

Our New York office sent us some samples of chrome ore which we understand came from mines near Columbus, Montana. I believe you have a file on this subject and I am therefore forwarding the samples of ore to you.

(Signed) R. C. JOHNSON.

encl.

371

March 29, 1928.
K5

Dear Sir:

In Mr. Donnelly's absence I acknowledge receipt of your letter of March 23 about the Washington-Idaho booklet recently published by this company, and calling attention to the efforts being made to organize a Washington Dairymen's Association. The date of Mr. Donnelly's return is somewhat indefinite, and in the meantime I am taking the liberty of bringing your letter to the attention of Mr. John W. Haw, Director of our Agricultural Development Department, and who I feel certain can offer some helpful suggestions along the lines indicated in your letter.

Yours very truly,

Mr. C. C. Aspinwall,
R. F. D. No. 1,
Olympia, Washington.

cc-Mr. J. W. Haw

372

St. Paul, Minn., March 29, 1928.
K5

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

Enclosed is copy of a letter which Mr.Donnelly has received from C. C. Aspinwall, of Olympia, Washington, acknowledging receipt of a copy of the Washington-Northern Idaho booklet, and advising of the effort being made to organize a Washington Dairymen's Association. I also enclose copy of our reply. Will you please write Mr. Aspinwall, as we have indicated in our letter would be done, sending this office a copy of your reply?

(Signed) R. C. JOHNSON.

encl.

373

March 29, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 23, enclosing SP&S AFE 4975 for replacing Wolhaupter joints between Cooks and Spearfish, applying nut locks, etc., at an estimated cost of $24,348:

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

Very truly yours,

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.

374

St. Paul, Minn., March 29, 1938.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of March 29 and return signed copy of industrial track agreement with the Durum Milling Company covering a thirty foot extension to flour mill track at Rush City.

Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

375

March 29, 1928.
S-3

Dear Mr. Chapin:

Your letter of March 16 was received and acknowledged by my office during my absence from Saint Paul.

I have not heard of any opposition on the part of any railroad company to the removal of the automobile excise tax, and in any event, so far as the Northern Pacific is concerned, no objection would be made to this removal.

Very truly yours,

(Signed) [illegible]

Mr. Roy D. Chapin,
Chairman of the Board,
Hudson Motor Car Company,
Detroit, Michigan.

Frank 602 376

Washington, D. C., March 29, 1928.

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

In light of views expressed by west end people I approve of proposed offer Portland property to Hooker Company on terms suggested by Turner. I agree that no price reduction should be made to secure plant on this location.

Charles Donnelly.

377

St. Paul, Minn., March 30, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach file of papers I have received from Mr. Clark with respect to using plate glass in the new gas electric cars which we are purchasing. Will you please have this looked into and advise me what reply you think I should make to Mr. Judson's letter of the 24th instant.

(Signed) B. O. JOHNSON.

encl.

378

St. Paul, Minn., March 30, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 28th instant, in regard to switching S.P.& S. carload grain shipments for inspection:

I approve your recommendation that negotiations be opened with the S.P.& S. with a view to reaching an agreement on the basis of 75¢ per car for this switching.

(Signed) CHARLES DONNELLY

P

379

St. Paul, Minn., March 30,1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 28th instant, in regard to proposed sale of rail to the Northern Pacific Terminal Company:

You may advise Mr. O'Brien that the Northern Pacific will furnish its quota of the amount required by the Terminal Company at a price of $37.50 per ton. This price is approved with the understanding that it is the same price that will be made by the Union Pacific and Southern Pacific. If that price is not satisfactory to those companies, an agreement should be reached on the price to be charged so that we will be able to furnish our quota of the Terminal Company's requirements.

(Signed) CHARLES DONNELL

382

March 30, 1928. A4

Dear Sir:-

Your letter of the 22nd instant, addressed to Mr. Donnelly, in regard to the highway matter at Deerwood, has been received during his absence from the office. It will be brought to his attention upon his return early next month, and in the meantime, I will take the matter up with our operating officers.

Yours very truly,

(Signed) J. H. POORE

Mr. R. M. Adams,
Fidelity Building,
Duluth, Minn.

11.50 A.

381

St Paul Minn March 30 1928

Carey & Kerr
Yeon Building
Portland

Your wire twenty ninth about Oregon Electric application I approve proposed change in paragraph D.

D F Lyons

34

Paid

1030am

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

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

P. G. Prest retired Director of Purchases passed away suddenly this morning.

B O Johnson

Charge NPRyCo
Executive Dept.

383

Paid

1030am

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

Charles Donnelly,
Care New Willard Hotel,
Washington, DC.

F. G. Prest retired Director of Purchases passed away suddenly this morning. Have wired Mr. Elliott.

B O Johnson

Charge NPRyCo
Executive Dept

384

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

Mr. B. Blum,
Engineer Maintenance of Way.

Your letter of March 28th regarding the building program at Fargo:

Will you please advise me when the matter has progressed to a point where it would be advisable to give it publicity.

(Signed) F. W. DeGUIRE

365

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

Dear Sir:

Your letter of March 27, File 332:

Thank you for the advertising circular of Ware Brothers, Philadelphia, in which was used a half tone of the rear of the North Coast Limited's observation car. I believe this was used to excellent advantage and we appreciate your co-operation.

Yours truly,

(Signed) F. W. DeGUIRE

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

384

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

Mr. Canavan:

Mr. Samuel Johnson, Chairman, Order of Railroad Telegraphers, recently submitted to the Railroad Telegrapher an article under the caption "The Northern Pacific Has Enviable Record". It occurred to me that a reproduction of this article in The Railroader, calling attention to the fact that it had appeared in the Railroad Telegrapher and had been distributed in 70,000 railway stations in America and Canada, might be mutually beneficial. At any rate I would appreciate it if you would submit the article as it appeared in the Telegrapher to the editor of The Railroader. Copy of the article is attached.

(Signed) F. W. DeGUIRE

Enclo

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

Dear Sir:

Your letter of March 27:

I am enclosing herewith a newspaper cut showing the interior of the new cafe-coach which is to be installed on the Seattle-Yakima run, together with an article describing it. Please hand these to the Yakima Republic and when the feature is run we will appreciate a clipping; also please have returned to me the cut when it has served the Republic's purpose.

Yours truly,

(Signed) E. W. McGUIRE

Enclo

Mr. C. O. Martin,
Passenger Agent,
Yakima, Wash.

March 30, 1928.
E-8

Dear Mr. Authier:

Thank you for the pamphlets "The Modern Prairie Mother". I will see that one is placed in the hands of Mr. E. W. Clark, General Traffic Manager, and other officers of the company who, I know, will read it with much interest.

At the time of the unification hearing at Washington this month the Tribune gave us very liberal space for which we are indebted to you.

I trust that you will keep us informed regarding your further plans for the trip to Yellowstone following the political conventions.

With kindest personal wishes,

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. George F. Authier,
Albee Building,
Washington, D.C.

389

St. Paul, Minn., March 30, 1928.K5

Mr. R. H. Relf,
Assistant Secretary.

At a meeting of the Executive Committee held February 15, 1928, authority was given for the retirement of Mr. R. J. Elliott, Director of Purchases, on April 1, 1928, with a pension allowance of $227.50 per month. Will you please prepare the usual notice covering his retirement on that basis?

(Signed) CHARLES DONNELLY

390

March 30, 1928. K5

Dear Sir:

Referring to my letter of March 23 advising that Mr. H. E. Stevens would represent this company at the meeting to be held in the Blackstone Hotel, Chicago, Tuesday, April 3, for consideration of the matter of Automatic Train Control:

Mr. Stevens has unexpectedly been called away from St. Paul and arrangements have been made for Mr. Stanley W. Law, Assistant Signal Engineer, to represent this company at the meeting.

Yours very truly,

(Signed) CHARLES DONNELLY.
P

Mr. R. H. Aishton,
Chairman, Executive Committee,
Association of Railway Executives,
902 Transportation Building,
Washington, D. C.

391

March 30, 1928. K5

Dear Mr. Patterson:

This will acknowledge receipt of your letter of March 26 and samples of chrome ore from mines near Columbus, Montana.

Yours very truly,

Mr. Frank M. Patterson,
Secretary to the Chairman,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

392

St. Paul, Minn., March 30, 1928.
9-3

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

Referring to Mr. Donnelly's letter of March 22nd to Mr. C. C. Andersen, copy to you, about a party of students from Princeton who expect to visit the Rosebud coal field the latter part of June:

Mr. Andersen advises that Mr. Swem will arrange to be there at that time. Will you please see that this office is advised in the event any change is made in the date on which they will be at Colstrip?

(Signed) [illegible]

393

St. Paul, Minn., March 30, 1928.
S-3

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

Referring to our conversation a few days ago:

Mr. Robertson, of the B.of L.F.& E. at Cleveland, has written Mr. Donnelly inquiring if Mr. Melaney would be available to spend a day or two at the 31st convention of the Brotherhood to be held in San Francisco beginning June 11. Mr. Donnelly has said to Mr. Robertson that we shall be glad to have Mr. Melaney there and that if Mr. Robertson will advise the date he would like to have him, we will arrange accordingly. As soon as we hear from Mr. Robertson I will let you know.

(Signed) E. M. WILLS

cc—

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

394

March 30, 1928.
S-6

My dear Mr. Elliott:

I enclose a copy of Professor MacDonald's report showing development in the Montana and northern Wyoming oil fields during the month of December 1927.

Very truly yours,

(Signed) CHARLES [illegible] P

Encl.

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

Mr. J. M. Hannaford.

395

Paid

St Paul Minn March 30 1928

D P Bates
c/o Livingston Chamber of Commerce
Livingston Montana

Wire date Expect to send information tomorrow D-8

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

396

Paid

1145 am

St Paul Minn March 30 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

For your information and in event matter should come to your attention before returning here Mr Woodward President dogvatram furnodbow inscribe and viscount palmate colonize called this morning to say that his inscribe is considering offering to tepid hogcatpeg unsucked in dogwax pannod furcappan national inscribe colliseum Stop dogvatram furnodbow inscribe now owns kack shares and they have about concluded that they should increase their holdings Stop Mr Woodward on his way west and states that within next two or three weeks he will make personal examination of colliseum inscribe after which he will advise you of the offer he will be willing to make for hogcatpeg unsucked Stop He stated he would probably be willing to make the same proposition to bastant and barmkin Stop I did not tell him of the recent offer to sell to Mr denvat bowram henpeg hoghogart but am inclined to think he knows something about it D-8

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

March 30, 1928.
K5

Gentlemen:

Under date of March 19 there was mailed to you this company's voucher covering subscription to the New York Times for a period of one year from March 14, 1928. Will you please advise when we will commence receiving copies of the New York Times under this subscription?

Yours very truly,

W

The New York Times,
Times Square,
New York City, New York.

March 30, 1928.
K5

Dear Mr. McCree:

I return the letter from Mr. P. H. McGarry, dated March 26, about Northern Pacific annual transportation in favor of Reverend Wm. E. Hammond, of Walker, Minnesota, and confirming our conversation on this subject.

It is not our practice to issue transportation to clergymen who are local Pastors, but prefer t o confine this courtesy to Missionaries who are required to travel in connection with their duties.

Very truly yours,

sgd-A.M. Gottschald.

encl.

Mr. Geo. W. McCree,
Commodore Hotel,
St. Paul, Minnesota.

St. Paul, Minn., March 30, 1928. K5

Dear Mr. Montgomery:

Referring to your letter of March 17 forwarding as a relic a copy of the Telegraph Department Rules as of January, 1888:

I am returning the book to you inasmuch as we have already received a copy from Mr. C. E. Thompson, Car Distributor at Spokane.

Yours very truly,

encl.

Mr. H. H. Montgomery,
Chief Clerk to Superintendent,
Livingston, Montana.

400

St. Paul, Minn., March 30, 1928. K5

Dear Mr. Egbers:

This will acknowledge receipt of your letter of March 13 from Parkwater, Washington, enclosing photographs and rule books in response to our request for relics.

The relics which you forwarded will, in due course, be placed in the Veterans' Association headquarters in St. Paul.

Yours very truly,

Thank you!

Mr. G. F. Egbers,
General Master Mechanic,
Livingston, Montana.

400½

St. Paul, Minn., March 30, 1928.
S-3

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

I attach copy of a letter from Mr. John Sloane, one of our directors, to Mr. Donnelly, the original of which I showed you this morning. You very kindly suggested that you would be glad to discuss the matter with some of your friends in Minneapolis through whom it might be possible to assist Mrs. Schenker. I have acknowledged Mr. Sloane's letter, which will be brought to Mr. Donnelly's attention upon his return next week.

Will you please let me know as soon as you can what if anything can be worked out in Mrs. Schenker's behalf?

(Signed) E. M. WILLIS

Encl.

401

St. Paul, Minn., March 30, 1928.
K5

Dear Sir:

I acknowledge receipt of your letter of March 19 and thank you for copy of book of Telegraph Department Rules issued in January, 1888. This will be placed with other relics to be displayed in the Veterans' Association headquarters at St. Paul.

Yours very truly,

(Signed) D. O. JOHNSON.

Mr. C. E. Thompson,
CarDistributor,
Spokane, Washington.

401½

March 30, 1928.
S-3

My dear Sir:

Your letter of March 26 to Mr. Donnelly is received during his absence; he is in Washington, D. C., but I expect will be home early next week. In the meantime an effort will be made to see if we can be of assistance to Mrs. Schenker in finding employment. Mr. Donnelly will see your letter upon his return and will be advised of the action that is being taken.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. John Sloane,
575 Fifth Avenue,
New York City.

407

St. Paul, Minn., March 30, 1928. K5

Dear Sir:

I acknowldege receipt of your letter of March 22 and thank you for forwarding the two pictures which will be placed in the Veterans' Association headquarters at St. Paul.

Yours very truly,

(Signed) B. C. JOHNSON.

Mr. E. B. Quimby,
209 South Pine Street,
Spokane, Washington.

403

St. Paul, Minn., March 30, 1928. K5

Dear Mr. Carter:

This will acknowledge receipt of your letter of March 23 regarding some photographs and other items which you have and would be willing to donate as relics.

While we appreciate your interest, we will not ask you to forward any of the items at this time. However, if any of the relics mentioned are desired at a later date, we will communicate with you.

Very truly yours,

(Sgd.) R. O. ROBINSON.

w

Mr. L. P. Carter,
4401 Villard Street, North,
Tacoma, Washington.

404

St. Paul, Minn., March 30, 1928. K5

Dear Mr. Brastrup:

I have your letter of March 27 and return letter written by Chief Dispatcher R. M. McLeod to H. A. Smith, Operator, on May 4, 1902, also pass issued to H. A. Smith under date of August 22, 1904, inasmuch as the dates of these items would not warrant their retention as relics.

Yours very truly,

encl.

Mr. F. Brastrup,
Superintendent,
Livingston, Montana.

405

St. Paul, Minn., March 30, 1928. K5

Dear Mr. Taylor:

This will acknowledge receipt of your letter of March 21 about letter written by F. L. Soare, Engineman, advising that he has some photographs which he desires to donate as relics to be placed in the Veterans' Association headquarters at St. Paul.

If you will have Mr. Soare forward the photographs here we can determine whether or not it is desirable to retain them as relics.

Yours very truly,

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

230pm

404

St. Paul, Minn., March 30, 1928. J. W. Cooper, CB&Q.,
Chicago, Ill.

Forwarding tonight pouch mail addressed Mr Donnelly care Mr Holden.

A M Gottschald.

407

Paid

200pm

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

Charles Donnelly,
Care New Willard Hotel,
Washington, DC.

Surviving members Mr Prest's family are Mrs F G Prest son George and daughters Mrs Frank Gould and Miss Marion Funeral three PM tomorrow from residence seventeen thirteen Summit Avenue.

B O Johnson

Charge NPRyCo Executive Dept.

408

Paid

140pm

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

Charles Donnelly,
Care New Willard Hotel,
Washington, DC.

Message about mail and movements received and understood.

B O Johnson.

Charge NPRyCo
Executive Dept

409

March 30, 1928. K5

My dear Mr. Gorman:

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

Yours very truly,

encl.

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

410

March 30, 1928.

K5

My dear Mr. Holden:

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

Yours very truly,

encl.

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

411

March 30, 1928. K5

My dear Mr. Elliott:

I enclose copy of the Material Stock Report for the month of February, 1928, which shows that the value of supplies on hand the last of the month was $12,143,669 as against the value of supplies on hand the first of the month of $12,073,655, an increase of $70,014.

Yours very truly,

P

encl.

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

4 1 2

March 30, 1928. K5

Dear Mr. Loomis:

I have your letter of March 28 and appreciate your courtesy in sending me a bound volume of "Railroad Data" for the year 1927.

Very truly yours,

Mr. E. E. Loomis, Chairman,
Eastern Presidents' Conference,
Committee on Public Relations,
143 Liberty Street, New York City.

413

Paid

910 am

St Paul Minn March 30 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Fifty proof copies statistical section annual report

forwarded yesterday by express to Mr Gay for annual meeting D-8

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

414

Paid

St Paul Minn Mar 30 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

For your information and in event matter should come to your attention before returning here Mr Woodward President Metals Bank and Trust Company Butte called this morning to say that his bank is considering offering to purchase our stock in Midland National Bank Billings Stop Metals Bank now owns four hundred shares and they have about concluded that they should increase their holdings Stop Mr Woodward on his way west and states that within next two or three weeks he will make personal examinati of Billings Bank after which he will advise you of the offer he will be willing to make for our stock Stop He stated he would probably be willing to make the same proposition to Great Northern and Burlington Stop I did not tell him of the recent offer to sell to Mr Westbrook but am inclined to think he knows something about it D-8

E M Willis

415

March 30, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Lake Superior Division AFE ED No. 41 covering the placing of washed gravel ballast between mile posts 75 and 93 on the Lake Superior Division, at an estimated net cost of $111,971, of which $50,899 is chargeable to Additions and Betterments.

This is a 1928 budget item, and for the reasons given in the narrative of the AFE I recommend formal approval by the Committee or Board.

Very truly yours,

Encl.

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

St. Paul, Minn., March 30, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of March 28 with Yellowstone Division AFE ED No. 125 covering culverts on the Sidney Branch near Hoffmanville for the United States Reclamation Service.

You may consider the work as informally authorized, and signed copy of the AFE will reach you in due course.

(Signed) CHARLES DORNELLY.

417

March 30, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Yellowstone Division AFE ED No. 125 covering proposed culverts for the United States Reclamation Service near Hoffmanville, on the Sidney Branch, in accordance with contract of May 28, 1909. The estimated net cost is $3,605, of which $2,835 is chargeable to Additions and Betterments.

The Reclamation Service representatives are anxious to have this work done as promptly as possible, and I therefore have given Mr. Williamson informal authority to proceed with it. Will you please arrange for 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.

418

St. Paul, Minn., March 30, 1928.
S-6

Mr. J. C. Woodworth,
Vice President.

I have your letter of March 29 in regard to new quarters for our General Agent at Philadelphia, and this will be your authority to negotiate lease for space in the new Fidelity-Philadelphia Trust Building commencing September 1, 1928, at a rental of $2800 per year.

(Signed) CHARLES DONNELLY

cc—

Mr. R. H. Relf,
Assistant Secretary.

419

March 30, 1928. A4

My dear Mr. Elliott:

I attach and recommend for approval third copy of Lake Superior Division AFE ED No. 57, covering trackage to serve the Manganiferous Iron Company's mine near Ironton at an estimated cost of $7,667, of which $7,303 is chargeable to additions and betterments.

The Manganiferous Iron Company was organized by Mr. Emmett Butler and will operate a portion of the Hillcrest Mine in conjunction with the adjoining property. The ore taken from the Hillcrest property is secured to the Northern Pacific by a traffic agreement made in 1912. In order to sell this ore, however, it is necessary to mix it with certain ore taken from the Louise Mine, which is secured to the Soo Company under a traffic agreement similar to ours. Mr. Butler also expects to operate the Arko Mine and the Alstead Mine in the immediate vicinity, the ore from which is not secured to either of the Railway Companies. Sometime ago I reached an agreement with Mr. Butler under which he will be permitted to mix the Louise and Hillcrest ores provided the Northern Pacific secures a tonnage equivalent to the tonnage removed from the Hillcrest property, and in addition, that we will receive at least 50% of the ores taken from the Arko and Alstead properties.

The cost of this trackage has been charged against Budget Item 236, and as it was desired that the tracks be constructed at an early date, I gave Mr. Williamson informal authority to have the work done. Will you please have the AFE approved at the next meeting of the Board or the Committee.

Yours very truly,

encl. (Sgd.) CHARLES DONNELLY

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

430

St. Paul, Minn., March 30, 1928. A5

Dear Mr. Farrell:

I have your letter of March 21, and we shall be very glad to receive from you the old switch key for exhibition in the Veterans' Association Headquarters at St. Paul. I am sure this will be an interesting addition to our collection of relics.

Very truly yours,

(Signed) [illegible] JOHNSON.

3

Mr. B. Farrell,
Rush City, Minn.

St. Paul, Minn., March 30, 1928. A5

Dear Sir:-

I acknowledge receipt of your letter of March 17, listing certain relics in your possession which you are willing to donate for exhibition in the Veterans' Association Headquarters at St. Paul.

We would appreciate having you forward the Book of Rules and Regulations of the Northern Pacific Railroad Company dated January 1, 1885.

Yours truly,

(Signed) F. O. JOHNSON.

Mr. F. S. Parker, Agent,
Northern Pacific Railway Co.,
Sauk Center, Minn.

432

St. Paul, Minn., March 30, 1928. A5

Dear Sir:-

This will acknowledge receipt of your letter of March 24, advising of certain photographs and documents which you desire to donate for exhibition in the Veterans' Association Headquarters at St. Paul.

We are interested primarily in relics relating to the early history of the Northern Pacific, but if we decide that any of the items you mention will be desirable, I will communicate with you further.

I thank you for your interest in this matter.

Very truly yours,

(Signed) C. H. JOHNSON.

Mr. Chas. Scott,
Switch Tender,
Jamestown, N. D.

143

St. Paul, Minn., March 30, 1928. A5

Dear Sir:-

I thank you for your interest in forwarding to me three copies of train orders and copy of time schedule of the year 1884, which you desire to donate for exhibition in the Veterans' Association Headquarters at St. Paul.

Yours very truly,

W

Mr. Geo. Bertram,
323 9th Street,
Los Angeles, Calif.

St. Paul, Minn., March 30, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 29, enclosing proposed assignment prepared by the Puget Sound Power & Light Company conveying to W. E. Brown as Trustee the agreement originally made between the Northern Pacific and the Twin City Light & Traction Company and the North Coast Power Company dated December 30, 1910 and June 6, 1922:

I have executed the assignment on behalf of the Railway Company and return two copies, together with copy of Mr. Brown's letter of March 10 to our Agent at Chehalis. The copy bearing the initials of our officers, together with the original copy of Mr. Brown's letter has been filed with the Assistant Secretary.

(Sgd.) CHARLES DONNELLY

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

(Sgd.) CHARLES DONNELLY

425

St. Paul, Minn., March 30, 1928. A5

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

I return statement covering subscription to the Daily Gazette, Stillwater, Minn., from June 16, 1927 to March 29, 1928, amount $3.75. We do not consider it necessary to receive this paper in connection with our Clipping Bureau.

(Signed) F. W. DeGUIS

encl.

March 30, 1928. A5

Dear Mr. Goodman:

I have your letter of March 24th, advising that you have gathered together a few old documents, photographs, etc., which you will be glad to donate for exhibition in the Veterans' Association Headquarters at St. Paul. We shall be glad to look these documents over when they are received and return to you any that we do not feel we can make use of.

Very truly yours,

Mr. J. K. Goodman,
2014 W. 42nd Place,
Los Angeles, Calif.

St. Paul, Minn., March 30, 1928. A5

Dear Sir:-

I acknowledge receipt of your letter of March 29, advising that you have a copy of "Rules and Regulations for the Guidance of Employees in the Freight Department", bearing date of January 1, 1885.

We would appreciate having this document in our collection of relics to be displayed at the Veterans Headquarters at St. Paul.

Very truly yours,

(Signed) E. O. JOHNSON.

Mr. G. S. Best, Agent,
Northern Pacific Railway Company,
Swanville, Minn.

428

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

Mr. F. E. Williamson,
Vice President.

Mr. H. E. Stevens,
Chief Engineer.

I quote below telegram received from Mr. R. H. Aishton, dated Washington, D. C., March 30:

"Meeting Chicago, Tuesday, April third, regarding Automatic Train Control and firebox doors will convene promptly ten AM instead of ten thirty to enable General Counsel and myself to most important engagement Washington Wednesday morning."

P

St. Paul, Minn., March 30, 1928. K5

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

I return statement from the Press-Times Publishing Company covering subscription to the Wallace Press-Times from June 20, 1927 to June 20, 1928, amount $9.00.

We do not consider it necessary to subscribe for this newspaper in connection with our Clipping Bureau.

sgd-F. W. DeGuire

encl.

March 31, 1928.
S-3

My dear Mr. Bates:

Referring to your call upon me last week and to the discussion that you, Mr. Clark, Mr. Capron and I had in Mr. Clark's Office:

I find that the tonnage figures that I gave you at that time are incorrect in that they represent total purchases for 1927 for the entire Northern Pacific Road and not for the territory west of the North Dakota-Montana line; I wish therefore you would disregard them. I give below figures representing the average quantities purchased and used in the territory west of the North Dakota-Montana line over the five year period through 1927:

Rolled steel wheels . . .	620 net tons
Steel rail	21,000 gross tons
Angle bars	3,400 net tons
Tie plates	5,900 net tons
Track spikes	1,170 net tons
Track bolts	600 net tons

Very truly yours,

(Signed) E. M. WILLIS

Mr. D. P. Bates,
c/o Livingston Chamber of Commerce,
Livingston, Montana.

431

St. Paul, Minn., March 31, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of March 30, and have approved for payment voucher in favor of Hans Gunderson, Roadmaster at Butte, amount $153.85, covering time lost during the month of February because of illness.

(Signed) CHARLES DONNELL
P

4320

March 31, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 27, enclosing SP&S AFE 4974 for rearranging and extending tracks in East Portland, at an estimated total cost of $1,549:

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

March 31, 1928.
K4

Dear Sir:

I have your letter of the thirtieth instant in which you make a suggestion that it would be to the interest of this company to maintain a land office at Brockway, Montana, to sell lands in that locality.

This is a matter which comes under the jurisdiction of our Land Commissioner, Mr. Hughes, and I am therefore referring your letter to him. If he thinks well of your suggestion he will doubtless write to you direct.

Very truly yours,

P

Mr. E. C. Garwood,
750 Gateway Bank Building,
Minneapolis, Minnesota.

cc-Mr. J. M. Hughes

434

March 31, 1928.
A5-K5

My dear Mrs. Breckinridge:

Referring further to your letter of March 13 and my acknowledgment of the sixteenth about the use on our dining cars of special menu cards, etc., for children.

The Northern Pacific Railway Company pays special attention to having suitable foods on its dining cars for children and I enclose two breakfast menus which you will note contain practically the same articles in foods as the menu proposed by your Association, as well as children's rhymes. These menus will be in use on our cars on May Day. We are very glad to cooperate with you to this extent.

Very truly yours,

encl.

Mrs. Aida de Acosta Breckinridge,
Director, Division of Publications and Promotion,
American Child Health Association,
370 Seventh Avenue, New York City, N. Y.

435

St. Paul, Minn., March 31, 1928.
KS

Mr. F. E. Williamson,
Vice President.

Mr. H. E. Stevens,
Chief Engineer.

Supplementing my letter of March 30 and previous correspondence about meeting to be held in Chicago, Tuesday, April 3, regarding Automatic Train Control and fire box doors:

We have been asked by the S.P.& S., jointly with the Great Northern, to have our representatives look after their interests at this meeting and I shall be glad if you will arrange accordingly. The information we have received from the Great Northern is to the effect that they will have no representative present at the train control hearing, but that one of their General Master Mechanics will be present to represent them in connection with the discussion on fire box doors.

P

920am

434

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

Charles Donnelly,
Care Hale Holden, CB&Q.,
Chicago, Ill.

Message about plans received Will arrange for man and Manthe Miller car meet Burlington forty-seven Sunday.

B O Johnson.

930am 437

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

J. W. Cooper,
CB&QRR.,
Chicago, Ill.

Mr Donnelly arriving Chicago B&O train seven today.

A M Gottschald

930am 438

St. Paul, Minn., March 31, 1928

Charles Donnelly,
Care Hale Holden, CB&Q.,
Chicago.

Have arranged send flowers Mr Prest's funeral.

B O Johnson.

March 31, 1928.
RS

Dear Mr. Rowe:

I have your letter of the twenty-eighth instant in which you offer to lease or sell to us 500 acres of Smithing coal in the State of Arkansas.

We would not be interested in acquiring an interest in this land but thank you for giving us the opportunity to do so.

Yours very truly,

(signature illegible)

Mr. Robert A. Rowe,
Rowe & Tatum, Lawyers,
Greenwood, Arkansas.

440

St. Paul, Minn., March 31, 1928.
K5

Mr. C. C. Kyle,
Purchasing Agent.

I am just in receipt of the following telegram from Mr. W. E. Coman, Assistant to the President, Seattle, Washington:

"Have just learned sad news of death of Mr. Prest. Please express my deepest sympathy to his family."

Will you please arrange to have Mr. Coman's expression of sympathy conveyed to Mr. Prest's family?

(Signed) E. O. JOHNSON.
P

441

Paid

1045am

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

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

L. W. Hill in California but his secretary forwarding another proxy to him air mail to be returned to you direct. Of course we have no assurance that he will sign proxy.

B O Johnson

Charge NPRyCo
Executive Dept.

442

Paid

1045am

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

E. A. Cay, Secretary,
Northern Pacific Railway Company,
34 Nassau Street, New York City, NY.

Dudmason in California but his secretary forwarding another bunpeg hogbat fox to him air mail to be returned to you direct. Of course we have no imagination that he will unjust bunpeg hogbat fox.

B O Johnson.

Charge NPRyCo
Executive Dept.

1130am

443

St. Paul, Minn., Mar. 31, 1928.

W. F. Turner,
Portland, Oregon.

A-26 Parent lines representatives will look after interests SP&S Chicago meeting.

Ralph Budd.

Charles Donnelly.

cc-Mr. Budd

Enroute Chicago to St. Paul,
March 31, 1928. D1

Mr. F. E. Williamson,
Vice President.

Mr. J. G. Woodworth,
Vice President.

For your information, I enclose herewith copy of a letter which Mr. Holden has addressed to Mr. Budd, about shortening of time of freight train schedules.

I shall be glad to have your comments about the situation. Is there anything that we can do to improve it?

(Signed) CHARLES DONNELLY.

encl.

445

Enroute Chicago to St. Paul,
March 31, 1928. D1

Dear Mr. Conn:

I have your letter of March 22 enclosing copy of the "Report of Progress and Finances" submitted to the California Development Association.

I think that you are working along right lines, and congratulate you on the success you have already achieved.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. Donald D. Conn,
Managing Director,
California Vineyardists Ass'n,
505 Financial Center Bldg.,
San Francisco, California.

446

St. Paul, Minn., March 31, 1928.
K5

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of March 27 about membership in various clubs held by Mr. J. L. Burnham, Western Traffic Manager:

I approve your recommendation that Mr. Burnham be allowed to include in his expense account the Rainier Club initiation fee of $275.00 and monthly dues; also, for the time being, the monthly dues of the Tacoma Country Club and the Union Club of Tacoma. It is understood that payment of dues in out of town clubs will not extend beyond 1928.