



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

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St. Paul, Minn., April 1, 1928.

K5

Mr. F. E. Williamson,
Vice President.

For the information of our representative who will attend the meeting in Chicago on Tuesday, April 3, in connection with the discussion of fire box doors, I attach copy of a petition filed with the Interstate Commerce Commission by the Grand Chief Engineer of The Brotherhood of Locomotive Engineers, and the President of the Brotherhood of Locomotive Firemen and Enginemen. I would suggest also that our representative, before departing for this meeting, arrange to consult with Mr. F. D. McCarthy, General Attorney.

(Sgd) CHARLES DONNELLY P

encl.

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

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

I have your letter of March 29 recommending that we convey to Mr. Springer H. Brooks, for a consideration of \$150., the strip of land at Dellwood adjoining his property which is part of the isolated strip cut off from the balance of our right of way by the highway at the time the Dellwood line change was made a number of years ago.

The sale of this property is approved and I return deed duly executed on behalf of the Railway Company.

encl.

3

St. Paul, Minn., April 2, 1928.

K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 22 transmitting proposed agreement with the Black Prince Coal Company covering maintenance and operation of a spur track serving the Coal Company's plant at Packwood:

The agreement has been executed on behalf of the Railway Company and I return copy for delivery to the Black Prince Coal Company. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

encl.

cc-Mr. R. H. Relf

St. Paul, Minn., April 2, 1928.

KS

Mr. D. F. Lyons,
General Counsel.

As a matter of information I enclose copy of a letter written by Nels Nottveit, of Marmarth, North Dakota, under date of March 29, 1928, to Messrs. Gunn, Rasch and Hall of Helena, about a verdict rendered against the Milwaukee Company by a jury in Forsyth, Montana, and in which, apparently, our local attorney at Forsyth was involved as a representative of the defense.

P

encl.

5/
Paid

1215pm

St. Paul, Minn., April 2, 1928.

B. O. Johnson,
1831 North New Hampshire Avenue,
Hollywood, California.

Message received and transportation arranged for.

A. M. Gottschald.

Charge NPrCo
Executive Dept.

6
St. Paul, Minn., April 2, 1928. A4

Mr. D. F. Lyons,
General Counsel.

I attach a letter I have received from Mr. Carter with respect to billing on the Great Northern for additions and betterments in the territory between Prescott and Tacoma Passenger Station.

You will recall that the Joint Facility Committee discussed this matter a year and a half ago. The last that I have on my file is a memorandum to the effect that you intended to discuss the matter with Mr. Bunn before we reached a final decision. I do not have all the papers before me now, but it is my recollection that there is something in the Accounting Department files which showed that the question had been up with the Great Northern some years ago, and that they declined at that time to permit the cost of additions in this territory to be added to the value, and apparently our Accounting Department acquiesced because the matter was dropped and not again brought up until a couple of years ago. Did you have any discussion with Mr. Bunn about this question?

(Sgd) J. H. POORE

encl.

17
St. Paul, Minn., April 2, 1928. A4

Dear Mr. Gemmell:

I am advised by our Operating Department that they are moving to Brainerd superheated "Q" engine No. 2083, and that it will be ready for your service by the 4th instant.

Yours very truly,

(Signed) J. H. POORE

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

8
April 2, 1928. A4

Dear Sir:-

Referring again to your letter of February 7, about defective air brakes on our Extra 1806, arriving Missoula, Montana, on February 1:

This train moved from Yardley, Washington, to Missoula, Montana, changing crews at Paradise, Montana. Paradise, while it is a point at which crews are changed, is not now a repair point for power brakes. Our investigation shows that when the train left Yardley all brakes had been tested and found to be in good condition. It also shows that the brakes on one car were cut out between Yardley and Paradise because of defective condition. While it is true that on arrival at Missoula defects were found in the brakes of four of the cars, it has been the understanding of our law officers that a train may be operated to the next brake repair point provided that the brakes on at least 85% of the cars in the train are in good condition.

Yours very truly,

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

April 2, 1928.

D1

Dear Mr. Grand:

I am just in receipt of annual pass over the system of the Great Western Railway of England, and wish to thank you and through you Sir Felix Pole for his kindness in sending it to me.

I take the liberty of transmitting herewith annual pass of the Northern Pacific for the year 1928 in favor of Sir Felix Pole, and shall be glad if you will forward it to him with my compliments and best wishes.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. K. W. C. Grand,
General Agent,
Great Western Railway of England,
505 Fifth Avenue,
New York, N. Y.

10
St. Paul, Minn., April 2, 1928. D1

Mr. F. E. Williamson,
Vice President.

I am glad to receive your letter of March 30 about conditions on the line.

I quite agree with you that we should use every reasonable effort to hold the business of the Universal Car Loading and Distributing Company, and will be glad to receive your recommendation as to what you think should be done as soon as you have reached a definite conclusion.

(Signed) CHARLES DONNELLY.

April 2, 1928.

DI

Dear Mr. Seger:

Thank you for your letter of March 29.

I was very sorry to have missed seeing you, but hope to have better luck when I am again in New York, as I hope to be within the next ten days or two weeks.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Charles B. Seger,
1790 Broadway,
New York, N. Y.

12
April 2, 1928. D1

Dear Mr. Ankeny:

I have just received a copy of the booklet entitled, "A Pioneer's Vision", giving an account of the origin and growth of your bank, and I wish to extend my hearty congratulations to you not only upon the general artistic make-up of the booklet, but as well upon the highly creditable facts which it records as to the growth and stability of your fine bank.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. John D. Ankeny,
President, First National Bank,
Walla Walla, Washington.

13

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

Mr. F. E. Williamson,
Vice President.

We have just received the following telegram from Mr.
W. H. Gemmell, President of the M&I Railway, Brainerd:

"Please have whoever represents NP at meeting
called by R. H. Aishton, Chicago, for tomorrow morning
regarding Automatic Train Control and fire box doors
represent M&I in latter matter. We are not interested
in Automatic Train Control as yet."

Please arrange to have our representative attending
the fire box door meeting to represent also the M&I Railway.

P

300pm

St Paul Minn Apr 2 1928

W H Gemmell
Brainerd

A-1 Will arrange for Northern Pacific representative look
after interests M&I at fire box door meeting Chicago.

J H Poore

16

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

Dear Sir:

I acknowledge receipt of your letter of March 3 advising that you have in your possession two photographs taken in 1891 or 1892, which you are willing to donate for exhibition in the Veteran's Association headquarters at St. Paul.

We shall be pleased to have you forward the photographs for the purpose indicated.

Yours very truly,

(Signed) E. O. JOHNSON.
w

Mr. Ed. McDonnelly,
Truck Carpenter, Como Shops,
St. Paul, Minnesota.

16
St. Paul, Minn., April 2, 1928.
K5

Dear Mr. Bartles:

Referring to your letter of March 3:

We shall be pleased to receive for exhibition in the Veteran's Association headquarters at St. Paul copy of the book of Transportation Rules issued in 1882 which was sent to you by Mr. Miles Ahlstedt, Section Foreman at Bellingham, Washington. The other book may be returned to Mr. Ahlstedt and I wish you would express our appreciation for his interest in this matter.

Yours very truly,

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

17
St. Paul, Minn., April 2, 1928.
K5

Dear Sir:

I have your letter of March 6 and shall be glad if you will forward the St. Paul Division train orders issued in 1889 which you desire to donate for exhibition in the Veteran's Association headquarters at St. Paul. Upon receipt we can determine whether or not it will be desirable to retain them for that purpose.

Your interest in our proposed collection of curios and relics is appreciated.

Yours very truly,

Mr. L. T. Brennan,
1406 Fremont Avenue, North,
Minneapolis, Minnesota.

14
St. Paul, Minn., April 2, 1928.
K5

Dear Sir:

I acknowledge receipt of your letter of March 17 transmitting invitation issued by E. H. McHenry, Division Engineer, on the opening of the Butte-Logan Line in 1890, which has been donated by Mr. William Rosenbaum, Cashier at Butte, for exhibition in the Veteran's Association headquarters at St. Paul.

This is indeed a very interesting relic and Mr. Rosenbaum's interest is appreciated.

Yours very truly,

(Signed) E. B. JOHNSON.

Mr. W. E. Bennett,
Agent, NPrY.,
Livingston, Montana.

19

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

Dear Sir:

This will acknowledge receipt of your letter of March 12 advising that you have in your possession a copy of The History of the Northern Pacific by Victor E. Smalley, dated August, 1883, which you would be willing to loan for exhibition in the Veteran's Association headquarters at St. Paul.

The Railway Company has in its possession a limited number of copies of this book and we will not, therefore, take advantage of your offer. Your interest, however, in the establishment of this collection is much appreciated.

Yours very truly,

(Signed) B. C. JOHNSON.

Mr. J. J. Schmidt,
Chief Yard Clerk, N.P.Ry.,
St. Paul, Minnesota.

20
St. Paul, Minn., April 2, 1928.

K5

Dear Mr. Flynn:

Referring to your letter of March 12 and returning letter from W. H. Dollar, retired Car Inspector, of the same date, together with the photographs submitted by him:

We are interested primarily in relics pertaining to the early history of the Northern Pacific. While we appreciate Mr. Dollar's interest, we do not feel, because of the limited space available, that we will be able to exhibit the items submitted.

Yours very truly,

encl.

(SIGNED) E. D. JOHNSON

Mr. T. M. Flynn,
Superintendent,
Jamestown, Nor. Dak.

21
April 2, 1928.
S-6

My dear Mr. Elliott:

Coal shipments for the week ending March 31
were as follows:

	<u>Roslyn</u>	<u>Red Lodge</u>	<u>Colstrip</u>
March 26	3740	2321	6807
27	4607	-	3780
28	2564	-	1570
29	2825	2310	2647
30	2902	-	3436
31	<u>943</u>	<u>-</u>	<u>3132</u>
Total -	17581	4631	21372

The total shipments from all mines was 43,584
tons, an average of 6,226 per calendar day.

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

Very truly yours,

(Signed) CHARLES DONNELLY.R

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

22
April 2, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of March 30, enclosing copy of minutes of special meeting of directors of the Oregon Electric Railway Company, held at Portland, Oregon, March 29, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Mr. Robt. Crosbie, Secretary,
SP&S Railway Company,
Portland, Oregon.

23
April 2, 1928.

8-6

Dear Sir:

I enclose coupons to the value of \$9.00 and shall be glad if you will forward to me four copies of Volume 125 of the I.C.C. decisions under the subject of valuation.

Very truly yours,

(Signed) CHARLES DOFFNER

Encl.

Superintendent of Documents,
Government Printing Office,
Washington, D. C.

24

April 2, 1928.
5-3

My dear Mr. Elliott:

I return herewith proposed itinerary for Mr. Polk's trip, which has been gone over by the transportation officers.

We usually figure on one hour and ten minutes between Forsyth and Colstrip, and the arriving time at Colstrip has been changed to 9:40 a.m. Between Forsyth and Livingston the schedule is a trifle fast, and the time of departure from Forsyth has been changed to 12:05 p.m.

We have only one westbound night train out of Spokane, namely No. 1, leaving at 6:30; however, we shall probably have a berry special in operation at that time which will leave around 9 p.m. and Mr. Polk's car could be handled on that train to Pasco. To arrive at Yakima at noon the leaving time at Pasco should be about 9:30.

With these suggestions the schedule on our line will be satisfactory so far as the operating department is concerned.

From Portland to San Francisco there is probably only one train on which the Southern Pacific would handle the car, namely No. 13 leaving at 9:30 p.m., due in San Francisco at 7:30 the second morning. Each of the other through trains carries an observation car and from past experience the Southern Pacific would not want to handle the car on those trains; however, we can take the matter up in a more definite way after Mr. Polk has definitely decided on the arrangements he would like to make.

Very truly yours,

Signed) CHARLES DONNELLY.

Encl.

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

25
St. Paul, Minn., April 2, 1928. A4

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

Referring to my conversation with you, Mr. Richards and others about ten days ago, with respect to the treatment to be accorded to transit shipments in connection with our settlements with the Clearwater Timber Company under the contract of December 3, 1925:

I have discussed this matter with both our law and traffic officers and also with the Union Pacific. The conclusion reached is that the refunds provided in the contract referred to should be applied to transit shipments and that they should be applied in the year in which the business moves from the transit resting place rather than in the year in which the original shipment is made from a point on the Orofino Branch.

(Signed) J. H. POORE

26
April 2, 1928. A4

Dear Mr. Haugh:

I acknowledge receipt of your letter of the 28th ultimo in regard to refunds on forest products moved under tariffs containing transit privileges from points on the new Orofino Branch to points east of Beach or east of Cheyenne.

Mr. Donnelly agrees that refunds should be made on these shipments, and I have advised our accounting officers accordingly, with the understanding that in settlements with the Timber Company the year in which the shipment moves from its transit resting place is to be used rather than the year in which the shipment from a point on the Orofino Branch is made.

Very truly yours,

(Signed) J. H. POORE

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

27

St. Paul, Minn., April 2, 1928. A4

Mr. F. E. Williamson,
Vice President.

I return herewith the letter which Mr. Dildine has received from the Telegraphic Cable & Radio Registrations, Inc. I do not think it is necessary for us to register a cable address through these people. I believe we already have a registered cable address at New York, and we do not have sufficient business from any other point to warrant the expense of a registered cable address.

~~WILLIAM DONNELLY~~

P

encl.

25
St. Paul, Minn., April 2, 1928. A4

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

I think you will be interested in the attached, covering a recent trip made by our Y.M.C.A. Basket Ball Team to Duluth. This was entirely an invitation affair, not solicited in any way by our boys. I judge from the letter from Rev. Alfred Beaudin and the four newspaper articles that they not only behaved themselves very well but also played good basket ball, and in addition secured some publicity for the Northern Pacific.

Please return the enclosed papers.

encl.

W. H. POORE

29

St. Paul, Minn., April 2, 1928. DL

Mr. J. G. Woodworth,
Vice President.

Referring to talk we have had today about the payment of commissions on milk shipments on the Camas Prairie:

I am not satisfied, in view of the figures submitted to me by Mr. Onslow as to the amount of business which we are doing on the Grangeville and Stites branches, that it is to our advantage to pay these commissions. I feel quite certain that the payment of them may react to our prejudice if there is any chance that their payment to agents on the Camas Prairie can be invoked as a precedent for demand of similar payments by agents on Northern Pacific rails.

I wish you would look further into this question taking the matter up, if necessary, with representatives of the Operating Department now here, and give me an expression of your views as to what we ought to do.

(Signed) CHARLES DONNELLY.

3⁰
April 2, 1928.

Dear Mr. Gay:

Herewith copy of statement summarizing AFE
approvals as of March 31, 1928.

Yours very truly,

Enclo

(Signed) E. M. WILLIS

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

31

St. Paul, Minn., April 2, 1928.

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

Herewith copy of statement summarizing AFE
approvals as of March 31, 1928.

(Signed) E. M. WILLIS

Encls

32

April 2, 1928.

2-3

Personal

My dear Mr. Gay:

We find it necessary to be careful to give to Twin City papers information about the Northern Pacific that at the same time is being given out in New York. In other words, if the papers here receive over the wire from New York information which is given out there by some of our officers and which is also available here but not furnished locally, we get into trouble. What I am leading up to is that if Mr. Elliott should decide to give out a statement commenting on the annual report, the statistical section of which has been sent to you for use at the annual meeting, I wish you would let me know by wire, and along what lines he is commenting, so that we can arrange to furnish local papers similar information before they get it over the wire. It is my recollection, however, that Mr. Elliott does not usually issue a statement on the annual report until the complete report is ready; on the other hand, I recall that some of the newspapers are represented at the annual meeting, to whom copies of the statistical report have been available. If Mr. Elliott is not going to comment for the newspapers, probably all we will do here is to let the local papers know that the annual meeting is being held and show them a copy of the statistics. Of course the general remarks in the report furnish better material for a newspaper story than does the statistical section and when the complete report is ready a story will undoubtedly be prepared for the newspapers locally and perhaps along the line.

In any event, the important thing is to be able to furnish the local papers with information that may be given out in New York, and I will greatly appreciate it if you will tip me off as to what is likely to be done there.

Very truly yours,

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

(Signed) E. M. WILLIS

133

St. Paul, Minn., April 2, 1928.
S-3

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

I return the copy of Mr. Hughes' letter of March 31 to Mr. Zapffe about the proposed iron and steel industry in Montana, and thank you for letting me see it.

For your information, following are the figures which I have furnished Mr. Bates, of the Livingston Chamber of Commerce, representing the average yearly purchase of steel products for the five-year period through 1927 for use west of the North Dakota-Montana state line:

Rolled steel wheels	. . . .	620 net tons
Steel rail	. . . .	21,000 gross tons
Angle bars	. . . .	2,400 net tons
Tie plates	. . . .	5,900 net tons
Track spikes	. . . .	1,170 net tons
Track bolts	. . . .	600 net tons

(Signed) B. M. WILLIS

Encl.

34
April 2, 1928.

8-3

Dear Sir:

The enclosed letter addressed to Mr. R. J. Maloney, General Manager of the Owasco River Railway at Chicago, was received by Mr. R. W. Clark, General Traffic Manager of the Northern Pacific, and by him referred to me. On the theory that you intended to send it to Mr. Maloney I am returning it to you for that purpose.

Assuming also that you perhaps intended to send a similar inquiry to the Northern Pacific, I think I should tell you that at the present time I know of no opportunity in the Northern Pacific organization for making use of your services.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

Mr. William G. Wilt,
1206 North Monroe Street,
Spokane, Washington.

35
St. Paul, Minn., April 2, 1928.
S-3

Dear Mr. Andersen:

Referring to your letter of March 14 and to
my wire of March 26:

I now return duly approved AFE for ventilating
No. 4 mine and providing escapementway for workers in
No. 4 and No. 5 mines at Roslyn.

Very truly yours,

(Signed) CHARLES DONNELLY 

Encl.

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

34

St. Paul, Minn., April 2, 1928.
S-3

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

There was referred to you a copy of Mr. Donnelly's letter of February 10 to Frank G. Harris, Business Manager of the Queen City Sun at Virginia, Minnesota, in connection with the Minnesota booklet. Apparently you sent him some cuts, of which, according to the attached letter, he has made some use. Will you please write him further in response to his inquiry as to whether the cuts should be returned to you or whether he may forward them to Mr. Brown, of the Chisholm Tribune-Herald?

(Signed) E. M. WILLIS

Encl.

37
St. Paul, Minn., April 2, 1928.K5

Dear Sir:

This will acknowledge receipt of your letter of March 14 transmitting copy of the original train order issued July 1, 1888, which you are willing to donate for placing in the Veteran's Association headquarters at St. Paul.

We are glad to have this in our collection and appreciate your interest in the matter.

Very truly yours,

(Signed) B. O. JOHNSON.
W

Mr. Wm. Laird,
Pullman, Washington.

36
St. Paul, Minn., April 2, 1928. K5

Dear Sir:

I thank you for your letter of March 9 about the two photographs which you are willing to donate for exhibition in the Veteran's Association headquarters at St. Paul.

Your interest in this collection is appreciated, and if we find that the available space will enable us to display these photographs I will write you further.

Yours very truly,

(Signed) E. C. JOHNSON.

Mr. Pat J. Harrington,
Yardmaster,
St. Paul, Minnesota.

39
St. Paul, Minn., April 2, 1928.
E5

Dear Mr. Anderson:

Referring to your letter of March 8, File G-330:

We would like very much to receive for placing in the Veteran's Association headquarters at St. Paul the items mentioned in your letter, and I am sure they will be of interest to all concerned.

Yours very truly,

(Signed) H. G. JOHNSON.
3

Mr. J. P. Anderson,
Shop Superintendent,
Brainerd, Minnesota.

St. Paul, Minn., April 2, 1928.

K5

Dear Sir:

I have your letter of March 13 about the photographs which you have and which you would be willing to donate for placing in the Veteran's Association headquarters at St. Paul.

We would be glad to receive Item No. 2 - "View of Como Shops taken from Hamline Avenue and Great Northern tracks - 1892".

Yours very truly,

(signed) R. D. JOHNSON

Mr. Jos. Eckblom,
1397 Albany Street,
St. Paul, Minnesota.

41
April 2, 1928. EB

Dear Mr. Macaulay:

I have your letter of March 30, together with an outline for an article about the Northern Pacific Dining Car Department to be submitted to the American Restaurant magazine.

We will endeavor to obtain the information and photographs you request and they will be forwarded to you in due course.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. S. Armour Macaulay,
223 North 8th Street,
Quincy, Illinois.

42
St. Paul, Minn., April 2, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I enclose booklet published by the Union Switch &
Signal Company containing reprint of an article published in
the Railway Age of August 6, 1927, entitled "Santa Fe Train
Control Aids Traffic".

encl.

43
April 2, 1928. A5

Dear Sir:-

Referring to your recent call at this office:

I enclose form which Mr. Donnelly has filled in, giving information with respect to his various business connections.

Yours very truly,

(Signed) A. M. CORPSON

Office Manager.

Mr. Leonard A. Hardell,
The Corporation Trust Company,
Security Building,
Minneapolis, Minn.

44
St. Paul, Minn., April 2, 1928. A5

Mr. F. E. Williamson,
Vice President.

I enclose circular letter from Mr. R. H. Aishton, President, American Railway Association, with respect to the activities of the Committee on Prevention of Highway Crossing Accidents, and the proposal to distribute a careful crossing campaign booklet. Will you please advise if you think it desirable for this company to make a distribution of this booklet and if so, the number of copies you think should be purchased.

(SIGNED) CHARLES DONNELLY

encl.

45
April 2, 1928. A4

Mr. R. J. Henderson,
Traffic Manager, M.D. & W. Ry. Co.,
Builders Exchange,
Minneapolis, Minn.

Mr. W. H. Webb,
Assistant to President, M.D. & W. Ry. Co.,
Builders Exchange,
Minneapolis, Minn.

Gentlemen:

We acknowledge receipt of your letter of the 29th ultimo, with respect to our conferences in regard to the financial condition of the Minnesota and International Railway Company.

A preliminary reading of your letter is disappointing because it does not disclose any helpful suggestions. On the other hand, we think you are bringing up a number of things that are irrelevant to the questions we have been discussing and that some statements are made that are either inaccurate or tend to convey an erroneous impression.

Mr. Clark is leaving the city today to be gone for about a week. On his return we will make reply to your letter.

Yours very truly,

(Sgd) R. W. Clarke
General Traffic Manager, M.P. Ry. Co.

(Sgd) J. H. Poore
Executive Assistant, M.P. Ry. Co.

AL

St. Paul, Minn., April 2, 1928.
8-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 28 and returning proposed contract with Mr. J. W. Bye of Vancouver, B.C., covering proposed renewal of part of the floor in the Northern Pacific freight house at that point:

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.

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

47
April 2, 1928. AS

Dear Sir:-

Referring to your letter of March 31:

I am sorry that you did not receive the copy of the radio address on "The Railroad Consolidation Movement" previously forwarded to you. I am, however, forwarding two copies with this letter.

Yours very truly,

(Signed) CHARLES DOWNHILL

h

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

48

St. Paul, Minn., April 2, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of a letter I have received from
Mr. Gray in regard to employes transferring to Camas Prairie
Railroad service. Will you please let me have your views
on the question raised by Mr. Gray.

(SIGNED) CHARLES DONNELLY

encl.

49
April 2, 1928. AS

Dear Sir:-

Referring to your circular letter of March 29, I return card showing the number of employes in St. Paul as of March 31, 1926, 1927 and 1928.

Yours very truly,

CHARLES DONNELLY

Mr. W. H. MacMahon,
Employment Manager,
Citizens Alliance,
301 Robert Street,
St. Paul, Minn.

St. Paul, Minn., April 2, 1928. A5

Dear Mr. Coman:

This will acknowledge receipt of your letter of March 29, about assignment of contract of June 2, 1916, covering equipping of logging flat cars with turtle back bunks by R. H. Lamson to the Lamson Logging Company. I have executed the acknowledgment of our consent to this assignment and return copy for delivery to the Logging Company. Copy bearing the approval of our Law Department, together with duplicate original of the assignment, has been filed with the Assistant Secretary.

Yours very truly,

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

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

61
April 3, 1928.

8-3

Dear Sir:

Answering your letter of March 15, file 21-11:

If you will send to Mr. J. G. Woodworth, Vice President, a metal cut of the advertisement which accompanied your letter and which you would like to have us use, we will set the type to fit such space as can be assigned for your ad. It may not be possible always to use this cut but we will try not to reduce it; the question of using it in full size will depend to some extent on other material which we may find it necessary to use.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. E. A. Stedman, Vice President,
American Railway Express Company,
58 East Washington Street,
Chicago, Illinois.

cc--

Mr. J. G. Woodworth.

5-2
April 3, 1928. D1

Dear Mr. Holden:

Answering your letter of March 27 about the Wyoming North and South Line.

I do not understand just what you mean by filing some sort of paper now with the Interstate Commerce Commission. It would seem that it would be sufficient for you to oppose the construction of this line when application is made for a renewal of the permit; this I think the Burlington should do.

The Northern Pacific is in a somewhat different position, because when the enterprise was first launched we indicated to the Miles City people that we would not oppose it, and I should not want to say definitely at this time that we would wish to oppose it now.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

cc-Mr. Ralph Budd:

63
April 3, 1928.

D1

Dear Sir:

I have your letter of March 17.

I cannot say definitely at this time that I will be able to attend the celebration in connection with the completion of our Redwater Branch, but I hope very much to be able to do so. In any event, you may be certain that the Northern Pacific will be well represented at the celebration.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

54

April 3, 1928.

D1

Dear Mr. Sloane:

Your letter of March 26 was received in my absence, but my assistant, Mr. Willis, took up promptly the question of finding employment for Mrs. Schenker, and I enclose a memorandum from him indicating that progress is being made. I think we will be able to make some arrangement for her within the next few days, and I will advise you definitely when this has been done.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. John Sloane,
575 Fifth Avenue,
New York, N. Y.

55
St. Paul, Minn., April 3, 1928. D1

Dear Mr. Coman:

I have your letter of March 31 with reference to the report of the Secretary of the Columbia Basin Irrigation League, covering the meeting held at Seattle March 16. If this had come to my attention before I had forgotten it.

I was interested to note what Mr. Green said about the long and short haul clause. Our stand with reference to this matter, as you know, has been definitely taken and announced, and we will want to be very careful to avoid doing anything which can be construed as an attempt on the part of the Northern Pacific to revive this long and short haul question. We have given our assurance in good faith to Spokane, and we shall want to be careful to live up to it.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

cc-Mr. J. G. Woodworth:

1130am
56/

St. Paul, Minn., April 3, 1928.

F. J. Berry,
Spokane.

Your wire R-15 date E E Nelson Mailed March 30 cut new
cafe-coach to C O Martin Yakima You are authorized to ask
Martin to mail to you after it serves his purpose for use
Moscow and Pullman Please return to this office Regret have
no mats Glendenning of Spokesman Review used cut and will
probably let you have mats Please send clips.

F W DeGuire

57
St. Paul, Minn., April 3, 1928.

KB

Dear Sir:

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

Yours very truly,

(Signed) F. W. DeGUIRE

encl.

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

58
St. Paul, Minn., April 3, 1928.
S-3

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

The attached papers are self-explanatory. Clarke, of the Sturtevant Company, was a very good friend of mine when I was in Boston and they do quite a substantial business. I suppose Mr. Clemson has friendly relations with that company, but if there is any difficulty in getting any of their business I might be able to accomplish something with Clarke.

I hope some time when you are in Boston you will have time to run out to Hyde Park and call on him.

(Signed) E. M. WILLIS

Encl.

59
St. Paul, Minn., April 3, 1928.
S-3

Mr. J. G. Woodworth,
Vice President.

For your information I attach report of
the Pacific Northwest Growers Organization Committee,
appointed on March 18, 1927, for the purpose of endeavoring to bring about some improvement in the apple industry.

(Signed) CHARLES DONNELLY

Encl.

60

April 3, 1938.
S-3

Gentlemen:

During the past year or two the Northern Pacific has purchased some advertising space in the Union Labor Bulletin, the space taken in 1937 having cost \$100. We have been asked to take space at a similar cost this year, and unless you have some objection to our doing so we will go along on that basis.

Very truly yours,

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

Mr. G. R. Martin, Vice President, ✓
Great Northern Ry Co., St. Paul, Minn. ✓
Mr. G. W. Webster, Vice President, ✓
NStPASCH 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. ✓

61
St. Paul, Minn., April 3, 1928.
8-3

Mr. F. E. Williamson,
Vice President.

Referring to my letter of March 9 about
locomotive mileage statistics:

Can you now favor me with a reply?

(Signed) CHARLES DONNELLY *CD*

62
St. Paul, Minn., April 3, 1928.
8-3

Dear Mr. Sloan:

I enclose application for membership in the Veterans' Association by Mr. Edward A. Gay, Secretary and Assistant Treasurer of the Company at New York; I also enclose his check for \$2 for dues.

Mr. Gay has forwarded the application through me as he did not know the name and address of the secretary of the Association. I am giving him this information. When you communicate with Mr. Gay he may be addressed as

Secretary & Asst. Treasurer,
Northern Pacific Railway Co.,
34 Nassau St., New York City.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

Mr. T. R. Sloan, Secretary,
Northern Pacific Veterans' Association.

63
April 3, 1928.
9-3

Dear Sir:

Thank you for your letter of March 30 enclosing one from Professor Young. I am glad he finds an improvement in the handling of the night train from Duluth. Our reports indicate that the train is being well handled. I had not previously heard of any rough handling on the part of the switching crews at Saint Paul and Minneapolis in switching this train, but in view of Professor Young's criticism I will have that looked into too.

Very truly yours,

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

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

64
April 3, 1928.
S-3

Dear Sir:

Answering your letter of March 29 addressed jointly to Mr. Budd and me:

I have today executed and returned to Mr. Martin supplemental agreement modifying the agreement of July 27, 1923, concerning the ownership of four hundred shares of Midland National Bank of Billings stock which will permit of the Great Northern disposing of its interest in this stock as proposed. The agreement will undoubtedly reach you for your signature very shortly.

Very truly yours,

(Signed) CHARLES DONNELLY

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

65
April 3, 1928.
9-3

Dear Sir:

Referring to your letter of March 26:

I have executed on behalf of the Northwestern Improvement Company and herewith return, in quadruplicate, supplemental agreement modifying the agreement of July 27, 1923, with respect to the equal ownership of four hundred shares of the capital stock of the Midland National Bank of Billings, Montana, by the Great Northern, Burlington and Northern Pacific. When the agreement has been completed please send to me a duplicate original for the files of the Northwestern Improvement Company.

Very truly yours,

(Signed) CHARLES J. HARRISON *CH*

Encl.

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

68
St. Paul, Minn., April 3, 1928.
9-3

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

A few days ago a representative from New York of the Equitable Life Assurance Society called on me to discuss a proposal which he made to Mr. Lyddon, Shop Superintendent at South Tacoma, with respect to a salary savings insurance plan for our shop employes at that point. He intimated to me that Mr. Lyddon seemed to be impressed with the proposal and I would like to ascertain if that is a fact. Can you have an inquiry directed to Mr. Lyddon asking for his views? Incidentally, I am not at all certain that we would be disposed to give favorable consideration to the plan even if Mr. Lyddon thinks well of it, but I would like to have his reaction to confirm or otherwise the statement that was made to me.

(Signed) E. M. WILLIS

405 pm

Saint Paul April 3 1928 67

W E Coman
Seattle

Your letter March 12 about retiring Yardman Stout NP Terminal Company Because of very strong objections on part of Union Pacific to granting special pension to employees not eligible under pension rules to regular pension allowance Mr Sproule has withdrawn his alternative suggestion and now recommends going along with original recommendation Terminal Company board to allow Stout to remain in service until October 1929 Stop While I think alternative plan was a better one to follow I am willing in view of precedent already established to agree to continue Stout until he has acquired twenty years service assuming his physical condition is such as to justify that course Stop Unless you see some serious objection I will so advise Messrs Sproule and Gray D-8

Charles Donnelly

68
St. Paul, Minn., April 3, 1928.
S-3

Dear Sir:

I return Mr. W. L. Shattuck's letter of March 23 addressed to you, requesting information with respect to the outbound tonnage from the Gilmore and Pittsburgh in Idaho during 1927. You may arrange to furnish the information, of which I would like to have a copy.

Very truly yours,

(Signed) B. O. JOHNSON *BJ*

Encl.

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

St. Paul, Minn., April 3, 1928.

9-3

Mr. F. E. Williamson,
Vice President.

Answering your letter of March 13 about Mr. R. B. Webb,
Coal Agent at Cle Elum:

I think there can be no question about his service having been continuous since May 1903; since then he has been either in the exclusive employ of the Railway Company or the Improvement Company or jointly employed by those companies. In any event, during the time that he was carried for full time on the Improvement Company payrolls, the Improvement Company has billed against the Railway Company for one-half of his compensation. Therefore, for pension purposes, his service may be considered as continuous upon the understanding that, when pensioned, the pension allowance will be assumed by the Railway Company and the Improvement Company in proportion to his service with each company.

Mr. Webb and his wife now receive annual transportation on the Northern Pacific under the recent arrangement whereby Mr. Webb is now carried for one-half of his compensation on the Railway Company payroll and for the other one-half on the Improvement Company payroll, and the transportation now furnished has the approval of Mr. Andersen. I think, before extending the transportation privilege to other members of Mr. Webb's family, the matter should be taken up with Mr. Andersen for his approval.

(Signed) CHARLES DONNELLY, 

70
St. Paul, Minn., April 3, 1928. A5

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

Referring to your letter of April 2, about rental adjustment on lease No. 20239 to the Pacific Warehouse Company for the ten-year period beginning May 1, 1928:

I approve your recommendation that the present rental of \$11,750 be continued for the ensuing ten-year period.

(Sgd) CHARLES DONNELLY

71
April 3, 1928. AS-1

My dear Mr. Vauclain:

I have to acknowledge and thank you for your telegram of April 2 about the death of Mr. F. G. Prest, formerly Director of Purchases of this company. Your expression of sympathy will be conveyed to Mr. Prest's family and to his many friends here.

Very truly yours,

CHARLES DONNELLY

Mr. S. M. Vauclain, President,
Baldwin Locomotive Works,
Philadelphia, Pa.

7^W
April 3, 1928. A5

My dear Mrs. Prest:

I quote below a telegram received from
Mr. S. M. Vauclain, President of the Baldwin Locomotive
Works, dated Philadelphia, Pa., April 2:

"I have just learned of the sudden death
of Mr. F. G. Prest for many years asso-
ciated with your company. Please extend
to all friends my sincere sympathy."

Yours very truly,

(Sgd) CHARLES DONNELLY

Mrs. F. G. Prest,
1713 Summit Avenue,
St. Paul, Minn.

St Paul Minn April 3 1928

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

Estimated earnings fourth week March in thousands

Freight	2060	increase	121	or	6.3%
Passenger	259	decrease	30	or	10.5%
Miscellaneous	200	decrease	1	or	.3%
Total	2519	increase	90	or	3.7%
Total for month	7789	increase	468	or	6.4%

Cars loaded locally for month 63800 increase 3249 accounted for as follows:

Increases:	Grain	1364
	Logs	1422
	Coal	297
	Miscellaneous	443

Decreases:	Merchandise	100
	Livestock	50
	Forest Products	127

Received from connections 16218 decrease 20 accounted for as follows:

Increases:	St. Paul Division	133
	Dakota	209
	Yellowstone	15
	Montana	331
	Idaho	16
	Pasco	227

Decreases:	Lake Superior	445
	Fargo	106
	Rky Mtn	41
	Seattle	257
	Tacoma	102

Grain loading eastern district increased 1223 cars received from connections decreased 235 cars Grain loading western district increased 141 cars received from connections increased 52 cars.

Fruit loading this year 604 cars compared with 580 last year received from connections 560 cars compared with 566 last year.

Potato loading this year 3359 cars compared with 2206 last year received from connections 146 cars compared with 57 last year.

Weather conditions during last week generally mild with moderate temperatures Had considerable rainfall Idaho Division and along coast and light snowfall Montana and Yellowstone Divisions.

Charles Donnelly

74
St. Paul, Minn., April 3, 1928. A4

Mr. S. A. Wilder,
Asst. to Vice President.

Referring to your letter of the 3rd instant, in regard to employes on the Stites Branch turned over to the Camas Prairie:

Yesterday we sent to Mr. Williamson a letter which we had received from Mr. Gray with respect to transfer of employes from the Northern Pacific to the Camas Prairie with retention of seniority rights on the Northern Pacific. Mr. Gray does not think it proper that these employes, other than train and engine men, should retain their rights on the Northern Pacific and Mr. Williamson has been asked to express his views. Until that has been done I believe it would be better not to reply to Mr. Johnson's letter to you of the 31st ultimo.

This is true, however: The Camas Prairie pension plan has now gone into effect and it provides that employes transferred from either parent line to the Camas Prairie shall have service with that line considered when pensions are being computed. Both the Camas Prairie and the Northern Pacific have group insurance plans and all of the employes of both companies may be considered to be fully protected both as to group insurance and pensions, and when the question of seniority rights is definitely determined, I think you will be in a position to make reply to Mr. Johnson's letter.

(Signed) J. H. POORE

75 ✓
April 3, 1928. A4

Dear Mr. Martin:

Referring to your letter of the 26th ultimo to Mr. Kenney in regard to Great Northern contribution toward the deficit of the Northwestern Poultry Show at Fargo:

The Northern Pacific has agreed to make a similar contribution and voucher for that amount is now being put through the accounts.

Yours very truly,

(Signed) B. O. JOHNSON.

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

76
St. Paul, Minn., April 3, 1928.
K5

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

Referring to your letter of April 3:

This will be authority for the Western Right of Way Agent to make draft on Mr. P. B. Lacy, Treasurer, for \$6,000, in connection with advance by the Northwestern Improvement Company on account of construction of building for the Puyallup & Sumner Fruit Growers Association at Puyallup.

(Signed) CHARLES DONNELLY
P

77
St. Paul, Minn., April 3, 1928. K5

Dear Sir:

I acknowledge receipt of your letter of March 30 and thank you for your interest in forwarding the various relics for exhibition in the Veteran's Association headquarters at St. Paul.

Yours very truly,

(Signed) E. O. JOHNSON.

Mr. Truman W. Freeman,
609 F Street,
Centralia, Washington.

76
April 3, 1928. K5

Dear Mr. Wright:

I return letter which we received today directed to Mr. W. S. Palmer, President and General Manager of the Northwestern Pacific Railroad Company, San Francisco, California, in envelope addressed to Mr. Donnelly. The enclosures pertain to points on our line which will be retained here pending receipt of further advice from you.

Yours very truly,

Encl.

Mr. Roy V. Wright,
Managing Editor, Railway Age,
30 Church Street, New York City.

79

St. Paul, Minn., April 3, 1928. K5

Dear Sir:

I enclose two copies of Form 7298 which I shall be glad if you will have filled in, returning one copy to this office.

Yours very truly,

(Signed) E. O. JOHNSON.
w

encl.

Mr. R. E. Hammond,
Assistant Master Mechanic,
Staples, Minnesota.

80
St. Paul, Minn., April 3, 1928.

KB

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

Have details and schedules been arranged for the week-end trips of school children to the Twin Cities, as described in the attached paper?

(Signed) E. W. McCURR

encl.

81
April 3, 1928. KB

Dear Mr. Ericson:

I have your letter of March 27 which was addressed to the Northern Pacific Railway.

The Advertising Department has advised me that the Tribune is on our regular schedule which will start about April 15. This schedule will be a substantial one. The advertising to which you refer, and which appeared in the Brainerd Dispatch and in the St. Cloud Journal Press, was authorized on two occasions recently to call attention in a conspicuous way to low fares to St. Paul and Minneapolis. This space was confined to daily papers which explains why none was used in the Tribune.

The Passenger Department, believing that there is news value to announcements of reduced fares, advises editors in the territory affected. These items are submitted, of course, on the basis only that they contain elements of news, which would be rejected by the editor if his appraisal of news did not permit him to so regard the items submitted.

When you come to St. Paul I would be glad to have the privilege to discuss this matter with you more fully; likewise, we would be pleased to explain to you reasons why we believe unification of the Northern Pacific and Great Northern would be beneficial to the entire Northwest.

Yours very truly,

(Signed) E. W. DeGURE

Mr. George E. Ericson,
Editor, The Brainerd Tribune,
Brainerd, Minnesota.

82
April 3, 1928.
K8

Dear Mr. Rachlin:

Thank you for your letter of March 30.

I can appreciate Mr. Sanders' reaction to copy submitted to the News Tribune carrying afternoon release. Unfortunately, however, in handling stories for system wide release it is to our advantage to release for afternoon papers, since there are many more of them than morning papers.

We appreciate the splendid use the News Tribune has made of some of the stories we have submitted to you, and I will endeavor to place in your hands from time to time, more articles which will be exclusive to the News Tribune. In response to your query, we endeavor to supply the newspapers in the various territories each month with information about the retirement of outstanding veterans.

With kindest personal regards, I am

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. H. H. Rachlin,
Managing Editor,
The Duluth News Tribune,
Duluth, Minnesota.

43

St. Paul, Minn., April 3, 1928. A4

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

Replying to your pencil memorandum on Mr.
Burnham's letter to you of the 24th ultimo:

Under the contract of December 1, 1909, the Great Northern has the right to require the construction of such tracks as it deems necessary for the proper conduct of its business, and if we should be unwilling to construct the additional trackage they have the right to submit the question of necessity to arbitration. It seems to me that in a case such as that covered by the attached papers we would not get anywhere in trying to oppose the extension of the existing spur track.

The language of this contract with respect to the construction of additional trackage is the same as in the contract with the Great Northern and the O-W.R.R. & N. covering trackage from Tacoma to Vancouver. Under the latter contracts it is my understanding that both the Great Northern and the O-W.R.R. & N. have at different times constructed tracks for their exclusive service, and it seems clear that as a practical matter they can force the extension of the existing spur track to serve the proposed lettuce warehouse if they desire to do so. Whether the cost of that extension would be borne by the Northern Pacific and added to the valuation, or whether the Great Northern would pay the cost itself, I am not so clear about, but I presume that if the track is to be constructed, we would prefer to construct it so that we would have a right to secure business from the warehouse if we were able to do so.

(Signed) J. H. FOOTE

84
St. Paul, Minn., April 3, 1928. A4

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

I attach file of papers I have received from Mr. Jacobus with respect to payment of entrance fee of Northern Pacific Bowling Team in the Twin City Bowling Tournament.

As you know, our stand with respect to contributions to bowling teams was changed because of the recommendation of the Traffic Department. I shall, therefore, be glad if you will handle this matter with Mr. Jacobus and this office will approve whatever contribution you care to recommend.

(Signed) J. H. POORE

encl.

45

St. Paul, Minn., April 3, 1928. A4

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

Mr. Donnelly has been asked to approve a proposed contract covering cost of renewing part of the floor in the Northern Pacific freight house at Vancouver, B.C., now under lease to the Auto Assembling and Unloading Company at a rental of \$4,200 per year.

As I understand it, the lease provides that the lessee will bear the cost of repairs, except reasonable wear and tear. Late in 1923 or early in 1924 we expended nearly \$3,000 on repairs to this floor, and if it now has to be renewed again it makes a pretty heavy item to charge against the rental credits. Can you let me have a statement showing what our income and outgo has been with respect to this freight house since the present lease was made; also, in connection with repairs of this character, do we make any check as to what is reasonable wear and tear which we must pay for, and what is maintenance cost which under the lease should be borne by the lessee?

(Signed) J. H. POORE

St. Paul, Minn., April 3, 1928. A4

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

Replying to your letter of the 2nd instant, in regard to the Flint roadster which was turned over to your department for use in the Redwater Branch:

If there is no further use for this machine, I see no objection to selling it. I think, however, before accepting an offer from any employe of the company, an endeavor should be made to secure an offer from some automobile dealer in Glendive, and whichever offer is the highest should, of course, be accepted.

(Signed) J. H. POORE

87

St. Paul, Minn., April 3, 1928. A4

Mr. P. B. Lacy,
Treasurer.

I return herewith the letter which Mr. O'Malley received from the Director of the French Athletic Club at Duluth, also the newspaper clippings. These have been noted by Mr. Clark and myself and we both think that fine work was accomplished by your team. They are certainly to be congratulated and I am sure that you, too, must take considerable pride in the way the Club has developed under your guidance.

(Signed) J. H. POORE

encl.

88
Paid

St Paul Minn April 3 1928

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

Shall appreciate having Car Yellowstone returned to
StPaul as soon as convenient.

Charles Donnelly

Charge Nor Pac Ry Co
Exec Dept

89

Paid

12.25 PM

St Paul Minn April 3 1928

B O Johnson
1831 North New Hampshire Ave
Hollywood California

Message received and will arrange for stopover at
Grand Canyon.

A M Gottschald

Charge Nor Pac Ry Co
Exec Dept

40
St. Paul, Minn., April 3, 1928. A5

Dear Mr. Bennett:

I acknowledge receipt of your letter of March 16, enclosing copy of a train order issued at Brainerd on May 27, 1889, which has been contributed by Mr. W. H. Brooking for exhibition in the Veterans' Association Headquarters at St. Paul. Please express to Mr. Brooking our appreciation for this contribution.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. W. E. Bennett, Agent,
Northern Pacific Railway Co.,
Livingston, Montana.

April 3, 1928. A5

Dear Sir:-

Your letter of March 30 to Mr. B. O. Johnson, requesting information regarding Miss Theodore Allen, has been received during his absence from the city. The date of Mr. Johnson's return is indefinite, but your inquiry will be brought to his attention at the first opportunity.

Very truly yours,

(Signed) E. M. WILLIS

Mr. J. T. Longfellow,
Superintendent of City Schools,
La Grande, Oregon.

92
St. Paul, Minn., April 3, 1928. A5

Dear Sir:-

This will acknowledge receipt of your letter of March 8, advising that you have in your possession a certificate of membership issued by the National Railroad Agents Association to Cyrus A. Spurling in July, 1886, which you would be glad to loan for exhibition in the Veterans' Association Headquarters at St. Paul. While this relic would doubtless be an interesting addition to our collection, we hesitate to accept responsibility for the return to you at some future date. However, your interest in the matter is appreciated.

Yours truly,

(Signed) E. C. JOHNSON

Mr. E. C. Spurling, Agent,
Northern Pacific Railway Co.,
Terry, Montana.

93
St. Paul, Minn., April 3, 1928. A5

Dear Mr. Gemmell:

I enclose for your approval as President of the Minnesota & International Railway Company AFE No. 526 of 1928, applying back up lights to engines Nos. 402, 404 and 502; and AFE No. 525 of 1928, covering the placing of spread rods on wye tracks at Hackensack.

Yours very truly,

(Signed, J. O. JOHNSON)

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

94

St. Paul, Minn., April 3, 1928. A5

Dear Sir:-

I acknowledge receipt of your letter of March 19, transmitting various relics for exhibition in the Veterans' Association Headquarters at St. Paul. The items forwarded are indeed interesting and the interest of the employes who contributed is very much appreciated.

Yours very truly,

(Signed, E. C. JOHNSON)

Mr. Fred Brastrup,
Superintendent,
Livingston, Montana.

46
April 3, 1928. A5

Dear Mr. Healey:

We forwarded to the Pullman Company at Chicago yesterday requests for half-rate Pullman transportation in favor of Mr. and Mrs. B. O. Johnson, Assistant to President, from Los Angeles to Kansas City, via Santa Fe, and Kansas City to St. Paul via Rock Island. Mr. Johnson has now wired asking that the Santa Fe transportation be made to read from Los Angeles to Grand Canyon and Grand Canyon to Kansas City. I shall appreciate it if you will, upon receipt of authority from Chicago, issue the transportation in that manner.

Very truly yours,

(Signed) A. M. GOTTSCHALD.

Office Manager.

Mr. C. C. Healey,
Superintendent,
The Pullman Company,
St. Paul, Minn.

46
April 3, 1928. A4

My dear Mr. Elliott:

On March 2 last Mr. Hughes prepared a memorandum outlining the negotiations he was having with the Minnesota Northern Power Company for gas and oil leases on the Glendive-Baker Anticline in Montana. Since that date the Board has approved leases in the Cabin Creek Area.

I now attach a copy of a letter dated April 2 which I have received from Mr. Hughes in which he recommends the granting of a permit to the Minnesota Northern Power Company covering certain lands in the Little Beaver Dome area at the south end of our holdings on the Glendive-Baker Anticline. The area to be covered by the permit is 5250.61 acres of land and under the terms tentatively agreed upon the Power Company will have the right to drill for a period of eighteen months and then to call for a lease for a term of ten years or so long thereafter as oil and gas is produced in paying quantities. The royalty rates for gas are to be 2¢ per thousand during the first three years of the lease; 3¢ per thousand during the second three years; and 4¢ per thousand thereafter. For oil the rates are to be 17½% for production from depths 2500 feet and up; 15% from depths between 2500 and 3500 feet; and 12½% from depths 3500 feet and down.

I concur in Mr. Hughes' recommendation that this permit be granted and shall be glad if you will please have action taken at the Committee meeting to be held tomorrow.

Very truly yours,

encl.

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

97
St. Paul, Minn., April 3, 1928.

KB

Mr. D. F. Lyons,
General Counsel.

The Great Northern, through Mr. Sims, submitted to me late last week copy for the two attached pieces of printing suggesting that they go out with the Note to Editor signed jointly by the Great Northern and Northern Pacific. We felt that your approval would be necessary. I so told Mr. Dorety, who knows, of course, that you are in Washington.

Mr. Dorety said that Mr. Budd was very eager to have the matter go out today and the Great Northern has proceeded to mail the attached, sponsored only by the Great Northern, to all on-line newspapers, local attorneys, Secretaries of Chambers of Commerce, and members of all state commissions. About 2,000 of each were printed. If you desire, we could make a similar distribution on our line, avoiding duplication, using the name Northern Pacific Railway Company in substitution for the Great Northern.

I understand that the copy was prepared by Mr. Dorety at Mr. Budd's direction.

I have discussed this with Mr. Donnelly.

(Signed) E. W. DeGUARE

encl.

46
April 3, 1928.

My dear Mr. Elliott:

The Railway Company leases to the Tacoma Veneer Company under a twenty year lease dated January 1, 1923 Lots 12 to 16 inclusive, in Block 59, Tacoma Tide Lands, shown margined by red line on the attached plat.

The business of this concern has developed so rapidly during the past five years they must expand their plant and to do so they have negotiated a twenty year lease from the Washington Co-Operative Egg & Poultry Association covering the adjoining Lots 17, 18 and 19 shown margined by black line on the plat, this latter property having been sold to the Poultry Association by the Railway Company under a ten year contract in 1925. The Veneer Company ask the Railway Company for a new twenty year lease covering Lots 12 to 16 so as to make it co-terminus with the lease secured from the Association and in this proposed new lease we have agreed to the insertion of a clause to the effect that the Railway Company will lease them Lots 17, 18 and 19 for the full term of the new lease if for any reason the contract of sale to the Association should be cancelled by the Railway Company.

The new lease has been approved by the various officers of the Railway Company and I join with them recommending it on the terms outlined in the attached report.

We have agreed with the lessee to continue the rental at the rate of \$250.00 per month for the first five year period of the new lease, which is the same rate they have paid during the last five years and represents a return of 6% on the valuation.

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

Yours very truly,

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

April 3, 1928.
8-3

My dear Mr. Elliott:

Answering your letter of March 2 about equipping fifty locomotives with Franklin driving box wedges:

We have not been able to obtain from the Burlington a copy of their detailed estimate for applying driving box wedges to their locomotives, although a copy of our detailed estimate was furnished to them. From this estimate the Burlington officers have made an analysis and comparison as follows:

	<u>Northern Pacific</u>	<u>Burlington</u>
Material	\$ 490.85	\$ 402.48
Store Expense	29.45	26.00
Labor	42.29	6.00
Shop Expense	8.46	1.80
Transportation	-	.62
Total	\$ 571.05	\$ 436.90

In the class of locomotives covered by our AFE we have been using cast iron shoes, but it is now proposed to replace them with bronze shoes. This accounts for \$70.85 of the excess cost for material as compared with the Burlington inasmuch as the Burlington are machining and reusing the bronze shoes that were on their locomotives; the remainder of the excess cost of material, so far as we can tell, is accounted for by the different dimensions and probably greater weight of the wedges that we propose to use.

The Burlington allows only \$6 for machining and applying eight wedges to a locomotive which, in the judgment of our mechanical officers, is entirely too low. Our estimate is \$21. In addition we have included \$21 for labor in applying the new shoes.

The items of Store Expense and Shop Expense is proportionate to the amount of material and labor involved.

It is the judgment of our mechanical officers that if it were not for the fact that we are purchasing and applying new shoes the cost of application should be approximately the same on each road although, as stated, we think the Burlington's estimate of \$6 is altogether too low. However, we are not able to make a detailed check of the Burlington estimate for the reason that we have not been furnished with the information.

Very truly yours,

W. S. CARLSON

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

100
St. Paul, Minn., April 4, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of April 3 about replacing existing planking with permanent concrete work, and the relaying of track metal in the joint Northern Pacific-Great Northern Occidental Avenue spur and exclusive Northern Pacific crossover at Second Avenue, Seattle, at an estimated aggregate cost of \$4,846.

In view of Mr. Winder's opinion that there is no alternative but to proceed with the work, you are informally authorized to do so. Please have improvement papers submitted as soon as possible for formal approval.

(P) (S) (W) (L) (C) (T) (R) (E) (N) (D) (E) (N) (T) (E) (D)

101
April 4, 1928.

S-6

Dear Sir:

Referring to your joint letter of March 31, enclosing SP&S Transportation Company AFE T-23 for purchase of two model 63 Cadillac seven-passenger sedan-type automobiles, at a cost of \$2,900:

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.

107

April 4, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 29,
enclosing Oregon Electric AFE E-1882 for building driveway,
removing tracks, planking crossing, etc. at Charnelton
Street yard, Eugene, Oregon, at an estimated cost of \$732:

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.

103

April 4, 1928.
S-6

Dear Sir:

Referring to your joint letter of March 29, enclosing United Railways AFE E-1878 for constructing spur to serve the Koster Products Company at Poynster, Oregon, at an estimated cost of \$888:

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

Very truly yours,

Respectfully,
CHARLES D. BROWN

Encl.

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

104
April 4, 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 January 1928.

Very truly yours,

Encl.

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

cc--

Mr. J. M. Hannaford.

105
April 4, 1928.

8-6

My dear Mr. Elliott:

For your information I attach copy of a statement showing the estimated earnings of the Great Northern Railway Company for the week ending March 31, 1928, and the period January 1 to March 31 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 DOWNEY

Encl.

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

104
April 4, 1928.
B-6

My dear Mr. Elliott:

I enclose for your information a copy of Mr. Hughes' letter of April 3, together with report on the Glendive-Redwater sales campaign for the period March 1 to 15, inclusive.

Very truly yours,

(Signed) CHARLES DUNSMUIR

Encl.

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

107
April 4, 1928.

D1

Dear Mr. Pursglove:

I think I shall be in Washington and, perhaps, in New York along about the middle of April, but cannot say definitely at this time.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Joseph Pursglove,
President,
The Pursglove Coal Mining Co.,
Union Trust Building,
Cleveland, Ohio.

104
April 4, 1928. D1

Dear Mr. Rice:

I have yours of yesterday with your weekly review article.

I don't think it at all likely that either of the northern lines will change its dividend rate while the merger case is pending, and I see little chance of our getting a decision in that case before the end of this year.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. R. A. Rice,
Manager, Farnum, Winter & Co.,
710 Second Avenue South,
Minneapolis, Minn.

109

April 4, 1928.

D1

Gentlemen:

I have your letter of March 29 enclosing agreements in connection with certificates of deposit issued in the names of Mary Palmer Harper and Ellsworth Potter, and I return the agreements herewith, the official signatures of the Northern Pacific Railway Company thereon having been cancelled as suggested.

Very truly yours,

encl.

(Signed) CHARLES DONNELLY.

J. P. Morgan & Co.,
23 Wall Street,
New York, N. Y.

4.00 P.

110

St Paul Minn April 4 1928

J W Cooper
CB&Q
St Paul

Thank you for message about Car Yellowstone.

A M Gottschald

111
St. Paul, Minn., April 4, 1928. AS

Mr. F. E. Williamson,
Vice President.

Car Yellowstone left New York deadhead this morning on Pennsylvania train No. 25, due Chicago 8:00 A.M. tomorrow, April 5. The Burlington has been asked to move the car to St. Paul on first convenient train.

WILLIAM DONNELLY
9

112
St. Paul, Minn., April 4, 1928. A5

Mr. B. W. Scandrett,
General Solicitor.

Referring to your letter of March 19, enclosing agreement covering extension of contracts with the Moorhead Inspection Bureau for inspection services at Duluth, Butte and the Twin Cities:

The extension agreements have been executed on behalf of the Northern Pacific and I return all copies to you. When execution has been completed on behalf of all interested lines, will you please arrange to have copy bearing initials of our officers filed with the Assistant Secretary.

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

113
St. Paul, Minn., April 4, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 29, submitting Dakota Division voucher No. 16, covering expense accounts for Agents at Jamestown, Bismarck and Carrington, and calling attention to allowance for the Agent at Jamestown of \$20.00 whereas the present maximum expense allowance is \$15.00 per month:

The recommendation that allowance for the Agent at Jamestown be increased from \$15.00 to \$20.00 per month is approved, and Dakota Division voucher No. 16 for the month of February has been signed and passed to the Accounting Department.

(Signed) CHARLES DONNELLY

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

(Signed) CHARLES DONNELLY

114
St. Paul, Minn., April 4, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to my letter date about Car Yellowstone:

The Burlington will handle the car Chicago to
St. Paul on their train 47 tomorrow, April 5. Please
arrange to accept the car from that company upon arrival
at St. Paul.

(SIGNED) CHARLES DONNEL

115
St. Paul, Minn., April 4, 1928. A4

Mr. B. W. Scandrett,
General Solicitor.

In accordance with your letter of the 2nd inst., I hand you herewith a couple of copies of three forms of agreement which were referred to in some of our spur track easements.

In easements which refer to these contracts the liability clause is omitted because that feature is covered by the contract itself. Otherwise, it is my recollection that our standard easement form where no contract is entered into is identical with the easement form where a contract is entered into.

The three forms enclosed are:

Form 624, which was the form used generally over our system.

Form 1616, used where the main line was used jointly with the Great Northern Railway Company.

Form 1617, used where the main line was used by both the Great Northern and the O-W.R.R. & N. Companies.

(Signed) J. H. POORE

encl.

116
St. Paul, Minn., April 4, 1928.
2-6

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 31, 1928, and the period January 1 to March 31, compared with the actual figures for 1927.

(Signed) CHARLES DONNELLY. D

Encl.

845 am

117

Saint Paul

April 4 1938

Wm Sproule President
Southern Pacific Company
San Francisco Cal

A-5 I concur

Copy C R Gray Omaha

D-9

Charles Donnelly

cc-

C R Gray President
Union Pacific System
Omaha

718
St. Paul, Minn., April 4, 1928. A5

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

I return papers together with statement from the Kennewick Printing Company, covering the subscription to the Kennewick Courier-Reporter for a period of one year from April 1928. We will not require this paper in connection with the Clipping Bureau and no subscription will be entered unless the Passenger Department desires to receive the paper.

(Signed) E. W. DeGUIRE

encl.

119

St. Paul, Minn., April 4, 1928. A5

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

Referring to my letter to Mr. Elliott of March 22, regarding application of the Seattle Lighting Company to purchase a portion of the Railway Company's property in Block 2, Burke's Addition, Seattle, at a price of \$5,564.00:

The sale of this property on the basis outlined was approved at a meeting of the Executive Committee held April 4, 1928.

(Signed) CHARLES DONNELLY

120
St. Paul, Minn., April 4, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter to me of March 26 and my letter to Mr. Elliott of March 28, copy attached, recommending proposed sale of 20 acres of land in the NE $\frac{1}{4}$ of Section 15-23N-11E, King County, Washington, to P. F. and W. J. Morrow, at a consideration of \$12,000.00:

The sale of this property on the basis outlined was approved at a meeting of the Executive Committee held April 4, 1928, and you are authorized to complete the transaction.

(Signed) CHARLES DONNELL

encl.

121
St. Paul, Minn., April 4, 1928. A5

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

Referring to my letter to Mr. Elliott of March 22, about application of the Laro Investment Company of Portland to purchase a portion of the Railway Company's property on our Yacolt Branch a short distance from Vancouver, Washington, at a price of \$500:

The sale of this property on the basis recommended was approved at a meeting of the Executive Committee held April 4, 1928, and you may arrange to complete the transaction.

CHARLES DOUGLAS

122
St. Paul, Minn., April 4, 1928. A5

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

Referring to my letter to Mr. Elliott of March 19, regarding application of the Yakima County Horticultural Union for a ten year lease covering portion of our station grounds at Weikel, Washington, at a rental of \$50 per year for the first five year period of the lease:

At a meeting of the Executive Committee held April 4, 1928, the issuance of a lease on the basis recommended was approved.

CHARLES DONNELLY

123
St. Paul, Minn., April 4, 1928. A5

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

Referring to my letter to Mr. Elliott of March 26, about application of T. A. Sullivan for lease of some property owned by the Railway Company at the corner of De Mers Avenue and Fourth Street, East Grand Forks, for a period of ten years at a rental of \$400 per year:

Lease of this property under the terms recommended was approved at a meeting of the Executive Committee held April 4, 1928, and you may arrange to complete the transaction.

(Signed) CHARLES DONNELLY

124

St. Paul, Minn., April 4, 1928. A5

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

Referring to your letter of April 4, about application of the State of Washington to widen out the Sunset Highway located on our right of way between Talmage and Easton;

The issuance of an easement is approved and I return it duly executed on behalf of the Railway Company.

encl.

126
April 4, 1938.
E-8

Dear Mr. Cook:

I have your letter of April 3 in which you call attention to a full page devoted to the North Coast Limited in the April issue of the Railway Journal. We appreciate this liberal space.

I note what you said regarding the May convention special, and your letter has been passed on to the advertising department for its consideration.

Your suggestion that the Northern Pacific purchase copies of the Railway Journal for its operating and mechanical people will be called to the attention of the proper officials.

Yours very truly,

(Signed) F. W. DISCURE

Mr. E. C. Cook, Managing Editor,
The Railway Journal,
327 So. LaSalle Street,
Chicago, Ill.

Copy for Mr. F. E. Williamson
Mr. S. Zwight
Mr. E. E. Nelson.

174
St. Paul, Minn., April 4, 1928.

E-8

Dear Sir:

I have been following closely the news items and editorials which have been printed in the Fargo Forum, particularly those to which you called my attention.

I agree with you that we should endeavor to meet this in some way but I would dislike very much to endeavor to offset it with anything that did not have the news merit which characterized the news at which we are striking. I have been closely in touch with the Engineer's office regarding the Fargo building program but only a day or two ago I was advised that progress to warrant release of publicity has not yet been made. I have in mind preparing a rather comprehensive story when the release date arrives, for the approval of Mr. Hackenberg and yourself before submitting to the newspaper. If you have any suggestions regarding an effective means of combatting the things that have been done I wish you would advise me. I appreciate your interest in this matter and want you to know that we are eager to co-operate with you.

Yours truly,

(Signed) T. W. DeGUIRE

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

127
St. Paul, Minn., April 4, 1928. A5

Mr. F. W. Sweney,
Comptroller.

Effective March 16, 1928, please add to the special payroll the name of T. J. Cutler, Retired Mechanical Superintendent, at a rate of \$183.00 per month. Mr. Williamson, who is receiving a copy of this letter, will advise address to which check should be sent.

cc-Mr. F. E. Williamson
Mr. R. H. Relf.

128
St. Paul, Minn., April 4, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 23, about
the case of T. J. Cutler, Retired Mechanical Superintendent:

I have today instructed Mr. Sweeney to place
Mr. Cutler's name on the special payroll at an allowance
of \$183.00 per month, effective March 16, 1928.

RECEIVED
APR 11 1928
ST. PAUL, MINN.

129
St. Paul, Minn., April 5, 1928. A5

Mr. H. E. Stevens,
Chief Engineer.

I enclose letter from Mr. W. P. Wiltsee,
Chairman, Committee on Automatic Train Control, American
Railroad Association, about the meeting held in Chicago
on April 3, 1928. Will you please advise if you think
the company should present testimony and if so, approx-
imately how much time will be required; also, whether or
not you expect to attend the hearing.

encl.

130
April 5, 1928. A5

My dear Mr. Hannaford:

Referring to your letter of April 2, about the two cars of cinders which we forwarded to White Bear at your request:

I attach hereto a letter from Mr. G. H. Jacobus, our Superintendent at Minneapolis, about two cars of cinders sent to you under date of November 15. I think this is the most definite information that we can procure as to the tonnage in the two cars in question.

Yours very truly,

W. A. M. GOTTSCHELL

encl.

Office Manager.

Mr. J. M. Hannaford, Jr.,
c/o Gordon & Ferguson, Inc.,
St. Paul, Minn.

131
April 5, 1928. A4

Dear Sir:-

I acknowledge receipt of your letter of the 3rd instant, with which you enclose some pamphlets discussing train operation, and have passed the same to Mr. F. E. Williamson, our Vice President in charge of operation, from whom you will doubtless hear direct if he has any comments or criticisms to make.

Yours very truly,

WILLIAM CHAPLINE

Mr. J. G. Chapline, President,
LaSalle Extension University,
Chicago, Illinois.

cc-Mr. F. E. Williamson.

WILLIAM CHAPLINE

132
St. Paul, Minn., April 5, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 2nd instant, in regard to the use by the Milwaukee Company of non-joint switches on the line between St. Paul and Duluth:

It was my understanding that the switches leading to all non-joint tracks would be considered exclusively Northern Pacific. That being so, I do not think that any addition should be made to the valuation on which the Milwaukee Company pays rental because of additions and betterments made to these switches, but think on the other hand the arbitrary sum of \$5,200 which we agreed should be charged to joint account should be assumed to cover both rental and maintenance of non-joint switches and tracks.

(Signed) J. H. FOOTE

133
April 5, 1928. A4

Dear Mr. Marlor:

I have your letter of the 3rd instant, enclosing the proposed plan of the Bureau of Valuation for bringing land reports to date. I am much obliged to you for sending this to me. So far as the Northern Pacific is concerned, I am hopeful that it will not be necessary for us to do very much. Taken as a whole I do not believe there has been a very substantial change in land values and moreover, we are so far from recapture that it would not appear to be necessary to spend a large sum of money to find a figure for which there would be no immediate use.

Yours very truly,

(Signed) J. H. MOORE

Mr. C. C. Marlor, Land Assistant,
Presidents' Conference Committee,
208 W. Washington Street,
Chicago, Ill.

134
St. Paul, Minn., April 5, 1928. A4

Mr. J. G. Woodworth,
Vice President.

I have your letter of the 3rd instant, in regard to payment to agents of the Camas Prairie of commissions on milk and cream shipments.

In view of what has already taken place, I think there is no escape from payment of these commissions, and I am instructing Mr. Sweney accordingly. As the Camas Prairie Railway Company has nothing to do with earnings on strictly Northern Pacific business, I do not think it advisable to try to arrange to have these commissions paid in the first place by that company, but think rather that the commissions should be paid direct to the agents by the Northern Pacific.

(Signed) CHARLES DUNNELL

cc-Mr. F. E. Williamson
Mr. F. W. Sweney

135
St. Paul, Minn., April 5, 1928. A4

Mr. F. W. Sweeney,
Comptroller.

I attach copy of my letter of this date to Mr. Woodworth in regard to payment to agents on the Camas Prairie of a commission of 10% on milk and cream shipments moving over the Northern Pacific from Camas Prairie points. Will you please arrange for the payment of these commissions as they are earned.

Wm. C. Charles, Jr.

encl.

134
St. Paul, Minn., April 5, 1928. A4

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

Referring to your letter of the 22nd ultimo to Mr. Johnson, about the South Tacoma Baseball Team, and returning your file herewith:

You may advise Mr. Zwight that the Railway Company will donate \$150.00 toward the expenses of this team for this year, it being understood that the new uniforms that will be purchased will last for probably three years. If you will arrange to have voucher for the above amount originated it will be approved.

(Signed) J. H. POORE

137
April 5, 1928. A4

Dear Sir:-

I have your letter of the 30th ultimo in which you ask if the Northern Pacific would take part in an athletic meet which the International Railroad Athletic League desires to hold next fall.

The Northern Pacific General Office, St. Paul, has a baseball team which it might possibly be able to send to this meet, but I would not want to say definitely at this time that we would do so.

The Northern Pacific Railway Company does not have a band.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. A. A. Hendricks, President,
International Railroad Athletic League,
c/o Union Pacific System,
Portland, Oregon.

138

April 5, 1928.
S-3

Gentlemen:

I presume your companies have received from Mayor Thompson of Chicago a letter recommending that the railroads stage an exhibit in the Chicago Stadium in connection with the Cowboys' World's Championship Rodeo Contest to be held July 26 to August 5. While his letter seems to imply that it would be to the advantage of the Chicago roads to have an exhibit, he apparently has in mind also that it would be of some benefit to other roads to do so.

I understand that representatives of the Chicago terminal lines held a meeting on March 27, at which it was agreed they would recommend to their respective managements that space should not be taken. I understand also that the chairmen of the Central and Western Passenger Associations have sent out a letter indicating that the Chicago roads had concluded not to exhibit. Our people are of the opinion that an exhibit should not be made, and I will be glad to have word from you as to whether you will agree.

Very truly yours,

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

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

139

St. Paul, Minn., April 5, 1928.
9-3

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

Referring to your letter of March 31 about
the book "The Columbia Unveiled":

Before answering Mr. Lorraine's letter we
will wait for your examination of copy of the book which
the public library expects to receive. Will appreciate
your recommendation after you have had an opportunity to
examine the book.

(Signed) B. O. JOHNSON *AK*

140
St. Paul, Minn., April 5, 1928. A4

Mr. H. E. Stevens,
Chief Engineer.

I attach our file about the reorganization of the Western Group of the Presidents' Conference Committee, which in addition to the papers you have already seen contains Mr. Holden's letter dated March 22 addressed to the members of the Executive Committee; also copies of letters from Messrs. Sproule and Gorman and a proposed reply to Mr. Holden which I drafted but which has not yet been sent.

Mr. Donnelly has instructed that I obtain your views on Mr. Holden's proposal. With return of the file will you please let me have this, and Mr. Donnelly will then want to discuss the matter with Mr. Scandrett. I shall be glad if you will kindly let me have this as promptly as possible.

(Signed) J. H. FOCHE

encl.

141
April 5, 1928.

8-3

My dear Mr. Horst:

Upon my return from New York and Washington
I find your letter of March 19.

I understand our traffic department officers
have worked out an arrangement for an ad in the April 15
issue of the Journal, of which you have been advised
through our representative at Milwaukee.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

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

742 ✓
St. Paul, Minn., April 5, 1928.

S-3

Mr. F. W. Sweeney,
Comptroller.

Answering inquiry from Mr. Behler a few days
ago:

You will please arrange to bill on the North-
western Improvement Company and the Minnesota & Inter-
national Railway Company for a proportion, on a salary
basis, of pension of \$322.44 per month that has been
granted to Mr. Clifford.

CHARLES DOWNEY

CC-

Mr. R. H. Relf,
Assistant Secretary.

143
St. Paul, Minn., April 5, 1928.
S-3

Mr. C. C. Kyle,
Purchasing Agent.

Herewith approved accounting department
requisition No. 1478 for two Model J, 10-column Felt
and Tarrant comptometers for the Division Accountant at
Glendive. Burroughs machines Nos. 5-422430 and 5-437879,
which will be released, should be turned over to Mr.
Fabian.

(Signed) E. M. WILLIS

Encl.

cc--

Mr. E. T. Dakin
Mr. A. V. Fabian

144
April 5, 1938.

2-3

Dear Mr. Gay:

I enclose bill of the Pacific Laundry at Santa Barbara for \$36.50 for laundering and cleaning equipment on car Yellowstone while in use by Mr. Leffingwell. I do not know what the arrangement is with Mr. Leffingwell about paying for expenses of this sort, and I am therefore sending the bills to you. If they should be paid by the Northern Pacific I will arrange to have that done here, if it is agreeable to you and if you will return the bills.

Very truly yours,

(Signed) E. M. WILKS

Encl.

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

145
St. Paul, Minn., April 5, 1928.
S-3

Personal

My dear Mr. Glendenning:

Thank you for your letter of March 26.

Mr. Johnson, Auditor Passenger Receipts, tells me under date of April 3 that no remittance has been received from Mr. Flint. As we have no alternative under the rules of the Interstate Commerce Commission, we are obligated to collect the half fare referred to. I presume Mr. Flint has overlooked sending a check, and I think it proper for you to remind him of it. Please let me know the result of your interview with Mr. Flint.

Very truly yours,

(Signed) E. M. WILLIS

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

146
St. Paul, Minn., April 5, 1928.
8-3

Mr. C. C. Kyle,
Purchasing Agent.

Referring to your letter of April 4, desk 3,
file 80, about Art Metal tables:

I am not certain whether the figures quoted
in Mr. Fabian's letter to you are the prices at which the
Art Metal Company is offering these tables. Please advise.

Signed E. M. WELLS

147
April 5, 1928.
8-3

Dear Sir:

Answering your letter of April 2:

Our annual report for 1927 has not yet been completed; therefore I am unable at this time to give you a definite answer as to having it published in The Magazine of Wall Street.

Very truly yours,

Mr. H. P. Spoon,
Assistant to the Vice President,
The Magazine of Wall Street,
42 Broadway, New York City.

148
April 5, 1928.

D1

Dear Mr. Thornton:

I am just in receipt of your letter advising me that the School Board at Bridger have asked that I deliver the graduating address to the class finishing the school this year.

I wish you would express to the Board my appreciation of their invitation and my regret that, because of engagements which will keep me in the east, I am unable to accept it.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. R. A. Thornton,
Agent, Northern Pacific Railway Co.,
Bridger, Montana.

149
April 5, 1928.
S-6

My dear Mr. deForest:

I have just received, with your compliments,
copy of the annual report of the Southern Pacific Lines
for the year 1927, for which please accept my thanks.

Very truly yours,

Signed, CHARLES DORRANCE

Mr. H. W. deForest,
Chairman of the Executive Committee,
Southern Pacific Company,
New York City, N.Y.

150
St. Paul, Minn., April 6, 1928.

S-3

Dear Sir:

Answering your letter of April 2:

We approve of your arranging to pay the
Oregon Electric bond interest which comes due on May 1,
1928.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

By _____
President.

NORTHERN PACIFIC RAILWAY COMPANY

(Signed) CHARLES DONNELLY
By _____
President.

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

405 P

St. Paul, Minn., April 6, 1928.

W. E. Coman,
Spokane

151

Your wire date about option Block one hundred twelve
Couch Addition to Portland for Federal Building. Your recom-
mendation is approved.

Charles Donnelly

152
April 6, 1928. D1

Dear Mr. Baker:

I have your letter of March 29 transmitting your account about "The Pioneer Fuel Economy Campaign", and was greatly interested in reading it.

Very truly yours,

(signed) CHARLES DONNELLY.

Mr. George H. Baker,
President,
Railway Educational Ass'n,
227 Monroe Street,
Brooklyn, N. Y.

153
April 6, 1928.

D

Dear Mr. Sturgis:

Thank you for your letter of April 5 about the notice of stockholders meeting which was addressed to Mrs. Donnelly.

I have signed the proxy and return it herewith.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

Mr. C. I. Sturgis,
Vice President,
C. B. & Q. R. R. Co.,
Chicago, Ill.

154
April 6, 1928. K5

Dear Frank:

I have your letter of April 4 about the package received from this office containing copies of speeches which Mr. Elliott had made while he was President of the company.

These papers were in error forwarded to the New York office instead of to Mr. Richard H. Johnston, Librarian, Bureau of Railway Economics, Seventeenth and H Streets, Washington, D.C. I shall appreciate if you will have them forwarded to Mr. Johnston at Washington.

Yours very truly,

sgd-A.M.Gottschald

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

P.S. Mr. Johnston has written this office asking if we could furnish copies of Mr. Elliott's writings that he was unable to procure otherwise.

155
April 6, 1928. K5

Dear Sir:

Referring to my letter of March 27 about copies of certain writings of Mr. Howard Elliott:

I find that the papers mentioned in my letter were in error forwarded to our New York Office, and I am today asking them to forward to you.

I am also enclosing copy of Item No. 2, "Address at 'The Pikers' Fifth Annual Banquet, St. Louis, 1903", referred to in the postscript on my letter.

Yours very truly,

encl.

Mr. Richard H. Johnston, Librarian,
Bureau of Railway Economics,
Seventeenth and H Streets,
Washington, D. C.

156
April 6, 1928.

K5

Dear Mr. Gay:

I am forwarding to you under separate cover package containing an article left on Car Yellowstone by one of the members of Mr. Leffingwell's party. I shall appreciate if you will effect delivery to Mr. Leffingwell.

Yours very truly,

sgd-J.H.Poore

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

157
St. Paul, Minn., April 6, 1928.K5

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

Referring to your letter of April 5:

I return deed duly executed on behalf of the Railway
Company conveying to the Laro Investment Company certain property
near Vancouver, Washington, sold for a consideration of \$500.00.

encl.

154
St. Paul, Minn., April 6, 1928. K5

Mr. F. E. Williamson,
Vice President.

I attach letter from the Director, Bureau of Safety,
Interstate Commerce Commission, dated Washington, D. C., April
4, which is self-explanatory. When investigation has been
completed will you please give me information for reply to the
Commission?

P

encl.

159
April 6, 1928. ES

Dear Sir:

This will acknowledge receipt of your letter of April 4 about report which you have received to the effect that on March 21, 1928, train 602, engine 1808, arrived at Helena, Montana, at about 3:59 PM, with 57 cars in the train including locomotive and tender, two of which were not controlled by air brakes, there being one with brakes cut out and one with inoperative brakes, which were intermingled with those having their brakes used and operated.

An investigation will be made to develop why the train was operated with the air brakes in the condition above indicated, and report made to the Commission at a later date.

Yours very truly,

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

160
St. Paul, Minn., April 6, 1928.

E-8

Mr. A. W. Thomson,
Superintendent, Dining Car Dept.,
St. Paul, Minn.

Dear Sir:

Herewith I am returning lunchroom menu card forms which were submitted to me by Mr. Andrews. I find that it has not been the policy to draw attention to detailed tax figures such as Mr. Andrews suggested for the back page of a menu card. I have, however, prepared some material which I hope you will be able to use and am sending it along.

Also I spoke to Mr. Andrews recently about obtaining information regarding the dining car department. Mr. S. Armour Macauley, of Quincy, Illinois, proposes to submit to the American Restaurant Magazine an article describing your department. Recently I wrote him and asked him to outline just what information he desired. You will find attached his letter and outline of the proposed article. This I will undertake to prepare if Mr. Andrews will assemble the facts.

Yours truly,

Enclo

(Signed) F. W. DeGUIRE

161
St. Paul, Minn., April 6, 1928.

E-8

Dear Mr. Kelly:

I note that Howard Melaney, the singing fireman of the Northern Pacific, is to sing regularly Sunday evenings over the Milwaukee Journal's radio station beginning next Sunday, April 8, and continuing until Sunday, May 27. Doubtless you still have in your possession material regarding Mr. Melaney for Milwaukee newspapers and you probably already have arranged for some publicity. If you need additional material or I can co-operate with you in any way to call attention to Mr. Melaney and the Northern Pacific I would be pleased to have you advise me.

Yours very truly,

(Signed) F. W. DeGOIRE

Mr. R. L. Kelly,
General Agent,
Milwaukee, Wisconsin.

162

April 6, 1928.
E-8

My dear Mr. Elliott:

Thank you for sending me article entitled
"Social Progress and Business Education"; also the
pamphlet by Paul D. Satchwell, Transportation Special-
ist. After I have read them they will be kept in our
files for ready reference.

Yours very truly,

(Signed) F. W. DeGUIRE

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

16B
April 6, 1928. A5

My dear Mr. Gay:

I acknowledge receipt of your letter of April 4, enclosing list of items presented at Executive Committee meeting on that date; also list of blanket authorities reported to the Committee as information.

Yours very truly,

(Signed) B. O. JOHNSON.
w

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

2.30 P.

St Paul Minn April 6 1928

W E Coman

Seattle

164
Your letter February twenty ninth about purchase tracks at Olympia Approve your recommendation that we negotiate for an interest in these tracks and on basis of outright purchase if possible If not possible to purchase trackage contract may be made in which event think interest rental should be on basis of four and three-quarters percent and not to exceed five percent. Writing you today C-1

Charles Donnelly

165
St. Paul, Minn., April 6, 1928. A4

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

Referring to your letter of the 5th instant,
in regard to Accounting Department Submission to the
Joint Facility Committee No. 100:

This matter was referred to the Law Department
some time ago and I have not yet had a reply. The matter
is of such importance that it will be carefully considered
by Messrs. Scandrett, Lyons, and probably Mr. Bunn, before
decision is reached.

(Signed) J. H. POORE

164
St. Paul, Minn., April 6, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 4th instant, in regard to dismantling worn out locomotives:

I approve your recommendation that engine No. 87, shown on the list enclosed with your letter of January 30, be repaired for use on the Boulder Branch, and that engine No. 83 be listed for dismantling in place of No. 87.

(Signed) CHARLES DONNELLY

167
St. Paul, Minn., April 6, 1928. A4

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of February 26, in regard to granting to the J. Neils Lumber Company trackage rights on the S.P. & S. Goldendale Branch:

I attach copy of letter of February 29 addressed to Mr. Turner by Mr. Budd and myself; also copy of Mr. Turner's reply of the 3rd instant. Do you think we should reduce the rate as recommended by Mr. Turner?

(Signed) CHARLES DONNELLY

encl.

168
April 6, 1928. A5

Gentlemen:

I enclose voucher of the Northern Pacific Railway Company covering subscription to the Dawson County Review for a period of one year from September 11, 1927, amount \$2.50. The paper under this subscription should be addressed as follows:

Northern Pacific Railway Company,
c/o F.W.DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

(Signed) F. W. DeGUIRE

Dawson County Review,
Glendive, Montana.

169

April 6, 1928. A5

Gentlemen:

I enclose voucher of the Northern Pacific Railway Company covering subscription to the Butte Miner for a period of one year from October 15, 1927, amount \$9.00. The paper under this subscription should be addressed as follows:

Northern Pacific Railway Co.,
c/o F. W. DeGuire, Executive Assistant,
St. Paul, Minn.

Yours truly,

(Signed) F. W. DeGUIRE

Butte Miner Company,
Butte, Montana.

170
April 6, 1928. AS

Gentlemen:

I enclose voucher of the Northern Pacific Railway Company covering subscription to the Mandan Daily Pioneer for a period of one year from December 16, 1927, amount \$5.00. The paper under this subscription should be addressed as follows:

Northern Pacific Railway Company,
c/o F.W.DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

(Signed) F. W. DeGUIRE

Pioneer Publishing Company,
Mandan, N. D.

171
April 6, 1928. AS

Gentlemen:

I enclose voucher of the Northern Pacific Railway Company covering subscription to the Daily Tribune for a period of one year from October 28, 1927, amount \$6.00. The paper under this subscription should be addressed as follows:

Northern Pacific Railway Company,
c/o F.W. DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

(Signed) F. W. DeGUIRE

Bismarck Tribune Company,
Bismarck, N. D.

172
April 6, 1928. A5

Gentlemen:

I enclose voucher of the Northern Pacific
Railway Company covering subscription to the Crookston
Daily Times for a period of one year from February 18,
1928, amount \$4.00. The paper under this subscription
should be addressed as follows:

Northern Pacific Railway Company,
c/o F.W. DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

(Signed) F. W. DeGUIRE

Crookston Times Printing Company,
Crookston, Minnesota.

173
April 6, 1928. A5

Gentlemen:

I enclose voucher of the Northern Pacific Railway Company covering subscription to the St. Cloud Daily Times for a period of one year from December 16, 1927, amount \$5.00. The paper under this subscription should be addressed as follows:

Northern Pacific Railway Company,
c/o F. W. DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

(Signed) F. W. DeGUIRE

Times Publishing Company,
St. Cloud, Minn.

174
April 6, 1928. AS

Gentlemen:

I enclose voucher of the Northern Pacific Railway Company covering subscription to the Livingston Enterprise for a period of one year from November 1, 1927, amount \$7.00. The paper under this subscription should be addressed as follows:

Northern Pacific Railway Company,
c/o F.W. DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

(Signed) F. W. DeGUIRE

The Livingston Publishing Company,
Livingston, Montana.

175
April 6, 1928. A5

Gentlemen:

I enclose voucher of the Northern Pacific
Railway Company covering subscription to the Helena
Independent for a period of one year from January 11,
1928, amount \$8.00. The paper under this subscription
should be addressed as follows:

Northern Pacific Railway Company,
c/o F.W.DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

(Signed) F. W. DeGUIRE

The Independent Publishing Company,
Helena, Montana.

176¹/₂
April 6, 1928.
S-3

My dear Mr. Elliott:

Answering your letter of March 7:

I attach a statement comparing Northern Pacific and Burlington locomotive mileage between shoppings for general repairs classes 1, 2 and 3, from which you will note that the mileage of Northern Pacific locomotives is consistently higher than that of the Burlington, except in the case of Burlington freight locomotives for 1927, which is a little higher than the Northern Pacific.

In submitting this comparison Mr. Williamson states:

"While these figures are interesting as indicating the extent to which engines are kept in service between shopping, the mileage between general repairs is not the major item in the economical operation of locomotives between shoppings because there is a limit to the length of time engines can be economically kept in service without receiving general shopping, and while we endeavor to secure good mileage from our engines between general shoppings, it is our aim to shop them with sufficient regularity to insure economical operation and consistent repair cost per engine mile."

The cost per locomotive mile for repairs I think is a more accurate measuring stick, and I attach another statement comparing this information on a number of roads for the years 1923 through 1927. Here again the Northern Pacific compares favorably with the other lines.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

176
April 6, 1928. AS

Gentlemen:

I enclose voucher of the Northern Pacific
Railway Company covering subscription to the Moorhead
Daily News for a period of one year from December 16,
1927, amount \$4.00. The paper under this subscription
should be addressed as follows:

Northern Pacific Railway Company,
c/o F.W. DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

(Signed) F. W. DeGUIRE

Moorhead News Company,
Moorhead, Minnesota.

177
April 6, 1928. A5

Gentlemen:

I enclose voucher of the Northern Pacific
Railway Company covering subscription to the Missoula
Sentinel for a period of one year from February 27,
1928, amount \$5.00. The paper under this subscription
should be addressed as follows:

Northern Pacific Railway Company,
c/o F.W.DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

(Signed) F. W. DeGUIRE

The Missoulian Publishing Company,
Missoula, Montana.

178
April 6, 1928. AS

Gentlemen:

I enclose voucher of the Northern Pacific
Railway Company covering subscription to the Daily
Star for a period of one year from May 16, 1927,
amount \$9.00. The paper under this subscription should
be addressed as follows:

Northern Pacific Railway Company,
c/o F.W. DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours truly,

Signed F. W. DeGuire

Independent Printing Company,
Miles City, Montana.

179
St. Paul, Minn., April 6, 1928.

Dear Mr. Coman:

I have your letter of February 29, in regard to use of certain Union Pacific tracks at Olympia, Washington, and approve your recommendation that we secure the right to use the tracks referred to.

Mr. Woodworth thinks, and I agree with him, that it would be desirable for us to purchase a one-half interest in the tracks if possible, and failing that, we should secure a long term contract under which we would pay interest rental on the value of the tracks to be used. Under such a contract the interest rate should not exceed 5% and possibly you may be able to secure a 4-3/4% basis as we have recently agreed with the Union Pacific on that rate in connection with the recently completed construction work in the Clearwater territory.

Whether our right to use these tracks is based on ownership or on trackage contract, we should be properly protected with respect to switching. We should, I think, retain the right to perform our own switching if we desire to do so, and if, as a practical matter, two companies cannot switch the tracks at the same time, I think that provision should be made so that we will alternate with the Union Pacific, each company performing the switching for a specified period of time.

This is a matter which must be submitted to our Board for final approval and as soon as you advise me definitely as to the amount which we shall be required to pay for a one-half interest in the tracks, or the terms of the contract if we merely obtain trackage rights, I will secure that approval.

Yours very truly,

(Signed) CHARLES DONNELLY

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

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

170
April 6, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of Yellowstone Division AFE ED No. 156 covering proposed rearrangement of yard tracks at Dickinson, at an estimated net cost of \$45,582, of which \$26,474 is chargeable to Additions and Betterments.

The present freight yard facilities at Dickinson consist of one east bound yard and one west bound yard, each yard containing a number of short tracks, necessitating doubling over many of the long trains now being handled. This results in a substantial amount of switching to be done by road crews that is paid for in terminal switching penalty time. The physical condition of each yard is such that if they are continued an expenditure of approximately \$6300 will be necessary to place them in safe operating condition. However, it is proposed to take up all of the existing tracks in the east bound yard south of the car shops and other tracks that are unnecessary, and to extend the tracks in the west bound yard a sufficient length to obviate doubling trains and to use the rearranged west bound yard for both east and west bound freight trains. It is estimated that the carrying out of this plan will produce a saving of \$10,707 per year through the speeding up of through trains through Dickinson terminal. The plan also provides for one track of sufficient length to handle a train of 130 cars when we get the new experimental freight locomotive, and in the event that locomotive is proven to be satisfactory and additional engines of that type are placed in service, further extensions of the yard tracks can be made at a later date.

The proposed changes are shown on the blue print attached to the AFE, and I recommend formal approval by the Committee or Board. Item No. 216 in the 1928 budget provides for this expenditure in the amount of \$63,532.

Very truly yours,

Encl.

(Signed) CHARLES DONNELLY

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

187
April 6, 1928.

S-3

My dear Mr. Elliott:

Herewith third copy of Yellowstone Division AFE ED No. 99 covering proposed three-track coaling station with necessary trackage and an additional 100-ft. cinder pit at Glendive, at an estimated net cost of \$44,111, of which \$32,685 is chargeable to Additions and Betterments.

The existing coal dock at Glendive is in very poor condition and is inadequate for the class of power now handled at that point. Unless it is replaced most of the timber in the dock will have to be renewed very shortly. In addition, the chutes are so low that considerable delay is experienced in coaling most of the locomotives. The dock was built in 1903 and should be replaced with one of more modern design.

Mr. Williamson, in submitting the AFE, states that while the additional cinder pit is not an absolute necessity, it is most desirable in order to facilitate the handling of locomotives. Because of the limited number kept in service it is essential that they should be handled expeditiously after arrival in the terminal. The cinder pit represents an expenditure of approximately \$6000.

For the reasons given I recommend formal approval of the proposed plan, including the additional cinder pit. Item No. 337 of the 1928 budget provides for an expenditure of \$55,000.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

182
St. Paul, Minn., April 6, 1928.
S-3

Mr. P. B. Lacy, Assistant Treasurer,
Northwestern Improvement Company.

Answering your letter of April 4:

Please let the account of \$10,000 in the
Midland National Bank at Billings ride for another six
months period and bring the matter to my attention at
that time.

(Signed) CHARLES DONNELLY *CD*

183
St. Paul, Minn., April 6, 1928.
9-3

Mr. F. W. Sweeney,
Comptroller.

With return of Mr. Andersen's letter of April 3, please advise if you have any suggestions or criticisms to make of the proposed accounting for certain transformers and other electrical equipment installed from time to time in the extension of electric light and power service at Roslyn.

Signed CHARLES DONNELLY *CD*

Encl.

184

St. Paul, Minn., April 6, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 5th instant,
with which you enclosed proposed contract with the
Northern Refrigerator Car Company, covering the lease
to that company of 500 Northern Pacific refrigerator
cars;

You may submit this contract to the Car
Company for execution.

I note there is a grammatical error in the
fifteenth line on page two of the contract which should
be corrected.

(Signed) CHARLES DONNELLY

encl.

185
St. Paul, Minn., April 6, 1928.K5

Mr. H. E. Stevens,
Chief Engineer.

I enclose circular letter from Mr. G. E. Ellis, Secretary, Committee on Automatic Train Control, American Railway Association, dated Chicago, April 5, together with papers referred to, being a resume of the testimony presented at the hearing on February 27; also memorandum analyzing briefly the twenty-one exhibits presented by the Commission.

encl.

184
St. Paul, Minn., April 6, 1928. K5

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

Referring to your letter of April 4:

I return duly executed on behalf of the Railway Company deed to the Seattle Lighting Company in connection with sale of a portion of Block 3, Burke's Addition, Seattle, for a consideration of \$5,564.00.

p

encl.

187

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

Mr. F. E. Williamson,
Vice President.

I enclose letter from Mr. R. F. Groves, of Prentice,
Wisconsin, requesting advice as to the possible value of an
appliance to be attached to railway cars which would instantly
set the air brakes on a train when a wheel leaves the rail.

What reply do you suggest be made to this inquiry?

encl.

188
April 6, 1938.
S-6

My dear Mr. Elliott:

I enclose a copy of Mr. Zapffe's report
dated April 1, 1938.

Very truly yours,

(Signed) CHARLES DORVILLE

Encl.

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

cc--

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

189
St. Paul, Minn., April 7, 1928.

K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 6 about proposed construction of spur track for the Cascade Timber Company near Castle Rock, Washington, for which the estimated cost to the Railway Company will be \$984.00:

You are authorized to proceed with the construction of this trackage. Tacoma Division A. F.E. ED No. 78, covering construction of this spur track, will be approved when submitted.

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

190

April 7, 1928. K5

Dear Sir:

This will acknowledge receipt of your letter of March 28 regarding information as to the amount of water pumped per day from privately owned wells, and the percentage discharged into the city sewers.

I quote below the questions and the answers thereto, so far as the Northern Pacific Railway Company is concerned:

Is any part of your water supply obtained from wells?

Yes.

If so obtained, either wholly or in part, give the approximate amount pumped per day in gallons.

1,338,000.

What portion or percent of water obtained from wells is discharged into the city sewers?

585,000 gallons.

Yours very truly,

Mr. J. A. Childs,
Chief Engineer and Secretary,
Metropolitan Drainage Commission,
2694 University Avenue,
St. Paul, Minnesota.

141
April 7, 1928.

D1

Dear Mr. Macomber:

Thank you for your very gracious letter of April 4.

It is indeed gratifying to me to know that you and the railroad postal clerks operating between Miles City and Spokane are pleased with what has been done.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. L. C. Macomber,
President, Railway Mail Ass'n,
P. O. Box 2093,
Spokane, Washington.

1035 A

St. Paul, Minn., April 7, 1928.

W. E. Coman,
~~xxxxxxx~~
Seattle, Wash.

Am gratified to learn that you are coming to St. Paul. My own plans have been so uncertain that I did not feel justified in asking you to come in at this time but it now seems quite clear that I shall be here and will have an opportunity of going over several things with you.

Charles Donnelly.

cc-Mr. J. G. Woodworth:

193
St. Paul, Minn., April 7, 1938.
9-6

Mr. F. E. Williamson,
Vice President.

I have your letter of April 3 and have approved for payment voucher in favor of Mr. W. W. Judson, amount \$64.60, covering expenses in connection with moving his household goods when transferred from Seattle to Saint Paul.

(Signed) CHARLES DONNELLY

194
April 7, 1928.
3-3

Dear Mr. Spracklin:

Mr. Henry W. Ley, about whom I have previously written you, is now on his way to California; he is traveling via the southern route but will return via Northern Pacific. He has his return ticket, but I told him to be sure to call at your office and that you or anyone in your organization would be very happy to assist him about reservations, etc. He has assured me that he will do so.

Mr. Ley is returning via Northern Pacific largely on my account, and when he calls I wish very much you would ascertain from him, if you can, when he will leave Portland or Seattle for Saint Paul, as I want to arrange to have a little attention shown him on our train. If he cannot tell you about that at Los Angeles I would be glad if you would arrange to ask Mr. Charlton or Mr. Tozer to wire me so that I can arrange as suggested. Mr. Ley will be a fine booster for the Northern Pacific, and I want very much to take advantage of this opportunity. I forgot to ask him whether he was returning directly from Portland or will go through Seattle, but you can develop this with him when he calls on you.

With kind regards, I am

Very truly yours,

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

145
St. Paul, Minn., April 7, 1928. A4

Mr. P. B. Lacy,
Treasurer.

Replying to your letter of the 6th instant,
and returning communication which you have received from
the Railway Treasury Officers Association:

I think it is all right for you to become a
member of this Association at company expense. I see no
point, however, in the company bearing the expense of
membership for Mr. Francis, as it seems to me that you
will be in position to represent the Northern Pacific in
this Association to the extent necessary.

(Signed) J. M. POORE

encl.

198
St. Paul, Minn., April 7, 1928. A4

My dear Mr. Andersen:

I attach copy of a letter which I have addressed to Heads of Departments of the Northern Pacific Railway Company with respect to use of employe-owned automobiles in company service when no liability insurance is carried. Will you give me for the Northwestern Improvement Company similar information to that which I have requested with respect to the Railway Company.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

197
April 7, 1928.

D1

Dear Mr. Collisson:

Thank you very much for sending me a copy of the editorial appearing in the Tribune about Mr. Haw's work.

I was deeply gratified to note this editorial.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. C. F. Collisson,
Agricultural Editor,
The Minneapolis Tribune,
Minneapolis, Minnesota.

198
St. Paul, Minn., April 7, 1928. D1

Mr. J. G. Woodworth,
Vice President.

What is the explanation of the very large increase in our traffic expenses in the first two months of this year? You will note from the attached accounting sheet, which I will ask you to return, that they increased \$86,000., or 23.76% in those two months.

(Signed) CHARLES DONNELLY.

encl.

199
St. Paul, Minn., April 8, 1928.

3-3

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

Referring to your letter of March 28:

I have taken up with the contributions' committee the question of declining to take advertising space in the souvenir booklet to be issued in connection with the National Republican Convention at Kansas City. The Soo Line agrees to decline to take space if the other lines will agree. Mr. Haugh of the Union Pacific states that Chairman Thompson, of the Western Passenger Association, submitted to member lines a proposal to refrain from taking space and advises that affirmative replies have been received from all member lines. I have not yet heard from the Great Northern or the Milwaukee, but if those roads are members of the Western Passenger Association, and I understand they are, the matter would seem to be in good shape so far as an agreement is concerned. In any event, I will follow it up for an expression from each of the roads represented in the contributions committee.

(Signed) E. M. WILLIS

200
St. Paul, Minn., April 8, 1928.
S-3

Personal

My dear Mr. Glendenning:

Referring to my letter of April 5:

On Saturday I received by telegraph from Mr. Flint the sum of \$8.65 for the half fare referred to in previous correspondence. I am transmitting it to Mr. Ed Johnson, Auditor Passenger Receipts, to close the file.

Very truly yours,

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

201
St. Paul, Minn., April 8, 1928.
S-3

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

Herewith Western Union money transfer order
No. D-524233 in my favor for \$8.65, received from Mr.
L. E. Flint of Livingston in payment of one-half fare
which has been the subject of correspondence. I have
endorsed the order.

(Signed) H. J. [illegible]

Encl.

502
St. Paul, Minn., April 9, 1928. A5

Dear Sir:-

Referring to your letter of March 28 about the proposed retirement of Mr. Merry Frescone, section laborer, on account of physical disability:

While the second paragraph of Rule 4, of Rules and Regulations of the Pension Department, states that any employe attaining the age of sixty-five years may be retired, it does not necessarily follow that such retirement is subject to approval by the Pension Board except in cases where the payment of a pension allowance is to be made.

It is a fact that the case of August Swanson was passed upon by the Pension Board, yet this procedure does not appear necessary where employes not eligible for pension are unable to carry on their duties because of their physical condition.

Forms 7342 are required for all employes attaining the age of sixty-five years, but where employes become disabled prior to reaching retirement age, and will not have been in the service twenty years at retirement age, no action will be taken by the Pension Board; in other words, they are automatically retired because of their inability to further perform service. This will not preclude such employes from continuing benefit under group insurance policy providing premiums are paid.

Yours truly,

(Signed) B. O. JOHNSON.

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

cc-Mr. R. H. Relf.

(Signed) B. O. JOHNSON.

203

St. Paul, Minn., April 9, 1928. A4

Mr. J. G. Woodworth,
Vice President.

Replying to your letter of the 5th instant, in regard to contribution to the Seattle Chamber of Commerce:

We have heard nothing from the Great Northern about this. We have, however, had some correspondence with Mr. Coman and I enclose our file which I shall be glad if you will return to me after you have noted it. From these papers you will see that we are waiting for further advice which Mr. Coman promised to send us after he had had a conference with Mr. Gilman and the western representatives of the other roads.

(Signed) E. C. JOHNSON

P

encl.

204

St. Paul, Minn., April 9, 1928. 44

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

I have your letter of the 5th instant, in regard to contribution towards the cost of maintaining the Jamestown Baseball Team, and return your file herewith.

I have obtained from Mr. Donnelly authority to expend a limited amount this year on this class of activity. For your own personal information, the amount approved was \$630.00. Of this amount about \$350.00 is intended to be expended in St. Paul, and the balance at other points on the system. A few days ago I approved a contribution of \$150.00 to the South Tacoma Team and I had thought that the balance would probably be requested by Livingston and Brainerd. However, the Jamestown team has been quite active and doubtless the members of the team have been put to some personal expense. I therefore think that we should give them some assistance and meet requests from other points as and when they come up. I would suggest that the contribution to Jamestown be \$50.00 instead of \$75.00, but if you think that the full amount asked for should be contributed, I will be willing to go along with it.

(Signed) J. H. POORE

205
Paid

St Paul Minn April 9 1928

Longview Daily News

Kansas City Mo.

Your wire date will advise you as to train service soon as copy of commissions decision has been received and examined.

Charles Donnelly

Charge Nor Pac Ry Co
Exec Dept

206
April 9, 1928.
E-8

Dear Mr. Stewart:

I have your letter of April 5 and am enclosing photograph of Mr. Charles Donnelly, President of the Northern Pacific Railway. I thank you for the use you plan to make of the article I mailed you.

I regret that I did not have the pleasure of meeting you while I was in the west recently and will make it a point to see you when next I am in Seattle.

Yours very truly,

Enclo

(Signed) E. W. DeGUIRE

Mr. Donald C. Stewart,
President, Railway & Marine News,
408 Marion Street,
Seattle, Wash.

207
St Paul April 9 1928
E-8

R J Tozer
Seattle

T-15 I have letter from Donald Stewart
president Railway & Marine News requesting photograph
President Donnelly and am handling direct F-29

F W DeGuire

208
April 9, 1928.

8-3

My dear Mr. Craig:

Answering your letter of March 23:

I attach a memorandum consisting of five pages outlining our practice with respect to preparation of time returns and payrolls and the policing thereof; also attached are samples of the various forms referred to in the memorandum with paster comments explaining their use.

A summary of our practice shows that certification on payrolls is not required but the payroll recapitulation sheets are approved and in some instances are approved "For the _____", the designations being more clearly indicated on the recapitulation sheet, form 582.

The accounting department makes a check of all payroll preparations on the divisions at least every six months. This check comprises the verification of allowance to train sheet, force statement or time clock record; rates are verified, extensions and all postings are checked. In addition, traveling timekeepers check schedule application on all payrolls at least every six months and division accountants make frequent test checks of the work performed by timekeepers under their jurisdiction.

If there is any other information in this connection that you would like to have that is not covered in the attached papers or in my letter, please let me know and I shall be very glad to furnish it.

Very truly yours,

(Signed) E. M. WILLIS

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

209

St. Paul, Minn., April 9, 1928.
S-6

Mr. F. W. Sweeney,
Comptroller.

Herewith approved voucher in favor of the American Railway Association covering special assessment for expenses of investigation of power brakes, amount \$2228.17.

The bill of the American Railway Association includes 473 cars belonging to the Minnesota & International Railway Company and the mileage of that company, and bill should be rendered to cover its proportion of the assessment.

(Signed) CHARLES DORRILL P

Encl.

210

April 9, 1928.
S-6

Dear Sir:

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

Very truly yours,

(Signed) CHARLES DONNELLY *p*

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

cc--

Mr. J. G. Woodworth,
Vice President.

Encl.

241
St. Paul, Minn., April 9, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 3:

You may proceed with the work of constructing a two-pen stockyard with shelter and water at Peak, North Dakota, covered by Fargo Division AFE ED No. 62, signed copy of which is going through the regular channels and will reach you in due course.

(Signed) CHARLES DOWNEY *CD*

212
St. Paul, Minn., April 9, 1928.
S-6

Mr. F. W. Sweeney,
Comptroller.

Please arrange for the cancellation of Fargo Division AFE ED No. 148, Comptroller's No. 1564 of 1927, covering stockyard at Peak, North Dakota. There is an engineering charge of \$21.31 against the AFE which should be transferred to a new AFE, Fargo Division ED No. 63 of 1928, which has just been approved.

(Signed) CHARLES DONNELLY *dr*

cc--

Mr. F. E. Williamson,
Vice President.

213

St. Paul, Minn., April 9, 1928.

S-6

Mr. H. E. Stevens:
Mr. D. F. Lyons:
Mr. F. C. Sherrod:

I hand you herewith, for your information and files, a copy of Volume 125, Interstate Commerce Commission reports covering valuations issued during the period March to July 1927, inclusive.

(Signed) J. H. FOGRE.

Encl.

214
St. Paul, Minn., April 9, 1928.
8-6

Mr. J. G. Woodworth,
Vice President.

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

(Signed) CHARLES DOWNEY *CD*

Encl.

215
St. Paul, Minn., April 9, 1928.
5-6

Mr. F. W. Sweeney,
Comptroller.

Attached is approved voucher in favor of the American Railway Association covering assessment No. 111, payable April 16, 1928, amount \$2387.33. 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. *rk*

Encl.

216
April 9, 1928.
9-6

My dear Mr. Elliott:

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

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Encl.

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

217
April 9, 1928.
S-8

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 132 covering the application of second-hand 8½" Cross Compound air compressors to ten class L-9 and T-1 locomotives, at an estimated net cost of \$5052, of which \$2979 is chargeable to Additions and Betterments. The actual out of pocket expense is \$1400.

For the reasons given in the narrative of the AFE I recommend formal approval by the Committee or Board. It is not a budget item.

Very truly yours,

Encl.

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

218
April 9, 1928.
S-8

My dear Mr. Elliott:

Coal shipments for the week ending April 7 were as follows:

	<u>Roslyn</u>	<u>Red Lodge</u>	<u>Colstrip</u>
April 2	-	-	3801
3	2696	1061	3082
4	4468	-	5780
5	4403	1356	3366
6	2864	-	3745
7	-	1325	-
Total	-	14431	3742
			17774

The total shipments from all mines was 35,947 tons, an average of 5,135 per calendar day.

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

Very truly yours,

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

219
St. Paul, Minn., April 9, 1928.
S-6

Mr. P. B. Lacy,
Treasurer.

I enclose approved payroll of the Lemhi
Telephone Company covering the month of March 1928,
amount \$712.41.

7/1

Encl.

cc--

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

220
St. Paul, Minn., April 9, 1928.
S-3

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

I return herewith all papers relating to the distribution of Northern Pacific calendars by Mr. Endicott, Mechanical Engineer. I took the liberty of referring the correspondence to Mr. Williamson's office to note and you will see that Mr. Williamson thinks well of what Mr. Endicott has done and that the policy might be extended by other officers of the operating department.

In accordance with our conversation I am marking this subject for consideration next fall with the idea that a more organized effort can be arranged at that time by other than traffic department officers for the effective distribution of 1929 calendars.

(signed) E. M. WILLIS

Encl.

221
April 9, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of System AFE ED No. 7 covering new section motor cars and trailers, at an estimated cost of \$9910, all of which is chargeable to Additions and Betterments.

This expenditure is covered by items 284, 290 and 294 of the 1928 budget, and for the reasons given in the narrative of the AFE I recommend formal approval.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

222

St. Paul, Minn., April 9, 1928.

KB

Mr. F. E. Williamson,
Vice President.

Please arrange for the movement of M.N. & S. Railway
business car "Gopher", occupied by Mr. W. R. Stephens, Assistant
to the President and party, on the following schedule:

Lv. Minneapolis	No. 7	11:05 PM	Tuesday, 10th.
Ar. Fargo	"	7:25 AM	Wednesday, 11th.
Lv. Fargo	No. 8	10:25 PM	Wednesday, 11th.
Ar. Staples	"	2:40 AM	Thursday, 12th.
Lv. Staples	No. 58	4:45 AM	Thursday, 12th.
Ar. Duluth	"	9:00 AM	" "
Lv. Duluth	No. 65	11:30 PM	Thursday, 12th.
Ar. Minneapolis	"	6:40 AM	Friday, 13th.

(Signed) CHARLES DUFFELLY.

P

223

April 9, 1928. K5

Dear Mr. Stephens:

Confirming telephone conversation with this office.

We shall be very glad to arrange movement of Minneapolis, Northfield & Southern Railway car "Gopher" from Minneapolis to Fargo, Fargo to Duluth, and Duluth to Minneapolis. The car will be moved on our trains on the following schedule:

Lv. Minneapolis	No. 7	11:05 PM	Tuesday, 10th.
Ar. Fargo	"	7:25 AM	Wednesday, 11th.
Lv. Fargo	No. 8	10:25 PM	Wednesday, 11th.
Ar. Staples	"	2:40 AM	Thursday, 12th.
Lv. Staples	No. 58	4:45 AM	Thursday, 12th.
Ar. Duluth	"	9:00 AM	" "
Lv. Duluth	No. 65	11:30 PM	Thursday, 12th.
Ar. Minneapolis	"	6:40 AM	Friday, 13th.

Yours very truly,

p

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

224
St. Paul, Minn., April 9, 1928.

K8

Dear Mr. Charlton:

Your letter of April 4 to Mr. E. E. Nelson:

We have followed through the article which appeared in the March issue of the "Railroad Telegrapher", and already have made arrangements to have a reprint placed in the hands of all Northern Pacific employees. You will receive yours in due course.

Yours very truly,

(Signed) F. W. DeGURE

Mr. A. D. Charlton,
General Passenger Agent,
Portland, Oregon.

cc-Mr. E. E. Nelson

225

St. Paul, Minn., April 9, 1928. KB

Dear Mr. Hard:

Your letter of April 6, File ESH:

I thank you for the clippings from the Superior Telegram and for your cooperation in obtaining publicity relative to Mr. Howard Melaney's recent appearance in Superior.

Yours very truly,

(Signed) F. W. DeGUIRE

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

226

St. Paul, Minn., April 9, 1928.

K8

Dear Mr. Ellsworth:

Your letter of April 7:

We will undertake to place in your hands as promptly as possible the story which we discussed and about which we have had correspondence.

Yours very truly,

(Signed) F. W. DeGuerre

Mr. H. H. Ellsworth,
Freight Agent,
Fargo, North Dakota.

cc-Mr. E. J. Hackenberg

227
April 9, 1928. KB

Dear Mr. Browne:

I have your letter of April 6 in which you informed me that you were gathering material for publication of a special edition regarding the Glendive-Brockway line.

I already have been taking some steps to prepare a comprehensive story with illustrations to be submitted to newspapers along about June 1. I will be happy to cooperate with you in any way and you will hear from me again within a short time.

With kindest personal regards,

Yours very truly,

(Signed) F. W. DeGORE

Mr. Walter L. Browne,
Editor, The Billings Gazette,
Billings, Montana.

224
St. Paul, Minn., April 9, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of Mr. Coman's letter to me of the 6th instant, in regard to the construction of the Argo (Seattle) overhead crossing; also copy of the contract to which he refers. If you see no objection to the execution of this contract, please initial and return it to me.

(Signed) CHARLES DOUGHERTY

encl.

229

St. Paul, Minn., April 9, 1928. A5

Mr. F. E. Williamson,
Vice President.

I enclose, for your information, copy of a telegram received today from Mr. McClelland, publisher of the Longview Daily News, advising that Interstate Commerce Commission has approved the transfer of trains through Longview; also a copy of my reply.

(SIGNED) CHARLES DONNELLY

encl.

230

St. Paul, Minn., April 9, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter to me of April 2 and my letter to Mr. Elliott of April 3, copy attached, about negotiations with the Minnesota Northern Power Company for gas and oil leases on the Glendive-Baker anticline in Montana:

This will be your authority to make the arrangement as outlined in your letter, which we will arrange to have ratified at the next meeting of the Board or Executive Committee.

(Signed) CHARLES DOXTY

encl.

231
Paid
1030 am

St Paul Minn April 9 1928

E A Gay Secretary
Northern Pacific Railway Company
34 Nassau Street New York City NY

Thanks for your letter sixth Think unnecessary to telephone
Stop We will leave it for local papers to rely on their
New York correspondents for an account of meeting D-1

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

232
April 9, 1928.

9-6

My dear Mr. Pelley:

I acknowledge receipt of, and thank you for,
copy of the annual report of the Central of Georgia
Railway Company for the year ended December 31, 1927.

Very truly yours,

Mr. J. J. Pelley, President,
Central of Georgia Railway Company,
Savannah, Georgia.

203
St. Paul, Minn., April 9, 1928.
S-6

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

I enclose a supply of "Talking Points",
issued by the Western Railways' Committee on Public
Relations, dated April 2, 1928.

(Sd) CHARLES DOWNEY 71

Encl.

234
April 9, 1928.
3-6

My dear Mr. Kurrie:

Please accept my thanks for copy of the
thirty-first annual report of your company, received
today with your compliments.

Very truly yours,

(signed) CHARLES DONNELLY

Mr. H. R. Kurrie, President,
Chicago, Indianapolis & Louisville Ry Co.,
Chicago, Illinois.

286
St. Paul, Minn., April 9, 1928.
S-8

Mr. F. E. Williamson,
Vice President.

I have your letter of April 6 and have approved for payment voucher in favor of the Chamber of Commerce at Park City, for \$40, covering our proportion of the expense of maintaining arc light near our depot at that point.

W

734
St. Paul, Minn., April 9, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Supplementing my letter of March 26:

I now send you a statement about equipment repair statistics for a number of eastern railroads which Mr. Elliott has forwarded for consideration in connection with the other statistics sent to you.

(Signed) CHARLES E. ELLIOTT

Encl.

April 9, 1938.

8-3

Dear Mr. Gay:

I enclose copy of a request on the Swedish American Line for reduced rate for Mr. Christofferson, Signal Engineer, New York to Copenhagen. The original of the request called for pass, although we had no expectation of receiving it, the practice being that when a concession is granted it is usually for a reduction of 25%. The original of the request was presented by Mr. Christofferson at the foreign travel office of the Merchants National Bank in Saint Paul, and he has just been advised that request was declined by the New York office of the Swedish American Line.

Mr. Christofferson is inclined to think that the request was handled by a clerk in a routine manner and has asked if we could ascertain if the request actually was declined by the management. Could you have someone from your office or from Mr. Fletcher's office make inquiry of the Swedish American Line, without reference to our understanding that request has been declined, and let me know the status? We do not of course desire to press the matter at all, and if it is declined we will drop it.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

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

438
April 9, 1928. D1

Dear Mr. Stewart:

Thank you for your letter of April 5 enclosing
copy of minutes of the meeting of your Executive Committee
held at the Lawyers Club, New York, on March 14.

I read them with interest.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. John A. Stewart,
Chairman, Executive Committee,
George Washington American Citizens
Bi-Centennial Commemoration Committee,
233 Broadway, New York, N. Y.

239
April 9, 1928.

D1

Dear Mr. Fiske:

I regret that I will not be able to attend a private conference on "The Migration of Industry", to be held at No. 1 Madison Avenue, New York City, on May 3, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Haley Fiske,
President,
Metropolitan Life Insurance Co.,
New York, N. Y.

x

240
Frank 58-F

1020 AM

St. Paul, Minn., April 9, 1928.

W. D. B. Dodson,
General Manager,
Portland Chamber of Commerce,
Portland, Oregon.

Your wire seventh. Will be glad to give my personal endorsement of Mr. Shull and to do anything that I can to bring about his election. Will you kindly indicate what form you wish endorsement to take and to whom it should be addressed.

Charles Donnelly.

241
April 9, 1928. D1

Gentlemen:

I have your letter of April 6 about the construction of the new building for the Northwestern National Bank in Minneapolis, and I wish to express my thanks for your congratulations.

Very truly yours,

(Signed) CHARLES DONNELLY.

Marsh & McLennan,
First National-Soo Line Bldg.,
Minneapolis, Minnesota.

242
April 9, 1928. DL

Dear Mr. Warner:

Thank you very much for sending me a copy of your pamphlet dealing with the comparative increase in railroad freight revenues. The comparisons made in it are exceedingly interesting.

I shall be very glad to see you when you come out this way, and hope you will be able to make a trip over our line this year.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. J. R. Warner,
61 Broadway,
New York, N. Y.

243
St. Paul, Minn., April 9, 1928. A4

Mr. F. W. Sweeney,
Comptroller.

Replying to your letter of the 2nd instant,
with regard to treated ties for the Camas Prairie:

I think without question that freight on treating
material should be included in your bill on the basis of
tariff rates because the contract specifically provides
that tariff rates shall be charged on all material and
supplies.

I will advise you later in regard to negotiations
with the Union Pacific with respect to the general question
of surcharge on treated ties.

(Signed) CHARLES DUNN

244

St. Paul, Minn., April 9, 1928. A4

Mr. F. E. Williamson,
Vice President.

Referring to my letter of January 25, in re-
gard to track material leased for use at the Lucky Strike
Mine at Zap:

What is the present status of this matter?

(Signed) B. O. JOHNSON.

245
April 9, 1928. A4

My dear Mr. Marshall:

I have a copy of your letter of the 4th instant to members of the Land Committee with respect to bringing land values down to date. I am glad to receive the information contained in your letter and sincerely hope that anything that is done in connection with the bringing of land values down to date will involve the carriers with a minimum amount of expense.. So far as the Northern Pacific is concerned, we are so far from recapture that a valuation as of December 31, 1921, will not mean very much one way or the other, and I assume that is substantially true of a number of other roads in the Northwest, at least.

Yours very truly,

(Signed) J. H. POORE

Mr. H. S. Marshall, Valuation Engineer,
C. B. & Q. Railroad Company,
Chicago, Illinois.

246
April 9, 1928. A4

Dear Mr. Mitchell:

Referring to your letter of February 9, in regard to the proposed donation to the City of Duluth of riparian rights between First Avenue East and Ninth Avenue East:

Some time ago I noticed that the proposed bond issue to cover the cost of removal of the Point of Rocks was defeated. Will that dispose of the question of donation of riparian rights?

Yours very truly,

(Signed) CHARLES DONAHAY
8

Mr. Oscar Mitchell,
c/o Washburn, Bailey & Mitchell,
Duluth, Minnesota.

247
St. Paul, Minn., April 9, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 2nd instant in regard to planking the driveway adjoining our freight house at Vancouver, B. C.:

Mr. Donnelly has not yet reached an understanding with the Great Northern because it has not been possible for him to secure a meeting with Mr. Budd, with whom he wishes to discuss the question.

(Signed) CHARLES DONNELLY

P

248
April 9, 1928. A4

My dear Mr. Elliott:

The Northern Pacific Railway Company leases to the Washington Berry Growers Packing Corporation a berry warehouse at Sumner, Washington. This lease will expire in 1931. Recently these people advised that they desired to install a cold storage plant in the building at an estimated cost of \$25,000, and to enable them to do this it was necessary to construct a 40-ft. extension to the berry warehouse and make some track changes, the total cost of which was estimated at \$5,950.00. As it was necessary for the work to be started promptly if the new plant was to be ready to handle this year's crop, I gave informal authority to Mr. Williamson to go ahead with the proposed changes.

Because of the large investment which it will be necessary for the Berry Growers to make, they desire their existing lease canceled and replaced by a lease for a term of ten years from the present date. The rental which they pay under the existing lease is \$22.50 per month, and under the new lease they will pay us \$75.00 per month. The increased rental is sufficient to pay a fair return on our investment in property and I shall be glad if you will have the proposed new lease approved at the next meeting of the Board or Committee.

Yours very truly,

encl.

(Signed) CHARLES DUNCAN

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

cc-Mr. J. L. Watson.

249
St. Paul, Minn., April 9, 1928.
K5

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

Referring to my letter to Mr. Elliott of February 18:

I enclose copy of Mr. Elliott's letter to me of April 5 transmitting duly executed release of property in Hennepin County, Minnesota, sold to S. Glen and Valetta Armstrong for a consideration of \$1400.00.

P

encl.

250
St. Paul, Minn., April 9, 1928. K5

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

Referring to your letter of April 6 submitting proposed easement to the State of Montana in connection with highway on right of way in Powell and Granite Counties:

The issuance of this easement is approved and I return it to you duly executed on behalf of the Railway Company.

(SIGNED) CHAS. H. BROWN
8
encl.

261
St. Paul, Minn., April 9, 1928.

K5

Mr. F. E. Williamson,
Vice President.

I attach copy of Circular No. 2711 from Mr. R. H. Aishton, President, American Railway Association, dated Washington, D. C., April 5, relating to complaint of Mr. A. Johnston, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, and Mr. D. B. Robertson, President of the Brotherhood of Locomotive Firemen and Enginemen, with respect to fire box doors. Please advise who will represent this company at the hearing on May 2, 1928.

encl.

cc-Mr. F. D. McCarthy

145pm

✓ 52

St. Paul, Minn., April 9, 1928

M. S. Gunn
Helena

Message date So far as I can now tell expect to be here all
of this week.

Charles Donnelly.

26
April 9, 1928. K5

My dear Mr. Elliott:

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

Very truly yours,

P

encl.

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

264
April 9, 1928. K5

My dear Mr. Holden:

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

Very truly yours,

P
encl.

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

265
St. Paul, Minn., April 9, 1928.

D1

Mr. J. G. Woodworth,
Vice President.

I note that in Mr. Onslow's statement covering express operations for November, 1927, the Northern Pacific inter-road express revenue is shown to have decreased \$7,422., while the inter-road revenue of the Great Northern increased \$6,632. in the same month.

Are you satisfied that the Express Company is giving to us all of the express business that we are entitled to receive under the contract?

(Signed) CHARLES DONNELLY.

Western Union

St. Paul, Minn., April 10, 1928

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

Estimated earnings first week April in thousands

Freight
Passenger
Miscellaneous
Total

Cars loaded locally 13,416 increase 306 accounted for as follows:

Increases:	Grain	86
	Logs	840
Decreases:	Merchandise	71
	Livestock	22
	Forest Products	58
	Coal	140
	Miscellaneous	329

Received from connections 3805 increase 376 accounted for as follows:

Increases:	Lake Superior Division	97
	St. Paul	60
	Fargo	24
	Dakota	76
	Montana	90
	Pasco	78
Decreases:	Yellowstone	6
	Rocky Mountain	1
	Idaho	9
	Seattle	27
	Tacoma	6

Grain loading eastern district increased 78 cars received from connections decreased 80 cars grain loading western district increased 8 cars received from connections increased 52 cars.

Fruit loading this year 108 cars compared with 138 last year received from connections 126 cars compared with 137 last year.

Potato loading this year 271 cars compared with 468 last year received from connections 26 cars compared with 25 last year.

Weather conditions were generally mild during the week temperatures ranging about normal Had light rains Montana and Idaho Divisions and along Coast Had light snowfall in territory Mandan to Missoula and from three to five and one-half inches Head of Lakes and Twin Cities.

Charles Donnelly

257
April 10, 1928. A4

Dear Mr. Steiner:

I have your letter of the 7th instant in regard to contract that you have entered into with the London, Midland & Scottish Railway Company. Your letter of the same date to Mr. Johnson has also been brought to my attention as I regret to say he is away on sick leave at the present time.

I am sorry that you will not be in St. Paul with Mr. Norman, but you may be assured that I will give him any information I am able that is likely to be helpful to him in connection with the handling of the stationery forms of his company.

Yours very truly,

WILLIAM F. POORE

Mr. Edgar Steiner,
c/o Steiner, Murphy & Co.,
50 Church Street,
New York, N. Y.

258
St. Paul, Minn., April 10, 1928. A4

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

Referring to your letter of the 8th instant, in regard to construction of industrial tracks on the joint line between Seattle and Tacoma:

Perhaps I should have quoted to you the language of the contract with respect to branch lines and industry tracks. It is as follows:

"Sec. 4. Branch lines of either party shall be allowed to make connections with that part of the railway described in Article I, Sec. 1 (A), South of Canal Waterway in Seattle, at suitable and convenient points. Industry spurs on that part of the line are to be created when necessary and the cost thereof shall be added as a basis of rental as hereinbefore provided in case of improvements, betterments and additions, but if any user of the property objects to the creation of any such spur it shall not be charged on account of the cost or the maintenance thereof and shall not use the same, but it may at any later day elect to use and from that time on shall be charged its proportion of rental on the cost of such spur including interest at four and one-half per cent per annum to that date and for the future maintenance thereof."

The territory in which the track you referred to is located is south of Canal Waterway, Seattle.

I think, under the language quoted above, the Great Northern would be required in the first place to request us to construct any new industry track or an extension of an existing one, and I believe that upon receiving such a request

we would be obliged to comply unless there were good and sufficient operating reasons for not doing so. Of course, if we build the track we have a right to its joint use if we so desire and the Great Northern would pay each year one-half of $4\frac{1}{2}\%$ interest on the cost.

The above is my understanding of the meaning of the contract language. However, it is also my understanding that under the contracts covering joint use of the line between South Tacoma and Vancouver where the language is the same as in the contract under discussion both the Great Northern and the O-W.R.R. & N. have been permitted to construct tracks which they own outright, although I have no advice as to whether we were in the first place requested to build the tracks and declined to do so, or under what arrangement the tracks were actually constructed. Answering your specific question, I think the Great Northern must request us to build the extension referred to in the papers sent me with your memorandum of March 24.

(Signed) J. H. POORE

259
St. Paul, Minn., April 10, 1928. A4

Mr. F. W. Sweeney,
Comptroller.

I attach copy of proposed contract with the Soo
Line covering joint operation of the ore docks at Superior
for the season 1928. If you see no objection to this con-
tract, will you please initial and return it to me.

(Signed) _____

encl.

260
April 10, 1928. A4

My dear Mr. Elliott:

I attach copy of Mr. Martin's letter to me of April 6, in which he gives report of conditions on the Walla Walla Valley Railway for the month of March. You will note that conditions in this valley look pretty fair at the present time and that in Mr. Martin's opinion the prospects for the coming year are excellent.

Yours very truly,

encl.

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

261
St. Paul, Minn., April 10, 1928. A4

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of June 2, 1927, in regard to memorial monument to be placed at some point near Sand Point, Idaho;

I now attach letter I have received from Don C. D. Moore, Secretary of the Pend d'Oreille Pioneer Association, with which he encloses some suggestions for the inscription to be placed on the monument; also a sketch of the monument which it is proposed to erect. Will you please indicate which of the suggested inscriptions you prefer, and also what your views are with respect to the proposed site for the monument at the intersection of the Lake Indian Road with the railway at Boyer, Idaho.

Please return the enclosed papers with your reply.

encl.

(Signed) CHARLES DONNELLY

425pm

St. Paul, Minn.; Apr. 10, 1928.

W. E. Coman
Car 8 Train 4 Yellowstone Divn.

Have reserved rooms St. Paul Hotel.

B O Johnson.

April 10, 1928. D1

Dear Mr. Scandrett:

Referring to our talk yesterday afternoon about taking tourist cars off our trains:

I find in our file a report from our Mr. Nelson of meeting in Chicago on March 20 at which this question was discussed, and in this report Mr. Nelson advises that the Union Pacific expressed a willingness to discontinue the operation of tourist cars on their Portland Limited trains Nos. 17 and 18. As you know, the Northern Pacific has discontinued the operation of these cars on both its coast trains, but we expect to resume their operation May 1 on our Trains 1 and 2. I feel sure that the Great Northern would discontinue the operation of these cars on their Trains 3 and 4 if the Milwaukee Company would take them off either the Olympian or Columbian trains. Cannot we reach an agreement as to this? If we could get these cars off the secondary trains on all the four roads it would be a step in the right direction.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. H. A. Scandrett,
President, CMStP&P Railroad Co.,
Chicago, Illinois.

264 $\frac{1}{2}$

St. Paul, Minn., April 10, 1928. A4

Mr. J. G. Woodworth,
Vice President.

I attach letter which Mr. Turner has addressed to Mr. Budd and myself with respect to a dispute the S. P. & S. has with the McCormick Steamship Company about rate divisions.

With return of this letter, will you please advise me if you see any objection to the commencement of the suit which has been tentatively agreed on to settle the disputed question.

ATTENTION STEVENS (pending)
(S. P. & S. Company)

encl.

P

2165
St. Paul, Minn., April 10, 1928.

E-8

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

Returning herewith mailing lists prepared
for this department with following corrections noted:

On the off-line newspaper list include
the name of Franklin Snow, Christian Science
Monitor, Boston, Mass.

On the same list also include the
Northwest Banker, Des Moines, Ia.

On the on-line daily list of newspapers
include the Union Record, Seattle, Wash.; Inter-
national Falls Journal, International Falls, Minn.;
Coeur d'Alene Press, Coeur d'Alene, Idaho.

On the on-line weekly list of newspapers
include the News Searchlight, Bremerton, Wash.;
the Record Bulletin, Prosser, Wash.; change the
Wallahalla Wash. Gateway to Wallula, Wash. Gateway;
include the Stark County Star, Richardton, N.D.;
the Worden, Mont. Yellowstone; The Register,
Craigmont, Idaho; The Record, Davenport, N.D.;
the Recorder Post, Dickinson, N.D.; the Staples
Word should be Staples World; The State Record
at Bismarck, N.D. should be taken off the list.

Will you please key the lists as follows:

List of on-line daily newspapers,	North Dakota	AA
" " " "	Montana	BB
" " " "	Idaho	CC
" " " "	Washington	DD
" " " "	Minnesota, exclud-	
	ing St. Paul & Minneapolis	EE

CHG-2

465

List of on-line daily newspapers, Wisconsin	FF
" " " " " Oregon	GG
" " " " " British Columbia	HH
" " " " " Manitoba	II
List of all on-line daily newspapers excluding St. Paul and Minneapolis	JJ
List of all on-line weekly newspapers excluding St. Paul and Minneapolis	KK
List of on-line weekly newspapers, Wisconsin	LL
" " " " " Minnesota	MM
" " " " " North Dakota	NN
" " " " " Montana	OO
" " " " " Idaho	PP
" " " " " Washington	QQ
" " " " " Oregon	RR
List of off-line newspapers	SS
List of outstanding Minnesota newspapers	TT

At your convenience will you send to this office corrected lists properly designated, to be kept on file here.

(Signed) F. W. DeGUIRE

GUIRE

7/26
St. Paul, Minn., April 10, 1928.
S-3

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

Would appreciate a reply as promptly as possible to my letter of March 29 enclosing one from Mr. Ames, of the Chicago Journal of Commerce, about advertising.

(Signed) E. M. WILLIS

267
St. Paul, Minn., April 10, 1928.
S-3

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

I have your letter of the 9th with copy of a letter from Mr. Benson.

I notice in your letter of March 31 to Mr. Aspinwall you told him that Mr. Benson would write to Mr. Aspinwall about some of the questions raised by the latter. Mr. Benson's letter to you states he did not receive copy of Mr. Aspinwall's letter, and I am calling this to your attention so that a copy may be sent to Mr. Benson if to you and to him it seems to be necessary or desirable to either write Mr. Aspinwall further or go and call upon him.

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

268
April 10, 1928.
a-3

Mr. George B. McGinty, Secretary,
Interstate Commerce Commission,
Washington, D. C.

Dear Sir:

Answering your letter of March 17:

The By-laws of the Northern Pacific Railway Company provide as follows:

"Section 5 - Powers and Duties of Comptroller.

"The Comptroller shall have direct charge of the general books and accounts of the Company. It shall be his duty to examine the accounts of all officers and employees and to see that the proper returns are made of all receipts from traffic and other sources, and that correct vouchers are turned over to him for all disbursements for any purpose. The Comptroller shall also be the custodian of all bonds of officials and agents of the Company handling funds."

It will therefore be observed that the chief accounting officer of the Northern Pacific is not "excluded from control of any accounting records", but on the contrary is charged with responsibility concerning all. In practice, inasmuch as division accountants and station agents are directly under the Comptroller as to all accounting matters, very little accounting work is actually done other than under his direct jurisdiction, and in any event it is subject to his instructions and verifications.

The instances where basic accounting is performed in other departments are as follows:

TREASURY ACCOUNTS

The Treasurer at St. Paul and the Assistant Treasurer at New York are responsible for cash on hand and in banks and for the initial recording of receipts and disbursements. A close check is had of treasury transactions inasmuch as cash received and paid out by these officers is in settlement of accounts set up and authenti-

ated by the Accounting Department. Duplicate daily cash sheets showing individual items of receipts and disbursements lodge with the Accounting Department; accounts are kept against the Treasurer and Assistant Treasurer and daily charges are made for total cash taken in and credits allowed for total cash paid out; periodical audits verify the amount of cash on hand and in banks against the balances shown on books. Credits for cash paid out are allowed only after paid instruments - that is, pay checks, vouchers, home and foreign line drafts, etc., - have been returned to Accounting Department and totals verified. Moneys paid out by Treasurer and Assistant Treasurer are made by bank checks, countersigned by an accounting official.

Securities owned are charged against the Assistant Treasurer in whose custody they are lodged. At least once a year stocks and bonds on hand are verified against the book balances.

Officers and employees having company working funds are required to have cash or receipts in the full amount of such funds, which are checked periodically by the Accounting Department against book balances.

MAIL REVENUE

The detail accounting for mail is so intimately associated with the physical aspects that under the Northern Pacific organization it is handled by the Manager of Mail, Baggage and Express. So closely does that official cooperate with the Accounting Department, it has been considered that he occupies somewhat the same status as an Auditor, and it is unnecessary to make any regular audit of his details.

CAR HIRE

The accounting for rental of home cars on foreign lines and of foreign cars on home line can best be handled in the department responsible for the movement and distribution of cars. Under Northern Pacific organization the Car Accountant is in the Operating Department and all per diem and mileage reports and some equipment statistical records are kept by him. Insofar as the accounting figures are concerned, the Car Accountant is to all intents and purposes in the same category as an Auditor, and the cooperation between his office and the Accounting Department is so close that it has not been considered necessary for the latter to make any regular audit of the details from which accounts for and against foreign lines are compiled.

Very truly yours,

(Signed) CHARLES J. COLEMAN

269
April 10, 1928.
5-8

My dear Mr. Elliott:

For your information I attach copy of a statement showing the estimated earnings of the Great Northern Railway Company for the week ending April 7, 1928, and the period January 1 to April 7 compared with the corresponding periods of last year, together with copy of statement making comparison with the earnings of the Northern Pacific for similar periods.

Very truly yours,

(Signed) CHARLES DONNELLY *p*

Encl.

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

220
St. Paul, Minn., April 10, 1928.
S-6

Mr. J. C. Woodworth,
Vice President.

I enclose herewith copy of comparative statement showing estimated earnings of the Northern Pacific and Great Northern Railway Companies for the week ending April 7, 1928, and the period January 1 to April 7th, compared with the actual figures for 1927.

(Signed) CHARLES DONNELLY, p

Encl.

271
St. Paul, Minn., April 10, 1928.
8-3

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

I don't know why Don Malin has written me as he does in the attached, but that is immaterial. I haven't any idea of the engagement which Howard Melaney has for Saturday night of this week but I should think if it is possible to accommodate WLS it would be good business to do so. Will you please return Mr. Malin's letter to me as promptly as you can with information as to whether or not we can accommodate him?

(Signed) E. M. TILLS

Encl.

272
St. Paul, Minn., April 10, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Answering your letter of April 9 and returning
letter of the 6th addressed to you by Mr. Lyne, Associate
Editor of the Railway Age:

I think our answer to Mr. Lyne's inquiry should
be to the effect that we have not specialized in so-called
non-stop train runs and that we have no information of
that nature that would be of value in the study he is making.

(Signed) CHARLES DONNELLY. *CD*

Encl.

273
St. Paul, Minn., April 10, 1928.

8-3

Mr. F. E. Williamson,
Vice President.

I have your letter of March 22 about spending approximately \$2000 to improve our depot facilities at Cooperstown, North Dakota, and approve of your going ahead with the arrangements as proposed. I have written to Messrs. Brown and Douna explaining that we cannot undertake to put up a new depot building but that we are willing to make certain improvements such as providing running water, toilet facilities, electric lights, etc., and that Mr. Hackenberg would go to Cooperstown in the near future and explain more fully just what we have in mind doing.

(Signed) CHARLES DONNELLY.

cc—

Mr. J. C. Woodworth,
Vice President.

274
April 10, 1938.

S-3

Gentlemen:

Your letter of February 20 was received during my absence in New York and Washington and was acknowledged by my assistant.

I can understand and appreciate your very natural desire to have a more modern depot building with satisfactory surroundings at Cooperstown and it would give me much satisfaction to be able to fully meet your wishes. However, conditions are such that at this time we could not consistently give favorable consideration to your proposal to have a new depot constructed because of similar requests from other localities that we have found it necessary to decline for financial and other reasons. At the same time we are not unmindful of the fact that our depot facilities at Cooperstown are not entirely satisfactory, and we are willing to make some improvements there, such as providing running water, toilet facilities, electric lights, painting, filling around the depot building and the construction of a walk, which I trust will meet with your approval.

In due course Mr. Hackenberg, our Division Superintendent, will come to Cooperstown and explain more fully just what is proposed.

Very truly yours,

(Signed) CHARLES ECKRELL.

Mr. H. A. Brown, Chairman,
Commercial Club Committee,
Mr. E. E. Douna,
Mayor City Council,
Cooperstown, North Dakota.

W 7 5
April 10, 1928. K5

Dear Sir:

Please enter our subscription for the Duluth Evening Herald, the paper to be addressed as follows:

Northern Pacific Railway Company,
Care Mr. F. W. DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours very truly,

Signed: F. W. DeGuire

Attention: Circulation Manager,
The Duluth Evening Herald,
Duluth, Minnesota.

274
April 10, 1928.KB

Dear Sir:

Please enter our subscription for the Superior Telegram,
the paper to be addressed as follows:

Northern Pacific Railway Company,
Care Mr. F. W. DeGuire, Executive Assistant,
St. Paul, Minnesota.

Yours very truly,

Signed F. W. DeGuire

Attention: Circulation Manager,
The Superior Telegram,
Superior, Wisconsin.

277
April 10, 1928. KS

Dear Miss Jourdin:

I enclose letter from Robert E. Pendergast, a student at the University of Minnesota, who is desirous of securing employment in Yellowstone Park during the coming season. If there is any prospect of his securing such employment I shall be glad to arrange to have him call at your office. My telephone number is 78 on the Northern Pacific exchange.

Very truly yours,

A. M. Gottschald,
Office Manager, President's Office.

Miss C. Jourdin,
Care Yellowstone Park Transportation Company,
St. Paul, Minnesota.

cc-Mr. R. L. Sweeney,
Care Field-Schlick & Co.,
St. Paul, Minnesota.

278

April 10, 1928. K5

Dear Sir:

This will acknowledge receipt of your letter of March 20 making inquiry as to the origin of the name of the town of Randall on our Grantsburg Branch.

Randall postoffice was for many years located at the railroad station of Benson and a short time ago was moved to Clayfield, a few miles from our Grantsburg station. The name of Randall was given the postoffice in honor of the first Postmaster at that point.

Very truly yours,

CHARLES J. BROWN

Mr. H. R. Holand,
Door County Historical Society,
Ephraim, Wisconsin.

279

St. Paul, Minn., April 10, 1928. K5

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

Referring to your letter of April 9 enclosing proposed easement to the State of Minnesota to locate trunk highway on our main line right of way at points between Detroit Lakes and Lake Park and at Hawley:

The issuance of this easement is approved and I return it to you duly executed on behalf of the Railway Company.

encl.

200
St. Paul, Minn., April 11, 1928.
E-8

Dear Sir:

We have arranged with Mr. P. B. Lacy, Treasurer, to distribute a small pamphlet with the pay checks on May 15. We are eager to have the pamphlets placed in the hands of every employe of the company. Instructions from Mr. Lacy are to go out to the agents who distribute the pay checks. You will please co-operate in seeing that the agents make the proper distribution.

Yours truly,

(Signed) E. O. JOHNSON.
D

Mr. J. P. Anderson,
Shop Superintendent,
Brainerd, Minnesota.

281
St. Paul, Minn., April 11, 1928.
E-8

Dear Sir:

We have arranged with Mr. P. B. Lacy, Treasurer, to distribute a small pamphlet with the pay checks on May 15. We are eager to have the pamphlets placed in the hands of every employe of the company. Instructions from Mr. Lacy are to go out to the agents who distribute the pay checks. You will please co-operate in seeing that the agents make the proper distribution.

Yours truly,

(Signed) B. O. JOHNSON.
D

Mr. B. W. Milham,
Shop Superintendent,
St. Paul, Minnesota.

282
St. Paul, Minn., April 11, 1928.
E-8

Dear Sir:

We have arranged with Mr. P. B. Lacy, Treasurer, to distribute a small pamphlet with the pay checks on May 15. We are eager to have the pamphlets placed in the hands of every employee of the company. Instructions from Mr. Lacy are to go out to the agents who distribute the pay checks. You will please co-operate in seeing that the agents make the proper distribution.

Yours truly,

(Signed) B. O. JOHNSON.
6

Mr. T. Jackson,
Shop Superintendent,
Livingston, Montana.

483
St. Paul, Minn., April 11, 1928.
E-8

Dear Sir:

We have arranged with Mr. P. B. Lacy, Treasurer, to distribute a small pamphlet with the pay checks on May 15. We are eager to have the pamphlets placed in the hands of every employe of the company. Instructions from Mr. Lacy are to go out to the agents who distribute the pay checks. You will please co-operate in seeing that the agents make the proper distribution.

Yours truly,

(Signed) E. O. JOHNSON.
10

Mr. H. A. Lyddon,
Shop Superintendent,
So. Tacoma, Washington.

254
St. Paul, Minn., April 11, 1928.
E-8

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

Herewith stencil from which please make 700
copies to be delivered to my office at your convenience
prior to Thursday, April 19.

(Signed) F. W. DeGUIRE

Enclo

285
St. Paul, Minn., April 11, 1929.
E-8

Dear Sir:

Your letter of April 9, File 340:

Thank you for the clipping from the roto-
gravure section of the Philadelphia Sunday Ledger.
On April 9 we mailed to the Ledger roto section a
number of Northern Pacific Yellowstone Park pictures.

Yours truly,

(Signed) F. W. DeGUIRE

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

286
April 11, 1928.
E-2

Dear Mr. Browne:

Your letter of April 6 and my reply of
April 9:

Herewith I am handing you booklets and pamphlets which the Northern Pacific land department and immigration department have prepared all bearing on the new Redwater Line. I hope they will be helpful in preparing your special edition.

I note that you plan to go to the Redwater country with a photographer to obtain photographs. It occurred to me that this same photographer might be willing to make a few news photographs for us. What I would like to have is a good photograph of Brockway; another of Circle; one of a typical diversified farm; one of a ranch, and one of Northern Pacific construction work in progress on the new line. If such an arrangement can be made will you please advise me as soon as possible. While we have photographs we do not regard them as good news photographs. Any release of a story that we might prepare for distribution could be so timed as not to take the edge off of the very splendid work you are doing.

If I can be of further service to you I will be glad to have you call upon me.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. Walter L. Browne,
Editor, The Billings Gazette,
Billings, Montana.

287
April 11, 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 February 1928.

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.

486
April 11, 1928.
9-8

Dear Mr. Dunn:

I thank you for your letter of April 9,
enclosing report of the work done in the office of
the Western Railways' Committee on Public Relations
during the month of March 1928.

Very truly yours,

(signed) CHARLES HORTON

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

289
St. Paul, Minn., April 11, 1938.
S-6

Mr. F. W. Sweeney,
Comptroller.

William Falkenreck, former Manufacturing Shop Foreman at Brainerd, whose name has been carried on the special payroll at the rate of \$37.50 per month, died April 8, and his name should therefore be removed from the roll commencing April 1, 1938.

cc—

Mr. F. E. Williamson
Mr. P. B. Lacy
Mr. R. H. Relif

290

St. Paul, Minn., April 11, 1928.
8-3

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

Referring to the recent call upon you of Mr.
A. G. Bitterman, of The Union Labor Bulletin, Minneapolis,
and our subsequent conversation:

I have advised Mr. Bitterman that we will renew
the arrangement that was made last year, namely, to take
space to the extent of \$100. I have told him also that if
he will get in touch with Mr. Perrin the latter will
furnish him with the necessary copy. Will you please see
that Mr. Perrin understands the arrangement? So far as
this office is concerned, whatever arrangement is made by
Mr. Perrin for running one or more ads in the Bulletin until
the \$100 is used up will be satisfactory.

(Signed) E. M. WILLIS

291
April 11, 1928.
8-3

My dear Mr. Bitterman:

Referring to your call upon me requesting that the Northern Pacific take space in The Union Labor Bulletin, at a cost of \$100:

We have decided to renew the arrangement made last year, and if you will see Mr. Perrin, of our advertising department, he will have authority to give to you the necessary copy.

Very truly yours,

(Signed) E. M. WILSON

Mr. A. G. Bitterman, Advertising Manager,
The Union Labor Bulletin,
534 Palace Building, Minneapolis, Minn.

292
April 11, 1928.

S-3

Gentlemen:

Supplementing my letter of April 3:

We have decided to take advertising space
to the extent of \$100 in The Union Labor Bulletin.

Very truly yours,

(Signed) E. C. JOHNSON *ef*

Mr. G. R. Martin, Vice President, ✓
Great Northern Ry Co., St. Paul, Minn.
Mr. C. W. Webster, Vice President, ✓
MST&SN Ry Co., Minneapolis, Minn.
Mr. Charles Jensch, Comptroller, ✓
OST&N&O Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative, ✓
CMST&P RR Co., Minneapolis, Minn.

293

April 11, 1928.

S-3

Gentlemen:

Northern Pacific has been solicited to take a one-half page of advertising, at a cost of \$60, in the souvenir program to be issued by the International Apple Shippers' Association in connection with the Thirty-third Annual Convention to be held in Pittsburgh August 14 to 17 next. I am advised that heretofore this company and other roads have taken space in the souvenir programs of this Association, arrangements for which have been made by the traffic department officers. It has not heretofore, so far as I have been advised, been submitted to the contributions committee, but this year our traffic department officers have submitted it for consideration by the committee.

Our people recommend going along with it to the extent of a half page, at a cost of \$60, and I am disposed to approve their recommendation. Will you please tell me what action you will take?

Very truly yours,

(Signed) B. O. JOHNSON, Jr.

Mr. C. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
Mr. C. W. Webster, Vice President,
MSTP&SN Ry Co., Minneapolis, Minn.
Mr. Charles Jensch, Comptroller,
CSTPM&O Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative,
CMSTP&P Railroad Co., Minneapolis, Minn.

294

St. Paul, Minn., April 11, 1928.
S-3

Mr. R. H. Relf,
Assistant Secretary.

Answering your letter of April 9 and returning file of papers about the proposed retirement of W. H. Brooking, Operator on the Montana Division:

I think under the circumstances outlined in the correspondence, and as recommended by the operating department officers, Mr. Brooking should be retired.

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

Encl.

295

St. Paul, Minn., April 11, 1928.
9-3

Mr. F. W. Sweney,
Comptroller.

The attached papers from Mr. Gay calling for a certificate for filing with the Department of Banks of the State of Ohio, with respect to the eligibility of bonds of railroad corporations for deposit with the State Treasurer, are self-explanatory.

Will you please have the information furnished as called for on the blank form and return to me to be forwarded to Mr. Gay?

(Signed) E. G. JOHNSON *jr*

Encl.

296
April 11, 1928.
8-3

Dear Sir:

I have received your letter of April 8.

I have no personal knowledge of the conditions about which you write, but I will take occasion to look into the matter and write you at a later date.

Very truly yours,

(Signed) CHARLES CONNELLEY *jr*

Mr. R. F. Pflieger,
2810 West Second Street,
Duluth, Minnesota.

597
St. Paul, Minn., April 11, 1928.
S-6

Mr. J. G. Woodworth,
Vice President.

I enclose herewith statement showing ticket sales in the ticket office of the Duluth Union Depot and Transfer Company at Duluth, for the month of March 1928.

Encl.

298
St. Paul, Minn., April 11, 1928.
E-8

Dear Sir:

I hand you herewith a short article on
Northern Pacific educational excursions which you
may wish to hand to Mr. James R. Cook, Managing
Editor, Passenger Traffic.

Yours truly,

(Signed) F. W. DeGUIRE

Enclo

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

299
St. Paul, Minn., April 11, 1928.
S-3

Mr. I. Seeley Jones,
c/o Signal Department.

I return the September issue of Railway Signaling which you were kind enough to leave with me and which contains an article about machine train dispatching on the Ohio Central lines of the New York Central. I have been very much interested in examining the article even though a large part of it is over my head. Thank you very much for letting me see it.

(Signed) E. M. WILLIAMS

Encl.

300
St. Paul, Minn., April 11, 1938.
S-3

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

Miss Maloney has a picture of Professor Smith and also some pictures of the Sextette and Mr. Melaney which they desire to have hung in Room 240. Will you please arrange for George or someone to get in touch with Miss Maloney to have them hung?

You had in mind at one time converting the fire hose cabinet or a part of it into a music cabinet. I do not know whether you have given up that idea or not. If you have will you please let me know and I will arrange for some other plan of taking care of the music.

(Signed) E. M. WILLIS

301
April 11, 1928. KB

My dear Mr. Clair:

I am enclosing herewith a story regarding the educational excursion which we discussed over the telephone recently. It is given to the Tribune exclusively and I hope that you can make some good use of it. You will note that the excursionists are to visit the Tribune Building and that may lend itself to a good photograph, particularly if the excursion is well patronized.

If you are interested in the exclusive feature of the story, may I suggest that it be used as soon as possible since it has been necessary for the railroad to send notification to Agents at all points affected and a story may crop out of that source.

Very truly yours,

(Signed) F. W. DeLoach

encl.

Mr. C. L. Franks,
The Tribune,
Minneapolis, Minn.

302

St. Paul, Minn., April 11, 1928. A4

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

Referring to your memorandum of the 9th inst., addressed to Mr. Seiberlich, with respect to a charge on the Oregon Trunk books for cost of coast extension survey of a line to California; and on the Oregon Electric books of the cost of coast extension survey to Gold Beach, Oregon:

Please advise me what is the amount of the charge against each of these items.

(Signed) J. H. POORE

303
St. Paul, Minn., April 11, 1928. A4

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of the 9th instant, in regard to the coal lease made to the Pocahontas Coal & Coke Company covering Section 23-21N-7E, Washington.

I approve the recommendation of yourself and Messrs. Andersen and Plummer, that the minimum rental payment provided for in this lease be waived for the year beginning April 1, 1928.

(Signed) CHARLES DONNELLY

304
April 11, 1928. A4

Dear Sir:-

I thank you for your letter of the 5th instant, and the copies of the February and April issues of your paper in which appear items regarding the retail coal controversy in Seattle. I have read these articles with interest and have no suggestions to make.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. I. C. Cuvellier, Editor,
The Coal Dealer,
7th Floor National Building,
Minneapolis, Minnesota.

305

St. Paul, Minn., April 11, 1928. A5

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

Referring to your letter of April 11, enclosing
proposed easement to the State of Montana in connection
with highway on our right of way between Arlee and Ravalli:

The issuance of this easement is approved and
I return it to you duly executed on behalf of the Railway
Company.

(Signed) CHARLES DONNELLY

encl.

306

St. Paul, Minn., April 11, 1928. A5

Dear Sir:-

I am in receipt of your letter of April 7 and thank you for the relics which you have donated to the collection which will be displayed in the Veterans' Association Headquarters at St. Paul.

I am returning the large photograph which, while interesting, is not considered sufficiently ancient to be classified as a relic.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. S. J. Sorenson,
1422 Tower Avenue,
Superior, Wisconsin.

307

St. Paul, Minn., April 11, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of April 2, in regard to proposed contract covering the new Arrowhead Bridge at Duluth:

In view of Mr. Scandrett's opinion that it would be inadvisable to test out the City Attorney's opinion in the courts unless a substantial saving could be made thereby, I approve your recommendation that this matter be disposed of on the basis of the Northern Pacific bearing \$82,000 of the total expenditure, which is a little less than one-half of the estimated total cost of the grade separation.

CHARLES DONNELLY

308
April 11, 1928. A5

Dear Sir:-

This will acknowledge receipt of your letter of April 3, about the appearance of various railroad representatives at the hearings before the Interstate Commerce Commission on automatic train control which are to be resumed on April 23, 1928.

This company will be represented at the hearing by Mr. H. E. Stevens, Chief Engineer, and he will require about fifteen minutes for direct testimony.

Yours very truly,

(signed) CHARLES DONNELLY

Mr. W. P. Wiltsee, Chairman,
Committee on Automatic Train Control,
American Railway Association,
431 South Dearborn Street,
Chicago, Ill.

309

St. Paul, Minn., April 11, 1928.

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of April 9, about gasand oil permit issued to Messrs. G. O. and H. H. Forsman, of Clark, Wyoming, covering 4938.10 acres of fee owned lands, and 1095.64 acres of mineral reservations in Township 57 North, Range 101 West, Park County, Wyoming:

You are authorized to arrange for a thirty day extension on the requirement in the permit of the time within which explorations are to commence and to modify the permit to include all of Section 23-57N-101W and the $W\frac{1}{2}W\frac{1}{2}$ and $NE\frac{1}{4}NW\frac{1}{2}$ of Section 11-57N-102W, containing 840 acres of fee owned land.

(Signed) CHARLES DONNELLY

310
St. Paul, Minn., April 11, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Please note the attached correspondence
ending with a letter addressed to me under date of April
8th by R. F. Pfleger, formerly employed as a lineman.

With return of these papers please give me
the facts in the case, with your recommendations as to
the answer that should be made to Mr. Pfleger's letter.

(Signed) CHARLES DONNELLY *CD*

Encl.

2 PM

St. Paul, Minn., April 11, 1928.

H. A. Scandrett,
President, CMStP&P Railroad,
Chicago, Ill.

311
Must be in New York Wednesday and expect to leave here
Sunday night spending Monday in Chicago and going east on Lake
Shore Monday night. Hope to see you in Chicago Monday.

Charles Donnelly.

215 P

St. Paul, Minn., April 11, 1928. Hale Holden,
CB&Q, Chicago.

31st

Will you be in Chicago on Monday next? Expect to pass through on that day and there are several matters I should like to talk over with you.

Charles Donnelly.

313

April 11, 1928. D1

Dear Mr. Newton:

I have your letter of April 3 enclosing copy of H. R. 12620 known as the Parker Railroad Consolidation Bill.

I have not had time to examine this Bill closely myself, but I know you will be interested in reading the comments of Mr. C. W. Bunn, our Vice President and Special Counsel, upon it.

Very truly yours,

(Signed) CHARLES DONNELLY.

Hon. Walter H. Newton,
House of Representatives,
Washington, D. C.

314

April 11, 1928.

D1

Dear Mr. Holden:

Referring to your letter of April 2 about the loan to Mr. Child:

I talked with Mr. Scandrett about this matter a day or two ago. There are certain phases of it that I should like to talk over with you, and I hope to see you in Chicago on Monday next to discuss this and other matters.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

315
April 12, 1928. DL

Dear Mr. Jensen:

Thank you very much for your letter of April 11 about the action taken by the Northwestern National Bank, the Minnesota Loan & Trust Company, and the L. S. Donaldson Company, with reference to the construction of the new bank building.

I am confident that the construction of this building will have a good moral effect in its registration of faith in our territory, and it is gratifying to know that it impresses you the same way.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Charles H. Jensen,
President, The Jensen Printing Co.,
114 North Third Street,
Minneapolis, Minnesota.

St. Paul, Minn., April 12, 1928.

M. S. Gunn,
Helena, Montana.

3/4

Your letter April ninth. Great Northern will take matter up with Marlow through Kenney or Budd who are now in the west and I wish you also would see Marlow and see if he will not request party in question to let matter rest as it now stands. Generally speaking the regulatory railroad commissions are neutral on this question and it would be highly regrettable if Montana were to file brief in opposition.

Charles Donnelly.

St. Paul, Minn., April 12, 1928.

Hale Holden,
CB&Q, Chicago.

317

Am writing you today in answer to your Western
Group Committee joint letter March twenty-second.

Charles Donnelly.

318
April 12, 1928.

D1

Dear Mr. Taylor:

Mr. Knutson called on me today and explained your desire to have me act as a member of an agricultural council to be created, as I understand, by the Northwest Regional Advisory Board and to function as a part of that Board.

I stated to Mr. Knutson that I would be glad to render any service that I could in this connection, but that it might very well be that meetings of the council would be called that I could not attend, in which event I should want to have permission to send some representative of the company who would doubtless be as well equipped as I would myself to deal with questions coming before the council.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. H. G. Taylor,
Manager, Public Relations Section,
Car Service Division,
American Railway Association,
Washington, D. C.

319
St. Paul, Minn., April 12, 1928. D1

Mr. B. W. Scandrett,
General Solicitor.

Herewith I hand you my file relating to the arrangement under which the Continental Coal Company acts as our agent in Washington for the sale of Roslyn coal. You will note particularly Mr. Ramage's letter of March 20, 1928; Mr. Andersen's letter to me of April 2, 1928; and Mr. Coman's memorandum of April 10.

I have talked with Mr. Coman today about this question and am disposed to give him and Mr. Andersen authority to work out with Mr. Ramage, or the Continental Coal Company, an arrangement such as that which Mr. Coman indicates in his memorandum. You will note that the whole transaction involves the sale of Northwestern Improvement Company coal mostly in Washington; but I believe that, to some extent, it is marketed outside the state. Also you will note that we expect, as a part of the arrangement, to get the Continental Coal Company to transfer its yard in Spokane from Great Northern tracks to our tracks.

I wish you would review the whole matter fully and give me your opinion as to whether we may lawfully do what we are proposing to do. If we can, as stated, I feel inclined to authorize it.

(Signed) CHARLES DONNELLY

encl.

320

St. Paul, Minn., April 12, 1928. D1

Mr. J. H. Poore,
Executive Assistant.

Referring to your memorandum of April 9 about the Pursglove lease covering the Ogdensburg Pier at Superior:

I talked with Mr. Clark about this today and I expect to see Mr. Pursglove when I go east. I agree with you that, as the situation now stands, we had better tell the Inland Coal and Dock people that there is nothing we can do about leasing this property to them for the next few years.

(Signed) CHARLES DONNELLY.

321
St. Paul, Minn., April 12, 1928.
S-3

Mr. F. W. Sweeney,
Comptroller.

Herewith for your information copy of my letter of April 10 in answer to letter of March 17 from the Secretary of the Interstate Commerce Commission about the responsibility of accounting department officers for maintaining accounting records in accordance with the Commission's accounting rules. You have heretofore been furnished with a copy of Mr. McGinty's letter.

(Signed) CHARLES DONNELLY

Encl.

322
April 12, 1928.
8-3

Gentlemen:

The Northern Pacific has been solicited to take advertising space to the extent of one page in the polo program of the Fort Snelling Officers' Club, at a cost of \$100. We took similar space last year and I am disposed to approve making a similar arrangement this year. I will appreciate your views.

Very truly yours,

(Signed) B. O. JOHNSON

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

323

April 12, 1928.

S-3

Dear Sir:

I attach hereto copy of a letter which I have sent to Messrs. Martin, Webster, Jensch and Foster under date of April 11, about advertising in the souvenir program to be issued by the International Apple Shippers' Association. No doubt the Union Pacific will be approached on the same matter and I will appreciate an expression of your views.

Very truly yours,

(Signed) B. G. JOHNSON

Mr. J. L. Haugh, Asst. to President,
Union Pacific System, Omaha, Nebr.

cc--

Mr. G. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.

Mr. G. W. Webster, Vice President,
MSTP&SN Ry Co., Minneapolis, Minn.

Mr. Charles Jensch, Comptroller,
GSTPM&O Ry Co., St. Paul, Minn.

Mr. J. H. Foster, Special Representative,
CMSTP&P RR Co., Minneapolis, Minn.

324
April 12, 1928.
S-3

Dear Mr. Ames:

Your letter of March 21 was received during my absence in New York and Washington and was forwarded to me there.

Since my return to Saint Paul I have had our traffic department officials give consideration to your suggestion about advertising in the Chicago Journal of Commerce. They think they can arrange to place some advertising in your paper, and our Mr. Nelson, Passenger Traffic Manager, will get into communication with you about it.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. K. L. Ames Jr., Publisher,
Chicago Journal of Commerce,
12 East Grand Avenue,
Chicago, Illinois.

325
April 12, 1928.
9-6

My dear Mr. Elliott:

I am sending you under separate cover, by
express, status report of the Northern Pacific Railway
Company as of February 29, 1928.

Very truly yours,

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

324
April 12, 1928.
S-3

Dear Sir:

This will acknowledge receipt of your letter of April 10, enclosing memoranda relative to inspections of safety appliances on our equipment during the month of March 1928.

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

Very truly yours,

(Signed) CHARLES DONNELLY p

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

cc--

Mr. F. E. Williamson,
Vice President.

Encl.

327
April 12, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of April 10 enclosing memoranda relative to terminal test of air brakes in trains of this company during the month of March 1928.

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

Very truly yours,

CHARLES F. FOWLER P

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

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

328
Paid

1050 am

St Paul Minn April 12 1928

D F Malin
c/o Radio Station WLS
Sears, Roebuck & Company
Chicago

Have delayed answering your letter ninth hoping could arrange
for Mr Melaney to be with you Saturday night Stop Regret
exceedingly we have been unable to cancel his previous
engagement Stop This is a disappointment to us as I know it
will be to you but the circumstances are such that he will have
to carry out original plan D-2

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

329
April 12, 1928.

8-8

My dear Mr. Elliott:

I enclose a copy of crop report No. 1,
dated April 11, prepared by the Van Dusen Harrington
Company of Minneapolis.

Very truly yours,

Encl.

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

330
April 12, 1928.

Dear Mr. Holden:

I have your letter of the 22nd instant in regard to the budget for the maintenance of the Western Group of the Presidents' Conference Committee.

While, as I have heretofore stated, it is not clear to me that after the reorganization either a Counsel or a land man would be required, I am willing to go along with the plan you propose with the understanding that if it later develops that the information which the companies supporting the Western Group are likely to require can be supplied without the aid of a Counsel and without a man to handle land matters, these employees will be dispensed with after reasonable notice has been given to them. It is my thought that to collect the data the carriers will require may involve an enlargement of the engineering force of the Group Engineer, but I think that is a matter which may be left for further discussion until the plan for bringing valuations down to date has been definitely determined.

I agree with you that the Western Executive Committee should be continued and the appointment of a successor to fill Mr. Scandrett's place has my approval.

I also approve of the action you propose to take in regard to billing on individual carriers for proportion of salaries and expenses of group office employees when absent from headquarters at the request of those carriers, the subletting of excess office space, and the making of a charge for furnishing copies of data collected by the group office.

Yours very truly,

(Signed) CHARLES DUNNELL

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

cc-Messrs. W.B. Storey
Wm. Sproule
R.S. Lovett
L.W. Baldwin
J.E. Gorman

331

St. Paul, Minn., April 12, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of letter I have received from Mr. J. E. Davenport, President of the International Railway Fuel Association, with respect to convention of that association to be held in Chicago May 8 to 11, inclusive. In the past we have sent representatives to these conventions and I believe we should continue to do so. Will you please arrange accordingly.

(Sd) CHARLES DONNELLY

encl.

332

April 12, 1928. A4

Dear Sir:-

I acknowledge receipt of your letter of the 5th instant, in regard to the 20th Annual Convention of the International Railway Fuel Association, to be held in Chicago May 8-11 inclusive, and you may be assured that our company will be adequately represented at this convention.

Yours very truly,

(SIGNED) CHARLES DONNELLY

Mr. J. E. Davenport, President,
International Railway Fuel Assn.,
c/o New York Central Railroad,
Weehawken, N. J.

cc-Mr. F. E. Williamson

(SIGNED) CHARLES DONNELLY

April 12, 1928. A4

My dear Mr. Gay:

I attach a bill which we have received for supplies furnished Car Yellowstone by the Pennsylvania Railroad Company when it was in New York immediately prior to the time Mr. Leffingwell used it on his trip west. As Mr. Elliott advised Mr. Donnelly that Mr. Leffingwell would arrange for the stocking of the car, I assume that payment of the bill will also be arranged for by Mr. Leffingwell. If that is not correct and bill should be paid by the Northern Pacific, please return it to me and I will arrange accordingly.

Yours very truly,

(Signed) J. H. POORE

encl.

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

St. Paul, Minn., April 12, 1928.A4

Mr. C. C. Kyle,
Purchasing Agent.

Replying to your letter of the 10th instant,
in regard to purchase by the Camas Prairie Railroad of oil
from the Union Oil Company under the Northern Pacific contract:

I think there is no objection to permitting the
Camas Prairie to purchase its oil requirements under our
contract provided it will not be embarrassing to us in con-
nection with the filling of our own requirements. When
such purchases are made direct there is no reason for
adding the surcharge of 5% which, under the terms of the
contract, is added to all material and supplies, except
coal and ice, furnished to the Camas Prairie by the parent
lines. I have discussed this matter with Mr. Donnelly and
he approves the elimination of the 5% surcharge when oil
is purchased direct by the Camas Prairie.

cc-Mr. E. T. Dakin.

JOHN H. POORE

335

April 12, 1928. A4

My dear Mr. Elliott:

I attach, for your information, copy of a letter I have received from Mr. Hughes with respect to the operations of the Minnesota Northern Power Company in connection with the furnishing of gas in the Black Hills territory.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

April 12, 1928.A4

My dear Mr. Elliott:

I quote as follows from a letter I have received from Mr. Lacy with respect to his cash requirements in the near future:

"Our cash statement tonight will reflect a balance of \$6,417,000 of which \$875,000 is tied up in special accounts and \$1,600,000 reserved in the four major accounts in New York and St. Paul below which we do not ordinarily draw.

"There is tonight a surplus in the New York accounts of \$800,000 to which I will add from the St. Paul surplus at least \$200,000 before the end of this week. I also estimate that I will be able to send another million from St. Paul when our interline drafts are deposited for payment after the 20th of the month; thus increasing our New York surplus to \$2,000,000.

"This surplus will not be sufficient to meet the dividend and interest payments due May 1, 1928, amounting to \$3,500,000 and it will be necessary to obtain another loan of \$1,500,000 from the Northwestern Improvement Company in addition to the \$2,500,000 which we obtained in March in order to meet the North Dakota and Washington taxes due and payable that month.

"If the traffic drafts do not yield enough revenue to warrant sending \$1,000,000 to New York, we will then have to increase our request on the Improvement Co. These additional funds should be placed at our disposal in New York not later than April 25, 1928."

Will you please arrange for the loan of \$1,500,000 from the Improvement Company to the Railway Company which Mr. Lacy desires to have placed at his disposal not later than the 25th instant.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Co.,
34 Nassau Street, New York City.
cc-Mr. P. B. Lacy.

(Signed) CHARLES DONNELLY

337

April 12, 1928.

E-8

Dear Mr. Fisher:

Our telephone conversation of April 10:

I am pleased to hand you herewith a new photograph of the Northern Pacific Singers with cut-lines for use in connection with announcement of your radio program.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. M. E. Fisher,
The Daily Star,
Minneapolis, Minn.

1045am

338

St. Paul, Minn., April 12, 1928.

M. E. Harlan
Chicago

Please reserve Drawingroom or Compartment on New York
Central train six for Mr Hannaford Chicago to New York Tuesday
seventeenth Pullman pass one sixty-nine.

A M Gottschald.

339

April 12, 1928. K5

Dear Sir:

Your letter of April 8 to Mr. Johnson has been received during his absence from the city. While Mr. Johnson's return to the office is indefinite, your letter will be brought to his attention at the first opportunity.

Yours very truly,

sgd-E.M.Willis

Mr. W. C. Morse,
Kent, Washington.

400pm

340

St Paul Minn April 12 1928

M E Harlan
Chicago

JW 23 Try New York Central eight or Penn Manhattan Limited
Former preferred. G22

A M Gottschald

341

St. Paul, Minn., April 12, 1928. K5

Mr. C. C. Kyle,
Purchasing Agent.

I enclose two requisitions covering miscellaneous items for use on Car "Yellowstone". Please furnish us with purchase order on the Golden Rule for all of the items with the exception of the alarm clock, the latter to be purchased in the usual manner.

encl.

342
April 12, 1928. K5

Dear Sir:

Replying to Circular No. 2711:

The Northern Pacific Railway Company hereby confirms authorization made by our representative at meeting in Chicago, April 3, 1928, to the President and General Counsel of the American Railway Association to make reply to the allegations contained in complaint of Mr. A. Johnston, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, and Mr. D. B. Robertson, President of the Brotherhood of Locomotive Firemen and Enginemen, Interstate Commerce Commission Docket No. 20746, dated March 16, 1928, with the understanding that this company will supplement such representation in any manner and to such extent as it considers necessary.

Mr. B. P. Johnson, Mechanical Superintendent, will also be present at this hearing, subject to call by the President or General Counsel.

Yours very truly,

Mr. Alfred P. Thom,
General Counsel,
American Railway Association,
17th and H Streets, N. W.,
Washington, D. C.

343

St. Paul, Minn., April 12, 1928. A4

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

I have your letter of the 8th instant, in regard to the petition which the City of St. Paul has made to the Interstate Commerce Commission for the right to use tracks of the St. Paul Bridge and Terminal Company and of the C.M. & St.P. to reach the new barge terminal at St. Paul.

This matter was discussed today with Mr. Scandrett and conclusion reached was that there is nothing for us to do at this time as the matter is primarily one between the Milwaukee Company, the Bridge and Terminal Company and the City, although we should be ready to furnish witnesses to aid the Railway Companies in their defense if we are required to do so. It is my understanding that conditions in the vicinity of the proposed connection are such that it would be inadvisable to permit further train movement between the St. Paul Union Depot property and the barge terminal, and doubtless we can furnish witnesses to give testimony to that effect.

I am sending your letter and the enclosures to Mr. Williamson for his information.

(Signed) B. O. JOHNSON.

cc-Mr. F. E. Williamson
Mr. B. W. Scandrett

344
April 12, 1928.

K5

Dear Mr. Rodin:

This will acknowledge receipt of your letter of April 9 about an automatic mechanical safety rail crossing signal device which you and others have perfected and patented. I have referred your letter to Mr. F. E. Williamson, Vice President in charge of operation, under whose jurisdiction matters of this kind are handled and he will communicate with you direct should we be interested in the device.

Yours very truly,

Mr. Morris J. Rodin,

Chatsworth, Iowa.

cc-Mr. F. E. Williamson
encl.

345
St. Paul, Minn., April 12, 1928. K5

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

Referring to your letter of April 11:

I return duly executed on behalf of the Railway
Company deed to G. C. Dupea covering Lot 41, Plat "A", Tacoma,
which was sold to him for a consideration of \$13,398.75.

encl.

346

April 12, 1928. KB

Dear Mr. Bill:

Further in regard to information you requested for the North Dakota Historical Society:

I just am in receipt of a letter from Mr. H. T. Alsop, General Manager, Interior Lumber Company, Fargo, North Dakota, in which he says in part:

"My father, Mr. H. W. Alsop, is living in Bemidji, Minnesota, and is employed in the County Auditor's office. I know he would be very glad to give you any information that he could.

"I have a copy of a letter written by him in September 1920, to Tom Hall, who was Secretary of the State of North Dakota and who is now representing the second district in Congress, in which he says that his experiences only date back to 1878, when he became interested with his brother, Captain Charles R. Alsop and organized the firm of Alsop Brothers.

"In the year 1877 R. C. Munger of Duluth was making a great many purchases of wheat along the Red River, but could not get it to the railroad. He met Charles R. Alsop, who with Mr. Mahlum owned a small boat called the White Swan plying between Brainerd and St. Cloud on the Mississippi River, but at that time was laid up on account of low water, and made him a proposition to transfer the boat to Fargo. It was thought at the time that the boat could be loaded on two freight cars, but was afterwards discovered to be two feet too wide, so it was sawed in two lengthwise and put together at Fargo. This took so much time that only one or two trips were made before the river froze up.

"At Charles R. Alsop's request my father, Mr. H. W. Alsop, sent a representative from New York, where he was then living, to investigate the feasibility of navigation on the

Mr. Fred A. Bill - (2)

April 12, 1928.

346
Red River. His report being favorable the interest of Mr. Mahlum was bought out by Mr. H. W. Alsop. The White Swan was enlarged and renamed the Pluck and two barges, the Moorhead and the Fargo, were built.

"This was the beginning of the Alsop Line which was afterwards enlarged to comprise the two steamers, the Pluck and the Henry W. Alsop, the latter being 110 feet long. Six additional barges were also built and a line of warehouses were constructed along the river and were run in connection with the Northern Pacific Railway.

"A large amount of wheat and other freight was handled and was drawn directly from the territory claimed by the Great Northern Railway as their territory under a traffic agreement with the Northern Pacific, attracted the attention of the Great Northern. In the early 80's the Great Northern built the Moorhead Northern to combat the combination of steamers and the Northern Pacific Railway.

"At this time the land was generally cultivated and caused low stages of water in the river, and made the steamboat business unprofitable, and in 1883 the Alsop Brothers sold out to the Great Northern who operated the line for two years and then moved the boats to the lower river.

"My earliest recollections are that there were two elevators connected with the Northern Pacific Railway which were taking wheat direct from the boats and loading it on the cars. These were the Grandin Line Elevator, located at Fargo, and the Alsop Line Elevator, located at Moorhead. Several years before the large Northern Pacific Elevator, situated where the Fargo grist mill is located at the present time, was used to unload the barges."

As I have told you, the information you requested was not readily available in our records and it was necessary to contact with some of the older residents in the territory affected. Your recent telephone conversation indicated that this information may be coming somewhat late but I am passing it on to you for whatever

Mr. Fred A. Bill - (3)

346
April 12, 1928.

use you may wish to make of it.

Yours very truly,

(Signed) F. W. DeGuerre

Mr. Fred A. Bill,
1623 Van Buren Street,
St. Paul, Minnesota.

347

April 12, 1928. KB

Dear Mr. Willy:

Mr. Otto M. Jones, Special Lecturer of the Northern Pacific Railway, is to lecture before the Mitchell Kiwanis Club on April 18, and I thought that for publicity purposes in announcing your meeting you might wish to use the attached. I will be glad to have a clipping from the local newspaper.

Yours very truly,

(Signed) F. M. DeCoursey

encl.

Mr. Walter M. Willy,
Pace-A-Lite Manufacturing Co.,
Mitchell, S. D.

St. Paul, Minn., April 12, 1928. KB

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

Will you please let me have a list of off-line newspapers and magazines in which Northern Pacific advertising is placed; also, if your records show readily the volume of advertising in each, I would like to have that.

349

April 12, 1928. KB

Dear Mr. Boos:

My attention just has been drawn to a page of western Montana pictures and a story which appeared in the December 3 issue of the Mid-Week Pictorial. I am told that this splendid publicity for western Montana was obtained through your efforts.

The Northern Pacific has been vigilant always for an opening in magazines and roto sections of newspapers to place pictures. We all recognize that our job is to call attention to the advantages of living in Montana and other sections of the Northwest where recreational and settlement opportunities are appealing, and I know of no better method to accomplish this than to effect publication of pictures and news articles in territory such as that covered by the Mid-Week Pictorial.

It occurred to me that from time to time you might have available spot news photographs which we could use in this department for distribution. I will be glad to cooperate with you in furthering the idea you carried across in the Mid-Week Pictorial.

Yours very truly,

CLARENCE M. BOONE

Mr. E. H. Boos,
Missoula Mercantile Company,
Missoula, Montana.

cc-Mr. W. H. Merriman,
DF&PA., Butte.

350

St. Paul, Minn., April 12, 1928. KB

Dear Mr. Ellsworth:

Attached is a story regarding forthcoming appearance of Mr. Otto M. Jones at Fargo, which you may wish to hand to one of the boys on the Fargo Forum.

Yours very truly,

(Signed) F. W. McGuire

encl.

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

351
April 13, 1928.
S-S

My dear Mr. Davis:

I have just received, with your compliments, copy of the annual report of The Delaware, Lackawanna and Western Railroad Company for the year ended December 31, 1927, for which please accept my thanks.

Very truly yours,

Mr. J. M. Davis, President,
The Delaware, Lackawanna & Western RR Co.,
New York City, N.Y.

352
St. Paul, Minn., April 13, 1928.
S-6

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of April 12 and have noted and return herewith copy of minutes of annual meetings of the stockholders and directors of the Bear Creek and Western Railway Company, held at Helena on April 10.

Signed/ CHARLES J. DONNELLY

Encl.

353
St. Paul, Minn., April 13, 1928.
6-3

Dear Mr. Andersen:

I have your letter of April 3 with AFE covering the installation of transformers and meters incident to the extension of electric light and power service from the Roslyn electric light plant, at a cost of \$1343.90, the work having been performed from time to time during the past year. I have approved the AFE and return it herewith.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

354
April 13, 1928.
8-3

My dear Mr. Elliott:

As requested in your wire of April 12,
I send you herewith clippings from the Minneapolis and
Saint Paul papers of April 11 giving an account of the
annual meeting held in New York on April 10.

Very truly yours,

(Signed) CHARLES DONNELLY *dr*

Encl.

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

355 ✓
St. Paul, Minn., April 13, 1928.
S-6

Mr. P. B. Lacy,
Treasurer.

On March 27 Mr. Williams, at Seattle, was authorized to make draft on you for \$25,000 account purchases of property on Lake Union. Please arrange to protect this draft when presented.

(Signed) CHARLES DONNELLY *rk*

cc—

Mr. F. W. Sweeney
Mr. J. L. Watson

1354
St. Paul, Minn., April 13, 1928.
8-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 9 transmitting Idaho Division AFE ED No. 46 covering turnout for spur to serve the Morrison-Knudson Company at Yardley, Washington:

This AFE has been approved, and signed copy of the industrial track agreement is returned herewith for delivery to the Morrison-Knudson Company. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY *CD*

Encl.
cc-

Mr. R. H. Relf,
Assistant Secretary.

357

Paid

1110 am

St Paul Minn

April 13 1928

Mr McClelland Publisher
Longview Daily News
Kansas City Mo

Supplementing my wire ninth There are certain details to
be worked out and agreed upon before date of beginning
operation over LP&N can be announced Stop Will see that
you are advised as soon as date has been determined D-3

Charles Donnelly

Charge: Nor Pac Ry Co
 Executive Dept

354
St. Paul, Minn., April 13, 1928.
3-3

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

Referring to your letter of April 11:

I enclose copy of a letter dated March 21 from Mr. K. L. Ames Jr., Publisher of the Chicago Journal of Commerce, about advertising. Mr. Donnelly has written Mr. Ames that we would arrange to place some advertising in that paper and that Mr. Nelson would get into communication with him about it. Will you please so arrange?

(Signed) E. M. WILLIS

Encl.

359
St. Paul, Minn., April 13, 1928.
S-3

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

Herewith two letters -- one dated March 21 and the other dated April 10 -- from Roland S. Vaile, Professor of Marketing of the Minnesota University, to Mr. Donnelly about a special rotogravure section to appear in the Minneapolis Sunday Tribune and an issue of the Minnesota Daily during the latter part of April featuring the historical development of the University. Neither of the letters makes a direct request for advertising space, although it is suggested that Northern Pacific might want to consider being represented. I have heard nothing about this plan from any other source; I assume however that in view of the arrangement about not taking advertising space in special editions or special sections of daily papers that we would not be disposed to take any on this occasion.

I would be glad to have your views as to whether the traffic department would want to consider it.

(Signed) E. M. WILLIS

Encl.

360
St. Paul, Minn., April 13, 1928.
S-3

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

Herewith copy of a letter dated April 9 from Howard Toole, Attorney, of Missoula, requesting that the Northern Pacific subscribe for ten memberships in the Missoula Chamber of Commerce at \$25 each.

Mr. Toole is mistaken in saying that we subscribed for ten memberships last year. We were asked to do so and did subscribe a sum of \$250, but it was an out-and-out contribution without any relation to the membership question. It is possible however that the Missoula people have considered that it represented a subscription for ten memberships.

You will recall that last year the matter came up through Mr. McLeod, of the Missoula Mercantile Company. If we are going to do anything about it this year we will want to take it up with Mr. Scandrett of the Milwaukee Road, but before doing so will you please advise whether, from a traffic department standpoint, you think another contribution should be made?

(Signed) E. M. WILLIS

Encl.

361
April 13, 1928.
8-3

My dear Doctor Willis:

Mr. Edward A. Gay, Secretary of the company at New York, has written me about your letter of March 19 to him, in which you bring up the question of free transportation for members of your family.

Our disposition in the matter is similar to that indicated in Mr. Gay's letter, namely, that we would like to do what you ask us to do; the facts are, however, that it is clearly against the law to furnish free transportation to the members of the family of a local surgeon. It is a question that has repeatedly been considered. It is a fact that during the period of federal control the Railroad Administration set aside various laws and regulations with respect to free transportation and during that period, under the rulings of the Railroad Administration, the issuance of free transportation to the families of local surgeons was permitted. In the case of the Northern Pacific, and entirely through oversight, this practice was continued for a few months after the federal control period but it was promptly stopped when attention was called to it. On what basis the Great Northern can justify issuing transportation to the families of its local surgeons at Seattle, it is not clear; in the opinion of our law department officers it is a violation of the law to do so.

I am writing you frankly so that you will understand that it is not a question of choice with us. If it were permissible we would certainly be very glad to ask for the transportation that you desire.

Very truly yours,

(Signed) E. M. WILLIS

Dr. Park Weed Willis,
1256 Empire Building,
Seattle, Washington.

362
April 13, 1928.
S-3

Personal

My dear Mr. Gay:

Mr. Donnelly turned over to me your letter of April 7 to him with correspondence with Dr. Willis at Seattle.

It is clear that we cannot furnish transportation to members of local surgeons' families without violating the law; the law department has so ruled repeatedly. I have written the Doctor over my name, believing under the circumstances that is a better way to handle it. Incidentally, this is an old question and one that has been up before with him, but he seems disinclined to take no for an answer. I enclose copy of a letter I have written him.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

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

363

April 13, 1928.
S-C

My dear Mr. Elliott:

I enclose herewith thirty copies of accounting department statement No. 14-A, estimated income account for the year 1928, and thirty copies of statement No. 14-B, estimated results for the three months ended March 31, 1928.

Very truly yours,

CHARLES DONNELLY

9/1

Encl.

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

364
St. Paul, Minn., April 13, 1928.
S-6

Dear Sir:

I return herewith approved payroll of the
Gilmore & Pittsburgh Railroad Company for the last
half of March 1928, amount \$2505.69.

Very truly yours,

(signed) Charles E. ...

Encl.

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

365

April 13, 1928.
S-3

My dear Mr. Elliott:

Herewith third copies of the following AFE's:

	<u>Est. Net</u> <u>Expenditure</u>	<u>Capital</u> <u>Account</u>
Lake Superior Division ED No. 37 - Replace oil lamps with electric approach lighted lamps between White Bear and Duluth -	\$ 6,970	\$ 6,385
Yellowstone Division ED No. 86 - Replace oil lamps with electric approach lighted lamps between Glendive and Huntley -	9,872	8,870

These are 1928 budget items and are a part of a program started last year to replace oil signal lights with electric signal lights. In addition to providing a clearer signal than oil lights, the installation of the electric lights will permit the signal maintainers to devote a larger part of their time to more important work incident to the proper maintenance of signal equipment. For the reasons given I recommend formal approval of the AFE's by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

St. Paul, Minn., April 13, 1928.

H. E. Stevens,
Car 9 Seattle, Wash.

366

Have talked with Woodford about going permanently on Car Yellowstone and would like to make this arrangement if it is satisfactory with you. I have been told that it was agreeable to you or I should not have taken question up with him but would like to have definite confirmation.

Charles Donnelly.

235 P

St. Paul, Minn., April 13, 1928.

W. M. Nichols,
Helena, Montana.

367

Regret very much am leaving for the east Sunday night
and will be absent in New York and Washington about a week.

Charles Donnelly.

x

368
Paid

445 PM

St. Paul, Minn., April 13, 1928.

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

Your wire date about Burlington meeting. Uncertain now whether I can attend. Have written you today that I expect to start for east Saturday or Sunday evening. Situation in Washington seems to call for my presence there on Monday or Tuesday. Hope to see you in New York at Board meeting on Wednesday.

Charles Donnelly.

Charge NP Ry Co.,
Executive Dept.

369

April 13, 1928. D1

My dear Mr. Elliott:

I had expected to leave here Sunday evening, the fifteenth, spending Monday in Chicago, going on to New York Monday night, arriving Tuesday night and attending the meeting of our Board on Wednesday. I have, however, had two or three 'phone conversations with Mr. Lyons, who is in Washington, during the last two days, and it looks now as though I may be obliged to go direct to Washington, reaching there not later than Tuesday morning, and perhaps leaving here tomorrow night and arriving there Monday morning.

The representatives of the Department of Justice seem to be taking a very arbitrary stand as to the character of bill they are going to recommend to the committee, and Mr. Lyons and Mr. Kerr think that it is desirable for me to have a talk with Mr. Mitchell. I do not know that anything can be accomplished by such a talk but, of course, I want to do what they think is advisable. They are to have a further meeting with the Department of Justice representatives tomorrow, after which they will 'phone me and I will then decide whether to leave for the east tomorrow night or Sunday night. I will wire you as soon as this question is settled.

Very truly yours,

(Signed) CHARLES DONNELLY

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

370

St. Paul, Minn., April 13, 1928. A4

Dear Sir:-

Referring to your letter of the 10th instant, in regard to information which the Purchases and Stores Division of the American Railway Association have requested you to furnish:

In view of the amount of time which you estimate it will take to collect this information, I think you may ignore the request.

Yours truly,

(Signed) CHARLES DONNELLY

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

371

St. Paul, Minn., April 13, 1928. A4

Mr. J. G. Woodworth,
Vice President.

I attach copy of proposed contract with
the Soo Line covering the handling of that company's
iron ore over our Cuyuna Dock for the season 1928.
If you see no objection to this contract, will you
please initial and return to me.

(Signed) CHARLES DONNELLY

✓

encl.

372

St. Paul, Minn., April 13, 1928. A4

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

Referring to your letter of the 5th instant, and returning the letter which you received from Mr. Kendrick, of the Inland Coal and Dock Company, with respect to lease of our Ogdensburg Pier at Superior:

Mr. Donnelly advises me that he talked with you about this matter yesterday. He expects to see Mr. Pursglove when he goes east in the near future, but he thinks that in view of the way the situation now stands we had better tell the Inland Coal and Dock people there is nothing we can do about leasing the property to them for at least the next two years.

(Signed) J. H. POORE

encl.

373

St. Paul, Minn., April 13, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 11th instant,
and returning letter which you have received from the
Social Science Research Council, of New York:

I think it is all right to say to these people
that we are making no studies at the present time on
the subject of relations between employee and employer.

(Sd) CHARLES DONNELLY

P

encl.

374

St. Paul, Minn., April 13, 1928. A4

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

Replying to your letter of the 12th instant,
in regard to Accounting Department Submission No. 56:

I have heard nothing further from Mr. Lyons,
and as he has been away almost continuously for some
time there has been little opportunity for him to deal
with joint facility questions. I should think he would
be returning to St. Paul before very long and he may
then have an opportunity to consider this matter.

(Signed) J. R. POORE

9.20 A.

St Paul Minn April 13 1928

F E Williamson
c/o Car 9
Seattle

375

R W Clark has wire from Nichols stating Park Companies unable to obtain number four washed pea Red Lodge coal which they need They require two cars at this time Mine people have

advised cannot send another car for thirty days This makes serious situation for Park Companies and while they wish to use our coal feel they cannot do so under existing conditions

They ask Clark to see if something cannot be done to give them two more cars at once Understand you expect to discuss Red Lodge coal situation with Andersen After you have done so will you please wire what we may say in reply to Nichols. C-2

J H Poore

cc-Mr. R. W. Clark

St Paul Minn April 13 1928

M E Harlan

Chicago

JW-27 Thanks Cancel reservation NYC six. G-3

A M Gottschald

374

377

St. Paul, Minn., April 13, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

I return Pension Department file 11-6, about proposed retirement of William S.J. Martin, business car chef. I also attach memorandum prepared by this office with respect to Mr. Martin's period of service. Arrangements should be made to retire him on pension effective April 1, 1928, using date of January 2, 1886 as time of entering service.

Mr. Martin desires to retain his group insurance, and also to remain a member of the N.P.B.A.

His pension check should be sent to him at 1322 Stonewall St., Brunswick, Georgia, care C.A.Clark.

CHARLES DONNELLY

378

St. Paul, Minn., April 13, 1928. A5

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

We have just passed to the Purchasing Department requisition for a new L. C. Smith typewriter to be delivered to Room 1028, President's office. The requisition indicated that Royal typewriter No.X-931121 is to be released for assignment by Building Superintendent or for use as a relief machine.

(Signed) J. H. FOCKE

379

St. Paul, Minn., April 13, 1928. A5

Mr. H. E. Stevens,
Chief Engineer.

Referring to your letter of April 7:

I attach copy of my letter of April 11 to Mr.
W. P. Wiltsee, Chairman, Committee on Automatic Train
Control, American Railway Association, together with
copy of reply received from Mr. G. E. Ellis, Secretary,
under date of April 12.

(SIGNED) CHARLES DONNELLY

encl.

370
St. Paul, Minn., April 13, 1928. A5

Dear Sir:-

I have your letter of April 12, together with copy of a St. Paul Division timetable dated June 15, 1890, which you desire to donate for exhibition in the Veterans' Association Headquarters at St. Paul.

Your interest in this collection of relics is appreciated.

Yours very truly,

(Signed) E. O. JOHNSON.
W

Mr. F. C. Defield,
Acting Chief Dispatcher,
Minneapolis, Minn.

381
April 13, 1928. A5

Dear Mr. Gougeon:

I have your letter of April 10 and thank you for sending me copy of the reprint of annual reports of various railway companies which appeared recently in the Railway Age.

Very truly yours,

CHARLES DONNELLY

Mr. J. Elmer Gougeon,
Special Representative,
Railway Age,
30 Church Street,
New York, N. Y.

382
St. Paul, Minn., April 13, 1928. A5

Dear Mr. Shannon:

We have received an unsigned letter dated Spokane, Washington, April 9, file 141-25, enclosing as a relic a portion of a ticket stamped as of April 2, 1893, and donated by W. J. Murray, Assistant Agent, Spokane, for exhibition in the Veterans' Association Headquarters at St. Paul. The letter also refers to a copy of the Northern Pacific Railroad cipher book issued in 1884, which has been received and which was donated by Mr. V. D. Miller, Wire Chief at the relay office.

Will you please express to the gentlemen named our appreciation for their interest in this collection.

Yours very truly,

(Signed) B. O. JOHNSON.

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

3822

St. Paul, Minn., April 13, 1928.

8-3

Mr. F. E. Williamson,
Vice President.
Mr. J. G. Woodworth,
Vice President.

Herewith copy of order of the Interstate Commerce Commission authorizing operation of passenger trains over the Longview, Portland and Northern Railroad between Longview Junction and Olequa. Will you please get in touch with the Great Northern and Union Pacific officials and arrange for the inauguration of service via the LP&N, and advise me when that service will go into effect?

CHARLES DONNELLY
(Signed) CHARLES DONNELLY

Encl.

383
April 13, 1928. A5

My dear Mr. Gay:

For the month of March, 1928, the pension roll showed allowances of \$29,898.99, an increase of \$45.23. The average allowance was \$51.28, a decrease of 10%. Four names were added during the month and two stricken account death, the total number on the roll being 583.

The pension roll report for February, 1928, should have stated that 18 names were added during the month and 8 stricken account death, the total number on the roll being 581, instead of 579, as shown in previous report.

The special roll for the month of March, 1928, showed total allowances of \$3,192.45, an increase of \$99.45. The average allowance was \$50.67, an increase of 78%. Two names were added during the month and one stricken account death, the total number on the roll being 63.

Yours very truly,

(Signed) D. O. JOHNSON

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

384
St. Paul, Minn., April 13, 1928.
R-8

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

Your letter of April 12, File 1G:

On Sunday, April 8, the St. Paul Pioneer Press and the St. Paul Daily News each carried a good story on the Northern Pacific educational excursion to be brought to St. Paul, April 20. Subsequently we mailed to newspapers in every town affected a specially prepared story, and we have arranged with the Minneapolis Tribune to carry an exclusive story on Sunday, April 15, with considerable detail of the excursion to be operated from Little Falls on April 27; likewise we have mailed to every newspaper affected a specially prepared story.

(Signed) F. W. DeGUIRE

385
St. Paul, Minn., April 14, 1928.
E-8

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

The attached stencil:

This copy should be sent as promptly as possible to the 181 off-line daily newspapers, List SS. Also from this stencil please deliver 100 copies to this office. When the mailing has been completed will you please advise me.

Enclo

(Signed) F. W. DeGUIRE

384
St. Paul, Minn., April 14, 1928.
E-8

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

The attached stencil:

This copy should be sent as promptly as possible to the 74 on-line daily newspapers on list JJ, and the 343 on-line weekly newspapers, List KK. When the mailing has been completed will you please advise this office, sending a few copies for our file.

(Signed) F. W. DeGUIRE

Enclo

387
St. Paul, Minn., April 14, 1928.
E-8

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

The attached stencil:

Please arrange to mail to list JJ, which is a list of all on-line daily newspapers excluding St. Paul and Minneapolis, numbering 74. Please advise when the mailing has been completed, sending me a few copies for my file.

(Signed) F. W. DeGUIRE

Enclo

388
St. Paul, Minn., April 14, 1928. A4

Mr. F. E. Williamson,
Vice President.

In accordance with your letter of the 9th instant, I have executed and return herewith one copy of contract with the Soo Line covering the handling of that company's ore over our Cuyuna Dock for the season 1928.

Our copy of the contract has been filed with Mr. Relf.

CHARLES DOWNEY

encl.

cc-Mr. R. H. Relf.

389
April 14, 1928. A4

My dear Mr. Elliott:

As you know, we have been negotiating with the Soo Line in an effort to reach an agreement under which that company's ore would be handled over our Cuyuna Dock at Superior, it being our thought that by so doing substantial savings could be made for both companies. These negotiations have been handled by Mr. Williamson and an agreement has been reached under which we will handle Soo Company's ore over our dock for the year 1928, for which the Soo Company will pay us the sum of \$25,000 to cover rent and maintenance items. They will also pay their tonnage proportion of the cost of switching and the operation of the dock.

The contract is for a period of one year only, because it is realized that the handling of the two companies' ores in this way is something of an experiment, but it is the intention to enter into a long term contract if after the handling of the ore for one year we find that the expected economies can be accomplished.

The contract has been executed and will be reported by Mr. Relf in the usual course of business.

Yours very truly,

CHARLES DOWNEY

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

390

St. Paul, Minn., April 14, 1938.
8-3

Mr. F. W. Sweeney,
Comptroller.

Mr. Elliott has sent to me the following figures showing tons of coal consumed on the New Haven Road and the cost thereof in 1920 and 1927:

	<u>Tons of Coal</u>	<u>Cost</u>
1920	2,954,000	\$23,000,000
1927	1,800,000	7,784,000

Please furnish me with similar information for the Northern Pacific, including oil equated to coal basis.

(Signed) CHARLES DONNELLY *CD*

CC-

Mr. F. E. Williamson,
Vice President.

391

St. Paul, Minn., April 14, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

In connection with the proposed three-track coaling station for Glendive, covered by Yellowstone Division AFE ED No. 99, Mr. Elliott has raised a question about the excavation cost of \$3.00 per yard as compared with the excavation cost for the cinder pit of \$1.50 per yard; he does not understand why these prices should be so high, particularly in the case of the coal dock.

Mr. Elliott would also like some information as to the type of the dock that we propose to build and the estimated cost of handling coal through it.

Please let me have all of this information as promptly as possible.

(Signed) CHARLES PORTER *CP*

392
St. Paul, Minn., April 14, 1928.
S-3

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

I have been interested in reading your letter of April 4 explaining the increase in the cost of steam in 1927 over 1926. The prevailing northwestern winds in December 1927 may account for the increase, but if it does I am unable to reconcile it with the fact that during the years 1921 through 1925 the variation from year to year in the cost of steam was negligible, while on the other hand my impression is the weather conditions varied very considerably. I would like to have your further views.

(Signed) CHARLES DONNELLY

393
St. Paul, Minn., April 14, 1928.

9-3

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

Referring to the attached letter from Mrs.
Breckinridge, of the American Child Health Association:

You will note she is quite pleased with what
we propose to do in the way of children's menu cards on
May Day. What do you think of the suggestion that we
use some of the small slips entitled "The Child's Bill
of Rights"? You will note Mrs. Breckinridge states that
the Baltimore & Ohio intends to make use of them on May 1
and a few subsequent days.

(Signed) E. M. WILLIS

Encl.

394
St. Paul, Minn., April 14, 1928.
S-3

Mr. B. W. Scandrett,
General Solicitor.

Answering your letter of February 20:

I think it will be all right for the claim department to pay the Pasco Railway Club a rental of \$25 per month for the use of office space occupied by District Claim Agent Lee in the Railway Club Building.

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

395
St. Paul, Minn., April 14, 1928.
S-3

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

Referring to my letter of March 30 about having Mr. Melaney attend the thirty-first convention of the B. of L. F. & E. in San Francisco next June:

Mr. Robertson, President of the organization, has written Mr. Donnelly that from present indications it would appear that they would like to have Mr. Melaney for at least three days, probably June 13, 14 or 15. Mr. Robertson states he will write again within a few days giving the exact dates. It is clear, however, they want Mr. Melaney for three days. Please let me know promptly if it will be agreeable to have him spend that length of time with the convention.

(Signed) E. M. WILLIS

Mr. E. W. Costello:

Referring to the attached regulations about Northern Pacific and foreign trip and annual passes for employees:

I am inclined to the opinion that we should not incorporate these regulations in the new book of pass rules, particularly if, as I understand will be the case, the new rules will be distributed to a greater or less extent to foreign lines. If, however, you and Mr. E. J. Johnson have some specific advantages in mind that will result from their inclusion in the book of rules, I shall be glad to discuss the matter with you further.

(Signed) E. M. WILLIS

St. Paul, Minnesota,
April 14, 1928.

397
St. Paul, Minn., April 14, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 11 and
returning proposed contract with the City of Stevensville,
Montana, covering the purchase of water for locomotive
use:

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.

398
April 14, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of April 10, enclosing corrected copy of minutes of the adjourned regular meeting of the Board of Trustees of the Spokane, Portland and Seattle Railway Company, held on March 15, 1928; also copy of minutes of adjourned meeting of the Board of the SPAS, held at Portland April 4.

Very truly yours,

(Signed) CHARLES DONNELLY

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

399

St. Paul, Minn., April 14, 1928. A4

Mr. J. G. Woodworth,
Vice President.

I attach letter I have received from Mrs.
W. L. Lawton, Chairman of the Billboard Restriction
Committee of the General Federation of Women's Clubs,
with respect to the erection of advertising billboards
in country districts. Unless you see any objection to
so doing, I will advise Mrs. Lawton that the Northern
Pacific has no present intention of erecting advertising
billboards in country districts.

CHARLES DUNFORD

encl.

400

St. Paul, Minn., April 14, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach Mr. Elliott's letter to me of the 12th instant, with which he encloses some papers with respect to operations of the New Haven which, after noting, please pass to Mr. Woodworth, who will return them to me after he has noted them.

(Signed) CHARLES DONNELLY

encl.
cc-Mr. J. G. Woodworth.

(Signed) CHARLES DONNELLY

401
April 14, 1928. AS

My dear Colonel Carroll:

I have your letter of April 12, and thank you for copy of Order of the I.C.C. in Finance Docket No. 6523, relating to operation over the Longview, Portland & Northern Railway.

Yours very truly,

(Sincerely) CHARLES DONNELL.

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

x

402
Paid

St. Paul, Minn., April 14, 1928.

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

Leaving for Washington tonight to be at New
Willard Monday.

Charles Donnelly.

Charge NP Ry Co.,
Executive Dept.

RUSH ** RUSH

403
1000am

St. Paul, Minn., Apr. 14, 1928.

W.T. Prosser, Strang & Prosser,
Care W. E. Coman, NPrY.,
Seattle, Wash.

We are releasing on eastend Monday April sixteenth following
story. Can you handle coast cities Spokane Yakima Please
acknowledge. Quote

1145am 404

St. Paul, Minn., April 14, 1928.

R. J. Tozer
Seattle

Please wire fully immediately after Japanese around the world racer boards North Coast Limited supplying details how he reached Seattle and itinerary to New York. We should have name Japanese newspaper sponsoring race and route of other contestants. Suggest you get in touch with W T Prosser and ask him to cooperate in handling westend including Spokane. We will handle publicity east of Spokane. Important to have details by wire tomorrow but must make sure racer is on North Coast with space reservation.

Rush!

F W DeGuire

405
St. Paul, Minn., April 14, 1928. K8

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

I thought you also might like to glance at the attached which are three typical files which contain clippings showing how some of the things we have done went over.

encl.

Signed F. W. McGuire